APPENDIX K: Estimated Quantitities \& Opinions of Probable Construction Cost - Half-Mile Improvements

## Parker Road Station



## Painion of Probable Construction ca

|  | OPCC 1A |  |  | 1A-PR-VW-V03 |  | 1A-PR-VW-V04 |  | 1A-PR-VW-V05 |  | 1A-PR-SW-01 |  | 1A-PR-SW-11 |  | 1A-PR-SW-14 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | \|ITEM | UNIT | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost |
| dallas | SIDEWALK (5') | ${ }^{\text {LF }}$ | \$35.00 |  | 50.00 |  | 50.00 |  | 50.00 | 675 | \$23,625.00 | 130 | \$4,550.00 | 170 | \$5,950.00 |
| Dallas | SIDEWALK (10' PATH) | LF | \$70.00 | 820 | \$57,400.00 | 1180 | \$82,600.00 | 700 | \$49,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Remove sidewalk | LF | \$20.00 | 150 | \$3,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaining WALL (1) | LF | \$20.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| DALLAS | RETAIING WALL (2') | LF | \$40.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | RETAINING WALL (3') | LF | \$75.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | RETAINING WALL (4) | LF | \$100.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | RETAINING WALL (5') | LF | \$125.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | CURB AND GUTTER | LF | \$39.72 |  | \$0.00 | 740 | \$29,392.80 |  | 50.00 | 0 | \$0.00 | 130 | \$5,163.60 | 170 | \$6,752.40 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 | 2 | \$7,036.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| Dallas | RCP 18" | LF | \$58.00 | 20 | \$1,160.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 6 | \$13,096.50 | 3 | \$6,548.25 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 |
| TXDOT | MEDIAN CUT ( ${ }^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRRVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY Pole Relocated | EA | \$22,000.00 |  | 50.00 | 2 | \$44,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 | 1 | \$572.00 | 1 | \$572.00 | 2 | \$1,144.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | \$0.00 |  | \$0.00 |  | 50.00 | 1 | \$2,768.00 |  | \$0.00 |  | \$0.00 |
| Dallas | TREE REMOVALS | EA | \$886.00 | 3 | \$2,658.00 |  | \$0.00 | 4 | \$3,544.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| DALLAS | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | \$0.00 | 2 | \$446.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TXDOT | TRAFFIC SIGNS New | EA | \$650.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | \$0.00 | 1 | \$8.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | UTLITY Box relocation | EA | \$729.33 | 1 | \$729.33 |  | \$0.00 |  | 50.00 | 2 | \$1,458.66 |  | 50.00 |  | \$0.00 |
| dallas | LIGHt Pole relocation | EA | \$4,758.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| Dallas | fence (REMOVE AND RePLACE) | LF | \$53.00 | 500 | \$26,500.00 | 1000 | \$53,00.00 | 250 | \$13,250.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | frie hyorant relocated | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | \$97.00 | 50 | \$4,850.00 | 30 | \$2,910.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | RRFB (\#\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | RRFB (\#7)-2 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PEE HYERID BEACON (\#9) - 3 LANE UNDIVIDED | EA | $\begin{array}{r}\text { S150,000 } \\ \hline 17500\end{array}$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| $\frac{N / A}{N / A}$ |  | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | S0.00 S000 |
| N/A | APS \& COUNTDOWN PED SIGAAL ( \#10) - 1 CW | EA | \$200,000 $\$ 9,500$ |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$15,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 3 CW | EA | \$21,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | EA | \$27,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
|  | CONSTRUCTION COST (WITHOUT SIGNALS) |  |  |  |  |  | \$219,023.05 |  | \$71,757.50 |  | \$32,217.16 |  | \$11,896.35 |  | \$14,885.15 |
|  | Construction cost | TOTAL |  | \$117,001.83 |  |  | \$219,023.05 |  | \$71,757.50 |  | \$32,217.16 |  | \$11,896.35 |  | \$14,885.15 |
|  | engineering design | 10\% |  |  | \$11,700.18 |  | \$21,902.31 |  | \$7,175.75 |  | \$3,221.72 |  | \$1,189.64 |  | \$1,488.52 |
|  | general landscaping |  |  |  | \$4,680.07 |  | \$8,760.92 |  | \$2,870.30 |  | \$1,288.69 |  | \$475.85 |  | \$595.41 |
|  | Stormwater pollution prevention plan | -4\% |  |  | \$2,340.04 |  | \$4,380.46 |  | \$1,435.15 |  | \$644.34 |  | \$237.93 |  | \$297.70 |
|  | TRAFFIC CONTROL | 3\% |  |  | \$3,510.05 |  | \$6,570.69 |  | \$2,152.73 |  | \$966.51 |  | \$356.89 |  | \$446.55 |
|  | mobilzation | 4\% |  |  | \$5,101.28 |  | \$9,549.40 |  | \$3,128.63 |  | \$1,404.67 |  | \$518.68 |  | \$648.99 |
|  | federal contingency | 2\% |  |  | \$2,886.67 |  | \$5,403.74 |  | \$1,770.40 |  | \$794.86 |  | \$293.51 |  | \$367.25 |
|  | opcc | total |  |  | \$147,300.00 |  | \$275,600.00 |  | \$90,300.00 |  | \$40,600.00 |  | \$15,000.00 |  | \$18,800.00 |
|  | average cost per lf of sidewalk |  |  |  | \$179.63 PER LF |  | \$233.56 PER LF |  | \$129.00 PER LF |  | \$60.15 PER LF |  | \$115.38 PeR LF |  | \$110.59 PER LF |
|  | Grand total for group 1a | \$2,305,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Opinion of Probable Construction Cost

Parker Road Station
P=Sidewalk Repair, GR=Gap to Remain)

| OPCC 1A |  |  |  | 1A-PR-SW-17 |  | 1A-PR-SW-19 |  | 1A-PR-SW-34 |  | 1A-PR-CW-18 |  | 1A-PR-CW-24 |  | 1A-PR-CW-25 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | \|TEM | UNIT | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost |
| DALLAS | SIDEWALK (5') | LF | 535.00 | 610 | \$21,350.00 | 425 | \$14,875.00 | 130 | \$4,550.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | RETAINING WALL (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINING WALL (2') | LF | \$40.00 |  | \$0.00 |  | \$0.00 | 130 | \$5,200.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall ( ${ }^{\prime}$ ) | LF | \$75.00 | 180 | \$13,50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | RETAINING WALL (5') | LF | \$125.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 | 610 | \$24,229.20 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 5 | \$10,913.75 | 4 | \$8,731.00 | 4 | \$8,731.00 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | \$0.00 |  | 50.00 |  | 50.00 | 12 | \$433.80 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE ReLocated | EA | \$22,000.00 | 2 | \$44,00.00 | 1 | \$22,000.00 | 1 | \$22,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | \$0.00 |  | \$0.00 | 1 | \$572.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Tree relocations | EA | \$2,768.00 | 1 | \$2,768.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | TREE RemOVALS | EA | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 | 2 | \$446.00 | 1 | \$223.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 4 | \$2,60.00 | 4 | \$2,600.00 | 4 | \$2,600.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | \$9.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 190 | \$1,710.00 | 110 | \$990.00 | 110 | \$990.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 24 | \$1,440.00 | 8 | \$480.00 | 8 | \$480.00 |
| TXDOT | ututy box relocation | EA | \$729.33 | 1 | \$729.33 | 1 | \$729.33 | 1 | \$729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Lught pole relocation | EA | \$4,758.00 | 3 | \$14,274.00 | 2 | \$9,516.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | fence (REMOVE AND REPLACE) | LF | \$53.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Fire hydrant relocated | EA | \$3,40.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB (\#\#) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON (\#9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LANE DIVIDED | EA | \$200,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 1 | \$200,000.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 $\mathbf{C W}$ | EA | \$9,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$15,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | \$21,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIED | EA | \$150,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
|  | construction cost (Without signals) | total |  |  | \$132,210.28 |  | \$56,074.33 |  | \$41,782.33 |  | \$10,549.30 |  | \$6,252.75 |  | \$6,252.75 |
|  | Construction cost | total |  |  | \$132,210.28 |  | \$56,074.33 |  | \$41,782.33 |  | \$210,549.30 |  | \$6,252.75 |  | \$6,252.75 |
|  | enginerring design | 10\% |  |  | \$13,221.03 |  | \$5,607.43 |  | \$4,178.23 |  | \$21,054.93 |  | \$625.28 |  | \$625.28 |
|  | general landscaping | 4\% |  |  | \$5,288.41 |  | \$2,242.97 |  | \$1,671.29 |  | \$421.97 |  | \$250.11 |  | \$250.11 |
|  | Stormwater polution prevention plan | 2\% |  |  | \$2,644.21 |  | \$1,121.49 |  | \$835.65 |  | \$210.99 |  | \$125.06 |  | \$125.06 |
|  | TRAFFIC CONTROL | 3\% |  |  | \$3,966.31 |  | \$1,682.23 |  | \$1,253.47 |  | \$316.48 |  | \$187.58 |  | \$187.58 |
|  | mobllization | 4\% |  |  | \$5,764.37 |  | \$2,444.84 |  | \$1,821.71 |  | \$459.95 |  | \$272.62 |  | \$272.62 |
|  | federal contingency | 2\% |  |  | \$3,261.89 |  | \$1,383.47 |  | \$1,030.85 |  | \$4,660.27 |  | \$154.27 |  | \$154.27 |
|  | opcc | total |  |  | \$166,400.00 |  | \$70,600.00 |  | \$52,600.00 |  | \$237,700.00 |  | \$7,900.00 |  | \$7,900.00 |
|  | AVERAGE COST PER Lf Of SIDEWALK |  |  |  | \$272.79 PER LF |  | \$166.12 PER LF |  | \$404.62 PER LF |  | \#DIV/0! |  | \#DIV/0! |  | \#DIV/0! |
|  | Grand total for group 1a | \$2,305,200. |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Parker Road Station



| Downtown Plano Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  |  |  |  |  |  | SW-39 | 1B-DP-SW-40 |  | 1B-DP-SW-41 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 1B |  |  | 1B-DP-SW-13 |  | 1B-DP-SW-35 |  | 1B-DP-SW-38 |  | 1B-DP-SW-39 |  |  |  |  |
| Entir | \|item | UNIT | cost | Quantiry | cost | Quantity | cost | Quantity | cost | QuANTITY | cost | QUANTTY ${ }^{\text {cost }}$ |  |  |  | QUANTITY |  | 18-DP-SW-42 |  |
| dallas | SIIEWALK ( $5^{\text {a }}$ | ${ }^{\text {LF }}$ | 535.00 | 170 | \$5,950.00 | 210 | \$7,350.00 | 115 | \$4,025.00 | 175 | 56,125.00 | 40 | ${ }_{\text {S1, 400.00 }}$ | 585 | \$20,475.00 | 25 | ${ }_{5875.00}$ |
| dallas | SIDEWALK (10 ${ }^{\text {P PATH }}$ ) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIIEWALK | LF | S20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (1) | ${ }^{\text {LF }}$ | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 200 | \$4,000.00 |  | 50.00 |
| dallas | Retaling wall (2) | IE | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | S100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 | 2 | \$7,036.00 |  | 50.00 |  | 50.00 | 1 | 53,518.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | ${ }_{\text {EA }}$ | \$2,182.75 | 1 | $\stackrel{52,182.75}{5}$ | 3 | ${ }_{56,548.25}^{50}$ | 2 | $\stackrel{54,365.50}{500}$ | 2 | \$4, 3 S65.50 | 5 | $\underset{\$ 10,913,75}{500}$ | 2 | $\stackrel{54,365.50}{\$ 0}$ | 2 | $\frac{54,365.50}{500}$ |
| TXOOT | MEDIAN CUT ( $5^{\text {a }}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10'PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ¢3,972.22 |  | 50.00 | 1 | ¢3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 | 4 | \$15,888.88 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 1 | ¢8,444.44 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | 5572.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 | 2 | $\stackrel{51,144.00}{ }$ |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 6 | \$16,608.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$2,658.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | ${ }^{\text {EA }}$ | 5223.00 |  | 50.00 | 1 | 5223.00 | 1 | \$223.00 |  | 50.00 | 2 | 5446.00 | 1 | S223.00 |  | 50.00 |
| TXOOT | Traffic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | ${ }^{\text {LF }}$ | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLSS) | EA | 560.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| N/A | MEDIAN ISLAND (SEE SHEETIST THAT Follow for More Info) | EA | SEE OTHERS SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| $\frac{\text { TXDOT }}{}$ | UTULTY BOX RELICCATION | ${ }_{\text {EA }}^{\text {EA }}$ | S472933 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | ¢0.00 |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | $\frac{50.00}{50}$ |
| dallas | Fence Remove Ano Replace | ${ }_{\text {LF }}$ | $\frac{5453.00}{}$ |  | ${ }_{50.00}$ |  | $\stackrel{50.00}{50}$ |  | ${ }_{50}$ |  | ${ }_{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.0}$ |
| dallas | FIRE HYORANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED General lighting (NOT For crosswalk) | ${ }_{\text {EA }}$ | S21,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LGGHTING (H1) -3 LANE UNOVIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - L LaNE UNOIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk Lighting (\#1) - 4 LaNE Divided | EA | S41, 18,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEEC CROSSWALK LIGHTING (H1) - 6 LANE UNOIVIDED | EA | S41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (H1) -6 LANE DIVIIED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-3 LANES W/O MEDIAN | ${ }_{\text {EA }}$ | S24,000 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}$ | S 54,000 548,000 |  | 50.00 50.00 |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | ¢0.00 50.00 |  | S0.00 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.00}$ |
| N/A | Peed hYbrid beacon (H9) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRIL BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (\#10)-1 1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-2 2 W | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS $\&$ Countoown Ped Signal (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11) - 3 LANE UNOIVIIDED | EA | S150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeED Traffil S Signal (\#11)-4 LaNE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pfed TRAFFIC SIINAL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | $\begin{aligned} & \text { тотад } \\ & \text { тоtal } \end{aligned}$ |  | $\$ 8,704.75$$\$ 8,704.75$ |  |  | $\begin{aligned} & \$ 18,093.47 \\ & \$ 18,093.47 \end{aligned}$ |  | $\$ 15,649.50$ |  | \$11,634.50 |  | \$12,759.75 |  | \$67,736.38 |  | \$13,684,94 |
|  | construction cost |  |  | $\$ 15,649.50$ |  | \$11,634.50 |  |  |  | \$12,759,75 |  | \$67,736,38 |  | \$13,684,94 |
|  | enginerring desian | 10\% |  |  |  |  |  | \$870.48 |  | \$1,809.35 |  | \$1,564.95 |  | \$1,163.45 |  | \$1,275.98 |  | \$6,773.64 |  | \$1,368.49 |
|  | general Landscaping |  |  |  | \$348.19 |  |  |  | \$625.98 |  | \$465.38 $\$ 232.69$ |  | \$510.39 |  | \$2,709.46 $\$ 135473$ |  | $\$ 547.40$ $\$ 273$ |
|  | ${ }_{\text {Theffelic control }}$ | $\begin{aligned} & 2 \% \\ & 3 \% \end{aligned}$ |  |  | \$2661.14 |  | $\underset{\$ 542.80}{ }$ |  | \$5469.49 |  | $\underset{\text { S349.04 }}{ }$ |  | $\underset{\$ 382.79}{\$ 5290}$ |  | \$1, <br> $\$ 2,34.2 .09$ |  | S473.70 $\$ 40.55$ |
|  | mobilzation | 4\% |  |  | \$379.53 |  | \$78.88 |  | \$682.32 |  | \$507.26 |  | \$556.33 |  | \$2,953.31 |  | \$596.66 |
|  | federal contingency | 2\% |  |  | \$214.76 |  | \$446.40 |  | \$386.10 |  | \$287.05 |  | \$314.81 |  | \$1,671.19 |  | 5337.63 |
|  | opcc | total |  |  | \$11,000.00 |  | \$22,800.00 |  | \$19,700.00 |  | \$14,70.00 |  | \$16,100.00 |  | \$85,300.00 |  | \$17,30.00 |
|  | average cost per lf of sidewalk |  |  |  | \$64.71 Per LF |  | \$108.57 PER LF |  | \$171.30 PeR LF |  | S84.00 PER LF |  | \$402.50 PeR LF |  | \$145.81 PeR LF |  | \$692.00 PER LF |
|  | GRand total for group ib | \$1,927,100.00 |  | Min Cost/LF Max Cost/LF | \$53.47 PeRLF |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | \$692.00 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |




| OPCC 1B |  |  |  | 1B-DP-SW-91 |  | 1B-DP-SW-92 |  | 1B-DP-SW-117 |  | 1B-DP-SW-126 |  | 1B-DP-SW-127 |  | 1B-DP-SW-128 |  | 1B-DP-SW-129 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entiry | \|rem | NIT | cost | Quantity | cost | QUANTITY | Cost | Quantity | cost | QuANTITY | cost | Quantity | cost | Quantir | cost | Quantir | cost |
| dallas | SIIDEWALK( ${ }^{(5)}$ | ${ }^{\text {LF }}$ | 535.00 | 100 | \$3,500.00 | 265 | \$9,275.00 | 250 | 58,750.00 | 205 | 57,175.00 | 215 | \$7,525.00 | 595 | 520,825.00 | 330 | \$11,550.00 |
| dallas | SIDEWALK (10 ${ }^{\circ}$ PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sioewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning Wall (1) | ${ }^{\text {LF }}$ | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 | 220 | 58,800.00 |  | 50.00 |  | 50.00 |  | 50.00 | 150 | S6,000.00 |
| dallas | Retalinc Wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (4) | LF | 51100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalinc wall (5) | LF | 5125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182,75 | 1 | \$2,182,75 |  | 50.00 | 2 | \$4,365.50 | 1 | \$2,182.75 | 2 | \$4,365.50 | 1 | \$2,182.75 | 2 | \$4,365.50 |
| Tx<0才 | MEDIAN CuT (5) | LF | S36.15 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{50.00}$ |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | diveway (RESIDENTIAL) | EA | ¢3,972.22 |  | 50.00 |  | 50.00 | 2 | \$7,944.44 | 4 | \$15,888.88 |  | 50.00 | 5 | \$19,861.10 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | S8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ¢8,444.44 |
| N/A | UTILTTY POLE RELCCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 | 2 | 544,000.00 | 1 | \$22,000.00 | 6 | \$132,000.00 | 1 | \$22,000.00 |
| dallas | MANHOLE ADUUSTMENT | EA | S572.00 |  | 50.00 | 1 | \$572.00 | 3 | ${ }_{51,716.00}$ | 3 | \$1,716.00 | 2 | S1,144.00 |  | 50.00 | 3 | \$1,716.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 | 3 | \$8,304.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | S886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 5 | \$4,430.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 | 1 | S223.00 | 2 | \$446.00 | 2 | 5446.00 |
| TXDOT | Trafic signs new | EA | 5650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Pavement Markings (stop bar) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAvEMENT MARKINGS (TriANGLLES) | EA | 560.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDAA ISLAND (SEE SHEETIST THAT Follow for more info) | EA | SEE OTHER SHEET |  | \$0.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | $\frac{50.00}{\text { S30665 }}$ |  | $\stackrel{50.00}{500}$ |  | ${ }_{\text {S }}^{50.00}$ |  | $\stackrel{\text { S0.00 }}{5}$ |
|  | UTILITY BoX RELLCCATION | $\frac{\text { EA }}{\text { EA }}$ | ${ }_{54,758.30}$ |  | 50.00 50.00 | 2 | $\frac{51,458.66}{50.00}$ |  | 50.00 50.00 | 5 | $\frac{53,666.65}{50.00}$ |  | 50.00 50.00 | 4 | $\frac{52,917.32}{50.00}$ |  | S0.00 50.00 |
| dallas | fence (remove Ano Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Frie hyorant Relocated | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Parking stop | EA | S97.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| N/A <br> N/A | PeD General Lighting ( | $\frac{E A}{\text { EA }}$ | $\frac{521,000.00}{5560.35 .00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |
| N/A | PEED CROSSWALK LIGHTING ( (11) - 3 LANE UNOIVIDED | EA | $\begin{array}{r}\text { S27,182,50 } \\ \hline\end{array}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | S0.00 |  | ${ }_{50} 5000$ |
| N/A | PED CROSSWALK LIGHTING (11) - L LANE UNOVIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lichting (11) - 4 LaNE DIVIIEE | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LGGHTING (H1) - 6 LANE UNOIVIIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - LANE DVIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | RREB (H7)-1 -1 SOLAR SIGN \& PUSH BUTTONIN MEDIAN | EA | ${ }_{5} 536,000$ |  | $\frac{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | 50.00 5000 |  | ¢0.00 |
| N/A | RREB (\#7) - 2 SOLAR SIGNS 2 P PUSHBUTION IN MEDIAN | EA | \$48,000 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\frac{50.00}{50}$ |  | S0.00 |
| N/A | PeD HYBRID BEACON (H9)-3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - 4 LaNE IVIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped HYBRID BEACON (H9) - 6 LANE DIVIIDED | EA | 5200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (H10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (H10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Signt lin) -3CW | EA | $\frac{521,500}{527,500}$ |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | S0.00 Soo |
| N/A | PED TRAFFIC SIGNAL (\#11)-3 3 ANE UNOIVIDED | EA |  |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |
| N/A | PEED TRAFFIC SIGSNAL (\#11)-4 4 LANE DIVIIDED | EA | S175,000 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{}$ |
| N/A |  | EA | \$210,000 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$27,682.75 |  | \$11,305.66 |  | \$31,798.94 |  | \$77,377.28 |  | \$35,257.50 |  | \$190,966.17 |  | \$54,521.94 |
|  | construction cost | total |  |  | \$27,682.75 |  | \$11,305.66 |  | \$31,798.94 |  | \$77,377.28 |  | \$35,257.50 |  | \$190,966.17 |  | \$54,521.94 |
|  | enainerring design | 10\% |  |  | \$2,768.28 |  | \$1,130.57 |  | \$3,179.89 |  | \$7,737.73 |  | \$3,525.75 |  | \$19,096.62 |  | \$5,452.19 |
|  | general lanoscaping | 4\% |  |  | \$1,107.31 |  | \$452.23 |  | \$1,271.96 |  | \$3,095.09 |  | \$1,410.30 |  | \$7,638.65 |  | \$2,180.88 |
|  | SwPPP | 2\% |  |  | \$553.66 |  | \$226.11 |  | \$635.98 |  | \$1,547.55 |  | \$705.15 |  | \$3,819.32 |  | \$1,090.44 |
|  | TRAFFIC Control Mobluation | $3 \%$ $4 \%$ |  |  | $\underset{\substack{\text { S } \\ \$ 1,200.48 \\ \hline}}{ }$ |  | \$339.17 $\$ 492.93$ |  |  |  | $\$ 2,321.32$ $\$ 3,373.65$ |  | \$1,057.73 $\$ 1,537.23$ |  | $\$ 5,728.99$ $\$ 8,366.13$ |  | $\$ 1.635 .66$ $\$ 2,377.16$ |
|  | federal contingency | 2\% |  |  | 5682.99 |  | 5278.93 |  | 574.54 |  | \$1,909.05 |  | 5869.87 |  | \$4,711.52 |  | \$1,345.17 |
|  | opcc | тotal |  |  | \$34,900.00 |  | \$14,300.00 |  | \$40,100.00 |  | \$97,400.00 |  | \$44,400.00 |  | \$240,300.00 |  | \$68,700.00 |
|  | average cost per lf of sidewalk |  |  |  | \$349.00 PERLF |  | \$53.96 PER LF |  | \$160.40 PER LF |  | \$475.12 PER LF |  | \$206.51 PER LF |  | \$403.87 PER LF |  | \$208.18 PER LF |
|  | grand total for group 1 B | \$1,927,100.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| OPCC 1B |  |  |  | 1B-DP-SW-131 |  | 1B-DP-SW-143 |  | 1B-DP-SW-145 |  | 1B-DP-SW-48 |  | 1B-DP-CW-46 |  | 1B-DP-CW-58 |  | 1B-DP-CW-60 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITem | UNIT | cost | Quantiry | cost | Quantity | cost | Quantity | cost | Quantity | cost | Quantity | cost | QuANTITY | cost | quantir | cost |
| Dallas | SIIEWALK ( ${ }^{(5)}$ | ${ }^{\text {LF }}$ | 535.00 | 180 | S6,300.00 | 90 | ¢3,150.00 | ${ }^{220}$ | \$7,700.00 | 280 | 59,800.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIIEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{50}$ |  | $\frac{50.00}{50}$ |  | ${ }_{50} 5000$ |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |
| dallas | Retaling WALI (1) | LF | 520.00 | 150 | ${ }_{53,000.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |
| dallas | Retaling WALL (2) | LF | 540.00 |  | 50.00 |  | 50.00 | ${ }_{90}$ | \$3,600.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | S125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 |  | 50.00 | 22 | $58,738.40$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ${ }_{5}^{5}, 518.00$ |  | 50.00 |  | 50.00 | 2 | \$7,036.00 | 1 | ¢3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | ${ }_{52,182.75}$ | 2 | S4,365.50 |  | 50.00 | 5 | S10,913,75 |  | 50.00 |  | 50.00 | 2 | $54,365.50$ |
| TXDOT | MEDIAN CUT (5) | LF | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | ¢3,972.22 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| dallas | DRIVEWAY (COMMERCCIAL) | EA | S8,444.44 |  | 50.00 |  | S0.00 | 2 | ${ }_{\text {S16,888.88 }}^{\text {S }}$ |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| N/A | UTILITY POLE RELOCATED | EA | \$22,000.00 | 1 | S22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { dallas }}{}$ | MANHOLE ADUSTMENT | ${ }_{\text {EA }}$ | 5572.00 5276800 |  | S0.00 <br> S000 | 1 | S572.00 <br> 50.00 |  | S0.00 50.00 |  | ¢0.00 |  | S0.00 S000 |  | S0.00 5000 |  | ${ }_{50.00}^{500}$ |
| dalas | Tree removals | EA | \$2,886.00 |  | 50.00 |  | $\stackrel{50.00}{50.0}$ |  | ¢0.00 |  | ¢0.00 |  | ${ }_{50}$ |  | S0.00 | 2 | $\frac{55,50.00}{50}$ |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Traffic signs relocated | EA | 5223.00 | 1 | S223.00 |  | 50.00 |  | 50.00 | 3 | S669.00 |  | S0.00 | 2 | S446.00 | 2 | \$446.00 |
| TXDOT | Traffic signs new | EA | S650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 4 | ${ }_{52,60000}$ | 4 | S2,60.00 | 2 | \$1,300.00 |
| Dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 60 | \$540.00 | 100 | 5900.00 | 170 | \$1,530.00 |
| dallas | Pavement Markings (stop bar) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAvEMENT MARKINGS (TriANGLLES) | EA | 560.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 16 | 5960.00 |  | 50.00 |
| N/A | MEDIAN ISLAND (SEE SHEET (S] THAT Follow for More INFO) | EA | SEE OTHERSHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | $\stackrel{\text { S11,353.40 }}{ }$ | 1 | \$52,545.56 |  | 50.00 |
| TXOOT | UTLITY BoX Relocation | EA | 5729.33 |  | 50.00 |  | 50.00 | 2 | $\stackrel{\text { S1,458.66 }}{ }$ | 3 | ${ }_{52,187.99}$ |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | LIGHT POLE RELOCATION | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 1 | 53,40,00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED GENERALLIGHTING ( (NOT For Crosswalk) | ${ }_{\text {EA }}$ | S21,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | ${ }^{\text {PEDC CROSSWALK LIGHTING }}$ (H11) - L LANE UNDIVIVEE | EA | S26,435.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| N/A <br> N/A <br> N/A | PeD crosswalk LGGHTNG (\#1) - 3 LANE UNDVIVIDED | ${ }_{\text {EA }}$ | $\frac{527,182.50}{50000750}$ |  | so.00 S000 |  | so.00 S000 |  | s0.00 50.00 |  | ¢0.00 50.00 |  | S0.00 50.00 |  | so.00 50.00 |  | so.00 <br> Soo |
| N/A | PED CROSSWALK LIGHTING (H1) - 4 LINE DIVIDED | EA | ${ }_{\text {S }}{ }_{\text {S41,1,183,75 }}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{5}{50.00}$ |  | $\frac{50.00}{50}$ | 1 | $\stackrel{\text { S41,183,75 }}{ }$ |  | $\stackrel{\text { So.00 }}{50.00}$ |  | S0.00 <br> 5000 |
| N/A | PEED CROSSWALK LGHTING (H1) - 6 LANE UNOIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |
| N/A |  | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7)-3 LLANES W/O MEDAA | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (H7)-1 SOLAA SIGN \& PUSH BUTTONIN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (H7) - 2 Solar SIINS \& PUSHBUTTON IN MEDIAN | EA | S48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYBRID Beacon (H9) - 3 LANE UNOIVIIED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped hrbrid beacon (H9) - 4 Lane ilvided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PRED HYBRID BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (H10)-1 CW | EA | 59,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS\& COUNTDOWN PED SIGNAL (H10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A <br> N/A | APS \& Countoown Peb Sickal (H10)-3CW | $\stackrel{\text { EA }}{\text { EA }}$ | S21,500 |  | S0.00 S00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{5}$ |
| N/A | APS\& COUNTDOWN PED SIGNAL (\#10)-4 - CW | ${ }_{\text {EA }}^{\text {EA }}$ | S27,500 S150,000 |  | $\begin{array}{r}\text { S0.00 } \\ \hline 5000\end{array}$ |  | so.00 50.00 |  | $\frac{50.00}{50.00}$ |  | ¢ ${ }_{\text {so.00 }}^{50.00}$ |  | so.00 50.00 |  | s0.00 50.00 |  | s0.00 50.00 |
| N/A | Peed Trafic signal (\#11)-4 LINE Divided | EA | S175,000 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |
| N/A | PeED Trafic signal (\#11) - 6 LaNE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |
|  | constreuction cost (without signals) | total |  |  | \$33,705.75 |  | \$8,087.50 |  | \$45,421.94 |  | \$27,088.74 |  | \$14,993.40 |  | \$57,451.56 |  | \$16,817.50 |
|  | construction cost | Total |  |  | \$33,75.75 |  | \$8,087.50 |  | \$45,421.94 |  | \$27,088.74 |  | \$55,677.15 |  | \$57,451.56 |  | \$16,817.50 |
|  | enginetring design | 10\% |  |  | \$3,370.58 |  | \$808.75 |  | \$4,542.19 |  | \$2,708.87 |  | \$1,499.34 |  | \$5,75.16 |  | \$1,681.75 |
|  | general lanoscaping | 4\% |  |  | \$1,348.23 |  | \$323.50 |  | \$1,816.88 |  | \$1,083.55 |  | \$579.74 |  | \$2,298.06 |  | \$672.70 |
|  | swppp | 2\% |  |  | \$674.12 |  | \$161.75 |  | \$908.44 |  | \$541.77 |  | \$289.87 |  | \$1,149.03 |  | \$336.35 |
|  | trafic control | 3\% |  |  | \$1,011.17 |  | \$242.63 |  | \$1,362.66 |  | 5812.66 |  | \$434.80 |  | \$1,72,55 |  | \$504.53 |
|  | мовILzation | 4\% |  |  | \$1,469.57 |  | \$352.62 |  | \$1,980.40 |  | \$1,181.07 |  | \$631.91 |  | \$2,504.89 |  | \$733.24 |
|  | federal contingency | 2\% |  |  | \$831.59 |  | \$199.53 |  | \$1,120.65 |  | S668.33 |  | \$1,181.26 |  | \$1,477.44 |  | \$414.92 |
|  | opcc | тotal |  |  | \$42,500.00 |  | \$10,200.00 |  | \$57,200.00 |  | \$34,100.00 |  | \$60,300.00 |  | \$72,300.00 |  | \$21,200.00 |
|  | average cost per lf of sidewalk |  |  |  | \$236.11 PERLF |  | \$113.33 PER LF |  | \$260.00 PRRLF |  | \$121.79 PER LF |  | \#DIV/0! |  | \#DV/0! |  | *DIV/0! |
|  | Grand total for group 1 l | \$1,927,100.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## Median Island Detailed Estimate - LOCATION 1B-DP-CW-46

(NOTES FROM WAP 2020-05-06)
This is similar +/- to similar location developed for 5 A copied and pasted from 05A OPCC for reference
will use same methodology and quantities and final cost
did not change anything from 05A

## Assumptions

is across 8th Street on west side of Denley
assume 45 foot long
tear drop shape on west side - estimate as 2 triangles
assume max width at Denley is 10 foot
remove ex conc pavement (will equal new median area plus couple feet for C \& G construction add median refuge island median pavment
add conc roadway pavement thru refuge island space
add conc curb across median refuge island
add C \& C along 8th street across median refuge length
add striping east of Denley directing traffic to one lane each direction add striping west of tear drop to direct traffic around island approach
add signs - west 1 on median, 2 advance signs to merge
add signs east of Hanley - heading WB 2 signs lane ends merge right
area of median - assume 2 triangle
$0.5 \times 45 \times 10 \times 2=450 \mathrm{sf}$
area of removal
add 45 If $x 2$ sides plus 20 feet for median nose to median area
$=450+[(45 \times 2)+20]=560 \mathrm{SF}$
conc rdway pvmt at median refuge assume 10 ft wide $\times 10 \mathrm{ft}$ long $=100 \mathrm{SF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 560 | $\$ 0.49$ | $\$ 274.40$ |
| 356 | SF | 450 | $\$ 6.00$ | $\$ 2,700.00$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 110 | $\$ 32.00$ | $\$ 3,520.00$ |
| 06666035 | LF | 200 | $\$ 0.84$ | $\$ 168.00$ |
| 06666035 | LF | 200 | $\$ 0.84$ | $\$ 168.00$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
| $0636 \& 0646$ | EACH | 2 | $\$ 650.00$ | $\$ 1,300.00$ |

Assumptions
existing median width 10 plus conc curb and gutter

## remove median pvm

remove conc C \& G
need to remove existing brick pavers and also reinstall along revised median configuration remove ex pavers
replace/reinstall brick pavers
for refuge along tracks remove 14 ft width to allow for construction of 10 wide refuge -2 wheelchairs to pass installl 10 ft conc pavement
install curb along road - each side
install curb along median refuge
remove ex median nose at west end to extend
remove median pvmt
remove C \& G
remove ex pavers
replace/reinstall brick pavers
install new conc median (leave opening to park drive on north side)
measure on street view 135 If
assume width 10 ft to match existing width
remove existing pavers
replace/reinstall brick pavers
install concrete median pavement
install conc C \& G
remove existing signs (between I avenue and DART tracks)
install new signs west of I Avenue
add painted arrows on pavement west of I Ave for right turn only

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | ---: | :---: | :---: |
| 01046001 | SF | 140 | $\$ 1.38$ | $\$ 193.20$ |
| 01046022 | LF | 28 | $\$ 7.62$ | $\$ 213.36$ |
|  |  |  |  |  |
| ASSUMED | SF | 56 | $\$ 5.00$ | $\$ 280.00$ |
| ASSUMED | SF | 56 | $\$ 15.00$ | $\$ 840.00$ |
|  |  |  |  |  |
| 454 | SF | 120 | $\$ 6.33$ | $\$ 759.60$ |
| 407 | LF | 16 | $\$ 32.00$ | $\$ 512.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
|  |  |  |  |  |
| 01046001 | SF | 50 | $\$ 1.38$ | $\$ 69.00$ |
| 01046022 | LF | 20 | $\$ 7.62$ | $\$ 152.40$ |
| ASSUMED | SF | 40 | $\$ 5.00$ | $\$ 200.00$ |
| ASSUMED | SF | 30 | $\$ 15.00$ | $\$ 450.00$ |
|  |  |  |  |  |
|  |  |  |  |  |
| ASSUMED | SF | 1890 | $\$ 5.00$ | $\$ 9,450.00$ |
| ASSUMED | SF | 540 | $\$ 15.00$ | $\$ 8,100.00$ |
| 350 | SF | 1350 | $\$ 6.00$ | $\$ 8,100.00$ |
| 407 | LF | 600 | $\$ 32.00$ | $\$ 19,200.00$ |
| $807 B$ | EACH | 2 | $\$ 223.00$ | $\$ 446.00$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
| 06686019 | EACH | 2 | $\$ 495.00$ | $\$ 990.00$ |
|  |  |  |  | $\$ 52,545.56$ |




OPCC 1C

| OPCC 1C |  |  |  | 1C-CB-SW-050 |  | 1C-CB-SW-051 |  | 1C-CB-SW-052 |  | 1C-CB-SW-054 |  | 1C-CB-SW-060 |  | 1C-CB-SW-061 |  | 1C-CB-SW-042 |  | 1C-CB-SW-044 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | item | UNIT | cost | Quantity | cost | QuANTIT | cost | QUANTITY | cost | QuANTITY | cost | Quantity | cost | Quantiry | cost | QuANTITY | cost | QuANTITY | cost |
| dallas | SIIEWALK ( $5^{\text {a }}$ | ${ }^{\text {LF }}$ | 535.00 | 770 | \$26,950.00 | 825 | \$28,875.00 | 550 | \$19,250.00 | 1440 | \$50,400.00 | 70 | \$2,450.00 | 65 | \$2,275.00 | 45 | \$1,575.00 | \$100.00 | 53,50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 60 | S4,200.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 |  | 50.00 | 10 | \$200.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WAll (2) | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | RETANINS WALL (4) | LF | $\frac{5100.00}{1500}$ |  | $\frac{50.00}{500}$ |  | $\frac{50.00}{500}$ |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| $\frac{\text { Dalas }}{\text { DAllAS }}$ | Retalinn WALL( ${ }^{\text {R }}$ | $\stackrel{\text { LF }}{\text { LF }}$ | $\frac{\text { S125.00 }}{539.72}$ |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 | 150 | $\frac{518,750.00}{5000}$ |  | S0.00 <br> 50.00 |  | 50.00 <br> 50.00 |  | 50.00 S000 |  | 50.00 5000 |  | S0.00 S000 |
| DAllas | DRAINAGE INLETS (MODIFY) | EA | ¢ $\frac{53,518.00}{}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 5000 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 5 | \$10,913,75 |  | 50.00 | 5 | \$10,913.75 |  | 50.00 | 2 | \$4,366.50 | 1 | ${ }_{52,182.75}$ |  | 50.00 |
| TXDOT | median cut (5) | LF | 536.15 |  | S0.00 | 6 | \$216.90 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | DRIVEWAY (RESIEENTIAL) | EA | 53,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | Divewar (COMMERCIAL) | EA |  |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | 50.00 |
| Dallas | MANHOLE ADUUSTMENT | EA | $\frac{522,000.00}{5572.00}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | $\xrightarrow{\frac{50.00}{50.00}}$ |  | - |  | $\frac{50.00}{50.00}$ |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |
| Dallas | TreE relocations | EA | \$2,768.00 |  | $\frac{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | $\stackrel{50.00}{ }$ |  | ${ }^{50.00}$ |  | ${ }_{50} 5000$ |  | \$0.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | 5120,000.00 |  | 50.00 | 1 | \$120,000.00 |  | 50.00 |  | 50.00 | 1 | \$120,000.00 |  | 50.00 |  | S0.00 |  | $\stackrel{1}{50.00}$ |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 | 2 | ${ }_{5446.00}$ |  | 50.00 |  | 50.00 | 3 | \$669.00 | 3 | 5669.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$450.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLSS) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| ${ }_{\text {TXDOT }}$ | UTLLTY BOX RELOCATION | EA | ${ }^{5729.33}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 2 | S1,458.66 | 1 | \$529.33 |  | 50.00 |  | \$0.00 |
| dAlas | MEDIAN ISLANO (SEE SHEETIST THAT Follow for More info) | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT POLL RELOCATION | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DAlLAS | Pence (REMOVE AND Replace) | LF | ${ }_{\text {S }}^{553.00}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | ¢ ${ }_{50.00}^{500}$ |  | $\stackrel{50.00}{500}$ |
| dallas | PARKING Stop | EA | S3,690.00 <br> 597 |  | 50.00 <br> 500 |  | 50.00 50 50 |  | $\stackrel{50.00}{50.0}$ |  | 50.00 <br> 500 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | 50.00 <br> 500 |
| N/A | PED GENERALLIGHTING (NOT For crosswalk) | EA | \$21,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50}$ |
| N/A | PED CROSSWALK LIGHTING (H1) - L LANE UNOVVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H11) -3 LANE UNDIVIIDED | EA | S27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - LLANE UNOVVIVED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE IVIIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H11)-6 LANE UNOIVIDED | EA | \$41, 839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |
| N/A <br> N/A | $\frac{\text { PED CROSSWALK LIGHTING (\#1)- - LANE DVIVIDED }}{\text { Reb }}$ | EA | $\frac{\text { S42,615.50 }}{524.000}$ |  | S0.00 <br> 0.00 |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 5000 |  | $\frac{50.00}{5000}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | $\frac{50.00}{50.00}$ |
| N/A | RRFB (\#7)-1 -1 SOLAR SIGN \& PUSH BUTTONIN MEDIAN | EA | - 536,000 |  | $\frac{50.00}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | ${ }_{50} 50.00$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |
| N/A | RRRB (\#7)-2 - Solar Signs \& PuShbution In MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | PRED HYBRII BEACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A <br> N/A | PED HY8RID BEACON (\#9)-4 LANE DIVIDED | EA | ¢ |  | $\frac{50.00}{5000}$ |  | $\xrightarrow{50.00}$ |  | S0.00 5000 |  | $\xrightarrow{50.00}$ |  | $\stackrel{50.00}{5000}$ |  | $\xrightarrow{50.00}$ |  | $\frac{50.00}{5000}$ |  | S0.00 S000 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (110)-1 1 CW | EA | S |  | $\frac{50.00}{50.00}$ |  | ¢0.00 |  | ¢0.00 |  | 50.00 <br> 5000 |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |
| N/A | APS \& Countoown PeD Slinal (H10)-2cw | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |
| N/A | APS \& Countoown Ped Signal l(10)-3CW | EA | S21,500 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  |  |  | 50.00 |  |  |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | ${ }_{\text {EA }}^{\text {EA }}$ | S27,500 <br> $\$ 15000$ <br> 150 |  | $\frac{50.00}{5000}$ |  | 50.00 5000 |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | 50.00 |
| $\frac{\text { N/A }}{}$ |  | EA | S150,000 $\$ 175000$ |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DVVIDED | EA | S ${ }^{\text {S210,000 }}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.30}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50}$ |
|  | construction cost (without signals) | total |  |  | \$31,761.50 |  | \$160,05.65 |  | \$38,200.00 |  | \$62,432.75 |  | \$128,777.66 |  | \$7,369.83 |  | \$3,757.75 |  | \$3,50.00 |
|  | construction cost | total |  |  | \$31,761.50 |  | \$160,005.65 |  | \$38,200.00 |  | \$62,432,75 |  | \$128,777.66 |  | \$7,369.83 |  | \$3,757.75 |  | \$3,500.00 |
|  | enginering disign | 10\% |  |  | \$3,176.15 |  | \$16,000.57 |  | \$3,820.00 |  | \$6,243.28 |  | \$12,877.77 |  | \$736.98 |  | \$375.78 |  |  |
|  | general landscaping | 4\% |  |  | \$1,270.46 <br> $\$ 635.23$ |  | \$ $\begin{aligned} & \$ 6,400.23 \\ & \$ 3,200.11\end{aligned}$ |  | $\$ 1.588 .00$ 5764.00 |  | $\$ 52.497 .31$ $\$ 1.288 .66$ |  | $\$ 5,151.11$ $\$ 2.575 .55$ |  | 5294.79 $\$ 147.40$ |  | \$150.31 |  | $\$ 140.00$ 570.00 |
|  | Swppp ${ }_{\text {Trafic control }}$ | 2\% |  |  |  |  | S3,200.11 54.800 .17 |  |  |  | \$1,248.66 <br> $\mathbf{S 1 , 8 7 2 . 9 8}$ |  | \$2,575.55 <br> $\$ 3,863,3$ |  | \$ ${ }_{\text {\$221.40 }}$ |  | ( |  | S70.00 S105.00 |
|  | mobilzation | 4\% |  |  | \$1,384.80 |  | \$6,976.25 |  | \$1,665.52 |  | \$2,722.07 |  | \$5,614.71 |  | \$321.32 |  | \$163.84 |  | \$152.60 |
|  | federal contingency | 2\% |  |  | \$783.62 |  | \$3,947.66 |  | \$992.47 |  | \$1,540.34 |  | \$3,177.20 |  | \$181.83 |  | \$92.71 |  | \$86.35 |
|  | opcc | total |  |  | \$40,000.00 |  | \$201,400.00 |  | \$48,100.00 |  | \$78,600.00 |  | \$162,100.00 |  | \$9,300.00 |  | \$4,800.00 |  | \$4,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \$51.95 Per LF |  | \$244.12 PER LF |  | \$87.45 PER LF |  | \$ 54.58 Per LF |  | \$1246.92 PER LF |  | \$143.08 PER LF |  | \$106.67 PER LF |  | \$45.00 Per LF |
|  | grand total for group ic | \$1,950,70 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


1C-CB-SW-056 $\quad$ 1C-CB-SW-071 1 1C-CB-CW-031

| OPCC 1C |  |  |  | 1C-CB-SW-056 |  | 1C-CB-SW-071 |  | 1C-CB-CW-031 |  | 1C-CB-CW-039 |  | 1C-CB-CW-049 |  | 1C-CB-CW-051 |  | 1C-CB-CW-059 |  | 1C-CB-CW-061 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entiry | tem | UNIT | cost | QUANTITY | cost | Quantity | cost | Quantity | cost | Quantity | cost | Quantity | cost | QuANTITY | cost | Quantity | cost | Quantity | cost |
| dallas | SIDEWALK( ${ }^{\text {a }}$ ) | LF | 535.00 | 360 | \$12,600.00 | 120 | 54,200.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | SIIEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |
| dallas | REMOVE SIDEWALK | LF | S20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2') | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINNG WALL (4) | LF | $\stackrel{5100.00}{1500}$ |  | 50.00 |  | $\stackrel{50.00}{5}$ |  | S0.00 |  | S0.00 |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | $\stackrel{50.00}{5}$ |  | S0.00 |
| DALAS |  | ${ }_{\text {LF }}^{\text {LF }}$ | S121.00 <br> 53972 | 200 | $\stackrel{50.00}{5790400}$ |  | $\begin{array}{r}50.00 \\ 5000 \\ \hline\end{array}$ | 130 | $\frac{50.00}{55163.60}$ |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |
| DAllas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | $\frac{50.00}{}$ |  | $\stackrel{5}{50.00}$ |  | ${ }_{\text {S }}^{5} 50.00$ |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | $\frac{50.00}{}$ |
| dallas | RCP 18" | LF | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,188.75 | 3 | ¢6,548.25 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | medan cut (5) | LF | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |
| DAlLAS | ORIVEWAY (RESIDENTIAL) | ${ }_{\text {EA }}$ | $\frac{53,972.22}{58,4444}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | UTILITY POLE RELCCATED | EA | \$22,000.00 |  | $\stackrel{ }{50.00}$ |  | 50.00 |  | $\stackrel{50.00}{5}$ |  | S0.00 |  | S0.00 |  | 50.00 |  | $\frac{5000}{50.00}$ |  | ${ }_{5}^{50.00}$ |
| DALAS | MANHOLE ADUUSTMENT | EA | S572.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$1,716.00 |  | 50.00 |  | $\frac{50.00}{50.0}$ |  | ${ }_{50.00}$ |  | $\frac{50.00}{50.0}$ |
| dallas | TREE RELOCATONS | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | 5120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TTAAFIIC SIINS RELICATED | ${ }_{\text {EA }}$ | 5223.00 | 5 | S1,115.00 | 3 | \$669.00 |  | 50.00 |  | 50.00 | 1 | 5223.00 | 3 | \$669.00 | 3 | 5669.00 | 1 | $\stackrel{5233.00}{ }$ |
| TXOOT | Trafilic signs new | ${ }_{\text {EA }}$ | \$650.00 |  | 50.00 |  | 50.00 | 4 | \$2,600.00 | 4 | \$2,600.00 | 4 | \$2,600.00 | 4 | \$2,600.00 | 4 | S2,60.00 | 2 | \$1,300.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 | 100 | \$900.00 |  | 50.00 | 100 | 5990.00 | 480 | \$4,320.00 | 100 | 5900.00 |  | 50.00 | 230 | \$2,000.00 | 30 | \$270.00 |
| dallas | PAVEMENT MARKINGS (stop bar) | $\stackrel{L}{ }$ | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 | 48 | \$384.00 | 48 | \$384.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARRINGS (TRIANGLESS | EA | \$60.00 |  | S0.00 |  | 50.00 | 16 | \$960.00 |  | 50.00 |  | 50.00 |  | 50.00 | 12 | S720.00 | 5 | \$300.00 |
| TXOOT | UTLITY Box Relocation | EA | 5729.33 | 3 | \$2,187.99 |  | 50.00 | 1 | S729.33 | 2 | $\stackrel{\text { S1,458.66 }}{ }$ |  | 50.00 | 1 | S729.33 | 1 | S729.33 | 1 | \$729.33 |
| dallas | MEDIAN ISLAND (SEE SHEETIST THAT Follow for More InFo) | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 | 1 | S8,602.40 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | HGht pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | ${ }^{\text {LF }}$ | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYORANT RELOCATED | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED GEEERALLIGHTING (NOT For Crosswalk) | EA | S21,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | ${ }^{\text {PPDD CROSSWALK LSGHTING (H1) - } 2 \text { LaNE UNDVIVIDED }}$ | EA | $\frac{\$ 26,435.00}{}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{\text { S0.00 }}{5}$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | $\frac{527,182.50}{54000750}$ |  | $\xrightarrow{50.00}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S40,407.50 <br> $541,183.75$ |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LGHTING (H1) -6 LANE UNDVIVIDED | EA | S41,839.25 |  | $\stackrel{\text { S0.00 }}{ }$ |  | ${ }_{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | ${ }_{50.00}$ |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 6 LANE DIVIIED | EA | S42,615.50 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | RREB (H7) - 3 LANES W/O MEDIAN | EA | S24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | ${ }_{\text {EA }}$ | S36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (47) - - 2 SOLAR SIINS \& PUSHBUTION IN MEDIAN | EA | 548,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |
| N/A | PED HYBRIL BEACON (\#9)- -3 LANE UNDIVIIDED | EA | S150,000 |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ | 1 | \$150,000.00 |  | $\stackrel{50.00}{ }$ |
| $\frac{\text { N/A }}{}$ | PED HY PRID BEACON (\#\#) - 4 LANE DVIVIDED | ${ }_{\text {EA }}$ | $\frac{5175,000}{520000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |
| N/A | APS $\&$ Countoown PeD SIGNAL (\#10)-1 1 CW | EA | \$9,500 |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50}$ |  | 50.00 <br> 500 |  | 50.00 <br> 500 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50 |  | ${ }_{5}^{50.00}$ |  | $\stackrel{50.00}{50.0}$ |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$15,500.00 |  | $\frac{50.00}{}$ |  | 50.00 |  | ${ }_{50} 5$ |  | 50.00 |
| N/A | APS $\&$ countoown Ped SIGNAL (\#10)-3CW | EA | S21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL ( 110 - - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE TRAFFIC SIGNAL (\#11)-3 LANE UNDIVIDED | ${ }_{\text {EA }}$ | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { N/A }}{\text { N/A }}$ | PEET TRAFFIC S SIGAL (\#11)-4 LaNE DVVIDED | ${ }_{\text {EA }}^{\text {EA }}$ | $\frac{5175,000}{5210000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |
|  | PeE Traffic signal (\#11) - 6 LaNe divided |  | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$31,295,24 |  | \$4,869.00 |  | \$23,320.83 |  | \$14,844.16 |  | \$4,107.00 |  | \$3,98.33 |  | \$6,788,33 |  | \$2,822.33 |
|  | CONSTRUCTION COST | Total |  |  | \$31,295,24 |  | \$4,869.00 |  | \$23,320.83 |  | \$30,344.16 |  | \$4,107.00 |  | \$3,98.33 |  | \$156,788.33 |  | \$2,822,33 |
|  | enginerring design | 10\% |  |  | \$3,129.52 |  | \$488.90 |  | \$2,332.08 |  | \$3,034.42 |  | \$410.70 |  | \$399.83 |  | \$15,678.83 |  | \$282.23 |
|  | general lanoscaping | 4\% |  |  | \$1,251.81 |  | \$194.76 |  | \$932.83 |  | \$593.77 |  | \$164.28 |  | \$159.93 |  | \$271.53 |  | \$112.89 |
|  | swppp | 2\% |  |  | \$625.90 |  | \$97.38 |  | \$466.42 |  | \$296.88 |  | \$82.14 |  | \$7.97 |  | \$135.77 |  | \$56.45 |
|  | traffic control | ${ }^{3 \%}$ |  |  | ${ }_{\text {S }} 5938.86$ |  | \$146.07 |  | \$699.62 |  | \$445.32 |  | \$123.21 |  | \$119.95 |  | \$203.65 |  | \$88.67 |
|  | mobllization | 4\% |  |  | \$1,364.47 |  | \$212.29 |  | \$1,016.79 |  | \$647.21 |  | \$179.07 |  | \$174.33 |  | \$295.97 |  | \$123.05 |
|  | federal contingency | 2\% |  |  | \$772.12 |  | \$120.13 |  | \$575.37 |  | \$707.24 |  | \$101.33 |  | \$98.65 |  | \$3,467.48 |  | 569.63 |
|  | opcc | total |  |  | \$39,400.00 |  | \$6,200.00 |  | \$29,400.00 |  | \$36,100.00 |  | \$5,200.00 |  | \$5,10.00 |  | \$176,900.00 |  | \$3,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$109.44 PER LF |  | \$51.67 PER LF |  | \#DV/0! |  | \#DV/0! |  | \#DIV0! |  | \#DV/0! |  | \#DIV0! |  | \#DIV/0! |
|  | Grand total for group ic | \$1,950,700.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Opinion of Probable Construction cost CityLine Bush Station



## Assumptions

along Executive Drive, heading west from Crawford
assume 45 foot long
tear drop shape - will estimate as 2 triangles
asume max width at Crawford as 10 foot wide
remove existing conc pavement (will equal median area plus couple of feet for curb and gutter) add mediian refuge conc pvmt
add conc curb across median refuge
conc C \& G along Executive
add striping west of tear drop directing traffic around median refuge add signs for median - assume 2 and then one on median
area of median - assume 2 triangles
$0.5 \times 45 \times 10 \times 2=450 \mathrm{sf}$
area of removal
add 45 If $\times 2$ sides plus 20 feet for median nose to median area
$=450+[(45 \times 2)+20]=560 \mathrm{SF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 560 | $\$ 0.49$ | $\$ 274.40$ |
| 356 | SF | 450 | $\$ 6.00$ | $\$ 2,700.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 110 | $\$ 32.00$ | $\$ 3,520.00$ |
| 06666035 | LF | 200 | $\$ 0.84$ | $\$ 168.00$ |
| $0636 \& 0646$ | EACH | 2 | $\$ 650.00$ | $\$ 1,300.00$ |
|  |  |  |  | $\$ 8,602.40$ |




OPCC 1C

| OPCC 1C |  |  |  | 1C-CB-SW-050 |  | 1C-CB-SW-051 |  | 1C-CB-SW-052 |  | 1C-CB-SW-054 |  | 1C-CB-SW-060 |  | 1C-CB-SW-061 |  | 1C-CB-SW-042 |  | 1C-CB-SW-044 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | item | UNIT | cost | Quantity | cost | QuANTIT | cost | QUANTITY | cost | QuANTITY | cost | Quantity | cost | Quantiry | cost | QuANTITY | cost | QuANTITY | cost |
| dallas | SIIEWALK ( $5^{\text {a }}$ | ${ }^{\text {LF }}$ | 535.00 | 770 | \$26,950.00 | 825 | \$28,875.00 | 550 | \$19,250.00 | 1440 | \$50,400.00 | 70 | \$2,450.00 | 65 | \$2,275.00 | 45 | \$1,575.00 | \$100.00 | 53,50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 60 | S4,200.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 |  | 50.00 | 10 | \$200.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WAll (2) | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | RETANINS WALL (4) | LF | $\frac{5100.00}{1500}$ |  | $\frac{50.00}{500}$ |  | $\frac{50.00}{500}$ |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| $\frac{\text { Dalas }}{\text { DAllAS }}$ | Retalinn WALL( ${ }^{\text {R }}$ | $\stackrel{\text { LF }}{\text { LF }}$ | $\frac{\text { S125.00 }}{539.72}$ |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 | 150 | $\frac{518,750.00}{5000}$ |  | S0.00 <br> 50.00 |  | 50.00 <br> 50.00 |  | 50.00 S000 |  | 50.00 5000 |  | S0.00 S000 |
| DAllas | DRAINAGE INLETS (MODIFY) | EA | ¢ $\frac{53,518.00}{}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 5000 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 5 | \$10,913,75 |  | 50.00 | 5 | \$10,913.75 |  | 50.00 | 2 | \$4,366.50 | 1 | ${ }_{52,182.75}$ |  | 50.00 |
| TXDOT | median cut (5) | LF | 536.15 |  | S0.00 | 6 | \$216.90 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | DRIVEWAY (RESIEENTIAL) | EA | 53,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | Divewar (COMMERCIAL) | EA |  |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | 50.00 |
| Dallas | MANHOLE ADUUSTMENT | EA | $\frac{522,000.00}{5572.00}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | $\xrightarrow{\frac{50.00}{50.00}}$ |  | - |  | $\frac{50.00}{50.00}$ |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |
| Dallas | TreE relocations | EA | \$2,768.00 |  | $\frac{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | $\stackrel{50.00}{ }$ |  | ${ }^{50.00}$ |  | ${ }_{50} 5000$ |  | \$0.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | 5120,000.00 |  | 50.00 | 1 | \$120,000.00 |  | 50.00 |  | 50.00 | 1 | \$120,000.00 |  | 50.00 |  | S0.00 |  | $\stackrel{1}{50.00}$ |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 | 2 | ${ }_{5446.00}$ |  | 50.00 |  | 50.00 | 3 | \$669.00 | 3 | 5669.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$450.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLSS) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| ${ }_{\text {TXDOT }}$ | UTLLTY BOX RELOCATION | EA | ${ }^{5729.33}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 2 | S1,458.66 | 1 | \$529.33 |  | 50.00 |  | \$0.00 |
| dAlas | MEDIAN ISLANO (SEE SHEETIST THAT Follow for More info) | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT POLL RELOCATION | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DAlLAS | Pence (REMOVE AND Replace) | LF | ${ }_{\text {S }}^{553.00}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | ¢ ${ }_{50.00}^{500}$ |  | $\stackrel{50.00}{500}$ |
| dallas | PARKING Stop | EA | S3,690.00 <br> 597 |  | 50.00 <br> 500 |  | 50.00 50 50 |  | $\stackrel{50.00}{50.0}$ |  | 50.00 <br> 500 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | 50.00 <br> 500 |
| N/A | PED GENERALLIGHTING (NOT For crosswalk) | EA | \$21,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50}$ |
| N/A | PED CROSSWALK LIGHTING (H1) - L LANE UNOVVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H11) -3 LANE UNDIVIIDED | EA | S27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - LLANE UNOVVIVED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE IVIIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H11)-6 LANE UNOIVIDED | EA | \$41, 839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |
| N/A <br> N/A | $\frac{\text { PED CROSSWALK LIGHTING (\#1)- - LANE DVIVIDED }}{\text { Reb }}$ | EA | $\frac{\text { S42,615.50 }}{524.000}$ |  | S0.00 <br> 0.00 |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 5000 |  | $\frac{50.00}{5000}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | $\frac{50.00}{50.00}$ |
| N/A | RRFB (\#7)-1 -1 SOLAR SIGN \& PUSH BUTTONIN MEDIAN | EA | - 536,000 |  | $\frac{50.00}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | ${ }_{50} 50.00$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |
| N/A | RRRB (\#7)-2 - Solar Signs \& PuShbution In MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | PRED HYBRII BEACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A <br> N/A | PED HY8RID BEACON (\#9)-4 LANE DIVIDED | EA | ¢ |  | $\frac{50.00}{5000}$ |  | $\xrightarrow{50.00}$ |  | S0.00 5000 |  | $\xrightarrow{50.00}$ |  | $\stackrel{50.00}{5000}$ |  | $\xrightarrow{50.00}$ |  | $\frac{50.00}{5000}$ |  | S0.00 S000 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (110)-1 1 CW | EA | S |  | $\frac{50.00}{50.00}$ |  | ¢0.00 |  | ¢0.00 |  | 50.00 <br> 5000 |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |
| N/A | APS \& Countoown PeD Slinal (H10)-2cw | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |
| N/A | APS \& Countoown Ped Signal l(10)-3CW | EA | S21,500 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  |  |  | 50.00 |  |  |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | ${ }_{\text {EA }}^{\text {EA }}$ | S27,500 <br> $\$ 15000$ <br> 150 |  | $\frac{50.00}{5000}$ |  | 50.00 5000 |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | 50.00 |
| $\frac{\text { N/A }}{}$ |  | EA | S150,000 $\$ 175000$ |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DVVIDED | EA | S ${ }^{\text {S210,000 }}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.30}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50}$ |
|  | construction cost (without signals) | total |  |  | \$31,761.50 |  | \$160,05.65 |  | \$38,200.00 |  | \$62,432.75 |  | \$128,777.66 |  | \$7,369.83 |  | \$3,757.75 |  | \$3,50.00 |
|  | construction cost | total |  |  | \$31,761.50 |  | \$160,005.65 |  | \$38,200.00 |  | \$62,432,75 |  | \$128,777.66 |  | \$7,369.83 |  | \$3,757.75 |  | \$3,500.00 |
|  | enginering disign | 10\% |  |  | \$3,176.15 |  | \$16,000.57 |  | \$3,820.00 |  | \$6,243.28 |  | \$12,877.77 |  | \$736.98 |  | \$375.78 |  |  |
|  | general landscaping | 4\% |  |  | \$1,270.46 <br> $\$ 635.23$ |  | \$ $\begin{aligned} & \$ 6,400.23 \\ & \$ 3,200.11\end{aligned}$ |  | $\$ 1.588 .00$ 5764.00 |  | $\$ 52.497 .31$ $\$ 1.288 .66$ |  | $\$ 5,151.11$ $\$ 2.575 .55$ |  | 5294.79 $\$ 147.40$ |  | \$150.31 |  | $\$ 140.00$ 570.00 |
|  | Swppp ${ }_{\text {Trafic control }}$ | 2\% |  |  |  |  | S3,200.11 54.800 .17 |  |  |  | \$1,248.66 <br> $\mathbf{S 1 , 8 7 2 . 9 8}$ |  | \$2,575.55 <br> $\$ 3,863,3$ |  | \$ ${ }_{\text {\$221.40 }}$ |  | ( |  | S70.00 S105.00 |
|  | mobilzation | 4\% |  |  | \$1,384.80 |  | \$6,976.25 |  | \$1,665.52 |  | \$2,722.07 |  | \$5,614.71 |  | \$321.32 |  | \$163.84 |  | \$152.60 |
|  | federal contingency | 2\% |  |  | \$783.62 |  | \$3,947.66 |  | \$992.47 |  | \$1,540.34 |  | \$3,177.20 |  | \$181.83 |  | \$92.71 |  | \$86.35 |
|  | opcc | total |  |  | \$40,000.00 |  | \$201,400.00 |  | \$48,100.00 |  | \$78,600.00 |  | \$162,100.00 |  | \$9,300.00 |  | \$4,800.00 |  | \$4,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \$51.95 Per LF |  | \$244.12 PER LF |  | \$87.45 PER LF |  | \$ 54.58 Per LF |  | \$1246.92 PER LF |  | \$143.08 PER LF |  | \$106.67 PER LF |  | \$45.00 Per LF |
|  | grand total for group ic | \$1,950,70 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


1C-CB-SW-056 $\quad$ 1C-CB-SW-071 1 1C-CB-CW-031

| OPCC 1C |  |  |  | 1C-CB-SW-056 |  | 1C-CB-SW-071 |  | 1C-CB-CW-031 |  | 1C-CB-CW-039 |  | 1C-CB-CW-049 |  | 1C-CB-CW-051 |  | 1C-CB-CW-059 |  | 1C-CB-CW-061 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entiry | tem | UNIT | cost | QUANTITY | cost | Quantity | cost | Quantity | cost | Quantity | cost | Quantity | cost | QuANTITY | cost | Quantity | cost | Quantity | cost |
| dallas | SIDEWALK( ${ }^{\text {a }}$ ) | LF | 535.00 | 360 | \$12,600.00 | 120 | 54,200.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | SIIEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |
| dallas | REMOVE SIDEWALK | LF | S20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2') | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINNG WALL (4) | LF | $\stackrel{5100.00}{1500}$ |  | 50.00 |  | $\stackrel{50.00}{5}$ |  | S0.00 |  | S0.00 |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | $\stackrel{50.00}{5}$ |  | S0.00 |
| DALAS |  | ${ }_{\text {LF }}^{\text {LF }}$ | S121.00 <br> 53972 | 200 | $\stackrel{50.00}{5790400}$ |  | $\begin{array}{r}50.00 \\ 5000 \\ \hline\end{array}$ | 130 | $\frac{50.00}{55163.60}$ |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |
| DAllas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | $\frac{50.00}{}$ |  | $\stackrel{5}{50.00}$ |  | ${ }_{\text {S }}^{5} 50.00$ |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | $\frac{50.00}{}$ |
| dallas | RCP 18" | LF | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,188.75 | 3 | ¢6,548.25 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | medan cut (5) | LF | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |
| DAlLAS | ORIVEWAY (RESIDENTIAL) | ${ }_{\text {EA }}$ | $\frac{53,972.22}{58,4444}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | UTILITY POLE RELCCATED | EA | \$22,000.00 |  | $\stackrel{ }{50.00}$ |  | 50.00 |  | $\stackrel{50.00}{5}$ |  | S0.00 |  | S0.00 |  | 50.00 |  | $\frac{5000}{50.00}$ |  | ${ }_{5}^{50.00}$ |
| DALAS | MANHOLE ADUUSTMENT | EA | S572.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$1,716.00 |  | 50.00 |  | $\frac{50.00}{50.0}$ |  | ${ }_{50.00}$ |  | $\frac{50.00}{50.0}$ |
| dallas | TREE RELOCATONS | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | 5120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TTAAFIIC SIINS RELICATED | ${ }_{\text {EA }}$ | 5223.00 | 5 | S1,115.00 | 3 | \$669.00 |  | 50.00 |  | 50.00 | 1 | 5223.00 | 3 | \$669.00 | 3 | 5669.00 | 1 | $\stackrel{5233.00}{ }$ |
| TXOOT | Trafilic signs new | ${ }_{\text {EA }}$ | \$650.00 |  | 50.00 |  | 50.00 | 4 | \$2,600.00 | 4 | \$2,600.00 | 4 | \$2,600.00 | 4 | \$2,600.00 | 4 | S2,60.00 | 2 | \$1,300.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 | 100 | \$900.00 |  | 50.00 | 100 | 5990.00 | 480 | \$4,320.00 | 100 | 5900.00 |  | 50.00 | 230 | \$2,000.00 | 30 | \$270.00 |
| dallas | PAVEMENT MARKINGS (stop bar) | $\stackrel{L}{ }$ | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 | 48 | \$384.00 | 48 | \$384.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARRINGS (TRIANGLESS | EA | \$60.00 |  | S0.00 |  | 50.00 | 16 | \$960.00 |  | 50.00 |  | 50.00 |  | 50.00 | 12 | S720.00 | 5 | \$300.00 |
| TXOOT | UTLITY Box Relocation | EA | 5729.33 | 3 | \$2,187.99 |  | 50.00 | 1 | S729.33 | 2 | $\stackrel{\text { S1,458.66 }}{ }$ |  | 50.00 | 1 | S729.33 | 1 | S729.33 | 1 | \$729.33 |
| dallas | MEDIAN ISLAND (SEE SHEETIST THAT Follow for More InFo) | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 | 1 | S8,602.40 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | HGht pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | ${ }^{\text {LF }}$ | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYORANT RELOCATED | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED GEEERALLIGHTING (NOT For Crosswalk) | EA | S21,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | ${ }^{\text {PPDD CROSSWALK LSGHTING (H1) - } 2 \text { LaNE UNDVIVIDED }}$ | EA | $\frac{\$ 26,435.00}{}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{\text { S0.00 }}{5}$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | $\frac{527,182.50}{54000750}$ |  | $\xrightarrow{50.00}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S40,407.50 <br> $541,183.75$ |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LGHTING (H1) -6 LANE UNDVIVIDED | EA | S41,839.25 |  | $\stackrel{\text { S0.00 }}{ }$ |  | ${ }_{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | ${ }_{50.00}$ |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 6 LANE DIVIIED | EA | S42,615.50 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | RREB (H7) - 3 LANES W/O MEDIAN | EA | S24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | ${ }_{\text {EA }}$ | S36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (47) - - 2 SOLAR SIINS \& PUSHBUTION IN MEDIAN | EA | 548,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |
| N/A | PED HYBRIL BEACON (\#9)- -3 LANE UNDIVIIDED | EA | S150,000 |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ | 1 | \$150,000.00 |  | $\stackrel{50.00}{ }$ |
| $\frac{\text { N/A }}{}$ | PED HY PRID BEACON (\#\#) - 4 LANE DVIVIDED | ${ }_{\text {EA }}$ | $\frac{5175,000}{520000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |
| N/A | APS $\&$ Countoown PeD SIGNAL (\#10)-1 1 CW | EA | \$9,500 |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50}$ |  | 50.00 <br> 500 |  | 50.00 <br> 500 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50 |  | ${ }_{5}^{50.00}$ |  | $\stackrel{50.00}{50.0}$ |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$15,500.00 |  | $\frac{50.00}{}$ |  | 50.00 |  | ${ }_{50} 5$ |  | 50.00 |
| N/A | APS $\&$ countoown Ped SIGNAL (\#10)-3CW | EA | S21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL ( 110 - - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE TRAFFIC SIGNAL (\#11)-3 LANE UNDIVIDED | ${ }_{\text {EA }}$ | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { N/A }}{\text { N/A }}$ | PEET TRAFFIC S SIGAL (\#11)-4 LaNE DVVIDED | ${ }_{\text {EA }}^{\text {EA }}$ | $\frac{5175,000}{5210000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |
|  | PeE Traffic signal (\#11) - 6 LaNe divided |  | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$31,295,24 |  | \$4,869.00 |  | \$23,320.83 |  | \$14,844.16 |  | \$4,107.00 |  | \$3,98.33 |  | \$6,788,33 |  | \$2,822.33 |
|  | CONSTRUCTION COST | Total |  |  | \$31,295,24 |  | \$4,869.00 |  | \$23,320.83 |  | \$30,344.16 |  | \$4,107.00 |  | \$3,98.33 |  | \$156,788.33 |  | \$2,822,33 |
|  | enginerring design | 10\% |  |  | \$3,129.52 |  | \$488.90 |  | \$2,332.08 |  | \$3,034.42 |  | \$410.70 |  | \$399.83 |  | \$15,678.83 |  | \$282.23 |
|  | general lanoscaping | 4\% |  |  | \$1,251.81 |  | \$194.76 |  | \$932.83 |  | \$593.77 |  | \$164.28 |  | \$159.93 |  | \$271.53 |  | \$112.89 |
|  | swppp | 2\% |  |  | \$625.90 |  | \$97.38 |  | \$466.42 |  | \$296.88 |  | \$82.14 |  | \$7.97 |  | \$135.77 |  | \$56.45 |
|  | traffic control | ${ }^{3 \%}$ |  |  | ${ }_{\text {S }} 5938.86$ |  | \$146.07 |  | \$699.62 |  | \$445.32 |  | \$123.21 |  | \$119.95 |  | \$203.65 |  | \$88.67 |
|  | mobllization | 4\% |  |  | \$1,364.47 |  | \$212.29 |  | \$1,016.79 |  | \$647.21 |  | \$179.07 |  | \$174.33 |  | \$295.97 |  | \$123.05 |
|  | federal contingency | 2\% |  |  | \$772.12 |  | \$120.13 |  | \$575.37 |  | \$707.24 |  | \$101.33 |  | \$98.65 |  | \$3,467.48 |  | 569.63 |
|  | opcc | total |  |  | \$39,400.00 |  | \$6,200.00 |  | \$29,400.00 |  | \$36,100.00 |  | \$5,200.00 |  | \$5,10.00 |  | \$176,900.00 |  | \$3,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$109.44 PER LF |  | \$51.67 PER LF |  | \#DV/0! |  | \#DV/0! |  | \#DIV0! |  | \#DV/0! |  | \#DIV0! |  | \#DIV/0! |
|  | Grand total for group ic | \$1,950,700.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Opinion of Probable Construction cost CityLine Bush Station



## Assumptions

along Executive Drive, heading west from Crawford
assume 45 foot long
tear drop shape - will estimate as 2 triangles
asume max width at Crawford as 10 foot wide
remove existing conc pavement (will equal median area plus couple of feet for curb and gutter) add mediian refuge conc pvmt
add conc curb across median refuge
conc C \& G along Executive
add striping west of tear drop directing traffic around median refuge add signs for median - assume 2 and then one on median
area of median - assume 2 triangles
$0.5 \times 45 \times 10 \times 2=450 \mathrm{sf}$
area of removal
add 45 If $\times 2$ sides plus 20 feet for median nose to median area
$=450+[(45 \times 2)+20]=560 \mathrm{SF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 560 | $\$ 0.49$ | $\$ 274.40$ |
| 356 | SF | 450 | $\$ 6.00$ | $\$ 2,700.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 110 | $\$ 32.00$ | $\$ 3,520.00$ |
| 06666035 | LF | 200 | $\$ 0.84$ | $\$ 168.00$ |
| $0636 \& 0646$ | EACH | 2 | $\$ 650.00$ | $\$ 1,300.00$ |
|  |  |  |  | $\$ 8,602.40$ |




## Assumptions

along Palisades Blvd at S Gate Dr
assume 60 foot long
tear drop shape - will estimate as 2 triangles
asume max width at $S$ Gate $\operatorname{Dr}$ as 10 foot wide
remove existing conc pavement (will equal median area plus couple of feet for curb and gutte add mediian refuge conc pvmt
add conc curb across median refuge
conc C \& G along Palisades Blvd
add striping west of tear drop directing traffic around median refuge
and also reducing EB traffic to one lane each way. Also along median both sides/edges add signs for median - assume 2 for PED Crossing,
plus 1 on each end of median directing traffic around would be 6 total
area of median - assume 2 triangles
$0.5 \times 60 \times 10 \times 2=600 \mathrm{~s}$
area of removal
add 60 If $\times 2$ sides plus 20 feet for median nose to median area
$=600+[(60 \times 2)+20]=740 \mathrm{SF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 740 | $\$ 0.49$ | $\$ 362.60$ |
| 356 | SF | 600 | $\$ 6.00$ | $\$ 3,600.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 220 | $\$ 32.00$ | $\$ 7,040.00$ |
|  |  |  |  |  |
| 06666035 | LF | 800 | $\$ 0.84$ | $\$ 672.00$ |
|  |  |  |  |  |
| 0636 \& 0646 | EACH | 6 | $\$ 650.00$ | $\$ 3,900.00$ |
|  |  |  |  | $\$ 16,214.60$ |

## Assumptions

along Palisades Blvd at S Gate Dr
assume 60 foot long
tear drop shape - will estimate as 2 triangles
asume max width at $S$ Gate $\operatorname{Dr}$ as 10 foot wide
remove existing conc pavement (will equal median area plus couple of feet for curb and gutte add mediian refuge conc pvmt
add conc curb across median refuge
conc C \& G along Palisades Blvd
add striping west of tear drop directing traffic around median refuge
and also reducing EB traffic to one lane each way. Also along median both sides/edges add signs for median - assume 2 for PED Crossing,
plus 1 on each end of median directing traffic around would be 6 total
area of median - assume 2 triangles
$0.5 \times 60 \times 10 \times 2=600 \mathrm{~s}$
area of removal
add 60 If $\times 2$ sides plus 20 feet for median nose to median area
$=600+[(60 \times 2)+20]=740 \mathrm{SF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 740 | $\$ 0.49$ | $\$ 362.60$ |
| 356 | SF | 600 | $\$ 6.00$ | $\$ 3,600.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 220 | $\$ 32.00$ | $\$ 7,040.00$ |
|  |  |  |  |  |
| 06666035 | LF | 800 | $\$ 0.84$ | $\$ 672.00$ |
|  |  |  |  |  |
| $0636 \& 0646$ | EACH | 6 | $\$ 650.00$ | $\$ 3,900.00$ |
|  |  |  |  | $\$ 16,214.60$ |

## Assumptions

Sidewalk along north side of Galatyn Parkway
Sidewalk and drainage inlet modification accounted for on main spreadsheet tab
Median island work for DDI accounted for under 2A-GP-SW-42
Eliminate existing pavement markings (4")
Eliminate existing pavement markings (12")
New double yellow markings (4") - $290 \mathrm{ft} \times 2$
Remove pavement marking arrows

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 6776001 | LF | 1500 | $\$ 0.39$ | $\$ 585.00$ |
| 6776005 | LF | 304 | $\$ 1.51$ | $\$ 459.04$ |
| 6686043 | LF | 580 | $\$ 5.06$ | $\$ 2,934.80$ |
| 6776008 | EA | 6 | $\$ 53.30$ | $\$ 319.80$ |
| 6686122 | EA | 4 | $\$ 800.00$ | $\$ 3,200.00$ |
|  |  |  |  | $\$ 7,498.64$ |

length of 6" pavement marking removal
200 left turn solid white +620 double yellow $+230 / 4$ skip white $=$
1497.5 round to 1500
$16 \times 19=304 \mathrm{f}$

## Assumptions

Road diet with Diverging Diamond Interchange (DDI) - sidewalk in median
Median \& splitter island construction for crossovers on bridge abutment/deck (see below) Eliminate existing pavement markings (4")
Remove pavement marking arrows
Pavement marking arrows
Eliminate existing pavement markings (24")
New double yellow markings (4")

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| XXX | SF | 4740 | $\$ 110.00$ | $\$ 521,400.00$ |
| 6776001 | LF | 200 | $\$ 0.39$ | $\$ 78.00$ |
| 6776008 | EA | 5 | $\$ 53.30$ | $\$ 266.50$ |
| 6686122 | EA | 8 | $\$ 800.00$ | $\$ 6,400.00$ |
| 6776007 | LF | 44 | $\$ 3.39$ | $\$ 149.16$ |
| 6686043 | LF | 250 | $\$ 5.06$ | $\$ 1,265.00$ |
|  |  |  |  | $\$ 529,558.66$ |

area of islands - assume each approach splitter island approximated by 200 x $14^{\prime}$ diamond
$0.5 \times 200 \times 14=\quad 1400 \mathrm{sf} \times 2$ islands $=$ 2800 sf total
Assume median island approximated by $130^{\prime} \times 16^{\prime}$ diamond
$0.5 \times 130 \times 16=$ 1040 sf
Assume 2 crossover islands per instersection, each approximated by $30^{\prime} \times 15^{\prime}$ diamonds
$0.5 \times 30 \times 15=$
$225 \mathrm{sf} \times 4$ islands
900 sf total

## Assumptions

Sidewalk along north side of Galatyn Parkway
Median island work for DDI accounted for under 2A-GP-SW-42
New single white marking (edge line) (4")
Remove pavement marking arrows
Pavement marking arrows
length of 6" pavement marking removal
200 left turn solid white +620 double yellow $+230 / 4$ skip white $=$
length of 12" pavement marking removal for diagonal lines
$16 \times 19=304 \mathrm{ft}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 6686043 | LF | 620 | $\$ 5.06$ | $\$ 3,137.20$ |
| 6776008 | EA | 2 | $\$ 53.30$ | $\$ 106.60$ |
| 6686122 | EA | 2 | $\$ 800.00$ | $\$ 1,600.00$ |
|  |  |  |  | $\$ 4,843.80$ |

1497.5 round to 1500

| OPCC 2B |  |  |  | 2B-AC-VW-V02 |  | 2B-AC-SW-03 |  | 2B-AC-RP-06 |  | 2B-AC-SW-14 |  | 2B-AC-RP-22 |  | 2B-AC-RP-33 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost |
| DALLAS | SIDEWALK (5') | LF | \$35.00 | 120 | \$4,200.00 | 610 | \$21,350.00 | 25 | \$875.00 | 35 | \$1,225.00 | 15 | \$525.00 | 50 | \$1,750.00 |
| DALLAS | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 15 | \$300.00 | 50 | \$1,000.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| DALLAS | Retalining Wall (2') | LF | \$40.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | Retaling wall ( ${ }^{\text {3 }}$ ) | LF | \$75.00 | 120 | \$9,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (4) | LF | \$100.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | \$0.00 | 1 | \$3,518.00 | 1 | \$3,518.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | RALI (HANDRAILTY E) | LF | \$140.00 | 120 | \$16,800.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDAA CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $10{ }^{1}$ PATH) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| DALLAS | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE ReLocated | EA | \$22,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | tree removals | EA | \$886.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | TRAFFIC SIGNS RELICATED | EA | \$223.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | TRAFFIC SIGNS New | EA | \$650.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | \$9.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | MEDIAN ILIAND/OTHER IMPROVEMENTS | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX RELOCATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | FENCE (RemOVE AND REPLACE) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | FRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | GUARDRALL END TREATMENT (MOVE \& RESET) | EA | \$1,369.00 | 1 | \$1,369.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - L LANE DIVIDED | EA | \$175,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9)-6 LANE DIVIDED | EA | \$200,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 CW | EA | \$9,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 W | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#110)-3 CW | EA | \$21,500 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFIIC SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PEE TRAFFIC SIGNAL (\#11) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | CONstruction cost (WIthout signals) | TOTAL |  |  | \$31,369.00 |  | \$22,236.00 |  | \$4,393.00 |  | \$4,743.00 |  | \$825.00 |  | \$2,750.00 |
|  | CONstruction cost | total |  |  | \$31,369.00 |  | \$22,236.00 |  | \$4,393.00 |  | \$4,743.00 |  | \$825.00 |  | \$2,750.00 |
|  | engineering design | 10\% |  |  | \$3,136.90 |  | \$2,23.60 |  | \$439.30 |  | \$474.30 |  | \$82.50 |  | \$275.00 |
|  | general landscaping | 4\% |  |  | \$1,254.76 |  | \$889.44 |  | \$175.72 |  | \$189.72 |  | \$33.00 |  | \$110.00 |
|  | SWPPP | ${ }^{2 \%}$ |  |  | $\$ 527.38$ |  | \$444.72 |  | \$87.86 |  | \$94.86 |  | \$16.50 |  | \$55.00 |
|  | traffic control |  |  |  | $\underset{\$ 1,367.69}{\$ 941.07}$ |  | \$667.08 |  | \$131.79 |  | \$142.29 |  | \$24.75 |  | \$82.50 |
|  | mobilzation | 4\% |  |  |  |  | \$969.49 |  | \$191.53 |  | \$206.79 |  | \$35.97 |  | \$119.90 |
|  | federal contingency | 2\% |  |  | \$773.94 |  | \$548.61 |  | \$108.38 |  | \$117.02 |  | \$20.35 |  | \$67.85 |
|  | opcc | total |  |  | \$39,500.00 |  | \$28,000.00 |  | \$5,600.00 |  | \$6,000.00 |  | \$1,100.00 |  | \$3,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \$329.17 PER LF |  | \$45.90 PER LF |  | \$224.00 PER LF |  | \$171.43 PER LF |  | \$73.33 per LF |  | \$70.00 PER LF |
|  | Grand total for group 2 B | 81,60 |  |  |  |  |  |  |  |  |  |  |  |  |  |




SW \& Sidewalk (or CW=Croswalk, VW=Veloweb, R
01 \& Improvement Number (matches 1 1 on Map)

| OPCC 2B |  |  |  | 2B-AC-CW-04 |  | 2B-AC-CW-05 |  | 2B-AC-CW-55 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM | UNIT | cost | QUANTITY | cost | QUANTITY | Cost | QuANTITY | cost |
| DALLAS | SIDEWALK (5') | LF | \$35.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | Retaining wall (1) | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINING WALL (2') | LF | \$40.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINING WALL (3') | LF | \$75.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| DALLAS | RETAINING WALL (4) | LF | \$100.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | RETAINING WALL (5') | LF | \$125.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | RAIL (HANDRAIL TY E) | LF | \$140.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | \$0.00 |  | \$0.00 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT ( $10{ }^{\prime}$ PATH) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | UTLITY POLE ReLocated | EA | \$22,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| Dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | TREE REMOVALS | EA | 5886.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | Traffic signs new | EA | \$650.00 | 2 | \$1,300.00 | 2 | \$1,300.00 | 8 | \$5,200.00 |
| Dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 | 35 | \$315.00 | 30 | \$270.00 | 65 | \$585.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 | 4 | \$240.00 | 4 | \$240.00 | 14 | \$840.00 |
| N/A | MEDIA ISLAND/OTHER IMPROVEMENTS | EA | SEE OTHER SHEET |  | \$0.00 |  | \$0.00 | 1 | \$85,391.50 |
| TXDOT | UTLITY BOX ReLICATİN | EA | 5729.33 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | fence (REMOVE AND REPLACE) | LF | \$53.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| Dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | GUARDRAIL END TREATMENT (MOVE \& RESET) | EA | \$1,369.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB (\#\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 | 1 | \$24,000.00 | 1 | \$24,000.00 |  | \$0.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 | 1 | \$36,000.00 |
| N/A | RREB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Ped hybrid beacon (\#9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON (\#9) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LANE DIVIDED | EA | \$200,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$9,500 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 3 CW | EA | \$21,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | EA | \$27,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIDED | EA | \$210,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
|  | CONStruction cost (Without signals) | total |  |  | \$1,855.00 |  | \$1,810.00 |  | \$96,382.00 |
|  | Construction cost | total |  |  | \$25,855.00 |  | \$25,810.00 |  | \$132,382.00 |
|  | engineering design | 10\% |  |  | \$2,585.50 |  | \$2,581.00 |  | \$13,238.20 |
|  | general landscaping | 4\% |  |  | \$74.20 |  | \$72.40 |  | \$3,855.28 |
|  | swppp | 2\% |  |  | \$37.10 |  | \$36.20 |  | \$1,927.64 |
|  | traffic control | 3\% |  |  | \$55.65 |  | \$54.30 |  | \$2,891.46 |
|  | mobilization | 4\% |  |  | \$80.88 |  | \$78.92 |  | \$4,202.26 |
|  | federal contingency | 2\% |  |  | \$573.77 |  | \$572.66 |  | \$3,169.94 |
|  | opcc | total |  |  | \$29,300.00 |  | \$29,300.00 |  | \$161,700.00 |
|  | average cost per lf of sidewalk |  |  |  | \#DIV/0! |  | \#DIV/0! |  | \#DV/0! |

