

# Tulsa Urbanized Area Surface Transportation Program Project Rating Form: FFY 2021

The following information must be completed for all proposed Urbanized Area STP projects. INCOG staff will use the reported information to assign points to proposed projects. The establishment of project eligibility and the project scores will then be used by the Technical Advisory Committee, Transportation Policy Committee, and the INCOG Board of Directors to program projects to be funded with Urbanized Area STP funds. Please attach the cost estimate from the appropriate licensed professional and a map/drawing of the proposed project.

## Project Information

Project Purpose:  Adding Roadway Capacity  Not-a-capacity added Project

Project Name and Location: Washington Street Widening from Garnett Road to Olive Avenue, West Broken Arrow, Oklahoma

Project Description (please include all information necessary for the extent of the project you would like to be rated in the criteria that follows): Widening Washington Street (91<sup>st</sup> St. S.) from Garnett Road to Olive Avenue (129<sup>th</sup> E. Ave.) to five (5) lanes, to include curbs and gutters, drainage, multipurpose trail, and sidewalk.

Project Sponsor/Jurisdiction: City of Broken Arrow

Project Engineer: Geneva Nicholls

Contact Person: (name) Thomas D. Hendrix

Email address thendrix@brokenarrowok.gov

Address 485 N. Poplar Ave., Broken Arrow, OK 74012

Phone 918-259-2400, ext. 5414

Please attach detailed budget to include inflation adjusted costs and fill out the following table.

Project Costs	STP Funds Requested	Other Funds
Construction Cost:	2,560,000	5,940,000
ODOT Engineering & Review Fee: (6.0% × Total Construction Cost)	440,000	
Other Costs:		
Planning/Engineering		600,000
Right-of-Way		200,000
Utility Relocation		1,000,000
Grand Total:	3,000,000	7,740,000

Check here if other transportation funding has been received or authorized for this project. Please note the source and amount of the funding.

Source \_\_\_\_\_ Amount \_\_\_\_\_

**A. Travel Time Improvement -****Maximum 30 points**

Projects that seek to improve travel time can receive up to 30 points in this category. Improvements are usually in the form of capacity addition or intersection improvements.

1. What is the most recent average daily traffic count for the proposed project location? (For new alignments the projected volume and number of lanes from the most current computer model of the long range transportation plan will be used. For intersection improvements the approach with the highest traffic volume will be used to determine the V/C ratio.)

Count: 22,859 Date: October 2017

Current number of lanes: 3 Count per lane: 10,287

For corridor improvements, INCOG will determine if the proposed project provides relief for an existing/future congested corridor location, using volume to capacity (V/C) ratio where Level of Service C capacity is greater than 0.80.

- V/C Ratio 1.50 or greater (18 points)
- V/C Ratio 1.20 or greater (12 points)
- V/C Ratio 1.00 to 1.19 (8 points)
- V/C Ratio 0.80 to 0.99 (6 points)
- V/C Ratio less than 0.80 (4 points)

2. Cost Points: Max 6 Points INCOG will calculate the STP dollar cost per daily traffic volume. The projects will be divided into quartiles and the first quartile will receive 6 points, the second quartile 4 points, the third quartile 2 points and the fourth quartile 1 point.
3. If the project includes Intersection improvements: Additional 6 Points (Example: for Traffic Flow Improvements such as Arterial intersection projects, System Management/Integration, Super-two lane reconstruction, Turning Movement improvements, adding shoulder to existing roadway or other related corridor traffic improvement projects that include intersection improvements to reduce congestion)

Please provide any additional comments on congestion improvement: Washington Street is a primary feeder from the Broken Arrow area to US169 and experiences considerable congestion during morning and afternoon rush hours due to commuters traveling to and from Tulsa. Washington Street (91<sup>st</sup> St. S.) is 5 lanes west of Garnett Road. Traffic count was projected from November 2015 counts to October 2017 based on previous years' growth. Count per lane was determined by subtracting 10% for the turn lane and then dividing the count by the number of through lanes (2).

**B. Safety Improvements - Maximum 30 points (Non-Capacity Projects: Max 20 Pts)**

If the project is designed to address significant safety issues, it can receive up to 30 points in this category. Please provide a description in the space provided next to each applicable criterion.

