

## Appendix B: Estimated Project Costs

	Number	Unit Price	Total
<b>Grant-Funded Construction Costs</b>			
Roundabout at 28th	1	\$400,000	\$400,000
Right turn slip lanes at 28th	2	\$150,000	\$300,000
Intersection Treatment at University/Asher/Col. Glenn			\$940,000
Traffic Signals at 2 intersections	2	\$180,000	\$360,000
Bicycle Lane, both sides of roadway			\$265,000
Reconstructing roadway to 4 lanes + median			\$4,375,000
Streetscape 28th to Asher			\$1,166,167
Pedestrian Tables/2 intersections	2	\$25,000	\$50,000
Installation of 20 Streetlights			\$312,500
Bus Stop Improvements/Shelters	8	\$40,000	\$320,000
<b>Subtotal</b>			<b>\$8,488,667</b>
CAW Replacement 12" Water Main			\$1,000,000
Right of Way Value / Acquisition (UALR)			\$800,000
UALR Wall Value as part of Right of Way			\$504,600
Engineering (Environmental, Design)			\$2,372,166
Construction Contingency			\$1,273,300
<b>Total</b>			<b>\$14,438,733</b>

### Notes

1. Construction Costs, with the exception of the 12" Water Main Replacement and street light estimate, come from study by Jacobs Engineering, and are based on 2013 *AHTD Estimated Costs Per Mile*. Project length .67 miles (28<sup>th</sup> Street to Univ. Ave/Asher Ave./Colonel Glenn).
2. Water main replacement costs come from Central Arkansas Water. Cost of moving the line will be paid by Central Arkansas Water.
3. Street light costs come from City of Little Rock Public Works Department.
4. Right-of-way valuation based on Appraisal by Richard A. Stephens & Associates. UALR will donate the Right-of-Way.
5. The valuation of the UALR wall was provided by the architectural firm of Witsell Evans and Rasco .
6. A combination of TIGER and City of Little Rock funds will pay for streetlights, construction costs less water main replacement, and engineering.
7. Any available funds not expended as contingency will be applied to a transitional retrofit of the roadway and accompanying streetscape north of the gateway roundabout at 28<sup>th</sup> Street to Berkshire Dr. This secondary element, if funded, will allow for a gradual transition from the existing roadway to the new Complete Street treatment that will begin in full at the 28<sup>th</sup> Street roundabout/intersection.
8. All match commitment documentation is provided in the main grant narrative.