GRAND TOTAL FOR GROUP 2B
\$481,600.00

## Median Island Detailed Estimate - LOCATION 2B-AC-CW-55

## ASSUMPTIONS

Assume 3 median islands that will be 8 ft wide and total 700 ft long so the leading end is visible from both ends of S-curve
add median nose signs each end as well as road narrows signs NB and SB - 8 total
add striping around new island and on both approaches to median
rem ex conc rdwy pvmt plus couple (4) ft for new C \& G
add refuge conc rdwy pvmt
conc refuge med pvmt
add C \& G across refuge
add $C \& G$ along median edge
add striping along new median
remove conc rdwy pvmt
8 ft wide +4 ft C \& G = 12 ft wide
700 ft long $+4 \mathrm{ft} \mathrm{C} \mathrm{\&} \mathrm{G}=704 \mathrm{LF}$
total rem $704 \times 12=8448$ SF
conc rdwy refuge pvmt
$10 \times 10=100 \mathrm{SF}$
conc refuge med pvm
take total width req'd minus refuge rdwy pvmt
$(700 \times 8)-100=5500 \mathrm{SF}$
$C \& G$ across refuge med
$10 \times 2=20 \mathrm{LF}$
C \& G along median
take total length plus end minus refuge width times each side
$(700+8 * 3-10) \times 2$
$714 \times 2=1428$ LF
striping around median go thru refuge leaveout
$700+700+8^{*} 6=1448 \mathrm{LF}$

| Opinion of Probable Construction Cost Spring Valley Station |  |  |  |  |  |  |  |  |  |  |  | 2C-SV-SW-03 |  | 2C-SV-RP-10 |  | 2C-SV-SW-11 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 2C |  |  | 2C-SV-SW-05 |  | 2C-SV-RP-19 |  | 2C-SV-SW-26 |  | 2C-SV-RP-46 |  |  |  | 2C-SV-CW-16 |  |  |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | Quantity | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost |  |  | QuANTITY | cost | QUANTITY | cost | Quantiry | cost |
| dallas | SIDEWALK (5) | LF | \$35.00 | 70 | \$2,450.00 | 70 | \$2,450.00 | 350 | \$12,250.00 | 15 | \$525.00 | 120 | \$4,200.00 | 65 | \$2,275.00 | 990 | \$34,650.00 |  | \$0.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 | 70 | \$1,400.00 |  | \$0.00 | 15 | \$300.00 |  | 50.00 | 65 | \$1,300.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 | 175 | \$3,500.00 | 30 | \$600.00 |  | 50.00 |  | 50.00 | 200 | \$4,000.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | 540.00 |  | 50.00 | 70 | \$2,800.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 120 | \$4,766.40 |  | 50.00 | 250 | $\stackrel{59,930.00}{ }$ |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 | 1 | \$3,518.00 |  | \$0.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| TxDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 | 2 | \$4,365.50 |  | 50.00 | 7 | \$15,279.25 |  | \$0.00 | 15 | \$32,741.25 | 2 | $\stackrel{\text { S4,365.50 }}{ }$ |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TxDOT | MEDIAN CUT (10' ${ }^{\prime}$ PATH) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 | 1 | \$88,44.44 |  | 50.00 |  | 50.00 |  | 50.00 | 4 | ${ }_{\text {S }} 53,777.76$ |  | $\stackrel{50.00}{500}$ | 8 | ${ }_{\text {S }}^{567,555.52}$ |  | S0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | MANHOLE ADJUSTMENT | EA | S572.00 |  | 50.00 |  | 50.00 | 4 | $\stackrel{\text { S2,288.00 }}{ }$ |  | \$0.00 |  | 50.00 500 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |
| dallas | TreE ReLocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TREE RemOVALS | EA | \$886.00 |  | 50.00 |  | 50.00 | 5 | \$4,433.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 |  | 50.00 |
| N/A | Rallroad crosing | EA | \$120,000.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 5 | \$1,115.00 |  | \$0.00 |
| TXDOT | Trafic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 4 | 52,600.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 60 | \$540.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLS) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |
| TXDOT | UTUITY BOX RLLICATION | ${ }_{\text {EA }}$ | \$ 5729.33 |  | S0.00 50.00 |  | $\stackrel{50.00}{5000}$ | 1 | $\frac{57293}{50.00}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 | 3 | $\frac{\$ 2,187.99}{514274.00}$ |  | S0.00 <br> 0.00 |
| dallas | fence (REMOVE AND REPLACE) | LF | S4,53.00 |  | ${ }_{5}^{50.00}$ |  | $\stackrel{50.00}{ }$ |  | 50.00 50 |  | $\stackrel{50.00}{ }$ |  | 50.00 50.00 |  | S0.00 <br> 0.00 |  | ¢ |  | S0.00 <br> 0.00 |
| DAllas | FRRE HYORANT RELOCATED | EA | ${ }_{5}^{53,640.00}$ |  | \$0.00 |  | \$0.00 | 1 | \$3,640.00 |  | \$0.00 |  | ${ }_{5}{ }_{50}$ |  | \$0.00 | 3 | \$10,920.00 |  | ${ }_{50}{ }^{50.00}$ |
| dallas | PARKING STOP | EA | \$97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 3 LANE UNDIVIIED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S27,182.50 |
| N/A | PEDC CROSSWALK LIGHTING (\#\#1)-4 LANE UNDIVIIED | EA | S40,407.50 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$ 50.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |
| N/A | PeD Crosswalk Lighting (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | ${ }^{\text {PED CROSSWALK LIGHTING (1\#1)-6 L LNE UNDIVIDED }}$ | ${ }_{\text {EA }}$ | S41,839.25 <br> 542615050 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 0.00 |  | S0.00 5000 |  | S0.00 <br>  <br> 5000 |  | 50.00 5000 |  | S0.00 <br> 0.00 |  | S0.00 <br>  <br> 5000 |
| N/A | ${ }^{\text {Refeb (\#7) - } 3 \text { LANES W/O MEDIAN }}$ | ${ }_{\text {EA }}$ | $\xrightarrow{542,24,000}$ |  | \$50.00 |  | 50.00 50 |  | S0.00 S000 |  | S0.00 50 |  | S0.00 50 |  | 50.00 50.00 |  | S0.00 S000 |  | S0.00 <br> 50.00 |
| N/A | RRFEB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| N/A | RRFEB (\#7) - 2 Solar Signs \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BeAcon (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED HYBRID BEACON ( 49 - 4 LLANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10)-1CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| 年/A | APS \& Countoown PeD Signal (\#10)-2 2 W | $\frac{E A}{\text { EA }}$ | \$15,500 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 <br> 50.00 |
| N/A | APS \& Countoown PeD Signal (\#10)-4cW | ${ }_{\text {EA }}$ | $\xrightarrow{\text { ¢ }}$ |  | ${ }_{5}^{50.00}$ |  | ${ }_{50}^{50.00}$ |  | 50.00 50 |  | ¢0.00 |  | S0.00 50 |  | S0.00 50.00 |  | S0.00 50 |  | S0.00 <br> 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{50.00}$ |  | \$0.00 |  | \$0.00 |  | S0.00 |
| N/A | Ped trafic signal (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped trafic signal (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) |  |  |  | \$15,259.94 |  | \$10,168.00 |  | \$31,202.83 |  | \$4,943.00 |  | \$58,023.41 |  | \$3,575.00 |  | \$179,145.76 |  | \$7,505.50 |
|  | CONSTRUCTION COST |  |  |  | \$15,259.94 |  | \$10,168.00 |  | \$31,202.83 |  | \$4,943.00 |  | \$58,023.41 |  | \$3,575.00 |  | \$179,145.76 |  | \$34,688.00 |
|  | enginetring design |  |  |  | \$1,525.99 |  | \$1,016.80 |  | \$3,120.28 |  | \$494.30 |  | \$5,802.34 |  | \$357.50 |  | \$17,914.58 |  | \$3,468.80 |
|  | General Landscaping |  |  |  | \$610.40 |  | \$406.72 |  | \$1,248.11 |  | \$197.72 |  | \$2,320.94 |  | \$143.00 |  | \$7,165.83 |  | \$300.22 |
|  | SwPPP |  |  |  | \$305.20 |  | \$203.36 |  | \$624.06 |  | 598.86 |  | \$1,160.47 |  | \$71.50 |  | \$3,582.92 |  | \$150.11 |
|  | traffic control мовіlzation |  |  |  | \$457.80 \$665.33 |  | $\begin{aligned} & \$ 305.04 \\ & \$ 443.32 \end{aligned}$ |  | $\$ 936.08$ <br> \$1,360.44 |  | \$148.29 |  | $\$ 1,740.70$ |  | $\$ 107.25$ $\$ 155.87$ |  | \$5,374.37 \$7,810.76 |  | \$225.17 S327.24 |
|  | federal contingency |  |  |  | \$376.49 |  | \$250.86 |  | \$769.84 |  | \$121.95 |  | \$1,431.55 |  | \$88.20 |  | \$4,419.88 |  | \$783.19 |
|  | opcc |  |  |  | \$19,300.00 |  | \$12,800.00 |  | \$39,300.00 |  | \$6,300.00 |  | \$73,100.00 |  | \$4,500.00 |  | \$225,500.00 |  | \$40,000.00 |
|  | average cost per lf of sidewalk |  |  |  | S275.71 Per LF |  | \$182.86 PRRLF |  | \$112.29 PRRLF |  | \$420.00 PER LF |  | \$609.17 PER LF |  | \$69.23 PER LF |  | \$227.78 PER LF |  |  |



Grand total for group 2c

## Assumptions

is across Lingco Dr at DART Park \& Ride Crosswalk
assume 45 foot long
tear drop shape on both sides - estimate as 2 triangles
assume max width is 10 foot
remove ex conc pavement (will equal new median area plus couple feet for C \& G construction) add median refuge island median pavment
add conc roadway pavement thru refuge island space
add conc curb across median refuge island
add C \& C along Lingco Dr across median refuge length
add striping on SB Lingco Dr directing traffic to one lane each direction add striping north of tear drop to direct traffic around island approach add signs - north 1 on median, 2 advance signs to merge
area of median - assume 2 triangle
$0.5 \times 45 \times 10 \times 2=450 \mathrm{sf}$
area of removal
add 45 If $\times 2$ sides plus 20 feet for median nose to median area
$=450+[(45 \times 2)+20]=560 \mathrm{SF}$
conc rdway pvmt at median refuge assume 10 ft wide $\times 10 \mathrm{ft}$ long $=100 \mathrm{SF}$




| OPCC 3A |  |  |  | 3A-DG-SW-29 |  | 3A-DG-SW-30 |  | 3A-DG-SW-32 |  | 3A-DG-SW-33 |  | 3A-DG-SW-42 |  | 3A-DG-RP-48 |  | 3A-DG-SW-53 |  | 3A-DG-SW-71 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | Cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost |  |  | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK (6) | LF | 542.00 | 120 | \$5,040.00 | 300 | \$12,600.00 | ${ }^{330}$ | \$13,860.00 | 230 | 59,660.00 | 380 | \$15,960.00 | 15 | 5630.00 | 130 | \$5,460.00 | 240 | \$10,080.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 15 | \$300.00 |  | 50.00 | 30 | \$600.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (2') | LF | 540.00 |  | 50.00 |  | 50.00 | 25 | \$1,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalin ${ }^{\text {a Wall ( } 3^{\prime} \text { ) }}$ | LF | \$75.00 |  | \$0.00 |  | 50.00 | 25 | \$1,875.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Curb And gutter | LF | \$39.72 |  | \$0.00 |  | 50.00 |  | 50.00 | 15 | \$595.80 |  | 50.00 |  | \$0.00 |  | 50.00 | 50 | \$1,986.00 |
| dallas | DRAINAGE ILLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 14 | \$30,588.50 | 11 | \$24,010.25 | 3 | \$6,548.25 | 9 | \$19,644.75 |  | \$0.00 | 1 | \$2,182.75 | 7 | \$15,279.25 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,44,44 | 2 | \$16,888.88 | 6 | \$50,66.64 | 5 | \$42,222.20 |  | 50.00 | 3 | \$25,333.32 |  | \$0.00 | 2 | S16,888.88 |  | \$0.00 |
| N/A | UTLLTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 2 | \$44,000.00 |  | \$0.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 | 2 | \$1,144.00 | 4 | \$2,288.00 |  | \$0.00 | 1 | \$572.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | TREE RELOCATIONS | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 1 | \$2,768.00 |  | \$0.00 |
| dallas | Tree removals | EA | \$886.00 |  | \$0.00 | 1 | \$886.00 | 4 | \$3,544.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | 5223.00 |  | 50.00 | 6 | \$1,338.00 | 2 | \$446.00 | 2 | \$446.00 | 3 | S669.00 |  | 50.00 |  | 50.00 | 1 | S223.00 |
| TXDOT | TRAFFIC SIGNS NEW | EA | S650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 170 | \$1,530.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLES) | EA | S60.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TXDOT | UTLITY Box Relocation | EA | S729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| DALLAS | UGHT Pole relocation | EA | \$4,758.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND Replace) | LF | \$53.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$3,640.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - 4 LANE UNDIVIDED | EA | 540,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - 6 LANE UNDIVIDED | EA | \$411,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CRosswalk LIGHTING (\#1)- - LANE DIVIDED | EA | ${ }_{\text {S42,615.50 }}^{52400}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |
| N/A | RRFB ( (\#7) - 1 LSOLAR SIIGN \& PUSH BUTTON IN MEDIAN | EA |  |  | 50.00 50 |  | 50.00 50 |  | \$0.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 $\$ 0.00$ |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | RRFB (\#7) --2SOLAR SIINS \& PUSHBUUTION IN MEDIAN | EA | \$48,000 |  | \$0.00 |  | 50.00 |  | 50.00 50 |  | 50.00 50 |  | ${ }_{5} 50.00$ |  | S0.00 50 |  | ${ }_{50} 50.00$ |  | ${ }_{5}^{50.00}$ |
| N/A | PED HY8RRI BeAco ( (H9) - 3 LANE UNOIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - 4 LANE DIVIDED | EA | \$175,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON (H9) - 6 LANE DIVIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PED SIGNAL L\#10)-4cW | EA | S27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| $\frac{\mathrm{N} / \mathrm{A}}{}$ | PeD TAAFFIC SIGNAL (\#11)-3 LANE UNDVIVIDED | EA | S150,000 S175000 |  | $\xrightarrow{50.00}$ |  | $\xrightarrow{50.00}$ |  | $\stackrel{50.00}{ }$ |  | 50.00 5000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | 50.00 $\$ 000$ |  | 50.00 $\$ 000$ |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIDED | EA | \$220,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 5 |  | 50.00 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |
|  | construction cost (without signals) | total |  |  | \$24,111.63 |  | \$97,193.14 |  | \$89,245.45 |  | \$17,250.05 |  | \$62,179.07 |  | \$930.00 |  | \$74,939.63 |  | \$29,698.25 |
|  | Construction cost | total |  |  | \$24,111.63 |  | \$97,193,14 |  | \$89,245.45 |  | \$17,250.05 |  | \$62,179.07 |  | \$930.00 |  | \$74,939.63 |  | \$ $290,598.25$ |
|  | enginerring design | 10\% |  |  | \$2,411.16 |  | \$9,719:31 |  | \$8,924.55 |  | \$1,725.01 |  | \$6,217.91 |  | \$93.00 |  | \$7,493.96 |  | \$2,969.83 |
|  | general landscaping | 4\% |  |  | \$964.47 |  | \$3,887.73 |  | \$3,569.82 |  | \$690.00 |  | \$2,487.16 |  | \$37.20 |  | \$2,997.59 |  | \$1,187.93 |
|  | SWPPP | 2\% |  |  | \$482.23 |  | \$1,943.86 |  | \$1,784.91 |  | \$345.00 |  | \$1,243.58 |  | \$18.60 |  | \$1,498.79 |  | \$593.97 |
|  | TRAFFIC Control | ${ }^{3 \%}$ |  |  | \$723.35 |  | \$2,9215.79 |  | \$2,677.36 |  | \$517.50 |  | \$1,865.37 |  | S27.90 S |  | \$2,248.19 |  | \$890.95 |
|  | mobllization | 4\% |  |  | \$1,051.27 |  | \$4,237.62 |  | \$3,891.10 |  | \$752.10 |  | \$2,711.01 |  | \$40.55 |  | \$3,267.37 |  | \$1,294.84 |
|  | federal contingency | 2\% |  |  | \$594.88 |  | \$2,397.95 |  | \$2,201.86 |  | \$425.59 |  | \$1,534.08 |  | \$22.94 |  | \$1,848.91 |  | \$732.72 |
|  | opcc | total |  |  | \$30,400.00 |  | \$12,300.00 |  | \$112,300.00 |  | \$21,800.00 |  | \$78,300.00 |  | \$1,200.00 |  | \$94,300.00 |  | \$37,400.00 |
|  | average cost per lf of sidewalk |  |  |  | \$253.33 PER LF |  | \$407.67 PeR LF |  | \$300.30 Per LF |  | \$94.78 Per LF |  | \$206.05 Per LF |  | \$80.00 Per LF |  | \$725.38 PER LF |  | \$155.83 PER LF |
|  | Grand total for group 3a | \$7,134,4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





| OPCC 3A |  |  |  | 3A-DG-SW-111 |  | 3A-DG-SW-117 |  | 3A-DG-SW-123 |  | 3A-DG-SW-124 |  | 3A-DG-SW-125 |  | 3A-DG-SW-126 |  | 3A-DG-SW-127 |  | 3A-DG-SW-128 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | тем | UNIT | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost |
| dallas | SIDEWALK (6) | LF | \$42.00 | 250 | \$10,500.00 | 115 | \$4,830.00 | 650 | \$27,300.00 | 520 | \$21,840.00 | 100 | \$4,200.00 | 430 | \$18,060.00 | 430 | \$18,060.00 | 358 | \$15,036.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning Wall (1') | IF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | ReTAINNG WALL (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 63 | \$4,725.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Curb And gutter | LF | \$39.72 | 250 | \$9,930.00 |  | 50.00 |  | 50.00 |  | 50.00 | 100 | ¢3,972.00 |  | 50.00 |  | 50.00 | 15 | \$595.80 |
| dallas | DRAINAGE ILLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 6 | \$13,096.50 | 2 | \$4,365.50 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 7 | \$15,279.25 |
| TXDOT | MEDIAN CUT (5) | LF | S36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 | 1 | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 7 | \$27,805.54 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | 58,444.44 | 2 | \$16,888.88 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$25,333,32 | 7 | \$59,111.08 | 4 | 33,777.76 |
| N/A | UTLITY POLE RELCCATED | EA | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 5 | \$110,000.00 | 7 | \$154,000.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 | 1 | \$572.00 |  | \$0.00 |  | \$0.00 |  | 50.00 | 1 | \$572.00 | 3 | \$1,716.00 | 4 | S2,88.00 |
| dallas | TreE Relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE ReMOVALS | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 | 1 | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFICSIGNS RELOCATED | EA | 5223.00 |  | 50.00 |  | 50.00 | 2 | 5446.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 | 1 | S223.00 | 1 | S223.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 | 500 | \$4,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | UTLITY BoX Relocation | EA | S729.33 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S729.33 |
| dallas | UIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | fence (Remove And Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 66 | \$3,498.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$7,280.00 | 1 | \$3,640.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTTING (11) - 4 LaNE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk Lighting (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - 6 LANE DIVIDED | EA | ${ }^{542,615.50}$ |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$22,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIIG \& P USH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |
| N/A | RRFB (\#\#7) - 2 SoLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | S48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYBRID BEACON (H9) - 3 LANE UNDVIVIED | ${ }_{\text {EA }}$ |  |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | 50.00 5000 |  | $\begin{array}{r}50.00 \\ \hline 0.00\end{array}$ |  | 50.00 5000 |  | 50.00 5000 |  | S0.00 5000 |  | $\begin{array}{r}\text { S0.00 } \\ 5000 \\ \hline\end{array}$ |
| N/A | PED HYBRID BEACON (\#9) - 6 LANE DIVIIDED | EA | \$ ${ }^{\text {S120,000 }}$ |  | $\stackrel{50.00}{50.00}$ |  | 50.00 <br> 0.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 $\$ 0.00$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) -1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 59,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown PED SIGNAL (\#10) -4cw | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-3 - LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DVIIDED | EA | \$210,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signais) | Total |  |  | \$54,915.38 |  | \$44,184.16 |  | \$147,746.00 |  | \$24,975.08 |  | \$11,670.00 |  | \$165,610.82 |  | \$268,921.12 |  | \$72,654.14 |
|  | construction cost | total |  |  | \$54,915,38 |  | \$44,184.16 |  | \$147,746.00 |  | \$24,975.08 |  | \$21,170.00 |  | \$165,610.82 |  | \$268,921.12 |  | \$72,654.14 |
|  | enginetring design | 10\% |  |  | \$5,491.54 |  | \$4,418.42 |  | \$14,774.60 |  | \$2,497.51 |  | \$2,117.00 |  | \$16,561.08 |  | \$26,892.11 |  | \$7,265.41 |
|  | general landscaping | 4\% |  |  | \$2,196.62 |  | \$1,767.37 |  | \$5,909.84 |  | \$999.00 |  | \$466.80 |  | \$6,624.43 |  | \$10,756.84 |  | \$2,906.17 |
|  | SWPPP | 2\% |  |  | \$1,098.31 |  | \$883.68 |  | \$2,954.92 |  | \$499.50 |  | \$233.40 |  | \$3,312.22 |  | \$5,378.42 |  | \$1,453.08 |
|  | TRAFFIC Control | 3\% |  |  | \$1,647.46 |  | \$1,325.52 |  | \$4,432.38 |  | \$749.25 |  | \$350.10 |  | \$4,968.32 |  | \$8,067.63 |  | \$2,179.62 |
|  | мов | 4\% |  |  | \$2,394.31 |  | \$1,926.43 |  | \$6,441.73 |  | \$1,088.91 |  | \$508.81 |  | \$7,220.63 |  | \$11,724.96 |  | \$3,167.72 |
|  | federal contingency | 2\% |  |  | \$1,354.87 |  | \$1,090.11 |  | \$3,645.19 |  | \$616.19 |  | \$496.92 |  | \$4,085.95 |  | \$6,634.82 |  | \$1,792.52 |
|  | opcc | total |  |  | \$69,100.00 |  | \$55,60.00 |  | \$186,000.00 |  | \$31,500.00 |  | \$25,400.00 |  | \$208,400.00 |  | \$38,400.00 |  | \$91,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \$276.40 PER LF |  | \$483.48 PER LF |  | \$286.15 PER LF |  | \$60.58 Per LF |  | \$254.00 PER LF |  | \$484.65 PER LF |  | \$786.98 PER LF |  | \$255.59 PER LF |
|  | Grand total for group 3 A | \$7,134, |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> Downtown Garland Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \leftarrow$ Station Abbreviation |  |  |  |  |  |  |  | 3A-DG-SW-133 |  | 3A-DG-SW-134 |  |  |  | 3A-DG-SW-136 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 3A |  |  | 3A-DG-SW-129 |  | 3A-DG-RP-130 |  | 3A-DG-SW-131 |  | 3A-DG-SW-132 |  |  |  |  |  |  |  |  |  |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | quantit | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY |  | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost |
| dallas | SIIEWALK ( 6 ) | LF | \$42.00 | 855 | \$35,910.00 | 90 | \$3,780.00 | 315 | \$13,230.00 | 325 | \$13,650.00 | 850 | \$35,700.00 | 260 | \$10,920.00 | 1010 | \$42,420.00 | 175 | \$7,350.00 |
| DALLAS | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | \$0.00 | 90 | \$1,800.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | RETAINING WALL (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalin ${ }^{\text {a Wall (2') }}$ | LF | \$40.00 | 45 | \$1,800.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 61 | \$2,440.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 61 | \$4,575.00 |  | 50.00 |  | 50.00 |
| dallas | Retalin ${ }^{\text {a }}$ WALL (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | CURB AND GUTTER | LF | ${ }^{539.72}$ | 800 | \$31,776.00 |  | 50.00 | 100 | \$3,972.00 |  | 50.00 | 850 | 533,762.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 1 | \$2,182,75 | 7 | \$15,279.25 | 2 | $\stackrel{\text { ¢4,365.50 }}{ }$ | 2 | $\stackrel{\text { S4,365.50 }}{ }$ | 8 | S17,462.00 | 3 | $\stackrel{56,548.25}{ }$ | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| DALLAS | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 | 1 | ¢3,972.22 | 3 | \$11,916.66 | 5 | \$19,861.10 | 10 | ${ }_{539,722.20}$ |  | 50.00 | 16 | ${ }_{563,555.52}$ |  | 50.00 |
| Dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 | 8 | \$67,55.52 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$25,33,32 | 2 | \$16,888.88 | 2 | \$11,888.88 |
| N/A | UTLLTY POLE RELOCATED | EA | \$22,000.00 | 9 | \$198,000.00 |  | 50.00 | 4 | 588,000.00 | 4 | 588,000.00 | 9 | \$198,00.00 | 1 | \$22,000.00 |  | 50.00 | 3 | \$66,000.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 | 2 | \$1,144.00 |  | 50.00 | 2 | \$1,144.00 | 2 | \$1,144.00 | 2 | \$1,144.00 | 3 | \$1,716.00 | 7 | \$4,004.00 | 1 | \$572.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 | 1 | \$2,768.00 | 6 | \$16,608.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE RemOVALS | EA | 5886.00 |  | 50.00 |  | 50.00 | 5 | \$4,430.00 | 5 | \$4,430.00 | 2 | \$1,772.00 |  | 50.00 | 13 | \$11,518.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| DALLAS | TRAFFIC SIGNS RELOCATED | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$446.00 |  | 50.00 | 1 | S223.00 | 1 | S223.00 |
| TXDOT | TRAFFIC SIIGNS New | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRANGLLES) | EA | S60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box relocation | EA | \$729.33 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 2 | \$1,458.66 |  | \$0.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove And Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 | 3 | \$10,920.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTTNG (\#1) - 2 LANE UNDIVIDED | EA | ${ }_{5}^{526,435.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD CROSSWALK LIGHTTNG (1H1) -3 LANE UNDIVIVED | EA | S27,182.50 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (111) - L LANE UNDIVIDED | EA | \$40,407.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (111) - 4 LANE DIVIIED | EA | \$41,183.75 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (11)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - - SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HY8RRID BeAcon (H9) - 3 LANE UNDIVIVED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PeD HYBRID BEACON (H9) - 4 LANE DIVIIDED | EA | \$175,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PeD HYBRID BEACON (H9) - 6 LANE Divided | EA | \$200,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown PeD Signal (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 2 CW | EA | \$11,500 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 CW | EA | \$21,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 cW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNLL (\#11) - 6 LaNE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| CONSTRUCTION COST (WITHOUT SIGNALS) CONSTRUCTION COST |  | TOTAL |  | \$351,471.02 |  |  | \$18,142.97 |  | \$137,971.91 |  | \$134,218.60 |  | \$331,519.70 \$331,519.70 |  | \$85,904.98 \$85,904.98 |  |  |  | \$95,399.38 |
|  |  | total |  | \$351,471.02 |  |  | \$ $\$ 18,142.97$ |  | \$137,971.91 |  | \$134,218.60 |  |  |  |  |  |  | \$99,399.38 |
|  | enginetring design | 10\%$4 \%$ |  |  | \$35,147.10 |  | \$1,814.30 |  | \$13,797.19 |  | \$13,421.86 |  | \$33,151.97 |  |  | \$8,590.50 |  | \$14,515.77 |  | \$9,539.94 |
|  | general lanoscaping |  |  |  | \$14,058.84 |  | \$725.72 |  | \$5,518.88 |  | \$5,368.74 |  | \$13,260.79 |  | \$3,436.20 |  | \$5,806,31 |  | \$3,815.98 |
|  | swpp | 2\% |  |  | \$7,029.42 |  | \$362.86 |  | \$2,759.44 |  | \$2,684.37 |  | \$6,630.39 |  | \$1,718.10 |  | \$2,903.15 |  | \$1,907.99 |
|  | TRAFFIC Control | $3 \%$$4 \%$ |  |  | \$10,544.13 |  | \$544.29 |  | \$4,139.16 |  | \$4,026.56 |  | \$9,945.59 |  | \$2,577.15 |  | \$4,354.73 |  | \$2,861.98 |
|  | мовılıation |  |  |  | \$15,324.14 |  | \$791.03 |  | \$6,015.58 |  | \$5,851.93 |  | \$14,454.26 |  | \$3,745.46 |  | \$6,328.87 |  | \$4,159.41 |
|  | federal contingency | 2\% |  |  | \$8,671.49 |  | \$447.62 |  | \$3,404.04 |  | \$3,311.44 |  | \$8,179.25 |  | \$2,119.45 |  | \$3,581.33 |  | \$2,353.69 |
|  | opcc | total |  |  | \$422,300.00 |  | \$22,900.00 |  | \$173,700.00 |  | \$168,900.00 |  | \$417,200.00 |  | \$108,100.00 |  | \$182,700.00 |  | \$120,100.00 |
|  | average cost per lf of sidewalk |  |  |  | \$517.31 PER LF |  | \$254.44 PER LF |  | \$551.43 PER LF |  | \$519.69 PeR LF |  | \$490.82 PER LF |  | \$415.77 PER LF |  | \$180.89 PER LF |  | \$686.29 Per LF |
|  | Grand total for group 3a | -57,134,400.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


3A-DG-SW-137 $\quad$ 3A-DG-SW-138 $\quad$ 3A-DG-SW-139 $\quad$ 3A-DG-SW-140 $\quad$ 3A-DG-SW-141 $\quad$ 3A-DG-SW-142 $\quad$ 3A-DG-SW-143 $\quad$ 3A-DG-SW-144

| OPCC 3A |  |  |  | 3A-DG-SW-137 |  | 3A-DG-SW-138 |  | 3A-DG-SW-139 |  | 3A-DG-SW-140 |  | 3A-DG-SW-141 |  | 3A-DG-SW-142 |  | 3A-DG-SW-143 |  | 3A-DG-SW-144 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | QuANTITY | cost | quantir | cost | Quantity | cost | Quantiry | cost | Quantiry | cost | Quantiry | cost | Quantir | cost | QUANTITY | cost |
| dallas | SIIEWALK (6) | LF | ${ }^{542.00}$ | 615 | \$25,830.00 | 270 | \$11,340.00 | 164 | \$6,888.00 | 150 | \$6,300.00 | 385 | \$16,170.00 | 200 | \$8,400.00 | 540 | \$22,680.00 | 310 | \$13,020.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 | 183 | ¢3,660.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | S40.00 |  | 50.00 | 68 | \$2,720.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 | 142 | \$10,650.00 |  | 50.00 |  | 50.00 |  | 50.00 | 162 | \$12,150.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | curb and gutter | LF | 539.72 |  | 50.00 | 30 | \$1,191.60 | 200 | \$7,944.00 | 175 | \$6,951.00 | 300 | \$11,916.00 | 200 | \$7,944.00 | 15 | \$595.80 |  | 50.00 |
| dallas | DRAINAGE ILLTETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$7,036.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 20 | \$1,160.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PEED RAMPS | EA | \$2,182,75 | 6 | \$13,096.50 | 8 | S17,462.00 | 8 | \$17,462.00 | 6 | \$13,096.50 | 10 | \$211,827.50 | 2 | \$4,365.50 | 3 | ¢6,548.25 | 2 | 54,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (Residental) | EA | \$3,972.22 | 4 | \$15,888.88 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 | 2 | \$16,888.88 | 3 | \$25,333.32 | 4 | \$33,77.76 | 3 | \$25,33.32 | 4 | \$33,777.76 | 1 | 58,444.44 | 1 | \$8,444.44 | 1 | \$8,44.44 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 6 | \$132,000.00 |  | 50.00 | 1 | \$22,000.00 | 2 | \$44,000.00 | 5 | \$110,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | \$0.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 | 1 | $\begin{array}{r}\text { S2,768.00 } \\ \hline\end{array}$ |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE R RMOVALS | EA | 5886.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 | 2 | \$446.00 | 3 | \$669.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 | 1 | \$223.00 | 1 | \$223.00 |  | 50.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| dalas | PAVEMENT MARKINGS (CROSSWALK) | LF | \$9.00 |  | 50.00 |  | 50.00 | 300 | \$2,700.00 |  | 50.00 | 800 | \$7,200.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TTANGLLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTILTY Box Relocation | EA | S729.33 |  | 50.00 | 2 | \$1,458.66 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,458.66 | 1 | S729.33 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND REPLCE) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 162 | \$8,586.00 | 50 | \$2,650.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,640.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 | 2 | \$194.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIIED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)-4 LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING ( (H1) - 6 LANE UNDIVIDED | EA | ${ }_{\text {S41,839.25 }}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDAA | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A N/A | RREB (\#7)-1 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | RRFB (\#7) - - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (49) - 3 LANE UNDIVIIDED | EA | S150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PeD HYBRID BEACON (\#\#9) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped HYBRID BEACON (H9) - 6 LANE DIVIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD Signal (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10) - 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10) - 3 cW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Counto | EA | \$27,500 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 4 L LANE DIVIIED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE TRAFFIC SIIGNLL (\#11) - 6 L ANE DIVIIED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$208,690.26 |  | \$71,590.58 |  | \$90,771.76 |  | \$95,903.82 |  | \$212,747.26 |  | \$53,630.94 |  | \$46,240.15 |  | \$26,559.27 |
|  | construction cost | total |  |  | \$208,690.26 |  | \$71,590.58 |  | \$90,771.76 |  | \$95,903.82 |  | \$212,747.26 |  | \$53,630.94 |  | \$46,240.15 |  | \$26,59.27 |
|  | engineering desicn | 10\% |  |  | \$20,869.03 |  | \$7,159.06 |  | \$9,077.18 |  | \$9,590.38 |  | \$21,274.73 |  | \$5,363.09 |  | \$4,624.02 |  | \$2,655.93 |
|  | General lanoscaping | 4\% |  |  | \$8,347.61 |  | \$2,863.62 |  | \$3,630.87 |  | \$3,836.15 |  | \$8,509.89 |  | \$2,145.24 |  | \$1,849.61 |  | \$1,062.37 |
|  |  | 2\% |  |  | $\$ 4,173.81$ <br> $\$ 6,260.71$ |  | $\$ 1,431.81$ $\$ 2,147.72$ $\$$, |  | $\$ 1.815 .44$ $\$ 2723.15$ |  | $\$ 1,918.08$ $\$ 287711$ |  |  |  | \$ $\begin{aligned} & \$ 1.072 .62 \\ & \$ 160893 \\ & \$ 2,381\end{aligned}$ |  |  |  | \$5331.19 |
|  | TRAFIIIC Control Mobluation | 3\% |  |  | $\$ 6,260.71$ $\$ 9,098.90$ |  | $\$ 2,1477.72$ $\$ 3,121.35$ |  | $\$ 2,723.15$ $\$ 3,957.65$ |  | $\$ 2,877.11$ $\$ 4,181.41$ |  | $\$ 6,3822.42$ $\$ 9,275.78$ |  | \$1,608.93 $\$ 2,388.31$ |  | \$1,387.20 |  | S796.78 $\$ 1,157.98$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | federal contingency | 2\% |  |  | \$5,148.81 |  | \$1,766.28 |  | \$2,239.52 |  | \$2,366.14 |  | \$5,248.90 |  | \$1,323.18 |  | \$1,140.84 |  | \$655.27 |
|  | opcc | total |  |  | \$262,600.00 |  | \$90,100.00 |  | \$114,300.00 |  | \$120,700.00 |  | \$267,700.00 |  | \$67,500.00 |  | \$58,200.00 |  | \$33,500.00 |
|  | Average cost per lf of SIIEwalk |  |  |  | \$426.99 PER LF |  | \$333.70 PER LF |  | \$696.95 PER LF |  | \$800.67 PER LF |  | \$695.32 PER LF |  | \$337.50 PER LF |  | \$107.78 PER LF |  | \$108.06 PER LF |
|  | Grand total for group 3a | \$7,134,40 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| OPCC 3A |  |  |  | 3A-DG-SW-145 |  | 3A-DG-SW-146 |  | 3A-DG-SW-149 |  | 3A-DG-SW-155 |  | 3A-DG-SW-164 |  | 3A-DG-SW-91 |  | 3A-DG-SW-76 |  | 3A-DG-SW-77 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | тем | UNIT | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost | QUANTIT | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK (6) | LF | ${ }_{542.00}$ | 350 | \$14,700.00 | 300 | \$12,600.00 | 125 | \$5,250.00 | 575 | \$24,150.00 | 260 | \$10,920.00 | 290 | \$12,180.00 | ${ }_{95}$ | \$3,990.00 | 100 | \$4,200.00 |
| dallas | SIIEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 35 | \$700.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 | 447 | \$8,940.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | Retaling wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5') | LF | \$125.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Curb and gutter | LF | \$39.72 | 15 | \$595.80 | 200 | \$7,944.00 | 15 | \$595.80 |  | \$0.00 | 255 | \$10,128.60 |  | 50.00 | 75 | \$2,979.00 | 100 | \$3,972.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 | 100 | \$5,800.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 10 | \$580.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 3 | \$6,548.25 |  | 50.00 | 2 | \$4,365.50 |  | 50.00 | 5 | \$10,913.75 | 2 | \$4,365.50 | 3 | \$6,548.25 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | DRIVEWAY (RESIDENTAL) | EA | ¢3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,972.22 |  | 50.00 |
| Dallas | DRIVEWAY (COMMERCIAL) | EA | 58,444.44 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | \$0.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLUTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |  | 50.00 |
| Dallas <br> Dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | TReE ReLCations | EA | $\frac{52,768.00}{5886.00}$ |  | $\begin{array}{r}\text { S0.00 } \\ \hline 000\end{array}$ |  | $\begin{array}{r}\text { S0000 } \\ \hline 0.00\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline 0.00\end{array}$ |  | $\begin{array}{r}\text { S0.00 } \\ \hline 0.00\end{array}$ |  | S0.00 S000 |  | \$0.00 |  | 50.00 |  | ¢0.00 |
| dalas | TREE REMOVALS | ${ }_{\text {EA }}^{\text {EA }}$ | \$886.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 | 1 | $\begin{array}{r}\text { S0.00 } \\ \hline 120,00000\end{array}$ |  | S0.00 50.00 |
| Dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 | 2 | $\stackrel{5}{5446.00}$ | 1 | \$223.00 | 1 | 5223.00 | 2 | 5446.00 |  | 50.00 | 3 | ${ }_{5669.00}$ |  | S0.00 | 1 | \$223.00 |
| TXDOT | TRAFFIC SIIGNS NeW | EA | S650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 400 | \$3,600.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BoX Relocation | EA | S729.33 |  | 50.00 |  | \$0.00 | 1 | \$729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | fence (REMOVE AND REPLCE) | LF | \$53.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYORANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 | 1 | \$3,640.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,433.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTIN ( (H1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (111) -4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$411,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (H7) - - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDAA | EA | \$48,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED HYBRIL BEACON (H9) - LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Ped hybrid beacon (\#9) - 4 LaNE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hYbrid beacon (H9) - 6 LaNE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10) -1 CW | EA | 59,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Signal (\#10)-3 cW | EA | \$21,500 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#1) - -CW | EA | S27,500 S150000 |  | 50.00 $\$ 000$ |  | S0.00 5000 |  | 50.00 5000 |  | S0.00 $\$ 000$ |  | $\stackrel{50.00}{500}$ |  | 50.00 $\$ 000$ |  | \$0.00 |  | 50.00 5000 |
| N/A | PED TRAFFIL SIGNAL (\#11) - L LANE DIVIDED | EA | S175,000 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{ }$ |  | 50.00 |  | 50.00 |  | S0.00 |  | ¢ |
| N/A | PED TRAFFIC S SIGNAL (\#11) - 6 LaNE Divided | EA | \$2210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
|  | construction cost (without signals) | total |  |  | \$28,090.05 |  | \$20,767.00 |  | \$45,248.07 |  | \$37,176.00 |  | \$48,104.79 |  | \$17,914.50 |  | \$181,489.47 |  | \$12,760.50 |
|  | Construction cost | Total |  |  | \$28,090.05 |  | \$20,767.00 |  | \$45,248.07 |  | \$37,17.00 |  | \$48,104.79 |  | \$17,914.50 |  | \$181,489.47 |  | \$12,760.50 |
|  | enginerring design | 10\% |  |  | \$2,809.01 |  | \$2,076.70 |  | \$4,524.81 |  | \$3,717.60 |  | \$4,810.48 |  | \$1,791.45 |  | \$18,148.95 |  | \$1,276.05 |
|  | general landscaping | 4\% |  |  | \$1,123.60 |  | \$830.68 |  | \$1,809.92 |  | \$1,487.04 |  | \$1,924.19 |  | \$716.58 |  | \$7,259.58 |  | \$510.42 |
|  | swppp | 2\% |  |  | \$561.80 |  | \$415.34 |  | \$904.96 |  | \$773.52 |  | \$962.10 |  | \$358.29 |  | \$3,629.79 |  | \$255.21 |
|  | trafil control | 3\% |  |  | \$842.70 |  | \$623.01 |  | \$1,357.44 |  | \$1,115.28 |  | \$1,443.14 |  | \$537.44 |  | \$5,444.68 |  | \$382.82 |
|  | mobllization | 4\% |  |  | \$1,224.73 |  | \$905.44 |  | \$1,972.82 |  | \$1,620.87 |  | \$2,097.37 |  | \$781.07 |  | \$7,912.94 |  | \$556.36 |
|  | federal contingency | 2\% |  |  | \$693.04 |  | \$512.36 |  | \$1,116.36 |  | \$917.21 |  | \$1,186.84 |  | \$441.99 |  | \$4,477.71 |  | \$314.83 |
|  | opcc | total |  |  | \$35,400.00 |  | \$26,200.00 |  | \$57,000.00 |  | \$46,800.00 |  | \$60,600.00 |  | \$22,600.00 |  | \$228,400.00 |  | \$16,100.00 |
|  | average cost per lf of sidewalk |  |  |  | \$101.14 PER LF |  | \$87.33 PRELF |  | \$456.00 PER LF |  | \$81.39 PER LF |  | \$233.08 PER LF |  | \$77.93 Per LF |  | \$2004.21 PER LF |  | \$161.00 PER LF |
|  | Grand total for group 3a | \$7,134,4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |










|  |  |  |  |  |  |  |  |  |  |  |  |  | -RP-12 | 3C-LC-RP-18 |  | 3C-LC-SW-21 |  | 3C-LC-RP-22 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 3C |  |  | 3C-LC-SW-06 |  | 3C-LC-SW-07 |  | 3C-LC-RP-09 |  | 3C-LC-RP-10 |  | 3C-LC-RP-12 |  |  |  | 3C-LC-RP-23 | 3C-LC-SW-24 |  |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | QUANTITV | cost | QuANTITY | cost | QuANTITY | cost | Quantitr | cost |  |  | QUANTITY | cost | Quantity ${ }^{\text {cost }}$ |  | Quantity | cost | Quantity | cost |
| dallas | SIIEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$35.00 | 485 | \$16,975.00 | 980 | ¢34,30.00 | 85 | \$2,975.00 | 995 | \$34,825.00 | 1165 | \$40,775.00 | 205 | \$7,175.00 | ${ }^{420}$ | \$14,700.00 |  |  | 125 | \$4,375.00 | 80 | \$2,800.00 | 140 | \$4,900.00 |
| dallas | SIIEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sioewalk | LF | 520.00 |  | 50.00 |  | 50.00 | 85 | \$1,700.00 | 995 | \$19,900.00 | 1165 | \$23,300.00 | 205 | \$4,100.00 |  | 50.00 | 125 | \$2,500.00 | 80 | \$1,600.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | \$0.00 |  | 50.00 | 40 | \$800.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2) | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | RETAINING WALL (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTTER | LF | 539.72 | ${ }^{485}$ | \$19,264,20 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 | 2 | \$7,036.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | RCP $18{ }^{\prime \prime}$ | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 | 4 | ¢8,731.00 | 3 | \$6,548.25 |  | 50.00 |  | 50.00 | 1 | \$2,182,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$9000 |  | 50.00 |
| TXDOT | MEDIAN CUT (10 P PTH) | LF | $\begin{array}{r}\text { S72.30 } \\ \hline 3.972 .22\end{array}$ |  | S0.00 50.00 |  | S0.00 |  | \$0.00 |  | ${ }_{\text {S }}^{50.00}$ |  | S0.00 <br> 0.00 |  | S0.00 |  | $\begin{array}{r}50.00 \\ \hline 0.00\end{array}$ | 1 | ${ }_{\text {S }}^{50.00}$ |  | ¢ $\begin{aligned} & 50.00 \\ & 5000\end{aligned}$ | 1 | S0.00 |
| Dallas | DRIVEWAY (COMMERCIAL) | ${ }_{\text {EA }}$ | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | $\frac{50.00}{}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{1}{50.00}$ |  | \$0.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$5,536.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 | 2 | \$1,772.00 | 2 | \$1,772.00 |  | 50.00 | 1 | ${ }_{5886.00}$ |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | S120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | TRAFFIC SIIGNS New | EA | \$650.00 | 3 | \$1,950.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 | 100 | \$900.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 | 25 | \$200.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXXOT | UTILTY BoX Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole Relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{500}$ |
| dallas | fence (remove And Replace) | LF | S53.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | ¢ |  | $\begin{array}{r}\text { S0000 } \\ \hline \\ \hline\end{array}$ |
|  | FRRE HVORANT RELOCATED PARKING STOP | ${ }_{\text {EA }}$ | S3,640.00 59700 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 S0.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 5000 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - L LANE UNDIVIIED | ${ }_{\text {eA }}$ | \$26,435.00 |  | 50.00 |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | 50.00 |  | 50.00 50 |  | S0.00 |  | 50.00 50 |  | 50.00 |  | 50.00 50 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIEED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTIN (\#1) - 4 LANE UNDIVIIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIIED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 6 LANE DIVIIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDAA | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRRE (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - - Solita SIGNS \& PUSHBUTTOON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE HYBRRI BEACON (H9) - 3 LANE UNDVIVIDED | EA | S150,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | ¢0.00 |  | $\stackrel{50.00}{500}$ |
| 年/A | PED HYERID BEACON (\#9)-4 LaNE DIVIDED | ${ }_{\text {EA }}$ | S175,000 5200000 |  | 50.00 50.00 |  | S0.00 <br> 0.00 |  | 5000 <br> 5000 <br> 0.00 |  | S0.00 50.00 |  | 50.00 <br> 50.00 |  | S0.00 50.00 |  | 50.00 <br> 50.00 |  | 50.00 50.00 |  | 50.00 <br>  <br> 5000 |  | S0.00 50.00 |
| N/A | APS $\&$ COUNTDOWN PED SIGNAL (\#10)-1 $\mathbf{C W}$ | ${ }_{\text {EA }}$ | \$9,500 |  | \$0.00 |  | \$0.00 |  | S0.00 50 |  | S0.00 50 |  | 50.00 50.00 |  | $\frac{50.00}{500}$ |  | 50.00 5000 |  | S0.00 |  | 50.00 50.00 |  | 50.00 50 |
| N/A | APS \& Countoown PeD Signal (\#10) - 2 CW | ${ }^{\text {EA }}$ | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | \$21,500 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEET TRAFFIC SIGNAL (H11) - 3 LANE UNDVIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC S SIGNAL (\#11)-4 LANE DIVIDED | ${ }_{\text {EA }}$ | \$175,000 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | ¢0.00 |  | $\stackrel{50.00}{ }$ |
| N/A | PEE TRAFFIC SIIGAL (\#11)-6 LANE DIVIDED | EA | \$221,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signais) | Total |  | \$55,056.20 |  |  | \$40,888.25 |  | \$5,475.00 |  | \$60,469.22 |  | \$68,029.75 |  | \$13,047.00 |  | \$20,236.00 |  | \$11,733.22 |  | \$4,400.00 |  | \$887222 |
|  | Construction cost |  |  |  | \$55,056.20 |  | \$40,888.25 |  | \$5,475.00 |  | \$60,469.22 |  | \$68,029.75 |  | \$13,047.00 |  | \$20,236.00 |  | \$11,733.22 |  | \$4,400.00 |  | \$8,87.22 |
|  | enginering design | 10\%$4 \%$ |  |  | \$5,505.62 |  | \$4,084.83 |  | \$547.50 |  | \$6,046.92 |  | \$6,802.98 |  | \$1,304,70 |  | \$2,023.60 |  | \$1,173.32 |  | \$440.00 |  | 5887.22 |
|  | general landscaping |  |  |  | \$2,202.25 |  | \$1,633.93 |  | \$219.00 |  | \$2,418.77 |  | \$2,721.19 |  | \$521.88 |  | \$809.44 |  | \$469,33 |  | \$176.00 |  | \$354.89 |
|  | swppp | 2\% |  |  | \$1,101.12 |  | \$816.97 |  | \$109.50 |  | \$1,209.38 |  | \$1,36.60 |  | \$260.94 |  | \$404.72 |  | \$234.66 |  | \$88.00 |  | \$177.44 |
|  | TRAFFIC Control | 3\% |  |  | \$1,651.69 |  | \$1,225.45 |  | \$164.25 |  | \$1,814.08 |  | \$2,040.89 |  | \$391.41 $\$ 58858$ |  | \$5607.08 |  | ${ }_{\text {\$ }}^{5352.00}$ |  | \$132.00 |  | ${ }_{\text {\$266.17 }}$ |
|  | мовиІІation | $3 \%$$4 \%$ |  |  | \$2,400.45 |  | \$1,780.98 |  | \$238.71 |  | \$2,636.46 |  | \$2,966.10 |  | \$568.85 |  | \$882.29 |  | \$511.57 |  | \$191.84 |  | \$386.83 |
|  | federal contingency | 2\% |  |  | \$1,358.35 |  | \$1,007.81 |  | \$135.08 |  | \$1,491.90 |  | \$1,678.43 |  | 5321.90 |  | \$499.26 |  | \$289.48 |  | \$108.56 |  | \$218.90 |
|  | opcc | total |  |  | \$69,300.00 |  | \$51,400.00 |  | \$6,900.00 |  | \$76,100.00 |  | \$85,600.00 |  | \$16,500.00 |  | \$25,500.00 |  | \$14,800.00 |  | \$5,600.00 |  | \$11,200.00 |
|  | average cost per lf of sidewalk |  |  |  | \$142.89 PER LF |  | \$52.45 PER LF |  | \$81.18 PER LF |  | \$76.48 Per LF |  | \$73.48 PRR LF |  | \$80.49 Per LF |  | \$60.71 PER LF |  | \$118.40 Per LF |  | \$70.00 Per LF |  | \$80.00 PER LF |
|  | grand total for group zc | \$1,432,100.00 |  | Min Cost/LF \$48.00 PER LF Max Cost/LF \$391.16 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| Opinion of Probable Construction Cost LBJ Central Station |  |  |  | $\begin{aligned} & \text { 1A Station Number } \\ & \text { PR Station Abbreviation } \end{aligned}$ |  | Improvement Code Legend: ID: 1A-PR-SW-01 SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 3C |  |  | 3C-LC-CW-48 |  |  |
| ENTTTY | \|rem | UNIT | cost | QUANTITY | cost |  |
| dallas | SIIEWALK (5) | LF | 535.00 |  | 50.00 |  |
| dallas | SIDEWALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 |  | S0.00 |  |
| dallas | REmove sidewalk | ${ }^{\text {LF }}$ | 520.00 |  | S0.00 |  |
| dallas | Retaling wall (1) | LF | 520.00 |  | \$0.00 |  |
| dallas | Retaling wall (2) | LF | \$40.00 |  | \$0.00 |  |
| dallas | Retaling wall (3') | LF | \$75.00 |  | \$0.00 |  |
| dallas | Retaling wall (4) | LF | \$100.00 |  | S0.00 |  |
| dallas | Retaling wall ( $5^{\text {' }}$ | LF | \$125.00 |  | S0.00 |  |
| dallas | CURB AND GUTter | LF | 539.72 |  | 50.00 |  |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  |
| TXODT | PED RAMPS | EA | \$2,182.75 |  | \$0.00 |  |
| ${ }^{\text {TXXDOT }}$ | $\frac{\text { MEDIAN CUT (5') }}{\text { MEDAN CUT (10 }}$ | $\stackrel{\text { LF }}{\text { LF }}$ | $\begin{array}{r}\text { S36.15 } \\ \hline 72.30 \\ \hline\end{array}$ |  | S0.00 <br> 50.00 |  |
| dallas | DRIVEWAY (RESIENTIAL) | EA | ¢3,972.22 |  | \$50.00 |  |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  |
| dallas | MANHOLE ADUSSTMENT | EA | \$572.00 |  | 50.00 |  |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  |
| dallas | TreE Removals | ${ }_{\text {EA }}$ | S 888.00 |  | \$ 50.00 |  |
| NA |  | ${ }_{\text {EA }}$ | (120,000.00 |  | S0.00 <br> 50.00 |  |
| TXDOT | TRAFFIC SIGNS NEW | EA | \$650.00 |  | \$0.00 |  |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | $\stackrel{\text { LF }}{ }$ | ¢9.00 |  | 50.00 <br>  |  |
| $\frac{\text { dalas }}{\text { N/A }}$ | PAVEMENT MARKINGS (STOP BAR) Pavement Markins ( | ${ }_{\text {LF }}$ | ${ }_{\text {S }}^{58.00}$ | 16 | S0.00 <br> 960.00 |  |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET | 1 | \$12,863.80 |  |
| TXDOT | UTLITY BOX RELCCATION | EA | \$ 5729.33 |  | ¢0.00 |  |
| ${ }^{\text {dallas }}$ | Fence ( Remove ano Replace) | $\stackrel{\text { EA }}{\text { LF }}$ | $54,58.00$ <br> 55.00 |  | S0.00 <br> 50.00 |  |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  |
| N/A | PeD Crosswalk Lighting | EA | S26,435.00 |  | ¢ |  |
| N/A <br> N/A |  | ${ }_{\text {EA }}$ | S27,182.50 <br> $50,007.50$ |  | S0.00 <br> 50.00 |  |
| N/A | PED Crosswalk LIGHTING (H1) - L LANE DIVIDED | EA | ${ }_{\text {S }}{ }_{\text {S41,1,183,75 }}$ | 1 | $\stackrel{\text { S41, } 183.75}{ }$ |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIIED | EA | \$41,839.25 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  |
| 年/A | $\frac{\text { RRFB }(\# 7) \text { - } 3 \text { LANES W/O MEDIAN }}{\text { ReB }}$ | EA | \$24,000 |  | ${ }^{50.00}$ |  |
| N/A | RREB (\#7) - 2 Solar SIGNS \& PUSHBUUTTON IN MEDIAN | ${ }_{\text {EA }}$ | \$44,000 | 1 | \$48,0000.00 |  |
| N/A | PRED HYBRID BEACON (H9) - 3 LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  |
| N/A | Ped hybrid beacon (\#9) - 4 LANE DIVIIIED | EA | \$175,000 |  | 50.00 |  |
| N/A | Peed hybrid beacon (49)-6 Lane divided | EA | \$200,000 |  | 50.00 |  |
| N/A | APS \& Countoown PeD SIGNAL $\# 110)-1 \mathrm{CW}$ | ${ }_{\text {EA }}$ | S9,500 |  | S0.00 |  |
| N/A |  | ${ }_{\text {EA }}$ | ST1,500 $\$ 21,500$ |  | S0.00 <br> 50.00 |  |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-4 4 W | EA | \$27,500 |  | S0.00 |  |
| N/A | PEET TRAFFIC SIINAL (\#11)-3 LANE UNOIVIDED | EA | \$150,000 |  | \$0.00 |  |
| $\frac{N / A}{N / A}$ |  | $\stackrel{\text { EA }}{\text { EA }}$ | S175,000 $\$ 210,000$ |  | $\frac{50.00}{50.00}$ |  |
|  | construction cost (Without signals) |  |  |  | \$13,823.80 |  |
|  | Construction cost |  |  |  | \$103,07.55 |  |
|  | enginerring design |  |  |  | \$1,382.38 |  |
|  | general landscaping |  |  |  | \$552.95 |  |
|  | TRAFFIC CONTROL |  |  |  | \$276.48 |  |
|  | мовılıation |  |  |  | 5602.72 |  |
|  | federal contingency |  |  |  | \$2,124.74 |  |
|  | opcc |  |  |  | \$108,40.00 |  |
|  | average cost per lf of sidewalk |  |  |  | \#DV/0! |  |
|  | GRand total for group 3 C | , |  |  |  |  |

## Assumptions

along TI Blvd NW of DART tracks
assume 100 foot long due to approaching roadway curves
tear drop shape - will estimate as 2 triangles
asume max width at DART tracks as 10 foot wide
remove existing conc pavement (will equal median area plus couple of feet for curb and gutter add mediian refuge conc pvmt
add conc curb across median refuge
conc C \& G along TI Blvd
add striping west of tear drop directing traffic around median refuge
and also reducing EB traffic to one lane each way. Also along median both sides/edges add signs for median - assume 2 for PED Crossing, 2 for reducing to one lane each side plus 1 on each end of median directiong traffic around would be 10 total

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 1220 | $\$ 0.49$ | $\$ 597.80$ |
| 356 | SF | 1000 | $\$ 6.00$ | $\$ 6,000.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 220 | $\$ 32.00$ | $\$ 7,040.00$ |
| 06666035 | LF | 800 | $\$ 0.84$ | $\$ 672.00$ |
|  |  |  |  |  |
| $0636 \& 0646$ | EACH | 10 | $\$ 650.00$ | $\$ 6,500.00$ |
|  |  |  |  | $\$ 21,449.80$ |

area of median - assume 2 triangles
$0.5 \times 100 \times 10 \times 2=1,000 \mathrm{sf}$
area of removal
add 100 If $x 2$ sides plus 20 feet for median nose to median area
$=1000+[(100 \times 2)+20]=1,220$ SF

## Median Island Detailed Estimate - LOCATION 3C-LC-CW-48

## Assumptions

along Markville east of Vantage
existing median to be partially removed and extended to the west to align with crosswalks
assume 1 tree to be removed and replaced
measured ex length from street view $=20 \mathrm{ft}$
measured proposed length from removal limit to past crosswalk $=50 \mathrm{ft}$
will match existing width measured 15 ft
remove existing conc pavement diff between ex and prop lengths (50-20)=30 (plus couple of feet for curb and gutter)
remove existing conc C \& G
remove ex median pavement
add mediian refuge conc pvmt
add conc curb across median refuge
add conc median pavement
conc C \& G along Markville
add striping along median edges
add signs for median - assume 2 for PED Crossing one each side/direction of travel
remove and replace ex treets
topsoil for disturbed area

## removal area

$=30 \mathrm{ft} \times 15 \mathrm{ft}=450 \mathrm{SF}$
plus C \& G $2 \mathrm{ft} \times 15 \mathrm{ft}$ long $=30 \mathrm{SF}$
TOTAL $=450+30=480 \mathrm{SF}$

## area of median

$35 \times 10=350$ sf
minus conc refuge pavement 10 ft wide $\times 15 \mathrm{ft}$ medina width $=150 \mathrm{SF}$
TOTAL MEDIAN PVMT 350-150 = 200 SF
topsoil
assume 10 ft long $\times 15 \mathrm{ft}$ wide $=150 \mathrm{SF}$

| FURNISHING |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| AND PLACING | SY | 9 | $334,283.00$ | $\$ 1.24$ | 97 | $8,645,115.70$ |$\$ 1.03$ from TxDOT avg unit costs $\quad 1.03 / 9=\$ 0.11 / \mathrm{SF}$




| Opinion of Probable Construction Cost Forest Lane Station |  |  |  |  |  | mprovement Code Legend ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OPCC 3D |  | UNIT | cost | 3D-FL-RP-33 |  | 3D-FL-CW-47 |  | 3D-FL-CW-48 |  | 3D-FL-CW-49 |  | 3D-FL-CW-50 |  | 3D-FL-CW-51 |  |
| Entity | \|TEM |  |  | QuANTITY | cost | Quantity | cost | QuANTITY | Cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | 535.00 | 60 | \$2,100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Remove sidewalk | LF | \$20.00 | 60 | \$1,200.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaining Wall (1) | LF | \$20.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | \$39.72 |  | 50.00 |  | 50.00 | 5 | \$198.60 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 2 | \$4,365.50 | 1 | \$2,182.75 |  | S0.00 | 1 | \$2,182.75 |  | 50.00 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 | 30 | \$1,084.50 | 6 | \$216.90 | 6 | \$216.90 | 6 | \$216.90 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | ¢3,972.22 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | DRRIEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5888.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crosing | EA | \$120,000.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | \$0.00 | 4 | \$2,600.00 | 1 | \$650.00 | 1 | S650.00 | 1 | S650.00 | 6 | S650.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 | 144 | \$1,296.00 | 144 | \$1,296.00 | 120 | \$1,080.00 | 144 | \$1,296.00 | 96 | \$864.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | \$0.00 |  | S0.00 | 6 | 548.00 | 5 | 540.00 | 6 | 548.00 | 4 | \$32.00 |
| N/A | PAVEMENT MARKINGS (triANGLLS) | EA | \$60.00 |  | 50.00 | 24 | \$1,440.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND REPLACE) | LF | 553.00 | 50 | \$2,650.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIIED | EA | \$26,435.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTING (\#11)-3 LANE UNDIVIIED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTING (H1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| 年/A | PED CROSSWALK LIGHTTNG (H1)-6 LANE DIVIDED RREB (\#7) - 3 LANS W/O MEDAN | EA | $\frac{\text { S42,615.50 }}{524,000}$ |  | S0.00 50.00 |  | 50.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |
| N/A | RRES ( (H7) - 1 SOLAR SIIGN \& PUSH BUTION IIN MEDIAN | EA | \$56,000 |  | \$0.00 |  | 50.00 50.00 |  | S0.00 |  | 50.00 50.00 |  | 50.00 <br> 50.0 |  | 50.00 50.00 |
| N/A |  | EA | \$48,000 |  | ${ }_{50}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HYBRID BeACON (H9) - 3 LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | Ped hybrid beacon (\#9) - 4 Lane divided | EA | \$175,000 |  | 50.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 | 1 | \$200,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-1 CW | EA | \$9,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 - CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | \$0.00 | 0.25 | \$5,875.00 | 0.25 | \$6,875.00 | 0.25 | 56,875.00 | 0.25 | 56,875.00 |
| N/A | PeD TRAFFIC SIGNAL (\#111) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIIED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | CONStruction cost (without signals) | total |  |  | \$8,132.75 |  | \$10,786.00 |  | \$4,592.25 |  | \$1,986.90 |  | \$4,393.65 |  | \$1,546.00 |
|  | construction cost | total |  |  | \$8,132.75 |  | \$210,786.00 |  | \$11,467.25 |  | \$8,861.90 |  | \$11,268.65 |  | \$8,421.00 |
|  | enginetring design | 10\% |  |  | \$813.28 |  | \$21,078.60 |  | \$1,146.73 |  | \$886.19 |  | \$1,126.87 |  | \$842.10 |
|  | general lanoscaping | 4\% |  |  | \$325.31 |  | \$431.44 |  | \$183.69 |  | \$79.48 |  | \$175.75 |  | \$61.84 |
|  | SwPPP | 2\% |  |  | \$162.66 |  | \$215.72 |  | \$91.85 |  | \$39.74 |  | \$87.87 |  | \$30.92 |
|  | TRAFFIC CONTROL | ${ }^{3 \%}$ |  |  | \$24.98 S354.59 |  | \$523.58 |  | \$137.77 |  | \$59.61 |  | \$131.81 |  | \$46.38 $\$ 6714$ |
|  | мовılıation | 4\% |  |  | \$354.59 |  | \$470.27 |  | \$200.22 |  | \$86.63 |  | \$191.56 |  | \$67.41 |
|  | federal contingency | 2\% |  |  | \$200.65 |  | \$4,666.11 |  | \$264.55 |  | \$200.27 |  | \$259.65 |  | \$189.39 |
|  | opcc | total |  |  | \$10,300.00 |  | \$238,00.00 |  | \$13,500.00 |  | \$10,300.00 |  | \$13,300.00 |  | \$9,700.00 |
|  | average cost per lf of sidewalk |  |  |  | \$171.67 PER LF |  | \#DV/0! |  | \#DV/0! |  | \#DV/0! |  | \#DV/0! |  | \#DIV/0! |
|  | GRand total for group jo | \$1,081,80 |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 4A |  |  |  | 4A-WH-SW-13 |  | 4A-WH-SW-19 |  | 4A-WH-SW-36 |  | 4A-WH-SW-41 |  | 4A-WH-SW-45 |  | 4A-WH-SW-46 |  | 4A-WH-SW-35 |  | 4A-WH-SW-37 |  | 4A-WH-SW-10 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | Tem | UNIT | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | quantir | cost | QUANTITY | cost | quantiry | cost | QUANTITY | cost | QuANTITY | cost | quantity | cost |
| dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | \$35.00 | 10 | \$350.00 | 80 | \$2,800.00 | 570 | \$19,950.00 | 945 | \$33,075.00 | 165 | \$5,775.00 | 195 | \$6,825.00 | 305 | \$10,675.00 | 110 | \$3,850.00 | 125 | \$4,375.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 140 | \$2,800.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | curb and gutier | LF | \$39.72 |  | \$0.00 |  | 50.00 |  | \$0.00 | 945 | \$37,535.40 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 |  | \$0.00 | 2 | \$4,365.50 | 4 | \$8,731.00 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 | 4 | ¢8,731.00 | 3 | \$6,548,25 |
| TXOOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' ${ }^{\text {P }}$ ATH) | I | \$72.30 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 | 1 | \$572.00 | 1 | \$572.00 | 1 | \$572.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | \$5000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | tree removals | EA | S886.00 |  | \$0.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 |
| N/A | Rallioad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 | 1 | \$223.00 | 1 | \$223.00 | 1 | \$223.00 | 2 | \$446.00 | 2 | \$446.00 |
| TXDOT | TRAFFFIC SIIGNS NeW | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 | 100 | \$900.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 | 100 | \$800.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | UTIUTY Box Relocation | EA | \$729.33 |  | 50.00 | 3 | \$2,187.99 | 7 | \$5,105.31 | 1 | \$729.33 | 1 | \$729.33 |  | 50.00 | 1 | \$729.33 | 1 | \$729.33 | 2 | \$1,458.66 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove And Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 | 300 | \$15,900.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | 50.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 2 LANE UNDIVIIDED | EA | \$26,435.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (H1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 4 Lane undivided | EA | \$40,407.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)- - Lane divided | EA | \$41,183,75 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE ( (77) - 1 SOLAR SIGN \& P USH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE ( (77) - 2 Solar Signs \& PUSHBUTION IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BeACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYERID BEACON (\#9)-4 LANE DVIVIDED | ${ }_{\text {EA }}$ | \$175,000 $\$ 200000$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL ( $(110)-1 \mathrm{CW}$ | EA | ¢ 59,500 |  | ${ }^{5} 50.00$ |  | 50.00 50 |  | 50.00 50 |  | 50.00 50 |  | 50.00 50.00 |  | 50.00 |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | 50.00 50.00 |
| N/A | APS $\&$ Countoown PED SIGNAL ( $\# 10$ )-2 2 CW | EA | \$15,500 |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& CoUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{c W}$ | EA | \$21,500 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10)-4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$155,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LaNE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$350.00 |  | \$33,053.49 |  | \$38,312.31 |  | \$87,462.73 |  | \$12,282.08 |  | \$15,492.44 |  | \$36,382.08 |  | \$14,328.33 |  | \$36,285.91 |
|  | CONSTRUCTION COST | total |  |  | \$350.00 |  | \$33,053.49 |  | \$38,312.31 |  | \$87,462.73 |  | \$12,282.08 |  | \$15,492.44 |  | \$36,382.08 |  | \$14,328.33 |  | \$66,285,91 |
|  | engineering design | 10\% |  |  | \$35.00 |  | \$3,305.35 |  | \$3,831.23 |  | \$8,746.27 |  | \$1,228.21 |  | \$1,549.24 |  | \$3,638.21 |  | \$1,432.83 |  | \$3,628.59 |
|  | general landscaping | 4\% |  |  | \$14.00 |  | \$1,322.14 |  | \$1,532.49 |  | \$3,498.51 |  | \$491.28 |  | \$619.70 |  | \$1,455.28 |  | \$573.13 |  | \$1,451.44 |
|  | swppp | 2\% |  |  | \$7.00 |  | \$661.07 |  | \$766.25 |  | \$1,749.25 |  | \$24.64 |  | \$ 309.85 |  | \$727.64 |  | \$286.57 |  | \$725.72 |
|  | traffic control | 3\% |  |  | \$10.50 |  | \$991.60 |  | \$1,149.37 |  | \$2,623.88 |  | \$368.46 |  | \$464.77 |  | \$1,091.46 |  | \$429.85 |  | \$1,088.58 |
|  | moblızation | 4\% |  |  | \$15.26 |  | \$1,441.13 |  | \$1,670.42 |  | \$3,813,38 |  | \$535.50 |  | \$675.47 |  | \$1,586.26 |  | \$624.72 |  | \$1,582.07 |
|  | federal contingency | 2\% |  |  | \$8.64 |  | \$815.50 |  | \$945.24 |  | \$2,157.88 |  | \$303.02 |  | \$382.23 |  | \$897.62 |  | \$353.51 |  | \$895.25 |
|  | OPCC | total |  |  | \$500.00 |  | \$41,600.00 |  | \$48,300.00 |  | \$110,100.00 |  | \$15,50.00 |  | \$19,500.00 |  | \$45,800.00 |  | \$18,100.00 |  | \$45,700.00 |
|  | average cost per lf of sidewalk |  |  |  | \$50.00 PER LF |  | \$520.00 PERLF |  | \$88.74 PER LF |  | \$116.51 PER LF |  | \$93.94 PER LF |  | \$100.00 PER LF |  | \$150.16 PER LF |  | \$164.55 PER LF |  | \$365.60 PER LF |
|  | grand total for group 4a | \$607,900.00 |  | Min Cost/LF Max Cost/LF | \$50.00 PER LF \$720.00 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Walnut Hill Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | mprovement Code legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) <br> $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 4A |  |  | 4A-WH-SW-11 |  | 4A-WH-CW-20 |  | 4A-WH-CW-28 |  | 4A-WH-SW-34 |  | 4A-WH-CW-38 |  |
| ENTITY | \|item | UNIT | cost | QUANTITY | Cost | quantir | Cost | Quantity | cost | QuANTITY | Cost | QuANTITY | cost |
| DALLAS | SIIEWALK (5') | ${ }^{\text {LF }}$ | \$35.00 | 710 | \$24,850.00 |  | 50.00 |  | 50.00 | 150 | \$5,250.00 | 20 | \$700.00 |
| dallas | SIDEWALK (10' PATH) | ${ }^{\text {LF }}$ | \$70.00 |  | 50.00 | 90 | \$6,300.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | S20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | L | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | 539.72 |  | 50.00 | 90 | \$3,574.80 |  | 50.00 |  | \$0.00 | 20 | S794.40 |
| DALLAS | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | ${ }_{52,182.75}$ | 8 | \$17,462.00 | 3 | \$6,548.25 | 1 | \$2,182.75 | 2 | \$4,365.50 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 | 4 | \$144.60 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 | 4 | \$33,777.76 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |
| DALLAS | MANHOLIE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,788.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | \$886.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 | 2 | \$446.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafic signs new | EA | \$650.00 |  | 50.00 | 2 | \$1,300.00 | 4 | \$2,600.00 | 4 | \$2,600.00 | 5 | \$3,250.00 |
| DALAS | PAVEMENT MARKINGS (Crosswalk) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 | 160 | \$1,440.00 |  | 50.00 | 100 | \$900.00 | ${ }^{80}$ | \$720.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 | 48 | \$384.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLS) | EA | S60.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Light Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - - Lane univided | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (H1) - - Lane divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$22,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$33,000 |  | 50.00 | 1 | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#77) - 2 Solar Signs \& PUSHBUUTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BeACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Ped hybrid beacon (H9) - 4 Lane divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON ( 49 ) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 | 1 | \$9,500.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEES SIGNAL (\#10)-3 3 CW | EA | S21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Counto | EA | \$22,500 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFIIC SIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$98,535.76 |  | \$19,386.05 |  | \$5,311.35 |  | \$35,115.50 |  | \$9,829.90 |
|  | construction cost | total |  |  | \$98,535.76 |  | \$55,386.05 |  | \$14,811.35 |  | \$35,115.50 |  | \$9,829.90 |
|  | engineering desion | 10\% |  |  | \$9,853.58 |  | \$5,538.61 |  | \$1,481.14 |  | \$3,511.55 |  | \$982.99 |
|  | general landscaping | 4\% |  |  | \$3,941.43 |  | \$775.44 |  | \$212.45 |  | \$1,404.62 |  | \$393.20 |
|  | swppp | 2\% |  |  | \$1,970.72 |  | \$387.72 |  | \$106.23 |  | \$702.31 |  | \$196.60 |
|  | TRAFFIC Control | ${ }^{3 \%}$ |  |  | \$2,956.07 |  | \$581.58 |  | \$159.34 |  | \$1,053.47 |  | \$294.90 |
|  | мовılızation | 4\% |  |  | \$4,296.16 |  | \$845.23 |  | \$231.57 |  | \$1,531.04 |  | \$428.58 |
|  | federal contingency | 2\% |  |  | \$2,431.07 |  | \$1,270.29 |  | \$340.04 |  | \$866.37 |  | \$242.52 |
|  | opcc | total |  |  | \$124,000.00 |  | \$64,800.00 |  | \$17,400.00 |  | \$44,200.00 |  | \$12,400.00 |
|  | average cost per lf of sidewalk |  |  |  | \$174.65 PER LF |  | \$720.00 PER LF |  | \#DV/0! |  | \$294.67 PeR LF |  | \$620.00 PER LF |
|  | GRAND total for group 4a | \$607,900. |  |  |  |  |  |  |  |  |  |  |  |