What is the Average Annual Crash Severity Index for the Project: \_\_\_\_\_  
 (INCOG will calculate based on data from DPS/ODOT related to Fatality, Injury & PDO crashes)

First Quartile of Projects: 18 Points  
 Second Quartile of Projects: 12 Points  
 Third Quartile of Projects submitted: 8 Points  
 Fourth Quartile of Projects submitted: 4 Points

(1)For Non-Capacity Projects:

Evaluation Criteria	Points	Provide Description
Project includes transit, pedestrian, bicycle & wheelchair traffic safety. Ex: signalized crossings, high visibility markings, signage, crosswalk upgrades, sidewalk extensions, pedestrian ramps, lighting, barriers separating vehicle/person conflicts. (List each item that is a part of the design separately to receive 1 point each, up to 4 points total.)	4	A multi-purpose (pedestrian and cycle) sidepath is included on the north side of the roadway, tying into the trails in Jackson Park at the northeast corner of Garnett Road and Washington Street (2 points – pedestrian and bicycle). Signal improvements at the intersections of Garnett Road and Olive Avenue (1 point). Lighting, crosswalks, and pedestrian ramps at Garnett and Olive intersection (1 point).
Projects to improve roadway safety and/or address Traffic Incident Management. Ex: pavement markings, lighting, signage, barriers or increase skid resistance, responder safety, equipment, communication systems, design features such as incident detection/synchronized signals, turning lane improvements, super-two lane configuration with added shoulders (List each item that is a part of the design separately to receive 1 point each, up to 4 points total.)	4	Additional through lanes will be added to existing 3-lane roadway (1 point). Pavement markers and signage (1 point). Synchronized signals at Garnett and Olive (1 point). Lighting at intersections (1 point).
Project increases safety through rail crossing improvements.	0	
<b>TOTAL</b>	<b>8</b>	

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Using Department of Public Safety data from the past three years, INCOG will calculate the most recent average annual crash count at the proposed project location:

Number of Crashes: \_\_\_\_\_ Date: \_\_\_\_\_  
Crash Severity Index: \_\_\_\_\_  
Points Awarded: \_\_\_\_\_

The projects will be divided into quartiles based on the Crash Severity Index and the first quartile will receive 2 point, the second quartile 4 points, the third quartile 6 points and the fourth quartile 8 points. Projects that involve rehabilitation of existing facilities only, with no targeted additional safety features/improvements, are not eligible for "Crash Severity" points.

**C. System Maintenance and Management Maximum (Non-Capacity Projects Only)  
Maximum 20 Points**

If the main purpose of the proposed project is to maintain existing facilities, it may receive up to 20 points in this category. Please provide a description in the space provided next to each applicable criterion.

<b>Evaluation Criteria</b>	<b>Points</b>	<b>Provide Description</b>
Project includes either resurfacing or rehabilitation of a majority of the extent, substantial drainage improvements, improvement of signalization.	<b>5</b>	Rehabilitation of existing 3 lanes, drainage improvements at Haikey Creek crossing, improvement of signals at Garnett and Olive.
Project aids in the detection and clearance of non-recurring traffic incidents, the rapid clearing of road obstructions, or otherwise contributes to or utilizes ITS technology or incident management elements.	<b>0</b>	
Project includes replacement or rehabilitation of a functionally obsolete or structurally deficient bridge, such that it no longer is a functionally obsolete or structurally deficient.	<b>0</b>	
Project is derived from or related to the INCOG Congestion Management Process and reduces congestion on streets or intersections functionally classified by the FHWA as arterials in incorporated areas or as a major rural collectors in unincorporated areas .	<b>5</b>	Morning and evening congestion during rush hour will be reduced by addition of lanes on Washington Street (91 <sup>st</sup> St. S.), functionally classified as a principal arterial.
<b>TOTAL</b>	<b>10</b>	

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



**D. Project Preparation ALL Projects -**

**Maximum 20 points**

Projects that are prepared for construction may receive up to 20 points in this category. Please provide a description in the space provided next to each applicable criterion. Additionally, projects will receive one negative point for each year and for each project the sponsor has a previously-selected project that has not been scheduled to let to bid.

<b>Evaluation Criteria</b>	<b>Pt</b>	<b>Provide Description</b>
<i>What is the status of the environmental review process?</i>		
Environmental clearance completed and federal approval obtained	<b>0</b>	
Environmental clearance is in process in compliance with federal requirements	<b>0</b>	
Environmental clearance has not been initiated	<b>0</b>	0 – Process not started.
EIS likely to be required	<b>0</b>	
<i>What is the status of proposed project design/ engineering/ planning?</i>		
Final Design/ Engineering/ planning completed and approved by ODOT	<b>0</b>	
Preliminary Design/ Engineering 50% plans completed.	<b>6</b>	6 – Preliminary design completed (Final design complete but not reviewed by ODOT).
Preliminary Design/ Engineering/ Planning design consultant selected.	<b>0</b>	
<i>What is the status of right-of-way acquisition?</i>		
Right-of-way acquisition completed or not required per ODOT approved plans.	<b>0</b>	
Right-of-way acquisition based on area is 50% complete in compliance with federal requirements	<b>3</b>	3 – Right of way initiated but not complete.
Right-of-way acquisition has not been initiated	<b>0</b>	
<i>What is the status of utility relocation?</i>		
Utility relocation plans are completed or not required per ODOT approved plans.	<b>0</b>	
Utility relocation is 50% complete in compliance with federal requirements	<b>3</b>	3 – Utility relocation plans are underway (City waterline plans complete).
Utility relocation has not been initiated	<b>0</b>	
<i>What is the amount of matching funds for STP Funds?</i>		
More than 50% (6pts), 25 – 50% (4pts)	<b>4 or 6</b>	
ALL Preconstruction Activities funded by local resources (Not involving STP Dollars). (This does not waive minimum local match required for construction as required or as committed for the Surface Transportation Program funding request) ----- Projects that were previously funded for implementation in this FFY or earlier and have not been obligated at the time of project ranking will receive -1pt per project per year. Delays out of control of the applicant are exempted from negative points.	<b>6</b>	6 – City is funding engineering, right-of-way acquisition, and relocations.
<b>TOTAL</b>	<b>18</b>	



**E. Livability (Non-Capacity Projects Only) -**

**Maximum 20 points**

If the main purpose of the proposed project is transit components, pedestrian components, or bicycle components, it may receive up to 14 points in this category. If the project is NOT an alternative-mode enhancement, but it includes design considerations for the operation thereof, it may obtain up to 6 points. Please provide a description in the space provided next to each applicable criterion.

<b>Evaluation Criteria</b>	<b>Points</b>	<b>Provide Description</b>
Main purpose of project is transit facility/hardware improvement, pedestrian or bicycle components	<b>6</b>	6 – Pedestrian/bicycle components included in the design.
<i>If main purpose of project is not alternative mode, but it does include complementary features, please fill in below.</i>		
Project provides for existing or planned bus/transit operations (i.e., turning radii, bus stop pad, etc...)	<b>0</b>	
Project provides for pedestrian or bicycle components (bumpouts, sidewalks, shelters, wide shoulders, dedicated lanes, paths/trails etc...)	<b>5</b>	5 – Multipurpose (bicycle/pedestrian trail included).
Project ( <i>not</i> a limited access facility) is primarily located in a district zoned as Commercial, Office, High-Density Single-Family Residential, or Medium-Density Multi-Family.	<b>5</b>	5 – Project is located in an R3 (high-density single-family residential district).
Project displaces one or more homes, businesses, schools, churches or recreational areas.	<b>0</b>	
<b>TOTAL</b>	<b>16</b>	

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**F. Freight Movement and Intermodal Linkages – ALL Projects      Maximum 10 points**

If the project induces the interaction between two or more modes of transportation, it may receive up to 10 points in this category. Please provide a description in the space provided next to each applicable criterion.

<b>Evaluation Criteria</b>	<b>Points</b>	<b>Provide Description</b>
Project facilitates the exchange of passengers and goods from private to public modes or between transportation modes.	<b>0</b>	
Project improves access to existing or proposed transportation freight or passenger terminal facility	<b>0</b>	
Project improves road component(s) with 5% or more heavy duty trucks by traffic volume substantiated with observed vehicle classification data as an attachment	<b>0</b>	
<b>TOTAL</b>	<b>0</b>	

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



**G. Regional Economic Benefits & Achieving Goals for Efficient System - ALL Projects  
Maximum 10 points**

Please describe the extent to which the proposed project offers significant additional benefits to the transportation system not reflected by other rating factors. Please provide a description in the space provided next to each applicable criterion.