## OPCC 4B


RP=Sidewalk Repair, $G R=G a p$ to Remain)

| OPCC 4B |  |  |  | 4B-PL-SW-54 |  | 4B-PL-SW-56 |  | 4B-PL-SW-57 |  | 4B-PL-SW-58 |  | 4B-PL-SW-59 |  | 4B-PL-SW-60 |  | 4B-PL-SW-61 |  | 4B-PL-SW-62 |  | 4B-PL-SW-63 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM | UNIT | cost | QUANTITY | Cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | Cost | QuANTITY | cost | quantiry | cost | QuANTITY | Cost | QuANTITY | cost | QUANTITY | Cost |
| dallas | SIDEWALK (5) | LF | \$35.00 | 70 | \$2,450.00 | 95 | \$3,325.00 | ${ }^{45}$ | \$1,575.00 | 945 | \$33,075.00 | ${ }^{320}$ | \$11,200.00 | 110 | \$3,850.00 | 65 | \$2,275.00 | 60 | \$2,100.00 | 1585 | \$55,475.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 | 70 | \$2,780.40 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1585 | \$62,956.20 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$7,036.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 6 | \$348.00 |
| TXDOT | Ped ramps | EA | \$2,182.75 | 4 | ¢8,731.00 | 0 | 50.00 | 4 | \$8,731.00 | 2 | \$4,365.50 | 8 | \$17,462.00 | 11 | \$24,010.25 | 3 | ${ }_{56,548.25}$ | 3 | ${ }_{56,548.25}$ | 6 | \$13,096.50 |
| TXXOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDNTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,972.22 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | 58,444.44 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$16,888.88 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$1,716.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |
| dallas | tree relocations | EA | \$2,76.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5886.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 | 16 | \$14,176.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafil signs new | EA | \$650.00 | 3 | \$1,950.00 |  | 50.00 |  | 50.00 | 3 | \$1,950.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 5 | \$3,250.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 | 80 | \$720.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT M ARKINGS (TRIANGLLS) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTILTY BOX RELICATION | EA | \$729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT POLE RELOCATION | EA | \$4,758.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | \$0.00 |  | 50.00 | 20 | \$1,060.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fire hyorant relocated | EA | \$3,640.00 |  | \$0.00 |  | 50.00 | 1 | \$3,640.00 |  | 50.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$194.00 |  | 50.00 |  | 50.00 | 2 | \$194.00 |
| N/A | Ped Crosswalk lighting (\#1) - L LANE UNIIVIDED | EA | S26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 3 LANE UNIVIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - Lane UNDIVIIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE DVIVIDED | EA | S41,183.75 <br> 5118392 |  | 50.00 5000 |  | 50.00 <br> 500 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 $\$ 000$ |  | $\begin{array}{r}50.00 \\ \hline 000\end{array}$ |  | 50.00 500 |  | 50.00 5000 |  | 50.00 <br>  <br> 5000 |
| N/A |  | EA | S41,839.25 |  | S0.00 <br> 0.00 |  | \$0.00 <br> 0.00 |  | \$0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 50 |  | ${ }_{5}$ |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& P USH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{50} 5000$ |
| N/A | RRFB (\#7) - 2 Solar signs \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BeACon (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | Ped Hybrio beacon (\#9) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PeD HYbRID BEACON (49) - 6 LANE DIVIIDED | EA | \$200,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Signal (\#10)-3 3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped SIINAL (\#10)-4CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$150,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 5000 |  | 50.00 |  | 50.00 5000 |  | S0.00 5000 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIIED | EA | \$210,000 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$200 |
|  | construction cost (Without signais) | total |  |  | \$16,631.40 |  | \$3,325.00 |  | \$23,450.44 |  | \$39,390.50 |  | \$44,018.00 |  | \$29,826.25 |  | \$8,823.25 |  | \$8,648.25 |  | \$221,964.80 |
|  | construction cost | total |  |  | \$16,631.40 |  | \$3,325.00 |  | \$23,450.44 |  | \$39,390.50 |  | \$34,018.00 |  | \$29,826,25 |  | \$8,823.25 |  | \$8,648.25 |  | \$221,964.80 |
|  | engineering design | 10\% |  |  | \$1,663.14 |  | \$332.50 |  | \$2,345.04 |  | \$3,939.05 |  | \$3,401.80 |  | \$2,982.63 |  | \$882.33 |  | \$864.83 |  | \$22,196.48 |
|  | general lanoscaping | 4\% |  |  | \$665.26 |  | \$133.00 |  | \$938.02 |  | \$1,575.62 |  | \$1,360.72 |  | \$1,193.05 |  | \$352.93 |  | \$345.93 |  | \$8,88.59 |
|  | swppp | 2\% |  |  | \$332.63 |  | \$66.50 |  | \$469.01 |  | \$787.81 |  | \$680.36 |  | \$596.53 |  | \$176.47 |  | \$172.97 |  | \$4,439.30 |
|  | TRAFFIC Control | 3\% |  |  | \$498.94 |  | \$99.75 |  | \$703.51 |  | \$1,181.72 |  | \$1,020.54 |  | \$894.79 |  | \$264.70 |  | \$259.45 |  | \$6,658.94 |
|  | mobilzation | 4\% |  |  | \$725.13 |  | \$144.97 |  | \$1,022.44 |  | \$1,717.43 |  | \$1,483.18 |  | \$1,300.42 |  | \$384.69 |  | \$377.06 |  | \$9,677.67 |
|  | federal contingency | 2\% |  |  | \$410.33 |  | \$82.03 |  | \$578.57 |  | \$971.84 |  | \$839.29 |  | \$735.87 |  | \$217.69 |  | \$213.37 |  | \$5,476.32 |
|  | opcc | total |  |  | \$21,000.00 |  | \$4,200.00 |  | \$29,600.00 |  | \$49,600.00 |  | \$42,900.00 |  | \$37,600.00 |  | \$11,200.00 |  | \$10,900.00 |  | \$279,300.00 |
|  | average cost per lf of sidewalk |  |  |  | \$300.00 PER LF |  | \$44.21 Per LF |  | \$657.78 PER LF |  | \$52.49 PERLF |  | \$134.06 PRRLF |  | \$341.82 PER LF |  | \$172.31 PERLF |  | \$181.67 PER LF |  | \$176.21 PERLF |
|  | grand total for group ab | \$2,459,20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## OPCC 4B

| OPCC 4B |  |  |  | 4 |
| :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | QUA |
| dallas | SIDEWALK (5) | $\stackrel{L}{ }$ | 535.00 |  |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  |
| dallas | ReTAINING WALL (1) | ${ }^{\text {LF }}$ | 520.00 |  |
| dallas | Retaling wall (2) | LF | 540.00 |  |
| dallas | Retaling wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  |
| dallas | Retaling Wall (4) | LF | \$100.00 |  |
| dallas | Retalning wall (5') | LF | \$125.00 |  |
| dallas | CURB AND GUTTER | LF | 539.72 |  |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  |
| dallas | RCP 18" | LF | \$58.00 |  |
| TxDOT | PED RAMPS | EA | \$2,182.75 |  |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  |
| TxDot | MEDIAN CUT (10' PATH) | LF | 572.30 |  |
| dallas | DRIVEWAY (RESIDENTAL) | EA | ¢3,972.22 |  |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  |
| dallas | tree relocations | EA | \$2,768.00 |  |
| dallas | TREE Removals | EA | 5886.00 |  |
| N/A | Rallroad crosing | EA | \$120,000.00 |  |
| dallas | TRAFFIC SIIGNS R RLICCATED | EA | \$223.00 |  |
| TXDOT | Trafil signs new | EA | S650.00 |  |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  |
| N/A | PAVEMENT MARKINGS (TRRIANGLES) | EA | \$660.00 |  |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  |
| dallas | LIGHT Pole relocation | Ea | \$4,758.00 |  |
| dallas | fence (remove and Replace) | , | \$53.00 |  |
| dalas | Frik hYorant relocated | EA | ${ }^{\$ 3,640.00}$ |  |
| dallas | PARKING STOP | EA | 597.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIIDED | EA | \$26,435.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) -3 LANE UNDIVIIED | EA | \$27,182.50 |  |
| N/A | PED Crosswalk lighting (11) - 4 LANE UNDIVIIED | EA | \$40,407.50 |  |
| N/A | PeD Crosswalk lighting (H1) - L Lane divided | EA | \$41,183.75 |  |
| N/A | Ped Crosswalk lighting (\#1) - 6 LANE UNDIVIIED | EA | \$41,839.25 |  |
| N/A | Ped Crosswalk lighting (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  |
| N/A | RRFE (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  |
| N/A | RRFB (\#7) - 1 Solar Sign \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  |
| N/A | RRFB (\#7)-2 -2 Solar signs \& PuShbution in Melian | EA | \$48,000 |  |
| N/A | PED HYBRII BeACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  |
| N/A | PED HYBRID BEACON ( 49 ) - LLANE DIVIIED | EA | \$175,000 |  |
| N/A | PeD HYBRII BEACON (\#9) - 6 LANE Divided | EA | \$200,000 |  |
| N/A | APS \& Countoown PED SIGNAL (\#10)-1 1 CW | EA | ¢9,500 |  |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$15,500 |  |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10) - 3 CW | EA | \$21,500 |  |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 cw | EA | \$27,500 |  |
| N/A | PeD TRAFFIC SIGNAL (\#11) - 3 LANE UNOIVIIEE | EA | \$150,000 |  |
| N/A | PED TRAFFIC SIINAL (\#11) - 4 LANE DIVIIDED | EA | \$175,000 |  |
| N/A | PED TRAFFIC SIINAL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  |


| construction cost (Without signais) | Total | \$85,082.38 | \$11,510.85 |
| :---: | :---: | :---: | :---: |
| construction cost | total | \$85,082.38 | \$11,510.85 |
| enainerring design | 10\% | \$8,508.24 | \$1,151.09 |
| general landscaping | 4\% | \$3,403.30 | \$460.43 |
| swppp | 2\% | \$1,701.65 | \$230.22 |
| TRAFII CONTROL | 3\% | \$2,552.47 | \$345.33 |
| мов | 4\% | \$3,709.59 | \$501.87 |
| federal contingency | 2\% | \$2,099.15 | \$284.00 |
| opcc | total | \$107,10.00 | \$14,500.00 |
| average Cost per lf of Sidewalk |  | \$87.99 PeR L | \$152.63 PER |

grand total for group ab
$\qquad$


## Park Lane Station




\$2,459,200.00

| Lovers Lane Station |  |  |  | $\begin{aligned} & \text { 1A } \begin{array}{l} \text { Station Number } \\ \text { PR } \& \text { Station Abbreviation } \end{array} \end{aligned}$ |  | $\begin{array}{ll}\text { SW } & \leftarrow \text { Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) } \\ 01 \leftarrow \text { Improvement Number (matches } & 1 \text { on Map) }\end{array}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OPCC 4C |  |  |  | 4C-LL-RP-34 |  | 4C-LL-SW-35 |  | 4C-LL-SW-38 |  | 4C-LL-RP-39 |  | 4C-LL-RP-41 |  | 4C-LL-SW-42 |  | 4C-LL-SW-45 |  | 4C-LL-SW-13 |  | 4C-LL-SW-14 |  |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | Quantiry | Cost | Quantity | cost | QuANTITY | cost | Quantiry | cost | Quantiry | cost | Quantir | cost | Quantiry | cost | Quantiry | cost |
| dallas | SIIEWALK (5') | LF | \$35.00 | 470 | \$16,450.00 | 325 | \$11,375.00 | 825 | \$28,875.00 | 35 | \$1,225.00 | 40 | \$1,400.00 | 220 | \$7,700.00 | 105 | \$3,675.00 | 210 | \$7,350.00 | 15 | \$525.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 | 470 | \$9,400.00 | 325 | \$6,500.00 | 80 | \$1,600.00 | 35 | \$700.00 | 40 | \$800.00 | 220 | \$4,400.00 | 105 | \$2,100.00 |  | 50.00 | 5 | \$100.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$57.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | \$5000 |  | ¢ |
| dallas | RETAINING WALL (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 | 100 | \$3,972.00 |  | 50.00 |  | 50.00 |  | 50.00 | 220 | \$8,738.40 | 105 | \$4,170.60 | 210 | \$8,341.20 | 15 | \$595.80 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ${ }^{53,518.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 | 3 | \$6,548.25 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | ORIVEWAY (COMMERCIAL) | EA | 58,444.44 |  | 50.00 | 2 | \$16,888.88 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$16,888.88 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |
| N/A | UTLITT POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 | 1 | \$572.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 | 2 | \$1,144.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,76.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 5 | \$13,840.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 |
| N/A | rallroad crosing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 | 4 | \$892.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S223.00 |  | 50.00 |
| TXDOT | Trafic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | $\stackrel{59.00}{580}$ |  | S0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | ¢ |  | ¢ |  | ¢ ${ }_{\text {S0.00 }}$ |
|  | PAVEMENT MARKINGS (STOP BAR) | ${ }_{\text {LF }}^{\text {EA }}$ | S8.00 <br> 560.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |
| TxDOT | UTLITY Box Relocation | EA | \$729.33 | 1 | \$729.33 |  | 50.00 |  | S0.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | ¢0.00 |
| dallas | LIGHT POLE RELOCATION | EA | \$4,58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove and Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,64,00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 | 25 | \$2,425.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,433.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - L LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 6 LANE UNIVIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LISHTING (\#1)- - LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (H7) - 1 SOLAR SISN \& PUSH SUTTOON IN MEDIAN | ${ }_{\text {EA }}$ | \$33,000 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{5}$ |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| N/A |  | EA | $\xrightarrow{\$ 48,000}$ |  | S0.00 <br> 0.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 0.00 |  | S0.00 <br> 0.00 |  | S0.00 <br> 0.00 |  | S0.00 50.00 |
| N/A | PED HYBRII BEACON (\#9) - 4 LANE DIVIIDED | EA | \$175,000 |  | \$0.00 |  | 50.00 |  | ${ }_{50} 5000$ |  | \$0.00 |  | 50.00 |  | 50.00 |  | ¢0.00 |  | ¢0.00 |  | S0.00 <br> 0.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LANE DIVIIDED | EA | \$200,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 CW | EA | \$9,500 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 - CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S175,000 $\$ 21000$ |  | $\xrightarrow{50.00}$ |  | $\xrightarrow{50.00}$ |  | 50.00 $\$ 000$ |  | 50.00 $\$ 000$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | 50.00 $\$ 000$ |  | S0.00 S00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signais) | total |  |  | \$53,759.08 |  | \$43,673.38 |  | \$35,732.50 |  | \$4,107.75 |  | \$4,954.75 |  | \$89,419.53 |  | \$23,327.54 |  | \$34,119.70 |  | \$4,289.55 |
|  | construction cost | Total |  |  | \$53,759.08 |  | \$43,673.38 |  | \$35,732.50 |  | \$4,107.75 |  | \$4,954.75 |  | \$89,419.53 |  | \$23,327.54 |  | \$34,119.70 |  | \$4,289.55 |
|  | enginerring design | 10\% |  |  | \$5,375.91 |  | \$4,367.34 |  | \$3,573.25 |  | \$410.78 |  | \$495.48 |  | \$8,941.95 |  | \$2,332.75 |  | \$3,411.97 |  | \$428.96 |
|  | general lanoscaping | 4\% |  |  | \$2,150.36 |  | \$1,746.94 |  | \$1,429.30 |  | \$164.31 |  | \$198.19 |  | \$3,576.78 |  | \$933.10 |  | \$1,364.79 |  | \$171.58 |
|  |  | 2\% |  |  | \$1,075.18 $\$ 16127$ $\$ 2,379$ |  | \$877.47 |  | \$714.65 |  | \$88.16 |  | \$99.10 |  | $\$ 1,788.39$ $\mathbf{\$ 2 8 8 2 5}$ |  | \$466.55 |  | \$688.39 |  | \$85.79 |
|  | TRAFFIC Control | 3\% |  |  | \$1,612.77 |  | \$1,310.20 |  | \$1,071.98 |  | \$123.23 |  | \$148.64 |  | \$2,682.59 |  | \$699.83 |  | \$1,023.59 |  | \$128.69 |
|  | мовіLIzation | 4\% |  |  | \$2,343.90 |  | \$1,904.16 |  | \$1,557.94 |  | \$179.10 |  | \$216.03 |  | \$3,898.69 |  | \$1,017.08 |  | \$1,487.62 |  | \$187.02 |
|  | federal contingency | 2\% |  |  | \$1,326.34 |  | \$1,077.51 |  | \$881.59 |  | \$101.35 |  | \$122.24 |  | \$2,206.16 |  | \$575.54 |  | \$841.80 |  | \$105.83 |
|  | opcc | TOTAL |  |  | \$67,700.00 |  | \$55,000.00 |  | \$45,000.00 |  | \$5,200.00 |  | \$6,300.00 |  | \$112,600.00 |  | \$29,400.00 |  | \$43,000.00 |  | \$5,400.00 |
|  | average cost per lf of sidewalk |  |  |  | \$144.04 PER LF |  | \$169.23 PER LF |  | \$54.55 PER LF |  | \$148.57 PeR LF |  | \$157.50 PER LF |  | \$511.82 PER LF |  | \$280.00 PER LF |  | \$204.76 PER LF |  | \$360.00 PER LF |
|  | GRAND total for group ac | \$476,900 |  |  | Min Cost/F | \$54.55 PERLF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | Max Cost/LF | \$511.82 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> Lovers Lane Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number <br> $P R \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 4C |  |  | 4C-LL- | VW-V02 |  |
| ENTITY | ITEM | UNIT | cost | QUANTITY | Cost |  |
| dallas | SIIEWALK (5') | ${ }^{\text {LF }}$ | \$35.00 |  | 50.00 |  |
| dallas | SIIEWALK (10' PATH) | LF | 570.00 | 1120 | \$78,400.00 |  |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | \$20.00 |  | 50.00 |  |
| dallas | Retaling WALL( ${ }^{\text {1 }}$ ) | LF | 520.00 |  | 50.00 |  |
| dallas | Retalning wall (2') | ${ }^{\text {LF }}$ | \$40.00 |  | 50.00 |  |
| dallas | Retaling wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  |
| dallas | Retalining wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 |  |
|  | RETAINNG WALL ( 5 ') Curb And gutir | LF | \$125.00 |  | 50.00 |  |
| DALLAS | DRAINAGE INLETS (MODIFY) | ${ }_{\text {EA }}$ | $\begin{array}{r}\text { S } \\ \hline\end{array}$ | 50 | St,986.00 |  |
| DALLAS | RCP 18" | ${ }_{\text {LF }}$ | ${ }_{5} 558.00$ |  | ${ }^{50.00}$ |  |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 |  |
| TXXOT | MEDIAN CUT (5') | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  |
| Dillas | $\frac{\text { ORIVEWAY (RESIDENTAL) }}{\text { ORIVEWAY ( Commercial) }}$ | EA | $\begin{array}{r}\text { S3,972.22 } \\ \hline 8.444 .44 \\ \hline\end{array}$ |  | S0.00 50.00 |  |
| N/A | UTLITY Pole relocate | EA | $\begin{array}{r}\text { S, } \\ \hline\end{array}$ |  | 50.00 <br> 5000 |  |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  |
| dallas | TREE REMOVALS | EA | 5886.00 |  | 50.00 |  |
| N/A | ${ }^{\text {Ralliroad crossing }}$ | EA | \$120,00.00 |  | S0.00 <br> S00 |  |
| dillas | Traffic signs relocated | EA | S223.00 $\$ 650.00$ | 2 | $\frac{5446.00}{50.00}$ |  |
| dallas | PAVEMENT MARKINGS (Crosswalk) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 |  |
| Dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | ${ }_{\text {S }}^{560.00}$ |  | S0.00 50.00 |  |
| dallas | LIGHT POLE RELOCATION | EA | $\stackrel{\text { S4,758.00 }}{ }$ |  | 50.00 <br> 5000 |  |
| Dallas | fence (remove and replace) | LF | \$53.00 |  | S0.00 |  |
| dallas | FIRE HYDRANT RLLOCATED | EA | \$3,640.00 |  | 50.00 |  |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (H1) - 2 LANE UNDVIVED | EA | S26,435.00 |  | \$5000 |  |
| N/A |  | EA | S27,182.50 |  | S0.00 <br> 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - L LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#\#1)-6 LANE UNDIVIDED | EA | S41,839.25 <br>  |  | \$0.00 |  |
| N/A <br> N/A | PED CROSSWALK LIGHTING (\#1)- -6 LANE DIVIIDE RREB (\#7) - 3 LANES W/O MEDIAN | EA | S42,615.50 <br> 524,000 <br> S |  | S0.00 <br> 50.00 |  |
| N/A | RRFE ( (77) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  |
| N/A | RRFE (H7) - 2 SOLAR SIINS \& P PUSHBUUTON IN MEDIAN | EA | \$44,000 |  | S0.00 |  |
| N/A <br> N/A |  | EA | \$150,000 <br> 175,000 |  | S0.00 50.00 |  |
| N/A | PED HYBRID BEACON (\#9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  |
| N/A | APS \& Countoown Ped Sisnal (\#10)-1CW | EA | \$9,500 |  | 50.00 |  |
| N/A | APS \& COUNTDOWN PEDSIGNAL $4100-2 \mathrm{CW}$ | EA | \$15,500 $\$ 21,500$ |  | S0.00 50.00 |  |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) -4 cw | EA | \$27,500 |  | 50.00 |  |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  |
| N/A | PED TRAFFIC SIINAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | \$0.00 |  |
| N/A | PEED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  |
|  | construction cost (without signais) | Total |  |  | \$85,197.50 |  |
|  | CONSTRUCTION COST | Total |  |  | \$85,197.50 |  |
|  | enginering design | 10\% |  |  | \$8,519.75 |  |
|  | general landscaping | 4\% |  |  | \$3,407.90 |  |
|  | SWPPP | ${ }^{2 \%}$ |  |  | \$1,703.95 |  |
|  | TRAFFIC CONTROL MOBILIATION | ${ }^{3 \%}$ |  |  | $\$ 2,55.93$ $\$ 3714.61$ |  |
|  |  | 4\% |  |  | \$3,714.61 |  |
|  | federal contingency | 2\% |  |  | \$2,101.99 |  |
|  | opcc | Total |  |  | \$107,30.00 |  |
|  | average cost per lf of sidewalk |  |  |  | \$99.80 Per LF |  |
|  | grand total for group ac | \$476,900 |  |  |  |  |


| Mockingbird Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | SW \& Sidewalk (or CW=Crosswalk, VW=veloweb, RP=Sidewalk Repair, GR=Gap to Remain) 01 \& Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OPCC 4D |  | UNIT | cost | 4D-MB-SW-19 |  | 4D-MB-SW-20 |  | 4D-MB-RP-24 |  | 4D-MB-SW-39 |  | 4D-MB-SW-46 |  | 4D-MB-CW-16 |  |
| ENTITY | \|item |  |  | QUANTITY | Cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost |
| Dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | \$35.00 | 235 | \$8,225.00 | 230 | \$8,050.00 | 10 | \$350.00 | 165 | \$5,775.00 | 390 | \$13,650.00 |  | 50.00 |
| Dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | 50.00 |  | \$0.00 | 10 | \$200.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| Dallas | RETAINING WALL (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 | 165 | \$3,300.00 | 150 | 53,000.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | Retalining wall (3) | I | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 | 100 | \$10,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | CURB AND GUTIER | LF | \$39.72 | 235 | ¢9,334.20 | 230 | ¢9,135.60 | 10 | \$397.20 | 165 | \$6,553.80 | 390 | \$15,490.80 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP $18{ }^{\prime \prime}$ | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 3 | \$6,548,25 | 2 | \$4,365.50 |  | 50.00 | 15 | \$32,741.25 |  | 50.00 |
| TXXOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| Dallas | DRIVEWAY (RESIENTAL) | EA | \$3,972.22 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 | 1 | \$8,444.44 | 1 | \$8,444.44 | 1 | \$8,444.44 |  | 50.00 | 8 | \$67,555.52 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 7 | \$154,000.00 |  | 50.00 |
| Dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,144.00 |  | 50.00 |
| Dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5886.00 | 7 | \$6,202.00 | 3 | \$2,658.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| Dallas | traffic signs relocated | EA | \$223.00 | 4 | \$892.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |
| TXDOT | TRAFFIL SIIGNS NEW | EA | \$650.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 | 0 | \$2, 600.00 |
| Dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 100 | 5900.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLSS) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 16 | \$960.00 |
| TXDOT | UTLITY Box Relocation | EA | 5729.33 | 1 | S729.33 |  | 50.00 |  | 50.00 |  | 50.00 | 4 | S2,917,32 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRAND RLLOCATED | EA | ${ }^{53,640.00}$ |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |
| dallas | PARKING STOP | EA | \$97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTNG (\#11) - 3 LANE UNDIVIIEE | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4LANE UNDIVIDED | EA | S40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 6 LANE UNIVIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$33,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIGNS \& PUSHBUUTON IN MEDIAN | EA | \$448,000 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | ${ }_{5}^{50.00}$ |
| N/A | PED HYBRII BeACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON ( 49 - 4 LLANE DIVIIDED | EA | \$175,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped hYbrid beacon (H9) - 6 LANE DIVIDED | EA | \$200,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 - ${ }^{\text {c }}$ | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (\#10) -4 CW | EA | S27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFIIC SIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNLL (\#11) - 6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
|  | construction cost (without signals) | TOTAL |  |  | \$38,192.47 |  | \$45,059.29 |  | \$13,757.14 |  | \$15,628.80 |  | \$290,499.89 |  | \$4,68.00 |
|  | Construction cost | total |  |  | \$38,192.47 |  | \$45,059.29 |  | \$13,757.14 |  | \$15,628.80 |  | \$290,498.89 |  | \$4,68.00 |
|  | enginetring design | 10\% |  |  | \$3,819.25 |  | \$4,505.93 |  | \$1,375.71 |  | \$1,562.88 |  | \$29,049.89 |  | \$468.30 |
|  | General lanoscaping | 4\% |  |  | \$1.527.70 |  | \$1.802.37 |  | \$550.29 |  | \$625.15 |  | \$11,619.96 |  | \$187.32 |
|  |  | 2\% |  |  | \$763.85 |  | \$901.19 |  | \$275.14 |  | \$312.58 |  | \$5,809.98 |  | \$93.66 |
|  | TRAFFIC CONTROL MOBILIZATION | 3\% |  |  | $\$ 1,1665.19$ |  | $\$ 1,351.78$ $\$ 1,964.59$ |  | $\underset{\$ 599.81}{\$ 412.71}$ |  | $\$ 468.86$ $\$ 681.42$ |  |  |  | $\$ 140.49$ $\$ 204.18$ |
|  | federal contingency | 2\% |  |  | \$942.28 |  | \$1,111.70 |  | \$339.42 |  | \$385.59 |  | \$7,167.19 |  | \$115.54 |
|  | OPCC | TOTAL |  |  | \$48,100.00 |  | \$56,700.00 |  | \$17,400.00 |  | \$19,700.00 |  | \$65,600.00 |  | \$5,900.00 |
|  | average cost per lf of sidewalk |  |  |  | \$204.68 PeR LF |  | \$246.52 PERLF |  | \$1740.00 PER LF |  | \$119.39 PER LF |  | \$937.44 PER LF |  | \#DIV/0! |
|  | GRAND total for group 4d | \$513,40.00 |  | Min Cost/LF Max Cost/LF | $\$ 119.39$ PER LF \$1740.00 PER LF |  |  |  |  |  |  |  |  |  |  |




| OPCC 4E |  |  |  | 4E-LS-SW-41 |  | 4E-LS-SW-45 |  | 4E-LS-SW-51 |  | 4E-LS-SW-58 |  | 4E-LS-SW-63 |  | 4E-LS-SW-64 |  | 4E-LS-SW-65 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTTTY | \|TEM | UNIT | cost | QuANTIT | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | Quantity | cost |
| DALLAS | SIDEWALK ( $5^{\prime}$ ) | LF | \$35.00 | 1080 | \$37,800.00 | 955 | \$33,425.00 | 1440 | \$50,400.00 | 990 | \$34,650.00 | 335 | \$11,725.00 | 785 | \$27,475.00 | 705 | \$24,675.00 |
| Dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | $\frac{50.00}{}$ |
| dallas | Retaining wall (1) | LF | \$20.00 |  | 50.00 | 900 | \$18,000.00 |  | 50.00 | 700 | \$14,000.00 | 200 | \$4,000.00 | 200 | \$4,000.00 | 200 | \$4,00.00 |
| dallas | Retaling wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| Dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | CURB AND GUTter | LF | \$39.72 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 3 | \$6,548.25 | 5 | \$10,913.75 | 2 | \$4,365.50 | 8 | \$17,462.00 | 4 | \$8,731.00 | 21 | \$45,837.75 | 4 | 58,731.00 |
| TXOOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | S572.00 |  | \$0.00 | 1 | \$572.00 |  | 50.00 | 2 | \$1,144.00 |  | 50.00 | 7 | \$4,004.00 |  | 50.00 |
| Dallas | Tree relocations | EA | ${ }^{52,768.00}$ |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| Dallas | TREE RemOVALS | EA | \$886.00 | 1 | \$886.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 | 8 | 57,088.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 | 0.5 | \$60,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | TRAFFIC SIIGNS RELOCATED | EA | S223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafil sigins new | EA | \$655.00 | 1 | \$650.00 | 1 | \$650.00 | 1 | \$650.00 | 2 | \$1,300.00 | 1 | \$650.00 |  | 50.00 | 1 | S650.00 |
| Dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | \$9.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRRANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | \$0.00 | 2 | \$1,458.66 |  | 50.00 |  | \$0.00 | 1 | \$729.33 | 4 | \$2,917,32 | 5 | 53,646,65 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | fence (Remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 | 440 | \$23,320.00 |  | 50.00 | 100 | \$5,300.00 |  | \$0.00 |  | 50.00 |
| dallas | Fire hyorant relocated | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 | 1 | \$3,640.00 | 1 | 33,640.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 2 LANE UNDIVIDED | EA | \$26,433.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIDED | EA | ${ }_{\text {S27,182.50 }}$ |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED Crosswalk lighting (\#1) - LLANE UNDIVIDED | EA | S40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTITIG (\#11) - L LANE DIVIIED | EA | ${ }^{541,183.75}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED Crosswalk lighting (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIDED | EA | ${ }^{542,615,50}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | S36,000 <br> 48000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | S0.00 |
| N/A | PED HYBRII BEACON (H9) - 3 LANE UNOIVIIDED | EA | $\stackrel{\text { Slise,000 }}{ }$ |  | 50.00 50 |  | 50.00 50 |  | 50.00 50 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 5000 |  | $\stackrel{5000}{50.00}$ |  | S0.00 5000 |
| N/A | PED HYBRID BEACON (H9) - 4 LANE DIVIIDED | EA | \$175,000 |  | \$0.00 |  | ${ }_{5}^{50.00}$ |  | ${ }_{50}$ |  | \$0.00 |  | 50.00 |  | ${ }_{50} 5000$ |  | ${ }_{50} 5000$ |
| N/A | PED HYBRID BEACON (\#P) - 6 LANE DIVIIDED | EA | \$200,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-1 CW | EA | \$9,500 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-3 $\mathbf{3} \mathbf{C W}$ | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 cW | EA | S27,500 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| N/A | PRED TRAFFIL SIIGNAL (\#11)-3 - LaNE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11)-4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/ | PEED TRAFFIC SIIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost |  | Total |  | \$105,884.25 |  |  | \$65,019.41 |  | \$78,735.50 |  | \$99,000.44 |  | \$31,135,33 |  | \$87,874.07 |  | \$52,430.65 |
|  |  |  |  | $\$ 105,884.25$ |  | \$65,019.41 |  | \$78,735.50 |  | \$99,000.44 |  | \$31,135,33 |  | \$87,874.07 |  | \$55,430.65 |
|  | enginerring design |  |  |  | \$10,588.43 |  | \$6,501.94 |  | \$7,873.55 |  | \$9,900.04 |  | \$3,113.53 |  | \$8,787.41 |  | \$5,24.07 |
|  |  |  |  |  |  |  | \$4,235.37 $\$ 2317$ |  | $\$ 2,600.78$ $\$ 130039$ |  | \$3,199.42 |  | \$3,960.02 |  | \$1,245.41 |  | \$3,514.96 $\$$ $\$ 27578$ |  | \$2,097.23 |
|  | SWPPP TRAFII Control | $\begin{aligned} & 2 \% \\ & 3 \% \end{aligned}$ |  |  | $\$ 2,117.69$ $\$ 3,176.53$ |  | $\$ 1,300.39$ $\$ 1,950.58$ \$, |  | $\$ 1.574 .71$ $\$ 2,362.07$ |  | \$1,980.01 <br> $\$ 2,970.01$ |  | \$622.71 |  | $\$ 1,757.48$ $\$ 2,636.22$ |  | \$1,048.61 $\$ 1,572.92$ |
|  | мовыlıation | 4\% |  |  | \$4,616.55 |  | \$2,834.85 |  | \$3,432.87 |  | \$4,316.42 |  | \$1,357.50 |  | ${ }_{\text {\$3,831.31 }}$ |  | \$2,85.98 |
|  | federal contingency | 2\% |  |  | \$2,612.38 |  | \$1,604.16 |  | \$1,942.56 |  | \$2,442.54 |  | \$768.17 |  | \$2,168.03 |  | \$1,293.57 |
|  | opcc | total |  |  | \$133,300.00 |  | \$81,900.00 |  | \$99,100.00 |  | \$124,600.00 |  | \$39,200.00 |  | \$110,600.00 |  | \$66,000.00 |
|  | average cost per lf of sidewalk |  |  |  | \$123.43 PER LF |  | \$85.76 PRRLF |  | \$68.82 PER LF |  | \$125.86 PER LF |  | \$117.01 PERLF |  | \$140.89 PER LF |  | \$93.62 PER LF |
|  | GRAND total for group $4 E$ | \$2,58,300.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





| OPCC 4E |  |  |  | 4E-LS-SW-104 |  | 4E-LS-SW-105 |  | 4E-LS-SW-106 |  | 4E-LS-SW-107 |  | 4E-LS-SW-35 |  | 4E-LS-SW-37 |  | 4E-LS-SW-39 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTTTY | \|TEM | UNIT | Cost | QuANTITY | cost | Quantity | Cost | Quantity | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | QUANTITY | cost |
| DALLAS | SIIEWALK (5) | LF | \$35.00 | 355 | \$12,425.00 | 370 | \$12,950.00 | 305 | \$10,675.00 | 345 | \$12,075.00 | 835 | \$29,225.00 | 330 | \$11,550.00 | 925 | \$32,375.00 |
| Dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaining Wall (1') | LF | S20.00 |  | 50.00 |  | 50.00 | 100 | \$2,000.00 | 100 | \$2,000.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| dallas | Retaling Wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | Curb and gutter | LF | \$39.72 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | 50.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| Dallas | RCP 18" | LF | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT <br> TXDOT | PED RAMPS | $\frac{\text { EA }}{\text { LF }}$ | $\frac{52,182.75}{536.15}$ | 3 | $\frac{56,588.25}{50.00}$ | 3 | $\frac{56,588.25}{50.00}$ | 2 | $\frac{\$ 4,365.50}{50.00}$ | 2 | $\frac{54,365.50}{50.00}$ | 2 | $\frac{\text { S4,365.50 }}{50.00}$ |  | S0.00 50.00 | 2 | S4,365.50 <br> 50.00 |
| TXDOT | MEDIAN CUT ( $10^{\prime}$ PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | $\frac{5000}{50.00}$ |  | $\stackrel{5000}{ }$ |  | $\frac{5000}{50.00}$ |  | 50.00 50 |  | S0.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DAlLAS | TREE REMOVALS Rallroad CROSSING | EA | $\stackrel{\text { S } 5886.00}{\text { S1200000 }}$ |  | S0.00 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | TRAFFIC SIIGNS RELOCATED | EA | S223.00 |  | $\frac{5000}{50.00}$ |  | S000 |  | $\frac{5000}{5000}$ |  | S000 |  | S000 |  | S000 |  | S0.00 |
| TXDOT | TRAFFIC SIGNS NEW | EA | ${ }_{5650.00}$ | 1 | ${ }_{5650.00}$ |  | $\stackrel{5}{50.00}$ | 1 | ${ }_{5650.00}$ | 1 | ${ }_{5650.00}$ |  | ${ }_{50}$ |  | \$0.00 | 4 | ${ }_{\text {52, } 2,000.00}$ |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | $\underline{\$ 9.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 100 | \$900.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRAANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | UTLITY BoX Relocation | EA | \$729.33 |  | \$0.00 | 2 | \$1,458.66 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | LIGHT Pole relocation | EA | \$4,758.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | fence (Remove And Replace) | LF | \$53.00 | 100 | \$5,300.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 800 | \$42,400.00 |
| dallas | Fire hyorant relocated | EA | \$3,640.00 |  | \$0.00 | 1 | \$3,640.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED Crosswalk lighting (\#1) - 2 LANE UNDIVIIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED Crosswalk lighting (\#1) - 3 LANE UNDIVIIED | EA | \$27,182.50 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - LLANE UNDIVIDED | EA | 540,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Crosswalk Lighting (\#1)-4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$33,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A |  | EA | ¢ ${ }_{\text {S48,000 }}^{\$ 15000}$ |  | $\xrightarrow{50.00}$ |  | 50.00 5000 |  | $\xrightarrow{50.00}$ |  | $\xrightarrow{50.00}$ |  | $\xrightarrow{50.00}$ |  | $\xrightarrow{50.00}$ |  | S0.00 S000 |
| N/A | PRED HYRRIID BEACOCON(H) - - LLANE DIVIVED | EA | \$150,000 |  | 50.00 5000 |  | $\stackrel{50.00}{50.00}$ |  | S0.00 50 |  | \$0.00 |  | S0.00 50 |  | 50.00 5000 |  | S0.00 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LANE DIVIIDED | EA | \$200,000 |  | \$0.00 |  | S0.00 |  | ${ }_{50} 5000$ |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 CW | EA | \$9,500 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIISNAL (\#10)-3 $\mathbf{3} \mathbf{C W}$ | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) -4CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
|  | CONstruction cost (without signals) | total |  |  | \$24,923.25 |  | \$24,596.91 |  | \$21,208.50 |  | \$19,090.50 |  | \$33,590.50 |  | \$11,550.00 |  | \$82,640.50 |
|  | construction cost | total |  |  | \$24,923.25 |  | \$24,596.91 |  | \$21,208.50 |  | \$19,090.50 |  | \$33,590.50 |  | \$11,550.00 |  | \$82,640.50 |
|  | enainering design | 10\% |  |  | \$2,492.33 |  | \$2,459.69 |  | \$2,120.85 |  | \$1,099.05 |  | \$3,359.05 |  | \$1,155.00 |  | \$8,264.05 |
|  | general landscaping | 4\% |  |  | \$996.93 |  | \$983.88 |  | \$888.34 |  | \$763.62 |  | \$1,343.62 |  | \$462.00 |  | \$3,35.62 |
|  |  | ${ }^{2 \%}$ |  |  | S498.47 $\$ 78770$ |  | S491.94 $\$ 73791$ |  | \$ 5424.17 |  | \$381.81 |  | \$677.1.1 |  | \$2331.00 |  | \$1,652.81 |
|  | TRAFFIIC Control Moblization | 3\% $4 \%$ |  |  | S1,086.65 |  |  |  | S $\$ 924.69$ |  | \$832.35 |  | \$1,007.72 |  | \$534.58 |  |  |
|  | federal contingency | 2\% |  |  | S614.91 |  | \$606.85 |  | \$523.26 |  | \$471.00 |  | \$828.74 |  | \$284.96 |  | \$2,038.91 |
|  | opcc | total |  |  | \$31,400.00 |  | \$31,000.00 |  | \$26,700.00 |  | \$24,100.00 |  | \$42,300.00 |  | \$14,600.00 |  | \$104,000.00 |
|  | average cost per lf of sidewalk |  |  |  | \$88.45 Per LF |  | \$83.78 Per LF |  | \$87.54 Per LF |  | \$69.86 PER LF |  | \$50.66 Per LF |  | \$44.24 PERLF |  | \$112.43 PER LF |
|  | GRAND TOTAL For group 4e | \$2,578,30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| OPCC 4E |  |  |  | 4E-LS-RP-62 |  | 4E-LS-VW-V01 |  | 4E-LS-RP-56 |  | 4E-LS-SW-59 |  | 4E-LS-CW-20 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | \|Tем | UNIT | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$35.00 | 35 | \$1,225.00 |  | 50.00 | 25 | 5875.00 | 115 | \$4,025.00 | 95 | \$3,325.00 |
| dallas | SIDEWALK (10' PATH) | L | \$70.00 |  | 50.00 | 2800 | \$196,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | \$20.00 | 35 | \$700.00 |  | \$0.00 | 25 | \$500.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining Wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | S125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | \$0.00 | 4 | \$8,731.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 12 | \$433.80 |
| TXDOT | MEDIAN CUT (10' ${ }^{\text {Path }}$ ) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| N/A | UTLITY Pole relocated | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 | 25 | \$69,200.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | \$886.00 |  | 50.00 | 25 | \$22,150.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ralkoad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | TRAFFIC SIINS R RLIOCATED | EA | \$223.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafilic signs new | EA | \$650.00 |  | 50.00 | 4 | \$2,600.00 |  | 50.00 |  | 50.00 | 6 | \$3,900.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | \$0.00 | 100 | \$900.00 |  | \$0.00 |  | \$0.00 | 144 | \$1,296.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 72 | \$576.00 |
| N/A | PAVEMENT MARLINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | UIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | \$0.00 | 2800 | \$148,400.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | Fire hyorant relocated | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 2 LANE UNDIVIIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) -3 LANE UNOIVIIED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIIEE | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)-4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PRED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (H7) - 2 SOLAR SIGNS \& PUSHBUUTON IN MEDIAN | EA | \$48,000 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |
| N/A | Ped HYbRID BeACON (\#9) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped hybrid beacon (\#9) - 4 Lane ilvided | EA | \$175,000 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped hYbrid beacon (\#9) - 6 LANE DIVIIED | EA | \$200,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-1 CW | EA | \$9,500 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10) - 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countdown Ped signal (\#10)-3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Traffic signal (\#11)-3 - LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 1 | \$210,000.00 |
|  | construction cost (Without signals) | total |  | \$5,443.00 |  |  | \$447,981.00 |  | \$5,740.50 |  | \$8,390.50 |  | \$13,896,30 |
|  | Construction cost | Total |  | \$5,443.00 |  |  | \$447,981.00 |  | \$5,740.50 |  | \$8,390.50 |  | \$223,896.30 |
|  | enaineering design | 10\% |  | \$544.30 |  |  | \$44,798.10 |  | \$574.05 |  | \$839.05 |  | \$22,389.63 |
|  | general landscaping | 4\% |  | \$217.72 |  |  | \$17,999,24 |  | \$229.62 |  | \$335.62 |  | \$55.85 |
|  | swppp |  |  | \$108.86 |  |  | \$8,959.62 |  | \$114.81 |  | \$167.81 |  | \$277.93 |
|  | TRAFFIC Control | $3 \%$$4 \%$ |  | \$163.29 |  |  | \$13,439.43 |  | \$172.22 |  | \$251.72 |  | \$416.89 |
|  | mobilization |  |  | \$10,531.97 |  | \$250.29 |  | \$365.83 |  | \$605.88 |
|  | federal contingency | 2\% |  |  |  |  | \$134.29 |  |  | \$11,052.59 |  | \$141.63 |  | \$207.01 |  | \$4,962.85 |
|  | opcc | total |  | \$6,900.00 |  |  | \$563,700.00 |  | \$7,300.00 |  | \$10,60.00 |  | \$253,200.00 |
|  | average cost per lf of sidewalk |  |  |  | 197.14 PER LF |  | \$201.32 PER LF |  | \$292.00 PER LF |  | \$92.17 PER LF |  | \$2665.26 PER LF |
|  | grand total for group 4e | \$2,578,300.00 |  |  |  |  |  |  |  |  |  |  |  |




Sidewalk Repair, GR=Gap to Remain)

| OPCC 4F |  |  |  | 4F-WR-SW-54 |  | 4F-WR-RP-65 |  | 4F-WR-SW-83 |  | 4F-WR-CW-101 |  | 4F-WR-CW-102 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | \|TEM | UNIT | cost | Quantity | cost | QUANTITY | cost | Quantiry | cost | QUANTITY | cost | QUANTITY | cost |
| Dallas | SIIEEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$35.00 | 160 | \$5,600.00 | 135 | \$4,725.00 | 1950 | S68,250.00 |  | 50.00 |  | 50.00 |
| dallas | SIIEWALK (10' PATH) | IF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 | 135 | \$2,700.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 | 200 | \$4,000.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling Wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 | 200 | \$8,000.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 | 300 | \$22,500.00 |  | \$0.00 |  | \$0.00 |
| Dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 | 100 | \$10,000.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SELECT FILL DIRT (EmPANKMENT) | cr | \$11.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Curb and gutier | LF | 539.72 |  | 50.00 | 30 | \$1,191.60 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 | 10 | \$580.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$36.15 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| TXOOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 | 1 | ¢3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,44,44 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTILTY POLE RELCCATED | EA | \$22,000.00 |  | \$0.00 |  | 50.00 | 1 | \$22,000.00 |  | \$0.00 |  | \$0.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |
| dallas | Tree removals | EA | 5886.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 | 1 | \$223.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | Trafil signs new | EA | \$650.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 1 | ${ }_{\text {S650.00 }}$ | 1 | S650.00 |
| dallas | PAvEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 | 192 | S1,728.00 | 192 | $\stackrel{\text { ¢1,728.00 }}{ }$ |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 | 48 | \$384.00 | 48 | \$384.00 |
| N/A | PAvement Markings (TriAngles) | EA | \$60.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | UIGHt pole relocation | EA | \$4,75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove And Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HVORANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Peed crosswalk Lighting (\#1) - LIANE UNIVIIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) -3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 4 LANE UNOIVIDED | EA | \$40,407.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTING (H1) -4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped CRosswalk lighting (\#1)-6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIIED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LINES W/O MEDAA | EA | \$24,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIINS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PEE HYBRID BeAcon (t9) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 4 LANE DIVIDED | EA | \$175,000 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - 6 LANE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal l $\# 10)-1 \mathrm{CW}$ | EA | \$9,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 cW | EA | \$21,500 |  | S0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-4cw | EA | \$27,500 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNOVIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-4 LLANE DIVIDED | EA | \$175,000 |  | S0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIINAL (\#11)-6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | Total |  |  | \$11,977.97 |  | \$8,616.60 |  | \$135,330.00 |  | \$2,762.00 |  | \$2,762.00 |
|  | Construction cost | Total |  |  | \$11,977.97 |  | \$8,619.60 |  | \$135,330.00 |  | \$2,762.00 |  | \$2,762.00 |
|  | enainerring design | 10\% |  |  | \$1,197.80 |  | \$861.66 |  | \$13,533.00 |  | \$27.20 |  | \$276.20 |
|  | general landscaping | 4\% |  |  | \$479.12 |  | \$344.66 |  | \$5,413.20 |  | \$110.48 |  | \$110.48 |
|  | swppp | 2\% |  |  | \$239.56 |  | \$172.33 |  | \$2,706.60 |  | \$55.24 |  | \$55.24 |
|  | TRAFFIC Control | 3\% |  |  | \$359.34 |  | \$258.50 |  | \$4,059.90 |  | \$82.86 |  | \$82.86 |
|  | мовılıation | 4\% |  |  | \$522.24 |  | \$375.68 |  | \$5,900.39 |  | \$120.42 |  | \$120.42 |
|  | federal contingency | 2\% |  |  | \$299.52 |  | \$212.59 |  | \$3,338.86 |  | \$68.14 |  | \$68.14 |
|  | opcc | total |  |  | \$15,100.00 |  | \$10,900.00 |  | \$170,300.00 |  | \$3,500.00 |  | \$3,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \$94.38 Per LF |  | \$80.74 PER LF |  | \$87.33 Per LF |  | \#DV/0! |  | \#DIV/0! |
|  | grand total for group 4 F | \$1,232,700 |  |  |  |  |  |  |  |  |  |  |  |





| OPCC 5A |  |  |  | 5A-EC-SW-93 |  | 5A-EC-SW-94 |  | 5A-EC-SW-95 |  | 5A-EC-SW-96 |  | 5A-EC-SW-97 |  | 5A-EC-SW-99 |  | 5A-EC-SW-100 |  | 5A-EC-SW-104 |  | 5A-EC-SW-105 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | \|rem | UNIT | cost | UANTTIT | cost | UaNTTITY | cost | UANTTY | cost | SANTITY | cost | quantitr | cost | UANTITY | cost | quantiry | cost | Quantiry | cost | Quantity | cost |
| dallas | SIIEWALK( $5^{\text {² }}$ | LF | 535.00 | 290 | S10,150.00 | 345 | \$12,075.00 | 390 | \$13,550.00 | 270 | 59,450.00 | 230 | 58,050.00 | 295 | \$10,325.00 | 400 | \$14,000.00 | 35 | S1,225.00 | 1050 | \$36,750.00 |
| dallas | SIDEWALK (10' Path) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sioewalk | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaning wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalnng wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaning Wall (3) | LF | \$55.00 |  | \$0.00 |  | 50.00 |  | 50.00 50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50}$ |  | 50.00 |
| dallas | Retaning Wall 4 ) | I | S100.00 |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50.0}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50.0}$ |
| dallas | Retaling wall (5) | LF | 5125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | Retaninin wall ( MSE) | LF | 5990.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  |  |  | , |
| dallas | CURB AND GUTTER | LF | 539.72 | 290 | ${ }_{\text {S11,518,80 }}$ | 345 | \$13,03,40 | 100 | \$5,927.00 | 270 | \$10,724.40 |  | 50.00 | 295 | S11,717,40 | 100 | \$3,92.00 |  | 50.00 |  | 50.00 |
| dallas | ORAINAGE NLETS (MOOIF) | EA | ¢5,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | Lf | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182,75 | 1 | ${ }_{\text {S2, } 182.75}^{5}$ |  | 50.00 |  | 50.00 | 2 | 54,365.50 | 6 | ${ }_{\text {S13,096.50 }}$ | 3 | S6.548.25 |  | 50.00 | 3 | ${ }_{5}^{56,548.25}$ | 6 | \$13,996.50 |
| TXOOT | CONCRETE ERIDEE (5' IIPEWALK) | $\stackrel{\text { LF }}{ }$ | \$1,575.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXXOT | CONCRETE ERIIGE (10' | ${ }^{\text {LF }}$ | \$2,700.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| $\frac{\text { TX0OT }}{\text { TXOOT }}$ | $\frac{\text { MEDIAN CUT (S) }}{\text { (SEDAA CUT ( } 10}$ | $\stackrel{\text { LF }}{\text { LF }}$ | \$36.15 |  | 50.00 500 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | 50.00 <br> 50.00 |  | S0.00 <br> 5000 |  | 5000 <br> 5000 <br> 800 |  | S0.00 <br> 5000 |  | 50.00 5000 |  | 50.00 <br> 50.00 |
| N/A | MEDIAN REIUGE ILIAND | EA | SEE OTHER SHEET |  | $\frac{50.00}{500}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.0}$ |  | $\frac{50.00}{500}$ |  | $\frac{50.00}{50.0}$ |  | ${ }_{50} 50.00$ |  | $\frac{50.00}{50.0}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{50.0}$ |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | 53,972.22 | 2 | $\stackrel{\text { s7,944,44 }}{ }$ | 8 | ${ }_{\text {¢51,777.76 }}$ |  | $\frac{5000}{50.00}$ | 5 | \$19,861.10 |  | 50.00 | 7 | ${ }_{\text {S27,805,54 }}$ |  | 50.00 |  | 50.00 | 2 | \$7,944,44 |
| dallas | DRVEWAY (COMMERCCAL) | EA | S8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTIUTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ${ }_{\text {S22,000.00 }}$ |
| dallas | MANHOLE ADUSSTMENT | EA | 5572.00 |  | 50.00 | 1 | S552.00 |  | 50.00 | 2 | S1,144.00 |  | 50.00 | 2 | \$1,144.00 |  | 50.00 |  | 50.00 | 1 | \$557.00 |
| dallas | Tree relications | ${ }_{\text {EA }}$ |  |  | S0.00 5.500 |  | 50.00 5000 |  | ${ }_{50.00}^{500}$ |  | $\stackrel{50.00}{ }$ |  | ${ }_{50.00}$ |  | S0.00 |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | S2000 <br> S1720 |
| $\frac{\text { dallas }}{\text { N/A }}$ | Tree removals | ${ }_{\text {EA }}^{\text {EA }}$ | ${ }_{\text {S } 5886.00}^{\text {S1200000 }}$ | 3 | S2, 5 Sc.0.00 | 5 |  |  | so.00 S000 | 4 |  |  | 50.00 <br> S000 | 4 | ${ }_{53,544.00}$ |  | S0.00 |  | S0.00 | 2 |  |
| dallas | Traffic Slins relocated | EA | 5223.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | ${ }_{50} 5000$ |  | 50.00 |  | 50.00 |  | $\frac{5000}{5000}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | $\frac{5000}{50}$ |
| TxOOT | Traffic signs new | EA | S650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVENENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEmENT MARKINSS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | ${ }_{\text {EA }}$ | $\begin{array}{r}560.00 \\ \hline 5723\end{array}$ |  | ${ }_{50.00}^{500}$ |  | $\stackrel{50.00}{500}$ |  | ${ }_{50.00}^{5000}$ |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | 50.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |
| dallas | LGGTt Pole Relocation | EA | ¢4,75s.00 |  | ${ }_{50} 5000$ |  | 50.00 |  | ${ }_{50} 5000$ |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| dallas | fence (REMOVE AND RPLLACE) | LF | 553.00 |  | 50.00 | 200 | \$10,600.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{5}{50.00}$ |
| dallas | Frie hyorant relocated | EA | 53,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING stop | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALKL LIGHTTNG (\#11) - LANE UNDIVIDED | ${ }_{\text {EA }}$ | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | ${ }_{\text {EA }}$ | S27, ,82.50 <br> 50040750 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED Crosswalk lighting (ly) - LaANE DIVIDED | ${ }_{\text {EA }}$ |  |  | ${ }_{50} 5000$ |  | $\stackrel{5000}{50.00}$ |  | ${ }_{50}$ |  | $\frac{5000}{5000}$ |  | ${ }_{50} 50.00$ |  | ${ }_{50} 5000$ |  | $\frac{5000}{5000}$ |  | ${ }_{50} 5000$ |  | ${ }_{50} 5000$ |
| N/A | PED CROSSWALK LIGHTING ( (11)- 6 L LANE UNOVIVIED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - 6 LANE DIVIIED | EA | \$42, 615,50 |  | S0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{N / A}{N / A}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S24,000 <br> 58,000 |  | S0.00 S000 |  | S0.00 <br> S000 |  | S0.00 <br> S000 |  | S0.00 S000 |  | S0.00 <br> S000 |  | S0.00 <br> 5000 <br> 0.0 |  | S0.00 <br> S000 |  | S0.00 <br> 5000 <br> 0.0 |  | S0.00 <br> 0.00 |
| N/A | RRFB (\#7)- - S Solar Signs e pushbution in Melan | EA | 548,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (H9) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 500 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 50.0 |
| N/A | Peed hybrid beacon (H9) - LLANE DIVİED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED HYBRID BEACON (H9) - 6 LANE DIVIIDED | ${ }^{\text {EA }}$ | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS $\&$ COUNTDOWN PEED SIISNAL (110)- 1 CW | EA | 59,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| $\frac{\mathrm{N} / \mathrm{A}}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S12,500 $\$ 22,500$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | APS a Countrown Peb SIINAL (H10) - 4 cW | ${ }_{\text {EA }}$ | \$ ${ }^{527,500}$ |  | \$0.00 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{5}{50.00}$ |  | S0.00 |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | 5000 50.00 |  | $\stackrel{5000}{50.00}$ |
| N/A | PED TRAFFIL S SICNAL (H11)-3 LANE UNOVIVIDED | EA | S150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\mathrm{N} / \mathrm{A}}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S175,000 |  | 50.00 <br> 5000 |  | S0.00 S000 |  | S0.00 <br> 50.00 |  | 50.00 <br> 50.00 |  | 50.00 <br> 5000 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |
| N/A | AESTHETIC, ANTI-CIIMB MEDIAN FENCING | LF | S130 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| ${ }_{\text {Trex }}^{\text {TXDOT }}$ |  | EA | S8800 |  | s0.00 S00 |  | ¢0.00 |  | s0.00 S00 |  | ¢0.00 |  | s0.00 S000 |  | S0.00 |  | S0.00 S00 |  | S0.00 |  | ¢ |
|  | PREM CTB (SSCB)(TY1)(MOD) |  |  |  |  |  |  |  | 50.00 |  |  |  |  |  |  |  |  |  |  |  | 50.00 |
|  | construction cost (Without sionals) | total total |  | \$34,453.99 \$34,453.99 |  |  | \$73,158.16 | \$17,622.00 \$17,622.00 |  |  | $\$ 49,089.00$$\$ 49,089.00$ |  | $\begin{aligned} & 521,146.50 \\ & \$ 221,5650 \end{aligned}$ |  | \$61,084.19 \$61,084.19 |  | $\$ 17,972.00$$\$$$\$ 17,92000$ |  | 57773.25s777325 |  | \$88,134.94 |
|  | construction cost |  |  | \$73,158.16 | \$88,134.94 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | enginering design |  |  |  | \$3,454.40 |  | \$7,315,82 |  | \$1,762.20 |  | \$4,90.90 |  | \$2,114.65 |  | \$6,108.42 |  | \$1,797.20 |  | \$777.33 |  | \$8,213.49 |
|  |  | $4 \%$$2 \%$ |  |  | 51.378 .16 <br> $\$ 689.08$ |  | \$2,226.33 $\$ 1,463.16$ |  |  |  | \$1,963.56 $\$ 981.78$ |  |  |  | S2, 243 <br> $\$ 1,21.37$ |  | ${ }_{\substack{\text { S71.88 } \\ \$ 3594}}$ |  |  |  | ${ }_{\substack{\text { S } \\ \$ 3,285.40 \\ \$ 1,647}}$ |
|  | traffic control | ${ }_{3 \%}^{2 \%}$ |  |  | S1.033.62S1,52.19 |  | \$2,199,74 |  | \$522.66 |  | \$1,472.67 |  | 5634.40 |  | ${ }_{\text {S1, } 232.53}$ |  | \$539.16 |  | 20 |  | . 05 |
|  | mobilzation | 4\% |  |  |  |  | \$3,189.70 |  | \$76.32 |  | \$2,140,28 |  | 5921.99 |  | \$2,663.27 |  | \$78.58 |  | 538.91 |  | \$3,581.08 |
|  | federal contingencr | 2\% |  |  | \$850.05 |  | \$1,804.96 |  | 5434.77 |  | \$1,211.12 |  | \$521.73 |  | \$1,507.07 |  | \$443.41 |  | \$191.78 |  | \$2,026.43 |
|  | opcc | total |  |  | \$43,400.00 |  | \$92,100.00 |  | \$22,200.00 |  | \$61,800.00 |  | \$26,700.00 |  | \$7,900.00 |  | \$22,700.00 |  | \$9,800.00 |  | \$103,400.00 |
|  | average cost per lf of sidewaik |  |  |  |  |  |  | \$149.66 PeRLF |  | \$266.96 PRRLF |  | \$56.92 Per LF |  | \$228.89 Per LF |  | \$116.09 PeR LF |  | \$260.68 PER LF |  | \$56.75 PRRLF |  | \$280.00 PER LF |  | S98.48 PRR LF |
|  | grano total for group sa | 53562000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 5A |  |  |  | 5A-EC-RP-109 |  | 5A-EC-SW-110 |  | 5A-EC-SW-112 |  | 5A-EC-SW-127 |  | 5A-EC-SW-128 |  | 5A-EC-SW-129 |  | 5A-EC-SW-134 |  | 5A-EC-SW-137 |  | 5A-EC-SW-54 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entiry | \|rem | UNIT | cost | Quantity | cost | quantir | cost | quantiry | cost | quantitr | cost | quantitr | cost | Quantit | cost | Quantir | cost | Quantiry | cost | quantir | cost |
| dallas | SIIENALK(5) | LF | \$35.00 | 205 | S7,175.00 | 695 | \$24,325.00 | 225 | \$7,875.00 | 130 | 54,550.00 | 125 | 54,375.00 | 45 | S1,575.00 | 130 | 54,550.00 | 330 | \$11,550.00 | 155 | \$5,425.00 |
| dallas | SIIEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | remove sioewalk | LF | 520.00 | 205 | 54,100.00 | 50 | \$1,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | Retalinin wall (1) | LF | S20.00 |  | 50.00 |  | ${ }_{\text {cosem }}$ |  | $\frac{50.00}{500}$ |  | $\frac{50.00}{50}$ |  | $\frac{5000}{50.00}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | $\frac{5000}{50.00}$ |  | ${ }_{50.00}$ |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (3)' | LF | \$55.00 |  | 50.00 | 200 | \$15,000.00 | 180 | \$13,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| Dallas | RETAINNG WALL (4) | $\stackrel{L}{\text { LF }}$ | S10.00 S1200 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| ${ }^{\text {datas }}$ TXOOT |  | $\stackrel{\text { LF}}{ }$ | ${ }_{\text {S }}^{5} 5$ |  | ${ }_{50.00}$ |  | S0.00 50.00 |  | S0.00 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 |  | S0.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | S0.00 50.00 |
| dallas | CURB AND GUUTITR | LF | ${ }^{539.72}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50}$ | 100 | ${ }_{\text {S3,92200 }}$ |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{50}$ | 350 | \$13,902.00 |  | $\frac{5000}{50.00}$ |
| dallas | dralnage ILLets (Moolfy) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | PeD Ramps | EA | S5,182.75 |  | 50.00 | 5 | ${ }_{\text {S10,993,75 }}$ | 1 | ${ }_{52,182.75}^{5}$ |  | 50.00 | 3 | $\stackrel{56,548.25}{5}$ | 4 | S88,731.00 | 1 | $\stackrel{5}{52,182.75}$ | 1 | $\stackrel{\text { S2,182.75 }}{5}$ | 2 | $\stackrel{\text { S4,365.50 }}{5}$ |
| TxDOT | Concrete eriog ( ' SIIEWALK $^{\text {a }}$ | LF | S $51,575.00$ |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| TXXOT | concrete brioge (10' sidewalk) | LF | \$2,700.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (5) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| TX00T | MEDIAN CUT ( $0^{\prime}$ ' Path) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ |  | 2 | $\frac{50.00}{\text { S790444 }}$ |  | $\frac{50.00}{515.88888}$ |  | s0.00 S000 |  | S000 S000 | 1 | $\frac{50.00}{\substack{\text { S3922 }}}$ | 2 | $\stackrel{50.00}{5790444}$ | 2 | $\frac{50.00}{579044}$ |  | S0.00 5000 S00 |  | S0.00 <br> 0.00 <br> 0.0 |
| Dallas | ORIVEWar ( (Commencial) | ${ }_{\text {EA }}^{\text {EA }}$ | ${ }_{\text {cke }}^{58,9424.44}$ |  |  | 4 | $\frac{515,888.88}{50.00}$ |  | ${ }_{50.00}^{5000}$ |  | ${ }_{5}^{50.00}$ |  | $\frac{53,50.22}{50.00}$ |  | $\frac{\text { s, }}{\text { s,94.44 }}$ |  | $\frac{\text { s, }}{\text { ST,94.44 }}$ |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | $\xrightarrow{522,000000}$ |  | 50.00 |  | $\frac{50.00}{50.0}$ |  | 50.00 |  | $\frac{50.00}{50.0}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{50.0}$ |  | $\frac{50.00}{5000}$ |  | 50.00 |  | $\frac{50.00}{5000}$ |
| dallas | MANHOLE ADUSTMENT | EA | 5572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TREE RELOCATIONS | EA | \$2,788.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TreE removals | EA | S888.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ${ }_{5886.00}$ |  | 50.00 |
| N/A | ralliroad crossing | EA | S120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs rliocated | EA | 523.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TX00T | TRAFFIIS SIGNS N NW | EA | $\stackrel{\text { S650.00 }}{50}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 5000 |  | $\stackrel{50.00}{500}$ |  | S0.00 S00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | 50.00 <br> 500 |  | $\stackrel{50.00}{500}$ |  | S0.00 5000 |
| $\frac{\text { dallas }}{\text { Dallas }}$ | PAVEMENT MARRINGS (CROSSWALK) | $\frac{\mathrm{LF}}{\text { LF }}$ | S9900 <br> 8.00 |  | S0.00 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | S0.00 <br> 50.00 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |
| N/A | PAVEMENT MARKINSS (TRANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\frac{50.00}{5000}$ |
| TXOOT | UtLuTY Box Relocation | EA | 5729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | ught pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Fence fremove and replace) | $\stackrel{L}{ }$ | S53.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 | 20 | ${ }_{\text {S1,060.00 }}^{5}$ |  | \$0.00 | 20 | S1,060.00 |
| dallas | Frik hyorant relocated | EA | ${ }_{53,640.00}$ |  | ${ }_{50.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { dallas }}{\text { N/A }}$ |  | $\stackrel{\text { EA }}{\text { EA }}$ | $\underset{\substack{\text { S97.00 } \\ \$ 2635.00}}{ }$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWWALK LIGHTING (H1) - LANE UNDIVIVED | EA | $\underset{\text { S27,182,50 }}{ }$ |  | $\frac{50.00}{50}$ |  | $\stackrel{5000}{50.00}$ |  | $\frac{5000}{50.00}$ |  | ${ }_{50} 5000$ |  | $\frac{5000}{50.00}$ |  | $\frac{5000}{50.00}$ |  | $\frac{5000}{50.00}$ |  | $\frac{50.00}{50}$ |  | $\stackrel{5000}{50.00}$ |
| N/A | PeD Crosswal lighting (11) - Lane undivideo | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S41,183,75 <br> 54183925 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 S0.00 |
| N/A | Pee crosswalk lighticg (H1) - LANE Divideo | EA | \$42,615,50 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (H7)-3 LANES W/O MEDIAN | EA | 524,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (IT7) - 1 SOLAA SIGN \& PUSH BUTTON IN MEIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | 548,000 $\$ 45000$ |  | ${ }_{50.00}^{500}$ |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | $\stackrel{50.00}{500}$ |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | $\stackrel{\text { EA }}{\text { EA }}$ | S150,000 $\$ 175,000$ |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | PeD HYBRID BEACON (H9)-6 LANE DIVIIED | EA | \$200,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (H10)-1 CW | EA | S9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | 51,500 <br>  |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | ${ }_{50}^{50.00}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | 50.00 5000 |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | EA | $\begin{array}{r}\text { S21,500 } \\ 527500 \\ \hline\end{array}$ |  | S0.00 5000 |  | so.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | 50.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |
| N/A | PeD TRAFFIC SIISNAL (H11) - LANE UNDIVIVIED | EA | S150,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PEED TRAFFIL SIIGNAL (\#11) - 4 LaNE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEET TRAFFIC SIIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/ | AESTHETC, ANTITCLIMB MEDIAN ENCINC | ${ }_{\text {LF }}$ | S130 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
|  |  | $\frac{\mathrm{EA}}{\mathrm{LF}}$ | $\frac{58,000}{5150}$ |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | s0.00 50.00 |  | S0.00 50.00 |  | s0.00 50.00 |  | 50.00 50.00 |
|  |  |  |  |  | \$19,219.44 \$19,219.44 |  | \$68,013.63 |  |  |  |  |  |  |  |  |  | \$15,737.19 |  | ${ }_{\text {S }}^{528,520.75}$ |  |  |
|  | construction cost ${ }^{\text {construction cost }}$ | $\underset{\text { Total }}{\text { Toral }}$ |  |  |  |  |  |  | $\$ 22,557.75$ |  | \$8,522.00 |  | \$14,85.47 |  | \$18,250.44 |  | \$15,737.19 |  |  |  | $\begin{aligned} & \$ 10,850.50 \\ & \$ 10,850.50 \end{aligned}$ |
|  | enginerring design | $10 \%$$4 \%$ |  |  |  |  | $56,801.36$$\$ 2,720.5$$\$ 2.507$ |  |  |  | 5882.20 |  | \$1,489.55 |  | \$1,825.04 |  | \$1,57.72 |  | \$2,852.08 |  | \$1,085.05 |
|  | General landscaping |  |  |  | ${ }_{\substack{\text { S }}}^{\$ 34.088} \mathbf{\$ 1 7 0 . 4 4}$ |  |  |  |  |  | $\underset{\$ 355.01}{57302}$ |  | ${ }_{\text {S }}^{5314.74}$ |  | S1,100.83 <br> 5570.42 |  | \$434.02 |  |  |
|  | swppp | 2\% |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{5477.16}$ |  |  |  |
|  | Traffic control Moblliation | 3\% |  |  | S57.58$\$ 88797$ |  | $\underset{\text { S2,000.41 }}{ }$ |  | ( ${ }_{\text {S }}^{57067.73}$ |  |  |  |  |  |  |  | 544.865649.44 |  | \$547.51 |  | ${ }_{\text {S }}^{54788.12}$ |  |  |  | 5325.52 5473.08 |
|  |  |  |  |  |  |  | \$2,965.39 |  | \$1,027.12 |  | \$371.56 |  |  |  |  |  |  |  |  |  |  |
|  | federal contingencr | 2\% |  |  | \$474.18 |  | \$1,67.03 |  | \$581.22 |  | \$210.25 |  | \$367.50 |  | \$450.27 |  | \$388.27 |  | \$703.66 |  | \$267.70 |  |
|  | opcc | total |  |  | \$22,200.00 |  | \$85,600.00 |  | \$29,700.00 |  | \$10,800.00 |  | \$18,800.00 |  | \$23,000.00 |  | \$19,900.00 |  | \$35,900.00 |  | \$13,700.00 |  |
|  | average cost per lf of sidewalk |  |  |  | S118.05 PERLF |  | \$123.17 PERLF |  | \$132.00 Per LF |  | S83.08 PERLF |  | \$150.40 Per LF |  | \$511.11 Per LF |  | \$153.08 PRRLF |  | \$108.79 Per LF |  | S88.39 PR LF |  |
|  | grand total for group 5 A | \$3,536,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 5A |  |  |  | 5A-EC-SW-56 |  | 5A-EC-VW-V02 |  | 5A-EC-VW-V01 |  | 5A-EC-CW-38 |  | 5A-EC-CW-84 |  | 5A-EC-CW-89 |  | 5A-EC-CW-90 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entiry | \|rem | UNIT | cost | Qantir | cost | quantiry | cost | quantir | cost | UaNTITY | cost | Quantirv | cost | quantiry | cost | quantitr | cost |
| dallas | SIIEWALK( $5^{\text {S }}$ ) | LF | 535.00 | 335 | \$11,725.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIDENALK (10' PATH) | LF | 570.00 |  | 50.00 | 1305 | \$91,350.00 | 170 | S11,900.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sioewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaning wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (3) | LF | \$55.00 |  | $\frac{50.00}{}$ |  | ${ }_{50}$ |  | \$0.00 |  | 50.00 |  | ${ }_{50.00}$ |  | 50.00 |  | ${ }_{50.00}$ |
| dallas | Retanning Wall (4) | LF | S10.00 |  | $\frac{50.00}{500}$ |  | $\frac{50.00}{50.0}$ |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50.0}$ |  | $\frac{5000}{50.00}$ |  | $\frac{50.00}{50.0}$ |  | $\stackrel{5}{50.00}$ |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | Retaning wall ( MSE) | LF | 5990.00 |  | 50.00 | 235 | \$211,50.00 | 115 | \$103,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | CUuR AND GUTter | LF | 539.72 |  | 50.00 |  | 50.00 |  |  |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | ORAINAGE ILETS (MOOIFY) | EA | ¢5,518,00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | Lf | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,188,75 | 1 | \$2,182.75 |  | 50.00 | 2 | ${ }_{54,365.50}$ | 2 | ¢4,365.50 |  | 50.00 | 2 | \$4,365.50 | 2 | 54,365.50 |
| TXOOT | CONCRETE ERIDGE ( 5 ' SIDEWALK) | LF | \$1,575.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | concritie bridge (10' IIDEWALK) | LF | \$2,700.00 |  | 50.00 | 190 | \$513,000.00 | ${ }_{9}$ | S226,500.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| TXOOT | MEDIAN CUT (5) | ${ }_{\text {LF }}$ |  |  | ${ }_{50.00}^{500}$ |  | ${ }_{50.00}$ |  | ${ }_{50.00}^{500}$ |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| TXDOT | MEDIAN CUT ( $0^{\prime}$ 'PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{\text {S0.00 }}$ |  | 50.00 |
| N/A | MEDIAN Refuge ilano | EA | SEE OTHES SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ${ }_{\text {S33,226.62 }}$ | 1 | S33,611.80 |
| dallas | ORIVEWAY (RESILENTIAL) | EA | 53,972.22 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | ORIVEWAY (COMMERCALA) | ${ }_{\text {EA }}^{\text {EA }}$ | ( |  | S0.00 <br> 5000 |  | S0.00 <br> 0.00 |  | S0.00 <br> 000 |  | S0.00 <br> 0.00 |  | S0.00 <br> 0.00 |  | S0.00 <br> 0.00 |  | $\frac{50.00}{5000}$ <br> 0.00 |
| dallas | MANHOLEEADUSTMENT | ${ }_{\text {EA }}^{\text {EA }}$ | \$ |  | S0.00 |  | 50.00 |  | ${ }_{\text {S0000 }}$ |  | 50.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | ${ }_{50}$ |
| dallas | TreE Relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TreE Removals | EA | 5886.00 |  | 50.00 | 15 | \$13,290.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Raliroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | Traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | TRAFFIC SIIGNS New | EA | S650.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | ${ }_{\text {S0.00 }}$ | 2 | ${ }_{51,300.00}^{5}$ | $\underline{168}$ | \$ $\begin{array}{r}\text { S1,300.00 } \\ \hline\end{array}$ |
| dallas | PAvEMENT MARKINGS ( (rosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | 518.00 |  | S0.00 |  | S0.00 | 168 | S1,512.00 |
| dallas | PAVEMENT MARKINGS (TTOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 <br> $\$ 8000$ |
| $\frac{\mathrm{N} / \mathrm{A}}{\text { TXOOT }}$ | PRevemen Markings (triancles) | ${ }_{\text {EA }}^{\text {EA }}$ | S60.00 57293 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S0.00 | ${ }^{24}$ | $\frac{\text { S1,440.00 }}{50.00}$ |  | S0.00 <br> 5000 | 14 | ¢ ${ }_{\text {S840.00 }}^{50.00}$ | 14 | S840.00 <br> 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | fence (remove And Replace) | LF | 553.00 | 20 | \$1,060.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Fire hyobant relocated | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING stop | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H11) - LAANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | S27,182,50 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | ${ }_{50.00}^{50}$ |  | ${ }_{50}^{5000}$ |  | ${ }_{50.00}^{50}$ |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S40,407.50 <br> 4118875 |  | \$0.00 |  | S0.00 Soon |  | S0.00 Soo |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | S0.00 Soo |
| N/A | PED Crosswalk lighting (ly) - LANE UNDIVIVED | EA | ${ }_{\text {¢ }}^{541,8392,25}$ |  | $\stackrel{5000}{50.00}$ |  | ${ }_{50}^{50.00}$ |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | ${ }_{50}^{5000}$ |
| N/A | Pee crosswalk Lighting (H1) - LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{N / A}{\text { N/ }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | 524,000 <br> 58,000 |  | S0.00 <br> S000 |  | S0.00 <br> 50.00 |  | S0.00 <br> S000 |  | S0.00 <br> S000 |  | S0.00 <br> S000 |  | S0.00 S000 |  | S0.00 S000 |
| N/A | RRFB (\#7)-2 SOLAA SIINS \& PUSHBUUTONIN MEDAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Pee hybril beacon (t9) - 3 LaNE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Peed hrerid beacon (t9) - - Lane ivilied | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S175,000.00 |  | 50.00 | 0.5 | ${ }_{\text {S87,500.00 }}$ | 0.5 | 887,50.00 |
| N/A | PEES HYBRIL BEACON (H9)-6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | ${ }_{50.00}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | S0.00 |
| N/A | APS \& Countoown Peb Sicnal $(1+10)-1 \mathrm{cw}$ | ${ }_{\text {EA }}^{\text {EA }}$ | S9,500 $\substack{15,500}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& Countoown Peo Signal (lio)-3 $\mathbf{C W}$ | EA | 521,500 |  | ${ }_{50} 5000$ |  | ${ }_{50.00}$ |  | ${ }_{50} 5000$ |  | $\frac{5000}{50.00}$ |  | ${ }_{50} 5000$ |  | $\frac{5000}{50.00}$ |  | ${ }_{50} 5000$ |
| N/A | APS \& Countoown Ped Signal (H10) - 4 cW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeE Traffic signal (li1) - 3 LANE UNDIVIVID | EA | S150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S175,000 5210000 |  | S0.00 <br> 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> S0.00 |  | S0.00 <br> S000 |  | S0.00 <br> S000 |  | S0.00 <br> 50.00 |  | S0.00 <br> S0.00 |
| N/A | AESTHETIC, ANT-CLIMB MEDIAN FENCING | LF | 5130 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 600 | 578,000.00 |  | 50.00 |  | ${ }_{50.00}$ |
| ${ }_{\text {coser }}^{\text {TXXOOT }}$ |  | EA | ${ }_{\text {S88,00 }}$ |  | S0.00 |  | S0.00 S00 |  | s0.00 S00 |  | ¢0.00 | ${ }_{6}^{2}$ | S1,000.00 |  | 50.00 <br> S00 |  | s0.00 S00 |
|  | PERM CTB (SCB)( 1 I)(MO) |  |  |  |  |  |  |  |  |  |  |  | 590,00.00 |  |  |  |  |
|  | construction coss (without signals) | Total total |  | \$14,967.75 \$14,967.75 |  |  | $\begin{aligned} & \$ 829,140.00 \\ & \$ 829,140.00 \end{aligned}$ |  | \$376,265.50 \$376,265.50 |  | \$5,823.50 \$180,823.5 |  | $\$ 184,000.00$ \$184,000.00 |  | $\underset{\substack{ \\\$ 40,732.12 \\ \$ 12823212}}{ }$ |  | \$47,629.30 |
|  | construction cost |  |  | \$113,129.30 |  |  |  |  |  |  |  |  |  |  |
|  | enginerring design | 10\% |  |  |  |  | \$82,914.00 |  | \$37,626.55 |  | \$18,082.35 |  | \$18,400.00 |  | \$12,823.21 |  | \$13,512.93 |
|  | $\underset{\text { swpre }}{\substack{\text { Geneal } \\ \text { SANDSCAPING }}}$ | 4\% |  |  | $\$ 598.71$ <br> $\$ 299.36$ |  | $\$ 33,165.60$ $\$ 16,588.80$ |  | $\underset{\substack{\text { \$15,050.62 } \\ \$ 7,525.31}}{ }$ |  |  |  | (\$7,36.000 |  |  |  | ${ }_{\text {S }}^{\text {\$1,905.17 }}$ |
|  | traffic control | $3 \%$$4 \%$ |  |  | ¢ 54999.303 |  | \$24,874.20 |  | \$11,287.97 |  | 5174.71 |  | \$5,520.00 |  | \$1,221.96 |  | \$1,28.88 |
|  | moblızation |  |  |  | \$652.59 |  | \$36,150.50 |  | \$16,405,18 |  | \$253.90 |  | \$8,022.40 |  | \$1,775.92 |  | \$2,76.64 |
|  | federal contingency | 2\% |  |  | \$369.28 |  | \$20,456.54 |  | 59,283.22 |  | \$3,993.68 |  | \$4,539.65 |  | \$2,929.94 |  | \$3,10..11 |
|  | opcc | total |  |  | \$18,900.00 |  | \$1,043,300.00 |  | \$473,500.00 |  | \$203,700.00 |  | \$231,600.00 |  | \$149,500.00 |  | \$158,200.00 |
|  | average cost per lf of sidewalk |  |  |  |  |  |  | \$56.42 PERLF |  | \$799.46 PRRLF |  | \$2785,29 PeR LF |  | \#ovo! |  | \#ov/0! |  | \#ovvo! |  | \#ov/0! |
|  | grano total for group 5 A | \$3,536,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Assumptions

this is at Corinth St and Avenue B across Corinth - north side
will reduce to 2 SB lanes and also reconstruct left turn pocket
on north side ex back to back left turn pockets so start lane reduction at Ave $D$
only lanes reduced from 3 to 2 will be for SB Corinth
remove ex conc rdwy pvmt
remove ex conc median pvmt
add conc pvmt thru refuge area
add median refuge median pvmt
add conc C \& G along Corinth
add conc $C \& G$ across refuge island
add striping on north side to reduce to 2 lanes
add 1 painted left turn arrow
add signs north side @ lane reduction
lane ends advance sign $s$ - 2 , median nose sign - 1 , left lane must turn left -1 total 4

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 2720 | $\$ 0.49$ | $\$ 1,332.80$ |
| 209 | SF | 640 | $\$ 2.00$ | $\$ 1,280.00$ |
| 454 | SF | 170 | $\$ 6.33$ | $\$ 1,076.10$ |
| 356 | SF | 2550 | $\$ 6.00$ | $\$ 15,300.00$ |
| 407 | LF | 34 | $\$ 32.00$ | $\$ 1,088.00$ |
| 407 | LF | 340 | $\$ 32.00$ | $\$ 10,880.00$ |
| 06666035 | LF | 208 | $\$ 0.84$ | $\$ 174.72$ |
| 06686019 | EACH | 1 | $\$ 495.00$ | $\$ 495.00$ |
|  |  |  |  |  |
| $0636 \& 0646$ | EACH | 4 | $\$ 650.00$ | $\$ 2,600.00$ |
|  |  |  |  | $\$ 34,226.62$ |

length of roadway pvmt to be removed $=160 \mathrm{LF}$
width of rdwy pvmt to be removed $=$ only SB pvmt and $2 \mathrm{ft}+/-$ on NB side $=17 \mathrm{ft}$
length of median pvmt to be removed $=160 \mathrm{LF}$
width of median pvmt to be removed $=4 \mathrm{ft}$
remove conc pvmt $160 \times 17=2,720$ S
remove median pvmt $160 \times 4=640 \mathrm{~S}$
conc pvmt - only for ped median refuge x'ing 10 ft wide $\times 17 \mathrm{ft}$ wide $=170 \mathrm{SF}$
conc median pvmt 160 ft long $\times 17 \mathrm{ft}$ wide minus conc median refuge area
$(160 \times 17)-170=2720-170=2,550 \mathrm{SF}$
median conc C \& G $17 \times 2=34 \mathrm{~L}$
rdwy conc C \& G (160 $\times 2$ ) + 20 = 340 LF
striping SB Cornith 160 ft long plus diagonal stripes $=160$ LF long
assume diagonal stripes ever 20 feet avg length $6 \mathrm{ft}-(160 / 20) \times 6 \mathrm{ft}=8$ stripes $\times 6 \mathrm{ft}$ long - 46 LF
therefore total striping $-160+48=208$ LF

## Assumptions

this is at Corinth St and Avenue B across Corinth on the south side
will reduce to 2 NB lanes and also construct left turn pocket
on south side short section of wide median so will start there for NB travel
only lanes reduced from 3 to 2 will be NB Corinth
remove ex conc rdwy pvmt
remove ex conc median pvmt
add conc pvmt thru refuge area
add median refuge median pvmt
add conc C \& G along Corinth
add conc $C \& G$ across refuge island
add striping on south side to reduce to 2 lanes
add 1 painted left turn arrow
add signs south side @ lane reduction
lane ends advance sign $s$ - 2 , median nose sign - 1 , left lane must turn left -1 total 4

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 3230 | $\$ 0.49$ | $\$ 1,582.70$ |
| 209 | SF | 760 | $\$ 2.00$ | $\$ 1,520.00$ |
| 454 | SF | 170 | $\$ 6.33$ | $\$ 1,076.10$ |
| 356 | SF | 3040 | $\$ 6.00$ | $\$ 18,240.00$ |
| 407 | LF | 400 | $\$ 32.00$ | $\$ 12,800.00$ |
| 407 | LF | 34 | $\$ 32.00$ | $\$ 1,088.00$ |
| 06666035 | LF | 250 | $\$ 0.84$ | $\$ 210.00$ |
| 06686019 | EACH | 1 | $\$ 495.00$ | $\$ 495.00$ |
|  |  |  |  |  |
| $0636 \& 0646$ | EACH | 4 | $\$ 650.00$ | $\$ 2,600.00$ |
|  |  |  |  | $\$ 39,611.80$ |

length of roadway pvmt to be removed $=190$ LF
width of rdwy pvmt to be removed $=$ only NB pvmt and $2 \mathrm{ft}+/$ - on SB side $=17 \mathrm{ft}$
length of median pvmt to be removed $=190 \mathrm{LF}$
width of median pvmt to be removed $=4 \mathrm{ft}+/-$
remove conc pvmt $190 \times 17=3,230 \mathrm{SF}$
remove median pvmt $190 \times 4=760 \mathrm{~S}$
conc pvmt - only for ped median refuge $x$ 'ing 10 ft wide $\times 17 \mathrm{ft}$ wide $=170 \mathrm{SF}$
conc median pvmt 190 ft long $\times 17 \mathrm{ft}$ wide minus cocn median refuge area
$(190 \times 17)-190=3230-190=3,040 \mathrm{SF}$
median conc C \& G $17 \times 2=34 \mathrm{LF}$
rdwy conc C \& G (190 x 2) $+20=400 \mathrm{LF}$
striping NB Cornith 190 ft long plus diagonal stripes $=190$ LF long
assume diagonal stripes ever 20 feet avg length $6 \mathrm{ft}-(190 / 20) \times 6 \mathrm{ft}=10$ stripes $\times 6 \mathrm{ft}$ long -60 LF
therefore total striping - $190+60=250$ LF
topsoil
assume 10 ft long $\times 15 \mathrm{ft}$ wide $=150 \mathrm{SF}$
FURNISHING
01606003 AND PLACING TOPSOIL (4")
$334,283.00$
\$1.2
$97 \quad 8,645,115.70$
$\$ 1.03$ from TxDOT avg unit costs
1.03/9 = \$0.11/SF






| OPCC 5B |  |  |  | 5B-DZ-SW-124 |  | 5B-DZ-SW-125 |  | 5B-DZ-SW-126 |  | 5B-DZ-SW-127 |  | 5B-DZ-SW-128 |  | 5B-DZ-SW-129 |  | 5B-DZ-SW-130 |  | 5B-DZ-SW-133 |  | 5B-DZ-SW-134 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM | UNIT | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | Quantiry | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | Quantity | cost |
| dallas | SIDEWALK (5) | LF | 535.00 | 1880 | 565,800.00 | 151 | \$5,285.00 | 95 | \$3,325.00 | 295 | \$10,325.00 | 305 | \$10,675.00 | 380 | \$13,300.00 | 270 | ¢9,450.00 | 280 | ¢9,800.00 | 310 | \$10,850.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 | 65 | \$1,300.00 | 8 | \$163.56 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 30 | \$1,200.00 |
| dallas | Retaining Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | Retalining Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5') | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | \$0.00 |  | 50.00 |  | 50.00 | 295 | \$11,717.40 | 305 | \$12,114.60 | 380 | \$15,093.60 | 270 | \$10,724,40 | 280 | \$11,121.60 | 310 | \$12,313.20 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 | 2 | \$7,036.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 4 | \$8,731.00 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 |
| TX00T | MEDIAN CUT ( $5^{\text {a }}$ ) | LF | \$36.15 |  | 50.00 $\$ 000$ |  | 50.00 5000 |  | 50.00 $\$ 000$ |  | 50.00 $\$ 000$ |  | 50.00 <br> 000 |  | \$0.00 |  | S0.00 |  | 50.00 <br> 000 |  | S0.00 |
| ${ }^{\text {TXDOLT }}$ | MEDAN CUT (10' PATH) | $\stackrel{\text { LF }}{\text { EA }}$ |  | 2 | $\stackrel{\text { S0.00 }}{57,944.44}$ |  | \$0.00 50.00 |  | S0.00 <br> 50.00 | 1 | $\frac{50.00}{\$ 3,972.22}$ |  | S0.00 <br> 50.00 | 5 | $\frac{50.00}{\$ 19,861.10}$ | 2 | $\stackrel{\text { S0.00 }}{57,944.44}$ |  | $\frac{50.00}{50.00}$ | 4 | $\frac{50.00}{515.888 .88}$ |
| dallas | DRRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |
| N/A | UTLITY POLE RELOCATED | EA | \$22,00.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | \$0.00 | 2 | \$44,000.00 | 2 | \$44,000.00 |  | 50.00 | 1 | \$22,00.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 | 5 | \$4,430.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$122,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | Trafic signs new | EA | \$650.00 | 7 | \$4,550.00 |  | 50.00 |  | 50.00 | 1 | \$650.00 | 1 | \$650.00 | 1 | \$650.00 | 1 | S650.00 | 1 | S650.00 | 1 | S650.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTIUTY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$2,187.99 |  | \$0.00 |  | 50.00 | 1 | \$729.33 |
| dallas | UGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 | 350 | \$18,550.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 100 | 55,300.00 |
| dallas | Fire hyorant Relocated | EA | \$3,40.00 |  | 50.00 |  | \$0.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Parking stop | EA | \$97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIIED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) -3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (11) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped Crosswalk Lighting (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | RREB (\#7) - L LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | RRFB (H7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HVBRID BeACon (H9) - 3 LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 <br>  <br> 500 |
| N/A |  | EA | \$175,000 |  | $\stackrel{50.00}{500}$ |  | \$5000 |  | $\stackrel{50.00}{ }$ |  | 50.00 $\$ 000$ |  | S0.00 S000 |  | 50.00 5000 |  | S0.00 $\$ 000$ |  | S0.00 5000 |  | S0.00 S00 |
| N/A |  | EA | S200,000 <br> 9,500 |  | S0.00 $\$ 0.00$ |  | 50.00 50.00 |  | S0.00 $\$ 0.00$ |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 $\$ 0.00$ |  | S0.00 <br> 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown PEED SIGNAL (\#10) -3 $\mathbf{c W}$ | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | EA | S27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#\#11) - 3 LANE UNDVIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 5000 |
| N/A |  | ${ }_{\text {EA }}$ | \$175,000 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 $\$ 0.00$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
|  | CONSTRUCTION COSt (without signais) | total |  |  | \$156,611.44 |  | \$8,357.00 |  | \$9,311.31 |  | \$48,664.62 |  | \$30,052.35 |  | \$95,092.69 |  | \$78,60.59 |  | \$25,937.10 |  | \$68,931.41 |
|  | CONSTRUCTION COST | total |  |  | \$156,611.44 |  | \$8,357.00 |  | \$9,311.31 |  | \$48,664.62 |  | \$30,052.35 |  | \$95,092.69 |  | \$78,60.59 |  | \$25,937.10 |  | ${ }_{\text {S }}$ \$68,931.41 |
|  | engineering design | 10\% |  |  | \$15,661.14 |  | 5835.70 |  | \$931.13 |  | \$4,866.46 |  | \$3,005.24 |  | \$9,509.27 |  | \$7,860.56 |  | \$2,593.71 |  | \$6,893.14 |
|  | general landscaping | 4\% |  |  | \$6,264.46 |  | \$334.28 |  | \$372.45 |  | \$1,946.58 |  | \$1,202.09 |  | \$3,803.71 |  | \$3,144.22 |  | \$1,037.48 |  | \$2,757.26 |
|  | swppp | 2\% |  |  | \$3,133.23 |  | \$167.14 |  | \$186.23 |  | \$973.29 |  | \$601.05 |  | \$1,901.85 |  | \$1,572.11 |  | \$518.74 |  | \$1,378.63 |
|  | TRAFFIC Control | ${ }^{3 \%}$ |  |  | $\$ 4,698.34$ $\$ 888826$ |  | \$\$250.71 |  | S279.34 S40597 |  | $\begin{array}{r}\text { \$1,459.94 } \\ \$ 2 \\ \hline 12178\end{array}$ |  | \$900.57 |  | $\$ 2,882.78$ $\$ 414604$ |  | $\$ 2,358.17$ $\$ 3$ $\$ 32720$ |  | \$778.11 |  | $\begin{array}{r}\$ 2,0,07.94 \\ \$ 3,0054 \\ \hline\end{array}$ |
|  | mobllization | 4\% |  |  | \$6,828.26 |  | \$364.37 |  | \$405.97 |  | \$2,121.78 |  | \$1,310.28 |  | \$4,146.04 |  | \$3,427.20 |  | \$1,130.86 |  | \$3,005.41 |
|  | federal contingency | 2\% |  |  | \$3,863.92 |  | \$206.18 |  | \$229.73 |  | \$1,200.65 |  | \$741.45 |  | \$2,346.13 |  | \$1,939.36 |  | \$639.92 |  | \$1,700.68 |
|  | opcc | total |  |  | \$197,100.00 |  | \$10,60.00 |  | \$11,800.00 |  | \$61,300.00 |  | \$37,900.00 |  | \$119,700.00 |  | \$99,000.00 |  | \$32,700.00 |  | \$86,800.00 |
|  | average cost per lf of sidewalk |  |  |  | \$104.84 PER LF |  | \$70.20 PER LF |  | \$124.21 PER LF |  | \$207.80 PER LF |  | \$124.26 PER LF |  | \$315.00 PER LF |  | \$366.67 PER LF |  | \$116.79 PER LF |  | \$280.00 PER LF |
|  | grand total for group sb | \$3,304,40 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 5B |  |
| :---: | :---: |
| ENTTY | ITEM |
| dallas | SIDEWALK ( $5^{\text {² }}$ ) |
| dallas | SIDEWALK (10' PATH) |
| dallas | Remove sidewalk |
| dallas | Retaling wall (1) |
| dallas | Retaling Wall (2) |
| dallas | Retaining wall (3) |
| dallas | RETAINING WALL (4) |
| dallas | Retaling Wall (5) |
| dallas | CURB AND GUTTER |
| dallas | DRAINAGE INLETS (MODIFY) |
| dallas | RCP 18" |
| TXDOT | PED RAMPS |
| TXOOT | MEDIAN CUT (5') |
| TXDOT | MEDIAN CUT (10' PATH) |
| dallas | DRIVEWAY (RESIDENTIAL) |
| dallas | DRIVEWAY (COMMERCIAL) |
| N/A | UTLITY POLE RELOCATED |
| dallas | MANHOLE ADJUSTMENT |
| dallas | Tree relocations |
| dallas | tree removals |
| N/A | Rallroad crossing |
| dalas | TRAFFIC SIGNS RELOCATED |
| TXDOT | TRAFFIC SIINS New |
| dallas | PAVEMENT MARKINGS (Crosswalk) |
| dallas | PAVEMENT MARINGS (STOP BAR) |
| N/A | PAVEMENT MARKINGS (TRIANGLLES) |
| TXDOT | UTLITY Box relocation |
| dalas | Light pole relocation |
| dallas | fence (remove and replace) |
| dallas | Fire hyorant relocated |
| dallas | PARKING STOP |
| N/A | PED Crosswalk lighting (\#1) - 2 LANE UNOIVIDED |
| N/A | PED Crosswalk lighting (\#\#1)-3 LANE UNDIVIDED |
| N/A | PEE CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIIED |
| N/A | PEED CROSSWALK LIGHTTNG (\#1) - 4 LANE DIVIDED |
| N/A | PEE CROSSWALK LGGTING (\#1)-6 LANE UNDIVDED |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIDED |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN |
| N/A |  |
| N/A |  |
| N/A | PED HYERII BEACON ( 49 ) - 4 LANE DIVIIDED |
| N/A | PeD Hybrid beacon (\#9) - 6 Lane divided |
| N/A | APS \& Countoown Ped Signal (\#10)-1 1 CW |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW |
| N/A | APS \& Countoown Ped Signal (\#10) - 3 CW |
| N/A | APS $\&$ COUNTDOWN PED SIGNAL (\#10)-4 CW |
| N/A | PEED TRAFFIIC S SIGALL (\#\#11)-4LANE DIVIIDED |
| N/A | Ped Traffic signal (\#11) - 6 LANE divided |

construction cost (without signais
CoNSTRRCTION COST (WITHOUT SIGNALS) TOTAL
CONSTRUCTION COST