<b>Evaluation Criteria</b>	<b>Points</b>	<b>Provide Description</b>
Project is multi-jurisdictional, and is a part of a regional funding program or economic development strategy that benefits more than one community and/or county.	<b>5</b>	5 – Project improves connection between the cities of Broken Arrow and Tulsa and intersects with Garnett Road, maintained by Tulsa County. INCOG Connections 45 Roadways Plan proposes widening the street to 4 lanes.
Project will fulfill the goal of (a) Intelligent Transportation System; (b) Incident Management; (c) Traffic flow improvement; and/or (d) System preservation funding goal	<b>5</b>	5 – Project will improve traffic flow between Tulsa and Broken Arrow.
<b>TOTAL</b>	<b>10</b>	

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**ENGINEER'S OPINION OF PROBABLE COST**

PRELIMINARY PLANS ESTIMATE

PAY QUANTITIES				FINAL ESTIMATE	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201(A)	CLEARING AND GRUBBING	LSUM	1	\$ 50,000.00	\$ 50,000.00
202(A)	UNCLASSIFIED EXCAVATION	CY	17022	\$ 12.00	\$ 204,264.00
202(D)	UNCLASSIFIED BORROW	CY	5170	\$ 12.00	\$ 62,040.00
205(A)	TYPE A-SALVAGED TOPSOIL	LSUM	1	\$ 10,000.00	\$ 10,000.00
221(C)	TEMPORARY SILT FENCE	LF	8558	\$ 1.50	\$ 12,837.00
221(F)	TEMPORARY SILT DIKE	LF	70	\$ 7.50	\$ 525.00
221(H)	TEMPORARY INLET SEDIMENT FILTER	EA	30	\$ 200.00	\$ 6,000.00
230(A)	SOLID SLAB SODDING	SY	23554	\$ 2.00	\$ 47,108.00
303(A)	AGGREGATE BASE TYPE A	CY	3883	\$ 35.00	\$ 135,905.00
310(B)	SUBGRADE, METHOD B	SY	18596	\$ 2.00	\$ 37,192.00
325	SEPARATOR FABRIC	SY	21861	\$ 1.75	\$ 38,256.75
402(E)	TRAFFIC BOUND SURFACE COURSE TYPE E	TON	137	\$ 30.00	\$ 4,110.00
409(A)	FABRIC REINFORCEMENT	SY	4898	\$ 5.00	\$ 24,490.00
411(B)	SUPERPAVE, TYPE S3(PG 64-22 OK)	TON	3160	\$ 75.00	\$ 237,000.00
411(B)	SUPERPAVE, TYPE S3(PG 70-28 OK)	TON	6439	\$ 80.00	\$ 515,120.00
411(C)	SUPERPAVE, TYPE S4(PG 70-28 OK)	TON	4204	\$ 90.00	\$ 378,360.00
412	COLD MILLING PAVEMENT	SY	23423	\$ 2.00	\$ 46,846.00
610(A)	4" CONCRETE SIDEWALK	SY	10	\$ 45.00	\$ 450.00
610(A)	4" DECORATIVE CONCRETE SIDEWALK	SY	288	\$ 60.00	\$ 17,280.00
610(B)	6" CONCRETE DRIVEWAY	SY	2187	\$ 55.00	\$ 120,285.00
611(A)	MANHOLE (4' DIAMETER)	EA	9	\$ 2,000.00	\$ 18,000.00
611(A)	MANHOLE (5' DIAMETER)	EA	3	\$ 2,500.00	\$ 7,500.00
611(A)	MANHOLE (6' DIAMETER)	EA	1	\$ 3,000.00	\$ 3,000.00
611(A)	MANHOLE (8' DIAMETER)	EA	1	\$ 4,000.00	\$ 4,000.00
	INLET BA (4'X3')	EA	9	\$ 2,500.00	\$ 22,500.00
	INLET BA (4'X4')	EA	1	\$ 3,000.00	\$ 3,000.00
	INLET BA (4'X5')	EA	1	\$ 3,500.00	\$ 3,500.00
	INLET BA (6'X3')	EA	4	\$ 4,500.00	\$ 18,000.00
	INLET BA (6'X4')	EA	2	\$ 5,000.00	\$ 10,000.00
611(G)	INLET (SMD TYPE 1)	EA	12	\$ 4,000.00	\$ 48,000.00
COT 770	STANDARD DROP INLET (DESIGN 2)	EA	1	\$ 3,500.00	\$ 3,500.00
611(L)	5' X 5' JUNCTION BOX	EA	1	\$ 5,000.00	\$ 5,000.00
611(L)	6' X 6' JUNCTION BOX	EA	1	\$ 6,000.00	\$ 6,000.00
613(A)	15" R.C.PIPE CLASS III	LF	528	\$ 70.00	\$ 36,960.00
613(A)	18" R.C.PIPE CLASS III	LF	1262	\$ 80.00	\$ 100,960.00
613(A)	24" R.C.PIPE CLASS III	LF	1140	\$ 90.00	\$ 102,600.00
613(A)	30" R.C.PIPE CLASS III	LF	379	\$ 110.00	\$ 41,690.00
613(A)	36" R.C.PIPE CLASS III	LF	411	\$ 125.00	\$ 51,375.00
613(A)	48" R.C.PIPE CLASS III	LF	276	\$ 175.00	\$ 48,300.00
613(A)	10'X3' REINFORCED CONCRETE BOX	LF	1267	\$ 650.00	\$ 823,550.00
613(L)	15" PREFAB. CULVERT END SECTION, CIRCULAR	EA	1	\$ 1,500.00	\$ 1,500.00
613(L)	48" PREFAB. CULVERT END SECTION, CIRCULAR	EA	1	\$ 3,000.00	\$ 3,000.00
	10'X3' REINFORCED CONCRETE BOX END SECTION	EA	1	\$ 6,500.00	\$ 6,500.00
612(A)	MANHOLES ADJUST TO GRADE	EA	8	\$ 1,000.00	\$ 8,000.00
612(E)	VALVE BOXES ADJUST TO GRADE	EA	20	\$ 750.00	\$ 15,000.00
612(F)	METER BOXES ADJUST TO GRADE	EA	7	\$ 750.00	\$ 5,250.00
619(A)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LSUM	1	\$ 50,000.00	\$ 50,000.00
619(B)	REMOVAL OF SIDEWALK	SY	2357	\$ 3.00	\$ 7,071.00
619(B)	REMOVAL OF CURB AND GUTTER	LF	9933	\$ 3.00	\$ 29,799.00
619(B)	REMOVAL OF CONCRETE DRIVEWAY	SY	1601	\$ 6.00	\$ 9,606.00
619(B)	REMOVAL OF ASPHALT DRIVEWAY	SY	1388	\$ 5.00	\$ 6,940.00
619(B)	REMOVAL OF ASPHALT PAVEMENT	SY	1109	\$ 4.50	\$ 4,990.50
629(E)	REMOVE AND RESET MAILBOX	EA	7	\$ 150.00	\$ 1,050.00
642(B)	CONSTRUCTION STAKING LEVEL II	LSUM	1	\$ 60,000.00	\$ 60,000.00
855(A)	TRAFFIC STRIPE(PLASTIC)(4" WIDE)(YELLOW)	LF	13991	\$ 0.50	\$ 6,995.50
855(A)	TRAFFIC STRIPE(PLASTIC)(4" WIDE)(WHITE)	LF	4422	\$ 0.50	\$ 2,211.00
855(A)	TRAFFIC STRIPE(PLASTIC)(8" WIDE)(YELLOW)	LF	132	\$ 1.50	\$ 198.00
855(A)	TRAFFIC STRIPE(PLASTIC)(8" WIDE)(WHITE)	LF	831	\$ 1.50	\$ 1,246.50
855(A)	TRAFFIC STRIPE(PLASTIC)(24" WIDE)(WHITE)	LF	264	\$ 3.00	\$ 792.00
855(B)	TRAFFIC STRIPE(PLASTIC)(ARROWS)	EA	60	\$ 200.00	\$ 12,000.00
855(B)	TRAFFIC STRIPE(PLASTIC)(WORDS)	EA	4	\$ 200.00	\$ 800.00
880(J)	CONSTRUCTION TRAFFIC CONTROL	LSUM	1	\$ 75,000.00	\$ 75,000.00
BA 204.05	2'-2" COMBINED CURB & GUTTER (6" BARRIER)	LF	9933	\$ 15.00	\$ 148,995.00
BA 301	MOBILIZATION	LSUM	1	\$ 200,000.00	\$ 200,000.00
<i>Roadway Subtotal :</i>					\$ 3,962,448.25