## ENGINEERIGG DESIGN

swppp
TRAFFIL CONTROL
federal contingencr
opcc
average cost per lf of sidewalk
GRAND total for group 5 b

| тотal | \$47, 82.17 $\$ 47,582.17$ |
| :---: | :---: |
| 10\% | \$4,758.22 |
| 4\% | \$1,903.29 |
| 2\% | \$951.64 |
| 3\% | \$1,427.47 |
| 4\% | \$2,074.58 |
| 2\% | \$1,173.95 |
| total | 559,900 |


| \$48,660.74 | \$60,885.52 | \$18,230.30 | \$9,101.12 |
| :---: | :---: | :---: | :---: |
| \$48,660.74 | \$60,885.52 | \$18,230.30 | \$9,101.12 |
| \$4,866.07 | \$6,088.55 | \$1,823.03 | \$910.11 |
| \$1,946,43 | \$2,435.42 | \$729.21 | \$364.04 |
| \$973.21 | \$1,217.71 | \$364.61 | \$182.02 |
| \$1,459.82 | \$1,826.57 | \$546.91 | \$273.03 |
| \$2,121.61 | \$2,654.61 | \$794.84 | \$396.81 |
| \$1,200.56 | \$1,502.17 | \$449.78 | \$224.54 |
| \$61,300.00 | \$76,700.00 | \$23,000.00 | \$11,500.00 |
| \$231.32 PER LF | \$613.60 PER LF | \$143.75 PER LF | \$95.04 PER LF |

$\$ 67,424.89$
567.42489
$56,742.49$
$\$ 2,67.00$
$\$ 2,297.00$
$\$ 1,388.50$
$\$$
$\$ 1,204.50$
$\$ 2,2939$
$\$ 2,73$
$\$ 1$
$\$ 1,663.51$
\$84,900.00
$\$ 326.54$ Per LF
5730.91 PER LF
$\$ 372.00$ PER



| OPCC 5B |  |  |  | 5B-DZ-SW-145 |  | 5B-DZ-RP-146 |  | 5B-DZ-SW-147 |  | 5B-DZ-SW-148 |  | 5B-DZ-SW-149 |  | 5B-DZ-SW-150 |  | 5B-DZ-SW-151 |  | 5B-DZ-SW-152 |  | 5B-DZ-SW-154 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$35.00 | 300 | \$10,515.54 | 251 | \$8,785.00 | 390 | \$13,639.04 | 303 | \$10,604.51 | 70 | \$2,450.00 | 133 | \$4,650.31 | 260 | ¢9,100.00 | 261 | \$9,135.00 | ${ }^{326}$ | \$11,396.34 |
| dallas | SIDEWALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | 520.00 | 49 | \$974.77 | 220 | \$4,400.00 | 31 | \$623.70 | 4 | \$80.00 | 5 | \$100.00 |  | 50.00 | 25 | \$500.00 |  | 50.00 | 17 | \$340.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | \$40.00 |  | 50.00 | 160 | \$6,400.00 | 135 | \$5,384.40 | 300 | \$12,000.00 | 65 | \$2,600.00 | ${ }^{134}$ | \$5,355.93 |  | 50.00 | 207 | \$8,266.10 | 305 | \$12,200.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | ${ }^{\text {LF }}$ | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | CURB AND GUTTER | ${ }^{\text {LF }}$ | \$39.72 |  | 50.00 | 93 | \$3,693.96 |  | 50.00 | 380 | \$15,993.60 |  | 50.00 |  | 50.00 | 330 | \$13,107.60 |  | 50.00 | 361 | \$14,338.92 |
| dallas | DRAINAGE ILLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | S0.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 |  | 50.00 | 3 | \$6,548.25 | 1 | \$2,182.75 | 2 | \$4,365.50 | 3 | ¢6,548,25 |  | 50.00 | 3 | ¢6,548.25 |
| TXDOT | MEDIAN CUT (5) | ${ }^{\text {LF }}$ | ${ }_{\text {S }}^{53.15}$ |  | 50.00 |  | S0.00 |  | $\begin{array}{r}\text { S0.00 } \\ \hline\end{array}$ |  | S0.00 <br> 500 |  | S0.00 <br>  <br> 5000 |  | S0.00 <br>  <br> 000 |  | S0.00 $\$ 0.00$ |  | 50.00 5000 |  | 50.00 <br>  |
| $\frac{\text { TXDOT }}{\text { DALLAS }}$ | MEDIAN CUT (10' PATH) | $\frac{\text { LF }}{\text { EA }}$ | $\stackrel{572.30}{53.972 .22}$ | 5 | $\frac{50.00}{\text { S19,861.10 }}$ | 1 | $\frac{50.00}{53,972.22}$ | 5 | $\frac{50.00}{\text { S19,861.10 }}$ | 1 | $\frac{50.00}{53,972.22}$ |  | S0.00 <br> 50.00 |  | 50.00 50.00 | 1 | $\frac{50.00}{53,972.22}$ | 3 | $\frac{50.00}{511.916 .66}$ | 1 | $\frac{50.00}{53,972.22}$ |
| Dallas | DRIVEWAY ( Commercial) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\frac{53,90.22}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.00}$ | 1 | $\underset{\text { ¢, }}{58,444.44}$ |  |  | 1 |  |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |  | \$0.00 | 1 | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 | 14 | \$8,008.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5886.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 | 3 | \$2,658.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | PAVEMENT MARKINGS (STOP BAR) | ${ }^{\text {LF }}$ | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 | 1 | \$729.33 | 1 | \$729.33 |  | 50.00 | 1 | \$729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | LGht pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| 京ALLAS | fence (remove and Replace) | LF | \$53.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ | 28 | \$1,484.00 |  | $\stackrel{50.00}{ }$ |  | 50.00 |  | ${ }_{\text {S0.00 }}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |
| Dallas | PARKING STOP | EA | 53,697.00 |  | $\frac{50.00}{}$ |  | ${ }_{50}$ |  | 50.00 50.00 |  | $\stackrel{5000}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 | 1 | $\frac{\substack{53,64000 \\ 50.00}}{}$ |  | 50.00 50.00 |  | S0.00 <br> 0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#\#1)-4 LANE DIVIIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LGGTING (111) -6 LANE UNDIVIDED | $\stackrel{\text { EA }}{\text { EA }}$ | $\frac{541,839.25}{542,615.50}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | $\frac{50.00}{50.00}$ |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |
| N/A | RRFE (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | $\stackrel{5000}{50.00}$ |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 Solar Signs \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BeACON (H9) - 3 LANE UNIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#99) - 4 LANE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (\#9) - 6 LaNE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$9,500 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (\#110)-3 3 CW | EA | S21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | APS\& COUNTDOWN PED SIGNAL (\#10)-4 - CW | $\stackrel{\text { EA }}{\text { EA }}$ | S27,500 $\$ 150,000$ |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIIDED | EA | ¢175,000 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | ¢0.00 |
| N/A | PED TRAFFIC SIISNAL (\#11)-6 LANE DIVIIED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signais) | total |  |  | \$53,351.41 |  | \$31,616.68 |  | \$49,354.57 |  | \$97,169.91 |  | \$7,332.75 |  | \$37,101.07 |  | \$67,312.51 |  | \$29,317.76 |  | \$57,240.17 |
|  | Construction cost | Total |  |  | \$53,351.41 |  | \$31,61.68 |  | \$49,354.57 |  | \$97,169.91 |  | \$7,332.75 |  | \$37,101.07 |  | \$67,312.51 |  | \$29,317.76 |  | \$57,240.17 |
|  | enginering design | 10\% |  |  | \$5,335.14 |  | \$3,161.67 |  | \$4,935.46 |  | \$9,716.99 |  | \$733.28 |  | \$3,710.11 |  | \$6,731.25 |  | \$2,931.78 |  | \$5,724.02 |
|  | general lanoscaping | 4\% |  |  | \$2,134.06 |  | \$1,264.67 |  | \$1,974.18 |  | \$3,886.80 |  | \$293.31 |  | \$1,484.04 |  | \$2,692.50 |  | \$1,172.71 |  | \$2,289.61 |
|  | swPPP | 2\% |  |  | \$1,067.03 |  | \$632.33 |  | \$987.09 |  | \$1,943.40 |  | \$146.66 |  | \$742.02 |  | \$1,346.25 |  | \$586.36 |  | \$1,144.80 |
|  | traffic control | 3\% |  |  | \$1,600.54 |  | \$998.50 |  | \$1,480.64 |  | \$2,915.10 |  | \$219.98 |  | \$1,113.03 |  | \$2,019.38 |  | \$879.53 |  | \$1,717.20 |
|  | mobillzation | 4\% |  |  | \$2,326.12 |  | \$1,378.49 |  | \$2,151.86 |  | \$4,236.61 |  | \$319.71 |  | \$1,617.61 |  | \$2,934,83 |  | \$1,278.25 |  | \$2,495.67 |
|  | federal contingency | 2\% |  |  | \$1,316.29 |  | \$780.05 |  | \$1,217.68 |  | \$2,397.38 |  | \$180.91 |  | \$915.36 |  | \$1,660.73 |  | \$723.33 |  | \$1,412.23 |
|  | opcc | total |  |  | \$67,200.00 |  | \$39,800.00 |  | \$62,200.00 |  | \$122,300.00 |  | \$9,300.00 |  | \$46,700.00 |  | \$84,700.00 |  | \$36,900.00 |  | \$72,100.00 |
|  | average cost per lf of sidewalk |  |  |  | \$223.67 PER LF |  | \$158.57 PER LF |  | \$159.62 PER LF |  | \$403.65 PER LF |  | \$132.86 PER LF |  | \$351.48 PER LF |  | \$325.77 PER LF |  | \$141.38 PER LF |  | \$221.43 PER LF |
|  | GRAND TOTAL For group sb | \$3,304,400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 5B |  | UNIT | cost | 5B-DZ-SW-155 |  | 5B-DZ-SW-159 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM |  |  | QuANTITY | cost | QUANTITY | cost |
| dallas | sIdewatk (5) | LF | 535.00 | ${ }^{246}$ | 58,610.00 | 20 | 5700.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | 520.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (1) | LF | 520.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 | 75 | \$3,000.00 |  | 50.00 |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE ILLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | ¢4,365.50 | 1 | S2,182.75 |
| TXDOT | MEDIAN CUT (5') | LF | 536.15 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 | 5 | \$19,861.10 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 | 1 | \$8,444.44 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$557.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | \$886.00 |  | \$0.00 |  | 50.00 |
| N/A | Rallroad crosing | EA | \$120,00.00 |  | 50.00 |  | \$0.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |
| TXDOT | TRAFFIC SIGNS New | EA | \$650.00 |  | 50.00 |  | \$0.00 |
| dallas | PAvEMENT MARKINGS (Crosswatk) | LF | 59.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLS) | EA | S60.00 |  | 50.00 |  | \$0.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | \$0.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYRRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIIED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1)-4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |
| N/A | Peed Crosswalk lighting (\#1) - 6 LANE UNDIVIIEED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | \$0.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIGN \& P USH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIGNS \& PUSHBUUTOON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |
| N/A | PED HYbRRI BeACon (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |
| N/A | PEE HY HRII BEACON (H9) - 4 LANE DIVIDED | EA | \$175,000 |  | S0.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON ( (9) - 6 L LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - -1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | \$21,500 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIL SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIINAL (\#11) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNLL (\#11) - 6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signals) | total |  |  | \$66,281.04 |  | \$2,882.75 |
|  | Construction cost |  |  |  | \$66,281.04 |  | \$2,882.75 |
|  | enginerring design | 10\% |  |  | \$6,628.10 |  | \$288.28 |
|  | general lanoscaping | 4\%2\% |  |  | \$2,651.24 |  | \$115.31 |
|  | swPPP |  |  |  | \$1,325.62 |  | \$57.66 |
|  | TRAFFIC Control | 2\% |  |  | \$1,988.43 |  | \$86.48 |
|  | mobllization | 4\% |  |  | \$2,889.85 |  | \$125.69 |
|  | federal contingency | 2\% |  |  | \$1,635.29 |  | 57.12 |
|  | opcc | total |  |  | \$83,400.00 |  | \$3,700.00 |
|  | average cost per lf of sidewalk |  |  |  | \$339.02 PER LF |  | \$185.00 PeR LF |


| Opinion of Probable Construction Cost Morrell Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \&$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) <br> $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 5C |  |  | 5C-MO-SW-14 |  | 5C-MO-SW-22 |  | 5C-MO-SW-23 |  | 5C-MO-RP-24 |  | 5C-MO-SW-25 |  | 5C-MO-SW-26 |  | 5C-MO-SW-27 |  | 5C-MO-SW-30 |  |
| Entity | Item | UNIT | cost | quantiry | cost | QuANTITY | cost | Quantiry | cost | quantity | cost | Quantiry | cost | quantit | cost | quantir | cost | quantity | cost |
| dallas | SIIDEWALK ( 5 ) | ${ }^{\text {LF }}$ | 535.00 | 5 | 5175.00 | 230 | \$8,050.00 | 65 | \$2,275.00 | 125 | \$4,375.00 | 215 | \$7,525.00 | 120 | \$4,200.00 | 225 | \$7,875.00 | 5 | 5175.00 |
| dallas | SIIEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | 520.00 | 5 | ${ }^{5100.00}$ |  | 50.00 |  | 50.00 | 125 | S2,500.00 | 80 | ${ }_{51,600.00}$ |  | 50.00 |  | 50.00 | 5 | S100.00 |
| dallas | Retaling wall (1) | IF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning Wall (3) | LF | \$75.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 60 | $\stackrel{56,000.00}{ }$ |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTER | LF | 539.72 |  | 50.00 |  | 50.00 | 65 | \$2, 581.80 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | S2,182.75 | 2 | $\stackrel{54,365.50}{ }$ | 1 | $\stackrel{52,182.75}{ }$ | 1 | $\stackrel{52,182.75}{ }$ | 2 | S4,365.50 | 3 | ${ }_{56,548.25}$ | 1 | S2,182.75 | 2 | 54,365.50 | 1 | S2,182.75 |
| TXDOT | MEIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN CUT (10' PATH) | ${ }^{\text {LF }}$ | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN Removal | SF | 52.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDAN REVUGE ILIAND | ${ }_{\text {EA }}$ | ${ }_{\text {SEE OTHER SHEET }}^{53,972.22}$ |  | S0.00 50.00 | 2 | $\stackrel{\text { S0.00 }}{57.944 .44}$ | 1 | $\stackrel{\text { S0.00 }}{53.92722}$ |  | ¢ ${ }_{\text {S0.00 }}^{50.00}$ | 2 | $\frac{50.00}{57.944 .44}$ |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |  | 50.00 |  | 50.00 |  | ${ }_{5}^{50.00}$ |  | ${ }_{5}^{50.00}$ |  | ${ }_{5}^{50.00}$ |
| N/A | UTILTY POLE RELCCATED | EA | \$22,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE RELOCATIONS | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | TreE Removals | EA | 5886.00 | 1 | \$888.00 | 3 | \$2,658.00 |  | 50.00 |  | S0.00 | 5 | $\stackrel{54,430.00}{ }$ |  | \$0.00 | 5 | $\stackrel{\text { S4,430.00 }}{ }$ |  | $\stackrel{50.00}{50}$ |
| N/A ${ }_{\text {dallas }}$ |  | ${ }_{\text {EA }}$ | $\frac{\text { S120,00.00 }}{5223.00}$ |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | ¢ |  | S0.00 50.00 |
| TXDOT | TRAFFIC SIGNS NEW | EA | ${ }_{565500}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 50 |  | ${ }^{50.00}$ |  | S0.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | PAvEMENT MARKINGS (TRIANGLLES) | EA | 560.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX RELLCATION | EA | S729.33 |  | \$0.00 | 1 | ${ }^{5729.33}$ | 1 | ${ }_{5}^{5729.33}$ |  | $\stackrel{50.00}{500}$ | 1 | $\frac{572933}{50.00}$ |  | ¢0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |
| Dallas | LGGHT Pole relocation | $\frac{\mathrm{EA}}{\text { L }}$ | $\frac{54,758.00}{553.00}$ |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | S0.00 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H11) - LIANE UNDIVIIDED | EA | S26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (111) -3 LANE UNDIVIIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD crosswalk Lighting (11)-4 LANE UNDVIIDED | EA | - 540,40750 |  | \$0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| N/A | PED CROSSWALKLCHTING (111)-L LANE UNOIVIVED | ${ }_{\text {EA }}$ | ${ }_{\text {Stant, }}^{5439.25}$ |  | $\stackrel{3000}{5000}$ |  | S0000 |  | S000 |  | 5000 |  | 3000 |  | $\stackrel{3000}{5000}$ |  | $\stackrel{3000}{5000}$ |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1)-6 LANE DIVIDED | EA | ${ }^{542,615.50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{ }{50.00}$ |  | $\frac{50.00}{50}$ |  | S0.00 |  | $\frac{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{ }{50.00}$ |  | ${ }_{50.00}$ |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (H7)-1 SOLAR SIGE \& PUSH BUTION IN MEDIAN | ${ }_{\text {EA }}$ | S36,000 <br> 58000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | \$0.00 |
| N/A | RRFB (H7) - 2 SoLAR SIGNS \& PUSHBUTON | ${ }_{\text {EA }}^{\text {EA }}$ | $\frac{548,000}{5150,00}$ |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PEED HYBRID BEACON (H9) - 4 LANE DIVIIDED | EA | \$175,000 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | ${ }_{50} 5000$ |  | $\stackrel{\$}{50.00}$ |  | $\stackrel{30.00}{50.0}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |
| N/A | PED HYBRID BEACON (H9) - 6 LANE DIVIIDED | ${ }_{\text {EA }}$ | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (H10)-1 $\mathbf{C W}$ | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | S ${ }_{\text {S21,500 }}^{527500}$ |  | S0.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | S0.00 Soin |  | S0.00 Soin |
| N/A |  | ${ }_{\text {EA }}$ | S27,500 5150000 |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PEED TRAFFFIC SIGNAL ( $\# 111$ - 4 LLANE DIVIDED | ${ }_{\text {EA }}$ | \$175,000 |  | $\stackrel{50.00}{50 .}$ |  | $\stackrel{50.00}{50 .}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{\$}{50.00}$ |  | $\stackrel{\$ 0.00}{50}$ |  | $\stackrel{\$ 0.00}{50}$ |  | $\stackrel{\text { S000 }}{ }$ |  | $\stackrel{50.00}{50.0}$ |
|  | PeEd Trafic signal (\#11) - 6 LANE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | Construction Cost (without signais) | Total |  |  | \$5,526.50 |  | \$21,564.52 |  | \$11,741.10 |  | \$11,240.50 |  | \$72,777.02 |  | \$12,382.75 |  | \$16,670.50 |  | \$2,457.75 |
|  | construction cost | total |  |  | \$5,526.50 |  | \$21,564,52 |  | \$11,741.10 |  | \$11,240.50 |  | \$72,77.02 |  | \$12,382,75 |  | \$16,67.50 |  | \$2,457.75 |
|  | enginering design | 10\% |  |  | \$552.65 |  | \$2,156.45 |  | \$1,174.11 |  | \$1,124.05 |  | \$7,277.70 |  | \$1,238.28 |  | \$1,667.05 |  | \$245.78 |
|  | general lanoscaping | 4\% |  |  | \$221.06 |  | \$862.58 |  | \$469.64 |  | \$449.62 |  | \$2,911.08 |  | \$495.31 |  | \$666.82 |  | \$98.31 |
|  | swppp | 2\% |  |  | \$110.53 |  | \$431.29 |  | \$234.82 |  | \$224.81 |  | \$1,455.54 |  | \$247.66 |  | \$333.41 |  | 549.16 |
|  | TRAFFIC Control | 3\% |  |  | \$165.80 |  | \$646.94 |  | \$352.23 |  | \$337.22 |  | \$2,183,31 |  | \$371.48 |  | \$500.12 |  | ${ }_{5}^{573.73}$ |
|  | mobluzation | 4\% |  |  | \$240.96 |  | \$940.21 |  | \$511.91 |  | \$490.09 |  | \$3,173.08 |  | \$539.89 |  | \$726.83 |  | \$107.16 |
|  | federal contingency | 2\% |  |  | \$136.35 |  | \$532.04 |  | \$289.68 |  | \$277.33 |  | \$1,795.55 |  | \$305.51 |  | \$411.29 |  | \$60.64 |
|  | opcc | total |  |  | \$7,000.00 |  | \$27,200.00 |  | \$14,800.00 |  | \$14,200.00 |  | \$91,600.00 |  | \$15,600.00 |  | \$21,000.00 |  | \$3,100.00 |
|  | average cost per lf of sidewalk |  |  |  | \$1400.00 PeR LF |  | \$118.26 PRRLF |  | \$227.69 PRRLF |  | \$113.60 PeR LF |  | \$426.05 PeR LF |  | \$130.00 PeR LF |  | \$993.33 PER LF |  | \$620.00 PER LF |
|  | grand total for group sc | \$2,426,200.00 |  | Min Cost/LF <br> Max Cost/LF | \$52.18 PER LF \$1400.00 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Morrell Station |  |  |  |  |  |  |  |  |  |  |  | 5C-MO-SW-37 |  | 5C-MO-SW-38 |  | 5C-MO-SW-39 |  | 5C-MO-SW-40 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 5C |  |  | 5C-MO-SW-32 |  | 5C-MO-SW-33 |  | 5C-MO-SW-34 |  | 5C-MO-SW-35 |  |  |  |  |  |  |  |  |  |
| ENTITY | \|rem | UNIT | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | Quantity | cost | Quantity | cost | quantiry | cost | quantiry | cost | QuANTITY | cost |
| dallas | SIIEWALK(5) | ${ }^{\text {LF }}$ | 535.00 | 550 | \$19,250.00 | 535 | \$18,725.00 | 455 | \$15,925.00 | 170 | \$5,950.00 | 470 | \$16,450.00 | 180 | \$6,300.00 | 210 | ${ }_{57,350.00}$ | 215 | \$7,525.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | ${ }_{50.00}^{500}$ |  | S0.00 |  | S0.00 |
| dallas | RETAINNG WALL (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | 539.72 |  | 50.00 |  | 50.00 | 550 | \$21,846.00 | 200 | 57,944.00 | 350 | \$13,902.00 | 200 | ST,944.00 | 250 | $\stackrel{59,930.00}{ }$ | 300 | S11,916.00 |
| dallas | ORAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXOOT | PED RAMPS | ${ }_{\text {EA }}$ | \$2,182.75 |  | 50.00 | 8 | \$17,462.00 | 2 | $\stackrel{54,365.50}{ }$ | 5 | S10,913,75 | 5 | S10,913,75 | 1 | $\stackrel{\text { S2,182,75 }}{ }$ | 2 | \$4,365.50 | 1 | $\stackrel{52,182.75}{ }$ |
| TXDOT | MEIAAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' Path) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN REmoval | SF | \$2.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIA R REUGE ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTALI) | EA | \$3,972.22 |  | 50.00 | 2 | \$7,944.44 | 1 | ¢3,972.22 | 1 | ¢3,972.22 | 3 | \$11,916.66 | 1 | ¢3,972.22 |  | 50.00 | 2 | S7,944.44 |
| dallas | divewar (Commercial) | EA | ¢8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 | 4 | 588,000.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 |
| dallas | MANHOLE ADJUSTMENT | EA | S572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 | 2 | \$5,536.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TreE Removals | EA | 5886.00 | 4 | \$3,54.00 | 1 | 5886.00 |  | 50.00 |  | \$0.00 | 3 | \$2,658.00 |  | 50.00 |  | 50.00 | 1 | 5886.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic Signs relocateo | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TriANGLLES) | EA | S660.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXOOT | UTILITY Box Relocation | EA | S729.33 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Fence remmove and Replace) | LF | S53.00 |  | ${ }_{50.00}^{50}$ |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 <br> 5.500 |
| dallas |  | $\frac{\text { EA }}{\text { EA }}$ | $53,640.00$ 597.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | ¢0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 | 1 | $\frac{53,640.00}{50.00}$ |
| N/A | PED CROSSWALK LIGHTING (H1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | $\frac{50.00}{500}$ |  | $\frac{5000}{50}$ |
| N/A | PEED CROSSWALK LIGHTING (H1) - 3 LANE UNOIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - L Lane Unolvided | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LISHTING (\#1) - 4 LaNE DIVIIEED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDVIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk LIGHting (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - L LANES W/O MEDIAN | EA | 524,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | RRFB (H7)- - SOLAR SIGN \& PUSH BUTION IN MEDIAN | EA | S36,000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | $\stackrel{\text { S0.00 }}{5}$ |
| N/A |  | EA | S48,000 <br> 150000 |  | 50.00 50.00 |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | 50.00 50.00 |  | $\frac{50.00}{5000}$ |  | 50.00 50.00 |
| N/A | PEED HYBRID BEACON (H9)-4 LANE DIVIDED | EA | S175,000 |  | ${ }_{5}^{50.00}$ |  | 50.00 |  | S0.00 |  | ${ }_{5}^{50.00}$ |  | 50.00 |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{50.00}$ |
| N/A | PED HYBRIL BEACON (H) - 6 LANE DIVIIDED | EA | S200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-1 CW | EA | 59,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS\& COUNTDOWN PED SIISNAL (H10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (H10)-3 3 CW | EA | S21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | S27,500 S1550,00 |  | $\frac{50.00}{5000}$ |  | 50.00 5000 |  | $\frac{50.00}{5000}$ |  | s0.00 50.00 |  | s0.00 50.00 |  | ¢0.00 |  | 50.00 |  | ¢0.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 4 LANE DIVIIDED | EA | \$175,000 |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |
| N/A | Ped Trafic signal (\#11) - 6 LANE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | Construction cost (without signais) | total |  | \$22,794.00 |  |  | \$45,017.44 |  | \$139,644.72 |  | \$28,779.97 |  | \$55,840.41 |  | \$50,843.41 |  | \$21,645.50 |  | \$56,094.19 |
|  | construction cost | total |  |  | $\$ 22,794.00$ |  | \$45,017.44 |  | \$13,644.72 |  | \$28,779.97 |  | \$55,840.41 |  | \$50,843.41 |  | \$21,645.50 |  | \$56,094.19 |
|  | enainerring design | 10\% |  |  | \$2,279,40 |  | \$4,501.74 |  | \$13,964.47 |  | \$2,878.00 |  | \$5,584.04 |  | \$5,084.34 |  | \$2,164.55 |  | \$5,609.42 |
|  | general Landscaping | 4\% |  |  | 5911.76 $\$ 45588$ |  | \$1.800.70 $\$ 900.35$ |  | $\$ 5.585 .79$ $\mathbf{5 2 7 9 2 8 9}$ |  | \$1,151.20 <br> $\$ 555.60$ <br> 8.60 |  |  |  | $\$ 2,033.74$ $\$ 101687$ |  |  |  | \$2,243,77 <br> $\$ 112188$ <br> 1828 |
|  | traffic control | 2\% |  |  |  |  | \$1,350.52 |  | \$4, |  | ${ }_{\text {\$863,40 }}$ |  | ${ }_{\text {ckin }}$ |  |  |  | ${ }_{\text {S649.37 }}$ |  |  |
|  | мовиІІation | 3\%$4 \%$ |  |  | \$993.82 |  | \$1,962.76 |  | \$6,088.51 |  | \$1,254.81 |  | \$2,433.64 |  | \$2,216,77 |  | \$993.74 |  | \$2,445.71 |
|  | federal contingency | 2\% |  |  | \$562.37 |  | \$1,110.67 |  | \$3,445.31 |  | \$710.06 |  | \$1,377.69 |  | \$1,254.41 |  | \$534.04 |  | \$1,383.96 |
|  | opcc | total |  |  | \$28,70.00 |  | \$56,700.00 |  | \$175,800.00 |  | \$36,300.00 |  | \$70,300.00 |  | \$64,000.00 |  | \$27,300.00 |  | \$70,600.00 |
|  | AvERAGE COST PER L L OF SIIEWALK |  |  |  | \$52.18 PERLF |  | \$105.98 PERLF |  | \$386.37 PER LF |  | \$213.53 Per LF |  | \$149.57 PER LF |  | \$355.56 PER LF |  | \$130.00 PER LF |  | \$328,37 PER LF |
|  | grand total for group 5 C | \$2,426,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| Opinion of Probable Construction Co <br> Morrell Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number <br> $\mathrm{PR} \leftarrow$ Station Abbreviation |  | mprovement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  | 5C-MO-RP-65 |  | 5C-MO-SW-74 |  | 5C-MO-SW-75 |  | 5C-MO-SW-76 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 5C |  |  | 5C-MO-RP-59 |  | 5C-MO-SW-60 |  | 5C-MO-SW-61 |  | 5C-MO-SW-64 |  |  |  |  |  |  |  |  |  |
| ENTITY | ITtem | UNIT | cost | quantir | cost | Quantiry | cost | quantiry | cost | quantir | cost | Quantity | cost | Quantity | cost | Quantity | cost | quantir | cost |
| dallas | SIIEWALK (5) | LF | \$35.00 | 45 | \$1,575.00 | 145 | \$5,075.00 | 5 | 5175.00 | 245 | \$8,575.00 | 85 | \$2,975.00 | 300 | \$10,500.00 | 140 | ¢4,900.00 | 50 | ${ }_{51,750.00}$ |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | S20.00 | 45 | 5900.00 |  | 50.00 |  | 50.00 |  | 50.00 | 85 | \$1,700.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalnin Wall (1) | LF | S20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 | 70 | \$2,800.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (3') | LF | \$75.00 |  | 50.00 | 70 | \$5,250.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalinin wall (5) | LF | ${ }_{5125.00}$ |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB ANO GUTIER | LF | S39,72 |  | 50.00 |  | 50.00 |  | \$0.00 | ${ }^{245}$ | $\stackrel{59,731.40}{500}$ |  | 50.00 | 300 | \$11,916.00 |  | 50.00 | 50 | ¢1,986.00 |
| dallas | ORAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 3 | S6,548.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | median removal | SF | 52.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIA ReFUGE ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | 53,972.22 | 1 | 53,972.22 | 1 | ¢3,972.22 |  | 50.00 | 6 | \$23,833.32 |  | 50.00 | 3 | S11,916.66 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ¢8,444.44 | 1 | S8,444.44 |
| N/A | UTILITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S22,000.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 | 1 | \$2, 768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad Crossing | ${ }^{\text {EA }}$ | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | S8.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |
| - $/$ /A | PAVEMENT MARKINGS (TRIANGLES) UTIUTY BOX RELOCATION | ${ }_{\text {EA }}$ | S60.00 <br> 72933 |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | S0.00 50.00 |  | ¢ ${ }_{\text {S0.00 }}^{50.00}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |
| Dalas | LIGHt Pole Relocation | ${ }_{\text {EA }}$ | ${ }_{54,758.00}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | ${ }_{50.00}$ |  | ${ }_{50}$ |  | ${ }_{50}$ |  | ${ }_{50}$ |  | ${ }_{50}$ |  | ${ }_{50} 5000$ |
| dallas | fence (REMOVE AND REPLACE) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Frie hyorant relocated | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (\#1) -3 LANE UNDVIIDED | EA | \$22,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALL LIGHTING (H11)-4 LANE UNDVIVIDED | ${ }_{\text {EA }}$ | ¢ |  | $\stackrel{50.00}{50}$ |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}$ | ¢ $\frac{541,183.75}{\$ 41,89.25}$ |  | 50.00 50.00 |  | ¢0.00 50.00 |  | ¢0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | ¢0.00 50.00 |
| N/A | Ped Crosswalk lighting (\#1)-6 LANE DVIVIED | ${ }_{\text {EA }}$ | ${ }_{\text {S42, } 615.50}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.0}$ |  | 50.00 <br> 500 |
| N/A | RRFB (\#7)-3 LANES W/O MEDIAN | EA | S24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-1 SOLAA SIGN \& PUSH BUTION IN MEDIAN | EA | \$33,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-2 SOLAA SIIGSS \& PUSHBUUTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| N/A | PeD HYBRID BEACON (t9) - 3 LANE UNOIVIDED | EA | S150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED HYBRID BEACON (\#9) - 4 LANE DIVIIED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYERID BEACON (H9) - 6 LANE DVIVIDED | ${ }_{\text {EA }}^{\text {EA }}$ | S $\frac{5200,000}{59500}$ |  | S0.00 S000 |  | S0.00 S000 |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |  | 50.00 5000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | ${ }_{\text {EA }}$ | \$ 515,500 |  | 50.00 50 |  | ${ }_{50}^{50.00}$ |  | $\stackrel{50.00}{500}$ |  | ${ }_{50} 5000$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.00}$ |
| N/A | APS\& COUNTDOWN PED SIGNAL (H10)-3 3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-4cw | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | $\xrightarrow{\text { S150,000 }}$ |  | $\stackrel{50.00}{5}$ |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\xrightarrow{50.00}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}$ | S175,000 $\$ 2210,00$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |
| N/A | construction cost (without signais) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | constuction cost | total |  |  | \$12,995.47 |  | $\underset{\$ 19,855.22}{ }$ |  | \$175.00 |  | \$42,139.72 |  | \$4,675.00 $\$ 4,675.00$ |  | ${ }_{\text {S }}^{\$ 58,515.41}$ \$58,51.41 |  | ¢13,344.44 |  | \$ $\begin{aligned} & \text { \$12,180.44 } \\ & \text { S12,180.44 }\end{aligned}$ |
|  | enginering design | 10\% |  |  | \$1,299.55 |  | \$1,986.52 |  | \$17.50 |  | \$4,213.97 |  | \$467.50 |  | \$5,851.54 |  | \$1,334.44 |  | \$1,218.04 |
|  | general Lanoscaping | 4\% |  |  | \$519.82 |  | \$794.61 |  | 57.00 |  | \$1,685.59 |  | \$187.00 |  | \$2,340.62 |  | \$533.78 |  | \$487.22 |
|  | swPPP | 2\% |  |  | \$259.91 |  | \$397.30 |  | \$3.50 |  | \$882.79 |  | \$93.50 |  | \$1,170.31 |  | \$266.89 |  | \$243.61 |
|  | TRAFFIL CONTROL MOBIILATION | 3\% |  |  | \$389.86 |  | ${ }_{\text {S }}^{\text {\$895.96.12 }}$ |  | $\$ 5.25$ $\$ 7.63$ |  | $\$ 1,264.19$ $\$ 1,837.29$ |  | (140.25 |  |  |  | S400.33 $\$ 581.82$ |  | ${ }_{\text {\$ }}^{\text {\$351.07 }}$ |
|  | fediral contingency | 2\% |  |  | \$320.62 |  | \$490.11 |  | \$4.32 |  | \$1,039.67 |  | \$115.34 |  | \$1,443.69 |  | \$329.23 |  | \$300.52 |
|  | opcc | TOTAL |  |  | \$16,400.00 |  | \$25,000.00 |  | \$300.00 |  | \$53,100.00 |  | \$5,900.00 |  | \$73,700.00 |  | \$1,800.00 |  | \$15,400.00 |
|  | average cost per lf of sidewalk |  |  |  | \$364.44 PER LF |  | \$172.41 PeRLF |  | \$60.00 PER LF |  | \$216.73 PER LF |  | \$69.41 PER LF |  | \$245.67 PeR LF |  | \$120.00 PeR LF |  | \$308.00 PER LF |
|  | Grand total for group sc | \$2,426,200 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Morrell Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \leftarrow$ Station Abbreviation |  | improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  | 5C-MO-SW-88 |  | 5C-MO-RP-89 |  | 5C-MO-SW-90 |  | 5C-MO-SW-91 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 5C |  |  | 5C-MO-RP-77 |  | 5C-MO-SW-79 |  | 5C-MO-RP-80 |  | 5C-MO-SW-87 |  |  |  |  |  |  |  |  |  |
| ENTITY | ITem | UNIT | cost | quantiry | cost | Quantity | cost | Quantity | cost | Quantir | cost | quantiry | cost | quantir | cost | quantiry | cost | QuANTITY | cost |
| dallas | SIIEWALK ( $5^{\text {P }}$ | ${ }^{\text {LF }}$ | 535.00 | 85 | \$2,975.00 | 230 | ¢8,050.00 | 15 | \$555.00 | 305 | \$10,675.00 | 50 | \$1,750.00 | 130 | 54,550.00 | ${ }^{120}$ | 54,200.00 | 150 | \$5,250.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 | 85 | S1,700.00 |  | 50.00 | 15 | \$300.00 |  | 50.00 |  | S0.00 | 130 | \$2,600.00 |  | S0.00 |  | S0.00 |
| dallas | Retalning Wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalinc wall (3) | IF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalinc Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 | 305 | \$12,114.60 |  | 50.00 | 130 | $\stackrel{55,163.60}{ }$ | 120 | $\stackrel{54,766.40}{ }$ | 150 | S5,958.00 |
| dallas | DRAINAGE ILLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | $\stackrel{52,182.75}{ }$ | 1 | $\stackrel{\text { S2,182,75 }}{ }$ | 1 | $\stackrel{\text { S2,182,75 }}{ }$ |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN CUT( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN REMOVAL | SF | \$2.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN Refuge istand | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESILENTIAL) | EA | $\frac{53,972.22}{58040}$ |  | S0.00 | 1 | $\frac{53,972.22}{500}$ |  | S0.00 | 2 | $\frac{57,944.44}{500}$ | 1 | $\frac{53,972.22}{500}$ | 2 | 57,944.44 |  | 50.00 | 1 | ¢ |
| dallas | ORIVEWAY (COMMERCCIAL) | EA | \$8,444.44 | 1 | $\stackrel{58,444.44}{ }$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTILT POLE RELOCATED | EA | $\frac{522,000.00}{5}$ |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | ¢ ${ }_{\text {S0.00 }}^{5000}$ |  | 50.00 <br> 0.00 |  | ${ }_{50.00}^{50}$ |  | ${ }_{50.00}^{500}$ |  | $\stackrel{50.00}{5000}$ |
| dallas | TreE Relocations | ${ }_{\text {EA }}$ | ${ }_{\text {S }}$ |  | ${ }_{50} 50.00$ |  | 50.00 |  | 50.00 |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |
| dallas | Tree removals | EA | S886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ${ }_{5886.00}$ |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | Traffic Signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | ${ }^{\text {LF }}$ | 59.00 |  | $\stackrel{50.00}{5}$ |  | 50.00 |  | S0.00 |  | $\frac{50.00}{50}$ |  | 50.00 |  | ¢ ${ }_{\text {S0.00 }}^{5000}$ |  | ¢ ${ }_{\text {S0.00 }}^{5000}$ |  | $\xrightarrow{50.00}$ |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |
| 年/ ${ }^{\text {TXOOT }}$ | PAVEMENT MARKINGS (TriANGLLES) | $\stackrel{\text { EA }}{\text { EA }}$ | $\stackrel{560.00}{572933}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |
| dallas | UGHt Pole relocation | EA | S4,758.00 |  | $\stackrel{5}{50.00}$ |  | $\frac{5000}{50}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | frie hyorant relocated | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - L LANE UNOIVIIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LGGHTING (H11) - 3 LANE UNDIVIIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#\#1) - Lane undivided | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALIL LGHTING (H11)-4 LANE DIVIDIDED | ${ }_{\text {EA }}$ | \$441,183,75 |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |
| N/A |  | ${ }_{\text {EA }}$ | $\frac{541,839.25}{5426150}$ |  | 50.00 5000 |  | $\stackrel{50.00}{5000}$ |  | S0.00 |  | S0.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7)- - L LANES W/O MEDIAN | ${ }_{\text {EA }}$ | ${ }_{\text {S }}^{524,000}$ |  | ${ }_{50}$ |  | $\stackrel{50.00}{50}$ |  | ${ }_{50}$ |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | ${ }_{50}$ |  | $\frac{5000}{50.00}$ |  | ${ }_{50}$ |
| N/A | RRRE (\#7) - 1 SOLAR SIGN \& PUSH BUTION IN MEDIAN | EA | \$36,000 |  | $\stackrel{5}{50.00}$ |  | $\frac{5000}{50.00}$ |  | $\frac{50.00}{}$ |  | 50.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | $\frac{50.00}{50}$ |  | \$0.00 |
| N/A | RREB (\#7) - 2 Solar SIGNS \& PUSHBUTITON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYBRII BEACON(H9)-3LANE UNDIVIIED | EA | S150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | Ped hYbrid beacon (H9) - 4 LANE DIVIIDED | EA | S175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON (H9) - 6 LANE DVIVIDD | ${ }_{\text {EA }}$ | S200,000 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | S000 |  | S0.00 |  | 50.00 |
| 年/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | $\stackrel{\text { ¢ }}{\substack{\text { ¢9,500 } \\ \$ 15,500}}$ |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& Countoown Peo Signal (\#10)-3cw | EA | \$21,500 |  | $\stackrel{5}{50.00}$ |  | $\frac{50.00}{50.0}$ |  | \$0.00 |  | $\frac{50.00}{}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50}$ |
| N/A | APS \& COUNTDOWN PED SIGNAL L $\# 110$ - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#111) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PRED TRAFFICS SIGNAL (\#11)-4 LANE DVIVIDED | ${ }_{\text {EA }}$ | \$175,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| N/A | PeE Traffic signal (\#11) - 6 LANE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | constreuction cost (without signals) |  |  | $\$ 13,119.44$ |  |  | \$12,022.22 |  | \$825.00 |  | \$32,916.79 |  | \$7,904.97 |  | \$22,400.79 |  | \$8,966.40 |  | \$16,066.22 |
|  | construction cost | total |  |  | $\$ 13,119.44$ |  | \$12,022.22 |  | \$825.00 |  | \$32,916.79 |  | \$7,904.97 |  | \$22,400.79 |  | \$8,966.40 |  | \$16,066.22 |
|  | enginerring design | 10\% |  |  | \$1.31194 |  | \$1,202.22 |  | \$82.50 |  | \$3,291.68 |  | \$790.50 |  | \$2,244.08 |  | \$896.64 |  | \$1,606.62 |
|  | GENERAL LANDSCAPING | 4\% |  |  | \$524.78 $\$ 262.39$ |  | \$480.89 $\$ 240.44$ |  | $\$ 33.00$ $\$ 16.50$ |  | \$1,316.67 <br> $\$ 658.34$ |  | \$316.20 |  |  |  | \$358.66 $\$ 17933$ |  |  |
|  | trafil control | ${ }_{3 \%}^{2 \%}$ |  |  | \$393.58 |  | \$360.67 |  | ${ }_{\text {\% }}$ |  | ${ }_{\text {¢ }}^{5987.50}$ |  | \$237.15 |  | ${ }_{\text {S } 5773.22}$ |  | \$268.99 |  | ${ }_{\text {S }}$ |
|  | mobilzation | 3\%$4 \%$ |  |  | \$572.01 |  | \$524.17 |  | \$35.97 |  | \$1,435.17 |  | \$344.66 |  | \$978.42 |  | \$330.94 |  | \$700.49 |
|  | federal contingency | 2\% |  |  | \$323.68 |  | \$296.61 |  | \$20.35 |  | \$812.12 |  | \$195.03 |  | \$553.66 |  | \$221.22 |  | \$396.39 |
|  | opcc | total |  |  | \$16,600.00 |  | \$15,200.00 |  | \$1,100.00 |  | \$41,500.00 |  | \$10,000.00 |  | \$28,300.00 |  | \$11,300.00 |  | \$20,300.00 |
|  | AvERAGE COST PER Lf OF SIIEWALK |  |  |  | \$195.29 PeR LF |  | \$66.09 PER LF |  | \$73.33 PER LF |  | \$136.07 PER LF |  | \$200.00 PERLF |  | \$217.69 PeR LF |  | \$994.17 PER LF |  | \$135.33 PER LF |
|  | GRand total for group sc | \$2,426,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Morrell Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> sW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  | 5C-MO-SW-107 |  | 5C-MO-SW-109 |  | 5C-MO-SW-137 |  | 5C-MO-VW-V01 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 5C |  |  | 5C-MO-SW-92 |  | 5C-MO-SW-93 |  | 5C-MO-SW-98 |  | 5C-MO-RP-104 |  |  |  |  |  |  |  |  |  |
| ENTITY | \|rem | UNIT | cost | quantiry | cost | quantir | cost | quantir | cost | QuANTITY | cost | quantit | cost | QuANTITY ${ }^{\text {cost }}$ |  | quantity | cost | quantity | cost |
| dallas | SIIEWALK ( ${ }^{\text {c }}$ ) | ${ }^{\text {LF }}$ | 535.00 | 115 | 54,025.00 | 705 | S24,675.00 | 185 | 56,475.00 | 30 | \$1,050.00 | 100 | \$3,500.00 | 75 | \$2,625.00 | 230 | 58,050.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 95 | 56,650.00 |
| dallas | Remove sidewalk | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 | 30 | 5600.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 | 100 | \$4,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | Retalning wall (4) | LF | \$100.00 |  | 50.00 | 260 | 526,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$5,000.00 | 165 | S16,500.00 |  | 50.00 |
| dallas | Retalning wall (5) | LF | S125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | 539.72 | 115 | 54,567.80 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 100 | $\stackrel{53,972.00}{ }$ |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 | 1 | ¢3,518.00 | 1 | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| pallas | RRP 18" | ${ }^{\text {LF }}$ | S58.00 |  | S0.00 |  | 50.00 |  | S0.00 5212275 |  | S0.00 Soo |  | $\frac{\text { S0.00 }}{5218275}$ |  | ${ }_{\text {S }}^{50.00}$ |  | ${ }_{\text {S }}^{50.00}$ |  | ${ }_{\text {S }}^{50.00}$ |
| TXVOT | PED RAMPS | $\frac{\mathrm{EA}}{\mathrm{LF}}$ | $\frac{52,182.75}{56,15}$ | 3 | $\frac{56,548.25}{50.00}$ | 5 | $\frac{510,913.75}{50.00}$ | 1 | $\frac{52,182.75}{50.00}$ |  | $\frac{50.00}{50.00}$ | 1 | $\frac{52,182.75}{50.00}$ | 2 | $\frac{54,365.50}{50.00}$ | 2 | $\frac{54,365.50}{50.00}$ | 1 | $\frac{52,182.75}{50.00}$ |
| TxDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |  | 50.00 |
| TXDOT | MEDIAN Removal | SF | \$2.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1650 | ¢3,300.00 |  | 50.00 |
| N/A | MEDIAN RELUGEEILAND | EA | SEE OTHERSHEET |  | S0.00 |  | S0.00 |  | $\frac{50.00}{57004}$ |  | $\stackrel{\text { S0.00 }}{\text { Soo }}$ |  | $\stackrel{\text { S0.00 }}{500}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | ${ }_{50.00}$ |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | 53,972.22 |  | 50.00 | 3 | S11,916.66 | 2 | 57,944.44 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | S3,972.22 |
| dallas | ORIVEWAY (COMMERCALL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | MANHOLE ADUSUSMENT |  | - | 2 | $\stackrel{\text { S1, } 144.00}{ }$ |  | Soue |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | ${ }_{5}^{50.00}$ |  | ${ }_{5}^{50.00}$ |  | S0.00 <br> 50.00 |
| Dallas | Tree relocations | EA | ¢2,768.00 |  | ${ }_{5}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | $\frac{50.00}{}$ |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 | 1 | S886.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | S120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 | 1 | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | Trafil Silins new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | ${ }^{\text {LF }}$ | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLES) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | 5729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |  | ${ }^{50.00}$ |
| dallas | fence remmove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| dallas | FIRE HYDRANT RLLOCATED | EA | ${ }^{53,640.00}$ |  | 50.00 | 1 | ${ }^{53,640.00}$ |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | $\frac{526,435.00}{\$ 273050}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | ¢ |  | $\begin{array}{r}\text { so.00 } \\ \text { Soo } \\ \hline\end{array}$ |
| 笛/ |  | ${ }_{\text {EA }}{ }_{\text {EA }}$ | ¢27,182.50 <br> $940,47.50$ |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | $\xrightarrow{50.00}$ |  | S0.00 50.00 |  | S0.00 <br> 50.00 |  | S0.00 <br> $\substack{\text { 50.00 }}$ |
| N/A | Ped Crosswalk Lighting (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (111) - 6 LANE UNOVIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE Crosswalk lichting (\#1)-6 LANE DIVIIED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |  | 50.00 |
| N/A | RREB (\#7)-3 LANES W/O MEDIAN | EA | S24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | RREB (H7) - 1 SOLAR SIIGN \& PUSH BUTTON IN MEDIAN | EA | S36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | RREB (H7) - - 2 Solar SIINS \& PUSHBUTTON IN MEDIAN | EA | 548,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PeD HYBRID BEACON (\#\#)-3 - LANE UNDIVIIDED | $\stackrel{\text { EA }}{\text { EA }}$ | $\frac{\text { S150,000 }}{\text { S175,000 }}$ |  | ¢ $\frac{50.00}{50.00}$ |  | ¢ $\frac{50.00}{50.00}$ |  | S0.00 50.00 |  | $\stackrel{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\stackrel{\text { so.00 }}{5000}$ |  | ¢ |  | ¢ |
| N/A | PEES HYBRID BEACON (HP) - 6 LANE DIVIDED | EA | S200,000 |  | ${ }_{5}{ }_{50.00}$ |  | S0.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | ${ }_{50}$ |  | $\stackrel{\text { Solo }}{5000}$ |  | ${ }_{50}{ }_{5000}$ |  | S0.00 50.00 |
| N/A | APS \& Countoown Ped Signal (H10)-1 $\mathbf{C W}$ | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (H10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS\& Countoown Peb Sical | EA | S21,500 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{50}$ |  | so.00 S000 |  | so.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | $\begin{array}{r}\text { S0.00 } \\ \hline \\ \hline 000\end{array}$ |  | so.00 <br> Soo |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S27,500 $\$ 150,000$ |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | S0.00 50.00 |  | S0.00 S0.00 |  | so.00 S0.00 |
| N/A | PED TRAFIFIC SIGNAL (\#11) -4 LANE DIVIDED | EA | $\stackrel{\text { S175,000 }}{ }$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{5}{50.00}$ |  | ${ }_{50}^{5000}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | ${ }_{\text {Solo }}^{5000}$ |  | ${ }_{\text {So }}^{50.00}$ |  | $\stackrel{5000}{50.00}$ |
| N/A | Peed trafic signal (\#11) - 6 LaNE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | ${ }_{\text {TOTAL }}$ TOTAL |  | $\$ 19,803.05$$\$ 19,80305$ |  |  | $\$ 77,145.41$$\$ 77,145.41$ |  | $\$ 20,825.19$ |  | \$5,168.00 |  | \$9,200.75 |  | \$12,87.50 |  | \$32,215.50 |  | \$16,776.97 |
|  | construction cost |  |  | $\$ 20,825.19$ |  | \$5,168.00 |  |  |  | $\$ 9,200.75$ |  | \$12,876.50 |  | \$32,215.50 |  | \$16,776.97 |  |  |
|  | enginerring design | 10\% |  |  |  |  |  | \$1,980.31 |  | \$7,714.54 |  | \$2,082.52 |  | \$516.80 |  | \$920.08 |  | \$1,287.65 |  | \$3,221.55 |  | \$1,67.70 |
|  | general landocaping |  |  |  | \$792.12 |  | \$3,085.82 |  | \$833.01 |  | \$206.72 |  | \$368.03 |  | \$515.06 |  | \$1,288.62 |  | \$671.08 |
|  | ${ }_{\text {SwPPP }}$ | 4\% |  |  | S396.06 S590. |  | $\$ 1,542.91$ $\$ 231936$ |  | \$511.50 |  | \$103.36 |  | \$184.02 |  | 5257.53 $\$ 38.30$ |  | \$544.31 |  | S335.54 \$5.31 |
|  | TRAFFIC Control | 3\% |  |  | \$594.09 |  | \$2,314.36 $\$ 3,3654$ |  | $\underset{\text { S624.76 }}{59}$ |  | \$\$15.04 |  | \$277.02 |  | \$ $\$ 386.30$ |  | \$966.47 |  | \$503.31 |
|  | mobilization | 4\% |  |  | \$863.41 |  | \$3,363.54 |  | \$907.98 |  | \$225.32 |  | \$401.15 |  | \$561.42 |  | \$1,404.60 |  | \$731.48 |
|  | federal contingency | 2\% |  |  | 5488.58 |  | \$1,903,33 |  | \$513.80 |  | \$127.50 |  | \$227.00 |  | \$317.69 |  | \$794.82 |  | \$413.92 |
|  | opcc | total |  |  | \$25,000.00 |  | 597,100.00 |  | \$26,300.00 |  | \$6,600.00 |  | \$11,600.00 |  | \$16,300.00 |  | \$40,600.00 |  | \$21,200.00 |
|  | average cost per lf of sidewalk |  |  |  | S217.39 Per LF |  | \$137.73 PERLF |  | \$142.16 PER LF |  | \$220.00 Per LF |  | \$116.00 PER LF |  | \$217.33 PER LF |  | \$176.52 PERLF |  | \$223.16 PER LF |
|  | grand total for group sc | \$2,426,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## Median Island Detailed Estimate - LOCATION 5C-MO-CW-66

## Assumptions

EB Morrell at Moore st
add tear drop median 45 ft long and 10 ft at nose - est as 2 triangles
ex Morrell 2 lanes - extra wide lanes
remove ex conc pvmt plus couple of extra feet for C \&
add median refuge median rdwy conc x'ing
add median refuge median pvmt
add C \& G across refuge
add C \& G along Morrell
add striping west of tear drop median
add EB signs lane narrows -2 and median sign - -1
area of conc refuge rdwy pvmt
10 ft wide $\times 10 \mathrm{ft}$ long $=100 \mathrm{SF}$
area of median = assume 2 traingles minus conc median rdwy pvmt $(((05 \times 45) \times 10) \times 2)-100=350 \mathrm{SF}$
remove conc pvmt
add 45 If $\times 2$ sides plus 20 feet for median nose to median area $350+100+(45 \times 2)=540$ SF
striping assume 45 long both sides plus diagonal striping @ 20 ctr dia stripe $45 / 2=$ say $3 \times 5 \mathrm{ft}$ avg length $=15 \mathrm{LF}$ total striping $(45 \times 2)+15=105 \mathrm{LF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 540 | $\$ 0.49$ | $\$ 264.60$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 350 | $\$ 6.00$ | $\$ 2,100.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 110 | $\$ 32.00$ | $\$ 3,520.00$ |
| 06666035 | LF | 105 | $\$ 0.84$ | $\$ 88.20$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
|  |  |  |  | $\$ 9,195.80$ |

## Median Island Detailed Estimate - LOCATION 5C-MO-CW-67

## Assumptions

EB Morrell at Moore st
remove ex median and replace with 10 ft wide to match EB Morrell approach see 66
ex Morrell 2 lanes - extra wide lanes
assume no pre beacon since shown on 66
assume no lighting since shown on 66
median length will be from Moore to where it currently stops at RR x'ing
remove ex conc pvmt plus couple of extra feet for $C$ \&
remove conc median pvmt
add median refuge median rdwy conc x'ing
add median refuge median pvmt

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 350 | $\$ 0.49$ | $\$ 171.50$ |
| 209 | SF | 210 | $\$ 6.00$ | $\$ 1,260.00$ |
| 454 | SF | 140 | $\$ 6.33$ | $\$ 886.20$ |
| 356 | SF | 500 | $\$ 6.00$ | $\$ 3,000.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 110 | $\$ 32.00$ | $\$ 3,520.00$ |
| 06666035 | LF | 120 | $\$ 0.84$ | $\$ 100.80$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
|  |  |  |  | $\$ 11,528.50$ |

add C \& G along Morrell
add striping along edges of median median
add EB signs lane narrows -2 and median sign - -1
total length of new median = 50 LF
length of median pvmt to be removed $=35$
therefore length of conc rdwy pvmt to be removed 50-35=15 LF
conc pvmt rem
$15 \mathrm{LF} \times(10$ wide +4 ft for $\mathrm{C} \& \mathrm{G}$ ) plus length of med for $\mathrm{C} \& \mathrm{G}$ each side $35 \mathrm{ft} \lg \times 2 \mathrm{ft}$ wide $\times 2$ sides
$[15 \times(10+4)]+(35 \times 2 \times 2)$
$210+140=350$ SF
remove conc median pvmt
$35 \times 6=210 \mathrm{SF}$
median refuge rdwy conc pvmt $(10+2+2) \times 10=140 \mathrm{SF}$
new conc med pvmt
$50 \times 10=500$
striping - along each edge of median plus at each end $(50 \times 2)+(10 \times 2)=120$ LF

## Median Island Detailed Estimate - LOCATION 5C-MO-CW-68

## Assumptions

WB Morrell at Moore st
remove ex median and replace with 10 ft wide to match WB Morrell approach see 66
ex Morrell 2 lanes - extra wide lane
assume no pre beacon since shown on 69
assume no lighting since shown on 69
median length will be from Woodbine to where it currently stops at RR x'ing
remove ex conc pvmt plus couple of extra feet for $C \&$
remove conc median pvmt
add median refuge median rdwy conc x'ing
add median refuge median pvmt

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 590 | $\$ 0.49$ | $\$ 289.10$ |
| 209 | SF | 318 | $\$ 6.00$ | $\$ 1,908.00$ |
| 454 | SF | 140 | $\$ 6.33$ | $\$ 886.20$ |
| 356 | SF | 800 | $\$ 6.00$ | $\$ 4,800.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 110 | $\$ 32.00$ | $\$ 3,520.00$ |
| 06666035 | LF | 180 | $\$ 0.84$ | $\$ 151.20$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
|  |  |  |  | $\$ 14,144.50$ |

nem
length of median pvmt to be removed = 53
therefore length of conc rdwy pvmt to be removed 80-53=27 LF
conc pvmt rem
$27 \mathrm{LF} \times(10$ wide +4 ft for $\mathrm{C} \& \mathrm{G}$ ) plus length of med for C \& G each side $53 \mathrm{ft} \lg \times 2 \mathrm{ft}$ wide $\times 2$ sides
$[27 \times(10+4)]+(53 \times 2 \times 2)$
$378+212=590 \mathrm{SF}$
remove conc median pvmt
$53 \times 6=318 \mathrm{SF}$
median refuge rdwy conc pvmt $(10+2+2) \times 10=140 \mathrm{SF}$
new conc med pvmt

$$
80 \times 10=800 \mathrm{SF}
$$

striping - along each edge of median plus at each end
$(80 \times 2)+(10 \times 2)=180$ LF

## Median Island Detailed Estimate - LOCATION 5C-MO-CW-69

## Assumptions

WB Morrell at Woodbine Ave
add tear drop median 45 ft long and 10 ft at nose - est as 2 triangles
ex Morrell 2 lanes - extra wide lane
will be same qtys.assumptions, etc. as 5C-MO-CW-66
remove ex conc pvmt plus couple of extra feet for C \& G
add median refuge median rdwy conc x'ing
add median refuge median pvmt
add C \& G across refuge
add C \& G along Morrell
add striping west of tear drop median
add EB signs lane narrows -2 and median sign -1
area of conc refuge rdwy pvmt
10 ft wide $\times 10 \mathrm{ft}$ long $=100 \mathrm{SF}$
area of median = assume 2 traingles minus conc median rdwy pvmt $(((05 \times 45) \times 10) \times 2)-100=350 \mathrm{SF}$
remove conc pvmt
add 45 If $\times 2$ sides plus 20 feet for median nose to median area $350+100+(45 \times 2)=540 \mathrm{SF}$
striping assume 45 long both sides plus diagonal striping @ 20 ctrs
dia stripe $45 / 2=$ say $3 \times 5 \mathrm{ft}$ avg length $=15 \mathrm{LF}$
total striping $(45 \times 2)+15=105$ LF

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 540 | $\$ 0.49$ | $\$ 264.60$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 350 | $\$ 6.00$ | $\$ 2,100.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 110 | $\$ 32.00$ | $\$ 3,520.00$ |
| 06666035 | LF | 105 | $\$ 0.84$ | $\$ 88.20$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
|  |  |  |  | $\$ 9,195.80$ |

## Assumptions

this is along Cornith st north of High Hill WB exit
will reduce to 2 SB lanes and also reconstruct shorter left turn pocket
will start where ex left turn pocket begins transition
only lanes reduced from 3 to 2 will be for SB Corinth
remove ex conc rdwy pvmt
remove ex conc median pvmt
add conc pvmt thru refuge area
add median refuge median pvm
add conc C \& G along Corinth
add conc $C \& G$ across refuge island
add striping on each side
add 1 painted left turn arrow
add signs north side @ lane reduction
left lane must turn left advance warning signs- 2 , median nose sign - 1 , left lane must turn left - 1 total 4

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 3570 | $\$ 0.49$ | $\$ 1,749.30$ |
| 209 | SF | 520 | $\$ 2.00$ | $\$ 1,040.00$ |
| 454 | SF | 170 | $\$ 6.33$ | $\$ 1,076.10$ |
| 356 | SF | 3400 | $\$ 6.00$ | $\$ 20,400.00$ |
| 407 | LF | 440 | $\$ 32.00$ | $\$ 14,080.00$ |
| 407 | LF | 34 | $\$ 32.00$ | $\$ 1,088.00$ |
| 06666035 | LF | 830 | $\$ 0.84$ | $\$ 697.20$ |
| 06686019 | EACH | 1 | $\$ 495.00$ | $\$ 495.00$ |
| $0636 \& 0646$ | EACH | 4 | $\$ 650.00$ | $\$ 2,600.00$ |
|  |  |  |  | $\$ 43,225.60$ |

length of roadway pvmt to be removed $=210 \mathrm{LF}$
width of rdwy pvmt to be removed $=$ only SB pvmt and $2 \mathrm{ft}+/-$ on NB side $=17 \mathrm{ft}$
ength of median pvmt to be removed $=130$ LF
width of median pvmt to be removed $=4 \mathrm{ft}$
length of new median pvmt $=130 \mathrm{LF}$
remove conc pvmt $210 \times 17=3,570 \mathrm{SF}$
remove median pvmt $130 \times 4=520$ SF
conc pvmt - only for ped median refuge $x$ 'ing 10 ft wide $\times 17 \mathrm{ft}$ wide $=170 \mathrm{SF}$
conc median pvmt 210 ft long $\times 17 \mathrm{ft}$ wide minus conc median refuge area
$(210 \times 17)-170=3570-170=3,400 \mathrm{SF}$
median conc C \& G $17 \times 2=34 \mathrm{~L}$
rdwy conc C \& G $(210 \times 2)+20=440$ LF
striping along Cornith SB start at drive to the north to High Hill along each side $=415 \mathrm{LF} \times 2=830 \mathrm{LF}$

## Assumptions

this is along Cornith st South of High Hill WB entrance
existing conc and grass median = remove conc and extend to the north at ADA ramp
remove/reset 1 light pole
no reduction in lanes required
remove ex conc rdwy pvmt
ex conc median pvm
add conc pvmt thru refuge area
add conc $C \& G$ along Corinth
add conc $C \& G$ across refuge island
add striping on each side
remove reset light pole (inc elec and fdn)

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 570 | $\$ 0.49$ | $\$ 279.30$ |
| 209 | SF | 180 | $\$ 2.00$ | $\$ 360.00$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 530 | $\$ 6.00$ | $\$ 3,180.00$ |
| 407 | LF | 99 | $\$ 32.00$ | $\$ 3,168.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 06666035 | LF | 99 | $\$ 0.84$ | $\$ 83.16$ |
| 626 A | EACH | 1 | $\$ 2,329.00$ | $\$ 2,329.00$ |
|  |  |  |  | $\$ 10,672.46$ |

ength of roadway pvmt to be removed $=30 \mathrm{LF}$
width of rdwy pumt to be removed $=15 \mathrm{ft}$ plus $2 \mathrm{ft}+/$ - on each side for $\mathrm{C} \& \mathrm{G}=19 \mathrm{ft}$
length of median pvmt to be removed $=12 \mathrm{LF}$
width of median pvmt to be removed $=15 \mathrm{ft}$
ength of median pvmt and C \& G to be built $=30+12=42$
remov conc pvmt
$30 \times 19=570$ SF
remo med pvmt
$12 \times 15=180 \mathrm{SF}$
conc pvmt thru refuge
$10 \times 10=100 \mathrm{SF}$
conc median pvmt
total median area (new) minus refuge conc pumt are
total median area (new)
$42 \times 15=630$ SF
new median minus refuge rdwy pumt
$630-100=530 \mathrm{SF}$
C \& G along Cornin plus at nos
$(42 \times 2)+15=99$ L
C \& C across refuge pvm
mediam will equal C G total $=99$

| Opinion of Probable Construction Cost <br> Tyler Vernon Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \leftarrow$ Station Abbreviation |  | mprovement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matche 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6A |  |  | 6A-TV-SW-37 |  | 6A-TV-RP-38 |  | 6A-TV-SW-40 |  | 6A-TV-SW-41 |  | 6A-TV-SW-42 |  | 6A-TV-RP-44 |  | 6A-TV-SW-48 |  | 6A-TV-SW-53 |  |
| Entity | \|TEM | UNIT | cost | QuANTITY | cost | QUANTTTY | cost | QUANTITY | cost | QuANTTTY | cost | QuANTTIY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost |
| dallas | SIIEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | 535.00 | 100 | \$3,500.00 | 140 | \$4,900.00 | 155 | \$5,425.00 | 490 | \$17,150.00 | 350 | \$12,250.00 | 70 | \$2,450.00 | 110 | ¢3,850.00 | 125 | \$4,375.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | 520.00 | 20 | \$400.00 | 80 | \$1,600.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 70 | \$1,400.00 | 5 | \$100.00 |  | \$0.00 |
| dallas | Retaining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 20 | \$400.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | 540.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 210 | \$8,400.00 | 250 | \$10,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 | 100 | \$3,972.00 |  | 50.00 | 490 | \$19,462.80 |  | 50.00 |  | 50.00 |  | 50.00 | 125 | \$4,965.00 |
| dallas | dRainage InLers (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 |  | 50.00 | 5 | \$10,913,75 | 2 | \$4,365.50 |  | 50.00 | 2 | \$4,365.50 |  | 50.00 |
| TXOOT | MEDIAN CUT (5') | LF | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISIAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ¢3,972.22 | 1 | ¢3,972.22 | 2 | \$7,944.44 |  | 50.00 | 3 | \$11,916.66 |  | \$0.00 | 1 | \$3,972.22 | 1 | ${ }_{5}^{5}, 972.22$ |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 | 1 | S22,000.00 | 3 | \$66,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 | 2 | \$5,536.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 | 2 | \$5,536.00 |  | 50.00 |
| dallas | Tree removals | EA | \$886.00 |  | \$0.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | TRAFFIC SIINSS Relocated | EA | \$223.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 2 | \$446.00 | 1 | \$223.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | Trafili signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\xrightarrow{50.00}$ |  | $\xrightarrow{50.00}$ |
| N/A | PAVEMENT MARKINGS (TRIANGLLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | \$0.00 |  | 50.00 |  | \$0.00 | 4 | \$2,917.32 |  | \$0.00 | 1 | \$729.33 |  | 50.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | ${ }^{\text {LF }}$ | \$53.00 | 80 | $\stackrel{\text { S4,200.00 }}{ }$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ¢3,640.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) -2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) -3 LANE UNOIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - L LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - 4LANE DIVIIED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 6 LANE UNDIVIDED | EA | 541,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - 6 LANE DIVIIED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (H7)-3 LINES W/O MEDIAN | ${ }_{\text {EA }}$ | \$24,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| 年/A |  | ${ }_{\text {EA }}$ | \$36,000 548,000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | $\xrightarrow{50.00}$ |
| N/A | PED HYBRID BEACON ( 49 - - LANE UNDIVIDED | ${ }_{\text {EA }}$ | S150,000 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 <br> 0.00 |  | 50.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | S0.00 <br> 0.00 |
| N/A | PeD HYBRID BEACON (\#9) - 4 LANE DIVIIED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYgrid beacon (\#9) - 6 LANE DIVIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 CW | ${ }_{\text {EA }}$ | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD Signal (\#10)-3 cw | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-4cw | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | \$150,000 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-4 LANE DVIIDED | ${ }_{\text {EA }}$ | $\frac{\text { S175,000 }}{\text { S210,00 }}$ |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | PeD traffic signal (\#11) - 6 LaNE Divide |  | \$210,000 |  | 50.00 |  | 50.00 |  |  |  |  |  |  |  |  |  | 50.00 |  |  |
|  | construction cost (Without signais) | total |  | \$12,112.22 |  |  | \$22,781.94 |  | \$33,847.00 |  | \$148,418.97 |  | \$53,050.50 |  | \$8,951.55 |  | \$17,823.72 |  | \$10,798.00 |
|  | CONSTRUCTION Cost | Total |  |  | \$12,112.22 |  | \$22,781.94 |  | \$3,847.00 |  | \$148,418.97 |  | \$53,050.50 |  | \$8,951.55 |  | \$17,823.72 |  | \$10,798.00 |
|  | enginerring design | 10\% |  |  | \$1,211.22 |  | \$2,278.19 |  | \$3,384.70 |  | \$14,841.90 |  | \$5,305.05 |  | \$885.16 |  | \$1,782.37 |  | \$1,079.80 |
|  | general landscaping | 4\% |  |  | \$484.49 |  | \$911.28 |  | \$1,353.88 |  | \$5,936.76 |  | \$2,122.02 |  | \$358.06 |  | \$712.95 |  | \$431.92 |
|  | SWPPP | 2\% |  |  | \$242.24 |  | \$455.64 |  | \$676.94 |  | \$2,968.38 |  | \$1,061.01 |  | \$179.03 |  | \$356.47 |  | \$215.96 |
|  | TRAFFIC Control |  |  |  | \$363,37 |  | \$683,46 |  | \$1,015.41 |  | \$4,452.57 |  | \$1,591.52 |  | \$268.55 |  | \$534.71 |  | \$323.94 |
|  | mobllization | $3 \%$$4 \%$ |  |  | \$528.09 |  | \$993.29 |  | \$1,475.73 |  | \$6,471.07 |  | \$2,313.00 |  | \$390.29 |  | \$777.11 |  | \$470.79 |
|  | federal contingency | 2\% |  |  | \$298.83 |  | \$562.08 |  | 5835.07 |  | \$3,661.79 |  | \$1,300.86 |  | \$220.85 |  | \$439.75 |  | \$266.41 |
|  | opcc | total |  |  | \$15,300.00 |  | \$28,700.00 |  | \$42,600.00 |  | \$186,800.00 |  | \$66,800.00 |  | \$11,300.00 |  | \$22,500.00 |  | \$13,600.00 |
|  | average cost per lf of Sidewalk |  |  |  | \$153.00 PER LF |  | \$205.00 PER LF |  | \$274.84 PER LF |  | \$381.22 PeR LF |  | \$190.86 PER LF |  | \$161.43 PER LF |  | \$204.55 PER LF |  | \$108.80 PER LF |
|  | GRAND total for group 6a | \$3,917,300.00 |  | Min Cost/LF Max Cost/LF | \$56.89 PER LF \$620.00 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> Tyler Vernon Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number <br> $\mathrm{PR} \leftarrow$ Station Abbreviation |  | ```Improvement Code Legend: ID: 1A-PR-SW-01 SW < Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) 01\leftarrowImprovement Number (matches 1 on Map)``` |  |  |  |  |  | 6A-TV-SW-58 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6A |  |  | 6A-TV-SW-54 |  | 6A-TV-SW-55 |  | 6A-TV-RP-56 |  | 6A-TV-RP-57 |  |  |  | 6A-TV-SW-59 |  | 6A-TV-RP-60 |  | 6A-TV-SW-61 |  |
| ENTITY | \|TEM | UNIT | cost | QUANTITY | cost | Quantity | cost | QuANTITY | cost | QuANTITY | Cost | QUANTITY | cost | quantity | cost | QUANTITY | cost | quantity | cost |
| dallas | SIDEWALK ( $5^{\text {a }}$ ) | LF | 535.00 | 65 | \$2,275.00 | 175 | \$6,125.00 | 195 | 56,825.00 | 150 | \$5,250.00 | 45 | \$1,575.00 | 800 | \$28,000.00 | 190 | \$6,650.00 | 1175 | \$41,125.00 |
| dallas | SIIDWALK (10' PATH) | L | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 | 10 | \$200.00 |  | 50.00 | 150 | \$3,000.00 | 30 | \$600.00 | 30 | \$600.00 | 190 | \$3,800.00 |  | 50.00 |
| dallas | RETAINNG WALL (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$1,000.00 |  | 50.00 |  | S0.00 |
| dallas | Retaling wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling Wall (3') | L | \$75.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 | 65 | \$2,581.80 |  | 50.00 | 95 | \$3,73,40 | 150 | \$5,958.00 | 45 | \$1,787.40 |  | 50.00 |  | 50.00 | 1175 | \$46,671.00 |
| dallas | drainage inlet (Modiry) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 1 | \$3,518.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (5) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | MEDIAN ISIAND | EA | SEE OTHER SHEET |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIIENTIAL) | ${ }_{\text {EA }}$ | \$3,972.22 | 1 | \$3,972.22 | 1 | \$3,972.22 |  | \$0.00 | 3 | \$11,916.66 | 1 | \$3,972.22 | 3 | S11,916.66 | 3 | ${ }_{\text {S11,916.66 }}$ | 12 | ¢47,666.64 |
| Dallas | ORIVEWAY (COMMERCALA) | EA | S8,444.44 <br> $\$ 2200000$ |  | 50000 S000 |  | 50.00 5000 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 5000 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | $\frac{50.00}{5220000}$ |
| DALLAS | MANHOLE ADUSTMENT | ${ }_{\text {EA }}$ | ${ }_{\text {S25 }}$ | 1 | \$5572.00 | 1 | \$572.00 |  | 50.00 |  | S0.00 |  | 50.00 | 1 | S507200 |  | 50.00 5000 | 5 | $\frac{52,00000}{}{ }_{52,8600}$ |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$5,536.00 |  | 50.00 |  | \$5000 |
| dallas | tree removals | EA | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 5886.00 |  | 50.00 | 2 | \$1,772.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs rlicated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | TRAFFIIC SIIGNS New | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |
| Dillas | PAVEMENT MARKINGS (Crosswalk) | $\stackrel{\text { LF }}{\text { LF }}$ | 59.00 58.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PAVEMENT MARKINGS (TrIANGLES) | EA | \$60.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{ }$ |  | $\frac{50.00}{}$ |  | $\frac{50.00}{50.0}$ |  | $\stackrel{5}{50.00}$ |  | S0.00 |  | 50.00 |
| TxDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,458.66 | 2 | \$1,458.66 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove And Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PeD Crosswalk lighting (11) -3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LaNE DIVIIED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PRDC CROSSWALK LGGHTING (\#\#1)-6 LANE UNDVIIIED | EA |  |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |
| N/ | $\frac{\text { PED CROSSWALK LIGHTING (\#1)- } 6 \text { LANE DIVIIED }}{\text { ReB }}$ | ${ }_{\text {EA }}$ | $\frac{\$ 42,615.50}{\text { S24.00 }}$ |  | 50.00 5000 |  | S0.00 5000 |  | 50.00 5000 |  | $\xrightarrow{50.00}$ |  | 50.00 $\$ 000$ |  | S0.00 5000 |  | S0.00 5000 |  | 50.00 <br> 0.00 |
| N/A | RREB (H7) - 1 SOLAR SIIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | $\stackrel{50.00}{5000}$ |  | \$0.00 |  | 50.00 50.00 |
| N/A | RREB (\#7) - -2 SOLAR SIINS \& P PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{ }{50.00}$ |  | \$0.00 |
| N/A | PED HYBRII Beacon (49) - 3 LANE UNOIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HY8RID BEACON (H9) - 4 LANE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | S200,000 59,500 |  | 50.00 5000 |  | 50.00 $\$ 000$ |  | 50.00 5000 |  | 50.00 5000 |  | \$0.00 |  | 50.00 $\$ 000$ |  | 50.00 5000 |  | 50.00 5000 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S9,500 $\$ 515,500$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 <br> 0.00 |  | 50.00 50.00 |  | 50.00 <br> 0.00 |  | S0.00 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countdown Ped Signal (\#10)-4cw | EA | \$27,500 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#111) - 3 LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNLL (\#11) - 4 LaNE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 6 LANE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signais) | total |  |  | \$9,401.02 |  | \$10,869.22 |  | \$10,598.40 |  | \$26,124.66 |  | \$9,393.28 |  | \$49,969.32 |  | \$22,366.66 |  | \$165,612.64 |
|  | construction cost | TOTAL |  |  | \$9,401.02 |  | \$10,869.22 |  | \$10,598.40 |  | \$26,124.66 |  | \$9,393.28 |  | \$49,969.32 |  | \$22,366.66 |  | \$165,612.64 |
|  | enginerring design | 10\% |  |  | \$990.10 |  | \$1,086.92 |  | \$1,059.84 |  | \$2,612.47 |  | \$939.33 |  | \$4,996.93 |  | \$2,236.67 |  | \$16,561.26 |
|  | general landocaping | 4\% |  |  | \$376.04 |  | \$434.77 |  | \$423.94 |  | \$1,044.99 |  | \$375.73 |  | \$1,998.77 |  | \$894.67 |  | \$6,624.51 |
|  | swppp | 2\% |  |  | \$188.02 |  | \$217.38 |  | \$211.97 |  | \$522.49 |  | \$187.87 |  | \$999.39 |  | \$447.33 |  | \$3,312.25 |
|  | trafic Control | 3\% |  |  | \$282.03 |  | \$322.08 |  | \$317.95 |  | \$783.74 |  | \$281.80 |  | \$1,499.08 |  | \$671.00 |  | \$4,968.38 |
|  | mobilzation | 4\% |  |  | \$409.88 |  | \$473.90 |  | \$462.09 |  | \$1,133.04 |  | \$409.55 |  | \$2,178.66 |  | \$975.19 |  | \$7,220.71 |
|  | federal contingency | 2\% |  |  | \$231.94 |  | \$268.17 |  | \$261.48 |  | \$644.55 |  | \$231.75 |  | \$1,232.84 |  | \$551.83 |  | \$4,086.00 |
|  | opcc | total |  |  | \$11,900.00 |  | \$13,70.00 |  | \$13,400.00 |  | \$32,90.00 |  | \$11,900.00 |  | \$62,000.00 |  | \$28,200.00 |  | \$208,400.00 |
|  | Average cost per lf of Sidewalk |  |  |  | \$183.08 PER LF |  | \$78.29 PER LF |  | \$68.72 PER LF |  | \$219.33 PER LF |  | \$264.44 PER LF |  | \$78.63 PER LF |  | \$148.42 PER LF |  | \$177.36 PER LF |
|  | grand total for group 6a | \$3,917,30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> Tyler Vernon Station |  |  |  |  |  |  |  |  |  |  |  | 6A-TV-RP-84 |  | 6A-TV-RP-85 |  | 6A-TV-SW-86 |  | 6A-TV-RP-87 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6A |  |  | 6A-TV-SW-62 |  | 6A-TV-SW-64 |  | 6A-TV-SW-65 |  | 6A-TV-SW-82 |  |  |  |  |  |  |  |  |  |
| ENTITY | \|TEM | UNIT | cost | quantit | cost | quantit | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | quantit | cost |
| dallas | SIDEWALK (5') | ${ }^{\text {LF }}$ | \$35.00 | 1265 | \$44,275.00 | 510 | \$17,850.00 | 640 | \$22,400.00 | 155 | \$5,425.00 | 105 | \$3,675.00 | 80 | \$2,800.00 | 315 | \$11,025.00 | 110 | \$3, 550.00 |
| dallas | SIDEWALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 30 | \$600.00 | 105 | \$2,100.00 | 80 | S1,600.00 |  | 50.00 | 110 | \$2,200.00 |
| dallas | Retaining Wall (1) | LF | 520.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINING WALL (2') | ${ }^{\text {L }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50.00}$ |  | \$0.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |
| dallas | Curb And gutter | LF | \$39.72 | 1265 | \$50,245.80 | 650 | \$25,818.00 | 640 | \$25,420.80 | 250 | \$9,930.00 |  | 50.00 |  | 50.00 | 350 | \$13,002.00 |  | \$0.00 |
| dallas | DRAINAGE ILLETS (MODIFY) | EA | \$3,518.00 | 2 | \$7,036.00 | 1 | \$3,518.00 |  | 50.00 | 1 | \$3,518.00 |  | 50.00 |  | \$0.00 | 1 | \$3,518.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | 558.00 | 15 | \$870.00 | 10 | \$588.00 |  | \$0.00 | 10 | 5580.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | \$4,365.50 |  | \$6,548.25 | 1 | ${ }_{\text {S2, } 182.75}$ | 11 | \$24,010.25 |  | 50.00 | 4 | ¢8,731.00 | 1 | \$2,182.75 |  | S0.00 |
| TXDOT | MEDAAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (10' PATH) | LF | 57.30 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 | 7 | \$27,805.54 | 8 | \$31,777.76 | 6 | \$23,833,32 | 3 | \$11,916.66 | 2 | \$7,944.44 |  | 50.00 | 4 | \$15,888.88 | 4 | $515,888.88$ |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY Pole relocated | EA | \$22,000.00 | 1 | \$22,000.00 | 1 | S22,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 1 | S22,000.00 |  | \$0.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 | 3 | \$1,716.00 | 5 | \$2,860.00 | 6 | \$3,432.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 1 | \$572.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,788.00 | 1 | \$2,788.00 |  | 50.00 | 8 | \$22,144.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5886.00 | 2 | \$1,772.00 |  | 50.00 | 20 | \$17,720.00 |  | 50.00 | 2 | \$1,772.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIINSS RELOCATED | EA | \$223.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | Traffic signs new | EA | \$655.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pavement Markings (triangles) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S729.33 |  | 50.00 |
| dallas | LIGHT Pole Relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 | 900 | \$47,700.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | 22,50.00 |
| dallas | FRRE HYORANT RELOCATED | EA | \$3,640.00 |  | \$0.00 | 1 | ${ }_{53,640.00}$ |  | S0.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |
| dallas | parking stop | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDVIIDED | ${ }_{\text {EA }}^{\text {EA }}$ | S26,435.00 |  | S0.00 5000 |  | 50.00 5000 |  | S0.00 5000 |  | 50.00 5000 |  | 50.00 <br>  <br> 5000 |  | 50.00 5000 |  | So.00 S00 |  | S0.00 <br> S000 |
| $\frac{\mathrm{N} / \mathrm{A}}{}$ |  | ${ }_{\text {EA }}$ | S22,182.50 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.0 |  | 50.00 50.00 |  | S0.00 50.0 |  | 50.00 50.00 |
| N/A | PeD Crosswalk lighting (\#1) - 4LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTTNG (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | Pee Crosswalk Lighting (\#1) - 6 LaNE Divided | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE ( (7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | S48,000 <br> S15000 |  | S0.00 5000 |  | 50.00 $\$ 000$ |  | S0.00 S000 |  | 50.00 <br>  <br> 5000 |  | 50.00 <br>  <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | S150,000 $\$ 175,000$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | $\begin{array}{r}\text { S0.00 } \\ \hline 50.00\end{array}$ |  | $\begin{array}{r}\text { S0.00 } \\ \hline 50.00\end{array}$ |
| N/A | PED HYBRID BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | APS \& Countdown Ped Signal (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal ( $\# 10$ ) - 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countdown Ped Signal (\#10)-3 3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL L\#10)-4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)-3 LANE UNOVVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIIC SIGNAL (\#111)-4 LANE DIVIIEED | EA | \$175,000 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |
| N/A | PEED TRAFFIC SIINAL (\#11) - 6 LANE DIVIIDED | EA | \$2210,000 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
|  | construction cost (without signais) | total |  |  | \$210,553.84 $\$ 210,533.84$ |  | \$114,592.01 |  | \$117,132.87 |  | \$55,979.91 |  | \$15,491.44 |  | \$13,131.00 |  | \$69,817.96 |  | \$24,588.88 |
|  | construction cost | total |  |  |  |  | \$114,592.01 |  | \$117,132.87 |  | \$55,979.91 |  | \$15,491.44 |  | \$13,131.00 |  | \$69,817.96 |  | \$24,588.88 |
|  | enginerring design | 10\% |  |  | \$21,055.38 |  | \$11,459.20 |  | \$11,713.29 |  | \$5,597.99 |  | \$1.599.14 |  | \$1,313.10 |  | \$6,981.80 |  | \$2,458.89 |
|  |  | $\begin{aligned} & 4 \% \\ & 2 \% \end{aligned}$ |  |  | \$8,422.15 $\$ 4.211 .08$ |  | $\$ 4,583.68$ <br> $\$ 2.29184$ |  | $\$ 4,685.31$ $\$ 2.322 .66$ |  | \$2,239.20 S1,19.60 |  | \$5119.66 |  | \$525.24 |  | \$2,792.72 $\mathbf{\$ 1 , 3 9 6 . 3 6}$ |  |  |
|  | trafil control | ${ }_{3 \%}^{2 \%}$ |  |  | ¢ |  | \$ ${ }_{\text {\$3,437.76 }}$ |  | ${ }_{\text {cke }}$ |  | \$1,679.40 |  | \$464.74 |  | \$393.93 |  | \$2,094.54 |  | \$737.67 |
|  | mobilzation | 4\% |  |  | \$9,180.15 |  | \$4,996.21 |  | \$5,106.99 |  | \$2,440.72 |  | \$675.43 |  | \$572.51 |  | \$3,044.06 |  | \$1,072.08 |
|  | federal contingency | 2\% |  |  | \$5,194.78 |  | \$2,827.21 |  | \$2,889.90 |  | \$1,381.14 |  | \$382.20 |  | \$323.97 |  | \$1,722.55 |  | \$606.66 |
|  | opcc | total |  |  | \$265,000.00 |  | \$144,200.00 |  | \$147,400.00 |  | \$70,500.00 |  | \$19,500.00 |  | \$16,600.00 |  | \$87,900.00 |  | \$31,000.00 |
|  | average Cost per lf of sidewalk |  |  |  | \$209.49 PER LF |  | \$282.75 PER LF |  | \$230.31 PER LF |  | \$454.84 PER LF |  | \$185.71 PER LF |  | \$207.50 PER LF |  | \$279.05 PER LF |  | \$281.82 PER LF |
|  | grand total for group 6 A | \$3,917,300.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> Tyler Vernon Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number <br> $\mathrm{PR} \leftarrow$ Station Abbreviation |  |  <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, $\mathrm{VW}=$ Veloweb, RP <br> $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  | 6A-TV-RP-120 |  | 6A-TV-SW-122 |  | 6A-TV-SW-123 |  | 6A-TV-SW-125 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6A |  |  | 6A-TV-SW-88 |  | 6A-TV-RP-89 |  | 6A-TV-SW-94 |  | 6A-TV-SW-97 |  |  |  |  |  |  |  |  |  |
| ENTITY | \|Tem | UNIT | cost | QuANTITY | cost | QUANTTY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | quantiry | cost | quantiry | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$35.00 | 500 | \$17,500.00 | 55 | \$1,925.00 | 150 | \$5,250.00 | 145 | \$5,075.00 | 30 | \$1,050.00 | 20 | \$700.00 | 70 | \$2,450.00 | 35 | \$1,225.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | \$0.00 | 55 | \$1,100.00 |  | 50.00 | 50 | \$1,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | 520.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 | 60 | S4,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | CURB AND GUTTER | ${ }^{\text {LF }}$ | \$39.72 | 500 | \$19,860.00 |  | 50.00 |  | 50.00 | 145 | ${ }_{5}^{5}, 759.40$ |  | 50.00 |  | \$0.00 | 70 | ¢2,780.40 |  | \$0.00 |
| dallas | drainage inlers (MODIFY) | EA | ¢3,518.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$3,518.00 | 1 | \$3,518.00 |  | \$0.00 |
| dallas | RCP 18" | LF | 558.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXXOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 | 2 | \$4,365.50 |
| TXOOT | MEDIAN CUT ( $5^{\prime}$ ) | $\stackrel{L}{\text { L }}$ | ${ }_{\text {S }}^{586.15}$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |  | $\stackrel{50.00}{5000}$ |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ¢3,972.22 | 6 | \$23,833,32 | 1 | ¢3,972.22 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| Dallas | DRIVEWAY (COMMERCALAL) | EA | \$8,444.44 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | 50.00 | 1 | S22,000.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 | 3 | \$1,716.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 5886.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$223.00 | 1 | \$223.00 |  | 50.00 |
| TXXOT | TRAFIIC SIINS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | 560.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| TXDOT | UTLITY BOX RELICATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| Dalas | LIGHT Pole Relication | ${ }_{\text {EA }}^{\text {EA }}$ | $\begin{array}{r}54,758.00 \\ \hline 5300\end{array}$ |  | S0.00 S00 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | S0.00 $\$ 25000$ |  | \$0.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | ¢0.00 |
| 号号LLAS | fence (REMOVE AND REPLACE) | ${ }_{\text {E }}^{\text {EA }}$ | $\stackrel{\text { ¢53.00 }}{53,640.00}$ |  | \$0.00 <br> 5000 |  | 50.00 50.00 | 50 | $\frac{52,650.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 |
| dallas | PARKING STop | EA | 597.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | ${ }_{\text {So }}^{5}$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50}$ |
| N/A | Ped Crosswalk lighting (\#1) -2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (H1) -3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - LLANE UNDIVIDED | EA | \$40,407.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#\#1)-4 LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PRD CRosswalk lighting (H1)-6 LANE UNDVIIDED | ${ }_{\text {EA }}$ | \$411,839.25 |  | S0.00 |  | ¢ 50.00 |  | \$5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | ¢0.00 |  | $\stackrel{50.00}{ }$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | ¢S42,615,50 <br> 524,00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 <br> 50.00 |
| N/A | RREB (\#\#) - 1 SOLAR SIIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 SOLAR SIINS \& PUSHBUTTON IN MEDAA | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (H9) - 3 LANE UNOIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE HYBRII BEACON (H9) - - Lane ivilied | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE HYgRIID BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Sicnal l $1010-1 \mathrm{cW}$ | EA | $\begin{array}{r}\text { S9,500 } \\ \hline 1500 \\ \hline\end{array}$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS\& Countoown Peb signal 1 (10)-2 - CW | ${ }_{\text {EA }}^{\text {EA }}$ | S15,500 $\$ 21,500$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-4 CW | EA | \$27,500 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (H11) - 3 LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIIC SIINAL (\#11)-4 LaNE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| NA | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIIDED | EA | \$2210,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
|  | construction cost (Without signais) | $\begin{aligned} & \text { TOTAL } \\ & \text { TOTAL } \end{aligned}$ |  | $\$ 66,477.32$ |  |  | \$6,997.22 |  | \$16,765.50 |  | $\$ 16,199.90$ |  | \$3,232.75 |  | \$8,806.50 |  | \$31,857.40 |  | \$5,590.50 |
|  | construction cost |  |  | Total | \$66,427.32 |  | \$6,997.22 |  | \$16,765.50 |  | $\$ 16,199.90$ |  | \$3,232.75 |  | \$8,806.50 |  | \$31,857.40 |  | \$5,590.50 |
|  | enginerring design | ${ }_{40 \%}^{10 \%}$ |  |  | \$6,642.73 |  | \$699.72 |  | \$1,676.55 |  | \$1,619.99 |  | \$323.28 |  | \$880.65 |  | \$3,185.74 |  | \$559.05 |
|  | general landscaping |  |  |  | \$2,657.09 |  | \$279.89 |  | 5670.62 |  | \$648.00 |  | \$129.31 |  | \$352.26 |  | \$1,274.30 |  | \$223.62 |
|  | SwPPP | 2\% |  |  | \$1,328.55 |  | \$139.94 |  | \$335.31 |  | \$324.00 |  | \$64.66 |  | \$176.13 |  | \$637.15 |  | \$111.81 |
|  | traffic control | $2 \%$$3 \%$ |  |  | \$1,992.82 $\$ 2898823$ |  | (\$20.92 |  | 550.97 $\$ 73098$ |  | 5486.00 578032 |  | \$96.98 |  | (\$264.20 |  |  |  | \$1667.72 |
|  | mobllzation | 4\% |  |  | \$2,896.23 |  | \$305.08 |  | \$730.98 |  | \$706.32 |  | \$140.95 |  | \$383.96 |  | \$1,388.98 |  | \$243.75 |
|  | federal contingency | 2\% |  |  | \$1,638.89 |  | \$172.64 |  | 5413.64 |  | \$399.88 |  | \$9.76 |  | 5217.27 |  | \$785.99 |  | \$137.93 |
|  | opcc | total |  |  | \$83,600.00 |  | \$8,900.00 |  | \$21,100.00 |  | \$20,400.00 |  | \$4,100.00 |  | \$11,100.00 |  | \$40,100.00 |  | \$7,100.00 |
|  | average cost per lf of sidewalk |  |  |  | \$167.20 PER LF |  | \$161.82 PER LF |  | \$140.67 PeR LF |  | \$140.69 Per LF |  | \$136.67 PER LF |  | \$555.00 PER LF |  | \$ 572.86 PER LF |  | \$202.86 PER LF |
|  | GRAND total for group ga | s |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> Tyler Vernon Station |  |  |  |  |  |  |  |  |  |  |  | 6A-TV-RP-141 |  | 6A-TV-RP-142 |  | 6A-TV-SW-174 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6A |  |  | 6A-TV-SW-126 |  | 6A-TV-RP-131 |  | 6A-TV-SW-133 |  | 6A-TV-SW-134 |  |  |  | 6A-TV-SW-175 |  |  |
| Entity | \|TEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost |  |  | QUANTITY | cost | Quantity | cost | QUANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$35.00 | 675 | \$23,625.00 | 30 | \$1,050.00 | 5 | \$175.00 | 5 | \$175.00 | 30 | \$1,050.00 | 20 | 5700.00 | 720 | \$25,200.00 | 275 | \$9,625.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  |  |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | 520.00 |  | 50.00 | 30 | \$600.00 | 5 | S100.00 | 5 | S100.00 | 30 | S600.00 | 20 | \$400.00 | 5 | S100.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$1,000.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 90 | \$3,600.00 |  | \$0.00 |
| dallas | Retaling wall (3) | LF | \$75.00 | 60 | \$4,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 | 60 | \$2,383.20 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 125 | \$4,965.00 | 275 | \$10,923.00 |
| dallas | drainage inlers (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,518.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 15 | \$870.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 |  | 50.00 | 7 | \$15,279.25 |  | \$0.00 |
| TXOOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ¢3,972.22 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 | 2 | \$1,144.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |
| dallas | TREE Removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | TRAFFIC SIIGNS REIOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | \$223.00 |
| TXDOT | TRAFIIC SIIGNS NEW | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT M ARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX Relocation | EA | \$729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$53.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) -3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - LLANE UNDIVIDED | EA | \$40,407.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PeD Crosswalk lighting (\#1) - 4LANE DIVIIED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTING (\#\#1) - 6 LANE DIVIIED | EA | \$42,615.50 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{5}^{50.00}$ |
| N/A | RREB (H7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 <br>  <br> 5000 |
| N/A |  | ${ }_{\text {EA }}$ | S36,000 548,000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 0.00 |  | 50.00 5000 |  | S0.00 S000 |  | S0.00 5000 |
| N/A | PED HYBRID DEACON (\#9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | $\stackrel{\text { S0, }}{ }$ |  | $\stackrel{ }{50.00}$ |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{\text { S0,00 }}{ }$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | S0.00 <br> 50.0 |
| N/A | Peed hybrid beacon (H9)-4 LaNE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYgRID BEACON (\#4) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Sicnal l $1010-1 \mathrm{cW}$ | ${ }_{\text {EA }}$ | S9,500 S1500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | 50.00 $\$ 000$ |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | S0.00 S00 |
| 年/A | $\frac{\text { APS \& Countoown PeD SIGNAL }(\# 10)-2 \mathrm{cW}}{\text { APS } \& \text { Countoow }}$ | ${ }_{\text {EA }}$ | \$15,500 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | $\begin{array}{r}\text { S0.00 } \\ \hline 50.00\end{array}$ |
| N/A | APS \& COUNTOOWN PEES SIGNAL (\#10)-4 4 CW | EA | \$227,500 |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |
| N/A | PED TRAFFIC SIGNAL (H11) - 3 LANE UNDVVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIINAL (\#11) - 4 LaNE Divided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE TRAFFIC SIIGNLL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | Construction cost (without signais) | total |  |  | \$30,508.20 |  | \$1,650.00 |  | \$2,457.75 |  | \$2,457.75 |  | \$1,650.00 |  | \$1,100.00 |  | \$54,109.25 |  | \$25,159.00 |
|  | CONstruction cost | Total |  |  | \$30,508.20 |  | \$1,650.00 |  | \$2,457.75 |  | \$2,457.75 |  | \$1,650.00 |  | \$1,100.00 |  | \$54,109.25 |  | \$25,159.00 |
|  | enginerring design | 10\% |  |  | \$3,050.82 |  | \$165.00 |  | \$245.78 |  | \$245.78 |  | \$165.00 |  | \$110.00 |  | \$5,410.93 |  | \$2,515.90 |
|  | general Landscaping | 4\% |  |  | \$1,220.33 |  | \$66.00 |  | \$98.31 |  | 598.31 |  | \$66.00 |  | \$44.00 |  | \$2,164.37 |  | \$1,006.36 |
|  | SWPPP | 2\% |  |  | \$610.16 |  | \$33.00 |  | \$49.16 |  | \$49.16 |  | \$33.00 |  | \$22.00 |  | \$1,082.19 |  | \$503.18 |
|  | traffic Control | 3\% |  |  | \$915.25 |  | \$49.50 |  | \$73.73 |  | \$73.73 |  | \$49.50 |  | \$33.00 |  | \$1,623.28 |  | \$754.77 |
|  | mobllzation | 4\% |  |  | \$1,330.16 |  | \$71.94 |  | \$107.16 |  | \$107.16 |  | \$71.94 |  | \$47.96 |  | \$2,359.16 |  | \$1,096.93 |
|  | federal contingency | 2\% |  |  | \$752.70 |  | \$40.71 |  | \$60.64 |  | \$60.64 |  | \$40.71 |  | \$27.14 |  | \$1,334.98 |  | \$620.72 |
|  | opcc | total |  |  | \$38,400.00 |  | \$2,100.00 |  | \$3,100.00 |  | \$3,100.00 |  | \$2,100.00 |  | \$1,400.00 |  | \$68,100.00 |  | \$31,700.00 |
|  | average cost per lf of sidewalk |  |  |  | \$56.89 PERLF |  | \$70.00 Per LF |  | \$620.00 PER LF |  | \$620.00 PER LF |  | \$70.00 PER LF |  | \$70.00 PR LF |  | \$94.58 PER LF |  | \$115.27 PER LF |
|  | grand total for group 6a | \$3,917,300.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| OPCC 6A |  |  |  | 6A-TV-SW-206 |  | 6A-TV-SW-207 |  | 6A-TV-SW-208 |  | 6A-TV-SW-209 |  | 6A-TV-SW-210 |  | 6A-TV-SW-226 |  | 6A-TV-SW-229 |  | 6A-TV-SW-230 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | \|TEEM | UNIT | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | quantity | cost | QuANTITY | cost | QuANTITY | cost | quantit | cost |
| dallas | SIIEWALK (5) | LF | 535.00 | 145 | \$5,075.00 | 275 | \$9,625.00 | 495 | \$17,325.00 | 500 | \$17,500.00 | 670 | \$23,450.00 | 925 | \$32,375.00 | 185 | \$6,475.00 | 290 | \$10,150.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | \$0.00 |  | 50.00 | 50 | \$1,000.00 | 100 | \$2,000.00 | 50 | \$1,000.00 | 100 | \$2,000.00 | 50 | \$1,000.00 | 100 | \$2,000.00 |
| dallas | Retalning wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 | 250 | $\stackrel{\text { S10,000.00 }}{\text { S }}$ | 80 | $\frac{53,200.00}{}$ |  | $\stackrel{50.00}{ }$ | 150 | $\stackrel{\text { S6,000.00 }}{\text { S60, }}$ | 50 | $\stackrel{\text { S2,000.00 }}{ }$ | 100 | $\stackrel{\text { S4,000.00 }}{ }$ |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 200 | \$15,000.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WAlL (5) | LF | S125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTter | LF | \$39.72 | 50 | \$1,986.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 | 1 | \$2,188.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |
| TXXOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | ¢3,972.22 |  | \$0.00 |  | 50.00 | 2 | \$7,944.44 | 1 | ¢3,972.22 | 1 | \$3,972.22 | 4 | \$15,888.88 | 1 | \$3,972.22 | 2 | \$7,944.44 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 4 | 588,00.00 |  | \$0.00 |  | \$0.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 | 3 | \$1,716.00 | 2 | \$1,144.00 |  | 50.00 | 4 | \$2,288.00 | 4 | \$2,288.00 |  | 50.00 | 2 | \$1,144.00 | 3 | S1,716.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 | 2 | \$5,536.00 | 1 | \$2,768.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 | 1 | 5886.00 |  | 50.00 | 6 | \$5,316.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crosing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 | 4 | \$892.00 |  | 50.00 |  | \$0.00 |
| TXDOT | TRAFFIC SIGNS NEW | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TtRANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | \$0.00 |  | 50.00 | 2 | \$1,458.66 | 1 | \$729.33 | 1 | \$729.33 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Light Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 100 | \$5,300.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALL LIGHTING (\#11) - 2 LANE UNDVIIDED | EA | S26,435.00 <br> $\$ 2718250$ |  | 50.00 5000 |  | S0.00 <br> 0.00 |  | 50.00 5000 |  | $\begin{array}{r}50.00 \\ \hline 000\end{array}$ |  | S0.00 S000 |  | S0.00 S000 |  | 50.00 5000 |  | 50.00 5000 |
| N/A |  | ${ }_{\text {EA }}$ | \$27,182.50 <br> $\$ 00407.50$ |  | 50.00 50.00 |  | S0.00 <br> 0.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)- - Lane divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIIED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (H1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#\#7)-1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 SOLAA SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PEE HYSRRIL BEACON (H9) - 3 LANE UNDIVIDED | ${ }_{\text {EA }}$ | \$150,000 |  | S0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A <br> N/A |  | ${ }_{\text {EA }}$ | S175,000 $\$ 200000$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 CW | EA | 59,500 |  | $\stackrel{\text { S0.00 }}{ }$ |  | 50.00 5000 |  | \$0.00 |  | 50.00 500 |  | S0.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) -4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| N/A | PeD Trafic signal (\#11)-3 LANE UNDVIVIDED | EA | S150,000 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | S0.00 50.00 |  | S0.00 5000 |  | S0.00 5000 |  | S0.00 Soon |  | S0.00 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11)-6 LANE IVIVIDED | ${ }_{\text {EA }}$ | \$175,000 |  | 50.00 50.00 |  | \$0.00 |  | ${ }_{50} 5000$ |  | ${ }_{50} 50.00$ |  | ${ }_{50} 50.00$ |  | ${ }_{50} 5000$ |  | ${ }_{50}$ |  | 50.00 50.00 |
|  | construction cost (without signals) | total |  |  | \$8,777.00 |  | \$12,951.75 |  | \$39,500.10 |  | \$32,758.30 |  | \$36,390.30 |  | \$178,490.63 |  | \$19,541.97 |  | \$27,993.19 |
|  | construction cost | Total |  |  | \$8,777.00 |  | \$12,951.75 |  | \$39,500.10 |  | \$32,758.30 |  | \$36,390.30 |  | \$178,490.63 |  | \$19,541.97 |  | \$27,993.19 |
|  | engineering design | 10\% |  |  | \$877.70 |  | \$1,295.18 |  | \$3,950.01 |  | \$3,275.83 |  | \$3,639.03 |  | \$17,849.06 |  | \$1,954.20 |  | \$2,799.32 |
|  | general lanoscaping | 4\% |  |  | \$351.08 |  | \$518.07 |  | \$1,580.00 |  | \$1,310.33 |  | \$1,455.61 |  | \$7,139.63 |  | \$781.68 |  | \$1,119.73 |
|  | swppp | 2\% |  |  | \$175.54 |  | \$259.04 |  | \$790.00 |  | \$655.17 |  | \$727.81 |  | \$3,569.81 |  | \$390.84 |  | \$559.86 |
|  | TRAFFIC Control | 3\% |  |  | ${ }_{\text {S }}$ \$263,31 |  | ${ }_{\text {S }} 5388.55$ |  | \$1,185.00 |  | \$982.75 |  | \$1,091.71 |  | \$5,354.72 |  | \$586.26 |  | \$839.80 |
|  | mobillzation | 4\% |  |  | \$382.68 |  | \$564.70 |  | \$1,722.20 |  | \$1,428.26 |  | \$1,586.62 |  | \$7,782.19 |  | \$852.03 |  | \$1,220.50 |
|  | federal contingency | 2\% |  |  | \$216.55 |  | \$319.55 |  | \$974.55 |  | 5808.21 |  | 5897.82 |  | \$4,403.72 |  | 5488.14 |  | \$690.65 |
|  | opcc | total |  |  | \$11,100.00 |  | \$16,300.00 |  | \$49,800.00 |  | \$41,300.00 |  | \$45,800.00 |  | \$224,60.00 |  | \$24,600.00 |  | \$35,300.00 |
|  | average cost per lf of sidewalk |  |  |  | \$76.55 PRRLF |  | \$59.27 PER LF |  | \$100.61 Per LF |  | \$82.60 PER LF |  | \$68.36 PER LF |  | \$242.81 PER LF |  | \$132.97 PERLF |  | \$121.72 PeR LF |
|  | grand total for group 6 A | \$3,917,30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 6A |  |  |  | 6A-TV-SW-233 |  | 6A-TV-SW-234 |  | 6A-TV-SW-237 |  | 6A-TV-SW-238 |  | 6A-TV-SW-241 |  | 6A-TV-VW-V05 |  | 6A-TV-CW-34 |  | 6A-TV-CW-63 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | \|item | UNIT | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | Quantiry | cost | QuANTITY | cost | QUANTITY | cost |
| dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | \$35.00 | 165 | \$5,775.00 | 780 | \$27,300.00 | 1040 | \$36,400.00 | 1035 | \$36,225.00 | 250 | \$8,750.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | 龺 | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 770 | \$53,900.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | \$0.00 | 45 | \$900.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | \$20.00 | 165 | \$3,300.00 | 50 | \$1,000.00 |  | \$0.00 | 150 | \$3,000.00 | 50 | \$1,000.00 | 50 | \$1,000.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 | 300 | \$12,000.00 |  | 50.00 | 150 | \$6,000.00 | 50 | \$2,000.00 | 50 | \$2,000.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$3,750.00 | 150 | \$11,250.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | S100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$5,000.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 100 | \$3,972.00 | 250 | \$9,930.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 | 1 | ${ }_{52,182.75}$ |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$7,91.00 |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | \$3,972.22 | 1 | ${ }^{53,972.22}$ | 3 | \$11,916.66 | 8 | \$31,777.76 | 9 | \$35,799.98 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTILTY POLE RELICATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$557.00 |  | 50.00 | 3 | \$1,716.00 | 4 | \$2,288.00 | 4 | \$2,288.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 | 1 | \$2,768.00 | 1 | \$2,768.00 | 4 | \$11,072.00 | 4 | \$11,072.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5886.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 |  | 50.00 | 15 | \$13,290.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crosing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 | 3 | \$669.00 | 1 | 5223.00 |  | 50.00 |
| TXOOT | TRAFFIC SIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 4 | \$2,60.00 | 4 | \$2,60.00 |
| dallas | PAvement markings (crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 144 | \$1,296.00 | 80 | \$720.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box ReLocation | EA | \$729.33 |  | 50.00 |  | 50.00 | 1 | \$729.33 | 2 | \$1,458.66 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dillas | $\frac{\text { LGHT Pole Relocation }}{\text { Fence }}$ | EA | S4,758.00 553.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| dallas | FRIE HYORANT RELOCATED | EA | ${ }_{\text {S3, } 640000}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | ¢ |  | $\stackrel{50.00}{5000}$ |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CRosswalk lighting (\#1) - - Lane UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 4 LANE DIVIIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ${ }_{\text {S41,183,75 }}$ |  | 50.00 |
| \| $\mathrm{N} / \mathrm{A}$ |  | EA | $\frac{541,839.25}{542.6150}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | RRFB ( (17) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{\$}{50.00}$ |  | $\frac{50.00}{50}$ |  | $\stackrel{\$}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | S0.00 |
| N/A | RREB ( $(7)$ - 1 SOLAR SIGN \& PUSH BUTTOO IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - - 2 Solar Signs \& PUSHBUUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYBRID BEACON (\#9) - 4 LANE DIVIIDED | EA | S175,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Pee Hyskid beacon (\#9) - 6 LANE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Signal $(110)-1 \mathrm{cW}$ | EA | ¢ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{5000}{ }$ |  | \$9000 |  | $\stackrel{50.00}{500}$ |  | ¢0.00 |  | ¢ |
| \| $\mathrm{N} / \mathrm{A}$ | APS \& Coun | EA | \$15,500 <br> 521500 |  | S0.00 <br> 0.00 |  | 50.00 $\$ 000$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |
| N/A | APS \& COUNTDOWN PED SIIGNAL (\#10) - 4 CW | EA | $\xrightarrow{\text { S27,500 }}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50}$ |  | $\frac{5000}{50.00}$ |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 |  | 50.00 50.00 |  | S0.00 5000 |
| N/A | PEED TRAFFIC SIGNAL (\#11)-3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | S0.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 4 L LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PeE TRAFFIC S SIGNAL (\#11)-6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | CONSTRUCTION COST (WITHOUT SIGNALS) CONSTRUCTION COST |  | $\begin{aligned} & \text { total } \\ & \text { TOLAL } \end{aligned}$ |  | $\$ 37,229.97$$\$ 37,29.97$ |  |  |  |  | \$99,214.59 |  | \$100,159.14 |  | \$32,949.75 |  | \$127,507.75 |  | \$4,119.00 |  | \$11,236.00 |
|  |  |  | $\$ 57,600.66$ |  |  |  |  | \$79,214.59 |  | \$100,159.14 |  | \$32,949,75 |  | \$127,507,75 |  | \$45,302.75 |  | \$11,236.00 |
|  | enginering design | 10\% |  |  | \$3,723.00 |  | \$5,760.07 |  | \$7,921.46 |  | \$10,015.91 |  | \$3,294.98 |  | \$12,750.78 |  | \$4,530.28 |  | \$1,123.60 |
|  | general lanoscaping | $4 \%$$2 \%$ |  |  | \$1,489.20 |  | \$2,304.03 |  | \$3,168.58 |  | \$4,006.37 |  | \$1,317.99 |  | \$5,100.31 |  | \$164.76 |  | \$499.44 |
|  | swppp |  |  |  |  |  | \$744.60 |  | \$1,152.01 |  | \$1,588.29 |  | \$2,003.18 |  | \$659.00 |  | \$2,550.16 |  | \$82.38 |  | \$224.72 |
|  | traffic control | 3\% |  |  | \$1,116.90 |  | \$1,728.02 |  | \$2,376.44 |  | \$3,004.77 |  | \$988.49 |  | \$3,825.23 |  | \$123.57 |  | \$337.08 |
|  | mobllization | 4\% |  |  | \$1,623.23 |  | \$2,511.39 |  | \$3,453.76 |  | \$4,366.94 |  | \$1,436.61 |  | \$5,559.34 |  | \$179.59 |  | \$489.89 |
|  | federal contingency | 2\% |  |  | \$918.54 |  | \$1,421.12 |  | \$1,954.38 |  | \$2,471.13 |  | \$812.94 |  | \$3,145.87 |  | \$1,007.67 |  | \$277.21 |
|  | opcc | total |  |  | \$46,900.00 |  | \$72,500.00 |  | \$99,700.00 |  | \$126,100.00 |  | \$41,500.00 |  | \$160,500.00 |  | \$51,400.00 |  | \$14,20.00 |
|  | average cost per lf of sidewalk |  |  |  | \$284.24 PERLF |  | \$92.95 PER LF |  | \$99.87 PER LF |  | \$121.84 PER LF |  | \$166.00 PER LF |  | \$208.44 PER LF |  | \#DV/0! |  | \#DV/0! |
|  | Grand total for group 6a | \$3,917,300.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## Median Island Detailed Estimate - 6A-TV-CW-63

## ASSUMPTIONS

On south side of Lebanon across Polk
will be oval and not tear drop due to close proximity of DART tracks existing 2 lane road - narrow lanes up to include 10 ft wide refuge island signs required

SB Polk will only be on on median showing arrow to keep right
NB polk will need road narrows signs - 2 and median sign - 1
total signs $=4$
striping along along edges of new median
remove existing conc pvmt plus 4 extra ft for C \& G
add conc pvmt for refuge island
add conc median pvmt refuge islane
add C \& G across refuge island
add $C \& G$ along refuge island add striping
add signs

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 420 | $\$ 0.49$ | $\$ 205.80$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 200 | $\$ 6.00$ | $\$ 1,200.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 60 | $\$ 32.00$ | $\$ 1,920.00$ |
| 06666035 | LF | 80 | $\$ 0.84$ | $\$ 67.20$ |
| $0636 \& 0646$ | EACH | 5 | $\$ 650.00$ | $\$ 3,250.00$ |
|  |  |  |  | $\$ 7,916.00$ |

total length of new median $=30 \mathrm{ft}$
remove conc pvmt

$$
\begin{aligned}
& (10+2+2) \times 30 \\
& 14 \times 30=420 \mathrm{Sf}
\end{aligned}
$$

length of Refgue conc rdwy pvm
$10 \times 10=100 \mathrm{SF}$
median pvmt new island minus refuge rdwy pvmt
( $30 \times 10$ ) -100
$300-100=200$ SF
$C \& G$
refuge island
10 LF x 2 sides $=20$ LF
along median along edges and also at ends
$(30 \times 2)+(10 \times 2)-(2 \times 10)$ median opg
$60+20-20=60 \mathrm{LF}$
signs - see above 5
striping - around median island
$(30 \times 2)+(10 \times 2$
$60+20=80$ LF

ASSUMPTIONS
there is an existing concrete median - will need to rem ex median to add refuge space
will need to extend to the north to get 10 ft wide refuge plus couple of ft of new median nose at NB to WB Lebanon
do not want to have to adjust/relocate ex utilities on south end of ex median
will need to remove ex conc rdwy pumt
no new rdwy pumt req'd for this only refuge pumt
RR X'ing arm to remain
add ADA ramp on wis Tyler - if this is built then ramp needed if not then not req'
cross walk striping shown on master = add striping ONLY along median disturbed
tos was sitired
assume no disruption to ex utilitities in median
em ex conc rdwy pumt plus couple (4) ft for new C \& G
remove existing med pvmt
add refuge conc rdwy pv
add minor med pvmt due to const of refuge plus 2 ft at Lebano
add minor C \& G along Tyler due to refuge construction
add ADA ramp east side of Tyler
add striping along median - assume full length

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 128 | $\$ 0.49$ | $\$ 62.72$ |
| 209 | SF | 96 | $\$ 2.00$ | $\$ 192.00$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 356 | SF | 48 | $\$ 6.00$ | $\$ 288.00$ |
| 407 | LF | 16 | $\$ 22.00$ | $\$ 512.00$ |
| 531 TXDOT | EACH | 1 | $\$ 2,182.75$ | $\$ 2,182.75$ |
| 06666035 | LF | 84 | $\$ 0.84$ | $\$ 70.56$ |
|  |  |  |  | $\$ 4,326.31$ |

emo conc rdwy pumt
assume for lelngth of total median req'd
assume 4 ft from ex MH , then 10 refuge $\mathrm{x}^{\prime}$ ing then 2 ft new med pumt plus 2 ft for new C \& G
total length of median $=4+10+2=16 \mathrm{FT}$
measured length street view from MH to end ex med nose $=10 \mathrm{ft}$
therefore length of rdwy pumt rem
16 ft med req'd -10 ft ex med +2 ft for new C \&
avg ex med width measured $=12 \mathrm{LF}$
add 4 ft for new $\mathrm{C} \& \mathrm{G}$
width of rdwy pumt rem $=12+4=16 \mathrm{~L}$
rem conc rdwy pvmt
$8 \times 16=128 \mathrm{SF}$
remove conc med pvmt $\quad$ take ex med length - stay 2 feet min from ex MH

$$
10-2=8 \mathrm{ft} \text { long }
$$

width from above $=12$
conc rdwy pvmt at refuge
$10 \times 10=100 \mathrm{~S}$
$C \& G$ across refuge
$10 \times 2=20 \mathrm{LF}$
C \& G along rdwy/med
2 ft from ex MH plus 2 ft at Lebanon plus 12 ft along nos
$2+2+12=16 \mathrm{LF}$
new med conc pumt 2 ft from ex $\mathrm{mh}+/$ - plus 2 ft at Lebanon nose
$2+2) \times 12=48 \mathrm{SF}$
striping - assume replace around entire island
length from south nose to ex $\mathrm{MH}=12 \mathrm{LF}$
total length would be 12 ft s nose to ex mh plus 10 ftex mh to ex n nose med plus 8 ftlength of rdwy pumt removal
$12+10+8=30$ LF
width at nose $=12 \mathrm{LF}$
herefore length of striping


6B-HA-SW-29

| OPCC 6B |  |  |  | 6B-HA-SW-29 |  | 6B-HA-SW-34 |  | 6B-HA-RP-36 |  | 6B-HA-SW-37 |  | 6B-HA-RP-38 |  | 6B-HA-RP-40 |  | 6B-HA-SW-46 |  | 6B-HA-SW-47 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | \|item | UNIT | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | quantity | cost | QuANTITY | cost |
| dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | \$35.00 | 145 | \$5,075.00 | 95 | \$3,325.00 | 20 | 5700.00 | 280 | \$9,800.00 | 35 | \$1,225.00 | 85 | \$2,975.00 | 10 | 5350.00 | 310 | \$10,850.00 |
| dallas | SIDEWALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 |  | 50.00 | 20 | \$400.00 |  | 50.00 | 35 | \$700.00 | 85 | \$1,700.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | Retaling wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | Retaling wall (5') | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 | 95 | ${ }^{53,773.40}$ |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 10 | \$397.20 | 310 | S12,313.20 |
| dallas | drainage inlets (Modify | EA | \$3,518.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" ${ }^{\text {² }}$ | LF | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | 50.00 | 3 | 56,548,25 | 1 | \$2,182.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN Refuge istand | EA | SEE OTHER SHEET |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 | 1 | ${ }^{53,972.22}$ |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5886.00 |  | 50.00 | 1 | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | S120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |
| TXDOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAvement markings (crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | fence remove and Replace/INSTALL) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYORANT RELOCATED | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | S97.00 |  | ${ }_{50.00}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{\text { S0.00 }}{ }$ |  | $\stackrel{\text { S0.00 }}{ }$ |  | $\stackrel{50.00}{ }$ |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |  | ${ }_{\text {S0.00 }}$ |
| N/A | PED CROSSWALK LIGHTING (\#1)- - LANE UNDIVIDED | ${ }_{\text {EA }}$ | S26,435.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S0.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIDED | EA |  |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50}$ |  | 50.00 50 |  | S0.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | S0.000 |
| N/A | PED CROSSWALK LIGHTING (\#1)-4 LANE DIVIDED | EA | \$41,183,75 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (ti)- 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RRFB (\#7)-1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | ${ }_{\text {EA }}^{\text {EA }}$ | S36,000 |  | So.00 Soiol |  | ¢ |  | ¢0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | So.00 Soiol |  | ¢ |
| N/A |  | ${ }_{\text {EA }}$ | S48,000 $\$ 150,000$ |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |
| N/A | Ped hYbrid beacon (49) - Llane ivilied | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PeD HYbilo beacon (\#9) - 6 LANE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Peb Signal (\#10)-1 1 CW | EA | \$9,500 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A <br> N/A | APS \& Countoown PeD SIGNAL $\# 110)-2 \mathrm{cW}$ | ${ }_{\text {EA }}$ | \$15,500 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 S000 |  | $\begin{array}{r}50.00 \\ \hline \\ \hline 000\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline \\ \hline 000\end{array}$ |  | S0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PEDS SIGNAL ( $\# 100$ )-4 CW | EA | S 5275000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | $\stackrel{50.00}{50}$ |  | 50.00 5000 |  | $\begin{array}{r}\text { S0.00 } \\ \hline 5000 \\ \hline\end{array}$ |
| N/A | PED TRAFFIC SIGNAL ( \#11) - 3 LANE UNDIVIIDED | EA | \$150,000 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | $\stackrel{\text { Solo }}{5}$ |  | S0.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | ¢ 5 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 4 L ANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PEE TRAFFIC SIIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signais) | total |  |  | \$5,075.00 |  | \$11,956.62 |  | \$7,648.25 |  | \$33,982.75 |  | \$1,925.00 |  | \$4,675.00 |  | \$970.20 |  | \$23,735.20 |
|  | Construction cost | Total |  |  | \$5,075.00 |  | \$11,956.62 |  | \$7,648,25 |  | \$33,982,75 |  | \$1,925.00 |  | \$4,675.00 |  | \$970.20 |  | \$23,735.20 |
|  | enginerring design | 10\% |  |  | \$507.50 |  | \$1,195.66 |  | \$764.83 |  | \$3,398.28 |  | \$192.50 |  | \$467.50 |  | 597.02 |  | \$2,373.52 |
|  | general lanoscaping | 4\% |  |  | \$203.00 |  | \$478.26 |  | \$305.93 |  | \$1,359.31 |  | \$77.00 |  | \$187.00 |  | \$38.81 |  | \$949.41 |
|  | swppp | 2\% |  |  | \$101.50 |  | \$239.13 |  | \$152.97 |  | \$679.66 |  | \$38.50 |  | \$93.50 |  | \$19.40 |  | 5474.70 |
|  | traffic control | 3\% |  |  | \$152.25 |  | \$358.70 |  | \$229.45 |  | \$1,019.48 |  | \$55.75 |  | \$140.25 |  | \$29.11 |  | 5712.06 |
|  | mobilzation | 4\% |  |  | \$221.27 |  | \$521.31 |  | \$333.46 |  | \$1,481.65 |  | \$83.93 |  | \$203.83 |  | \$42.30 |  | \$1,034.85 |
|  | federal contingency | 2\% |  |  | \$125.21 |  | \$294.99 |  | \$188.70 |  | \$888.42 |  | 547.49 |  | \$115.34 |  | \$23.94 |  | \$585.59 |
|  | opcc | total |  |  | \$6,400.00 |  | \$15,100.00 |  | \$9,700.00 |  | \$42,800.00 |  | \$2,500.00 |  | \$5,900.00 |  | \$1,300.00 |  | \$29,900.00 |
|  | average cost per lf of sidewalk |  |  |  | \$44.14 PRRLF |  | \$158.95 PER LF |  | \$485.00 PER LF |  | \$152.86 PER LF |  | \$71.43 PERLF |  | \$69.41 PER LF |  | \$130.00 Per LF |  | \$96.45 PRR LF |
|  | GRAND total for group gb | \$1,286,200.00 |  | Min Cost/LF Max Cost/LF | \$44.14 PER LF \$485.00 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Hampton Station |  |  |  |  |  |  |  |  |  |  |  | 6B-HA-RP-52 |  | 6B-HA-RP-53 |  | 6B-HA-RP-54 |  | 6B-HA-SW-61 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6B |  |  | 6B-HA-RP-48 |  | 6B-HA-SW-49 |  | 6B-HA-SW-50 |  | 6B-HA-SW-51 |  |  |  |  |  |  |  |  |  |
| ENTTIY | \|rem | UNIT | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | LF | \$35.00 | 30 | \$1,050.00 | 20 | 5700.00 | 60 | \$2,100.00 | 150 | \$5,250.00 | 35 | \$1,225.00 | 15 | \$525.00 | 40 | \$1,400.00 | 10 | \$350.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 | 30 | \$600.00 |  | 50.00 |  | 50.00 |  | 50.00 | 35 | \$700.00 | 15 | \$300.00 | 40 | \$800.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (3) | LF | 575.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 | 1 | ${ }_{\text {\$2,182.75 }}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 |
| TXOOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXOOT | MEDIAN CUT (10' PATH) | LF | 57.30 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | MEDIAN RELUGE ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$3,972.22 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLLTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSSTMENT | EA | \$572.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,788.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Tree removals | EA | 5886.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 |  | 50.00 | 2 | \$1,772.00 |  | \$0.00 |
| N/A | Rallroad crosing | EA | S120,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | traffic signs rllocated | EA | \$223.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXOOT | TRAFFIC SIIGNS New | EA | \$655.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TTRANGLES) | EA | \$60.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND REPLACE/INSTALL) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYORANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | S97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| N/A | PRED CROSSWALK LIGHTING (\#11)-2 LANE UNDIVIIEED | EA | \$26,435.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CRosswalk lighting (11) -3 LANE UNDIVIDED | EA | S27,182.50 <br> S00 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | S0.00 S00 |  | $\stackrel{50.00}{ }$ |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | S0.00 S00 |  | $\begin{array}{r}\text { S0.00 } \\ \hline\end{array}$ |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDVIIDED | EA | S40,407.50 <br> S41, 18.75 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) -6 LANE UNDIVIDED | EA | $\stackrel{\text { S41,839.25 }}{ }$ |  | 50.00 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | S0.00 |  | ¢0.00 |  | 50.00 <br> 0.00 |  | ¢ |  | ¢ |
| N/A | PED CROSSWALK LIGHTING (\#1)- - LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$5000 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (H7) - 1 SOLAR SIGN \& PUSH Button In MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HYBRRID BEACON (H9) - 3 LANE UNOIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pee HYBRID BEACON (\#\#9) - 4 LANE DIVIIDED | EA | S175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | S200,000 |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| N/A | APS \& Countoown Peb Signal (\#10)-1 1 CW | EA | \$9,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEDS SIGNAL (\#10)-2 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Peb Signal | EA | S21,500 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | ${ }^{50.00}$ |  | \$0.00 |  | S0.00 |  | S0.00 |
| N/A | APS \& COUNTDOWN PEDSIIGAL (\#1) - - CW | EA | \$27,500 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\mathrm{N} / \mathrm{A}}{}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S150,000 $\$ 175,000$ |  | 50.00 50.00 |  | S0.00 <br> 5000 |  | 50.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 5000 |  | $\begin{array}{r}50.00 \\ 5000 \\ \hline\end{array}$ |  | $\begin{array}{r}\text { S0.00 } \\ 50.00 \\ \hline\end{array}$ |
| N/A | PEED TRAFFIC SIIGNAL (\#11)-6 -6 LANE DIVIVIDED | EA | S\$210,000 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 5000 |  | S0.00 5000 |  | S0.00 |  | S0.00 <br> 5000 |
|  | construction cost (without signals) | total TOTAL |  |  |  |  | \$2,882.75 |  | \$4,282.75 |  | \$5,250.00 |  | \$3,697.00 |  | \$4,797.22 |  | \$3,972.00 |  | \$2,532.75 |
|  | construction cost |  |  | TOTAL | \$1,650.00 |  | \$2,882,75 |  | \$4,282.75 |  | \$5,250.00 |  | \$3,697.00 |  | \$4,797.22 |  | \$3,972.00 |  | \$2,532.75 |
|  | enginerring design | $\begin{aligned} & 10 \% \\ & 4 \% \end{aligned}$ |  |  | \$165.00 |  | \$288.28 |  | \$428.28 |  | \$525.00 |  | \$369.70 |  | \$479.72 |  | \$397.20 |  | \$253.28 |
|  | general lanoscaping |  |  |  | \$66.00 |  | \$115.31 |  | \$171.31 |  | \$210.00 |  | \$147.88 |  | \$191.89 |  | \$158.88 |  | \$101.31 |
|  | SwPPP | 2\% |  |  | \$33.00 |  | \$57.66 |  | \$85.66 |  | \$105.00 |  | \$73.94 |  | 595.94 |  | 579.44 |  | \$50.66 |
|  | TRAFFIL Control | 2\% |  |  | \$49.50 |  | $\underset{\$ 86.48}{ }$ |  | \$128.48 |  | \$ $\$ 257.50$ |  | \$110.91 |  | \$143.92 |  | \$119.16 |  | \$75.98 |
|  | mobilization | 4\% |  |  | \$71.94 |  | \$125.69 |  | \$186.73 |  | \$228.90 |  | \$161.19 |  | \$209.16 |  | \$173.18 |  | \$110.43 |
|  | federal contingency | 2\% |  |  | \$40.71 |  | 57.12 |  | \$105.66 |  | \$129.53 |  | 59.21 |  | \$118.36 |  | 598.00 |  | \$62.49 |
|  | opcc | Total |  |  | \$2,100.00 |  | \$3,700.00 |  | \$5,40.00 |  | \$6,700.00 |  | \$4,700.00 |  | \$6,100.00 |  | \$5,000.00 |  | \$3,200.00 |
|  | average cost per lf of sidewalk |  |  |  | \$70.00 PER LF |  | \$185.00 PER LF |  | \$90.00 PER LF |  | \$44.67 PER LF |  | \$134.29 PER LF |  | \$406.67 PeR LF |  | \$125.00 PER LF |  | \$320.00 PER LF |
|  | Grand total for group gb | \$1,286,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 6B |  |  |  | 6B-HA-SW-62 |  | 6B-HA-RP-64 |  | 6B-HA-SW-65 |  | 6B-HA-SW-71 |  | 6B-HA-RP-73 |  | 6B-HA-RP-74 |  | 6B-HA-SW-75 |  | 6B-HA-RP-76 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entiry | ITEM | UNIT | Sts | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | Quantity | Cost | Quantity | cost | QuANTITY | cost | QuANTITY | cos |
| dallas | SIDEWALK ( $5^{\prime}$ ) | LF | 535.00 | 10 | 5350.00 | 35 | \$1,225.00 | 185 | \$6,475.00 | 310 | \$10,850.00 | 115 | \$4,025.00 | 30 | \$1,050.00 | 305 | \$10,675.00 | 30 | \$1,050.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | 520.00 |  | 50.00 | 35 | \$700.00 |  | \$0.00 |  | 50.00 | 115 | \$2,300.00 | 30 | \$600.00 |  | 50.00 | 30 | S600.00 |
| dallas | Retalining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | ¢ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | \$5000 |  | $\stackrel{50.00}{500}$ |
| dallas | RETAINING WALL (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Curb and gutier | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| Dallas | RCP 18" | LF | \$55.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | ${ }_{52,182.75}$ |  | 50.00 |  | \$0.00 | 2 | $\stackrel{54,365.50}{ }$ |  | 50.00 |  | \$0.00 | 2 | 54,365.50 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ( | LF | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN REFUGE ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | \$5000 |  | \$5000 |  | \$0.00 |  | \$5000 |  | \$5000 |  | \$5000 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | 53,972.22 |  | 50.00 | 1 | \$3,972.22 |  | S0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$5572.00 |  | \$0.00 |  | \$0.00 |  | ¢ |  | $\stackrel{50.00}{ }$ |  | \$5000 |  | \$50.00 |  | \$50.00 |  | \$ 50.00 |
| dallas | TREE RELICATIONS | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE Removals | EA | 5886.00 |  | 50.00 | 1 | 5886.00 |  | \$0.00 |  | \$0.00 | 4 | \$3,544.00 | 1 | \$886.00 | 1 | \$886.00 | 1 | \$886.00 |
| N/A | Ralleoad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS R REIOCATED | ${ }_{\text {EA }}$ | \$223.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 2 | \$446.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXOOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| Dallas | PAVEMENT MARKKNGS (CROSSWALK) PAVEMENT MARKINGS (STOP BAR) | LF | 59.00 |  | 50.00 |  | 50.00 |  | ¢0.00 |  | \$50.00 |  | S0.00 |  | ¢0.00 |  | S0.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | 560.00 |  | 50.00 <br> 0.00 |  | 50.00 |  | 50.00 |  | $\stackrel{\text { S000 }}{ }$ |  | ${ }_{\text {Sole }}$ |  | 50.00 |  |  |  | S0.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$5000 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove And Replack/INSTALL) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Frik hYorant relocated | EA | \$3,640.00 |  | ${ }_{50.00}$ |  | S0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | ${ }_{50.00}$ |  | $\stackrel{50.00}{ }$ |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | ${ }^{50.00}$ |  | ${ }_{50.00}$ |
| N/A | PED CROSSWALK LIGHTING (\#1) - L LANE UNDIVIDED | EA | S26,435.00 <br> 57182.50 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PEED CROSSWALK LIGHTING ( (11) - L LANE UNDIVIIDED | EA | ¢ ${ }_{\text {S00,407.50 }}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{1}{50.00}$ |  | 50.00 |  | 50.00 |  | 50.00 50 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50.00}$ |
| N/A | Ped Crosswalk lighting (\#1) - 6 LANE UNOIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$536,000 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$5000 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S48,000 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 <br> 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | Ped hybrid beacon (\#9) - 4 LINE Divided | EA | S175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | Peed hybrid beacon (H) - 6 LANE DIVIİed | EA | \$200,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APs \& Countoown Peb Sical (\#10)-4cw | EA | S27,500 $\$ 25000$ |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | ¢ |  | $\stackrel{50.00}{ }$ |  | \$9000 |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{ }$ |  | \$50.00 |
| $\frac{\mathrm{N} / \mathrm{A}}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | \$150,000 $\$ 175,000$ |  | S0.00 50.00 |  | ¢0.00 50.00 |  | 50.00 $\$ 0.00$ |  | \$0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PEE TRAAFII SIIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| CONSTRUCTION COST (WITHOUT SIGNALS) CONSTRUCTION COST |  | Total |  | $\$ 2,532.75$ |  |  | \$6,783.22 |  | \$6,475.00 |  | \$15,661.50 |  | \$9,869.00 |  | \$2,536.00 |  | \$15,926.50 |  | \$2,536.00 |
|  |  | total |  |  | \$2,52.75 |  | \$6,783.22 |  | \$6,475.00 |  | \$15,661.50 |  | \$9,869.00 |  | \$2,536.00 |  | \$15,926.50 |  | \$2,536.00 |
|  | enginerring design |  |  |  | ( ${ }_{\text {S }}$ |  | \$678.32 |  | \$647.50 |  | \$1,566.15 |  | \$986.90 |  | \$253.60 |  | \$1,592.65 |  | \$253.60 |
|  | GEneral Landscaping | 10\% |  |  |  |  | S271.33 $\$ 13565$ |  | \$\$25.00 |  | \$526.46 |  | S394.76 S19738 |  | \$101.44 |  | \$637.06 |  | \$101.44 |
|  |  | $2 \%$$3 \%$ |  |  |  |  | \$133.66 |  | \$129.50 |  | S31323 $\$ 46985$ |  | \$197.78 |  | \$50.72 |  | \$318.53 $\$ 47780$ |  | \$50.72 |
|  | мовılıation | 3\% |  | 4\% | \$110.43 |  | \$295.75 |  | \$282.31 |  | \$682.84 |  | \$430.29 |  | \$110.57 |  | \$694.40 |  | ${ }_{\text {S110.57 }}$ |
|  | federal contingency | 2\% |  |  | \$62.49 |  | \$167.36 |  | \$159.75 |  | \$386.40 |  | \$243.49 |  | \$62.57 |  | \$392.94 |  | \$62.57 |
|  | opce | total |  |  | \$3,200.00 |  | \$8,600.00 |  | \$8,200.00 |  | \$19,800.00 |  | \$12,500.00 |  | \$3,200.00 |  | \$20,100.00 |  | \$3,200.00 |
|  | average cost per lf of sidewalk |  |  |  | \$320.00 PER LF |  | \$245.71 PER LF |  | \$44.32 Per Lf |  | \$63.87 PER LF |  | \$108.70 Per LF |  | \$106.67 Per Lf |  | \$65.90 Per LF |  | \$106.67 PER LF |
|  | Grand total for group gb | \$1,286,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Hampton Station |  |  |  |  |  |  |  |  |  |  |  | 6B-HA-SW-86 |  | 6B-HA-SW-93 |  | 6B-HA-SW-99 |  | 6B-HA-SW-104 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6B |  |  | 6B-HA-RP-81 |  | 6B-HA-SW-82 |  | 6B-HA-SW-83 |  | 6B-HA-SW-84 |  |  |  |  |  |  |  |  |  |
| ENTTIY | \|rem | UNIT | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | quantit | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | LF | \$35.00 | 50 | \$1,750.00 | 75 | \$2,625.00 | 130 | \$4,550.00 | 115 | \$4,025.00 | 370 | \$12,950.00 | 420 | \$14,700.00 | 15 | \$525.00 | 825 | \$28,875.00 |
| dallas | SIIEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 | 50 | \$1,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | 50.00 |
| dallas | Retalning wall (3) | LF | 575.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 420 | \$16,682.40 |  | 50.00 | 825 | S32,769.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,518.00 |  | \$0.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 40 | \$2,320.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 |
| TXOOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 57.30 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | MEDIAN RELUGE ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 | 1 | \$3,972.22 | 1 | ¢3,972.22 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLUTY POLE RELOCATED | EA | \$22,000.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | MANHOLE ADUSSTMENT | EA | \$572.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,788.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Tree removals | EA | 5886.00 |  | \$0.00 | 2 | \$1,772.00 | 1 | \$886.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 2 | \$1,72.00 |
| N/A | Rallroad crosing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Traffic signs relocated | EA | \$223.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXOOT | TRAFFIC SIIGNS New | EA | \$655.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRAANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND REPLACE/INSTALL) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | FRRE HYORANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTIN (\#1) - 2 LANE UNDIVIIEE | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) -3 LANE UNOIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTIN ( (\#1) - 4 LANE UNDIVIIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - - LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk Lighting (\#1)- - Lane ivilied | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#\#) - 1 SOLAR SIIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 SOLAR SIINS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRRID BEACON (H9) - 3 LANE UNOIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pee HYBRID BEACON (\#\#9) - 4 LANE DIVIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pee hysili beacon (\#9) - 6 LANE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10) - 2 CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Peb Signal | EA | S21,500 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | ${ }^{50.00}$ |  | ${ }_{50.00}$ |  | S0.00 |  | \$ 50.00 |
| N/A | APS \& COUNTDOWN PEDSIGNAL (\#1) - -CW | EA | \$27,500 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\mathrm{N} / \mathrm{A}}{}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S150,000 $\$ 175,000$ |  | 50.00 50.00 |  | S0.00 <br> 5000 |  | 50.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 5000 |  | $\begin{array}{r}50.00 \\ 5000 \\ \hline\end{array}$ |  | S0.00 S000 |
| N/A | PEED TRAFFIC SIIGNAL (\#11)-6 -6 LANE DIVIVIDED | EA | $\stackrel{\text { ST2,000 }}{ }$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 <br> 500 |  | S0.00 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |
|  | construction cost (without signals) | total TOTAL |  | $\$ 2,750.00$ |  |  | $\begin{aligned} & \$ 4,397.00 \\ & \$ 4,397.00 \end{aligned}$ |  | \$7,618,75 |  | \$6,207.75 |  | \$19,104.97 |  | \$45,558.12 |  | \$2,707.75 |  | \$65,598.75 |
|  | construction cost |  |  | \$7,618.75 |  | \$6,207.75 |  |  |  | \$19,104.97 |  | \$45,558.12 |  | \$2,707.75 |  | \$65,598.75 |  |  |
|  | enginerring design | 10\%$4 \%$ |  |  | \$275.00 |  | \$439.70 |  | \$761.88 |  | \$620.78 |  | \$1,910.50 |  | \$4,555.81 |  | \$270.78 |  | \$6,599.88 |
|  | general lanoscaping |  |  |  | \$110.00 |  | \$175.88 |  | \$304.75 |  | \$248.31 |  | \$764.20 |  | \$1,822.32 |  | \$108.31 |  | \$2,623.95 |
|  | SwPPP | 4\%2\% |  |  | \$55.00 |  | \$87.94 |  | \$152.38 |  | \$124.16 |  | \$382.10 |  | \$911.16 |  | \$54.16 |  | \$1,311.98 |
|  | TRAFFIL Control | 3\% |  |  | \$82.50 |  | ${ }_{\text {\$131.91 }}$ |  | ${ }_{\text {S }} 5228.56$ |  | \$\$886.23 |  | \$573.15 |  | \$1,366.74 |  | \$81.23 |  | \$1,967.96 |
|  | mobllization | 4\% |  |  |  |  |  | \$119.90 |  | \$191.71 |  | \$332.18 |  | \$270.66 |  | \$832.98 |  | \$1,986.33 |  | \$118.06 |  | \$2,860.11 |
|  | federal contingency | 2\% |  |  | \$67.85 |  | \$108.48 |  | \$187.97 |  | \$153.16 |  | \$471.36 |  | \$1,124.01 |  | 566.81 |  | \$1,618.45 |
|  | opcc | total |  |  | \$3,500.00 |  | \$5,600.00 |  | \$9,60.00 |  | \$7,900.00 |  | \$24,100.00 |  | \$57,400.00 |  | \$3,500.00 |  | \$82,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$70.00 PER LF |  | \$74.67 Per LF |  | \$73.85 PER LF |  | \$68.70 PER LF |  | \$65.14 Per LF |  | \$136.67 PeR LF |  | \$233.33 PER LF |  | \$100.12 PER LF |
|  | Grand total for group gb | \$1,286,200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> Hampton Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \&$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6B |  |  | 6B-HA-SW-106 |  | 6B-HA-SW-107 |  | 6B-HA-SW-113 |  | 6B-HA-SW-118 |  | 6B-HA-SW-119 |  | 6B-HA-SW-120 |  | 6B-HA-SW-121 |  | 6B-HA-SW-122 |  |
| ENTITY | \|Tem | UNIT | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | cost | Quantity | cost |
| dallas | SIDEWALK ( ${ }^{(5)}$ | ${ }^{\text {LF }}$ | 535.00 | 485 | \$16,975.00 | 465 | \$16,275.00 | 175 | \$6,125.00 | 210 | \$7,350.00 | 465 | \$16,275.00 | 1475 | \$51,625.00 | 855 | \$29,925.00 | 285 | ¢9,975.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retalining wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | ¢ 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | ${ }^{\text {RCP 18" }}$ | LF | \$55.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 1 | ${ }_{52,182.75}$ |  | 50.00 |  | 50.00 |  | 50.00 | 4 | 58,731.00 |  | 50.00 | 1 | S2,182.75 |
| Tx00T | MEDIAN CUT ( $5^{\prime}$ ) | LF | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Tx<ot | MEDIAN CUT (10' PATH) | , | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN REFUGE ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | ${ }_{5}^{53,972.22}$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 1 | \$3,972.22 |  | \$0.00 | 1 | \$3,972.22 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | S8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 2 | \$44,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$552.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree removals | EA | 5888.00 | 2 | \$1,772.00 | 1 | 5886.00 | 1 | \$886.00 |  | \$0.00 | 5 | \$4,433.00 | 1 | 5886.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | S120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$523.00 |  | S0.00 S00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | 50.00 $\$ 000$ | 1 | $\begin{array}{r}5223.00 \\ \hline 200\end{array}$ |  | S0.00 S00 |  | $\stackrel{50.00}{ }$ |
| TX0OT | TRAFFFIC SIIGNS New | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX RLLOCATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$729.33 | 2 | \$1,458.66 |  | 50.00 | 1 | S729.33 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$4,758.00 |  | 50.00 |  | 50.00 |
| dallas | fence remmove and Replace/INSTALL) | LF | S53.00 | ${ }^{485}$ | \$25,705.00 | 465 | S24,645.00 |  | 50.00 |  | 50.00 |  | 50.00 | 100 | \$5,300.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELCCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | S97.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | \$0.00 |
| N/A | Ped Crosswalk lighting (\#1) - 2 LANE UNIVIIIED | EA | \$26,435.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| N/A | Ped Crosswalk lighting (\#1) -3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | PED CROSSWALK LIGHTNG (\#1) - - LANE UNDIVIDED | EA | \$40,407.50 <br> 4118375 |  | $\stackrel{50.00}{5000}$ |  | 50.00 5000 |  | 50.00 5000 |  | ¢0.00 |  | S0.00 5000 |  | 50.00 |  | S0.00 S000 |  | $\stackrel{50.00}{5000}$ |
| N/A | PED CROSSWALK LIGHTING (\#1) -6 LANE UNDIVIDED | EA | S44,183,75 <br> S1,83925 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 <br> 0.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RRFB ( $(77)-1$ SOLAR SIGN \& PUSH BUUTTON IN MEDIAN | EA | \$36,000 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIINS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PEED HYBRIL BEACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | PED HYERID BEACON (H9)-4 LaNE DVIVIDED | EA | S175,000 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{5}$ |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |
| N/A | PED HYERID BEACON (49)-6 LaNE Divide | EA | $\begin{array}{r}\text { S200,000 } \\ \hline\end{array}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\begin{array}{r}50.00 \\ \hline 000 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline 000 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline 000 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline 000 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline 000\end{array}$ |  | S0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$11,500 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS\& COUNTDOWN PED SIGNAL (\#10)-3 3 cW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-4cw | EA | \$27,500 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11)- - LAANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11)-4 LLANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIIED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
|  | construction cost (without signals) | ${ }_{\text {TOTAL }}$ |  | $\$ 91,206.75$ |  |  | $\$ 65,888.75$ |  | \$7,011.00 |  | \$8,079.33 |  | \$26,135.88 |  | \$72,095.00 |  | \$34,626.55 |  | \$12,157.75 |
|  | construction cost |  |  |  | \$91,206.75 |  | $\$ 65,888.75$ |  | \$7,011.00 |  | \$8,079.33 |  | \$26,135.88 |  | \$72,095.00 |  | \$34,626.55 |  | \$12,157.75 |
|  | enginerring design | $10 \%$$4 \%$ |  |  | \$9,120.68 |  | \$6,598.88 |  | \$701.10 |  | \$807.93 |  | \$2,613.59 |  | \$7,29.50 |  | \$3,462.66 |  | \$1,215.78 |
|  | general landscaping |  |  |  | \$3,648.27 |  | \$2,639.55 |  | \$280.44 |  | \$323.17 |  | \$1,045.44 |  | \$2,883.80 |  | \$1,385.06 |  | \$486.31 |
|  | swppp | 2\% |  |  | \$1,824.14 |  | \$1,319.78 |  | \$140.22 |  | \$161.59 |  | \$522.72 |  | \$1,41.90 |  | \$692.53 |  | \$243.16 |
|  | traffic control | 3\% |  |  | \$2,736.20 |  | \$1,979.66 |  | \$210.33 |  | \$242.38 |  | \$784.08 |  | \$2,162.85 |  | \$1,038.80 |  | \$364.73 |
|  | mobllzation | 4\% |  |  | \$3,976.61 |  | \$2,877.11 |  | \$305.68 |  | \$352.26 |  | \$1,139.52 |  | \$3,143.34 |  | \$1,509.72 |  | \$530.08 |
|  | federal contingency | 2\% |  |  | \$2,250.25 |  | \$1,628.07 |  | \$172.98 |  | \$199.33 |  | \$644.82 |  | \$1,78.73 |  | \$854.31 |  | \$299.96 |
|  | opcc | total |  |  | \$114,800.00 |  | \$83,100.00 |  | \$8,900.00 |  | \$10,200.00 |  | \$32,900.00 |  | \$90,800.00 |  | \$43,600.00 |  | \$15,300.00 |
|  | average Cost per lf of sidewalk |  |  |  | \$236.70 PER LF |  | \$178.71 PER LF |  | \$50.86 PER LF |  | \$48.57 PER LF |  | \$70.75 Per LF |  | \$61.56 PER LF |  | \$50.99 Per LF |  | \$53.68 PER LF |
|  | Grand total for group gb | \$1,28, 200.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Hampton Station |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OPCC 6B |  | UNIT | cost | 6B-HA-SW-135 |  | 6B-HA-SW-136 |  | 6B-HA-SW-137 |  | 6B-HA-SW-138 |  | 6B-HA-RP-152 |  | 6B-HA-SW-156 |  | 6B-HA-SW-157 |  | 6B-HA-SW-161 |  |
| Entity | \|TEM |  |  | QuANTITY | cost | Quantity | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | 535.00 | 25 | 5875.00 | 25 | 5875.00 | 30 | \$1,050.00 | 25 | 5875.00 | 25 | 5875.00 | 55 | \$1,925.00 | 310 | \$10,850.00 | 160 | \$5,600.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 25 | \$500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalning Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retalning Wall (3) | LF | 575.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | dRainage InLers (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 | 1 | $\stackrel{\text { S2,182.75 }}{ }$ | 1 | \$2,188.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 | 3 | $\stackrel{56,58.25}{ }$ | 3 | \$6,588.25 |
| TXDOT | MEDIAN CUT (5') | LF | 53.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | medan refug istand | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ¢3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree removals | EA | \$886.00 | 1 | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 | 5 | \$4,430.00 | 2 | S1,772.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$446.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TXDOT | TRAFFIC SIIGNS New | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TTRANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT POLE RELOCATION | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace/INSTALL) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,640.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD CROSSWALK LIGHTING (\#\#1)-2 LANE UNOIVIIEED | EA | \$26,435.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4LANE DIVIIDED | EA | \$41,183.75 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| N/A | PEDC CROSSWALK LIGHTING (H1)-6 LANE UNDIVIDED | EA | \$441,839.25 |  | S0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk Lighting (H1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$33,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 Solar Signs \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED HYBRII BEACON (H9) - 3 LANE UNOIVIIDED | EA | S115,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pee HYBRID BEACON (\#9) - 4 LANE DIVIIED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |
| $\frac{\mathrm{N} / \mathrm{A}}{}$ |  | ${ }_{\text {EA }}$ | S9,500 $\$ 15,500$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | $\begin{array}{r}50.00 \\ \hline 50.00 \\ \hline\end{array}$ |  | S0000 S000 |  | 5000 5000 50 |  | 50.00 5000 |
| N/A | APS \& COUNTDOWN PEDSIIGNAL ( $\# 100$ - -3 cW | ${ }_{\text {EA }}$ | \$ 51,500 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL ( 110 - 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIGNAL (H11) - 3 LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEDTRAFFIC SIGNAL (\#\#1)-4 LANE DIVIDED | EA | S175,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |
|  | PeE Traffic signal (\#11) - 6 LANE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signais) | total |  |  | \$3,943.75 |  | \$3,057.75 |  | \$3,232.75 |  | \$7,873.08 |  | \$3,557.75 |  | \$2,811.00 |  | \$21,888.25 |  | \$13,920.25 |
|  | construction cost | тоtal |  |  | \$3,943.75 |  | \$3,057.75 |  | \$3,232.75 |  | \$7,873.08 |  | \$3,557.75 |  | \$2,811.00 |  | \$21,828.25 |  | \$13,920.25 |
|  | enginerring design | 10\% |  |  | \$394.38 |  | \$305.78 |  | \$323.28 |  | \$787.31 |  | \$355.78 |  | \$281.10 |  | \$2,182.83 |  |  |
|  | general lanoscaping | 4\% |  |  | \$157.75 |  | \$122.31 |  | \$129.31 |  | \$314.92 |  | \$142.31 |  | \$112.44 |  | \$873.13 |  | \$556.81 |
|  | SwPPP | 2\% |  |  | \$78.88 |  | \$61.16 |  | \$64.66 |  | \$157.46 |  | \$71.16 |  | \$56.22 |  | \$436.57 |  | \$278.41 |
|  | tRafFIC CONTROL mobllization | 3\% |  |  | \$118.31 |  | \$131.73 $\$ 132$ |  | \$96.98 $\$ 140.95$ |  | $\underset{\$ 343.27}{\$ 236.19}$ |  | \$106.73 $\$ 155.12$ |  | \$84.33 $\$ 122.56$ |  | \$565.85 |  | \$417.61 $\$ 600.92$ |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | federal contingency | 2\% |  |  | 597.30 |  | \$75.44 |  | \$99.76 |  | \$199.24 |  | 587.78 |  | \$69.35 |  | \$538.55 |  | \$343.44 |
|  | opcc | тotal |  |  | \$5,000.00 |  | \$3,900.00 |  | \$4,100.00 |  | \$10,000.00 |  | \$4,500.00 |  | \$3,600.00 |  | \$27,500.00 |  | \$17,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$200.00 PER LF |  | \$156.00 PER LF |  | \$136.67 PER LF |  | \$400.00 PER LF |  | \$180.00 PER LF |  | \$65.45 PER LF |  | \$88.71 Per LF |  | \$110.00 PER LF |
|  | GRAND total for group gb | \$1,28,20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| OPCC 6B |  |  |  | 6B-HA-RP-186 |  | 6B-HA-RP-187 |  | 6B-HA-VW-V01 |  | 6B-HA-CW-87 |  | 6B-HA-CW-88 |  | 6B-HA-CW-89 |  | 6B-HA-CW-90 |  | 6B-HA-CW-91 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | \|item | UNIT | cost | Quantity | cost | QUANTITY | cost | QUANTITY | cost | Quantir | cost | Quantity | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost |
| dallas | SIIEWALK ( $5^{\prime}$ ) | LF | 535.00 | 25 | \$875.00 | 20 | 5700.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIDEWALK ( 10 ' PATH) | LF | 570.00 |  | ${ }_{50} 50.00$ |  | \$0.00 | 270 | \$18,900.00 |  | \$0.00 |  | ${ }_{50.00}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Remove sidewalk | LF | 520.00 | 25 | \$500.00 | 20 | \$400.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retalning wall (1) | ${ }^{\text {LF }}$ | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINNG WALL (4) | LF | \$100.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | ¢0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | S0.00 |
| dillas | $\xrightarrow{\text { Retalining Wall (5) }}$ | $\stackrel{\text { LF }}{\text { LF }}$ | \$125.00 <br> 59972 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| dallas | DRAINAGE ILLTTS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | \$0.00 |  | $\stackrel{50.00}{50}$ |  | 50.00 50 |  | 50.00 50 |  | 50.00 |  | 50.00 50.00 |  | 50.00 <br> 0.0 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 | 1 | S2,182.75 |
| TXDOT | MEDIAN CUT ( $5^{\text {² }}$ | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | MEDIAN CUT (10' ${ }^{\text {PATH) }}$ | LF | \$72.30 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN Refuge istand | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$8,365.35 | 1 | \$8,365.35 |
| dallas | DRivewar (RESIIENTIAL) | EA | $\frac{\$ 3,972.22}{\$ 8724}$ |  | $\stackrel{50.00}{ }$ |  | \$50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| Dallas | ORIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$22,00.00 |  | 50.00 |  | 5000 50.00 |  | 5000 5000 |  | S000 |  | 50.00 50 |  | S0.00 <br> 50 <br> 0 |  | 50.00 50 |  | 5000 |
| dallas | tree relocations | EA | \$2,768.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | tree removals | EA | 5886.00 |  | \$0.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | Trafic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 | 2 | \$1,300.00 | 6 | S1,300.00 |
| dallas | PAvement markings (crosswalk) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 | 96 | \$884.00 | 168 | \$1,512.00 | 96 | \$884.00 | 60 | \$540.00 | 60 | \$540.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | S60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | UTLITY Box Relocation | EA | S729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dillas | ${ }^{\text {LIGHT POLE R RLIOCATION }}$ | EA | $54,758.00$ 553.00 |  | S0.00 <br> 0.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Fire hyorant relocated | EA | ${ }_{\text {¢ }}^{5}$ S,640000 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{5000}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{50.00}$ |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (111) - 3 LANE UNOIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk LIGHTING (H1) - 4 LANE UNOIVIDED | EA | \$40,407.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)-4LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 6 LANE UNOIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A <br> N/A | PEED CROSSWALK LIGHTTING (\#1)-6 LANE DIVIIED | ${ }_{\text {EA }}$ | $\frac{\$ 42,615.50}{}$ |  | S0.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | $\frac{50.00}{5000}$ |  | 50.00 $\$ 000$ |  | 50.00 5000 |  | $\stackrel{50.00}{500}$ |  | 50.00 |
| N/A | RREB (\#7)-1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | ${ }_{5}^{536,000}$ |  | $\frac{5000}{50.00}$ |  | $\stackrel{5000}{5000}$ |  | $\frac{5000}{}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 |
| N/A | RREB ( (t) - 2 SOLAR SIGNS \& PUSHBUUTTON IN MEDIAN | EA | \$48,000 |  | $\stackrel{50.00}{50}$ |  | ${ }_{50} 5000$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | ${ }_{50} 5000$ |  | $\stackrel{50.00}{ }$ |
| N/A | PED HYBRII BeACon (H9) - 3 LaNe UNOIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hYbrid beacon (49) -4 Lane divided | EA | \$175,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Pee hyskid beacon (\#9) - 6 LANE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Signal | EA | \$521,500 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| 年/A | APS $\&$ COUNTDOWN PED SIIGNAL (\#10) - 4 CW | EA | S27,500 S150000 |  | S0.00 <br> 0.00 |  | S0.00 50.00 |  | S0.00 <br> 0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | 50.00 $\$ 000$ |  | \$5000 |  | 50.00 $\$ 000$ |
| N/A |  | EA | S157,00 S17,000 |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 6 L LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | Total |  |  | \$3,557.75 |  | \$2,872.00 |  | \$18,900.00 |  | \$864.00 |  | \$1,512.00 |  | \$864.00 |  | \$12,388,10 |  | \$12,388.10 |
|  | construction cost | Total |  |  | \$3,557.75 |  | \$2,872.00 |  | \$18,000.00 |  | \$884.00 |  | \$1,512.00 |  | \$884.00 |  | \$12,388.10 |  | \$12,388.10 |
|  | enginerring desicn | 10\% |  |  | \$35.78 |  | \$287.20 |  | \$1,890.00 |  | \$86.40 |  | \$151.20 |  | \$86.40 |  | \$1,238.81 |  | \$1,238.81 |
|  | general lanoscaping | 4\% |  |  | \$142.31 |  | \$114.88 |  | \$75.00 |  | \$34.56 |  | \$60.48 |  | \$34.56 |  | \$4995.52 |  | \$4995.52 |
|  | swppp | 2\% |  |  | \$71.16 |  | \$57.44 |  | \$378.00 |  | \$17.28 |  | \$30.24 |  | \$17.28 |  | \$247.76 |  | \$247.76 |
|  | traffic control | 3\% |  |  | \$106.73 |  | \$86.16 |  | \$567.00 |  | ${ }_{\text {S }} \mathbf{5 3 5 9 2}$ |  | \$45.36 |  |  |  | ${ }_{\text {\% }} \mathbf{5 3 7 1 . 6 4}$ |  | \$371.64 |
|  | moblızation | 4\% |  |  | \$155.12 |  | \$125.22 |  | \$824.04 |  | \$37.67 |  | \$65.92 |  | \$37.67 |  | \$540.12 |  | \$540.12 |
|  | federal contingency | 2\% |  |  | \$87.78 |  | \$70.86 |  | \$466.30 |  | \$21.32 |  | \$77.30 |  | \$21.32 |  | \$35.64 |  | \$305.64 |
|  | opcc | total |  |  | \$4,500.00 |  | \$3,700.00 |  | \$23,800.00 |  | \$1,100.00 |  | \$2,000.00 |  | \$1,100.00 |  | \$15,600.00 |  | \$15,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$180.00 PER LF |  | \$185.00 Per LF |  | \$88.15 Per LF |  | \#DV/0! |  | \#DV/0! |  | \#DIV0! |  | \#DIV0! |  | \#DV/0! |
|  | Grand total for group gb | \$1,286,20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Hampton Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \leftarrow$ Station Abbreviation |  | mprovement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6B |  |  | 6B-HA-CW-92 |  | 6B-HA-CW-105 |  | 6B-HA-CW-133 |  |
| Entit | \|TEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | Quantity | cost |
| dallas | SIIEWALK (5) | LF | \$35.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | RETAINING WALL (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | S100.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5') | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Curb and gutter | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182,75 | 2 | \$4,365.50 |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN CUT ( $10^{\prime}$ PATH) | LF | \$72.30 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN Refuge istand | EA | SEE OTHER SHEET | 1 | \$8,365.35 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY ( RESIIENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | ORIVEWAY (COMMERCALA) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE RemOVALS | EA | 5886.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | Trafilic signs new | EA | \$650.00 | 2 | \$1,300.00 |  | 50.00 | 4 | 52,600.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 | 60 | \$540.00 | 168 | \$1,512.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLES) | EA | \$60.00 |  | 50.00 |  | 50.00 | 24 | \$1,440.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace/INSTALL) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYORANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | PARKING STOP | EA | ¢97.00 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | 50.00 |  | $\stackrel{50.00}{ }$ |
| 年/A |  | ${ }_{\text {EA }}$ | S26,435.00 $\substack{\text { S27,182.50 }}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) -4LANE UNDIVIDED | EA | \$40,407,50 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | Ped Crosswalk lighting (\#1) - 4LANE Divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PRED CROSSWALK LIGHTING (H11)-6 LANE UNDVIIIED | EA | \$441,839.25 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S36,000 54800 |  | S0.00 Soou |  | S0.00 S000 |  | $\stackrel{50.00}{ }$ |
| 等/A |  | ${ }_{\text {EA }}$ | S48,000 5150,000 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PED HYBRID BEACON (H9) - 4 LANE DIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYGRID BEACON (H9) -6 LaNe divided | EA | \$200,000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ | 1 | \$200,000.00 |
| N/A |  | ${ }_{\text {EA }}$ | ¢9,500 $\$ 15,500$ |  | 50.00 50.00 |  | \$0.00 50.00 |  | 50.00 <br> 5000 |
| N/A | APS 8 COUNTDOWN PED SIGNAL ( $\# 10$ )-3 3 CW | EA | \$ 512,500 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown PeD Sig ill (\#10)-4cw | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIISNAL (\#11)-3 LANE UNIVIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 4 LaNE Divided | EA | \$175,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIINAL (\#11) - 6 L ANE DIVIDED | EA | \$210,000 |  | \$0.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without sianals) | total |  |  | \$14,570.85 |  | \$1,512.00 |  | \$4,040.00 |
|  | construction cost | total |  |  | \$14,570.85 |  | \$1,512.00 |  | \$204,000.00 |
|  | enginerring design | 10\% |  |  | \$1,457.09 |  | \$151.20 |  | \$20,40.00 |
|  | GEnERAL LANDSCAPING | 4\% |  |  | \$582.83 |  | \$60.48 |  | \$161.60 |
|  | swppp | 2\% |  |  | \$291.42 |  | \$30.24 |  | \$80.80 |
|  | traffic Control | 3\% |  |  | \$437.13 |  | \$45.36 |  | \$121.20 |
|  | mobilzation | 4\% |  |  | \$635.29 |  | \$65.92 |  | \$176.14 |
|  | federal contingency | 2\% |  |  | \$359.49 |  | \$37.30 |  | \$4,499.67 |
|  | opcc | total |  |  | \$18,400.00 |  | \$2,000.00 |  | \$229,50.00 |
|  | AvERAGE Cost per lf of Sidewalk |  |  |  | \#DIV/0! |  | \#Div/0! |  | \#DV/0! |
|  | GRAND total for group 6b | \$1,286,20 |  |  |  |  |  |  |  |

## Assumptions

across Wright St. south side at Hollywood
existing 2 lane road narrow lanes to add median
will be tear drop shape 45 ft long and 10 ft wide
add striping along Wright next to median
add advance striping south of median
add advance signs south of median road narrows -2 median sign -1
remove conc pvmt plus 4 ft for new C \& G
add conc rdwy pvmt for refuge
add conc median pvmt refuge island
add C \& G along Wright
add $C \& G$ across refuge island
add striping
add signs
rem conc rdwy pvm
assume 2 triangles 45 ft long by 5 ft wide - half of 10 ft total width
add 3 ft to width for $\mathrm{C} \& \mathrm{G}$
$[0.5 \times(45 \times 7)] \times 2$
$(0.5 \times 315) \times 2=315 \mathrm{SF}$
median refuge rdwy pvmt
$10 \times 10=100 \mathrm{SF}$
conc median pvmt
take area of median minus refuge rdwy pvm
[ $0.5 \times(45 \times 10)] \times 2$ minus 100 SF
$(0.5 \times 450) \times 2$ minus 100 SF
$450-100=350$
curb along Wright
length minus median rdwy pvmt width - 10 ft times 2 plus 15 for nose
$[(45-10) \times 2]+15$
$(35 \times 2)+15=85 \mathrm{LF}$
striping
along median edges plus triangle approaching from the west directing traffic around island - both sides
around median
$45+45+10=100$ LF
apprroach trianlge - assume 50 ft long
$50+50=100 \mathrm{LF}$
TOTAL STRIPING $100+100=200$ LF

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 315 | $\$ 0.49$ | $\$ 154.35$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 350 | $\$ 6.00$ | $\$ 2,100.00$ |
| 407 | LF | 85 | $\$ 32.00$ | $\$ 2,720.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 06666035 | LF | 200 | $\$ 0.84$ | $\$ 168.00$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
|  |  |  |  | $\$ 8,365.35$ |

## Assumptions

across Wright St. north side at Hollywood
will be same as 6B-HA-CW-90
existing 2 lane road narrow lanes to add median
will be tear drop shape 45 ft long and 10 ft wide
add striping along Wright next to median
add advance striping south of median
add advance signs south of median road narrows -2 median sign -1
remove conc pvmt plus 4 ft for new C \& G
add conc rdwy pvmt for refuge
add conc median pvmt refuge island
add C \& G along Wright
add $C \& G$ across refuge island
add striping
add signs
rem conc rdwy pvmt
assume 2 triangles 45 ft long by 5 ft wide - half of 10 ft total width
add 3 ft to width for $\mathrm{C} \& \mathrm{G}$
$[0.5 \times(45 \times 7)] \times 2$
$(0.5 \times 315) \times 2=315 \mathrm{SF}$
median refuge rdwy pvmt
$10 \times 10=100$ SF
conc median pvmt
take area of median minus refuge rdwy pvm
[ $0.5 \times(45 \times 10)] \times 2$ minus 100 SF
$(0.5 \times 450) \times 2$ minus 100 SF
$450-100=350$

## curb along Wrigh

length minus median rdwy pvmt width - 10 ft times 2 plus 15 for nose
[(45-10) $\times 2]+15$
$(35 \times 2)+15=85 L F$
striping
along median edges plus triangle approaching from the west directing traffic around island - both sides around median
$45+45+10=100$
apprroach trianlge - assume 50 ft long
$50+50=100$ LF
TOTAL STRIPING $100+100=200$ LF

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 315 | $\$ 0.49$ | $\$ 154.35$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 350 | $\$ 6.00$ | $\$ 2,100.00$ |
| 407 | LF | 85 | $\$ 32.00$ | $\$ 2,720.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 06666035 | LF | 200 | $\$ 0.84$ | $\$ 168.00$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
|  |  |  |  | $\$ 8,365.35$ |

## Assumptions

across Wright St. south side at Montrea
will be same as 6B-HA-CW-90
existing 2 lane road narrow lanes to add median
will be tear drop shape 45 ft long and 10 ft wide
add striping along Wright next to median
add advance striping south of median
add advance signs south of median road narrows -2 median sign -1
remove conc pvmt plus 4 ft for new C \& G
add conc rdwy pvmt for refuge
add conc median pvmt refuge island
add C \& G along Wright
add $C \& G$ across refuge island
add striping
add signs
rem conc rdwy pvm
assume 2 triangles 45 ft long by 5 ft wide - half of 10 ft total width
add 3 ft to width for $\mathrm{C} \& \mathrm{G}$
$[0.5 \times(45 \times 7)] \times 2$
$(0.5 \times 315) \times 2=315 \mathrm{SF}$
median refuge rdwy pvmt
$10 \times 10=100$ SF
conc median pvmt
take area of median minus refuge rdwy pvm
[ $0.5 \times(45 \times 10)] \times 2$ minus 100 SF
$(0.5 \times 450) \times 2$ minus 100 SF
$450-100=350$

## curb along Wrigh

length minus median rdwy pvmt width - 10 ft times 2 plus 15 for nose
[(45-10) $\times 2]+15$
$(35 \times 2)+15=85 L$
striping
along median edges plus triangle approaching from the west directing traffic around island - both sides around median
$45+45+10=100$
apprroach trianlge - assume 50 ft long
$50+50=100$ LF
TOTAL STRIPING $100+100=200$ LF

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 315 | $\$ 0.49$ | $\$ 154.35$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 350 | $\$ 6.00$ | $\$ 2,100.00$ |
| 407 | LF | 85 | $\$ 32.00$ | $\$ 2,720.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 06666035 | LF | 200 | $\$ 0.84$ | $\$ 168.00$ |
| $0636 \& 0646$ | EACH | 3 | $\$ 650.00$ | $\$ 1,950.00$ |
|  |  |  |  | $\$ 8,365.35$ |