<b>3-72" PIPE EXTENSION AND HEADWALLS</b>						
509(A)	CLASS AA CONCRETE	CY	99.00	\$	600.00	\$ 59,400.00
511(A)	REINFORCING STEEL	LB	15380	\$	1.00	\$ 15,380.00
613(A)	72" R.C.PIPE CLASS III	LF	174	\$	160.00	\$ 27,840.00
<b>3-72" Pipe Extension and Headwalls Subtotal :</b>						<b>\$ 102,620.00</b>
<b>4-22'X15' RCB EXTENSION AND WINGWALLS</b>						
202(A)	UNCLASSIFIED EXCAVATION	C.Y.	8756	\$	15.00	\$ 131,340.00
501(A)	STRUCTURAL EXCAVATION UNCLASSIFIED	C.Y.	292	\$	30.00	\$ 8,760.00
509(B)	CLASS A CONCRETE	C.Y.	1061	\$	600.00	\$ 636,780.00
511(A)	REINFORCING STEEL	LB.	259860	\$	1.00	\$ 259,860.00
514(A)	PILES FURNISHED (HP 12X53)	L.F.	2400	\$	40.00	\$ 96,000.00
514(B)	PILES DRIVEN (HP 12X53)	L.F.	2400	\$	20.00	\$ 48,000.00
601(A)	TYPE I PLAIN RIPRAP	TON	4713	\$	50.00	\$ 235,650.00
624(E)	FENCE-STYLE CLF (7' HIGH, CLASS B)	L.F.	346	\$	70.00	\$ 24,220.00
<b>4-22'X15' RCB Extension and Wingwalls Subtotal :</b>						<b>\$ 1,440,610.00</b>
<b>TRAFFIC SIGNAL</b>						
802(B)	1" PVC SCH. 40 PLASTIC CONDUIT TRENCHED	LF	10	\$	8.50	\$ 85.00
802(B)	2" PVC SCH. 40 PLASTIC CONDUIT TRENCHED	LF	78	\$	10.50	\$ 819.00
802(B)	3" PVC SCH. 40 PLASTIC CONDUIT BORED	LF	295	\$	27.00	\$ 7,965.00
802(B)	3" PVC SCH. 40 PLASTIC CONDUIT TRENCHED	LF	63	\$	12.50	\$ 787.50
803(A)	PULL BOX (SIZE I)	EA	5	\$	395.00	\$ 1,975.00
803(A)	PULL BOX (SIZE II)	EA	1	\$	450.00	\$ 450.00
804(A)	STRUCTURAL CONCRETE	CY	12	\$	550.00	\$ 6,325.00
804(B)	REINFORCING STEEL	LB	1767	\$	2.50	\$ 4,416.25
805(A)	(PL) REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	LSUM	1	\$	5,500.00	\$ 5,500.00
806(A)	32'MH POLE & 45' TS & 15'LMA (G.STL.)	EA	1	\$	12,000.00	\$ 12,000.00
806(A)	32'MH POLE & 50' TS & 15'LMA (G.STL.)	EA	1	\$	14,000.00	\$ 14,000.00
806(A)	32'MH POLE & 35' TS & 15'LMA (G.STL.)	EA	1	\$	9,000.00	\$ 9,000.00
806(A)	32'MH POLE & 30' TS & 15'LMA (G.STL.)	EA	1	\$	8,000.00	\$ 8,000.00
806(B)	10' MTG. HT. TS PED POLE (G. STL.)	EA	4	\$	1,100.00	\$ 4,400.00
809(A)	ROADWAY LUMINAIRE	EA	4	\$	1,275.00	\$ 5,100.00
810(A)	SERVICE POLE	EA	1	\$	3,500.00	\$ 3,500.00
811	1/C NO.6 ELECT.COND.	LF	10	\$	2.00	\$ 20.00
811	1/C NO.10 ELECT.COND.	LF	1202	\$	1.80	\$ 2,163.60
825	TRAFFIC SIGNAL CONTROLLER ASSEMBLY	EA	1	\$	30,000.00	\$ 30,000.00
828	(PL) DETECTION SYSTEM (VIDEO)	LSUM	1	\$	35,500.00	\$ 35,500.00
830	PEDESTRIAN PUSH BUTTON	EA	8	\$	1,875.00	\$ 15,000.00
831	1 WAY 3 SEC ADJ.SIG.HD. S-6	EA	8	\$	600.00	\$ 4,800.00
831	1 WAY 4 SEC. ADJ. SIG. HD. S-13	EA	4	\$	790.00	\$ 3,160.00
831	1 WAY 2 SEC. ADJ. PED. SIG. HD. S-20	EA	8	\$	635.00	\$ 5,080.00
834(A)	5/C TRAFFIC SIGNAL ELECTRICAL CABLE	LF	1441	\$	1.75	\$ 2,521.75
834(A)	7/C TRAFFIC SIGNAL ELECTRICAL CABLE	LF	740	\$	3.00	\$ 2,220.00
834(A)	15/C TRAFFIC SIGNAL ELECTRICAL CABLE	LF	501	\$	4.50	\$ 2,254.50
834(B)	2/C SHIELDED LOOP DETECTOR LEAD-IN CABLE	LF	32	\$	1.00	\$ 32.00
840(B)	E.P.S. OPTICAL DETECTOR	EA	4	\$	1,000.00	\$ 4,000.00
840(C)	E.P.S. OPTICAL DETECTOR CABLE	LF	721	\$	1.50	\$ 1,081.50
840(D)	E.P.S. 2 CHANNEL PHASE SELECTOR	EA	2	\$	2,800.00	\$ 5,600.00
850(A)	SHEET ALUMINUM SIGNS	SF	15	\$	32.00	\$ 480.00
850(C)	MAST ARM MOUNTED SIGNS (ALUM.)	SF	40	\$	43.00	\$ 1,720.00
<b>Traffic Subtotal :</b>						<b>\$ 199,956.10</b>
<b>RETAINING WALL</b>						
202(A)	UNCLASSIFIED EXCAVATION	C.Y.	1215	\$	15.00	\$ 18,225.00
303(A)	AGGREGATE BASE TYPE A	C.Y.	1215	\$	35.00	\$ 42,525.00
504(F)	HANDRAILING	L.F.	620	\$	100.00	\$ 62,000.00
509(B)	CLASS A CONCRETE	C.Y.	261	\$	700.00	\$ 182,490.00
511(A)	REINFORCING STEEL	LB.	52775	\$	1.00	\$ 52,775.00
613(H)	6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	620	\$	25.00	\$ 15,500.00
<b>Retaining Wall Subtotal :</b>						<b>\$ 373,515.00</b>
<b>TRAIL</b>						
610(A)	4" CONCRETE SIDEWALK	SY	5742	\$	45.00	\$ 258,390.00
610(I)	TACTILE WARNING DEVICE-NEW	SF	320	\$	30.00	\$ 9,600.00
<b>Trail Subtotal :</b>						<b>\$ 267,990.00</b>

SUBTOTAL ROADWAY	\$	3,962,448.25
SUBTOTAL 72" RCP EXTENSION	\$	102,620.00
SUBTOTAL RCB EXTENSION	\$	1,440,610.00
SUBTOTAL TRAFFIC SIGNAL	\$	199,956.10
SUBTOTAL RETAINING WALL	\$	373,515.00
SUBTOTAL TRAIL	\$	267,990.00
<b>PRELIM. GRAND TOTAL w/o CONTINGENCY</b>	<b>\$</b>	<b>6,347,139.35</b>
15% CONTINGENCY	\$	952,071.00
PRELIM. GRAND TOTAL	\$	7,299,210.35
<b>PRELIM. GRAND TOTAL ROUNDED</b>	<b>\$</b>	<b>7,300,000.00</b>

INFLATION 4 YRS @ 4%/YR = 16%  
TOTAL YEAR 2021 \$ 8,500,000