OPCC 6C

| OPCC 6C |  | UNIT |  | 6C-WM-VW-V02 |  | 6C-WM-SW-35 |  | 6C-WM-SW-41 |  | 6C-WM-RP-62 |  | 6C-WM-RP-63 |  | 6C-WM-RP-64 |  | 6C-WM-RP-65 |  | 6C-WM-SW-66 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTIT | \|rem |  | cost | QUANTITY | cost | Quantir | cost | Quantity | cost | Quantity | cost | quantity | cost | quantir | cost | quantir | cost | quantiry | cost |
| dallas | SIIEWALK ( $5^{\text {a }}$ ) | ${ }^{\text {LF }}$ | 535.00 |  | 50.00 | 65 | \$2,275.00 | 190 | 56,650.00 | 105 | \$3,675.00 | 120 | \$4,200.00 | 10 | 5350,00 | 70 | \$2.450.00 | 550 | \$19,250.00 |
| dallas | SIDENALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 | 1820 | \$127,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REmove sidewalk | LF | 520.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 105 | \$2,100.00 | 120 | \$2,400.00 | 10 | \$200.00 | 70 | \$1,400.00 |  | 50.00 |
| dallas | street excavation | Cr | 537.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | ${ }^{\text {LF }}$ | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (3') | LF | \$55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | S125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTER | $\stackrel{\text { LF }}{\text { L }}$ | ${ }_{\text {S }}^{539.72}$ |  | 50.00 |  | ${ }_{50.00}$ |  | $\frac{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | $\stackrel{50.00}{500}$ |
| dallas | DRAINAGE INLETS (MODIFY) | ${ }_{\text {EA }}$ | $\stackrel{53,518.00}{ }$ |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | DRAINAGE INLET (10) | ${ }_{\text {EA }}$ | \$3,038.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | PEE RAMPS | EA | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 | 4 | ¢8,731.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S2,182.75 |
| TXDOT | MEDIAN CUT ( $5^{\text {S }}$ ) | $\stackrel{\text { LF }}{ }$ | S36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50} 5000$ |
| ${ }^{\text {TXDOT }}$ | MEDIAN CUT (10' Path) | $\stackrel{\text { LF }}{ }$ | S72.30 |  | 50.00 |  | 50.00 500 |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 Soo |
| N/A ${ }^{\text {Dallas }}$ | MEDAA ISLAND | ${ }_{\text {EA }}^{\text {EA }}$ | ${ }_{\text {SEE OTHER SHEET }}^{\text {S39722 }}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 | 2 | $\stackrel{50.00}{57,944.44}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 5000 |  | S0.00 Sooo |
| dallas | DRUEWAY (COMMERCIAL) | EA | \$8,444,44 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Manhole adustment | EA | 5572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | 52,788.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | tree removais | EA | \$886.00 | 15 | \$13,290.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | ${ }_{50.00}$ |  | \$0.00 |  | \$0.00 |  | ${ }_{50.00}$ |
| dallas | TRAFFIC SIGNS RELOCATED/REMOVED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | TRAFFIC SIINSS NEW | ${ }_{\text {EA }}$ | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| Dallas | PAvENENT MARKINGS (CROSSWALK) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { Natas }}{}$ | PAVEMENT MARRINSGS (TRIANGLIES) | ${ }_{\text {EA }}$ | ${ }_{5}^{58000}$ |  | $\frac{5000}{50.00}$ |  | S0.00 <br> 0.00 |  | S0.00 50.00 |  | $\stackrel{3000}{50.00}$ |  | +0.000 |  | $\stackrel{3000}{50.00}$ |  | ¢0000 |  | 30.000 <br> 0.00 |
| TXDOT | UTLITY BOX RELOCATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | LGGTt POLE RELOCATION | EA | \$4,758.00 |  | ${ }_{50} 50.00$ |  | ${ }_{50} 50.00$ |  | \$0.00 |  | ${ }^{50.00}$ |  | ${ }^{50.00}$ |  | \$0.00 |  | ${ }^{50.00}$ |  | ${ }_{50}$ |
| dallas | fence (REMOVE AND REPLACE) | LF | \$53.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | FIRE HYORANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | $\frac{526,435.00}{52718250}$ |  | S0.00 S000 |  | S0.00 S000 |  | 50.00 5000 |  | S0.00 S000 |  | S0.00 <br> 000 |  | 50.00 5000 |  | S0.00 5000 |  | s0.00 5000 |
| N/A | PED CROSSWALK LIGHTING (\#1) -4 LANE UNOIVIDED | ${ }_{\text {EA }}$ | \$40,407.50 |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4 LANE DIVIIEE | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CRosswalk lighting (H1) - 6 LANE UNOVIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A |  | EA | \$42, 611.50 |  | 50.00 |  | 50.00 5000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S24,000 536,000 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | RRFB (\#7)-2 SOLAR SIGNS \& PUSHBUTION IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII Deacon (\#9) - 3 Lane undivided | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED HYBRID BEACON (H9) - 4 LANE IVIIIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9)-6 LANE DIVIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A |  | ${ }_{\text {EA }}$ | $\begin{array}{r}\text { S9,500 } \\ \$ \\ \hline 15500\end{array}$ |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb Signal (H1)-2 CW | $\stackrel{\text { EA }}{\text { EA }}$ | \$15,500 $\$ 21,500$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | APS \& COUNTDOWN PEDSISNAL ( $(100)-4 \mathrm{cW}$ | EA | \$22,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 3 LANE UNOIVIVED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIIGNAL (\#11) -4 LLNE DIVIIDED | EA | S175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PEET TRAFFIC SIIGNAL (\#11) - 6 L LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
|  | construction cost (Without signals) |  |  | \$140,690.00 |  |  | \$6,640.50 |  | \$15,381.00 |  | \$15,491.44 |  | \$6,600.00 |  | \$550.00 |  | \$3,850.00 |  | \$21,432.75 |
|  | construction cost | $\begin{aligned} & \text { Total } \\ & \text { TOTAL } \end{aligned}$ |  |  | \$140,690.00 |  | \$6,640.50 |  | \$15,381.00 |  | \$15,491.44 |  | \$6,600.00 |  | \$550.00 |  | \$3,850.00 |  | \$21,432.75 |
|  | engineering design | 10\% |  |  | \$14,069.00 |  | \$664.05 |  | \$1,538.10 |  | \$1,549.14 |  | \$660.00 |  | \$55.00 |  | \$385.00 |  | \$2,143.28 |
|  | GENERAL LANOSCAPING | 4\% |  |  | \$5,627.60 |  | \$265.62 |  | ${ }_{5615.24}$ |  | ${ }_{5619.66}$ |  | \$264.00 |  | \$22.00 |  | \$154.00 |  | \$857.31 |
|  | ${ }_{\text {SWPPP }}^{\text {Traficic }}$ Control |  |  |  | \$2,813.80 <br> $\$ 42280$ |  | ${ }_{\text {S }}$ |  | \$307.62 |  | \$309.83 |  | S132.00 $\$ 19800$ |  | 511.00 $\$ 16.50$ |  | 577.00 $\$ 11550$ |  | \$542.66 |
|  | Mobilzation | 4\% |  |  | ${ }_{\text {S }}$ |  | ${ }_{\text {S } 2889.53}$ |  | ${ }_{\text {S }}^{5670.61}$ |  | $\underset{\$ 665.43}{ }$ |  |  |  | ¢ |  | \$1167.80 S |  | ${ }_{\text {S }}^{5934.47}$ |
|  | federal contingency | 2\% |  |  | \$3,471.10 |  | \$163.83 |  | \$379.48 |  | 5382.20 |  | \$162.84 |  | \$13.57 |  | \$94.99 |  | \$528.79 |
|  | opcc | total |  |  | \$177,100.00 |  | \$8,400.00 |  | \$19,400.00 |  | \$19,500.00 |  | \$8,400.00 |  | \$700.00 |  | \$4,900.00 |  | \$27,000.00 |
|  | average cost per lf of sidewalk |  |  |  | \$97.31 Perif |  | \$129.23 PERLF |  | \$102.11 PERLF |  | \$185.71 PeR LF |  | \$70.00 PERLF |  | \$70.00 PER LF |  | \$70.00 PRRLF |  | \$49.09 PRELF |
|  | grand total for group gc | \$2,937,300.00 |  | Min Cost/LF Max Cost/LF | \$45.22 Per LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | \$6140.00 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Westmoreland Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  | 6C-WM-RP-71 |  | 6C-WM-RP-73 |  | 6C-WM-RP-74 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 6C |  |  | 6C-WM-SW-67 |  | 6C-WM-SW-68 |  | 6C-WM-RP-69 |  | 6C-WM-SW-70 |  |  |  |  |  |  |  |  |  |
| ENTITY | \|rem | UNIT | cost | Quantiry | cost | QuANTITY | cost | QuANTITY | cost | Quantiry | cost | Quantiry | cost | Quantiry | cost | Quantity | cost | 6C-WM-RP-75 |  |
| dallas | SIDEWALK ( ${ }^{\text {a }}$ ) | ${ }^{\text {LF }}$ | 535.00 | 5 | \$175.00 | 295 | \$10,325.00 | 40 | \$1,400.00 | 280 | \$9,800.00 | 40 | \$1,400.00 | 35 | \$1,225.00 | 40 | \$1,400.00 | 110 | \$3,850.00 |
| dallas | SIIEWALK (10' PATH) | LF | \$70.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | 50.00 |
| dallas | Remove siownalk | ${ }^{\text {LF }}$ | 520.00 |  | 50.00 |  | 50.00 | 40 | 5800.00 |  | 50.00 | 40 | \$880.00 | 35 | S700.00 | 40 | \$800.00 | ${ }_{110}$ | \$2,200.00 |
| dallas | stret excavation | $\mathrm{Cr}^{\text {r }}$ | \$37.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| dallas | Retalins Wall (2) | L | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining Wall (3) | LF | \$55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaning wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| dallas | ORAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | drainage Inlet (10) | EA | \$3,038.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | \$58.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXOOT | PED RAMPS | EA | \$2,182,75 |  | 50.00 | 4 | \$8,731.00 |  | \$0.00 | 2 | 54,365.50 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 |
| TXOOT | MEDIAN CUT (5) | LF |  |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10'PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| N/A | MEDIAN ISLAND | ${ }_{\text {EA }}$ | ${ }_{\text {SEE OTHER SHEET }}{ }_{\text {S3,972 }}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 <br> 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| Dallas | DRIVEWAY ( Commercial) | ${ }_{\text {EA }}$ |  |  | 50.00 |  | $\stackrel{50.00}{50.0}$ |  | ${ }_{50}^{50.00}$ |  | ${ }_{50} 5000$ |  | ${ }_{50.00}$ |  | $\stackrel{50.00}{50}$ |  | ${ }_{50} 5000$ |  | $\stackrel{50.00}{50}$ |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLIE ADUUSTMENT | EA | S557.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree removals | EA | 5886.00 | 1 | \$886.00 |  | \$0.00 | 1 | 5886.00 |  | 50.00 | 1 | ${ }_{5886.00}$ | 2 | \$1,772.00 |  | 50.00 | 1 | \$886.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | TRAFIIC SIGNS RELOCATED/REMOVED | EA | 5223.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | Traffic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | PAVEMENT MARKKINSS (CROSSWALK) | $\stackrel{\text { LF }}{\text { LF }}$ | 59.00 5800 |  | S000 |  | 50.00 $\$ 000$ |  | 50.00 $\$ 000$ |  | S0.00 S000 |  | 50.00 S000 |  | S0.00 S000 |  | $\frac{50.00}{5000}$ |  | $\stackrel{50.00}{500}$ |
| Dallas | PAVEMENT MARKINGS (STOP BAR) PAVEMENT MARINSS (TRANGLESS) | ${ }_{\text {LF }}^{\text {EA }}$ | S8.00 560.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| TXDOT | UTILITY Box Relocation | EA | \$72933 |  | 50.00 |  | \$0.00 |  | ${ }_{50} 5000$ |  | ${ }_{50} 50.00$ |  | \$0.00 |  | ${ }^{50.00}$ |  | ${ }_{50} 5000$ |  | 50.00 500 |
| dallas | ught pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND Replace) | LF | \$53.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYRRANT RELOCATED | EA | ¢3,640.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | PARKING STOP | EA | S997.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - LLANE UNDIVIDED | EA | \$26,435.00 |  | S0.00 |  | ${ }_{50.00}$ |  | S0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| 年/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | \$27,182.50 <br> $\$ 40,407.50$ |  | S0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | Ped crosswaik lighting (H1)-4 Lane ivilied | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 50 |
| N/A | Pee crosswalk lighting (11) - 6 LANE UNOVIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Peed crosswalk lighting (li) - LANE Divided | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | \$536,000 |  | S0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S48,000 $\$ 150,000$ |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | PeD HYgrid beacon (t9) - 4 LANE DIVIIDED | EA | S175,000 |  | 50.00 |  | 50.00 |  | $\frac{50.00}{50.0}$ |  | $\stackrel{5}{50.00}$ |  | ¢0.00 |  | 50.00 500 |  | $\stackrel{5}{50.00}$ |  | 50.00 50 |
| N/A | PeD HYgRIL BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (H10)-1 CW | EA | \$9,500 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)- - CW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  |  | ${ }_{\text {EA }}$ EA | S27,500 S150,000 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{5000}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 S000 S000 |  | S0.00 5000 |  | \$0.00 |
| N/A | PEED TRAFFIC SIIGNAL (\#11)-4 LIANE DIVIDED | EA | \$175,000 |  | 50.00 |  | $\stackrel{50.00}{50}$ |  | ¢0.00 |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |
| N/A | PED TRAFFIC SIIGNAL (\#11)-6LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$1,061.00 |  | \$19,279.00 |  | \$3,086.00 |  | \$14,165.50 |  | \$3,086.00 |  | \$3,697.00 |  | \$2,20.00 |  | \$9,118,75 |
|  | construction cost | Total |  |  | \$1,061.00 |  | \$19,279.00 |  | \$3,086.00 |  | \$14,165.50 |  | \$3,086.00 |  | \$3,697.00 |  | \$2,200.00 |  | \$9,118,75 |
|  | enalieering design | 10\% |  |  | \$106.10 |  | \$1,927.90 |  | \$308.60 |  | \$1,416.55 |  | \$308.60 |  | \$369.70 |  | 5220.00 |  | 5911.88 |
|  | GEneral lanoscaping | 4\% |  |  | 542.44 |  | \$771.16 |  | \$123.44 |  | \$566.62 |  | \$123.44 |  | \$147.88 |  | \$88.00 |  | \$364.75 |
|  | swppp | 2\% |  |  | \$21.22 |  | \$385.58 |  | 561.72 |  | \$283,31 |  | S61.72 |  | \$73.94 |  | \$44.00 |  | \$182.38 |
|  | TRAFFIL CONTROL Moblization | 3\% |  |  | $\begin{aligned} & \$ 31.83 \\ & \$ 46.26 \end{aligned}$ |  | $\underset{\$ 878.56}{\$ 57.37}$ |  | $\begin{gathered} \$ 92.58 \\ \$ 134.55 \end{gathered}$ |  | ( ${ }_{\text {S }}^{5424.97}$ |  | $\begin{gathered} \$ 92.58 \\ \$ 134.55 \end{gathered}$ |  | \$ ${ }_{\text {\$110.91 }}$ |  | ${ }_{\text {S }}^{\$ 66.00}$ |  | \$5377.58 |
|  | federal contingency | 2\% |  |  | \$26.18 |  | \$475.65 |  | \$76.14 |  | \$349.49 |  | \$7.14 |  | 591.21 |  | \$54.28 |  | 5224.98 |
|  | opcc | total |  |  | \$1,00.00 |  | \$24,300.00 |  | \$3,900.00 |  | \$17,90.00 |  | \$3,900.00 |  | \$4,700.00 |  | \$2,800.00 |  | \$11,500.00 |
|  | average cost per lf of sidewalk |  |  |  | 280.00 PER LF |  | \$82.37 PER LF |  | \$99.50 Per LF |  | \$63.93 PERLF |  | \$97.50 PERLF |  | \$134.29 PER LF |  | \$70.00 PERLF |  | \$104.55 PER LF |
|  | grand total for group gc | \$2,937,30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |





| OPCC 6C |  |  |  | 6C-WM-CW-38 |  | 6C-WM-CW-39 |  | 6C-WM-CW-40 |  | 6C-WM-CW-42 |  | 6C-WM-CW-43 |  | 6C-WM-CW-85 |  | 6C-WM-CW-100 |  | 6C-WM-CW-101 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | \|Tem | UNIT | cost | quantir | cost | QUANTITY | cost | QuANTTIY | cost | QuANTITY | cost | quantitr | cost | quantity | cost | Quantir | cost | Quantir | cost |
| dallas | SIIEWALK ( $5^{\prime}$ ) | LF | 535.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | stret excavation | cr | 537.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2) | LF | \$40.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | $\stackrel{L}{\text { L }}$ | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | ORAINAGE INLETS (MODIFY) | EA | $\stackrel{53,518.00}{51000}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |
| dallas | drainage Intet (10) | EA | \$3,038.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182,75 | 2 | \$4,365.50 | 3 | ${ }_{56,548.25}$ |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182,75 | 2 | ${ }^{54,365.50}$ | 2 | 54,365.50 |
| Troot | MEEIAN CUT (5) | $\stackrel{\text { LF }}{\text { LF }}$ | ${ }_{\text {S }}^{536.15}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | ${ }^{50.00}$ |  | \$0.00 |  | $\stackrel{50.00}{500}$ |
| $\frac{\text { Txoot }}{\text { N/A }}$ | MEDIAN CUT (10' ${ }^{\text {PaTH }}$ | ${ }_{\text {LF }}^{\text {EA }}$ |  |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 5000 |  | S0.00 50.00 |  | S0.00 50.00 | 1 | $\frac{50.00}{\text { S17,938.41 }}$ |  | S0.00 50.00 |  | 50.00 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | ¢5,972.22 |  | $\frac{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\frac{50.00}{500}$ |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | $\frac{\text { sti,98.41 }}{\text { so.00 }}$ |  | ${ }_{50}^{50.00}$ |  | $\stackrel{50.00}{50.0}$ |
| dallas | DRIVEWAY (COMMERCILAL) | EA | \$8,444,44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELCCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | ${ }_{\text {EA }}$ | S572.00 <br> 52760 |  | ${ }_{50} 5000$ |  | ${ }_{50.00}^{500}$ |  | S0.00 5000 |  | S0.00 S000 |  | S000 <br> 5000 <br> 500 |  | S000 <br> 5000 <br> 500 |  | 50.00 S000 |  | S000 <br> 5000 <br> 500 |
| dellas | ${ }_{\text {TRe }}^{\text {TREEELECCATONS }}$ | ${ }_{\text {EA }}$ | $52,788.00$ 5886.00 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 <br> 5000 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | TRAFFIC SIGNS RELCCATED/REMOVED | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | TRaffic signs new | EA | \$655.00 | 6 | \$3,900.00 | 6 | ¢3,900.00 | 6 | \$3,900.00 | 6 | \$3,900.00 | 6 | \$3,900.00 | 2 | \$1,30.00 | 6 | \$3,900.00 | 6 | \$3,90.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | Lf | 59.00 | 144 | \$1,296.00 | 144 | \$1,296,00 | 144 | S1,296.00 | 144 | \$1,296.00 | 144 | S1,296.00 | 96 | \$884.00 | 144 | S1,296.00 | 144 | S1,296.00 |
|  | PAVEmENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARRINGS (TRIANGLES) | EA | S60.00 | 12 | \$720.00 | 12 | \$720.00 | 12 | \$720.00 | 12 | \$272000 | 12 | \$720.00 | 12 | \$720.00 | 12 | 5720.00 | 12 | 5720.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | HGht pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove and replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELICCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| $\frac{\text { dallas }}{\text { N/A }}$ |  | EA | S 597.00 |  | S0.00 |  | 50.00 |  | S0.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | S0.00 5000 |  | 50.00 5000 |  | 50.00 |
| N/A | PEEC CROSSWALK LIGHTING (H1) - LANE UNDVIVIDED | EA | $\underset{\substack{\text { ¢ }}}{\text { S27,1,182.50 }}$ |  | ${ }_{50} 50.00$ |  | ${ }_{50} 50.00$ |  | ${ }_{50} 50.00$ |  | ${ }_{50} 50.00$ |  | ${ }_{50} 50.00$ |  | $\frac{5000}{50.00}$ |  | ${ }_{50} 50.00$ |  | ${ }_{50}^{50.00}$ |
| N/A | PEEC CROSSWALK LIGHTING (H1) - LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEEC CROSSWWALL LIGHTING (H11)-6 LANE UNDVIVIDED | EA | \$441,83925 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ |  |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 5000 |  | S0.00 5000 |
| N/A | RREB (\#7) - 1 SOLAR SIIGN \& PUSHH BUTTONIN MEIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$36,000.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#\#7) - 2 SOLAR SIINS \& PUSHBUTION IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD hybrib beacon (49) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pee hrbrid beacon (t9) - - Lane ivilied | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hYbrio beacon (H9) - 6 LANE DIVIIDED | EA | \$200,000 | 0.5 | \$100,000.00 | 0.5 | S100,000.00 | 0.5 | S100,000.00 | 0.5 | S100,000.00 | 0.5 | \$100,000.00 |  | 50.00 | 0.5 | \$100,000.00 | 0.5 | \$100,000.00 |
| N/A | APS \& Countoown Peb Signal (\#10)-1 1 CW | EA | 59,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
|  | APS \& COUNTDOWN PEDS SIGNAL (H10)-2 2 CW | EA | \$15,500 |  | $\stackrel{50.00}{500}$ |  | ${ }_{50.00}^{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | ${ }_{50.00}^{500}$ |  | ${ }_{50}^{5000}$ |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S21,500 $\$ 27,500$ |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PeD Trafilic signal (l11)-3 LANE UNDIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIINAL (\#11) - 4 LaNE IVIVIDED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PeED Trafic silinal (\#11) - 6 LANE Divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | CONSTRUCTION COST (WITHOUT SIGNALS) CONSTRUCTION COST | $\underset{\text { ToTAL }}{\text { TOOAL }}$ |  |  | $\$ 10,281.50$ $\$ 11028150$ |  | $\$ 122,464.25$ |  | $\begin{gathered} \$ 5,916.00 \\ \$ 105,916.00 \end{gathered}$ |  | $\$ 10,281.50$ |  | $\$ 10,281.50$ \$110,281.50 |  | \$23,005.16 \$59,005.16 |  | $\begin{aligned} & 510,281.50 \\ & \hline 5110,28150 \end{aligned}$ |  | $\$ 10,281.50$ $\$ 11028150$ |
|  | enginerring design | 10\% |  |  | \$11,28.15 |  | \$11,246,43 |  | \$10,591.60 |  | \$11,028.15 |  | \$11,028.15 |  | \$5,900.52 |  | \$11,028.15 |  | \$11,028.15 |
|  | GEneral Landscaping | ${ }^{4 \%}$ |  |  |  |  | ${ }^{5498.57}$ |  | ${ }_{\text {S }}^{5236.64}$ |  | ${ }^{5411.26}$ |  | $\begin{array}{r}5411.26 \\ \text { - } \\ \hline\end{array}$ |  | \$920.21 |  | ${ }^{5411.26}$ |  | \$441.26 |
|  | ${ }_{\text {STPAPFIC }}$ STONTROL | 3\% |  |  | ¢ 5305.63 |  | S24929 $\$ 37393$ |  | ( |  | (5302.63 |  | (530.63 |  | \$5460.10 |  | ( |  | ¢ |
|  | mobilzation | 4\% |  |  | \$448.27 |  | \$543.44 |  | \$257.94 |  | \$448.27 |  | \$488.27 |  | \$1,003.02 |  | \$448.27 |  | \$448.27 |
|  | federal contingency | 2\% |  |  | \$2,45.67 |  | \$2,507.52 |  | \$2,345.96 |  | \$2,453.67 |  | \$2,453.67 |  | \$1,359.58 |  | \$2,453.67 |  | \$2,453.67 |
|  | opcc | total |  |  | \$125,200.00 |  | \$127,900.00 |  | \$119,700.00 |  | \$125,200.00 |  | \$125,200.00 |  | \$69,400.00 |  | \$125,200.00 |  | \$125,200.00 |
|  | average cost per lf of sidewalk |  |  |  | \#DIV0! |  | \#DIV0! |  | \#DVV0! |  | \#DIV/0! |  | \#DIV0! |  | \#DVV0! |  | \#DIV0! |  | \#DV/0! |
|  | GRand total for group gc | \$2,937,30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## ASSUMPTIONS

based on email with Josh 4/8/2020 @ 7:23 PM
refuge island will be 8 ft wide and 25 long per email
relocate ex drive on NE corner of Rockford to east of Ravinia
construct new ADA ramp to replace one with ex drive
add median nose signs each end as well as road narrows signs NB and SB Ravinia 4 tota
add striping around new island and on SB approach to median
rem ex conc rdwy pvmt plus couple (4) ft for new C \& G
add refuge conc rdwy pvmt
conc refuge med pvmt
add $C \& G$ across refuge
add C \& G along median edges
remove ex res driveway pvmt this was for apron
remove ex res drive pvmt $\$ 71 /$ sy divided by $9=\$ 7.89 / \mathrm{SF}$
add res conc driveway only for apron
add res driveway conc pvmt $\$ 72 / \mathrm{SY}$ divided by $9=\$ 8 / \mathrm{SY}$
add ADA ramp
add striping along new median
add signs
remove conc rdwy pvmt
8 ft wide $+4 \mathrm{ft} \mathrm{C} \mathrm{\&} \mathrm{G}=12 \mathrm{ft}$ wide
25 ft long +4 ft C \& G = 29 LF
total rem $29 \times 12=348$ SF
conc rdwy refuge pvmt
$10 \times 10=100 \mathrm{SF}$
conc refuge med pvmt
take total width req'd minus refuge rdwy pvmt
$(25 \times 8)-100=100$ SF
$C \& G$ across refuge med
$10 \times 2=20$
$\mathrm{C} \& \mathrm{G}$ along median
take total length plus end minus refuge width times each side
$(25+8-10) \times 2$
$23 \times 2=46 \mathrm{LF}$
striping around median go thru refuge leaveou
$25+25+8+8=66$ LF
rem driveway pvmt SF measure street view
length $=35 \mathrm{ft}$
width $=10 \mathrm{ft}$
therefore rem $35 \times 10=350 \mathrm{SF}$
prop driveway pvmt $=$ removal area $=350 \mathrm{SF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 350 | $\$ 0.49$ | $\$ 171.50$ |
| 454 | SF | 100 | $\$ 6.33$ | $\$ 633.00$ |
| 356 | SF | 50 | $\$ 6.00$ | $\$ 300.00$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 46 | $\$ 32.00$ | $\$ 1,472.00$ |
| 201 | EACH | 1 | $\$ 1,972.22$ | $\$ 1,972.22$ |
| 201 | SF | 350 | $\$ 7.89$ | $\$ 2,761.50$ |
| 457 | EACH | 1 | $\$ 2,000.00$ | $\$ 2,000.00$ |
| 457 | SF | 350 | $\$ 9.00$ | $\$ 3,150.00$ |
| 531 TxDOT | EACH | 1 | $\$ 2,182.75$ | $\$ 2,182.75$ |
| 06666035 | LF | 66 | $\$ 0.84$ | $\$ 55.44$ |
| $0636 \& 0646$ | EACH | 4 | $\$ 650.00$ | $\$ 2,600.00$ |
|  |  |  |  | $\$ 17,938.41$ |
|  |  |  |  |  |



| Opinion of Probable Construction Cost Illinois Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  | 7A-IL-SW-100 |  | 7A-IL-SW-101 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-RP-54 |  | 7A-IL-RP-55 |  | 7A-IL-SW-75 |  | 7A-IL-SW-98 |  |  |  |  |  |  |  |
| ENTITY | ITEM | UNIT | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | QUANTIT-SW-100 |  | QUANTITY ${ }^{\text {cost }}$ |  | 7A-IL-SW-103 <br> QUANTIT <br> cost |  |
| dallas | SIDEWALK (5) | LF | \$35.00 | 95 | \$3,325.00 | 280 | \$9,800.00 | 145 | \$5,075.00 | 220 | \$7,700.00 | 415 | \$14,525.00 | 325 | S11,375.00 | 100 | \$3,500.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 | 95 | \$1,900.00 | 280 | \$5,600.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | $\stackrel{\text { S1,000.00 }}{ }$ |  | \$0.00 |
| dallas | RETAINING WALL (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 60 | \$2,400.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTter | LF | \$39.72 |  | 50.00 |  | 50.00 | 145 | \$5,759.40 |  | 50.00 | 365 | \$14,997.80 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 1 | \$2,182,75 |  | 50.00 | 3 | \$6,548.25 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | S2,182,75 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 58,444.44 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 | 1 | \$22,000.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | \$886.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$886.00 | 1 | 5886.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 523.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT M ARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TTRANGLES) | EA | S660.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | Light pole relocation | EA | 54,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove And Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | ${ }^{53,640.00}$ |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 1 | ${ }_{53,640.00}$ |  | \$0.00 |
| dallas | PARKING STOP | EA |  |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LGGTING (\#1) - - LANE UNDIVIDED | EA | S26,435.00 |  | $\stackrel{\text { S0.00 }}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{5000}$ |  | $\stackrel{\text { S0.00 }}{ }$ |  | ¢0.00 |  | S0.00 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S27,182.50 |  | S0.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | Peed crosswalk Lighting (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFEB (\#7) - 2 Solar Signs \& PUSHBUUTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BeACON (49) - 3 LANE UNOIVIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED HYBRID BEACON (49) - 4 LANE DIVIIDED | EA | \$175,00.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED HY8RID BEACON (49) - 6 LANE DIVIIDED | EA | \$200,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10) - 1 CW | EA | \$9,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 W | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{3} \mathbf{C W}$ | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10)- -cW | EA | S27,500.00 <br> S1500000 |  | S0.00 5000 |  | 50.00 5000 |  | 50.00 $\$ 000$ |  | 50.00 5000 |  | 50.00 5000 |  | S0.00 S000 |  | S0.00 |
| N/A |  | EA | \$150,000.00 $\$ 175,000.00$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{50} 5000$ |
|  | construction cost (without signais) | total |  |  | \$5,225.00 |  | \$17,582.75 |  | \$10,834.40 |  | \$14,471.25 |  | \$33,388.30 |  | \$46,238.50 |  | \$37,013.19 |
|  | Construction cost | total |  |  | \$5,225.00 |  | \$17,582.75 |  | \$10,834.40 |  | \$14,471.25 |  | \$33,388.30 |  | \$46,238.50 |  | \$37,013.19 |
|  | enginerring design | 10\% |  |  | \$522.50 |  | \$1,758.28 |  | \$1,083.44 |  | \$1,447.13 |  | \$3,338.83 |  | \$4,623.85 |  | \$3,701.32 |
|  | general landscaping | 4\% |  |  | \$209.00 |  | \$703.31 |  | \$433.38 |  | \$578.85 |  | \$1,335.53 |  | \$1,849.54 |  | \$1,480.53 |
|  | swppp | 2\% |  |  | \$104.50 |  | \$351.66 |  | \$216.69 |  | \$289.43 |  | \$667.77 |  | \$924.77 |  | \$740.26 |
|  | TRAFFIC Control | 3\% |  |  | \$156.75 |  | \$527.48 |  | \$325.03 |  | \$434.14 |  | \$1,001.65 |  | \$1,387.16 |  | \$1,110.40 |
|  | mobilzation | 4\% |  |  | \$227.81 |  | \$766.61 |  | \$472.38 |  | \$630.95 |  | \$1,455.73 |  | \$2,016.00 |  | \$1,613.78 |
|  | federal contingency | 2\% |  |  | \$128.91 |  | \$433.80 |  | \$267.31 |  | \$357.03 |  | \$823.76 |  | \$1,140.80 |  | \$913.19 |
|  | OPCC | TOTAL |  |  | \$6,600.00 |  | \$22,200.00 |  | \$13,700.00 |  | \$18,300.00 |  | \$42,100.00 |  | \$58,200.00 |  | \$46,600.00 |
|  | average cost per lf of sidewalk |  |  |  | 569.47 Per LF |  | \$79.29 Per LF |  | \$99.48 PER LF |  | \$83.18 PERLF |  | \$101.45 PER LF |  | \$179.08 PER LF |  | \$466.00 PER LF |
|  | grand total for group 7a | \$5,082,90 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  |  |  |  |  |  |  |  |  | 7A-IL-RP-109 |  | 7A-IL-RP-110 |  | 7A-IL-SW-111 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-SW-105 |  | 7A-IL-SW-106 |  | 7A-IL-SW-107 |  | 7A-IL-SW-108 |  |  |  |  |  |  |  |
| ENTTTY | ITEM | UNIT | cost | quantiry | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | Quantity | cost | QUANTITY | cost |
| dallas | SIDEWALK ( 5 ) | ${ }^{\text {LF }}$ | \$35.00 | 105 | \$3,675.00 | 30 | \$1,050.00 | 175 | \$6,125.00 | 10 | \$350.00 | 10 | S350.00 | 110 | \$3,850.00 | 325 | \$11,375.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | ${ }^{\text {LF }}$ | \$20.00 |  | 50.00 | 10 | \$200.00 |  | 50.00 | 10 | \$200.00 | 10 | \$200.00 | 110 | \$2,200.00 |  | \$0.00 |
| dallas | Retalning Wall (1) | ${ }^{\text {LF }}$ | \$20.00 |  | 50.00 | 10 | \$200.00 | 70 | \$1,400.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 | 62 | \$2,480.00 | 10 | \$400.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (5) | ${ }^{\text {LF }}$ | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | 539.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE ILLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | 53,972.22 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,44,44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallioad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | TRAFFIC SIINSS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$446.00 |
| TXDOT | Trafilic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Fire hyorant relocated | EA | \$3,640.00 |  | 50.00 |  | 50.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - L LANE UNDVIIDED | ${ }_{\text {EA }}$ | S26,435.00 |  | S0.00 S000 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | S0.00 S000 |  | $\begin{array}{r}50.00 \\ \hline \\ \hline 000\end{array}$ |  | S0.00 S000 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S27, 282.50 <br> $\$ 40,47.50$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 <br> 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183,75 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50} 5000$ |
| N/A | PED Crosswalk lighting (\#1) - 6 LANE UNDIVIDED | EA | \$411,839.25 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | ${ }_{50} 5000$ |  | S0.00 |  | ${ }_{50} 5000$ |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,6115,50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | S150,000.00 <br> 115500000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED HYERID EEACON (\#\#) - 6 LANE DIVIIDED | ${ }_{\text {EA }}$ | \$200,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 $\mathbf{C W}$ | EA | \$9,500.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped signal (\#10) - 2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{c W}$ | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) -4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped taffic signal (\#11) - 3 LANE UNDIVIDED | EA | \$150,00,00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIIDED | EA | \$175,00,00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIIGNAL (\#11)-6 LANE DIVIIED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total total |  |  | \$3,675.00 |  |  |  | $\$ 15,827.75$ |  | \$4,904.75 |  | \$550.00 |  | \$8,232.75 |  | \$20,158.72 |
|  | CONSTRUCTION COST |  |  | total | \$3,675.00 |  | $\$ 3,632.75$ |  | $\$ 15,827.75$ |  | \$4,904.75 |  | \$550.00 |  | \$ $\$ 8,232.75$ |  | \$20,158.72 |
|  | engineming design | 10\% |  |  | \$367.50 |  | \$363.28 |  | \$1,582.78 |  | \$490.48 |  | \$55.00 |  | \$823.28 |  | \$2,015.87 |
|  | general landscaping | 4\% |  |  | \$147.00 |  | \$145.31 |  | \$633.11 |  | \$196.19 |  | \$22.00 |  | \$329.31 |  | \$806.35 |
|  | swppp | ${ }_{3 \%}^{2 \%}$ |  |  | \$73.50 |  | \$72.66 |  | \$316.56 |  | \$98.10 |  | \$11.00 |  | \$164.66 |  | \$403.17 |
|  | traffic control | $3 \%$$4 \%$ |  |  | \$110.25 |  | \$108.98 |  | \$474.83 |  | $\$ 147.14$ $\$ 27.85$ |  | \$16.50 |  | \$246.98 $\$ 35895$ |  | \$560.76 |
|  | mobilzation |  |  |  | \$160.23 |  | \$158.39 |  | \$690.09 |  | \$213.85 |  | \$23.98 |  | \$358.95 |  | \$878.92 |
|  | federal contingency | 2\% |  |  | \$90.67 |  | \$89.63 |  | \$390.50 |  | \$121.01 |  | \$13.57 |  | \$203.12 |  | \$497.36 |
|  | opcc | total |  |  | \$4,700.00 |  | \$4,600.00 |  | \$20,000.00 |  | \$6,200.00 |  | \$700.00 |  | \$10,400.00 |  | \$25,400.00 |
|  | average cost per lf of sidewalk |  |  |  | S44.76 PER LF |  | \$153.33 PER LF |  | \$114.29 Per LF |  | \$620.00 PER LF |  | \$70.00 Per LF |  | \$99.59 PERLF |  | \$78.15 PERLF |
|  | grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-SW-112 |  | 7A-IL-SW-114 |  | 7A-IL-SW-117 |  | 7A-IL-SW-121 |  | 7A-IL-SW-122 |  | 7A-IL-SW-123 |  | 7A-IL-SW-124 |  |
| ENTTIT | \|TEM | UNIT | cost | quantiry | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | Quantity | cost |
| dallas | SIIEEWALK (5) | ${ }^{\text {LF }}$ | 535.00 | 325 | \$11,375.00 | 195 | \$6,825.00 | 180 | \$6,300.00 | 190 | \$6,650.00 | 205 | \$7,175.00 | 10 | ¢350.00 | 440 | \$15,400.00 |
| dallas | SIDEWALK (10' PATH) | Le | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 5 | \$100.00 | 5 | \$100.00 |  | 50.00 |
| dallas | Retaling wall (2') | ${ }^{\text {LF }}$ | \$40.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 10 | S400.00 | 10 | \$400.00 |  | 50.00 |
| dallas | Retaling wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$1,986.00 |  | 50.00 | 440 | \$17,476.80 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | \$58.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PEED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | S2,182.75 | 1 | S2,182.75 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | S0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,44,44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | \$223.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXXOT | TRAFIIC SIIGNS NEW | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRRIANGLES) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTIUTY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RLLOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTNG (\#\#1) - 2 LANE UNDIVIVED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTING (\#\#1)-3 LANE UNDIVIDED | EA | ${ }^{527,182.50}$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - LLANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Peed crosswalk Lighting (\#1)-4 LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,614.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE ( (77) - 1 SOLAR SIGN \& P USH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (\#7) - 2 SOLAR SIINS \& PUSHBUUTON IN MEDIAN | EA | S48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HVBRID BeACON (t9) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#\#) - 4 LANE DIVIIDED | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-1 1 CW | EA | \$9,50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-2 CW | EA | \$15,500.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10)-3 $\mathbf{3} \mathbf{C W}$ | EA | S21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Teafil signal (\#11) - 3 LANE UNDIVIDED | EA | \$150,00,00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIIDED | EA | S175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIIGNAL (\#11)-6 LANE DIVIIED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signais) | TOTAL |  |  | \$35,557.75 |  | \$31,007.75 |  | \$13,433.50 |  | \$33,015.50 |  | \$14,026.50 |  | \$3,032.75 |  | \$35,059.55 |
|  | CONSTRUCTION COST | Total |  |  | \$35,557.75 |  | \$31,007.75 |  | \$13,433.50 |  | \$33,015.50 |  | \$14,026.50 |  | \$3,032.75 |  | \$35,059.55 |
|  | enginetring design | 10\% |  |  | \$3,555.78 |  | \$3,100.78 |  | \$1,343,35 |  | \$3,301.55 |  | \$1,402.65 |  | \$303.28 |  | \$3,55.96 |
|  | general landscaping | 4\% |  |  | \$1,422.31 |  | \$1,240.31 |  | \$537.34 |  | \$1,320.62 |  | \$561.06 |  | \$121.31 |  | \$1,402.38 |
|  | SWPPP | 2\% |  |  | \$711.16 |  | \$620.16 |  | \$268.67 |  | \$660.31 |  | \$280.53 |  | \$60.66 |  | \$701.19 |
|  | TRAFFIC Control | ${ }^{3 \%}$ |  |  | ${ }_{\text {¢ }}^{\$ 1,066.73}$ |  | \$\$930.23 |  | \$403.01 $\$ 585700$ |  | \$990.47 |  | \$422.80 |  | \$90.98 |  | $\$ 1,0.51 .79$ $\$ 1,528.60$ |
|  | mobllization | 4\% |  |  | \$1,550.32 |  | \$1,351.94 |  | \$585.70 |  | \$1,439.48 |  | \$611.56 |  | \$132.23 |  | \$1,528.60 |
|  | federal contingency | 2\% |  |  | \$877.28 |  | \$765.02 |  | \$331.43 |  | \$814.56 |  | \$346.06 |  | \$74.82 |  | \$864.99 |
|  | opcc | total |  |  | \$44,800.00 |  | \$39,100.00 |  | \$17,000.00 |  | \$41,600.00 |  | \$17,700.00 |  | \$3,900.00 |  | \$44,200.00 |
|  | average cost per lf of sidewalk |  |  |  | \$137.85 PER LF |  | \$200.51 PER LF |  | \$99.44 PRRLF |  | \$218.95 Per LF |  | \$86.34 PER LF |  | \$390.00 Per Lf |  | \$100.45 PER LF |
|  | Grand total for group 7a | \$5,082,900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 7A |  |  |  | 7A-IL-RP-125 |  | 7A-IL-SW-126 |  | 7A-IL-SW-127 |  | 7A-IL-RP-128 |  | 7A-IL-SW-131 |  | 7A-IL-RP-132 |  | 7A-IL-RP-133 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | Item | UNIT | cost | QuANTITY | cost | Quantity | cost | Quantity | cost | QUANTITY | cost | Quantity | cost | QuANTITY | cost | Quantity | cost |
| dallas | SIIEEWALK (5') | ${ }^{\text {LF }}$ | \$35.00 | 150 | \$5,250.00 | 165 | \$5,775.00 | 360 | \$12,600.00 | 395 | \$13,825.00 | 20 | \$700.00 | 75 | \$2,625.00 | 55 | \$1,925.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | \$50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | \$20.00 | 150 | \$3,000.00 |  | 50.00 |  | 50.00 | 340 | \$6,800.00 |  | 50.00 | 75 | \$1,500.00 | 55 | \$1,100.00 |
| dallas | Retaling wall (1) | IF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 5 | \$100.00 | 50 | \$1,000.00 |  | 50.00 |
| dallas | Retalining wall (2) | LF | ${ }^{540.00}$ |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50}$ |  | S0.00 |
| dallas | Retaling wall (3') | ${ }^{\text {LF }}$ | \$57.00 |  | 50.00 | 20 | \$1,500.00 | 40 | $\stackrel{53,000.00}{ }$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 | 120 | \$12,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling Wall (5) | Ir | \$125.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTIER | LF | \$39.72 |  | \$0.00 | 165 | \$6,553.80 | 360 | \$14,299.20 | 155 | \$5,156.60 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |
| TXXOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 |
| TXXOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | \$0.00 |  | \$ 50.00 |  | \$0.00 |  | \$ 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 | 3 | \$11,916.66 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |
| dallas | TreE Relocations | EA | \$2,768.00 |  | 50.00 | 1 | \$2,768.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | \$886.00 |  | 50.00 |  | 50.00 | 4 | \$3,544.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafil Sigigs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | UTILTY Box Relocation | EA | S729.33 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove And Replace) | LF | \$53.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTN ( (11) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTNG (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$541,839.25 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$ $24,4,00000$ |  | ${ }_{50} 50.00$ |  | \$0.00 |  | ${ }_{50} 50.00$ |  | ¢0.00 |  | 5 |  | ${ }_{5}^{50.00}$ |  | 50.00 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$56,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | $\frac{50.00}{}$ |
| N/A | RRFEB (\#7) - 2 Solar Signs \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BeACON (H9) - - LANE UNOIVIDED | EA | \$150,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| N/A | PED HYBRID BEACON (\#9) - 4 LaNE DIVIIDED | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LaNE DIVIDED | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIISNAL (\#10)-1 CW | EA | \$9,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10) - 3 CW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) -4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11)-4 LANE DIVIDED | EA | S175,000.00 |  | \$9000 |  | S0.00 |  | S0.00 S00 |  | ¢ |  | ¢0.00 |  | $\xrightarrow{50.00}$ |  | $\stackrel{50.00}{ }$ |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LaNE Divide | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signais) | total |  | \$10,432.75 |  |  | \$30,779.55 |  | \$50,310.61 |  | \$28,964.35 |  | \$2,982.75 |  | \$5,125.00 |  | \$5,207.75 |
|  | construction cost | Total |  |  | \$10,432,75 |  | \$30,779.55 |  | \$50,310.61 |  | \$28,964.35 |  | \$2,982.75 |  | \$5,125.00 |  | \$5,207.75 |
|  | enginering design | 10\%$4 \%$ |  |  | \$1,043.28 |  | \$3,077.96 |  | \$5,031.06 |  | \$2,896.44 |  | \$298.28 |  | \$512.50 |  | \$520.78 |
|  | general landscaping |  |  |  | \$417.31 |  | \$1,231.18 |  | \$2,012.42 |  | \$1,158.57 |  | \$119.31 |  | \$205.00 |  | \$208.31 |
|  | ${ }_{\text {swppp }}$ | 2\% |  |  | \$520.66 |  | \$615.59 |  | \$1,066.21 |  | \$579.29 |  | \$59.66 |  | \$102.50 |  | \$104.16 |
|  | traffic control mobluzation |  |  |  | \$312.98 $\$ 454.87$ |  | \$923.39 |  | \$1,509.32 |  | \$88.93 $\$ 126285$ |  | \$89.48 |  | \$153.75 |  | \$156.23 $\$ 227.06$ |
|  | мовılıation | $\begin{aligned} & 3 \% \\ & 4 \% \\ & 4 \% \end{aligned}$ |  |  | \$454.87 |  | \$1,341.99 |  | \$2,193.54 |  | \$1,262.85 |  | \$130.05 |  | \$223,45 |  | \$227.06 |
|  | federal contingency | 2\% |  |  | \$257.40 |  | \$759.39 |  | \$1,241.26 |  | \$714.61 |  | \$73.59 |  | \$126.44 |  | \$128.49 |
|  | opcc | total |  |  | \$13,200.00 |  | \$38,800.00 |  | \$63,400.00 |  | \$36,500.00 |  | \$3,800.00 |  | \$6,500.00 |  | \$6,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$88.00 PER LF |  | \$235.15 PER LF |  | \$176.11 PER LF |  | \$92.41 PER LF |  | \$190.00 PER LF |  | \$86.67 Per LF |  | \$120.00 PER LF |
|  | Grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number <br> $P R \leftarrow$ Station Abbreviation |  |  SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP= $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-SW-134 |  | 7A-IL-SW-135 |  | 7A-IL-SW-136 |  | 7A-IL-RP-137 |  | 7A-IL-RP-138 |  | 7A-IL-RP-139 |  | 7A-IL-SW-140 |  |
| ENTITY | ITEM | UNIT | cost | quantir | cost | quantiry | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost |
| dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | \$35.00 | 260 | \$9,100.00 | 210 | \$7,350.00 | ${ }_{430}$ | \$15,050.00 | 235 | ¢8,225.00 | 35 | \$1,225.00 | 110 | ¢3,850.00 | 80 | \$2,800.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 235 | $\stackrel{\text { ¢ }}{54,700.00}$ | 35 | \$700.00 | 110 | \$5,200.00 |  | \$0.00 |
| dallas | Retaling wall (1) | ${ }^{\text {LF }}$ | \$20.00 |  | 50.00 |  | 50.00 | 195 | ¢3,900.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | Retaling Wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | \$0.00 |  | 50.00 |  | \$0.00 | 235 | \$9,334,20 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DALLAS | RCP 18" | LF | \$58.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182,75 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 |  | \$0.00 | 1 | S2,182.75 |  | \$0.00 |
| TxDOT | MEDIAN CUT ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | MEDIAN CUT (10' ${ }^{\text {P }}$ ATH) | LF | \$72.30 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTIUTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 | 3 | \$1,71.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 | 2 | \$5,536.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | EA | 5886.00 |  | \$0.00 | 7 | \$6,202.00 | 3 | \$2,658.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$122,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | TRAFFIC SIINSS RELOCATED | EA | \$223.00 |  | 50.00 | 1 | \$223.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafil signs new | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (triangles) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX RELICATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Fire hyorant relocated | EA | \$3,640.00 |  | \$0.00 |  | 50.00 | 1 | ${ }^{53,640.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#\#1) -3 LANE UNDIVIDED | EA | S27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALL LIGHTING (H1) - 4 LANE DVIIDED | EA | S41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | PEE CROSSWALK LIGHTING (H1)-6 LANE UNDVIVIDED | $\stackrel{\text { EA }}{\text { EA }}$ | $\frac{541,839,25}{54261500}$ |  | S0.00 <br> Soon |  | S0.00 Soun |  | S0.00 Soun |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | S424,000.00 |  | S0.00 |  | S0.00 <br> 5000 |  | S0.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | RRFE ( (77) - 1 Solar sicn \& P USH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | RRFE ( (77) - 2 Solar Signs \& PUSHBUTION IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hrbrid beacon (t9) - 3 LANE UNOIVIIDED | EA | \$150,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYbRID BEACON (H9) - 4 LaNE Divided | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#P) - 6 LANE DIVIIDED | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-1CW | EA | \$9,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-2 2 W | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (\#10) -3 cW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-4 CW | ${ }_{\text {EA }}$ | S ${ }_{\text {ST27,500.00 }}$ |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |
| N/A | PEED TRAFFICIC SIGNAL (\#11) - - Lane ilvided | ${ }_{\text {EA }}$ | \$175,000.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | \$0.00 |  | S0.00 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LaNE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$16,818.75 |  | \$18,140.50 |  | \$31,552.50 |  | \$24,441.95 |  | \$1,925.00 |  | \$8,232.75 |  | \$2,800.00 |
|  | Construction cost | total |  |  | \$16,818,75 |  | \$18,140.50 |  | \$31,552.50 |  | \$24,441.95 |  | \$1,925.00 |  | \$8,232.75 |  | \$2,800.00 |
|  | enginerring design | 10\% |  |  | \$1,681.88 |  | \$1,814.05 |  | \$3,15.25 |  | \$2,444.20 |  | \$192.50 |  | \$823.28 |  | \$280.00 |
|  |  | 4\% |  |  | \$672.75 |  | \$725.62 |  | \$1,262.10 |  | \$977.68 |  | \$77.00 |  | \$329.31 |  | \$112.00 |
|  | SWPPP | 2\% |  |  | \$336.38 |  | \$362.81 |  | \$631.05 |  | \$488.84 |  | \$38.50 |  | \$164.66 |  | \$56.00 |
|  | traffic control | $3 \%$ $4 \%$ |  |  | \$504.56 $\$ 733.30$ |  | \$544.22 $\$ 790.93$ |  |  |  | \$733.26 $\$ 1,065.67$ |  | \$57.75 $\$ 88.93$ |  | \$246.98 $\$ 358.95$ |  | \$84.00 $\$ 122.08$ |
|  |  |  |  |  | \$733.30 |  |  |  | \$1,375.69 |  | \$1,065.67 |  | \$83.93 |  | \$358.95 |  | \$122.08 |
|  | federal contingency | 2\% |  |  | \$414.95 |  | \$447.56 |  | \$778.46 |  | \$603.03 |  | 547.49 |  | \$203.12 |  | \$69.08 |
|  | OPCC | total |  |  | \$21,200.00 |  | \$22,900.00 |  | \$39,800.00 |  | \$30,800.00 |  | \$2,500.00 |  | \$10,400.00 |  | \$3,60.00 |
|  | average cost per lf of sidewalk |  |  |  | \$81.54 Per LF |  | \$109.05 PER LF |  | \$99.56 PER LF |  | \$133.06 PERLF |  | \$71.43 Per LF |  | \$94.55 Per LF |  | \$45.00 Per LF |
|  | grand total for group 7a | \$5,082,900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  | $\begin{aligned} & 1 \mathrm{~A} \leftarrow \text { Station Number } \\ & \mathrm{PR} \text { Station Abbreviation } \end{aligned}$ |  | mprovement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-RP-141 |  | 7A-IL-SW-142 |  | 7A-IL-SW-143 |  | 7A-IL-SW-144 |  | 7A-IL-SW-145 |  | 7A-IL-RP-146 |  | 7A-IL-RP-147 |  |
| ENTITY | ITem | UNIT | cost | QuANTITY | cost | quantiry | cost | Quantity | cost | QuANTITY | cost | quantir | cost | Quantity | cost | QuANTITY | cost |
| dallas | SIDEWALK (5') | ${ }^{\text {LF }}$ | \$35.00 | 35 | \$1,225.00 | 115 | \$4,025.00 | 490 | \$17,150.00 | 490 | \$17,150.00 | 130 | \$4,550.00 | 215 | \$7,525.00 | 80 | \$2,800.00 |
| dallas | SIIEWALK (10' PATH) | LF | 570.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | \$20.00 | 35 | \$700.00 | 115 | \$2,300.00 |  | 50.00 | 150 | \$3,000.00 |  | \$0.00 | 215 | \$4,300.00 | 80 | $\stackrel{\text { S1, } 600.00}{ }$ |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 | 25 | \$500.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 | 25 | \$1,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| DAllas | Retaling wall (4) | LF | \$100.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| dallas | Retaling wall (5) | ${ }^{\text {LF }}$ | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| DALLAS | CURB AND GUUTIER | LF | \$39.72 |  | \$0.00 |  | \$0.00 | 100 | \$3,972.00 | 490 | \$19,462.80 |  | \$0.00 |  | \$0.00 |  | ${ }_{50.00}$ |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 | 15 | \$870.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182,75 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 3 | \$6,548.25 | 1 | \$2,182.75 |  | 50.00 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | MEDIAN CUT (10' ${ }^{\text {P }}$ ATH) | ${ }_{\text {LF }}$ | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$7,944.44 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | 58,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | \$0.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 | 1 | \$2,768.00 |  | \$0.00 |
| dallas | TREE REMOVALS | EA | 5886.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | TRAFFIC SIIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLS) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX RELICATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | S0.00 |  | ¢ 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Fire hyorant relocated | EA | \$3,64.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIIDED | EA | \$26,435.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Crosswalk lighting (H1) - Lane divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& P USH BUTTON IN MEDIAN | EA | \$36,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFBB (\#7) - 2 Solar signs \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - 3 LANE UNDIVIDED | EA | S150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | PeD HYBRID BEACON (49) - 4 Lane divided | EA | \$175,00.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LaNE DIVIIDED | EA | \$200,00,00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countdown Ped signal (\#10)-1CW | EA | \$9,50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-3 $\mathbf{3}$ CW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTD OWN PEDSLIGNAL LH10)-4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#\#11) - 3 LANE UNDIVIDED | EA |  |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | 50.00 5000 |  | S0.00 S000 |  | 50.00 5000 |  | S0.00 |  | S0.00 5 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | ${ }_{5} 50.00$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
|  | CONstruction cost (without signais) | TotalTOTAL |  |  |  |  | \$6,897.00 \$6,897.00 |  | $\$ 25,487.50$ $\$ 25,487.50$ |  |  |  | \$33,098.25 |  | \$38,775.75 |  | \$4,400.00 |
|  | construction cost |  |  |  | $\begin{aligned} & 44,107,75 \\ & \$ 4,107.75 \end{aligned}$ |  |  |  | $\$ 60,578.74$ |  | \$33,098.25 |  | \$38,775.75 |  | \$4,400.00 |
|  | engineming design | $10 \%$$4 \%$ |  |  | \$410.78 |  | \$689.70 |  |  |  | \$2,548.75 |  | \$6,057.87 |  | \$3,309.83 |  | \$3,877.58 |  | \$440.00 |
|  | general landscaping |  |  |  | \$164.31 |  | \$275.88 |  | \$1,019.50 |  | \$2,423.15 |  | \$1,323.93 |  | \$1,551.03 |  | \$176.00 |
|  | swppp | 4\% |  |  | \$82.16 |  | \$137.94 |  | \$509.75 |  | \$1,211.57 |  | \$661.97 |  | \$775.52 |  | \$88.00 |
|  | traffic control | 2\% |  |  | \$123.23 |  | \$206.91 |  | \$764.63 |  | \$1,817.36 |  | \$992.95 |  | \$1,163.27 |  | \$132.00 |
|  | mobilzation | 4\% |  |  | \$179.10 |  | \$300.71 |  | \$1,111.26 |  | \$2,641.23 |  | \$1,443.08 |  | \$1,690.62 |  | \$191.84 |
|  | federal contingency | 2\% |  |  | \$101.35 |  | \$170.16 |  | \$628.83 |  | \$1,494.60 |  | \$816.60 |  | \$956.68 |  | \$108.56 |
|  | opcc | total |  |  | \$5,200.00 |  | \$8,700.00 |  | \$32,100.00 |  | \$76,300.00 |  | \$41,700.00 |  | \$48,800.00 |  | \$5,60.00 |
|  | average cost per lf of sidewalk |  |  |  | S148.57 Per LF |  | \$75.65 Per Lf |  | \$65.51 PER LF |  | \$155.71 PER LF |  | \$320.77 PER LF |  | \$226.98 PER LF |  | \$70.00 PRRLF |
|  | grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-RP-148 |  | 7A-IL-SW-149 |  | 7A-IL-RP-150 |  | 7A-IL-RP-151 |  | 7A-IL-SW-152 |  | 7A-IL-RP-153 |  | 7A-IL-RP-154 |  |
| Entir | \|TEM | UNIT | cost | QuANTITY | cost | Quantity | cost | Quantity | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | LF | \$35.00 | 70 | \$2,450.00 | 385 | \$13,475.00 | 410 | \$14,350.00 | 425 | \$14,875.00 | 275 | \$9,62.00 | 210 | \$7,350.00 | 205 | \$7,175.00 |
| dallas | SIIEWALK (10' PATH) | LF | \$70.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | L | \$20.00 | 70 | \$1,400.00 |  | 50.00 | 410 | \$8,200.00 | 390 | \$7,800.00 |  | 50.00 | 210 | \$4,200.00 | 205 | \$4,100.00 |
| dallas | Retaining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 | 10 | \$200.00 |  | 50.00 | 185 | \$3,700.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 | 90 | \$3,600.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | L | \$100.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (5) | LF | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| DALLAS | Curb And gutier | LF | \$39.72 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $10^{\prime}$ PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 | 2 | \$7,944.44 |  | 50.00 |  | 50.00 | 3 | \$11,916.66 |  | 50.00 |  | 50.00 | 3 | \$11,916.66 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 | 2 | \$1,144.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | tre removals | EA | 5886.00 |  | \$0.00 |  | \$0.00 | 2 | \$1,772.00 |  | 50.00 |  | \$0.00 | 1 | \$886.00 | 1 | \$886.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | PAVEMENT MARKIIGS (CROSSWALK) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box relocation | EA | S729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | S729.33 |  | 50.00 |  | 50.00 |
| dalas | LGHT Pole Relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 | 2 | \$7,280.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 3 LANE UNDIVIIED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 4 Lane undivided | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - L LANE DIVIIED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)- 6 L ANE DIVIIDE RREB (\#7) - 3 LANS W/O MEDIAN | EA | ${ }_{\text {S }}^{542,615.50}$ |  | S0.00 |  | S0.00 Soon |  | \$0.00 |  | 50.00 5000 |  | \$0.00 |  | 50.00 |  | 50.00 $\$ 000$ |
| N/A |  | EA | S24,000.00 $\$ 36,000.00$ |  | S0.00 5000 |  | ¢0.00 |  | ${ }_{50} 50.00$ |  | ¢0.00 |  | \$0.00 |  | S0.00 50 |  | 50.00 50.00 |
| N/A | RREB (\#7) - 2 Solar Signs \& PUSHBUUTION IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BeACON (H9) - - LaNe UNOIVIDED | EA | \$150,000.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| N/A | PED HYbRID BEACON (H9) - 4 LaNe divided | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 6 LaNE DIVIIDED | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 CW | EA | \$9,50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 W | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-3 $\mathbf{3}$ CW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 cW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped TRAFFIC SIGNAL (\#11)- 3 LANE UNDIVIDED | EA | \$150,00,00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) -4 LANE DIVIIDED | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | CONSTRUCTION Cost (without signais) | total Total |  |  |  |  |  |  |  |  | \$45,897.16 |  |  |  | \$14,618.75 |  | \$24,077.66 |
|  | Construction cost |  |  |  | $\$ 11,794.44$ |  |  |  | $\$ 24,522.00$ |  | \$45,897.16 |  | $\$ 17,381.08$ |  |  |  | \$24,077.66 |
|  | engineming design | 10\% |  |  | \$1,179.44 |  | \$2,293.78 |  | \$2,452.20 |  | \$4,589.72 |  | \$1,788.11 |  | \$1,461.88 |  | \$2,407.77 |
|  | general landscaping | 4\% |  | $\$ 471.78$ |  |  | \$917.51 |  | \$980.88 |  | \$1,835.89 |  | \$695.24 |  | \$584.75 |  | \$963.11 |
|  | swppp | 2\% |  |  |  |  | \$458.76 |  | \$490.44 |  | \$917.94 |  | \$347.62 |  | \$292.38 |  | 5481.55 |
|  | TRAFIIC Control | ${ }^{3 \%}$ |  | \$353.83 |  |  | \$688.13 |  | \$735.66 |  | \$1,376.91 |  | \$521.43 |  | \$438.56 |  | \$722.33 |
|  | mobilzation |  |  | \$1,000.09 |  | \$1,069.16 |  | \$2,001.12 |  | \$757.82 |  | \$637.38 |  | \$1,049.79 |  |  |
|  | federal contingency | 2\% |  |  |  |  |  | \$290.99 |  | \$565.92 |  | \$605.01 |  | \$1,132.37 |  | \$428.83 |  | \$360.67 |  | \$594.04 |
|  | opcc | total |  |  | \$14,900.00 |  | \$28,900.00 |  | \$30,900.00 |  | \$57,800.00 |  | \$21,900.00 |  | \$18,400.00 |  | \$30,300.00 |
|  | average cost per lf of sidewalk |  |  |  | 212.86 Per LF |  | \$75.06 PERLF |  | \$75.37 PRRLF |  | \$136.00 PER LF |  | \$79.64 PRR LF |  | \$87.62 Per LF |  | \$147.80 PER LF |
|  | grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



|  | OPCC 7A |  |  | 7A-IL-SW-162 |  | 7A-IL-RP-163 |  | 7A-IL-RP-164 |  | 7A-IL-SW-165 |  | 7A-IL-SW-166 |  | 7A-IL-RP-167 |  | 7A-IL-SW-168 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | Quantity | cost | QUANTITY | cost | QuANTITY | cost |
| dallas | SIIEWALK (5) | LF | \$35.00 | 80 | \$2,800.00 | ${ }^{420}$ | \$14,700.00 | 215 | \$7,525.00 | 180 | \$6,300.00 | 155 | \$5,425.00 | 55 | \$1,925.00 | 350 | \$12,250.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | Le | \$20.00 |  | 50.00 | 370 | \$7,400.00 | 80 | \$1,600.00 | 55 | \$1,100.00 |  | 50.00 | 55 | \$1,100.00 |  | 50.00 |
| dallas | Retaling WALL( ${ }^{1}$ ) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (2') | LF | \$40.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retalinin wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINING WALL (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | \$39.72 |  | 50.00 |  | 50.00 | 215 | \$8,539.80 | 120 | \$4,766.40 |  | 50.00 |  | 50.00 | 150 | 55,958.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP $18{ }^{\prime \prime}$ | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | S2,182.75 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA |  |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ¢3, 9 ¢72.22 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,144.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,78.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Tree removals | EA | \$886.00 |  | 50.00 | 3 | \$2,658.00 |  | 50.00 | 2 | \$1,772.00 |  | \$0.00 |  | 50.00 | 1 | \$886.00 |
| N/A | Raliroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | TRAFFIC SIGNS NEW | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | L | \$8.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | S729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | Light pole relocation | EA | 54,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RLLOCATED | EA | \$3,40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | 526,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIIDED | EA | S40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 6 LANE UNIVIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (\#7)-2 -2 SLAR SIGNS \& PUSHBUTION IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| 年/A | PED HYBRID BEACON (\#9) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A <br> N/A | PED HYERID BEACON (\#9)-4 LANE DIVIDED | ${ }_{\text {EA }}$ | S175,000.00 <br> 200,00000 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 5000 |  | 50.00 5000 |  | $\stackrel{50.00}{500}$ |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$ $59,500.00$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | ${ }_{5}^{50.00}$ |  | 50.00 |  | 5 |  | 50.00 50 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 - ${ }^{\text {CW }}$ | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL ( $\# 10$ ) - 4 CW | EA | \$27,50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  |  |
| 年/A |  | EA | \$175,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11)-6 LANE DIVIIED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signals) | total |  |  | \$26,982.75 |  | \$26,940.75 |  | \$41,847.55 |  | \$61,265.15 |  | \$7,607.75 |  | \$5,207.75 |  | \$25,248.97 |
|  | construction cost | total |  |  | \$26,982.75 |  | \$26,940.75 |  | \$41,847.55 |  | \$61,265.15 |  | \$7,607.75 |  | \$5,207.75 |  | \$25,248.97 |
|  | enainerring design | 10\% |  |  | \$2,698.28 |  | \$2,694.08 |  | \$4,184.76 |  | \$6,126.52 |  | \$760.78 |  | \$520.78 |  | \$2,54.90 |
|  | general lanoscaping | 4\% |  |  | \$1,079.31 |  | \$1,077.63 |  | \$1,673.90 |  | \$2,450.61 |  | \$304.31 |  | \$208.31 |  | \$1,009.96 |
|  | swppp | 2\% |  |  | \$539.66 |  | \$538.82 |  | \$836.95 |  | \$1,225.30 |  | \$152.16 |  | \$104.16 |  | \$504.98 |
|  | TRAFFIC Control | 3\% |  |  | \$809.48 |  | \$808.22 |  | \$1,255.43 |  | \$1,837.95 |  | \$228.23 |  | \$156.23 |  | \$757.47 |
|  | mobllization | 4\% |  |  | \$1,176.45 |  | \$1,174.62 |  | \$1,824.55 |  | \$2,671.16 |  | \$331.70 |  | \$227.06 |  | \$1,100.86 |
|  | federal contingency | 2\% |  |  | \$665.72 |  | \$664.68 |  | \$1,032.46 |  | \$1,511.53 |  | \$187.70 |  | \$128.49 |  | \$622.94 |
|  | opcc | total |  |  | \$34,000.00 |  | \$33,900.00 |  | \$52,700.00 |  | \$77,100.00 |  | \$9,600.00 |  | \$6,60.00 |  | \$31,800.00 |
|  | average cost per lf of sidewalk |  |  |  | \$425.00 PER LF |  | \$80.71 Per LF |  | \$245.12 PER LF |  | \$428.33 PER LF |  | \$61.94 PER LF |  | \$120.00 Per LF |  | \$90.86 PER LF |
|  | GRAND total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Illinois Station |  |  |  | PR \& Station Abbreviation 01 \& Improvement Number (matche 1 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OPCC 7A |  |  |  | 7A-IL-SW-193 |  | 7A-IL-RP-194 |  | 7A-IL-SW-195 |  | 7A-IL-SW-196 |  | 7A-IL-SW-197 |  | 7A-IL-RP-199 |  | 7A-IL-RP-200 |  |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | quantir | cost |
| dallas | SIDEWALK (5') | ${ }^{\text {LF }}$ | 535.00 | 155 | \$5,425.00 | 10 | \$350.00 | 200 | \$7,000.00 | 350 | \$12,250.00 | 55 | \$1,92.00 | 100 | \$3,500.00 | 40 | \$1,400.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | 50.00 | 10 | \$200.00 |  | 50.00 |  | 50.00 |  | 50.00 | 100 | \$2,000.00 | 40 | \$800.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling WAll (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5') | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 |  | \$0.00 | 1 | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 | 1 | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY ( COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$16,888.88 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$8,304.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 | 2 | \$1,772.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | TRAFILC SIINS NEW | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | UTLITY BOX RELICATION | EA | \$729.33 | 1 | \$729.33 |  | 50.00 | 1 | \$729.33 | 3 | \$2,187.99 |  | \$0.00 | 1 | \$729.33 |  | 50.00 |
| dallas | LIGHT POLE RELOCATION | EA | \$4,758.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | $\stackrel{\text { S0.00 }}{ }$ |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove and replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RLLOCATED | EA | \$3,640.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | \$97.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - L LANE UNDIVIDED | EA | S26,435.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALL LIGHTING (\#\#1)-3 LANE UNDIVIDED | EA | S27,182.50 |  | S0.00 5000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |
| N/A | PED CROSSWALK LIGHTING (\#11)-4 LANE DIVIDED | EA | - ${ }^{\text {S44,1,183,75 }}$ |  | 50.00 50.00 |  | 50.00 50 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIVED | EA | ${ }_{\text {S }}{ }_{\text {S41,839,25 }}$ |  | $\frac{50.00}{50}$ |  | ${ }_{5}$ |  | $\frac{50.00}{50}$ |  | ${ }_{5}$ |  | $\frac{50.00}{50}$ |  | ${ }_{50}$ |  | $\frac{50.00}{50}$ |
| N/A | PED CROSSWALK LIGHTING (\#1)- -6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRREB (\#7) - - Solar signs \& PUSHBUTION IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - 3 LANE UNDIVIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRIL BEACON (\#9) - 4 LANE DIVIDED | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEDSIGNAL $\# 110)-1 \mathrm{CW}$ | EA |  |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 5000 |  | S0.00 5000 |  | S0.00 5000 |  | S0.00 5000 |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | ST21,500.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50.0}$ |  | ${ }_{50}^{50.00}$ |  | 50.00 50 |  | 5000 5000 |  | 50.00 50 |  | 50.00 50.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (\#10)-4cW | EA | $\underset{ }{\$ 27,500.00}$ |  | ${ }_{50} 5000$ |  | $\stackrel{\text { S0,00 }}{ }$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |
| N/A | PED TrAffic signal (\#11)-4LANE divided | EA | \$175,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIINAL (\#11) - 6 LANE DIVIDED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | CONSTRUCTION COST (WITHOUT SIGNALS) CONSTRUCTION COST |  | total |  | \$34,881.30 |  |  | \$550.00 |  | \$11,907.08 |  | 571,107.49 |  | \$2,497.00 |  | \$23,118.21 |  | \$2,200.00 |
|  |  |  |  | \$34,881.30 |  | \$550.00 |  | \$11,907.08 |  | \$71,107.49 |  | \$2,47.00 |  | \$23,118.21 |  | \$2,200.00 |
|  | engineering design | 10\% |  |  | \$3,488.13 |  | \$55.00 |  | \$1,190.71 |  | \$7,110.75 |  | \$249.70 |  | \$2,311.82 |  | \$220.00 |
|  | general landscaping | 4\% |  |  | \$1,395.25 |  | \$22.00 |  | \$476.28 |  | \$2,844.30 |  | \$99.88 |  | ${ }_{\text {¢ }}$ |  | \$88.00 |
|  | swppp | 2\% |  |  | \$697.63 |  | \$11.00 |  | \$238.14 |  | \$1,422.15 |  | \$49.94 |  | \$462.36 |  | \$44.00 |
|  | traffic Control |  |  |  |  |  | \$1,046.44 |  | \$16.50 |  | \$357.21 |  | \$2,133.22 |  | \$74.91 |  | \$693.55 |  | \$66.00 |
|  | mobilzation | $3 \%$$4 \%$ |  |  | \$1,520.82 |  | \$23.98 |  | \$519.15 |  | \$3,100.29 |  | \$108.87 |  | \$1,007.95 |  | \$95.92 |
|  | federal contingency | 2\% |  |  | \$860.59 |  | \$13.57 |  | \$293.77 |  | \$1,754.36 |  | ${ }_{561.61}$ |  | \$570.37 |  | \$54.28 |
|  | opcc | total |  |  | \$43,900.00 |  | \$700.00 |  | \$15,00.00 |  | \$89,500.00 |  | \$3,200.00 |  | \$29,100.00 |  | \$2,800.00 |
|  | average cost per lf of sidewalk |  |  |  | S283.23 PERLF |  | \$70.00 PER LF |  | \$75.00 PER LF |  | \$255.71 PER LF |  | \$58.18 PERLF |  | \$291.00 PeR LF |  | \$70.00 PER LF |
|  | Grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Opinion of Probable Construction Cost Illinois Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-SW-286 |  | 7A-IL-SW-292 |  | 7A-IL-SW-293 |  | 7A-IL-SW-294 |  | 7A-IL-SW-295 |  | 7A-IL-SW-296 |  | 7A-IL-SW-297 |  |
| ENTITY | \|TEM | UNIT | cost | QuANTITY | cost | Quantiry | cost | QuANTITY | cost | Quantiry | cost | Quantity | cost | QuANTITY | cost | quantiry | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | LF | 535.00 | 160 | \$5,600.00 | 325 | \$11,375.00 | 325 | \$11,375.00 | 210 | \$7,350.00 | 415 | \$14,555.00 | 90 | ${ }^{53,150.00}$ | 250 | 58,750.00 |
| dallas | SIIEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 160 | 53,200.00 |
| dallas | Retaling Wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |
| dallas | Retaining wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | \$39.72 |  | 50.00 | 325 | \$12,909.00 |  | 50.00 | 115 | \$4,567.80 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRRUEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 | 4 | \$88,000.00 | 2 | \$44,000.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 |
| dalas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$572.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | \$0.00 | 1 | \$2,768.00 | 3 | \$8,304.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree removals | EA | 5886.00 |  | 50.00 | 1 | \$886.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$122,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIINSS Relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafilic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Pavement Markings (triangles) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole Relocation | EA | \$4,75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYPRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - 2 LANE UNDIVIDED | EA | \$26,433.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) -3 LANE UNDIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - L LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRES (\#7) - 3 LANES W/O MEDAA | ${ }_{\text {EA }}$ | \$24,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (H7) - 1 SOLAR SISN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RRFE (\#77) - 2 SoLAR SIINS \& PUSHBUUTION IN MEDIAN | EA | 548,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (\#9) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hybrid beacon (\#9) - 4 LaNE Divided | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 1 CW | EA | \$9,500.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped signal (\#10) - 2 CW | EA | \$15,500.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 3 cW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PED SIGNAL (\#10) - 4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | PRED TRAFFIC SIGNAL (\#\#11)-3 3 ANE UNDVIIDED | ${ }_{\text {EA }}$ | \$150,000.00 <br> 17500000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S000 |  | S0.00 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11)-6 LANE DIVIDED | EA | \$210,000.00 |  | \$0.00 |  | ${ }_{5} 50.00$ |  | \$0.00 |  | ${ }_{50} 50.00$ |  | \$0.00 |  | \$0.00 |  | 50.00 5000 |
| construction cost (Without signais) CONSTRUCTION COST |  | $\begin{aligned} & \text { Total } \\ & \text { TOTAL } \end{aligned}$ |  | $\$ 27,600.00$ |  |  | \$32,303.50 |  | \$117,456.50 |  | \$58,323.55 |  | \$62,890.50 |  | \$3,722.00 |  | \$11,950.00 |
|  |  |  | \$27,600.00 |  | \$32,303.50 |  | \$117,456.50 |  | \$58,323.55 |  | \$62,890.50 |  | \$3,722.00 |  | \$11,950.00 |
|  | engineering design |  |  | 10\%$4 \%$ |  |  | \$2,760.00 |  | \$3,230.35 |  | \$11,745.65 |  | \$5,832.36 |  | \$6,289.05 |  | \$372.20 |  | \$1,195.00 |
|  | general landscaping | \$1,104.00 |  |  |  |  | \$1,292.14 |  | \$4,698.26 |  | \$2,332.94 |  | \$2,515.62 |  | \$148.88 |  | \$478.00 |
|  | SWPPP |  |  |  | \$552.00 |  | \$646.07 |  | \$2,399.13 |  | \$1,166.47 |  | \$1,257.81 |  | \$7.44 |  | \$239.00 |
|  | TRAFFIC CONTROL | 2\% |  |  | ${ }_{\text {S }}^{\$ 828.00}$ |  | \$969.71 |  | \$3,523.70 |  |  |  | \$1,8866.72 |  | \$111.66 |  | \$358.50 |
|  | mовılıation | 3\% |  |  | \$1,203.36 |  | \$1,408.43 |  | \$5,121.10 |  | \$2,542.91 |  | \$2,742.03 |  | \$162.28 |  | \$521.02 |
|  | federal contingency | 2\% |  |  | \$680.95 |  | \$796.99 |  | \$2,897.89 |  | \$1,438.96 |  | \$1,551.63 |  | 591.83 |  | \$294.83 |
|  | opcc | Total |  |  | \$34,800.00 |  | \$40,700.00 |  | \$147,800.00 |  | \$73,400.00 |  | \$79,200.00 |  | \$4,700.00 |  | \$15,100.00 |
|  | average cost per lf of sidewalk |  |  |  | 217.50 Per LF |  | \$125.23 PER LF |  | \$454.77 PeR LF |  | \$349.52 PERLF |  | \$190.84 PER LF |  | \$52.22 Per LF |  | \$60.40 PER LF |
|  | grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-SW-302 |  | 7A-IL-RP-303 |  | 7A-IL-SW-304 |  | 7A-IL-SW-305 |  | 7A-IL-SW-306 |  | 7A-IL-SW-307 |  | 7A-IL-SW-308 |  |
| Entir | \|TEM | UNIT | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | Quantity | cost | Quantity | cost | Quantir | cost | QuANTITY | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | LF | \$35.00 | 325 | \$11,375.00 | 150 | \$5,250.00 | 30 | \$1,050.00 | 325 | \$11,375.00 | 10 | \$350.00 | 215 | \$7,525.00 | 420 | \$14,700.00 |
| dallas | SIIEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 | 150 | ${ }_{53,000.00}$ | 30 | \$600.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| DALLAS | Curb And gutier | LF | \$39.72 | 325 | \$12,909.00 | 150 | \$5,958.00 |  | 50.00 | 285 | \$11,320.20 |  | \$0.00 | 215 | ¢8,539.80 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 | 1 | \$2,182.75 | 2 | \$4,365.50 | 1 | ${ }_{52,182.75}$ | 1 | \$2,182.75 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $10^{\prime}$ PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 | 4 | 588,000.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 | 2 | \$1,144.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tre removals | EA | 5886.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |
| TXDOT | Traffic signs new | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKIIGS (CROSSWALK) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | $\frac{\text { LIGHT POLE RELOCATION }}{\text { fence (REMOVE ANO Replace) }}$ | EA | $\begin{array}{r}\text { S4,758.00 } \\ \hline 5300\end{array}$ |  | 50.00 |  | ¢ |  | S0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| Dallas | Fire hrorant relocated | EA | ${ }_{\text {S }}^{53,64000}$ |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 | 1 | S 53.64000 |  | S0.00 50.00 |  | S0.00 5000 |  | S0.00 50.00 |
| DALLAS | Parking stop | EA | ¢997.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{5} 50.00$ |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - L LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk Lighting (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk Lighting (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | S24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIINS \& PUSHBUUTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYBRID BEACON (H9) - 3 LANE UNDIVIIDED | EA | S150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - - Lane divided | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PPD HYBRID BEACON (\#9)- 6 LANE DVVIDED | ${ }_{\text {EA }}$ |  |  | 50.00 5000 |  | S0.00 S000 |  | 50.00 5000 |  | S0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| N/A | APS \& Countoown PED SIGNAL ( (11)- - 2 CW | EA |  |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 5000 |
| N/A | APS \& Countoown PeD IIGNAL (\#10) -3 $\mathbf{c W}$ | EA | $\xrightarrow{\text { S21,500.00 }}$ |  | 50.00 50 |  | S0.00 |  | 50.00 50 |  | S0.00 <br> 500 |  | 50.00 50 |  | S0.00 |  | 50.00 50 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeE Traffic signal (\#11) - 3 LANE UNOVIVIDED | EA | \$150,00,00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIIDED | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| construction cost (without signals) CONSTRUCTION COST |  | total TOTAL |  | $\begin{aligned} & \$ 29,793.50 \\ & \$ 29,793.50 \end{aligned}$ |  |  | $\$ 17,548.00$ <br> $\$ 17,548.00$ |  | $\$ 25,832.75$$\$ 25,832.75$ |  | \$118,923.70 |  | \$2,532.75 |  | \$18,247.55 |  | \$41,288.50 |
|  |  | \$118,923.70 |  |  |  |  | \$2,532.75 |  |  |  | \$41,288,50 |  |  |
|  | engineering design |  |  | 10\% |  | $\$ 2,979.35$$\$ 1,191.74$ |  |  | \$1,754.80 |  | \$2,583.28 |  | \$11,892.37 |  | \$253.28 |  | \$1,824.76 |  | \$4,128.85 |
|  | general Landscaping | 4\%4\%2\% |  | \$701.92 |  |  |  |  |  |  | \$1,033.31 |  | \$4,756.95 |  | \$101.31 |  | \$729.90 |  | \$1,651.54 |
|  | swppp |  |  | 2\% |  |  | \$350.96 |  | \$516.66 |  | \$2,378.47 |  | \$50.66 |  | \$364.95 |  | 5825.77 |
|  | TRAFIIC Control | $3 \%$$4 \%$ |  |  | $\begin{gathered} \$ 595.81 \\ \$ 893.81 \\ \$ 1,299.00 \end{gathered}$ |  | \$526.44 |  | \$774.98 |  | \$3,567.71 |  | \$75.98 |  | \$547.43 |  | \$1,238.66 |
|  | mobilzation |  |  |  | \$765.09 |  | \$1,126.31 |  | \$5,185.07 |  | \$110.43 |  | \$795.59 |  | \$1,800.18 |
|  | federal contingency | 2\% |  |  |  |  | \$735.07 |  | \$432.94 |  | \$637.35 |  | \$2,934.09 |  | \$62.49 |  | \$450.20 |  | \$1,018.67 |
|  | opcc | total |  |  | \$37,500.00 |  | \$22,100.00 |  | \$32,600.00 |  | \$149,700.00 |  | \$3,200.00 |  | \$23,00.00 |  | \$52,000.00 |
|  | average cost per lf of sidewalk |  |  |  | S115.38 PRRLF |  | \$147.33 PER LF |  | \$1086.67 Per Lf |  | \$460.62 Per LF |  | \$320.00 PER LF |  | \$106.98 PER LF |  | \$123.81 PER LF |
|  | grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 7A |  | UNIT | cost | 7A-IL-SW-310 |  | 7A-IL-SW-311 |  | 7A-IL-SW-313 |  | 7A-IL-SW-314 |  | 7A-IL-RP-315 |  | 7A-IL-RP-317 |  | 7A-IL-SW-320 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM |  |  | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY |  | QUANTITY |  |
| dallas | SIDEWALK (5') | LF | \$35.00 | 405 | \$14,175.00 | 210 | \$7,350.00 | 265 | \$9,275.00 | 605 | \$21,175.00 | 155 | \$5,425.00 | 210 | \$7,350.00 | 500 |  |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 155 | \$3,100.00 | 210 | \$4,200.00 |  | 50.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 | 100 | \$2,000.00 | 10 | S200.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WAll (2') | LF | 540.00 | 75 | \$3,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | 539.72 |  | 50.00 | 210 | \$8,341.20 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP $18{ }^{\prime \prime}$ | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$6,548.25 |
| TXDOT | MEDIAN CUT (5') | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$66,000.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 2 | \$5,536.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 2 | \$1,72.00 | 2 | \$1,772.00 |  | 50.00 |
| N/A | Rallroad crosing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 | 1 | S223.00 |
| TXDOT | Trafil signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | S60.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace) | LF | \$53.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ¢3,640.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNIVIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNIVIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - Lane UNIVIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)-4 LANE DIVIDED | EA | \$44,183.75 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (\#7) - 2 SOLAR SISGS \& PUSHBBUTTON IN MEDIAN | ${ }_{\text {EA }}$ | \$48,000.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |
| N/A | PED HYBRII BeACon (H9) - 3 LANE UNOVIVIDED | EA | \$150,00,00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | $\frac{\$ 175,000.00}{\text { S20,000.00 }}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S000 |  | 50.00 5000 |  | S0.00 S000 |
| N/A | APS \& COUNTTOWN PED SIGNAL (\#110)-1 -1 CW | ${ }_{\text {EA }}$ | S |  | 50.00 50 |  | S0.00 50.00 |  | 50.00 50 |  | S0.00 |  | S0.00 |  | S0.00 50.00 |  | S0.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | EA | \$15,500.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10) - 4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,00.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED TrAffic signal (\#11)-4 LANE divided | EA | \$175,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,00,00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  |  | \$23,540.50 |  | \$37,891.20 |  | \$11,457.75 |  | \$22,127.33 |  | \$10.869.00 |  | \$84,858.00 |  | \$27,911.25 |
|  | construction cost | Total |  |  | \$23,540.50 |  | \$37,891.20 |  | \$11,457.75 |  | \$22,127.33 |  | \$10,869.00 |  | \$84,858.00 |  | \$27,911.25 |
|  | engineering desion |  |  |  | \$2,354.05 |  | \$3,789.12 |  | \$1,145.78 |  | \$2,212.73 |  | \$1,086.90 |  | \$8,485.80 |  | \$2,791.13 |
|  | general landscaping | 10\% |  |  | \$941.62 |  | \$1,515.65 |  | \$458.31 |  | \$885.09 |  | \$434.76 |  | \$3,394.32 |  | \$1,116.45 |
|  | swPPP |  |  |  | \$470.81 |  | \$757.82 |  | \$229.16 |  | \$442.55 |  | \$217.38 |  | \$1,697.16 |  | \$558.23 |
|  | TRAFFIC Control | 2\% |  |  | \$706.22 |  | \$1,136.74 |  | \$343.73 |  | \$663.82 |  | \$326.07 |  | \$2,545.74 |  | \$837.34 |
|  | mobllzation | 4\% |  |  | \$1,026.37 |  | \$1,652.06 |  | \$499.56 |  | \$964.75 |  | \$473.89 |  | \$3,699.81 |  | \$1,216.93 |
|  | federal contingency | 2\% |  |  | \$580.79 |  | \$934.85 |  | \$282.69 |  | \$545.93 |  | \$268.16 |  | \$2,093.62 |  | \$688.63 |
|  | opcc | total |  |  | \$29,700.00 |  | \$47,700.00 |  | \$14,500.00 |  | \$27,900.00 |  | \$13,700.00 |  | \$106,800.00 |  | \$35,200.00 |
|  | average cost per lf of sidewalk |  |  |  | \$73.33 Per LF |  | \$227.14 PER LF |  | \$54.72 PERLF |  | \$46.12 PER LF |  | \$88.39 PERLF |  | \$508.57 PeR LF |  | \$70.40 Per LF |
|  | Grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



$1 \mathrm{~A} \leftarrow$ Station Number $\quad \mathrm{SW} \leftarrow$ simprovement Code Legend: ID: 1A-PR-SW-OT

|  | OPCC 7A |  |  | 7A-IL-VW-V09 |  | 7A-IL-VW-V10 |  | 7A-IL-VW-V06 |  | 7A-IL-VW-V08 |  | 7A-IL-CW-90 |  | 7A-IL-CW-93 |  | 7A-IL-CW-170 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QUANTITY | cost | Quantir | cost |
| dallas | SIDEWALK (5) | LF | \$35.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 | 595 | \$41,650.00 | 255 | \$17,850.00 | 335 | \$23,450.00 | 640 | \$44,800.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL( ${ }^{\text {a }}$ ) | LF | \$20.00 |  | 50.00 | 5 | \$100.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | Retaling wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 | 60 | \$4,500.00 | 60 | \$4,500.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | drainage In Lets (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 2 | ${ }_{54,365.50}$ |  | 50.00 |  | 50.00 | 2 | \$4,365.50 |  | 50.00 | 2 | $\stackrel{54,365.50}{ }$ |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 2 | \$44,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TREE RemOVALS | EA | 5886.00 |  | 50.00 | 2 | \$1,772.00 | 2 | \$1,772.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Raliroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafilic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$1,300.00 | 2 | \$1,300.00 | 2 | \$1,300.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 70 | \$630.00 | 70 | \$630.00 | 40 | \$360.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT POLE RELOCATION | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYRAANT RLLOCATED | EA | ${ }^{53,640.00}$ |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dellas | PARKING STOP ${ }_{\text {PEL CROSSWALK LIGHTING (\#1) - } 2 \text { LANE UNDIVIDED }}$ | EA | $\frac{597.00}{526435.00}$ |  | S0.00 50.00 |  | 50.00 5000 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | $\stackrel{50.00}{5260350}$ |
| N/A | PED CROSSWALK LIGHTING (\#11) - 3 LANE UNDIVIVED | EA | ¢ $527,182.50$ |  | 50.00 |  | 50.00 50 |  | S0.00 |  | 50.00 |  | 50.00 |  | 5000 |  | S |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIIDED | EA | \$40,407.50 |  | S0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Ped Crosswalk Lighting (\#1) - - Lane divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNIVIVIDED | EA | \$41,839.25 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped crosswalk lighting (\#1)- -6 LANE DIVIIED | EA | \$42,615.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-1 -1 SOLAR SIGN \& PUSH BUUTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)- -2 SOLAR SIGNS \& PUSHBUTION IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID Beacon (t9) - 3 LANE UNDIVIDED | EA | S150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| 年/A | PED HYERID BEACON (\#9)-4 LANE DIVIDED | ${ }_{\text {EA }}^{\text {EA }}$ | S175,000.00 <br> 20000000 |  | S0.00 50.00 |  | 50.00 5000 |  | S0.00 50.00 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | APS \& Countoown PED SIGNAL (\#10) - 1 CW | EA | \$ $59,500.00$ |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 CW | EA | \$15,500.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (\#10)-3 3 CW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 CW | EA | \$22,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC S SIGNAL (\#111) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNLL (\#11) - 4 Lane divided | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signals) | total |  |  | \$92,332.75 |  | \$28,587.50 |  | \$25,222.00 |  | \$44,800.00 |  | \$6,299.50 |  | \$1,930.00 |  | \$6,025.50 |
|  | construction cost | total |  |  | \$92,332,75 |  | \$28,587.50 |  | \$25,222.00 |  | \$44,800.00 |  | \$6,295.50 |  | \$1,933.00 |  | \$32,460.50 |
|  | enginetring design | 10\% |  |  | \$9,233.28 |  | \$2,858.75 |  | \$2,522.20 |  | \$4,480.00 |  | \$629.55 |  | \$193.00 |  | \$3,246.05 |
|  | general Lanoscaping | 4\% |  |  | \$3,693.31 |  | \$1,143.50 |  | \$1,008.88 |  | \$1,79.00 |  | \$251.82 |  | \$77.20 |  | \$241.02 |
|  | swppp | 2\% |  |  | \$1,846.66 |  | \$571.75 |  | \$504.44 |  | \$896.00 |  | \$125.91 |  | \$38.60 |  | \$120.51 |
|  | traffic control | 3\% |  |  | \$2,769.98 |  | \$857.63 |  | \$756.66 |  | \$1,34.00 |  | \$188.87 |  | \$57.90 |  | \$180.77 |
|  | mobilzation | 4\% |  |  | \$4,025.71 |  | \$1,246.42 |  | \$1,099.68 |  | \$1,953.28 |  | \$274.48 |  | \$84.15 |  | \$262.71 |
|  | federal contingency | 2\% |  |  | \$2,278.03 |  | \$705.31 |  | \$622.28 |  | \$1,105.31 |  | \$155.32 |  | \$47.62 |  | \$730.23 |
|  | opcc | total |  |  | \$116,20.00 |  | \$36,00.00 |  | \$31,800.00 |  | \$56,400.00 |  | \$8,000.00 |  | \$2,50.00 |  | \$37,300.00 |
|  | average cost per lf of sidewalk |  |  |  | \$195.29 PER LF |  | \$141.18 PER LF |  | \$94.93 Per LF |  | \$88.13 PER LF |  | \#DV/0! |  | \#DV/0! |  | \#DV/0! |
|  | GRAND total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-CW-176 |  | 7A-IL-CW-177 |  | 7A-IL-CW-178 |  | 7A-IL-CW-179 |  | 7A-IL-CW-198 |  | 7A-IL-CW-257 |  | 7A-IL-CW-258 |  |
| ENTITY | \|TEM | UNIT | cost | quantiry | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | quantir | cost | Quantity | cost | QuANTITY | cost |
| dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | 535.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIIDWALK ( (10'P PATH) | L | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2') | ${ }^{\text {LF }}$ | \$40.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaining Wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (5') | LF | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | ${ }^{\text {LF }}$ | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 4 | \$8,731.00 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 | 2 | 54,365.50 |
| TXDOT | $\operatorname{median~Cut~(~} 5^{\prime}$ ) | LF | \$36.15 | 12 | \$433.80 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ¢3,972.22 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 | 0 | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | \$223.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafil signs new | EA | \$650.00 | 6 | \$3,90,00 | 2 | \$1,300.00 | 2 | \$1,300.00 | 2 | ${ }_{51,300.00}$ | 2 | \$1,300.00 | 2 | \$1,300.00 | 1 | \$650.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 | 120 | \$1,080.00 | 80 | \$720.00 | 80 | \$720.00 | 80 | \$720.00 | 80 | \$720.00 | 70 | \$630.00 | 60 | \$540.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 | 24 | \$1,440.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 5 | ¢300.00 |  | 50.00 |
| TXDOT | UTIUTY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove And Replace) | LF | $\stackrel{553.00}{ }$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |  | S0.00 |  | $\begin{array}{r}\text { S0.00 } \\ \hline\end{array}$ |
| dallas | FIRE HYDRANT RLLOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTNG (\#\#1) - 2 LANE UNDIVIVED | EA | \$ $526,435.00$ |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTING (\#\#1)-3 LANE UNDIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - LLANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - L Lane divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE ( (77) - 1 SOLAR SIGN \& P USH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (\#7) - 2 SOLAR SIINS \& PUSHBUUTON IN MEDIAN | EA | S48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HVBRID BeACON (t9) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD HYbRID BEACON (\#9) - 4 Lane divided | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRII BEACON (H9) - 6 LANE DIVIIDED | EA | \$200,000.00 | 1 | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countdown Ped signal (\#10)-1CW | EA | \$9,500.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{3} \mathbf{C W}$ | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10) - 4 CW | EA | S27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Teafil signal (\#11) - 3 LANE UNDIVIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 4 LANE DIVIIDED | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11)-6 LANE DIVIDED | EA | \$210,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | TOTAL |  |  | \$15,584.80 |  | \$6,385.50 |  | \$6,385.50 |  | \$6,385.50 |  | \$6,385.50 |  | \$4,412.75 |  | \$5,555.50 |
|  | construction cost | TOTAL |  |  | \$215,584.80 |  | \$6,385.50 |  | \$6,385.50 |  | \$6,38,50 |  | \$6,385.50 |  | \$4,412.75 |  | \$5,555.50 |
|  | enginetring design | 10\% |  |  | \$21,558.48 |  | \$688.55 |  | \$638.55 |  | \$638.55 |  | \$688.55 |  | \$441.28 |  | \$555.55 |
|  | general landscaping | 4\% |  |  | \$623.39 |  | \$255.42 |  | \$255.42 |  | \$255.42 |  | \$255.42 |  | \$176.51 |  | \$222.22 |
|  | SWPPP | 2\% |  |  | \$311.70 |  | \$127.71 |  | \$127.71 |  | \$127.71 |  | \$127.71 |  | \$88.26 |  | \$111.11 |
|  | TRAFFIC Control | ${ }^{3 \%}$ |  |  | \$467.54 $\mathbf{4} 79.50$ |  | \$191.57 |  | \$191.57 |  | \$191.57 |  | \$191.57 |  | \$132.38 |  | \$1666.67 |
|  | mobllization | 4\% |  |  | \$679.50 |  | \$278.41 |  | \$278.41 |  | \$278.41 |  | \$278.41 |  | \$192.40 |  | \$242.22 |
|  | federal contingency | 2\% |  |  | \$4,784.51 |  | \$157.54 |  | \$157.54 |  | \$157.54 |  | \$157.54 |  | \$108.87 |  | \$137.07 |
|  | opcc | total |  |  | \$244,100.00 |  | \$8,100.00 |  | \$8,100.00 |  | \$8,100.00 |  | \$8,100.00 |  | \$5,600.00 |  | \$7,000.00 |
|  | average cost per lf of sidewalk |  |  |  | \#DV/0! |  | \#DV/0! |  | \#Div/0! |  | \#DV/0! |  | \#DV/0! |  | \#DIV/0! |  | \#DV/0! |
|  | Grand total for group 7a | \$5,082,900 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 7A |  |  |  | 7A-IL-CW-260 |  | 7A-IL-CW-261 |  | 7A-IL-CW-263 |  | 7A-IL-CW-265 |  | 7A-IL-CW-266 |  | 7A-IL-CW-309 |  | 7A-IL-CW-312 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | Quantity | cost | Quantitr | cost | QuANTITY | cost | Quantir | cost |
| dallas | SIDEWALK (5') | LF | \$35.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIIEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| dallas | Retaining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (5) | LF | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTIER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,366.50 | 2 | \$4,365.50 | 2 | \$4,365.50 |
| TXOOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | UTIUTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$5000 |
| dallas | Tree remocations | EA | \$2,788.00 |  | \$0.00 |  | $\stackrel{50.00}{5}$ |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |
| Dallas | ${ }_{\text {TREE }}^{\text {TREMOVALS }}$ | EA | S888.00 |  | $\stackrel{50.00}{5}$ |  | 50.00 5000 |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 <br> 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | S 5223.00 |  | 50.00 | 1 | ${ }_{\text {S223.00 }}$ |  | $\frac{50.00}{}$ |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | $\frac{50.00}{}$ |  | S0.00 |
| TXDOT | Traffic signs new | EA | \$650.00 | 1 | \$650.00 |  | ${ }^{5} 50.00$ | 2 | $\stackrel{\text { S1,300.00 }}{ }$ | 2 | \$1,300.00 |  | \$0.00 | 4 | \$2, 5 S00.00 | 4 | \$2,600.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | ${ }^{\text {LF }}$ | 59.00 | 80 | \$720.00 | 80 | \$720.00 | 80 | \$720.00 | 140 | \$1,260.00 | 200 | \$1,800.00 | 200 | \$1,800.00 | 200 | \$1,800.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 50 | \$400.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLS) | EA | \$60.00 |  | \$0.00 |  | 50.00 | 8 | \$480.00 | 12 | S720.00 |  | \$0.00 | 16 | \$960.00 | 16 | \$960.00 |
| TXDOT | UTLITY BOX RELICATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | S997.00 |  | 50.00 |  | ${ }^{50.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - L LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 3 LANE UNIVIVIDED | EA | \$27,182.50 | 1 | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Peed crosswalk lighting (\#1) - - Lane undivided | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$41,183.75 $\$ 411839.25$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) -6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 50 |  | 50.00 50 |  | ${ }_{5} 50.00$ |  | ${ }_{\text {S }}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | RRFE (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | \$0.00 |  | 50.00 | 1 | \$24,000.00 | 1 | \$24,000.00 |  | \$0.00 |  | \$0.00 |  | \$5000 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& P USH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFEB (\#7) - 2 Solar signs \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BeACon (H9) - 3 LANE UNOVIVIDED | EA | \$150,00,00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9) - 4 LaNE DIVIDED | EA | S175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hybild beacon (\#9) - 6 LaNE divided | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 0.5 | \$100,000.00 | 0.5 | \$100,000.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 - CW | EA | \$9,50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10) - 2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 0.5 | \$7,750.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10)-3 $\mathbf{3}$ CW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10) - 4 CW | EA | S27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIIC SIGNAL (\#111)-4 LANE DIVIIDED | EA | \$175,000.00 |  | \$0.00 |  | ${ }_{50.00}$ |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11)-6 LANE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (WIthout signals) | TOTAL |  | $\$ 5,735.50$$\$ 32,918.00$ |  |  | \$5,308.50 |  | \$6,865.50 |  | \$7,645.50 |  | \$6,565.50 |  | \$9,725.50 |  | \$9,725.50 |
|  | construction cost | total |  |  |  |  | $\$ 5,308.50$ |  | $\$ 30,865.50$ |  | \$58,080.50 |  | \$14,315.50 |  | \$109,725.50 |  | \$109,725.50 |
|  | enginetring design | ${ }_{4 \%}^{10 \%}$ |  |  |  |  | \$5212.34 |  | \$3,086.55 |  | \$5,808.05 |  | \$1,431.55 |  | \$10,972.55 |  | \$10,972.55 |
|  | general lanoscaping |  |  |  | $\$ 229.42$ |  |  |  | \$274.62 |  | ${ }_{\text {S }}{ }^{\text {S }}$ |  | \$2631.31 |  | ${ }_{\text {S }}$ |  | \$389.02 |
|  | swppp | 2\% |  |  | \$172.07 |  | $\$ 106.17$$\$ 159.26$ |  | \$137.31 |  |  |  | \$194.51 |  |  |
|  | trafil control | ${ }^{3 \%}$ |  |  |  |  | \$205.97$\$ 299.34$ |  | $\$ 229.37$ <br> \$333.34 |  | $\$ 196.97$ $\$ 286.26$ <br> \$286.26 |  |  |  | \$291.77 |  | \$291.77 |
|  | mobilzation |  |  |  | \$250.07 |  |  |  | $\$ 159.26$$\$ 231.45$ | \$424.03 |  | \$424.03 |  |  |  |  |
|  | federal contingency | 2\% |  |  | \$739.52 |  | \$130.97 |  |  |  | \$697.39 | \$1,298.20 |  | \$332.48 |  | \$2,439.95 |  | \$2,439.95 |
|  | opcc | TOTAL |  |  | \$37,800.00 |  | \$6,70.00 |  | \$35,600.00 |  |  |  | \$66,300.00 |  | \$17,000.00 |  | \$124,500.00 |  | \$124,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \#DIV/0! |  | \#DIV/0! |  | \#Div/0! |  | \#DV/0! |  | \#Divo! |  | \#DV/0! |  | \#DV/0! |
|  | Grand total for group 7a | \$5,082,900.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Illinois Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number <br> $\mathrm{PR} \leftarrow$ Station Abbreviation |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7A |  |  | 7A-IL-CW-319 |  | 7A-IL-CW-321 |  |  |
| Entity | \|TEM | UNIT | cost | quantity | cost | QUANTITY | cost |  |
| dallas | SIIEWALK (5) | ${ }_{\text {LF }}$ | 535.00 |  | 50.00 |  | 50.00 |  |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | $\frac{5000}{50.00}$ |  | 50.00 |  |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 |  | 50.00 |  |
| dallas | Retaining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  |
| dallas | Retalning wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  |
| dallas | Retaling wall (4) | L | \$100.00 |  | 50.00 |  | 50.00 |  |
| dallas | Retalining wall (5') | LF | \$125.00 |  | 50.00 |  | 50.00 |  |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 |  | 50.00 |  |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | \$0.00 |  |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 4 | \$8,731.00 |  | 50.00 |  |
| TXOOT | MEDIAN CUT (5') | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  |
| dallas | DRIVEWAY (RESIDENTAL) | EA | ¢3,972.22 |  | 50.00 |  | 50.00 |  |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  |
| DALLAS <br> N/A | TREE REMOVALS <br> Ralroad | EA | \$886.00 |  | 50.00 |  | 50.00 |  |
| dallas | TRAFFIC SIISNS RELOCATED | EA | S223.00 |  | $\frac{50.00}{}$ |  | ${ }_{50} 50.00$ |  |
| TXDOT | Traffic signs new | EA | \$650.00 | 4 | $\stackrel{\text { S2,60.00 }}{ }$ |  | \$0.00 |  |
| dallas | PAVEMENT MARKIIGS (CROSSWALK) | LF | 59.00 | 200 | \$1,800.00 | 200 | \$1,800.00 |  |
| dallas | PAVEMENT MARKINGS (STOP BAR) | ${ }^{\text {LF }}$ | 58.00 |  | 50.00 | 50 | \$400.00 |  |
| N/A | PAVEMENT MARINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  |
| TXDOT | UTLITY BOX RELOCATION | EA | \$729.33 |  | 50.00 |  | 50.00 |  |
| dallas | LGHT Pole Relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  |
| dallas | fence (remove and Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  |
| dallas | Fire hyorant relocated | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  |
| dallas | PARKING STOP | EA | S97.00 |  | 50.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  |
| N/A | Pee crosswalk Lighting (f1) - - Lane divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1)- 6 LANE DIVIIDED RREB (\#7) - 3 ANES W/O MEDIAN | EA | S42,615.50 |  | S0.00 $\$ 000$ |  | S0.00 S000 |  |
| \| $\mathrm{N} / \mathrm{A} /{ }^{\text {N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | S24,000.00 |  | S0.00 50.00 |  | S0.00 50.00 |  |
| N/A | RREB (\#7) - 2 Solar Signs \& PUSHBUUTION IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  |
| N/A | PED HYBRID BeACon (H9) - 3 LANE UNOIVIDED | EA | \$150,000.00 |  | \$0.00 |  | 50.00 |  |
| N/A | PED HYBRII BEACON (\#9) - 4 LaNE DIVIIDED | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  |
| N/A | PRED HBERID BEACON (H9) - 6 LANE DIVIDED | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  |
| N/A | APS \& Countoown PED SIGNAL ( 1 10) - - 2 CW | ${ }_{\text {EA }}$ | S, |  | S0.00 50.00 | 0.5 | $\begin{array}{r}\text { S7, } \\ \hline\end{array}$ |  |
| N/A | APS \& COUNTDOWN PEDS SIGNAL (\#10)-3 3 CW | EA | \$21,500.00 |  | \$0.00 |  | \$50.00 |  |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 4 CW | EA | S27,500.00 |  | S0.00 |  | 50.00 |  |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIED | EA | \$150,000.00 |  | \$0.00 |  | 50.00 |  |
| N/A | PED TRAFFIC SIGNAL (\#11) -4 LANE DIVIIDED | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  |
| N/A | PEED TRAFFIC SIINAL (\#11)-6 LANE DIVIIDED | EA | \$210,000.00 | 1 | \$210,000.00 |  | 50.00 |  |
|  | CONSTRUCTION COST (WITHOUT SIGNALS) CONSTRUCTION COST | total Total |  |  | \$13,131.00 |  | \$2,200.00 |  |
|  |  |  |  |  | \$223,131.00 |  | \$9,950.00 |  |
|  | engineering design | 10\% |  |  | \$22,313.10 |  | \$995.00 |  |
|  | general landscaping | ${ }^{4 \%}$ |  |  | \$525.24 |  | 588.00 |  |
|  | swppp | $2 \%$$3 \%$ |  |  | \$262.62 |  | 544.00 |  |
|  | TRAFFIC Control | 3\% |  |  | \$393.93 |  | \$66.00 |  |
|  | mobilization | 4\% |  |  | \$572.51 |  | \$95.92 |  |
|  | federal contingency | 2\% |  |  | \$4,993.97 |  | \$224.78 |  |
|  | opcc | total |  |  | \$252,200.00 |  | \$11,500.00 |  |
|  | average cost per lf of sidewalk |  |  |  | \#DIV/0! |  | \#DIV/0! |  |
|  | Grand total for group 7a | \$5,082,900 |  |  |  |  |  |  |

## Kiest Station




| OPCC 7B |  |  |  | 7B-KS-SW-16 |  | 7B-KS-RP-34 |  | 7B-KS-RP-35 |  | 7B-KS-SW-40 |  | 7B-KS-RP-50 |  | 7B-KS-SW-53 |  | 7B-KS-RP-54 |  | 7B-KS-RP-75 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | Quantity | cost | Quantity | cost | QuANTITY | Cost | Quantiti | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | QUANTITY | cost |
| dallas | SIIEWALK ( $5^{\text {a }}$ | ${ }^{\text {LF }}$ | 535.00 | 320 | \$11,200.00 | 520 | \$18,200.00 | 200 | \$7,000.00 | 160 | \$5,600.00 | 475 | \$16,625.00 | 160 | \$5,600.00 | 20 | \$700.00 | 25 | 5875.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Remove sidewalk | LF | 520.00 |  | 50.00 | 520 | \$10,400.00 | 200 | \$4,000.00 |  | \$0.00 | 475 | ¢9,500.00 |  | 50.00 | 20 | \$400.00 | 25 | \$500.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | 540.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | curb and gutter | LF | \$39.72 | 320 | \$12,710.40 |  | \$0.00 |  | \$0.00 | 160 | \$6,355.20 | 475 | \$18,867.00 | 160 | \$6,355.20 |  | \$0.00 |  | \$0.00 |
| dallas | drainage ilits (Modify) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$3,518.00 | 1 | ¢3,518.00 |  | 50.00 |  | 50.00 |
| dallas | RCP $18{ }^{\text {" }}$ | ${ }^{\text {LF }}$ | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED Ramps | EA | \$2,182,75 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 |
| TXOOT | MEDIAN CUT ( 5 ') | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN CUT (10' PATH) | ${ }^{\text {LF }}$ | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTALI) | EA | \$3,972.22 | 2 | \$7,94,44 |  | 50.00 | 1 | ¢3,972.22 | 1 | ¢3,972.22 | 4 | \$15,888.88 | 2 | \$7,944.44 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY ( Commercial) | EA | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$557.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 5886.00 |  | 50.00 |  | 50.00 | 1 | 5886.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxOOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PAvement Markins (crosswalk) | ${ }^{\text {LF }}$ | 59.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (sTop bar) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| 年/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S60.00 S7293 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 S0.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| Dallas | HGETT POLE RELOCATION | ${ }_{\text {EA }}$ | ¢4,758.00 |  | ${ }_{50}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | ${ }_{50} 50.00$ |  | $\stackrel{5}{50.00}$ |  | \$0.00 |
| dallas | fence (REMOVE AND Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 25 | \$1,325.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYORANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Crosswalk lighting (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#1) -3 LANE UNDVIVIED | EA | ${ }_{\text {S27, } 182.50}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |
| $\frac{N / A}{\text { N/A }}$ |  | ${ }_{\text {EA }}$ | ${ }_{\text {S }}^{540,4077.50}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PEE CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | ${ }_{\text {S41, }}$ |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | ${ }_{50}$ |  | ${ }_{50.00}$ |  | ${ }_{50.00}$ |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-3 LLANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB ( $(7)$ - - 1 SOLAR SISN \& PUSH BUTTON IN MEIAN | EA | \$36,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hybrid beacon (t9)-3 Lane undivided | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hrerio beacon (H9)-4 LANE DVIVIDED | EA | \$175,000.00 |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | S0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | $\stackrel{50.00}{ }$ |
| N/A | PED HYERID BEACOO (H9) - 6 LANE DIVIDED | $\stackrel{\text { EA }}{\text { EA }}$ | \$520,000.00 |  | S0.00 5000 |  | 50.00 500 |  | 50.00 500 |  | $\stackrel{50.00}{500}$ |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 5000 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 CW | ${ }_{\text {EA }}$ | \$15,500.00 |  | $\stackrel{5}{50.00}$ |  | 50.00 |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50}$ |  | $\frac{50.00}{50}$ |  | $\stackrel{5000}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |
| N/A | APS $\&$ COUNTDOWN PEES SIGNAL (\#10)-3 3 CW | ${ }_{\text {EA }}$ | ${ }_{\text {S21,50.00 }}$ |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50} 5000$ |  | 50.00 |
| N/A |  | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Traffic signal (\#11)-4 LANE DVIIDED | $\stackrel{\text { EA }}{\text { EA }}$ | \$517,000.00 |  | 50.00 $\$ 000$ |  | S0.00 $\$ 000$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S000 <br> 5000 |  | S000 <br> 5000 |  | S0.00 5000 |  | 50.00 50.00 |
| N/A | PEE TRAFFIC SIINAL (\#11) - 6 L ANE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signais) | TOTAL |  | \$31,854.84 |  |  | \$30,782.75 |  | \$14,972.22 |  | \$18,110.17 |  | \$65,284,88 |  | \$24,742.64 |  | \$3,854.75 |  | \$2,261.00 |
|  | construction cost | total |  | \$31,854,84 |  |  | \$30,782.75 |  | \$14,972.22 |  | \$18,110.17 |  | \$65,884,88 |  | \$24,742.64 |  | \$3,854.75 |  | \$2,261.00 |
|  | enginering design | $\begin{aligned} & 10 \% \\ & 4 \% \end{aligned}$ |  |  |  |  | \$3,078.28 |  | \$1,497.22 |  | \$1,811.02 |  | \$6,528.49 |  | \$2,474.26 |  | \$385.48 |  | 5226.10 |
|  | general lanoscaping |  |  |  | $\$ 1,274.19$ |  | \$1,231.31 |  | \$598.89 |  | \$724.41 |  | \$2,611.40 |  | \$989.71 |  | \$154.19 |  | \$90.44 |
|  | swppp | 4\% |  |  |  |  | \$615.66 |  | \$299.44 |  | \$362.20 |  | \$1,305.70 |  | \$494.85 |  | \$77.10 |  | \$45.22 |
|  | Traffic control |  |  |  | ${ }_{\text {S }}^{\text {\$955.65 }}$ |  | \$592.48 |  | \$449.17 |  | \$543.31 |  | \$1,958.5 $\$ 2,84642$ |  | \$ 5742.28 |  | \$115.64 |  | \$56.83 |
|  | мовIILation | 3\% |  |  | \$1,388,87 |  | \$1,342.13 |  | \$652.79 |  | \$789.60 |  | \$2,846.42 |  | \$1,078.78 |  | \$168.07 |  | \$98.58 |
|  | federal contingency | 2\% |  |  | \$785.92 |  | \$759.47 |  | \$369.39 |  | 5446.81 |  | \$1,610.71 |  | \$610.45 |  | \$95.10 |  | \$55.78 |
|  | opcc | total |  |  | \$40,100.00 |  | \$38,800.00 |  | \$18,90.00 |  | \$22,800.00 |  | \$88,200.00 |  | \$31,200.00 |  | \$4,900.00 |  | \$2,900.00 |
|  | average cost per lf of sidewalk |  |  |  | \$125.31 PeRLF |  | \$74.62 PER LF |  | S94.50 Per LF |  | \$142.50 PER LF |  | \$173.05 PER LF |  | \$195.00 PER LF |  | \$245.00 PER LF |  | \$116.00 PER LF |
|  | Grand total for group pb | \$1,59,40 |  | Min cost/LE | \$62.32 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Kiest Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Numbe $\mathrm{PR} \leftarrow$ Station Abbreviation |  | $\begin{aligned} \hline & \text { Improvement Code Legend: ID: 1A-PR-SW-01 } \\ \text { SW } & \leftarrow \text { Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) } \\ 01 & \leftarrow \text { Improvement Number (matches } 1 \text { on Map) } \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7B |  |  | 7B-KS-SW-76 |  | 7B-KS-SW-77 |  | 7B-KS-SW-78 |  | 7B-KS-SW-79 |  | 7B-KS-SW-80 |  | 7B-KS-SW-82 |  | 7B-KS-SW-84 |  | 7B-KS-SW-85 |  |
| Entity | ITEM | UNIT | cost | Quantity | cost | QUANTITY | cost | QUANTITY | cost | Quantity | cost | Quantity | cost | Quantity | cost | Quantity | cost | QUANTITY | cost |
| dallas | SIIEWALK( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | \$35.00 | 250 | \$8,750.00 | 190 | \$6,650.00 | 345 | \$12,075.00 | 340 | \$11,900.00 | 345 | S12,07.00 | 335 | \$11,725.00 | 360 | \$12,600.00 | 360 | \$12,600.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| dallas | REmove sidewalk | ${ }^{\text {LF }}$ | \$20.00 | 5 | S100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 20 | \$400.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | L | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$1,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2) | LF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalning wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | ${ }^{\text {LF }}$ | 539.72 |  | 50.00 | 190 | \$7,546.80 | 345 | \$13,703,40 | 50 | \$1,986.00 |  | 50.00 | 335 | \$13,306.20 | 360 | \$14,299,20 |  | 50.00 |
| dallas | ORAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ¢3,518.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | \$58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 30 | \$1,740.00 |  | 50.00 |  | 50.00 |
| TXOOT | Ped ramps | EA | \$2,182.75 | 2 | \$4,365.50 |  | 50.00 | 2 | \$4,365.50 | 1 | \$2,182,75 | 1 | \$2,182.75 | 1 | \$2,182,75 | 2 | \$4,365.50 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5) | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $10^{\prime}$ PATH) | LF | $\stackrel{\text { S72.30 }}{ }$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ${ }_{\text {S3,972.22 }}$ |  | 50.00 | 2 | \$7,944.44 | 4 | \$15,888.88 | 1 | ${ }_{53,972.22}$ |  | 50.00 | 4 | \$15,888.88 | 2 | 57,944.44 | 1 | \$3,972.22 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tre relocations | EA | \$2,768.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | \$886.00 | 1 | \$886.00 |  | 50.00 | 3 | \$2, 5 58.00 | 2 | \$1,772.00 | 2 | ${ }_{51,772.00}$ | 3 | \$2,658.00 | 1 | \$886.00 |  | 50.00 |
| N/A | Raliroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFIIC SIGNS Relocated | EA | \$223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Traffil signs new | EA | \$650.00 | 1 | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (stop bar) | ${ }^{\text {LF }}$ | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTIUTY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | ${ }^{\text {LF }}$ | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Frie hyorant relocated | EA | \$3,640.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{50.00}$ |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped crosswalk lighting (H1) - 2 LANE UNOIVIIED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped crosswalk Lighting (\#1) -3 LaNE UNOIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | Peed crosswaik lighting (H1) - Lane unolvide | EA | \$40,007.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE Crosswalk lighting (11) - 4 LANE IVIIDEE | EA | \$41,183,75 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A |  | EA | S41,839.25 |  | 50.00 <br> 50.00 |  | S0.00 5000 |  | 50.00 $\$ 000$ |  | \$0.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)- - L LANES W/O MEDIAN | EA | \$ |  | $\stackrel{50.00}{ }$ |  | 50.00 |  | 50.00 |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | 50.00 |  | S0.00 |
| N/A | RRFB (\#77)- - S SoLAR SIGN \& PUSH BUTION IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAAR SIGNS \& PUSHBUUTTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hybrib beacon (ty) - 3 LANE UNDIVIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hrbrid beacon (t9) - - Lane divide | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEe HYbRID BEACON (\#9) - 6 Lane divided | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countiown Ped Signal (\#10)- 1 CW | EA | S9,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)- - 2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PEES SIGNAL (\#10)- 3 CW | EA | \$21,500.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Peb SIGAL (\#110) - 4 CW | EA | S27,500.00 |  | 50.00 5000 |  | 50.00 500 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |
| N/A |  | EA | $\xrightarrow{\text { S155,000.00 }}$ |  | ¢0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PEED TRAFFIL SIIGNAL (\#11)-6 LANE DIVIDED | EA | \$2210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | $\frac{50.00}{50.0}$ |
|  | construction cost (without signals) |  |  |  |  |  | \$22,141.24 \$22,141.24 |  | \$48,913.78 |  | \$24,580.97 |  | \$17,029.75 |  | \$73,418.83 |  | \$40,095.14 |  | \$20,937.72 |
|  | construction cost |  |  |  | \$17,519.50 |  |  |  | \$48,913,78 |  | \$24,580.97 |  | \$17,029,75 |  | \$73,418.83 |  | \$40,095.14 |  | \$20,937.72 |
|  | enginering design | 10\% |  |  | \$1,751.95 |  | \$2,214,12 |  | \$4,891.38 |  | \$2,458.10 |  | \$1,702.98 |  | \$7,341.88 |  | \$4,009.51 |  | \$2,093.77 |
|  | general lanoscaping | 4\%$2 \%$ |  |  | \$700.78 |  | \$885.65 |  | \$1,956.55 |  | \$983.24 |  | \$681.19 |  | \$2,936,75 |  | \$1,603.81 |  | \$887.51 |
|  | swppp |  |  |  | \$350.39 |  | \$442.82 |  | \$978.28 |  | \$491.62 |  | \$34.60 |  | \$1,468.38 |  | \$801.90 |  | \$418.75 |
|  | traffic control | $3 \%$$4 \%$ |  |  | \$525.59 |  | \$664.24 |  | \$1,467.41 |  | \$737.43 |  | \$510.89 |  | \$2,202.56 |  | \$1,202.85 |  | \$628.13 |
|  | mobllzation |  |  |  | \$763.85 |  | \$995.36 |  | \$2,132.64 |  | \$1,071.73 |  | \$742.50 |  | \$3,201.06 |  | \$1,748.15 |  | 5912.88 |
|  | federal contingency | 2\% |  |  | \$432.24 |  | \$546.27 |  | \$1,206.80 |  | \$606.46 |  | \$420.16 |  | \$1,811.39 |  | \$989.23 |  | \$516.58 |
|  | opcc | total |  |  | \$22,100.00 |  | \$27,900.00 |  | \$61,600.00 |  | \$31,000.00 |  | \$21,500.00 |  | \$92,400.00 |  | \$50,500.00 |  | \$26,400.00 |
|  | average cost per lf of sidewalk |  |  |  | S88.40 PERLF |  | \$146.84 PER LF |  | \$178.59 PERLF |  | \$91.18 PERLF |  | \$62.32 Per LF |  | \$275.82 PERLF |  | \$140.28 PRRLF |  | \$73.33 PRRLF |
|  | GRand total for group 7 g | \$1,599,400.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 7B |  |  |  | 7B-KS-SW-86 |  | 7B-KS-SW-87 |  | 7B-KS-SW-88 |  | 7B-KS-SW-92 |  | 7B-KS-SW-93 |  | 7B-KS-SW-94 |  | 7B-KS-SW-95 |  | 7B-KS-SW-99 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM | UNIT | cost | Quantity | cost | Quantity | cost | QUANTITY | cost | Quantity | cost | QuANTITY | cost | quantiry | cost | Quantity | cost | QUANTITY | cost |
| dallas | SIDEWALK ( ${ }^{\text {s }}$ ) | ${ }^{\text {LF }}$ | 535.00 | 360 | \$12,600.00 | 400 | \$14,000.00 | 400 | \$14,000.00 | 360 | \$12,600.00 | 355 | \$12,425.00 | 220 | \$7,700.00 | 325 | \$11,375.00 | 355 | \$12,425.00 |
| dallas | SIDEWALK (10' ${ }^{\text {Path }}$ ) | ${ }^{\text {LF }}$ | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | ${ }^{\text {LF }}$ | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (1) | 晨 | \$20.00 |  | \$0.00 | 20 | \$400.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | 50.00 | 90 | ¢3,574.80 | 50 | \$1,986.00 |  | 50.00 |  | 50.00 |  | 50.00 | 325 | \$12,999.00 |  | 50.00 |
| dallas | DRAINAGE ILETS (MODIFY) | EA | \$3,518.00 |  | 50.00 | 1 | \$3,518.00 | 1 | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | ${ }^{\text {LF }}$ | \$58.00 |  | 50.00 | 5 | \$290.00 | 5 | 5290.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Ped ramps | EA | \$2,188,75 | 1 | $\stackrel{\text { S2,182,75 }}{ }$ | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182,75 | 1 | \$2,182.75 | 1 | \$2,182.75 |
| TXOOT | MEDIAN CUT (5) | ${ }^{\text {LF }}$ | 53.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' ${ }^{\text {P }}$ ATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | ¢3,972.22 | 1 | ¢3,972.22 |  | 50.00 | 5 | \$19,861.10 | 1 | ¢3,972.22 | 2 | \$7,944.44 |  | 50.00 | 3 | \$11,916.66 | 1 | \$3,972.22 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 | 1 | \$22,000,00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 2 | 51,144.00 | 2 | \$1,144.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | \$886.00 |  | 50.00 | 1 | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 5886.00 |  | 50.00 |
| N/A | Raliroad crossing | EA | S120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFIIC SIINS R RLIOCATED | EA | ${ }^{5223.00}$ |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafilic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | 1 | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLESS | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | ught pole relocation | EA | \$4,758.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | fence (remove and replace) | ${ }^{\text {LF }}$ | \$53.00 |  | 50.00 | 30 | \$1,590.00 | 80 | \$4,240.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$2,550.00 |
| dallas | Fire hyorant relocated | EA | \$3,640.00 |  | $\stackrel{50.00}{5}$ |  | S0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| dallas | PARKING Stop | EA | 597.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | ¢0.00 |  | ¢0.00 |
| N/A | Ped crosswalk lighting (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped crosswalk Lighting (\#1) -3 LaNE UNOIVIDED | EA | \$27,182.50 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEE CROSSWALK LIGHTING (11) - LIANE UNOIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PeE Crosswalk Lichting (\#1) - 4 LaNE Divided | EA | \$41, 183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped crosswalk Lighting (11) - 6 Lane unolvide | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (li) - 6 LANE Divided | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-3 LLANES W/O MEDIAN | EA | \$24,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | RRREB (\#7) - 1 SOLAAR SIGN \& PUSH BUUTTON IN MEDIAN | EA | \$36,000.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |
| N/A |  | EA | S48,000.00 <br> $\$ 1500000$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |
| N/A | PEED HYBRID EEACON (t9) - 4 LANE DIVIVED | ${ }_{\text {EA }}$ | S175,000.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| N/A | PEED HYERID BEACON (\#9) - 6 LANE DIVIIDED | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS\& COUNTDOWN PED SIGNAL $(\# 110)-1 \mathrm{CW}$ | EA | \$9,500.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS\& COUNTDOWN PED SIGNAL ( 110 - - 2 CW | EA | \$15,500.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-3 3 CW | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEDSISNAL (\$10) - 4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#111) - 3 LANE UNDIVIDED | EA | S150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 4 LANE Divided | EA | \$175,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | Ped Traffic signal (\#11) - 6 LANE IVIIDED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signals) | total |  | \$18,754.97 <br> \$18,754.97 |  |  | \$51,196.30 |  | \$70,483.60 |  | \$20,937.72 |  | \$24,734.94 |  | \$11,026.75 |  | \$70,857.85 |  | \$21,229.97 |
|  | construction cost | total |  |  |  |  | \$51,196.30 |  | \$70,483.60 |  | \$20,937.72 |  | \$24,734.94 |  | \$11,026,75 |  | \$70,857.85 |  | \$21,229.97 |
|  | enginerring design | 10\% |  |  |  |  | \$5,119.63 |  | \$7,048.36 |  | \$2,093.77 |  | \$2,473.49 |  | \$1,102.68 |  | \$7,085.79 |  | \$2,123.00 |
|  | general landscaping | $4 \%$$2 \%$ |  |  | $\$ 750.20$ |  | \$2,047.85 |  | \$2,819.34 |  | \$887.51 |  | \$989.40 |  | \$441.07 |  | \$2,834.31 |  | \$849.20 |
|  | swppp |  |  |  | \$375.10 |  | \$1,023.93 |  | \$1,009.67 |  | \$418.75 |  | \$494.70 |  | \$220.54 |  | \$1,417.16 |  | \$424.60 |
|  | traffic control | 3\%$4 \%$ |  |  | $\$ 562.65$ 5817.72 |  | \$1,535.89 |  | \$2,114.51 |  | \$628.13 |  | \$772.05 |  | \$330.80 |  | \$2,125.74 |  | \$636.90 |
|  | moblization |  |  |  | \$2,232.16 |  | \$3,073.08 |  | 5912.88 |  | \$1,078.44 |  | 5480.77 |  | \$3,089.40 |  | \$925.63 |
|  | federal contingency | 2\% |  |  |  |  | 5462.72 |  | \$1,263.12 |  | \$1,738.97 |  | \$516.58 |  | \$610.26 |  | \$272.05 |  | \$1,748.20 |  | \$523.79 |
|  | opcc | total |  |  | 3,600.00 |  | \$64,500.00 |  | 588,700.00 |  | \$26,400.00 |  | \$31,200.00 |  | \$13,900.00 |  | \$89,200.00 |  | 526,800.00 |
|  | average cost per lf of sidewalk |  |  |  | \$66.56 PRR LF |  | \$161.25 PER LF |  | \$221.75 PERLF |  | \$73.33 PRRLF |  | \$87.89 PRRLF |  | S63.18 PRELF |  | \$274.46 PRRLF |  | \$75.49 PERLF |
|  | Grand total for group 7 g | \$1579,400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| OPCC 7B |  |  |  | 7B-KS-SW-110 |  | 7B-KS-RP-112 |  | 7B-KS-SW-113 |  | 7B-KS-SW-116 |  | 7B-KS-SW-117 |  | 7B-KS-SW-133 |  | 7B-KS-SW-166 |  | 7B-KS-SW-167 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entir | Item | UNIT | cost | quantiry | cost | Quantity | cost | quantir | cost | quantir | cost | quantiry | cost | quantir | cost | QuANTITY | cost | QUANTITY | cost |
| dallas | SIIEWALK (5) | LF | 535.00 | 125 | \$4,375.00 | 555 | \$19,425.00 | 265 | \$9,275.00 | 290 | \$10,150.00 | 185 | \$6,475.00 | 400 | \$14,000.00 | 240 | \$8,400.00 | 195 | 56,825.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 |  | 50.00 | 555 | \$11,100.00 |  | 50.00 | 200 | 54,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retainin wall (1) | LF | \$20.00 |  | 50.00 |  | \$0.00 | 50 | \$1,000.00 |  | 50.00 |  | \$0.00 | 100 | \$2,000.00 |  | 50.00 | 195 | \$3,900.00 |
| dallas | Retaining wall (2') | LF | \$40.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retalinin wall (3) | LF | \$75.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (4) | LF | \$100.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (5) | LF | \$125.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | curb and gutter | LF | 539.72 |  | 50.00 |  | \$0.00 | 265 | \$10,525.80 |  | \$0.00 | 185 | \$7,348.20 | 400 | \$15,888.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 |  | \$0.00 |  | \$0.00 | 1 | \$2,182.75 | 2 | \$4,365.50 | 2 | \$4,365.50 | 2 | \$4,365.50 |  | 50.00 |
| TXDOT | MEDIAN Cut (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dalas | driveway (RESIENTIAL) | EA | ¢3,972.22 |  | 50.00 | 2 | \$7,944.44 | 3 | \$11,916.66 | 2 | \$7,944.44 | 1 | ¢3,972.22 | 1 | ¢3,972.22 |  | 50.00 | 3 | \$11,916.66 |
| dallas | DRVEWAY (COMMERCIAL) | EA | \$8,444.44 | 1 | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 1 | \$8,444.44 | 1 | \$8,444.44 | 1 | \$8,444.44 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE AdUSTMENT | EA | \$572.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 1 | \$572.00 | 1 | \$572.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 2 | \$5,536.00 |
| dallas | Tree removals | EA | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ralkoad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Traffic signs Relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXOOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dalas | PAvement Marking (crosswalk) | LF | 59.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (stop bar) | LF | 58.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | S0.00 <br> 000 |  | S0.00 S00 |
| N/A | PAVEMENT MARKINGS (TriANGLES) UTUTIT BOX RELOCATION | ${ }_{\text {EA }}$ | S60.00 <br> S2293 |  | S0.00 50.00 |  | S0.00 S0.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| dallas | LGGT POLE RELOCATION | EA | ¢4,758.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | 50.00 |  | ${ }_{50}$ |  | ${ }_{50}$ |  | ${ }_{50} 5000$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50}$ |
| dallas | fence (REMOVE ANO Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 100 | \$5,300.00 | 50 | \$2,550.00 |
| dallas | FIRE HYORANT RLICCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Crosswalk lighting (\#1) - 2 LANE UNOIVIDED | EA | 526,435.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEEC CROSSWALKL LIGHTING (H1)-3 LANE UNDIVIVED | EA | S27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 $\$$ |  | S0.00 |  | 50.00 $\$ 00$ |  | $\stackrel{50.00}{ }$ |  | S0.00 S00 |
| $\frac{\text { N/A }}{\text { N/A }}$ |  | ${ }_{\text {EA }}^{\text {EA }}$ | $\underset{\text { S40,407.50 }}{541,183.75}$ |  | 50.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOVIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-3 LANES W/O MEIAA | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | RREB (IT) - 1 SOLAR SIGN \& PUSH BUTTON IN MEIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (H7) - 2 SOLAR SIGNS \& PUSHBUTITON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hybrid beacon (t9) - 3 Lane undivided | EA | S150,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED HYBRIL BEACON (H9)-4 LANE DIVIIIED | EA | S175,000.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | \$50.00 |
| $\frac{N / A}{N / A}$ |  | ${ }_{\text {EA }}$ | S200,000.00 <br> 995000 |  | 50.00 5000 |  | S0.00 5000 |  | S0.00 5000 |  | 50.00 5000 |  | S0.00 5000 |  | 50.00 500 |  | 50.00 5000 |  | $\begin{array}{r}50.00 \\ \hline 000\end{array}$ |
| N/A | APS \& Countiown Ped sicnal (\#10)-2 2 W | EA | S15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 50 |  | $\stackrel{5000}{50.00}$ |  | 50.00 5000 |  | $\stackrel{50.00}{50.0}$ |  | 50.00 50.00 |
| N/A | APS \& COUNTDOWN PEDS SIGNAL ( $\# 10$ )-3 3 CW | EA | \$22,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown PeD Signal L\#10)-4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIIDED | EA | \$150,00.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Traflic signal (\#11)-4 LaNE DVIIDED | EA | S175,000.00 <br> 2700000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 50.00 |  | So.00 Soo |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
|  | PEET TRAFFIC SIIGNAL (\#11) - 6 L LANE DIVIDED | EA | \$210,00.00 |  |  |  | \$0.00 |  | \$32,717.46 |  | \$0.00 |  | 50.00 |  | \$0.00 |  |  |  | 50.00 |
|  | construction cost (Without signals) | total |  | \$17,184,94 |  |  | \$38,469.44 |  |  |  | \$24,277.19 |  | \$30,005.36 |  | \$48,670.16 |  | \$27,081.94 |  | \$31,399.66 |
|  | construction cost | total |  |  | \$17,184.94 |  | \$38,469.44 |  | \$32,717.46 |  | \$24,277.19 |  | \$30,605,36 |  | \$88,670.16 |  | \$27,081.94 |  | \$31,399.66 |
|  | enganering design | 10\% |  |  | \$1,778.49 |  | \$3,846.94 |  | \$3,271.75 |  | \$2,427.72 |  | \$3,060.54 |  | \$4,867.02 |  | \$2,708.19 |  | \$3,139.97 |
|  | general landscaping | 4\%\% |  |  | \$687.40 |  | \$1,538.78 |  | \$1,308.70 |  | \$971.09 |  | \$1,224.21 |  | \$1,946.81 |  | \$1,083.28 |  | \$1,255.99 |
|  | swppp |  |  |  | \$334.70 |  | \$769.39 |  | \$654.35 |  | \$485.54 |  | \$612.11 |  | \$973.40 |  | \$541.64 |  | \$627.99 |
|  | TRAFFIIC Control | 3\%$4 \%$ |  |  | ${ }_{\text {S }}^{5151595}$ |  | $\underset{\$ 1}{\$ 1,154.08}$ |  |  |  | \$728.32 |  |  |  | \$1,460.10 |  | $\underset{\text { S812.46 }}{ }$ |  | \$941.99 |
|  | мовIILZation |  |  |  | \$749.26 |  | \$1,677.27 |  | \$1,426.48 |  | \$1,058.49 |  | \$1,334,39 |  | \$2,122.02 |  | \$1,180.77 |  | \$1,369.03 |
|  | federal contingency | 2\% |  |  | \$423.99 |  | 5999.12 |  | \$807.21 |  | \$598.97 |  | \$755.10 |  | \$1,200.79 |  | \$668.17 |  | \$774.69 |
|  | opcc | total |  |  | \$21,70.00 |  | \$48,500.00 |  | \$41,200.00 |  | \$30,600.00 |  | \$38,60.00 |  | \$61,300.00 |  | \$34,10.00 |  | \$39,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$173.60 PERLF |  | \$87.39 PER LF |  | \$155.47 PERLF |  | \$105.52 PeR LF |  | \$208.65 PER LF |  | \$153.25 PER LF |  | \$142.08 PeR LF |  | \$203.08 PER LF |
|  | Grand total for group 7 z | \$1,579,400.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Kiest Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number PR $\leftarrow$ Station Abbreviatio |  | $\mathrm{SW} \underset{\text { Improvement Code Legend: ID: } 1 \mathrm{~A}-\mathrm{PR} \text {-SW- } 01}{ } \underset{\text { Sidewalk (or CW=Crosswalk, } \mathrm{VW}=\mathrm{V} \text { eloweb, RP=Sidewalk Repair, GR=Gap to Remain) }}{ }$ <br> $01 \leftarrow$ Improvement Number (matche 1 on Map) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7B |  |  | 7B-KS-SW-169 |  |  |
| Entir | Item | UNIT | cost | Quantitr | cost |  |
| dallas | SIDEWALK ( $5^{\text {² }}$ | ${ }^{\text {LF }}$ | 535.00 | 205 | 57,175.00 |  |
| dallas | SIDENALK (10' Path) | ${ }^{\text {LF }}$ | 570.00 |  | 50.00 |  |
| dallas | remove sidewalk | ${ }^{\text {LF }}$ | 520.00 | 10 | S200.00 |  |
| dallas | Retaling wall (1) | Ler | \$20.00 | 205 | \$4,100.00 |  |
| dallas | Retaling wall (2') | IF | \$40.00 |  | 50.00 |  |
| dallas | Retalining wall (3) | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  |
| dallas | Retalinin wall (4) | $\stackrel{L}{\text { L }}$ | \$100.00 |  | 50.00 |  |
| dallas | Retalining wall (5) | IF | \$125.00 |  | 50.00 |  |
| dallas | CURB AND GUTIER | A | \$39.72 |  | 50.00 |  |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,18.00 |  | 50.00 |  |
| dallas | ${ }^{\text {RCP } 18{ }^{\text {c }}}$ | ${ }^{\text {LF }}$ | S58.00 $\$ 29275$ |  | 50.00 <br> 52025 |  |
| - ${ }_{\text {TXOOT }}$ | PED RAMPS | ${ }_{\text {EA }}^{\text {LF }}$ | $\frac{52,182.75}{556.15}$ | 1 | \$2,182,75 |  |
| TXOOT | MEDIAN CUT (10' PATH) | ${ }_{\text {LF }}$ | \$72.30 |  | 50.00 |  |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 | 2 | \$7,944,44 |  |
| dallas | DRIVEWAY (COMMERCALA) | EA | \$8,44,44 |  | \$0.00 |  |
| N/A | UTIUTY POLE RELCCATED | EA | \$22,000.00 |  | 50.00 |  |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 | 1 | \$557.00 |  |
| dallas | Treerelocations | ${ }_{\text {EA }}$ | S2,76.00 |  | ¢0.00 |  |
| $\frac{\text { dallas }}{\text { N/A }}$ | Tre removals | ${ }_{\text {EA }}$ | S886.00 S120,00.00 |  | $\begin{aligned} & \$ 0.00 \\ & \hline \$ 0.00 \end{aligned}$ |  |
| dallas | Traffic signs relocated | EA | \$223.00 |  | 50.00 |  |
| TXOOT | Traffic sigins new | EA | \$650.00 |  | \$0.00 |  |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | $\stackrel{L}{\text { L }}$ | 59.00 |  | 50.00 |  |
| DAlLAS | PAVEMENT MARKINGS (STOP BAR) | $\stackrel{L}{\text { L }}$ | 58.00 |  | 50.00 |  |
| TXOOT | UTLITY B BX X RLIOCATION | EA | ${ }_{5729.33}$ |  | $\stackrel{50.00}{50}$ |  |
| dallas | HGht Pole Relocation | EA | \$4,75.00 |  | 50.00 |  |
| dallas | fence (REMOVE AND Replace) | LF | \$53.00 |  | 50.00 |  |
| dallas | Fire hivanat relocated | EA | 53,40.00 |  | 50.00 |  |
| $\frac{\text { dallas }}{\text { N/A }}$ |  | EA | ¢597.00 |  | $\begin{array}{r}50.00 \\ \hline 0.0 \\ \hline\end{array}$ |  |
| N/A | PED CROSSWALKL LIGHTING (\#11) - 3 LANE UNOIVIIDED | ${ }_{\text {EA }}$ | $\begin{array}{r}\text { Y22,755.50 } \\ \hline\end{array}$ |  | \$0.00 |  |
| N/A | PEED CROSSWALK LIGHTING (\#1) - 4 LANE UNOIVIIED | EA | \$40,407.50 |  | 50.00 |  |
| N/A | Ped CROSSWALK LIGHTING (H1) - 4LANE DIVIIED | EA | \$41,183,75 |  | 50.00 |  |
| N/A | PED Crosswaik Lighting (\#1)-6 LaNE UNDVVIDED | EA | S441,839.25 |  | $\begin{array}{r}50.00 \\ \hline 000\end{array}$ |  |
| N/A |  | ${ }_{\text {EA }}$ | S42, 615.50 <br> 24.0000 |  | S0.00 50.00 |  |
| N/A | RREB (\#7) - 1 SOLAA SIGN \& PUSH BUTTON IN MEDIAN | ${ }_{\text {EA }}$ | \$ ${ }^{\text {S23,0000.00 }}$ |  | 50.00 |  |
| N/A | RREB (\#7) - 2 SOLAR SIIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  |
| N/A | PED HYBRIL Beacon (ty) - 3 LANE UNDIVIDED | EA | \$150,000.00 |  | 50.00 |  |
| N/A | PeD Hebri beacon (H9)-4 LANE DVIVIDED | ${ }_{\text {EA }}$ | S175,000.00 |  | S0.00 |  |
| $\frac{\text { N/A }}{\text { N/A }}$ | PEE HYBRID BEACON(H9)-6 LANE DVIDEED | ${ }_{\text {EA }}^{\text {EA }}$ | $\frac{5200,000.00}{59,500.00}$ |  | 50.00 5000 |  |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-2 2 W | EA | \$15,500.00 |  | ${ }_{50.00}$ |  |
| N/A | APS\& COUNTDOWN PED SIINAL (H10)-3 3 CW | EA | \$21,500.00 |  | 50.00 |  |
| N/A | APS \& Countoown Ped signal L(10)-4 CW | EA | \$27,500.00 |  | 50.00 |  |
| N/A | PEETRAFFIC SIINAL (\#11)-3 LANE UNDVVIDED | ${ }_{\text {EA }}$ | \$150,00.00 |  | 50.00 $\$ 00$ |  |
| $\frac{\sqrt{N / A}}{N / A}$ | PED TRAFFIC SIGNAL (\#\#1)-4 LANE DVIIIED | ${ }_{\text {EA }}^{\text {EA }}$ | S175,00.00 |  | S0.00 50.00 |  |
| N/A |  |  |  |  |  |  |
|  | construction cost (Without signais) | тотal |  |  | \$22,174.19 |  |
|  | construction cost | Total |  |  | \$22,174.19 |  |
|  | enginering disign | 10\% |  |  | \$22,217.42 |  |
|  | Seneral Lanoscaping | 4\% |  |  | 588.97 <br> $\$ 4838$ |  |
|  | ${ }_{\text {TRAPFIL }}^{\text {Stontrol }}$ | 3\% |  |  | \$443.48 |  |
|  | мовılıation | 4\% |  |  | \$966.79 |  |
|  | federal contingency | 2\% |  |  | \$547.08 |  |
|  | opcc | total |  |  | \$28,000.00 |  |
|  | average cost per lf of sidewalk |  |  |  | 136.59 per LF |  |
|  | grano total for group 7b | \$1,59,460 |  |  |  |  |


|  | f Probable Construction Cost <br> edical Center Station |  |  | $1 A \leftarrow$ Station PR $\&$ Station | mber breviation | $\begin{aligned} & N \leftarrow \frac{\text { Improven }}{\text { Sidewalk }} \\ & 1 \leftarrow \text { Improvem } \end{aligned}$ | ent Code Legend: ID CW=Crosswalk, V | 1A-PR-SW-01 <br> =Veloweb, R <br> 1 on Map | Sidewalk Repair, G | Gap to Rema |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7C |  |  | 7C-V | SW-26 | 7C-VA | SW-34 | 7C-VA | -RP-48 | 7C-VA | -SW-57 | 7C-V | SW-58 | 7C-V | SW-59 | 7C-V | SW-60 | 7C-VA | SW-61 |
| Entity | ITem | UNIT | cost | QuANTITY | cost | Quantit | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | QuANTITY | cost | quantiry | cost |
| dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | 535.00 | 530 | \$18,550.00 | 545 | \$19,075.00 | 40 | \$1,400.00 | 415 | \$14,525.00 | 335 | \$11,725.00 | 130 | \$4,550.00 | 475 | \$16,625.00 | 415 | \$14,525.00 |
| dallas | SIIEEWALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | \$0.00 |  | \$0.00 | 40 | ${ }_{5800.00}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{\text { So.00 }}{ }$ |  | $\stackrel{\text { So }}{ }$ |
| dallas | Retaling wall (1) | ${ }^{\text {LF }}$ | 520.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 30 | S600.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (2) | IF | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3') | ${ }^{\text {LF }}$ | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | Retaling Wall (4) | ${ }^{\text {LF }}$ | \$100.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | ${ }^{\text {LF }}$ | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | ${ }^{\text {LF }}$ | \$39.72 | 530 | \$21,051.60 | 545 | \$21,647.40 |  | 50.00 | 415 | \$16,483.80 | 335 | \$13,306.20 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 1 | \$2,182.75 |  | \$0.00 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | S2,182.75 | 4 | \$8,731.00 | 2 | S4,365.50 |
| TXDOT | MEDIAN Cut ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | diveway (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,972.22 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 | 1 | $\stackrel{\text { S }}{5572.00}$ |  | \$0.00 |  | \$0.00 | 1 | S572.00 |  | S0.00 |
| dallas | Tree relocations | EA | \$2,768.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | \$886.00 | 4 | \$3,544.00 | 4 | \$3,544.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |
| dallas | TRAFFIC SIIGNS RELOCATED | EA | \$223.00 | 1 | \$223.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Proot | TrAFFIC SIGNS NEW | EA | S650.00 59.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S000 |  | $\stackrel{50.00}{500}$ |  | S0.00 S00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{50.0}$ |  | $\frac{50.00}{}$ |  | S0.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | S0.00 <br> 5000 |  | S0.00 soo |  | S0.00 <br> 5000 |
| N/A | PAVEMENT MARKINGS (TRANGGLES) | EA | \$60.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | UIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove and Replace) | ${ }_{\text {LF }}$ | 553.00 | 100 | \$5,300.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | FIRE HYORANT RELOCATED | EA | \$3,640.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 | 1 | ¢3,640.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk Lighting (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (11) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - LLANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4LANE DIVIDED | EA | \$41,183,75 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | \$41,839,25 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| N/A <br> N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S48,000.00 S1500000 |  | S0.00 |  | $\xrightarrow{50.00}$ |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | S0.00 5000 |  | S0.00 S000 |
| N/A | PED HYBRII BEACON (H9) - 4 LANE DIVIIED | ${ }_{\text {EA }}$ | \$175,000.00 |  | 50.00 50 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | S0.00 |  | 50.00 50 |  | 50.00 |  | S0.00 <br> 50.00 |
| N/A | Peed hybrid beacon (\#9) - 6 LaNE divided | EA | \$200,000.00 |  | $\stackrel{ }{50.00}$ |  | \$0.00 |  | \$0.00 |  | ${ }_{50}$ |  | ${ }_{50} 5000$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{\text { S0.00 }}{ }$ |  | S0.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10)-1 CW | EA | \$9,500.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (H10) - 2 CW | EA | \$15,500.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | $\frac{\text { APS \& Countoown PeD Signal }(\# 10)-3 \mathrm{CW}}{\text { APs } \& \text { Countoown }}$ | ${ }_{\text {EA }}^{\text {EA }}$ | \$21,500.00 $\$$ $\$ 27,50.00$ |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 S000 |  | S0.00 S000 |  | S0.00 <br> 0.00 |  | S0.00 5000 |  | 50.00 $\$ 000$ |  | S0.00 |
| N/A |  | ${ }_{\text {EA }}$ | S27,500.00 $\$ 150,00000$ |  | S0.00 <br> 0.00 |  | S0.00 50.00 |  | 50.00 <br> 5000 |  | S0.00 <br> 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 5 |
| N/A | PED TrAffic signal (\#11) - 4 LANE DIVIIDED | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
|  | construction cost (without signals) | total |  |  | \$55,802.10 |  | \$47,244.15 |  | \$2,200.00 |  | \$62,503.77 |  | \$28,322.95 |  | \$7,322.75 |  | \$25,928.00 |  | \$66,530.50 |
|  | Construction cost | total |  |  | \$55,802.10 |  | \$47,24.15 |  | \$2,200.00 |  | \$62,503.77 |  | \$28,322.95 |  | \$7,332.75 |  | \$25,928.00 |  | \$66,53.50 |
|  | enginerring desicn | 10\% |  |  | \$5,580.21 |  | \$4,724.42 |  | \$220.00 |  | \$6,250.38 |  | \$2,832.30 |  | \$733.28 |  | \$2,592.80 |  | \$6,653.05 |
|  | general lanoscaping | 4\% |  |  | \$2,232.08 |  | \$1,889.77 |  | \$88.00 |  | \$2,500.15 |  | \$1,132.92 |  | \$293.31 |  | \$1,037.12 |  | \$2,661.22 |
|  | swppp | 2\% |  |  | \$1,116.04 |  | \$994.88 |  | \$44.00 |  | \$1,250.08 |  | \$566.46 |  | \$146.66 |  | \$518.56 |  | \$1,330.61 |
|  | traffic control | 3\% |  |  | \$1,674.06 |  | \$1,417.32 |  | \$66.00 |  | \$1,875.11 |  | \$849.69 |  | \$219.98 |  | \$777.84 |  | \$1,995.92 |
|  | mовılıation | 4\% |  |  | \$2,432.97 |  | \$2,059.84 |  | \$95.92 |  | \$2,725.16 |  | \$1,234.88 |  | \$319.71 |  | \$1,130.46 |  | \$2,900.73 |
|  | federal contingency | 2\% |  |  | \$1,376.75 |  | \$1,165.61 |  | \$54.28 |  | \$1,542.09 |  | \$698.78 |  | \$180.91 |  | \$639.70 |  | \$1,641.44 |
|  | opcc | total |  |  | \$70,300.00 |  | \$59,500.00 |  | \$2,800.00 |  | \$78,700.00 |  | \$35,70.00 |  | \$9,300.00 |  | \$32,700.00 |  | \$83,800.00 |
|  | average cost per lf of sidewalk |  |  |  | \$132.64 Per LF |  | \$109.17 Per LF |  | \$70.00 Per LF |  | \$189.64 Per LF |  | \$106.57 Per LF |  | \$71.54 Per LF |  | \$66.84 PER LF |  | \$201.93 PER LF |
|  | Grand total for group 70 | \$2,021, |  | Min Cost/LF | \$45.00 Per Lf |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | Max Cost/LF | \$722.86 PRRLF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> VA Medical Center Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matche 1 on Map) |  |  |  |  |  | 7C-VA-SW-80 |  | 7C-VA-RP-81 |  | 7C-VA-SW-82 |  | 7C-VA-SW-83 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7C |  |  | 7C-VA-SW-62 |  | 7C-VA-SW-64 |  | 7C-VA-SW-65 |  | 7C-VA-SW-79 |  |  |  |  |  |  |  |  |  |
| ENTITY | \|Tem | UNIT | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | QUANTITY | cost | Quantity | cost | Quantity | cost | QUANTITY | cost | Quantity | cost |
| dallas | SIIEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | 535.00 | 220 | S7,700.00 | 215 | \$7,525.00 | 160 | \$5,600.00 | 745 | \$26,075.00 | 110 | \$3,850.00 | 80 | \$2,800.00 | 380 | \$13,300.00 | 75 | \$2,625.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 80 | \$1,600.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | S125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 | 220 | \$8,738.40 |  | 50.00 | 160 | \$6,355.20 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 | 1 | ${ }_{52,182.75}$ |  | 50.00 |  | 50.00 | 2 | \$4,365.50 | 1 | ${ }_{\$ 2,182,75}$ |  | 50.00 | 1 | S2,182.75 |  | \$0.00 |
| TXOOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TxDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ${ }^{53,972.22}$ |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCAL) | EA | \$8,444.44 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | \$0.00 | 1 | \$552.00 |  | \$0.00 | 3 | \$1,716.00 | 1 | \$572.00 | 1 | \$572.00 | 2 | \$1,144.00 | 1 | \$572.00 |
| dallas | TreE Relocations | EA | \$2,768.00 |  | \$0.00 | 1 | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | TRAFFIIC SIINS New | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TriANGLLS) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |
| ${ }^{\text {TxDOOT }}$ | UTLITY BOX Relocation | EA | \$72933 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | UIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 | 1 | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 3 LANE UNOIVIDED | EA | \$27,182.50 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTTNG (\#\#1)-4 LANE UNOIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (\#\#1) - 4 LANE DIVIIDED | EA | \$441,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | \$41,839,25 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-1 SLIAR SIGN \& PUSH BUTTON IN MEDIAN | ${ }_{\text {EA }}$ | ¢36,000.00 |  | ¢0.00 |  | $\stackrel{50.00}{ }$ |  | \$5000 |  | ¢0.00 |  | ¢0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\xrightarrow{50.00}$ |
| 年/A |  | ${ }_{\text {EA }}$ | S48,000.00 S15000000 |  | 50.00 5000 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{50}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 5000 |
| N/A | PED HYBRID BEACON (H9) - 4 LANE DIVIDED | EA | \$175,000.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50.0}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 5000 |
| N/A | PeD HYgRID BEACON (H) - 6 LANE DIVIDED | EA | \$200,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50}$ |  | $\stackrel{50.00}{50}$ |  | ${ }_{50}^{50.00}$ |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 $\mathbf{C W}$ | EA | \$9,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS\& COUNTDOWN PEDSIIGNAL LH10)-3 -cW | ${ }_{\text {EA }}$ | S21,500.00 S27,5000 |  | 50.00 <br>  <br> 5000 |  | 50.00 5000 |  | S0.00 S000 |  | 50.00 5000 |  | S0.00 S000 |  | $\begin{array}{r}50.00 \\ \hline 000\end{array}$ |  | 50.00 5000 |  | 50.00 <br> 000 |
| N/A |  | ${ }_{\text {EA }}$ | S15 50,000.00 |  | \$0.00 |  | ${ }_{50} 5000$ |  | \$0.00 |  | ${ }_{50} 5000$ |  | ${ }_{50}$ |  | ${ }_{50}$ |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PED TRAFFIC SIINAL (\#11) - 4 L LANE DIVIDED | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIIGNAL (\#11) - 6 LANE DIVIDED | EA | \$210,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
|  | construction cost (Without signals) | $\begin{aligned} & \text { Total } \\ & \text { Total } \end{aligned}$ |  | $\$ 22,261.15$$\$ 22,2115$ |  |  | \$33,088.00 |  | \$11,955.20 |  | \$33,042.50 |  | \$6,604.75 |  | \$8,944.22 |  | \$16,626.75 |  | \$3,197.00 |
|  | construction cost |  |  | \$33,088.00 |  | \$11,955.20 |  | \$33,042.50 |  | \$6,604.75 |  | \$8,944.22 |  | \$16,626.75 |  | \$3,197.00 |  |  |
|  | enginering design | $\begin{aligned} & 10 \% \\ & 4 \% \end{aligned}$ |  |  |  |  |  | \$2,226.12 |  | \$3,308.80 |  | \$1,195.52 |  | \$3,304.25 |  | \$660.48 |  | \$894.42 |  | \$1,662.68 |  | \$319.70 |
|  | general landscaping |  |  |  | \$880.45 |  | \$1,323.52 |  | \$478.21 |  | \$1,321.70 |  | \$264.19 |  | \$357.77 |  | \$665.07 |  | \$127.88 |
|  | swppp | 4\%$2 \%$ |  |  | \$445.22 |  | \$661.76 |  | \$239.10 |  | \$660.85 |  | \$132.10 |  | \$178.88 |  | \$332.54 |  | \$63.94 |
|  | TRAFFIC Control | $3 \%$$4 \%$$4 \%$ |  |  | \$667.83 |  | \$992.64 |  | \$358.66 |  | \$991.28 |  | \$198.14 |  | \$268.33 |  | 5498.80 |  | \$95.91 |
|  | mobluzation |  |  |  | \$970.59 |  | \$1,442.64 |  | \$521.25 |  | \$1,400.65 |  | 5287.97 |  | \$38997 |  | 5724.93 |  | \$139.39 |
|  | federal contingency | 2\% |  |  | \$549.23 |  | \$816.35 |  | \$294.96 |  | \$815.22 |  | \$162.95 |  | \$220.67 |  | \$410.22 |  | \$78.88 |
|  | opcc | Total |  |  | \$28,100.00 |  | \$41,700.00 |  | \$15,100.00 |  | \$41,600.00 |  | \$8,400.00 |  | \$11,300.00 |  | \$21,000.00 |  | \$4,100.00 |
|  | average cost per lf of sidewalk |  |  |  | \$127.73 Per LF |  | \$193.95 PERLF |  | \$94.38 PRRLF |  | \$ 55.84 PER LF |  | \$76.36 PRR LF |  | \$141.25 PER LF |  | \$55.26 Per LF |  | \$54.67 PER LF |
|  | grand total for group 7 | \$2,021,000.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost <br> VA Medical Center Station |  |  |  | $\begin{aligned} & 1 \mathrm{~A} \leftarrow \text { Station Number } \\ & \mathrm{PR} \leftarrow \text { Station Abbreviation } \end{aligned}$ |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matche 1 |  |  |  |  |  | 7C-VA-SW-89 |  | 7C-VA-SW-90 |  | 7C-VA-SW-91 |  | 7C-VA-SW-92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 7C |  |  | 7C-VA-RP-84 |  | 7C-VA-RP-85 |  | 7C-VA-RP-86 |  | 7C-VA-RP-87 |  |  |  |  |  |  |  |  |  |
| Entity | ITEM | UNIT | cost | QuANTITY | cost | UANTITY | cost | QuANTITY | cost | QuANTITY | cost | Quantiry | cost | Quantit | cost | QuANTITY | cost | Quantit | cost |
| dallas | SIIDEWALK ( $5^{\prime}$ ) | LF | 535.00 | 55 | \$1,925.00 | 150 | \$5,250.00 | 755 | \$26,425.00 | 25 | 5875.00 | 105 | ¢3,675.00 | 155 | \$5,425.00 | 125 | \$4,375.00 | 240 | \$8,400.00 |
| dallas | SIIDWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 | 55 | \$1,100.00 | 150 | \$3,000.00 | 600 | \$12,000.00 | 25 | \$500.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalining wall (5') | LF | \$125.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | CURB AND GUTTER | LF | 539.72 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | RCP 18" ${ }^{\text {" }}$ | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | \$0.00 |  | 50.00 | 2 | \$4,365.50 |  | \$0.00 |  | \$0.00 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | MEIIAN ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 | 2 | \$1,144.00 |  | 50.00 | 1 | \$572.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 3 | \$8,304.00 |  | 50.00 |  | 50.00 |
| dallas | TREE REMOVALS | ${ }_{\text {EA }}$ | \$886.00 |  | \$0.00 |  | \$0.00 | 9 | \$7,974.00 |  | \$0.00 |  | \$0.00 |  | S0.00 | 1 | S886.00 | 2 | S1,72.00 |
| N/A | Rallirad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | TRAFFIC SIINSS RELOCATED | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXXOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAvement markings (crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDot | UTLITY Box Relocation | ${ }_{\text {EA }}$ | \$ ${ }_{\text {S729.33 }}$ |  | S0.00 S00 |  | 50.00 S00 |  | S0.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |
| dill ${ }^{\text {Dallas }}$ | Light pole relocation | $\frac{\text { EA }}{\text { LF }}$ | S4, 58.00 553.00 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIIEED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIEED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped CROSSWALK LIGHTING (\#1) - - LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#11) - 4LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIIED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 1 SOLAR SIIG \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 SOLAR SIINS \& PUSHBUUTTON IN MEDAN | EA | \$48,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | \$150,000.00 $\$ 1750000$ |  | S0.00 S000 |  | S0.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | S0.00 S000 |  | S0.00 <br> 0.00 |  | $\xrightarrow{50.00}$ |  | S0.00 S000 |
| N/A | PED HYERID EEACON (H)- 6 LANE IVIVIDED | EA | \$ ${ }^{\text {ST200,0000.00 }}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{50.00}$ |  | $\begin{array}{r}\text { S0.00 } \\ 5000 \\ \hline\end{array}$ |
| N/A | APS \& COUNTDOWN PEDS SIGNAL (\#10)-1 CW | EA | \$9,500.00 |  | ${ }_{50} 5000$ |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | ${ }_{50} 5000$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped signal (\#10)-2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | 50.00 |
| N/A | APS\& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | \$21,500.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PEDT TRAFFIC SIISNAL (\#11)-3 LANE UNIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  |  |
| 年/A | PEED TRAFFIC S SIGNAL (\#111-4 LANE DIVIDED | EA | \$175,000.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | $\xrightarrow{50.00}$ |  | $\stackrel{50.00}{500}$ |  | S0.00 50.00 |
| N/A | Ped trafic signal (\#11)-6 LANE DIVIIDED | EA | \$210,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without sianals) | ${ }_{T}^{\text {ToTAL }}$ TOTAL |  | $\begin{aligned} & \$ 3,025.00 \\ & \$ 3,025.00 \end{aligned}$ |  |  | $\$ 8,250.00$ \$8,250.00 |  | $\$ 51,908.50$ |  | \$1,375.00 |  | \$4,247.00 |  | \$38,483.75 |  | \$7,443.75 |  | \$12,354.75 |
|  | construction cost |  |  | $\$ 51,908.50$ |  | \$1,375.00 |  |  |  | \$4,247.00 |  | \$38,88.75 |  | \$7,443.75 |  | \$12,354.75 |  |  |
|  | enginerring design | 10\% |  |  |  |  |  | \$302.50 |  | \$825.00 |  | \$5,190.85 |  | \$137.50 |  | \$424.70 |  | \$3,848.38 |  | \$744.38 |  | \$1,23.48 |
|  | general landscaping | 4\%2\% |  |  | \$121.00 |  | \$330.00 |  | \$2,076.34 |  | \$55.00 |  | \$169.88 |  | \$1.539.35 |  | \$297.75 |  | \$494.19 |
|  | swppp |  |  |  | \$60.50 |  | \$165.00 |  | \$1,038.17 |  | \$27.50 |  | \$84.94 |  | \$769.68 |  | \$148.88 |  | \$247.10 |
|  | TRAFFIC Control | 3\% |  |  | \$90.75 |  | \$247.50 |  | \$1,557.26 |  | \$41.25 |  | \$127.41 |  | \$1,154.51 |  | \$223.31 |  | \$370.64 |
|  | mobllzation |  |  |  | \$131.89 |  | \$359.70 |  | \$2,263.21 |  | \$59.95 |  | \$185.17 |  | \$1,677.89 |  | \$324.55 |  | \$538.67 |
|  | federal contingency | 2\% |  |  | \$74.63 |  | \$203.54 |  | \$1,280.69 |  | \$33.92 |  | \$104.78 |  | \$999.47 |  | \$183.65 |  | \$304.82 |
|  | opcc | total |  |  |  |  | \$10,400.00 |  | \$65,400.00 |  | \$1,800.00 |  | \$5,400.00 |  | \$48,500.00 |  | \$9,400.00 |  | \$15,600.00 |
|  | average cost per lf of sidewalk |  |  |  | 70.91 PER LF |  | \$69.33 PER LF |  | \$86.62 Per Lf |  | \$72.00 Per LF |  | \$51.43 PER LF |  | \$312.90 PER LF |  | \$75.20 PER LF |  | \$65.00 Per LF |
|  | Grand total for group 70 | \$2,021,000.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| VA Medical Center Station |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| OPCC 7C |  |  |  | 7C-VA-SW-93 |  | 7C-VA-SW-94 |  | 7C-VA-SW-95 |  | 7C-VA-SW-96 |  | 7C-VA-SW-97 |  | 7C-VA-SW-98 |  | 7C-VA-SW-103 |  | 7C-VA-SW-104 |  |
| Entiry | ITem | UNIT | cost | QuANTIT | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost |
| dallas | SIIEWALK (5) | LF | 535.00 | 250 | \$8,750.00 | 760 | \$26,600.00 | 140 | \$4,900.00 | 175 | \$6,125.00 | 390 | \$13,650.00 | 190 | S6,650.00 | 510 | \$17,850.00 | 555 | \$19,425.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 70 | \$2,800.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | S100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | drainage Inlet (Modiry) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | RCP 18" | LF | S58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 |
| TXOOT | MEIAA CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' ${ }^{\text {Path }}$ ) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | \$3,972.22 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | \$0.00 | 3 | \$66,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 | 4 | 588,000.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 | 2 | \$1,144.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 | 1 | \$2,768.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 | 3 | \$8,304.00 |
| dallas | Tree removals | EA | 5886.00 | 1 | \$886.00 | 1 | \$886.00 |  | \$0.00 | 1 | \$886.00 |  | 50.00 | 1 | \$886.00 | 2 | $\stackrel{51,772.00}{ }$ | 3 | \$2,658.00 |
| N/A | Rallroad Crosing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 | 1 | \$223.00 | 1 | \$223.00 |  | \$0.00 | 1 | \$223.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |
| TXOOT | TRAFIL SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$650.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TtiANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTILTY Box Relocation | EA | \$729.33 | 2 | \$1,458.66 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (REMOVE AND REPLACE) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HVDRANT RELOCATED | EA | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | \$3,640.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | S27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#\#1) - LLANE UNOIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PRED CRosswalk Lighting (\#1) - 4 LANE DVVIDED | EA | S41,183,75 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | \$0.00 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  | S0.00 S00 |  | S0.00 S00 |  | S0.00 |
| N/A |  | EA | S41,839.25 $\$ 42,615.50$ |  | 50.00 50.00 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 5000 |
| N/A | RRFB (\#7)-3 LANES W/O MEDIAN | EA | \$24,000.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{50}$ |  | 50.00 50 |  | 50.00 50.00 |  | 50.00 50.0 |
| N/A | RREB ( $(7)$ - - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 2 Solar Signs \& PUSHBUUTON IN MEDIAN | EA | \$48,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYbril beacon (H9) - 3 LANE UNDIVIIDED | EA | S150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Peed hrbrid beacon (H9) - 4 Lane divided | EA | \$175,00.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | Peed hybrid beacon (49) - 6 LANE Divided | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOOWN PEED SIGNAL (\#10)-1 1 CW | EA | \$9,500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/ | APS \& COUNTDOWN PEDSIGNAL $(110)-2 \mathrm{CW}$ | EA | $\xrightarrow{\$ 15,500.00}$ |  | \$0.00 |  | 50.00 5000 |  | 50.00 5000 |  | S0.00 5000 |  | 50.00 5000 |  | S0.00 5000 |  | ¢0.00 |  | S0.00 <br> 0.00 |
| N/A | APS \& COUNTDOOWN PED SIGNAL ( H10) - 4 cW | EA | \$227,500.00 |  | $\frac{50.00}{5000}$ |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | $\stackrel{50.00}{50.00}$ |  | \$0.00 50.00 |
| N/A | PEED TRAFFIC SIGNAL (\#11)-3 LANE UNDIVIIDED | EA | \$150,000.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 <br> 0.00 |
| N/A | PED TrAffic signal (\#11) - 4 LANE DIVIIDED | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |
| N/A | Ped Trafic signal (\#11)-6 LANE divided | EA | \$220,000.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
|  | construction cost (Without signais) | total |  |  | \$18,451.16 |  | \$99,218.50 |  | \$7,082.75 |  | \$9,416.75 |  | \$15,832.75 |  | \$8,108.00 |  | \$72,277.50 |  | \$125,775.50 |
|  | construction cost | Total |  |  | \$18,451.16 |  | \$99,218.50 |  | \$7,082.75 |  | \$9,416.75 |  | \$15,832.75 |  | \$8,108.00 |  | \$72,27.50 |  | \$125,75.50 |
|  | enginering design | 10\% |  |  | \$1,845.12 |  | \$9,921.85 |  | \$708.28 |  | \$991.68 |  | \$1,583.28 |  | \$810.80 |  | \$7,227.75 |  | \$12,577.55 |
|  | general lanoscaping | 4\% |  |  | \$738.05 |  | \$3,968.74 |  | \$283.31 |  | \$376.67 |  | \$633.31 |  | \$324.32 |  | \$2,891.10 |  | \$5,031.02 |
|  | swppp | 2\% |  |  | \$369.02 |  | \$1,984,37 |  | \$141.66 |  | \$188.34 |  | \$316.66 |  | \$162.16 |  | \$1,445.55 |  | \$2,515.51 |
|  | trafil control | 3\% |  |  | \$553.53 |  | \$2,976.56 |  | \$212.48 |  | \$282.50 |  | \$474.98 |  | \$243.24 |  | \$2,168.33 |  | \$3,773.27 |
|  | mobilıation | 4\% |  |  | \$800.47 |  | \$4,325.93 |  | \$308.81 |  | \$410.57 |  | \$690.31 |  | \$353.51 |  | \$3,151.30 |  | \$5,483.81 |
|  | federal contingency | 2\% |  |  | \$455.23 |  | \$2,447.92 |  | \$174.75 |  | \$232.33 |  | \$390.63 |  | \$200.04 |  | \$1,783.23 |  | \$3,103.13 |
|  | opcc | total |  |  | \$23,300.00 |  | \$124,900.00 |  | \$9,000.00 |  | \$11,900.00 |  | \$20,000.00 |  | \$10,300.00 |  | \$91,000.00 |  | \$158,300.00 |
|  | average cost per lf of sidewalk |  |  |  | \$93.20 PER LF |  | \$164.34 PER LF |  | \$64.29 PER LF |  | \$68.00 Per LF |  | \$51.28 PER LF |  | \$54.21 Per LF |  | \$178.43 PERLF |  | \$285.23 PERLF |
|  | GRAND Total for group cc | \$2,021,00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 7C |  |  |  | 7C-VA-SW-105 |  | 7C-VA-SW-106 |  | 7C-VA-SW-107 |  | 7C-VA-RP-108 |  | 7C-VA-SW-114 |  | 7C-VA-SW-115 |  | 7C-VA-SW-116 |  | 7C-VA-SW-122 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entity | ITEM | UNIT | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | Quantir | cost | QuANTITY | cost | QuANTITY | cost | QuANTITY | cost | Quantit | cost |
| Dallas | SIIEWALK ( $5^{\text {² }}$ | ${ }^{\text {LF }}$ | 535.00 | 175 | \$6,125.00 | 60 | \$2,100.00 | 260 | ¢9,100.00 | 175 | \$6,125.00 | 300 | \$10,500.00 | 310 | \$10,850.00 | 165 | \$5,775.00 | 250 | \$8,750.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  |  |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Remove sioewalk | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 | 175 | ¢3,500.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | RETAINNS WALL (1) | LF | S20.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 150 | \$3,000.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retalining wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 120 | \$4,800.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retalining wall (4) | LF | \$100.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalining wall (5) | LF | \$121.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Curb and gutter | LF | 539.72 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 | 300 | \$11,916.00 | 310 | \$12,313.20 | 165 | \$6,553.80 | 250 | 99,930.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ¢0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | S58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182,75 |  | 50.00 | 1 | \$2,182.75 |  | \$0.00 |  | \$0.00 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50.00}$ |  | 50.00 |
| N/A | MEIIAN ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 2 | \$16,888.88 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 | 4 | 588,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 22,000.00 |
| dallas | MANHOLE ADUUSTMENT | EA | \$572.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 5 | \$2,860.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | 52,76.00 |
| dallas | TREE Removals | EA | \$886.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | TRAFFIC SIINSS RELOCATED | EA | \$223.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 1 | \$223.00 |  | 50.00 |  | \$0.00 |
| TxDOT | Trafilic signs new | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole Relocation | ${ }_{\text {EA }}$ | \$4,758.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |
| dallas |  | ${ }_{\text {EA }}^{\text {LF }}$ | ${ }_{5}^{533.0400}$ |  | S0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 | 1 | $\frac{50.00}{53.640 .00}$ | 1 | $\xrightarrow{50.00}{ }_{\text {S3.60.00 }}$ |  | S0.00 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{5} 50.00$ |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| N/A | PeD Crosswalk lighting (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - LLANE UNDIVIDED | EA | \$40,007.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PRED CROSSWALK LIGHTING (H11)-6 LANE UNDIVIVED | EA | \$41,839.25 |  | \$0.00 |  | 50.00 |  | \$5000 |  | \$0.00 |  | \$50.00 |  | ¢0.00 |  | \$50.00 |  | S0.00 |
| 年/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | $\begin{array}{r}\text { S42,615.50 } \\ \hline\end{array}$ |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | RRFES (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HYbRRID Beacon (H9) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9)-4 Lane divided | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{\text {S0.00 }}$ |  | ${ }_{50.00}$ |
| N/A | Ped hybrid beacon (\#9)-6 Lane divided | EA | \$20,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | $\left.{ }^{\text {APS } \& ~ C O U N T D O W N ~ P E D S I G N A L ~} \# 110\right)-1 \mathrm{cw}$ | ${ }_{\text {EA }}$ | $\xrightarrow{59,500.00}$ |  | 50.00 500 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| 年/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S15,500.00 <br> $\$ 21,50.00$ |  | \$0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | \$0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | \$0.00 50.00 |
| N/A | APS $\&$ Countoown PeD SIGNAL (\#10)-4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | ${ }_{50}$ |  | ${ }_{50}$ |  | $\stackrel{\text { S0.00 }}{ }$ |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | S150,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 4 LaNE Divided | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 6 L LANE DIVIIDED | EA | \$220,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (without signais) | $\begin{aligned} & \text { total } \\ & \text { Total } \end{aligned}$ |  | $\$ 8,307.75$ |  |  | \$2,100.00 |  | \$55,282.75 |  | \$10,485.00 |  | \$47,104.88 |  | \$31,963.70 |  | \$18,151.55 |  | \$45,630.75 |
|  | Construction cost |  |  |  | \$8,307.75 |  | \$2,100.00 |  | \$55,28.75 |  | \$100,485.00 |  | \$47,104,88 |  | \$31,963.70 |  | \$18,151.55 |  | \$45,630.75 |
|  | engineering design | 10\% |  |  | \$830.78 |  | \$210.00 |  | \$5,528.28 |  | \$10,048.50 |  | \$4,710.49 |  | \$3,196.37 |  | \$1,815.16 |  | \$4,563.08 |
|  | general landscaping |  |  |  | \$332.31 |  | \$84.00 |  | \$2,211.31 |  | \$4,019.40 |  | \$1,884,20 |  | \$1,278.55 |  | \$726.06 |  | \$1,825.23 |
|  | SwPPP | 4\% |  |  | \$166.16 |  | \$42.00 |  | \$1,105.66 |  | \$2,009.70 |  | \$942.10 |  | \$639.27 |  | \$363.03 |  | \$912.62 |
|  | TRAFIIC Control MOBILIATION | 2\% |  |  | \$249.23 $\$ 362.22$ |  | 563.00 $\$ 91.56$ |  | $\$ 1,658.48$ $\$ 2,410.33$ |  | $\$ 3,014.55$ $\$ 4,381.15$ |  | \$1,413.15 $\$ 2.053 .77$ |  |  |  | \$544.55 $\$ 791.41$ |  | $\$ 1,368.92$ $\$ 1,899.50$ |
|  |  | $3 \%$$4 \%$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | federal contingency | 2\% |  |  | \$204.97 |  | \$51.81 |  | \$1,363.94 |  | \$2,479.17 |  | \$1,162.17 |  | \$788.61 |  | \$447.84 |  | \$1,125.80 |
|  | opcc | total |  |  | \$10,500.00 |  | \$2,700.00 |  | \$69,600.00 |  | \$126,500.00 |  | \$59,300.00 |  | \$40,300.00 |  | \$22,900.00 |  | \$57,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \$60.00 PER LF |  | \$45.00 Per LF |  | \$267.69 PER LF |  | \$722.86 PER LF |  | \$197.67 P ER LF |  | \$130.00 PER LF |  | \$138.79 PERLF |  | \$230.00 PER LF |
|  | GRAND total for group 7 | \$2,021,000.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 7C |  |  |  | 7C-VA-SW-123 |  | 7C-VA-SW-124 |  | 7C-VA-SW-125 |  | 7C-VA-SW-144 |  | 7C-VA-RP-145 |  | 7C-VA-RP-167 |  | 7C-VA-SW-168 |  | 7C-VA-SW-169 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Entiry | ITEM | UNIT | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | QuANTITY | cost |
| dallas | SIIEWALK ( $5^{\prime}$ ) | LF | 535.00 | 300 | \$10,500.00 | 305 | \$10,675.00 | 220 | \$7,700.00 | 260 | ¢9,100.00 | 30 | \$1,050.00 | 40 | \$1,400.00 | 185 | \$6,475.00 | 265 | \$9,275.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  |  |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  |  |
| dallas | Remove sidewalk | LF | 520.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 30 | \$600.00 | 40 | \$800.00 |  | 50.00 |  | 50.00 |
| DAllas | Retaling Wall (1) | LF | \$20.00 | 140 | \$2,800.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling Wall (2) | LF | 540.00 | 85 | \$3,400.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (3) | LF | \$55.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling WALL (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND Gutiter | LF | \$39.72 |  | 50.00 | 250 | \$9,930.00 | 200 | \$7,944.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 1 | \$2,182.75 | 3 | \$6,548.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT ( $5^{\prime}$ ) | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 57.30 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$3,972.22 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLIE ADJUSTMENT | EA | \$572.00 | 1 | \$572.00 |  | 50.00 | 1 | \$572.00 | 1 | \$572.00 | 1 | \$557.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 | 1 | \$2,768.00 |  | \$0.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |  | 50.00 | 1 | \$2,768.00 |  | 50.00 |
| dallas | TREE Removals | EA | \$888.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 |  | 50.00 | 2 | $\stackrel{\text { ¢ }}{5}$, 772.00 |  | 50.00 | 1 | \$886.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxOOT | Trafilic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLLSS) | EA | S60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY BoX Relocation | EA | \$729.33 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HVDRANT RELOCATED | EA | 53,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | parking stop | EA | 597.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEDC CROSSWALK LIGHTING (\#\#1)-2 LANE UNDIVIIEED | EA | \$26,435.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A <br> N/A | PED CROSSWALK LGGTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 $\$ 00,407.50$ |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | \$0.00 <br> 5000 |  | S0.00 <br> 5000 |  | S0.00 <br> 50.00 |  | S0.00 <br> 5000 |
| N/A | PED CROSSWALK LIGHTING (\#1)-4 LANE DIVIDED | EA | \$41,183,75 |  | 50.00 50 |  | $\frac{50.00}{50}$ |  | 50.00 50 |  | $\stackrel{50.00}{50}$ |  | ¢0.00 |  | $\stackrel{50.00}{5000}$ |  | ¢0000 |  | $\stackrel{50.00}{5000}$ |
| N/A | Ped Crosswaik lighting (\#1) -6 LANE UNDIVIIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& P USH Button in median | EA | \$36,000.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | S48,000.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | S0.00 |
| N/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | \$150,000.00 $\$ 175,000.00$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | Ped hybrid beacon (\#9) - 6 Lane divided | EA | \$200,000.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{50.00}{ }$ |
| N/A | APS \& Countoown PeD SIGNAL (\#10)-1 CW | EA | \$9,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL ( 110 ) - 2 CW | EA | \$15,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 $\mathbf{C W}$ | EA | \$21,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal ( 110 )-4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | S150,00.00 $\$ 1750000$ |  | 50.00 $\$ 000$ |  | \$5000 |  | S0.00 $\$ 000$ |  | 50.00 $\$ 000$ |  | 50.00 $\$ 000$ |  | 50.00 500 |  | 50.00 500 |  | 50.00 $\$ 000$ |
| N/A |  | ${ }_{\text {EA }}$ | \$175,00.00 $\$ 210,00000$ |  | $\stackrel{50.00}{50.00}$ |  | 50.00 50.00 |  | $\begin{array}{r}50.00 \\ \hline 0.00\end{array}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | \$0.00 50.00 |  | 50.00 50.00 |
|  | construction cost (without sinnals) | total |  |  |  |  |  |  | \$22,987.25 |  | \$13,326.00 |  | \$2,222.00 |  | \$3,972.00 |  | \$9,815.00 |  | \$14,133.22 |
|  | Construction cost | TOTAL |  |  | \$24,405.50 |  | $\$ 22,787,75$ |  | \$22,987.25 |  | \$13,326.00 |  | \$2,22.00 |  | \$3,972.00 |  | \$9,815.00 |  | \$14,133.22 |
|  | enginerring design | 10\% |  |  | \$2,440.55 |  | \$2,278.78 |  | \$2,298.73 |  | \$1,332.60 |  | \$222.20 |  | \$397.20 |  | \$981.50 |  | \$1,413.32 |
|  | general landscaping | $4 \%$$2 \%$ |  |  | 5976.22 |  | \$911.51 |  | \$919.49 |  | \$533.04 |  | \$88.88 |  | \$158.88 |  | \$392.60 |  | \$565.33 |
|  | SWPPP |  |  |  | \$488.11 |  | \$455.76 |  | \$459.75 |  | \$266.52 |  | \$44.44 |  | \$79.44 |  | \$196.30 |  | \$282.66 |
|  | traffic control MOBILIATION | $\begin{aligned} & 3 \% \\ & 4 \% \end{aligned}$ |  |  | $\underset{\substack{\text { S732.17 } \\ \$ 1,064.08}}{ }$ |  | $\$ 683.63$ $\$ 993.55$ |  |  |  | \$39.78 $\$ 581.01$ |  | $\underset{\substack{\text { \$66.66 } \\ \$ 9.88}}{ }$ |  | $\$ 119.16$ $\$ 173.18$ |  | S2994.45 5427.93 |  | \$424.00 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | federal contingency | 2\% |  |  | \$602.13 |  | \$562.22 |  | \$567.14 |  | \$328.78 |  | \$54.82 |  | \$98.00 |  | \$242.16 |  | \$388.69 |
|  | opcc | total |  |  | \$30,800.00 |  | \$28,700.00 |  | \$29,000.00 |  | \$16,800.00 |  | \$2,800.00 |  | \$5,000.00 |  | \$12,400.00 |  | \$17,800.00 |
|  | average cost per lf of sidewalk |  |  |  | \$102.67 PeR LF |  | \$94.10 PER LF |  | \$131.82 PER LF |  | \$64.62 Per LF |  | \$93.33 PRRLF |  | \$125.00 PER LF |  | \$67.03 Per LF |  | \$67.17 PERLF |
|  | grand total for group jc | \$2,021,000.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| OPCC 7C |  |  |  | 7C-VA-RP-174 |  | 7C-VA-RP-175 |  | 7C-VA-RP-221 |  | 7C-VA-RP-222 |  | 7C-VA-SW-182 |  | 7C-VA-SW-183 |  | 7C-VA-SW-204 |  | 7C-VA-CW-40 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | \|TEM | UNIT | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | Quantiry | cost | QuANTITY | cost | QuANTITY | cost | Quantiry | cost |
| dallas | SIIEWALK ( $5^{\text {a }}$ ) | LF | 535.00 | 70 | \$2,450.00 | 95 | \$3,325.00 | 10 | \$350.00 | 30 | \$1,050.00 | 265 | ¢9,275.00 | 40 | \$1,400.00 | ${ }_{850}$ | \$29,750.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | Remove sioewalk | LF | 520.00 | 70 | \$1,400.00 | 95 | \$1,900.00 | 10 | \$200.00 | 30 | \$600.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | 520.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retalining wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalining wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | Retalining wall (4) | LF | \$100.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retalining wall (5) | LF | \$121.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Curb and gutter | LF | 539.72 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |
| dallas | RCP 18" | LF | S58.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXXOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | \$2,182.75 |  | \$0.00 | 2 | \$4,365.50 | 1 | \$2,182.75 |  | \$0.00 | 2 | \$4,36.50 |
| TXOOT | MEDIAN CUT (5') | Lf | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TxDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| N/A | MEIIAN ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$24,188.40 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | MANHOLE ADUUSTMENT | EA | \$572.00 | 2 | \$1,144.00 |  | 50.00 |  | \$0.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | tree relocations | EA | \$2,788.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 | 3 | \$8,304.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | TREE Removals | EA | \$886.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | \$886.00 |  | \$0.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | 50.00 |  | \$0.00 |
| dalas | TRAFFIC SIINSS RELOCATED | EA | \$223.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | Trafilic signs new | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 | 2 | \$1,30.00 |
| dalas | PAVEMENT MARKINGS (CROSSWALK) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 110 | \$990.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | LIGHT Pole Relocation | EA | \$4,758.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |
| ${ }^{\text {dallas }}$ | $\frac{\text { fence (Remove and Replace) }}{\text { FiRE HTDRANT REOCATED }}$ | LF | ${ }_{53,53000}^{5900}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 <br> 5000 |  | S0.00 <br> 5000 |  | $\frac{50.00}{50.00}$ |  | 50.00 50.00 | 10 | $\frac{5530.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | $\stackrel{5}{50.00}$ |  | S0.00 |  | ${ }_{5} 50.00$ |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNOIVIIED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTIN ( (\#1) - 4 LANE UNDIVIIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)- 4 LLANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| 年/A |  | EA | $\begin{array}{r}\text { S42,615.50 } \\ \hline\end{array}$ |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$36,000.00 |
| N/A | RRFES (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | PED HYbRRID Beacon (H9) - 3 LANE UNDIVIIDED | EA | \$150,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED HYBRID BEACON (H9)-4 Lane divided | EA | \$175,000.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{\text {S0.00 }}$ |  | ${ }_{50.00}$ |
| N/A | Ped hybrid beacon (\#9)-6 Lane divided | EA | \$20,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | $\left.{ }^{\text {APS } \& ~ C O U N T D O W N ~ P E D S I G N A L ~} \# 110\right)-1 \mathrm{cw}$ | EA | $\xrightarrow{59,500.00}$ |  | 50.00 500 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| 年/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S15,500.00 <br> $\$ 21,50.00$ |  | \$0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | \$0.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | \$0.00 50.00 |  | \$0.00 50.00 |
| N/A | APS \& COUNTDOWN PEDSIGNAL (\#10)-4 4 CW | EA | \$27,500.00 |  | 50.00 |  | 50.00 |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | ${ }_{50}$ |  | ${ }_{50}$ |  | $\stackrel{\text { S0.00 }}{ }$ |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | S150,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 4 LaNE Divided | EA | \$175,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIISNAL (\#11) - 6 L LANE DIVIIDED | EA | \$210,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
|  | construction cost (without signais) | $\begin{aligned} & \text { total } \\ & \text { Total } \end{aligned}$ |  | \$29,176.75 \$29,176.75 |  |  | $\$ 29,407.75$ |  | \$2,732.75 |  | \$2,222.00 |  | \$21,944.50 |  | \$4,112.75 |  | $\$ 30,36.00$ |  | \$30,843.90 |
|  | Construction cost |  |  | $\$ 29,407,75$ |  | \$2,732.75 |  | \$2,222.00 |  | \$21,944.50 |  | \$4,112.75 |  | $\$ 30,636.00$ |  | \$66,843.90 |
|  | engineering design | 10\% |  |  | \$2,917.68 |  | \$2,940.78 |  | \$273.28 |  | \$222.20 |  | \$2,194.45 |  | \$411.28 |  | \$3,063.60 |  | \$3,084,39 |
|  | general landscaping | - |  |  | \$1,167.07 |  | \$1,176.31 |  | \$109.31 |  | \$88.88 |  | 5877.78 |  | \$164.51 |  | \$1,225.44 |  | \$1,23.76 |
|  | SWPPP | 4\% |  |  | \$588.54 |  | \$588.16 |  | \$54.66 |  | \$44.44 |  | \$438.89 $\$ 6853$ |  | ${ }_{\text {S }}^{582.26}$ |  | \$612.72 |  | \$616.88 |
|  | TRAFIIC Control MOBILIATION | $3 \%$ <br> $4 \%$ |  |  | $\underset{\substack{\text { S } \\ \$ 1,775.30 .11}}{ }$ |  |  |  | \$81.98 $\$ 119.15$ |  |  |  | \$655.34 S956.78 |  | \$123.38 $\$ 179.32$ |  | \$919.08 $\$ 1,355.73$ |  |  |
|  |  | 2\% |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | federal contingency |  |  |  | \$719.85 |  | \$725.55 |  | \$67.42 |  | \$54.82 |  | \$541.41 |  | \$101.47 |  | \$755.85 |  | \$1,80.98 |
|  | opcc | total |  |  | \$36,800.00 |  | \$37,100.00 |  | \$3,500.00 |  | \$2,800.00 |  | \$27,700.00 |  | \$5,200.00 |  | \$38,600.00 |  | \$75,600.00 |
|  | average cost per lf of sidewalk |  |  |  |  |  |  | \$525.71 PeR LF |  | \$390.53 PER LF |  | \$350.00 PER LF |  | \$93.33 PER LF |  | \$104.53 PERLF |  | \$130.00 PER LF |  | \$45.41 Per LF |  | \#Div/0! |
|  | GRAND total for group 7 | \$2,021,000.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## VA Median Island Detailed Estimate - 7C-VA-CW-40 OPTION 2

## ASSUMPTIONS

this will be curb extensions along Denley west of Ann Arbor with no refuge media
costlier of 2 options will be one used for our inclusion on master sheet
these will require pedestrian crossing area across curb extension
to prevent parking will assume on south side of Denley extension goes from east side of Ann Arbor extended to 10 ft from existing church drive opg on north side of Denley will go from west edge of Ann Arbor to same location as south side
WB Denley will needs signs right lane must turn right and painted arrows for RT turn only
EB Denley will need sign right lane ends before curb extension
also added painted arrows informing traffic to move right - assume
remove existing conc pvmt plus 2 extra ft for C \& G
add conc pvmt for refuge across curb extensions - both sides
add conc median pvmt refuge islands
add C \& G across refuge islands
add $C \& G$ along refuge islands
add striping
add signs
painted arrows (WB right turn and EB str to move left)
curb extensions
north side $=70 \mathrm{ft}$ long $\times 10 \mathrm{ft}$ wide
south side $=95 \mathrm{ft}$ long $\times 10 \mathrm{ft}$ wide
remove conc rdwy pvmt plus 2 ft for C \& G
north side
$70 \times(10+2)$
$70 \times 12=840$ SF
south side
$95 \times(10+2)$
$95 \times 12=1140 \mathrm{SF}$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 1980 | $\$ 0.49$ | $\$ 970.20$ |
| 454 | SF | 200 | $\$ 6.33$ | $\$ 1,266.00$ |
| 356 | SF | 1450 | $\$ 6.00$ | $\$ 8,700.00$ |
| 407 | LF | 40 | $\$ 32.00$ | $\$ 1,280.00$ |
| 407 | LF | 185 | $\$ 32.00$ | $\$ 5,920.00$ |
| 06666035 | LF | 205 | $\$ 0.84$ | $\$ 172.20$ |
| $0636 \& 0646$ | EACH | 6 | $\$ 650.00$ | $\$ 3,900.00$ |
| 06686019 | EACH | 4 | $\$ 495.00$ | $\$ 1,980.00$ |
|  |  |  |  | $\$ 24,188.40$ |

TOTAL REM CONC RDWY PVMT
$840+1140=1980 \mathrm{~S}$
conc pvmt for refuge pvmt both sides same area 10 ft long $\times 10 \mathrm{ft}$ wide $(10 \times 10) \times 2=200 \mathrm{SF}$
median pvmt for islands
take area of island minus conc rdwy refuge pvmt area (100 SF each side)
north island

## $(70 \times 10)-100$

$700-100=600$ SF
south island
( $95 \times 10$ ) - 100
$950-100=850$ S
TOTAL MED CONC PVMT
$600+850=1450$ SF

## C \&

across islands - for refuge pvmt
$(10+10) \times 2=40$ LF
around Islands - take Illength minus refuge opg (10 ft) north island

$$
\begin{aligned}
& (70+10+10)-10 \\
& 90-10=80 \mathrm{LF}
\end{aligned}
$$

south island
$(95+10+10)-10$
115-10 = 105 LF
TOTAL C \& G AROUND ISLANDS
$80+105=185 L$
Striping - only around islands
north island

$$
10+70+10=90 \text { LF }
$$

south island

$$
10+95+10=115 \mathrm{LF}
$$

TOTAL ISLAND STRIPING $90+115=205 \mathrm{LF}$

## Siigns

EB/South
lane ends move right - 2 each ped crossing on island -1 each
WB/north
right lane must turn right - 2 each
ped crossing on issland -1 each
OTAL SIGNS
$2+1+2+1=6$ EACH
painted arrows
EB/south
arrows for traffic to move left - 2 eac
WB/north
arrows for right lane must turn rt - 2 each
TTOTAL PAINTED ARROWS
$2+2=4 \mathrm{EACH}$


| Opinion of Probable Construction Cost Cityplace Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $P R \leftarrow$ Station Abbreviation |  | Improvement Code Lesend ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 8A |  |  | 8A-CP-CW-35 |  | 8A-CP-CW-36 |  | 8A-CP-CW-37 |  | 8A-CP-CW-41 |  | 8A-CP-CW-43 |  |
| Entity | \|rem | UNIT | cost | QuANTITY | cost | quantir | cost | QuANTTTY | cost | quantir | cost | quantir | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | LF | 535.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | S0.00 |  | S0.00 |  | $\frac{50.00}{}$ |  | S0.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (1) | LF | \$20.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling wall (2') | LF | \$40.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  |  |
| dallas | Retaling wall (4) | LF | \$100.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (5') | LF | \$125.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Curb and gutter | LF | 539.72 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | ¢3,518.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | RCP 18" | LF | \$58.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | \$0.00 | 1 | \$2,182.75 | 1 | $\stackrel{52,18,75}{ }$ | 1 | S2,182,75 |
| TXOOT | median cut (5') | LF | \$36.15 | 6 | \$216.90 |  | \$0.00 | 6 | \$216.90 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | median ISIAND | EA | SEE OTHER SHEET |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree removals | EA | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | Raliroad crossing | EA | \$120,000.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Traffic signs relocated | EA | \$223.00 |  | 50.00 | 2 | \$446.00 | 1 | \$223.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 | 4 | \$2,600.00 | 2 | \$1,30.00 | 2 | \$1,300.00 | 2 | \$1,300.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 | 192 | \$1,728.00 |  | 50.00 | 96 | \$884,00 | 48 | 5432.00 | 48 | 5432.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 | 24 | \$1,440.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | hght pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 | 1 | 54,758.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove And Replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | 53,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped Crosswalk lighting (\#1) - 2 LANE UNOIVIDED | EA | S26,433.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 3 LANE UNOIVIDED | EA | \$27,182.50 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LANE UNDIVIDED | EA | 540,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4 LaNE Divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIIED | EA | $541,839.25$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  | \$0.00 | 1 | \$42,615.50 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | 24,000.00 |
| N/A | RRFB (\#\#7) - 1 SOLAR SIIG \& PUSH BUUTION IN MEDIAN | EA | \$36,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 2 SOLAR SIINSS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED HYצRRID BeAcon (H9) - 3 LANE UNOIVIIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PeD HYBRID BEACON (H9) - - Lane divided | EA | \$175,000 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | Peed hybrid beacon (H9) - 6 Lane divided | EA | \$200,000 |  | \$0.00 | 1 | S200,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-1 CW | EA | \$9,500 | 1 | ${ }^{59,500.00}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10) - 2 CW | EA | \$11,500 |  | 50.00 |  | \$0.00 | 0.5 | \$5,750.00 | 0.5 | 57,750.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL (\#\#10)-3 3 cW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-4 cw | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIL SIGNAL (\#111) - 3 LANE UNOIVIIDED | EA | \$150,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIINAL (\#11) - 4 LaNE Divided | EA | \$175,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED TRAFFIC SIIGNLL (\#11) - 6 LANE DIVIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| construction cost (without signals) construction cost |  | $\begin{aligned} & \text { TOTAL L } \\ & \text { TOL } \end{aligned}$ |  | \$1,944.90$\$ 11,44.90$ |  |  | $\$ 4,486.00$$\$ 204,486.00$ |  | $\underset{\substack{59,544.65 \\ \$ 5999015}}{ }$ |  | $\$ 3,914.75$$\$ 11,664.75$ |  | \$3,914,75 |
|  |  | \$27,914.75 |  |  |  |  |  |  |  |  |  |
|  | enginering design |  |  | 10\% |  | \$1,144.49 |  |  | \$20,448.60 |  | \$5,991.02 |  | \$1,16.48 |  | \$2,791.48 |
|  | general landocaping | 4\% |  | $\$ 77.80$ |  |  | \$179.44 |  | \$381.79 |  | \$156.59 |  | \$156.59 |
|  | swppp |  |  | \$134.58 |  | \$190.89 |  | \$7.30 |  | \$78.30 |  |  |
|  | traffic Control | $3 \%$$4 \%$ |  |  |  | $\begin{gathered} \$ 38.90 \\ \$ 58.35 \end{gathered}$ |  |  | \$286.34 |  | \$117.44 |  | \$117.44 |
|  | mobluzation |  |  |  |  |  | \$195.59 |  | \$416.15 |  | \$170.68 |  | \$170.68 |
|  | federal contingency | 2\% |  |  | \$256.98 |  | \$4,510.68 |  | \$1,343.53 |  | \$267.08 |  | \$624.58 |
|  | opcc | total |  |  | \$13,200.00 |  | \$230,100.00 |  | \$68,600.00 |  | \$13,700.00 |  | \$31,900.00 |
|  | average cost per lf of sidewalk |  |  |  | \#oiv/0! |  | \#DV/0! |  | \#DIV/0! |  | \#DV/0! |  | \#DV/0! |
|  | Grand total for group 8A | \$1,054,10 |  |  |  |  |  |  |  |  |  |  |  |

## Median Island Detailed Estimate - LOCATION 8A-CP-SW-16

## Assumptions

North of Haskell along NB Frontage Rd near entrance ramp
existing brick paver sidewalk is settling measured 100 LF by 8 ft wide
will remove and replace existing pavers and replace existing sand bedding under pavers will assume cement stabilized base material to prevent future settling
existing utilities adjacent and in sidewalk do NOT NEED to be adjusted
no striping, signs etc.
remove existing brick pavers
replace/reinstall briock pavers
replace paver bedding - cement stablized base material

## sidewalk to be removed and replaced

$100 \times 8=80$ SF
use unit prices assumed for LOCATION 1B-DP-CW-58

## replace paver beddin

assume 8 inches deep by paver area
use COD unit price for 7053 Cement Stabilized Sand Backfill @\$86/CY
( $0.67 \times 80$ ) / 27
$53.6 / 27=1.98$ CY SAY 2

## Assumptions

Haskell Ave east iof US 75 about 480 ft east at first paved median crossing between EB and WB Haskell only for EB lanes will be calculated here
need to extend sidewalk/median/parkway area to NOT allow cars to park at existing ADA ramp on south side
will need to remove/replace existing granite curb, remove and replace/reinstall brick pavers
also need some new granite curb sections to create these curb/parkway bumpouts
also new brick pavers
assume removing 2 parking spots each side of ex ADA ramp $=$ say 40 ft each side $\times 2=80 \mathrm{LF}$ width will be 10 ft
do not disturb existing slotted drain
add no parking signs at both sides - assume 4
will use unit prces similar to 84-CP-SW-16 for remove and replace pavers
also need cement stabilized sand backfill bedding for replace and new pavers
assume new brick pavers @ \$20/SF
assume new granite curb @ $\$ 375 / \mathrm{LF}$
this includes constructing conc ledge at roadway edge - similar to orignal construction remove existing asphalt pvmt - assume 12 inches thick

|  | ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: |
| remove existing aspphalt pvmt | SY | 108 | 202A | \$7.00 | \$756.00 |
| remove existing brick pavers | SF | 640 | ASSUMED | \$5.00 | \$3,200.00 |
| replace/reinstall brick pavers | SF | 640 | ASSUMED | \$15.00 | \$9,600.00 |
| remove existing granite curb | LF | 88 | ASSUMED | \$75.00 | \$6,600.00 |
| replace/reinstall existing granite curb | LF | 88 | ASSUMED | \$275.00 | \$24,200.00 |
| new granite curb | LF | 44 | ASSUMED | \$375.00 | \$16,500.00 |
| new pavers | SF | 968 | 644B | \$20.00 | \$19,360.00 |
| conc header for granite curb | LF | 132 | 460A | \$31.00 | \$4,092.00 |
| replace paver bedding - cement stablized base material | CY | 24 | 7053 | \$86.00 | \$2,064.00 |
| add signs | 0636 \& 0646 | EACH | 4 | \$650.00 | \$2,600.00 |
|  |  |  |  | Sub Total | \$88,972.00 |
| Contingency - add 10\% due to unknown unit prices for granite curb items |  |  |  |  | \$8,897.20 |
|  |  |  |  |  | \$97,869.20 |

remove existing brick pavers - in parkway area - assume 6 ft wide times length of parking spots removed $80 \times 8=640$ SF
replace $/$ reinstall pavers $=$ removed $=640 \mathrm{SF}$
remove existing granite curb section
4 parking spots $=80$ LF plus extra section for construction purposes $=$ SAY $80+8=88 \mathrm{LF}$
replace/reinstall granite curb $=$ removed sections $=88$
will be cost to reinstall plus construction of conc street header like detail to support granite curb seem to remember this was detail we created for installation of granite curbs
new granite curb
exsiting will be along Haskell = need ends of extended parkway/island
2 sections $\times 2$ sides -4 ends
assume 11 ft wide
length of new granite curbs $4 \times 11=44 \mathrm{LF}$
new pavers - for extended parkway sections
88 ft long (match granite curb removal) by 11 feet wide (new granite curb calcs $88 \times 11=968$ SF
use COD unit price for street header and add $50 \%$ for granite curb foundation Item 460A Reinf Conc Street Header \$21/LF therefore unit price $21+(21 \times 0.5)=30.5$ SAY $\$ 31 / L F$ replace/reinstall granite curb $=88 \mathrm{I}$
new granite curb $=44$
total header req'd $88+44=132 \mathrm{LF}$
remove existing asphalt pvmt
988 ft long $\times 11 \mathrm{ft}$ wide) $/ 9=968 / 9=107.56$ SAY 108 SY
cement stabilized backfill under pavers - use new pavers area
968 SF - assume 8" deep
( $968 \times 0.67$ ) $/ 9=648.56 / 27=24.02 \mathrm{CY}$ say 24 CY

| OPCC 8B |  |  |  | 8B-CC-RP-06 |  | 8B-CC-SW-09 |  | 8B-CC-SW-10 |  | 8B-CC-RP-18 |  | 8B-CC-SW-19 |  | 8B-CC-SW-20 |  | 8B-CC-SW-22 |  | 8B-CC-SW-07 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENTITY | ITEM | UNIT | cost | Quantiry | cost | QuANTITY | cost | QUANTITY | cost | Quantity | Cost | QuANTITY | cost | QuANTITY | cost | Quantity | cost | Quantiry | cost |
| dallas | SIDEWALK ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | 535.00 | 65 | \$2,275.00 | 200 | \$7,00.00 | 385 | \$13,475.00 | 20 | 5700.00 | 115 | \$4,025.00 | 655 | \$22,925.00 | 210 | \$7,350.00 | 150 | \$5,250.00 |
| dallas | SIDEWALK (10' PATH) | LF | \$70.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | \$20.00 | 65 | \$1,300.00 | 20 | \$400.00 | 70 | \$1,400.00 | 20 | \$400.00 | 115 | \$2,300.00 |  | 50.00 | 210 | \$4,200.00 |  | \$0.00 |
| dallas | Retaining Wall (1') | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 220 | \$4,400.00 |  | 50.00 |  | 50.00 |
|  | Retaling wall (2') | ${ }^{\text {LF }}$ | \$40.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 220 | \$8,800.00 |  | 50.00 |  | 50.00 |
| dallas | Retaining wall (3) | LF | \$75.00 |  | 50.00 | 20 | \$1,500.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RETAINING WALL (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retalinc wall (5) | LF | \$125.00 |  | S0.00 S20180 |  | \$5000 |  | \$5000 |  | \$0.00 |  | \$50.00 |  | $\stackrel{50.00}{\$ 20060}$ |  | \$0.00 |  | S0.00 |
| DAlLAS | CURE AND GUTTER | $\stackrel{L}{\text { EA }}$ | ${ }_{\text {S }}^{539.72}$ | 65 | $\stackrel{\text { S2,581.80 }}{50.00}$ | 200 | $\frac{57,944.00}{50.00}$ | 100 | ¢3,972.00 | 20 | \$ 5794.40 | 115 | $\stackrel{\text { S4,557.80 }}{50}$ | 655 | \$26,016.60 | 110 | $\stackrel{\text { S4,369.20 }}{50}$ | 150 | \$5,958.00 |
| DaLlas |  | ${ }_{\text {LF }}$ | ¢ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 |  | 50.00 |  | 50.00 50.00 | 20 | ¢ |  | 50.00 <br> 5000 |  | 50.00 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 | 2 | \$4,365.50 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRRUEWAY (COMMERCIAL) | EA | \$8,44.44 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 7 | \$6,202.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| Dallas | TRAFFIC SIIGNS RELOCATED | EA | ${ }^{5223.00}$ | 5 | \$1,115.00 | 1 | S223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | TrAFFIC SIGNS NEW | EA | \$650.00 |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | 50.00 5000 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | \$0.00 |  | S0.00 | 3 | ¢ ${ }_{\text {S1, } 1,50.00}$ |
| DALLAS | PAVEMENT MARKINGS ( (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$729.33 |
| dallas | LIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 | 1 | \$4,758.00 |  | 50.00 | 1 | \$4,758.00 | 1 | \$4,758.00 | 1 | \$4,758.00 |  | 50.00 |
| dallas | fence (Remove and Replace) | LF | \$53.00 |  | 50.00 | 130 | \$6,890.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,64.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEED CROSSWALK LIGHTING (H1) - - Lane divided | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIIED | EA | \$41,899.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD Crosswalk lighting (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRES (H7) - 1 SOLAR SISN \& PUSH BUTTOON IN MEDIAN | EA | S36,000 $\$ 48000$ |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFE (\#7) - - 2 SOLAR SIGNS 2 PUSHBUTTON IN MEDIAN | $\frac{\mathrm{EA}}{\text { ea }}$ | \$48,000 <br> 150000 |  | S0.00 <br> 0.00 |  | S0.00 <br> 0.00 |  | S0000 <br> 0.00 |  | $\begin{array}{r}5000 \\ \hline 0.00 \\ \hline\end{array}$ |  | S0000 <br> 5000 |  | S0.00 5000 |  | S0.00 <br> 0.00 |  | S0.00 <br> S000 |
| N/A | PED HYBRID BEACON (H9) - 4 LANE DIVIIDED | EA | \$175,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED HY8RID BEACON (H9) - 6 LANE DIVIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countdown Ped SIGNAL (\#10) - 1 CW | EA | 59,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 cW | EA | \$15,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10) - 3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | ${ }_{\text {EA }}$ | S27,500 <br> S15000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFIC SIGNAL (\#\#11)-3 LANE UNDVIVIDED | $\stackrel{\text { EA }}{\text { ea }}$ | \$150,000 |  | S0.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 5000 |
| N/A | PED TRAFFIC SIGNAL (\#11)-6 LANE DIVIIDED | EA | \$ ${ }^{\text {S210,000 }}$ |  | ${ }_{5}^{50.00}$ |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
|  | construction cost (without signais) | total |  |  | \$7,271.80 |  | \$28,322.50 |  | \$36,986.94 |  | \$1,894.40 |  | \$15,650.80 |  | \$86,224.04 |  | \$22,859.95 |  | \$18,252.83 |
|  | construction cost | тоtal |  |  | \$7,271.80 |  | \$28,322.50 |  | \$36,88.94 |  | \$1,894.40 |  | \$15,650.80 |  | \$86,224.04 |  | \$22,859.95 |  | \$18,252.83 |
|  | enginerring design | 10\% |  |  | \$727.18 |  | \$2,832.25 |  | \$3,698.69 |  | \$189.44 |  | \$1,565.08 |  | \$8,622.40 |  | \$2,286.00 |  | \$1,825.28 |
|  | general landocaping | 4\% |  |  | \$290.87 |  | \$1,132.90 |  | \$1,479.48 |  | \$75.78 |  | \$626.03 |  | \$3,448.96 |  | \$914.40 |  | \$730.11 |
|  | SWPPP | 2\% |  |  | \$145.44 |  | \$566.45 |  | \$739.74 |  | \$37.89 |  | \$313.02 |  | \$1,724.48 |  | \$457.20 |  | \$365.06 |
|  | TRAFFIC CONTROL | 3\% |  |  | \$218.15 |  | \$849.68 |  | \$1,109.61 |  | \$56.83 |  | \$469.52 |  | \$2,586.72 |  | \$685.80 |  | \$547.58 |
|  | mobilıation | 4\% |  |  | \$317.05 |  | \$1,234.86 |  | \$1,612.63 |  | \$82.60 |  | \$682.37 |  | \$3,759.37 |  | \$996.69 |  | \$795.82 |
|  | federal contingency | 2\% |  |  | \$179.41 |  | \$698.77 |  | \$912.54 |  | \$46.74 |  | \$386.14 |  | \$2,127.32 |  | \$564.00 |  | \$450.33 |
|  | opcc | тота⿱ |  |  | \$9,200.00 |  | \$35,700.00 |  | \$46,600.00 |  | \$2,400.00 |  | \$19,700.00 |  | \$108,500.00 |  | \$28,800.00 |  | \$23,000.00 |
|  | average cost per lf of Sidewalk |  |  |  | \$141.54 Per LF |  | \$178.50 PER LF |  | \$121.04 PER LF |  | \$120.00 PER LF |  | \$171.30 PeR LF |  | \$165.65 PER LF |  | \$137.14 PER LF |  | \$153.33 Per LF |
|  | Grand total for group 8 B | \$501,300.00 |  | Min $\operatorname{cost} /$ / $F$ | \$120.00 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | Max Cost/LF | \$178.50 PER LF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Convention Center Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | mprovement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 pn Map) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 8B |  |  | 8B-CC-CW-16 |  | 8B-CC-CW-17 |  |  |
| ENTITY | ITem | UNIT | cost | QUANTITY | cost | QuANTITY | cost |  |
| dallas | SIDEWALK ( 5 ') | ${ }^{\text {LF }}$ | \$35.00 |  | 50.00 |  | 50.00 |  |
| DALLAS | SIDEWALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 |  | 50.00 |  | 50.00 |  |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | \$20.00 |  | 50.00 |  | \$0.00 |  |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  |
| dallas | Retaling wall (2') | LF | 540.00 |  | 50.00 |  | 50.00 |  |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  |
| Dallas |  | $\stackrel{\text { LF }}{\text { LF }}$ | S100.00 $\$ 12500$ |  | $\begin{array}{r}50.00 \\ \hline 5000\end{array}$ |  | 50.00 5000 |  |
| DALLAS | ${ }^{\text {ctu }}$ CuRE AND GUTTER | ${ }_{\text {LF }}$ |  |  | 50.00 50.00 |  | 50.00 |  |
| DALLAS | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  |
| dallas | RCP 18" | LF | \$58.00 |  | 50.00 |  | 50.00 |  |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | ${ }^{50.00}$ |  |
| TXDOT | $\frac{\text { MEDIAN CUT (5) }}{\text { ( } 5^{\prime} \text { ) }}$ | ${ }^{\text {LF }}$ | \$36.15 |  | S0.00 50.00 |  | 50.00 |  |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  |
| DALLAS | DRIVEWAY ( Commercial) | EA | \$8,444.44 |  | S0.00 |  | $\begin{array}{r}50.00 \\ \hline\end{array}$ |  |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  |
| DALLAS | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | ${ }^{50.00}$ |  |
| Dallas | Tree relocations | ${ }_{\text {EA }}$ | ¢ $\begin{array}{r}\text { S2,768.00 } \\ \hline 88800\end{array}$ |  | S0.00 |  | S 50.00 |  |
| $\frac{\text { DALLAS }}{\mathrm{N} / \mathrm{A}}$ | Tree removals | $\frac{\text { EA }}{\text { EA }}$ | S886.00 S120,00.00 |  | S0.00 50.00 |  | $\frac{50.00}{50.00}$ |  |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | ${ }_{50.00}$ |  |
| TXDOT | Traffic signs new | EA | \$650.00 |  | 50.00 |  | 50.00 |  |
| DAlLAS | PAVEMENT MARKINGS (crosswalk) | ${ }^{\text {LF }}$ | 59.00 |  | 50.00 | 120 | \$1,080.00 |  |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  |
| N/A | PAVEMENT MARKINGS (TTRIANGLES) | EA | S60.00 | 20 | \$1,200.00 |  | 50.00 |  |
| TXDOT | UTLITY Box Relocation | EA | \$ 5729.33 |  | S0.00 |  | S0.00 |  |
| DAlLAS | $\frac{\text { LIGHT POLE RELOCATION }}{\text { fence (REMOVE AND REPLACE) }}$ | EA | S4,758.00 <br> 53300 |  | 50.00 |  | 50.00 |  |
| dallas | Fire hyorant relocated | EA | ${ }_{\text {¢ }}^{53,640.00}$ |  | \$0.00 |  | 50.00 |  |
| DALLAS | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNDIVIDED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  |
| N/A | PED Crosswalk lighting (\#1) - 3 LANE UNDIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  |
| N/A | PED CROSSWALK LIGHTING (\#\#1) - 4 LANE UNDIVIDED | EA | \$40,407.50 |  | 50.00 |  | \$50.00 |  |
| N/A | PED CROSSWALK LGGTING (11) - - LANE DVVIDED | ${ }_{\text {EA }}^{\text {EA }}$ | \$41,183,75 <br> $41,839.25$ |  | S0.00 <br> 50.00 |  | 50.00 50.00 |  |
| N/A | Ped Crosswalk lighting (\#1)- 6 LANE DIVIDED | EA | \$42,615,50 |  | \$0.00 |  | 50.00 |  |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  |
| N/A | RRFE (\#7)-1 -1 SOLAR SIIN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  |
| N/A | RRFE (\#7) - 2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  |
| N/A | PED HYBRID BEACON (H9) - 3 LANE UNIVIVIDED | ${ }_{\text {EA }}$ | S150,000 |  | S0.00 |  | S0.00 |  |
| N/A | PED HYERID BEACON (\#9)-4 LANE DIVIDED | ${ }_{\text {EA }}^{\text {EA }}$ | S175,000 $\$ 200000$ | 1 | S0.00 $\$ 200,00000$ |  | $\stackrel{50.00}{50.00}$ |  |
| N/A | APS \& COUNTDOWN PED SIISNAL (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  |
| N/A | APS \& Countoown Peb Signal (\#10)-3 3 CW | EA | S21,500 |  | 50.00 |  | ${ }_{50.00}$ |  |
| N/A | APS \& Countoown Ped Signal (\#10) -4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  |
| N/A | PED TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | $\frac{\text { S150,000 }}{\text { S175000 }}$ |  | $\begin{array}{r}\text { S0.00 } \\ \hline\end{array}$ |  | 50.00 5 5 |  |
| N/A | ${ }_{\text {PED }}$ TRAFFIC SIIGNAL (\#11)-6 LANE DIVIIDED | ${ }_{\text {EA }}$ | \$ ${ }^{\text {S215,000 }}$ |  | 50.00 5000 |  | $\stackrel{5}{50.00}$ |  |
| CONSTRUCTION COST (WITHOUT SIGNALS) CONSTRUCTION COST |  | TOTALTOTAL |  |  |  |  | \$1,080.00 |  |
|  |  | $\$ 201,200.00$ | \$1,080.00 |  |
|  | enginerring design |  |  | 10\% |  |  | \$20,120.00 |  | \$108.00 |  |
|  | GEneral Landscaping | 4\% |  |  | \$48.00 |  | \$443.20 |  |
|  |  |  |  |  | $\$ 24.00$ $\$ 36.00$ |  | \$221.60 |  |
|  |  | 4\% |  |  | \$52.32 |  | \$47.09 |  |
|  | federal contingency | 2\% |  |  | \$4,429.61 |  | \$26.65 |  |
|  | opcc | total |  |  | \$22,000.00 |  | \$1,400.00 |  |
|  | average cost per lf of sidewalk |  |  |  | \#DV/0! |  | \#DIV/0! |  |
|  | GRAND total for group gb | \$501,300.00 |  |  |  |  |  |  |



| Cedars Station |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OPCC 8C |  | UNIT | cost | 8C-CS-SW-32 |  | 8C-CS-SW-33 |  | 8C-CS-SW-34 |  | 8C-CS-SW-35 |  | 8C-CS-SW-36 |  | 8C-CS-SW-37 |  | 8C-CS-SW-42 |  | 8C-CS-SW-44 |  |
| ENTITY | ITem |  |  | quantiry | cost | quantir | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost |
| dallas | SIIEWALK (5) | LF | 535.00 | 100 | \$3,500.00 | 130 | \$4,550.00 | 230 | \$8,050.00 | 235 | \$8,225.00 | 215 | \$7,525.00 | 180 | \$6,300.00 | 90 | \$3,150.00 | 200 | \$7,000.00 |
| dallas | SIDEWALK (10' PATH) | ${ }^{\text {LF }}$ | 570.00 |  | 50.00 |  |  |  |  |  |  |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | REMOVE SIDEWALK | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 50 | \$1,000.00 |
| dallas | Retaling wall (1) | ${ }^{\text {LF }}$ | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | $\stackrel{\text { \$1,000.00 }}{ }$ |  | \$0.00 |  | \$50.00 |
| dallas | Retaling wall (2) | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 | 130 | \$5,200.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | Retaling wall (5') | LF | S125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | 539.72 | 100 | \$3,972.00 | 130 | \$5,163.60 | 230 | ¢9,135.60 | 235 | ¢9,334.20 | 215 | \$8,539.80 | 160 | \$6,355.20 | 90 | \$3,57.80 | 200 | \$7,944.00 |
| dallas | drainage inlets (Modify | EA | ¢3,518.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,518.00 |  | \$0.00 |  | 50.00 |
| dallas | RCP 18" | LF | 558.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 10 | \$580.00 |  | \$0.00 | 50 | \$2,900.00 |  | \$0.00 |  | \$0.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 | 2 | \$4,365.50 | 1 | \$2,182.75 | 2 | \$4,365.50 | 2 | \$4,365.50 |  | 50.00 |  | S0.00 |  | 50.00 | 1 | \$2,182.75 |
| TXOOT | MEDIAN CUT (5') | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | ${ }^{\text {LF }}$ | 57.30 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | \$0.00 | 1 | ¢3,972.22 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 | 2 | 57,94,44 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | \$0.00 |  | 50.00 | 4 | ${ }_{533,77.76}$ | 2 | ${ }_{\text {S16,888.88 }}$ |  | \$0.00 | 1 | ¢8,444.44 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 | 2 | \$44,000.00 | 1 | \$22,000.00 |  | 50.00 | 1 | \$22,000.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLIE ADUSTMENT | EA | \$572.00 |  | S0.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 4 | \$11,072.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | TREE Removals | EA | 5886.00 |  | \$0.00 |  | 50.00 |  | 50.00 | 1 | \$886.00 | 5 | \$4,433.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | S120,000.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | 5223.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | S0.00 | 2 | \$446.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| TXDOT | Trafilic signs new | EA | \$650.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | \$8.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (triangles) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | UTLITY BOX Relocation | EA | \$729.33 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | hight pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$2,650.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Fire hyorant rllocated | EA | \$3,640.00 |  | 50.00 | 1 | ¢3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | ${ }^{50.00}$ |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LGGHTING (\#1) - 3 LANE UNOIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeD CROSSWALK LIGHTING (\#\#1)-4 LANE UNDIVIDED | EA | S40,407.50 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | S0.00 |
| N/A | ${ }^{\text {PEDE CROSSWALL LIGHTING (H1)- - L LANE DVIVIDED }}$ | EA | \$441,183,75 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1)- -6 LANE DIVIIDED | EA | \$42,615.50 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RREB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| N/A | RREB (47) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7)-2 SOLAR SIGNS \& PUSHBUTTON IN MEDIAN | EA | S48,000 |  | $\begin{array}{r}5000 \\ 5000 \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline \\ \hline\end{array}$ |  | $\begin{array}{r}50.00 \\ \hline \\ \hline\end{array}$ |  | $\begin{array}{r}5000 \\ \hline \\ \hline\end{array}$ |  | S0.00 S00 |  | $\begin{array}{r}50.00 \\ \hline 500 \\ \hline\end{array}$ |  | S0.00 S00 |  | 50.00 5 5000 |
| 年/A |  | $\frac{\text { EA }}{\text { EA }}$ | $\stackrel{\text { S150,000 }}{\text { S175,000 }}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 <br> 5000 |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | $\frac{50.00}{50.00}$ |  | S0.00 <br> 50.00 |
| N/A | Peed hYbrio beacon (\#9) - 6 LANE DIVIIED | EA | \$220,000 |  | $\stackrel{50.00}{50}$ |  | $\stackrel{50.00}{50}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{5}{50.00}$ |  | $\stackrel{\text { S0.00 }}{ }$ |  | ¢ 50.00 |  | $\stackrel{\text { So.00 }}{50.00}$ |  | S0.00 50.00 |
| N/A | APS \& Countoown Ped SIGNAL (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | ${ }_{50}$ |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10) - 3 cW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEET TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFFIL SIISNAL (\#11)-4LANE DIVIIEE | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PEE TRAFFIL SIIGNAL (\#11) - 6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signals) | total |  |  | \$55,837.50 |  | \$46,708.57 |  | \$55,551.86 |  | \$64,929.58 |  | \$77,314.13 |  | \$28,517.64 |  | \$6,724.80 |  | \$26,071.19 |
|  | construction cost | Total |  |  | \$55,837.50 |  | \$46,708.57 |  | \$55,551.86 |  | \$64,929.58 |  | \$77,314,13 |  | \$28,517.64 |  | \$6,724.80 |  | \$26,077.19 |
|  | enginerring design | 10\% |  |  | \$5,583,75 |  | \$4,670.86 |  | \$5,555.19 |  | \$6,492.96 |  | \$7,731.41 |  | \$2,851.76 |  | \$672.48 |  | \$2,607.12 |
|  | GEneral lanoscaping | 4\% |  |  | \$2,233.50 |  | \$1,868.34 |  | \$2,222.07 |  | \$2,597.18 |  | \$3,092.57 |  | \$1,140.71 |  | \$268.99 |  | \$1,042.85 |
|  | SWPPP | 2\% |  |  | \$1,116.75 |  | \$934.17 |  | \$1,111.04 |  | \$1,298.59 |  | \$1,546.28 |  | \$570.35 |  | \$134.50 |  | \$521.42 |
|  | TRAFFIC Control | ${ }^{3 \%}$ |  |  | \$1,675.13 |  | \$1,401.26 |  | \$1,666.56 |  | \$1,947.89 |  | \$2,319.42 |  | \$855.53 |  | \$201.74 |  | \$782.14 |
|  | мов | 4\% |  |  | \$2,434.52 |  | \$2,036.49 |  | \$2,422.06 |  | \$2,830.93 |  | \$3,370.90 |  | \$1,243,37 |  | \$233.20 |  | \$1,136.70 |
|  | federal contingency | 2\% |  |  | \$1,377.62 |  | \$1,152.39 |  | \$1,370.58 |  | \$1,601.94 |  | \$1,907.49 |  | \$703.59 |  | \$165.91 |  | \$643.23 |
|  | opcc | total |  |  | \$70,300.00 |  | \$58,800.00 |  | \$69,900.00 |  | \$81,700.00 |  | \$97,300.00 |  | \$35,900.00 |  | \$8,500.00 |  | \$32,900.00 |
|  | average cost per lf of Sidewalk |  |  |  | \$703.00 PER LF |  | \$452.31 PER LF |  | \$303.91 PER LF |  | \$347.66 PER LF |  | \$452.56 PER LF |  | \$199.44 PERLF |  | \$94.44 PER LF |  | \$164.50 PER LF |
|  | Grand total for Group 8 C | \$2,031,400.0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Cedars Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number $\mathrm{PR} \leftarrow$ Station Abbreviation |  | $\mathrm{SW} \leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matche 1 on Map) |  |  |  |  |  | 8C-CS-SW-68 |  | 8C-CS-SW-69 |  | 8C-CS-SW-70 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 8C |  |  | 8C-CS-SW-46 |  | 8C-CS-RP-48 |  | 8C-CS-SW-66 |  | 8C-CS-SW-67 |  |  |  |  |  |  |  |  |  |
| ENTITY | \|Tem | UNIT | cost | quantit | cost | Quantiry | cost | QUANTITY | cost | QUANTITY | cost | quantit | cost | QuANTITY | cost | QUANTITY | cost | QUANTITY | 8C-CS-RP-71 |
| dallas | SIIEWALK (5) | ${ }^{\text {LF }}$ | \$35.00 | 45 | \$1,575.00 | 180 | \$6,300.00 | 130 | \$4,550.00 | 65 | \$2,275.00 | 345 | \$12,075.00 | 380 | \$13,300.00 | 125 | \$4,375.00 | 30 | \$1,050.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 | 180 | \$3,600.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 30 | \$600.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2') | LF | \$40.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 | 45 | \$1,787.40 | 20 | \$ 974.40 |  | 50.00 |  | 50.00 |  | 50.00 | 20 | \$794.40 | 80 | \$3,177.60 | 30 | \$1,191.60 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP $18{ }^{\text {" }}$ | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 | 1 | \$2,182.75 | 1 | ${ }_{52,182.75}$ | 1 | \$2,182.75 | 1 | \$2,182.75 | 3 | ¢6,548.25 | 4 | $\stackrel{58,731.00}{ }$ |  | 50.00 |  | 50.00 |
| TXOOT | MEDIAN Cut ( $5^{\prime}$ ) | ${ }^{\text {LF }}$ | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Tx<OT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | median ISIAND | EA | SEE OTHER SHEET |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIIENTIAL) | EA | 53,972.22 |  | 50.00 | 1 | $\stackrel{53,972.22}{ }$ |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$3,972.22 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | 58,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | ¢8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTILTY POLE RELOCATED | EA | \$22,000.00 | 1 | \$22,000.00 |  | 50.00 | 2 | \$44,000.00 |  | 50.00 |  | 50.00 | 3 | \$66,000.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADUSTMENT | EA | \$572.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 | 0 | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | Tree removals | EA | 5886.00 |  | 50.00 |  | \$0.00 | 1 | \$886.00 |  | 50.00 |  | \$0.00 | 1 | 5886.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crosing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | TRAFFIC SIGNS RELOCATED | EA | \$223.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 | 2 | \$446.00 | 2 | 5446.00 |  | 50.00 |  | 50.00 |
| TXDOT | Traffic Signs new | EA | S650.00 59.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S000 |  | S0.00 <br> 50.00 |  | S0.00 <br> 0.00 |  | S0.00 5000 |  | S0.00 S000 |
| Dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | S0.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | LGHT Pole relocation | EA | \$4,758.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (Remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FRRE HYDRANT RELOCATED | EA | \$3,640.00 |  | \$0.00 |  | 50.00 |  | S0.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 |
| 交AlLAS | PARKING STOP ${ }_{\text {PED }}$ | $\frac{\text { EA }}{\text { EA }}$ | $\frac{597.00}{526.35 .00}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 <br> 0.00 |  | $\stackrel{50.00}{500}$ |  | ¢0.00 |  | S0.00 5000 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNDIVIIED | EA | \$27,182.50 |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{ }$ |  | ${ }_{50}$ |  | 50.00 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIIED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PED Crosswalk lighting (H1) - L LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (ti)- 6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | RRFB (\#7)-3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | 50.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{5}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | ¢0.00 |
| 年/A |  | ${ }_{\text {EA }}^{\text {EA }}$ | S36,000 548,000 |  | \$0.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | \$0.00 50.00 |  | 50.00 50.00 |  | \$0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED HYBRID BEACON (H9) - 3 LANE UNOIVIIDED | EA | \$155,000 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | Ped hybrio beacon (\#9)-4 Lane ilvided | EA | \$175,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hYbrid beacon (49) - 6 LANE DIVIIDED | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$9,500 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-2 2 CW | EA | \$11,500 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) -3 3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEED SIISNLL (\#10)-4 4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A <br> $N / A$ |  | EA | S150,000 <br> 175,000 |  | 50.00 5000 |  | 50.00 5000 |  | 50.00 <br>  <br> 000 |  | ¢0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | S0.00 5000 |
| N/A | PED TRAFFFIC SIIGNAL (\#11)- 6 LANE DIVIIDED | EA | \$ 52150,000 |  | 50.00 5000 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
|  | construction cost (without signals) | TOTAL |  |  | \$28,117.15 |  | \$16,849,37 |  | \$51,618.75 |  | \$4,680.75 |  | \$28,085.69 |  | \$94,129.62 |  | \$7,552.60 |  | \$2,841.60 |
|  | construction cost | Total |  |  | \$28,117.15 |  | \$16,849,37 |  | \$51,618,75 |  | \$4,680.75 |  | \$28,085,69 |  | \$94,129.62 |  | \$7,522.60 |  | \$2,841.60 |
|  | enginering design | 10\% |  |  | \$2,811.72 |  | \$1,684.94 |  | \$5,161.88 |  | \$468.08 |  | \$2,808.57 |  | \$9,412.96 |  | \$755.26 |  | \$284.16 |
|  | ${ }_{\text {g eneral landscaping }}$ | ${ }^{4 \%}$ |  |  | \$1,124.69 |  | \$673.97 |  | \$2,064.75 |  | \$187.23 |  | \$1,123.43 |  | \$3,765.18 |  | \$302.10 |  | \$113.66 |
|  |  | 2\% |  |  | \$562.34 |  | \$336.99 |  |  |  | ${ }_{5} 993.62$ |  | ${ }_{\text {S } 561.71}$ |  | \$1,882.59 |  | \$151.05 |  | \$56.83 |
|  | TRAFFIIL Control Mobluation | 3\% |  |  |  |  | \$505.488 |  | \$1,548.56 $\$ 2,250.58$ |  | ( $\begin{aligned} & \text { S140.42 } \\ & \$ 204.08\end{aligned}$ |  |  |  | \$2,823,89 $\$ 4,104.05$ |  | \$ ${ }_{\text {S222.58 }}$ |  | S85.25 $\$ 123.89$ |
|  | federal contingency | 2\% |  |  | \$693.71 |  | \$415.71 |  | \$1,273.54 |  | \$115.48 |  | \$692.93 |  | \$2,322.37 |  | \$186.34 |  | \$70.11 |
|  | OPCC | total |  |  | \$35,400.00 |  | \$21,300.00 |  | \$65,000.00 |  | \$5,900.00 |  | \$35,400.00 |  | \$118,500.00 |  | \$9,600.00 |  | \$3,600.00 |
|  | average cost per lf of sidewalk |  |  |  | \$786.67 PER LF |  | \$118.33 PER LF |  | \$500.00 PER LF |  | \$90.77 PER LF |  | \$102.61 PER LF |  | \$311.84 PER LF |  | \$76.80 Perr LF |  | \$120.00 PER LF |
|  | GRAND Total for group gc | \$2,031,400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Cedars Station |  |  |  |  |  |  |  |  |  |  |  | 8C-CS-SW-76 |  | 8C-CS-SW-77 |  | 8C-CS-SW-78 |  | 8C-CS-RP-79 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 8C |  |  | 8C-CS-SW-72 |  | 8C-CS-SW-73 |  | 8C-CS-SW-74 |  | 8C-CS-SW-75 |  |  |  |  |  |  |  |  |  |
| ENTITY | ITEM | UNIT | cost | quantity | cost | QUANTITY | cost | QUANTITY | cost | QuANTITY | cost | QUANTITY | cost | quantit | cost | QuANTITY | cost | QUANTITY | cost |
| dallas | SIDEWALK ( $5^{\text {c }}$ ) | LF | 535.00 | 35 | S1,225.00 | 65 | \$2,275.00 | 85 | 52,975.00 | 105 | 53,675.00 | 210 | 57,350.00 | ${ }_{150}$ | \$5,250.00 | 145 | 55,075.00 | 15 | 5525.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | LF | 520.00 | 35 | \$700.00 |  | 50.00 |  | 50.00 |  | 50.00 | 40 | \$800.00 |  | 50.00 |  | 50.00 | 15 | \$300.00 |
| dallas | Retalining wall (1) | LF | \$20.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (2) | LF | 540.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 50 | \$2,000.00 | 80 | \$3,200.00 |  | 50.00 |
| dallas | Retaling wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 210 | \$15,750.00 | 100 | \$7,500.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | S0.00 |
| dallas | RCP 18" | LF | 558.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | S2,182.75 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 | 2 | \$4,365.50 | 1 | \$2,182.75 | 1 | \$2,182.75 | 1 | S2,182.75 |
| TXOOT | MEDIAN CUT (5') | LF | 536.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | DRIVEWAY (RESIDENTALI) | EA | \$3,972.22 |  | 50.00 | 1 | ¢3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCAL) | EA | \$8,444.44 |  | 50.00 | 1 | \$8,444.44 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 | 1 | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | \$44,000.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Tree removals | EA | \$886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dalas | TRAFFIC SIIGNS RELOCATED | EA | ${ }^{5223.00}$ |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 1 | \$223.00 |  | 50.00 |  | 50.00 |
| Trxot | Traffic signs new ${ }_{\text {PAVEMENT MARKINGS (crosswalk) }}$ | EA | 5650.00 59.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S00 |  | ¢0.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{50.0}$ |  | $\stackrel{50.00}{5000}$ |  | $\frac{5}{50.00}$ 5000 |  | $\stackrel{5000}{50.00}$ |  | $\stackrel{50.00}{50.00}$ |  | $\stackrel{5000}{ }$ |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | UIGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | fence (remove and replace) | LF | \$53.00 |  | 50.00 |  | 50.00 | 20 | \$1,060.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | ¢3,640.00 |  | S0.00 |  | S0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{5}$ |
| 交Allas | PARKING STOP ${ }_{\text {PED CROSSWALK LIGHTING (H1) - } 2 \text { LANE UNDIVIDED }}$ | $\frac{E A}{\text { EA }}$ | $\frac{597.00}{526.33 .00}$ |  | S0.00 50.00 | 4 | $\frac{538.00}{50.00}$ |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 S0.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |
| N/A | PED CROSSWALK LIGHTING ( (11) - 3 LANE UNDIVIDED | EA | $\xrightarrow{\text { S27,182.50 }}$ |  | \$0.00 |  | $\stackrel{5}{50.00}$ |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) -4 LANE UNDIVIDED | EA | 540,407.50 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 4LANE DIVIDED | EA | \$41,183,75 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNOIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1)-6 LANE DIVIDED | EA | \$42,615.50 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RRFB (\#7) - 3 LANES W/O MEDIAN | EA | \$24,000 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A |  | EA | \$536,000 |  | S0.00 |  | $\stackrel{50.00}{ }$ |  | $\stackrel{\text { S0.00 }}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{\text { S0.00 }}{5}$ |  | S0.00 |  | S0.00 |
| N/ |  | EA | \$48,000 |  | S0.00 <br> 0.00 |  | S0.00 5000 |  | S0.00 |  | \$0.00 |  | S0.00 |  | S0.00 S000 |  | S0.00 5000 |  | S0.00 S000 |
| N/A | PED HYBRID BEACON (H9) - 4 LANE DIVIVED | EA | S175,000 |  | \$0.00 |  | 50.00 |  | 50.00 50 |  | 50.00 50 |  | $\stackrel{5000}{50.00}$ |  | 50.00 |  | 50.00 |  | S0.00 <br> 5000 |
| N/A | Ped hybrid beacon (\#9) - 6 LANE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | ${ }_{50}{ }_{5000}$ |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10) -3 cW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PEED SIGNAL L $\# 10$ )-4 4 CW | EA | \$27,500 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| 年/A |  | $\frac{E A}{\text { EA }}$ | S150,000 <br> 1175,000 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 5000 |  | S0.00 50.00 |  | 50.00 5000 |  | 50.00 50.00 |  | S0.00 50.00 |
| N/A | PEE TRAFFIC SIGNAL (\#11)-6 LANE DIVIDED | EA | \$220,000 |  | \$0.00 |  | \$0.00 |  | ${ }^{50.00}$ |  | \$0.00 |  | ${ }_{50} 50.00$ |  | $\stackrel{1}{50.00}$ |  | \$0.00 |  | \$0.00 |
|  | construction cost (without signals) | total |  |  | \$1,925.00 |  | \$15,079.66 |  | \$28,217.75 |  | \$3,675.00 |  | \$28,265.50 |  | \$17,155.75 |  | \$54,457.75 |  | \$3,007.75 |
|  | CONSTRUCTION COST | Total |  |  | \$1,925.00 |  | \$15,079.66 |  | \$28,217.75 |  | \$3,675.00 |  | \$28,265.50 |  | \$17,155,75 |  | \$54,457.75 |  | \$3,007.75 |
|  | enginerring design | 10\% |  |  | \$192.50 |  | \$1,507.97 |  | \$2,821.78 |  | \$367.50 |  | \$2,826.55 |  | \$1,715.58 |  | \$5,445.78 |  | \$300.78 |
|  | general landscaping | 4\% |  |  | \$77.00 |  | \$603.19 |  | \$1,128.71 |  | \$147.00 |  | \$1,130.62 |  | \$686.23 |  | \$2,178.31 |  | \$120.31 |
|  | ${ }_{\text {STPPPP }}^{\text {TRAFIC }}$ Control | ${ }^{2 \%}$ |  |  | ${ }^{538.50}$ |  | \$301.59 |  | \$564.36 |  | \$77.50 |  | \$565.31 |  | ${ }_{\text {\$343.12 }}$ |  | \$1,089.16 |  | \$60.16 |
|  | TRAFFIC CONTROL MOBILIZATION | $3 \%$ $4 \%$ |  |  | $\underset{\substack{\text { \$57.75 } \\ \$ 83.93}}{\text { S }}$ |  | \$452.39 $\$ 657.47$ |  | $\underset{\substack{\text { \$844.53 } \\ \$ 1,230.29}}{ }$ |  | \$110.25 |  |  |  | \$514.67 $\$ 747.99$ |  | $\$ 1,633.73$ $\$ 2,374.36$ |  | $\underset{\$ 131.14}{ }$ |
|  | federal contingency | 2\% |  |  | \$47.49 |  | \$372.05 |  | \$696.19 |  | \$90.67 |  | \$697.37 |  | \$423.27 |  | \$1,343.58 |  | \$7.21 |
|  | opcc | total |  |  | \$2,500.00 |  | \$19,000.00 |  | \$35,600.00 |  | \$4,700.00 |  | \$35,600.00 |  | \$21,600.00 |  | \$68,600.00 |  | \$3,800.00 |
|  | average cost per lf of sidewalk |  |  |  | S71.43 PERLF |  | \$292.31 PRRLF |  | \$418.82 Per LF |  | \$44.76 PRR LF |  | \$169.52 PER LF |  | \$144.00 PER LF |  | \$473.10 PER LF |  | \$253.33 PER LF |
|  | GRAND total for group gc | \$2,031,40 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Opinion of Probable Construction Cost Cedars Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number <br> $\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matches 1 on Map) |  |  |  |  |  | 8C-CS-SW-87 |  | 8C-CS-RP-89 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 8C |  |  | 8C-CS-RP-80 |  | 8C-CS-RP-83 |  | 8C-CS-SW-84 |  | 8C-CS-SW-86 |  |  |  | 8C-CS-RP-99 | 8C-CS-SW-100 |  |
| ENTITY | \|TEM | UNIT | cost | Quantity | cost | QUANTITY ${ }^{\text {a }}$ |  | Quantity | cost | QUANTITY ${ }^{\text {des }}$ |  | Quantit | cost |  |  | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost |
| dallas | SIDEWALK ( $5^{\text {a }}$ ) | LF | \$35.00 | 15 | \$525.00 | 60 | \$2,100.00 | 100 | \$3,500.00 | 15 | \$525.00 | 35 | \$1,225.00 | 25 | 5875.00 | 115 | \$4,025.00 | 190 | \$6,650.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Remove sidewalk | ${ }^{\text {LF }}$ | \$20.00 | 15 | \$300.00 | 60 | \$1,200.00 |  | 50.00 |  | 50.00 |  | 50.00 | 25 | \$550.00 | 115 | \$2,300.00 |  | 50.00 |
| dallas | Retalning wall (1) | LF | \$20.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (2) | LF | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | Retaling Wall (3) | LF | \$75.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (4) | F | S100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling Wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | Curb and Gutier | LF | 539.72 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | RCP $18{ }^{\prime \prime}$ | LF | 558.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 |  | 50.00 | 2 | \$4,365.50 | 2 | \$4,365.50 |  | 50.00 |  | 50.00 | 1 | \$2,182.75 | 2 | \$4,365.50 |
| TXOOT | MEIAA CUT (5') | ${ }^{\text {LF }}$ | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | 572.30 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| dallas | DRIVEWAY (RESIDENTIAL) | EA | \$3,972.22 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRIVEWAY (COMMERCIAL) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 | 2 | 16,888.88 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | tree relocations | EA | \$2,768.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | TREE Removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | Rallioad crossing | EA | \$120,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | 5223.00 |  | 50.00 |  | \$0.00 |  | 50.00 | 1 | \$223.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| TXOOT | TRAFFIC SIIGNS NEW | EA | \$565.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PAVEMENT MARKINGS (TRIANGLES) | EA | \$60.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Light pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| Dallas | fence (REMOVE AND REPLACE) | $\stackrel{\text { LF }}{\text { EA }}$ | ${ }_{\text {S }}^{53,53.00}$ |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | 50.00 50.00 |  | S0.00 <br> 5000 |  | S0.00 50.00 |  | S0.00 50.00 |  | 50.00 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | ${ }_{50}$ |  | $\stackrel{50.00}{50}$ |
| N/A | PED CROSSWALK LIGHTING (\#1) - - LANE UNDIVIIED | EA | \$26,435.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNOIVIIED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - Lane Unoivided | EA | \$40,407.50 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (H1) - 4 LANE DIVIDED | EA | \$41,183.75 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839.25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTTING (\#\#1) - LANE DIVIIED | EA | \$42,615.50 |  | $\stackrel{50.00}{500}$ |  | \$0.00 |  | $\stackrel{50.00}{5}$ |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{500}$ |
| N/A |  | EA | \$24,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | $\stackrel{50.00}{500}$ |
| N/A |  | ${ }_{\text {EA }}$ | S36,000 548,000 |  | ¢0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 50.00 |  | S0.00 5000 |  | S0.00 5000 |  | 50.00 5000 |
| N/A | PED HYBRID BEACON (H9) - 3 LANE UNOVIVIDED | EA | \$150,000 |  | \$0.00 |  | \$0.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |  | $\stackrel{50.00}{50.00}$ |  | S0.00 5000 |  | $\stackrel{50.00}{50.0}$ |
| N/A | Peed hrbrio beacon (49) - 4 LaNE DIVIIIED | EA | \$175,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | Ped hybrid beacon (H) - 6 LANE Divided | EA | \$200,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-1 $\mathbf{1 c W}$ | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10) - 2 CW | EA | \$11,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIGNAL (\#10)-3 CW | EA | \$21,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PEET TRAFFIC SIGNAL (\#11) - 3 LANE UNOIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED TRAFFICSIGNAL (\#\#11)-4 LANE DIVIDED | EA | \$175,000 |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{\$ 00}$ |  | $\stackrel{50.00}{ }$ |  | $\stackrel{50.00}{500}$ |  | $\stackrel{50.00}{ }$ |  | ¢0.00 |
| N/A | PeE TRAFFIL SIISNAL (\#11)-6 LANE DIVIIDED | EA | \$210,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
|  | construction cost (Without signais) | total |  |  | \$825.00 |  | \$3,300.00 |  | \$7,865.50 |  | \$5,113.50 |  | \$1,225.00 |  | \$1,375.00 |  | \$8,507.75 |  | \$27,904.38 |
|  | construction cost | TOTAL |  |  | \$825.00 |  | \$3,300.00 |  | \$7,865.50 |  | \$5,113.50 |  | \$1,225.00 |  | \$1,375.00 |  | \$8,507.75 |  | \$27,904.38 |
|  | engineering design | 10\% |  |  | \$82.50 |  | \$330.00 |  | \$78.55 |  | \$511.35 |  | \$122.50 |  | \$137.50 |  | \$850.78 |  | \$2,790.44 |
|  | general landscaping | 4\% |  |  | \$33.00 |  | \$132.00 |  | \$314.62 |  | \$204.54 |  | \$49.00 |  | \$55.00 |  | \$340.31 |  | \$1,116.18 |
|  | swppp | 2\% |  |  | \$16.50 |  | \$66.00 |  | \$157.31 |  | \$102.27 |  | \$24.50 |  | \$27.50 |  | \$170.16 |  | \$558.09 |
|  | traffic control | 3\% |  |  | \$24.75 |  | \$99.00 |  | \$235.97 |  | \$153.41 |  | \$36.75 |  | \$41.25 |  | \$255.23 |  | \$837.13 |
|  | mobilization | 4\% |  |  | \$35.97 |  | \$143.88 |  | \$342.94 |  | \$222.95 |  | \$53.41 |  | \$59.95 |  | \$370.94 |  | \$1,216.63 |
|  | federal contingency | 2\% |  |  | \$20.35 |  | \$81.42 |  | \$194.06 |  | \$126.16 |  | \$30.22 |  | \$33.92 |  | \$209.90 |  | \$688.46 |
|  | opcc | total |  |  | \$1,100.00 |  | \$4,200.00 |  | \$9,900.00 |  | \$6,500.00 |  | \$1,600.00 |  | \$1,800.00 |  | \$10,800.00 |  | \$35,200.00 |
|  | average cost per lf of sidewalk |  |  |  | 73.33 PeR LF |  | \$70.00 Per LF |  | \$99.00 Per LF |  | \$433.33 PERLF |  | \$45.71 Per Lf |  | \$72.00 Per LF |  | \$93.91 Per Lf |  | \$185.26 PER LF |
|  | GRand total for group gc | \$2,031,400 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Opinion of Probable Construction Cost Cedars Station |  |  |  | $1 \mathrm{~A} \leftarrow$ Station Number$\mathrm{PR} \leftarrow$ Station Abbreviation |  | Improvement Code Legend: ID: 1A-PR-SW-01 <br> SW $\leftarrow$ Sidewalk (or CW=Crosswalk, VW=Veloweb, RP=Sidewalk Repair, GR=Gap to Remain) $01 \leftarrow$ Improvement Number (matche 1 on Map) |  |  |  |  |  | 8C-CS-CW-97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | OPCC 8C |  |  | 8C-CS-CW-92 |  | 8C-CS-CW-94 |  | 8C-CS-CW-95 |  | 8C-CS-CW-96 |  |  |  |
| Entity | ITem | UNIT | cost | quantiry | cost | QuANTITY | cost | QUANTITY | cost | QuANTITY | cost | quantity | cost |
| dallas | SIIEWALK (5) | LF | \$35.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | SIDEWALK (10' PATH) | LF | 570.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | REMOVE SIDEWALK | LF | 520.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (1) | LF | \$20.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retalining wall (2) | ${ }^{\text {LF }}$ | 540.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (3') | LF | \$75.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (4) | LF | \$100.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | Retaling wall (5) | LF | \$125.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | S0.00 |
| dallas | CURB AND GUTTER | LF | \$39.72 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | DRAINAGE INLETS (MODIFY) | EA | \$3,518.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| dallas | RCP $18{ }^{\text {" }}$ | LF | \$58.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | PED RAMPS | EA | \$2,182.75 |  | 50.00 | 1 | \$2,182.75 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (5') | LF | \$36.15 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXDOT | MEDIAN CUT (10' PATH) | LF | \$72.30 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | MEDIAN ISLAND | EA | SEE OTHER SHEET |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | dRiveway (RESIDENTAL) | EA | \$3,972.22 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| dallas | DRIVEWAY (COMMERCALA) | EA | \$8,444.44 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
| N/A | UTLITY POLE RELOCATED | EA | \$22,000.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | MANHOLE ADJUSTMENT | EA | \$572.00 |  | 50.00 |  | 50.00 |  | S0.00 |  | \$0.00 |  | \$0.00 |
| dallas | TReE Relocations | EA | \$2,768.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | TREE Removals | EA | 5886.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Rallroad crossing | EA | \$120,00.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | traffic signs relocated | EA | 5223.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| TXOOT | TRAFFIC SIIGNS NEW | EA | \$650.00 |  | 50.00 |  | 50.00 | 2 | \$1,300.00 | 2 | ${ }_{1} 51,300000$ | 2 | \$1,30.00 |
| dallas | PAVEMENT MARKINGS (Crosswalk) | LF | 59.00 |  | 50.00 | 48 | \$432.00 |  | 50.00 |  | 50.00 | 72 | \$688.00 |
| dallas | PAVEMENT MARKINGS (STOP BAR) | LF | 58.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | PAVEMENT MARKINGS (TtRANGLES) | EA | \$60.00 | 16 | \$960.00 |  | 50.00 | 8 | \$480.00 | 8 | \$480.00 |  | 50.00 |
| TXOOT | UTLITY Box Relocation | EA | \$729.33 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | UGHT Pole relocation | EA | \$4,758.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| dallas | fence (Remove and Replace) | LF | 553.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | FIRE HYDRANT RELOCATED | EA | \$3,640.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| dallas | PARKING STOP | EA | 597.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 2 LANE UNOIVIDED | EA | \$26,435.00 |  | 50.00 | 1 | \$26,435.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 3 LANE UNOIVIDED | EA | \$27,182.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - - Lane UNDIVIIED | EA | \$40,407.50 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1) - Lane divided | EA | \$41,183,75 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | 50.00 |
| N/A | PED CROSSWALK LIGHTING (\#1) - 6 LANE UNDIVIDED | EA | \$41,839,25 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PED Crosswalk lighting (\#1)-6 LANE DIVIDED | EA | \$42,615.50 |  | \$0.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | RRFB ( (\#7)-3 LANES W/O MEDIAN | EA | \$24,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | RREB (\#7) - 1 SOLAR SIGN \& PUSH BUTTON IN MEDIAN | EA | \$36,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | RREB (\#7) - 2 Solar Sig \& PUSHBUTTON IN MEDIAN | EA | \$48,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A |  | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | Ped hYbrid beacon (49) - Llane ivilied | EA | \$175,000 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |  | \$0.00 |
| N/A | Ped hrbrid beacon (\#9) - 6 LaNe divided | EA | \$200,000 | 1 | S200,00.00 |  | \$0.00 | 0.5 | S100,00.00 | 0.5 | 100,000.00 |  | 50.00 |
| N/A | APS \& Countoown Ped signal (\#10)-1 CW | EA | \$9,500 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& Countoown Ped Signal (\#10)-2 2 W | EA | \$15,500 |  | 50.00 |  | 50.00 |  | S0.00 |  | 50.00 |  | 50.00 |
| N/A | APS \& COUNTDOWN PED SIISNLL (\#10) -3 3 CW | EA | \$21,500 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |  | \$0.00 |
| N/A | APS \& COUNTDOWN PED SIINAL (\#10) -4 CW | EA | \$27,500 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | \$0.00 |
| N/A | PEE TRAFFIC SIGNAL (\#11) - 3 LANE UNDIVIDED | EA | \$150,000 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |  | 50.00 |
| N/A | PeE Trafic silinal (\#11) - 4 LANE DIVIIDED | EA | \$175,000 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |  | \$0.00 |
| N/A | PeE Traffic signal (\#11)-6 LANE divided | EA | \$210,000 |  | 50.00 |  | 50.00 |  | \$0.00 |  | 50.00 |  | 50.00 |
|  | Construction cost (Without signais) | total |  |  |  |  | \$2,614.75 |  | \$1,78000 |  | \$1,780.00 |  | \$1,988.00 |
|  | construction cost | total |  |  | \$200,960.00 |  | \$29,099,75 |  | \$101,780.00 |  | \$101,780.00 |  | \$1,948.00 |
|  | enginetring desion | 10\% |  |  | \$20,96.00 |  | \$2,904.98 |  | \$10,178.00 |  | \$10,178.00 |  | \$194.80 |
|  | general lanoscaping | 4\% |  |  | \$38.40 |  | \$104.59 |  | 571.20 |  | \$71.20 |  | \$77.92 |
|  | swppp | 2\% |  |  | \$19.20 |  | \$52.30 |  | \$35.60 |  | \$35.60 |  | \$38.96 |
|  | TRAFFIC Control | 3\% |  |  | \$28.80 |  | \$78.44 |  | \$53.40 |  | \$53.40 |  | \$58.44 |
|  | мов |  |  |  | \$41.86 |  | \$114.00 |  | \$77.61 |  | \$77.61 |  | \$84.93 |
|  | federal contingency | 2\% |  |  | \$4,423.69 |  | \$646.08 |  | \$2,243.92 |  | \$2,243.92 |  | 548.06 |
|  | opcc | тоtal |  |  | \$225,70.00 |  | \$33,00.00 |  | \$114,50.00 |  | \$114,500.00 |  | \$2,500.00 |
|  | average cost per lf of sidewalk |  |  |  | \#DV/0! |  | \#DV/0! |  | \#DIV0! |  | \#DV/0! |  | \#Div/0! |
|  | grand total for group gc | \$2,031,400.00 |  |  |  |  |  |  |  |  |  |  |  |

## Assumptions

at Akard \& Bellview - south side of intersection
this is also linked with 28 ( 28 will be calculated separately for median items)
length between both is $380 \mathrm{ft}+/$ - from end of refuge to end of refuge
will add oval islands -45 ft long $+/$ - at each intersection by 10 ft wide and stripe off center of road between them
to avoid going from 4 lane to two lane and then back to 4 lane between them
only show striping between islands here (also add diagonal striping @ 20 ft ctrs
rem ex rdwy conc pvmt
add median refuge island rdwy pvmt
add refuge island median pvmt
add C \& G across refuge island
add C \& G along Akard and noses
add striping around island and between islands
add signs
painted right turn arrows

## remove conc rdwy pvm

45 ft long plus 4 extra ft for C \& G
10 ft wide plus 4 extra ft for C \& g
$(45+4) \times(10+4)=49 \times 14=686 \mathrm{SF}$
Med Refuge island rdwy pvmt
$10 \times 10=100$ SF
med refuge nedian pvmt
area of island minus refuge rdwy pvmt
$(45 \times 10)-100$
$450-100=350$
$C \& G=$ along median island minus refuge rdy opgs
$(45+45+10+10)-(2 \times 10)$
110-20 = 90 LF
$C \& G$ - across median refuge opgs
$10 \times 2=20 \mathrm{LF}$
striping - from Bellview to median at Sullivan plus diagonal stripes @ 20 ft ctrs
around refuge island @ Bellview
$45+45+10+10=120$ LF
between islands @ Bellview and Sullivan
(380-45-45) $\times 2$
$(380-90) \times 2=290 \times 2=580 \mathrm{LF}$
diagonal striping @ 20 ft ctrs
$290 / 20=14.5$ stripes SAY 1510 ft long
$15 \times 10=150$ LF
TOTAL STRIPING $250+150=730$ LF
advance signs north of Bellview
right lane must turn right -2 plus 2 median signs $=4$
painted arrows on $r$ north of Bellview $=2$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 686 | $\$ 0.49$ | $\$ 336.14$ |
| 356 | SF | 100 | $\$ 6.00$ | $\$ 600.00$ |
| 454 | SF | 350 | $\$ 6.33$ | $\$ 2,215.50$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 90 | $\$ 32.00$ | $\$ 2,880.00$ |
| 06666035 | LF | 730 | $\$ 0.84$ | $\$ 613.20$ |
| $0636 \& 0646$ | EACH | 4 | $\$ 650.00$ | $\$ 2,600.00$ |
| 06686019 | EACH | 2 | $\$ 495.00$ | $\$ 990.00$ |
|  |  |  |  | $\$ 10,874.84$ |

## Assumptions

at Akard \& Sullkivan - north side of intersection
this is also linked with 23 ( 23 will be calculated separately for median items)
will only add oval island at tthis location - 45 ft long $+/-$ by 10 ft striping betweenislands is shown on 23
median island qtys will be same as 23
rem ex rdwy conc pvmt
add median refuge island rdwy pvmt
add refuge island median pvmt
add C \& G across refuge island
add C \& G along Akard and noses
add striping around island and between islands
add signs
painted right turn arrows
remove conc rdwy pvmt
45 ft long plus 4 extra ft for C \& G
10 ft wide plus 4 extra ft for C \& g
$(45+4) \times(10+4)=49 \times 14=686 \mathrm{SF}$
Med Refuge island rdwy pvm

$$
10 \times 10=100 \mathrm{SF}
$$

med refuge nedian pvm
area of island minus refuge rdwy pvmt
$(45 \times 10)-100$
$450-100=350$
$C \& G=$ along median island minus refuge rdy opgs
$(45+45+10+10)-(2 \times 10)$
$110-20=90$ LF
C \& G-across median refuge opgs
$10 \times 2=20 \mathrm{LF}$
striping - fonly around median island around refuge island @ sullivan $45+45+10+10=120$ LF
signs advance signs south of Sullivan
right lane must turn right -2 plus 2 median signs $=4$
painted arrows on $r$ south of Sullivan $=2$

| ITEM NO | ITEM UNIT | QTY | UNIT COST | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 01046001 | SF | 686 | $\$ 0.49$ | $\$ 336.14$ |
| 356 | SF | 100 | $\$ 6.00$ | $\$ 600.00$ |
| 454 | SF | 350 | $\$ 6.33$ | $\$ 2,215.50$ |
| 407 | LF | 20 | $\$ 32.00$ | $\$ 640.00$ |
| 407 | LF | 90 | $\$ 32.00$ | $\$ 2,880.00$ |
| 06666035 | LF | 120 | $\$ 0.84$ | $\$ 100.80$ |
| $0636 \& 0646$ | EACH | 4 | $\$ 650.00$ | $\$ 2,600.00$ |
| 06686019 | EACH | 2 | $\$ 495.00$ | $\$ 990.00$ |
|  |  |  |  | $\$ 10,362.44$ |

