

CITY OF AUSTIN

Sidewalks Peer Cities Report July 2015

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Section 1

EXECUTIVE SUMMARY

The City of Austin Public Works Department is currently working on an update to the 2009 Sidewalk Master Plan. This City of Austin Sidewalks Peer Cities Report is a preliminary step that will inform the preparation of the 2015 Sidewalk Master Plan and ADA Transition Plan Update. This report is intended to collect and present data among Austin's peers regarding sidewalk program funding, implementation, and best management practices. Recommendations regarding City of Austin policies and procedures are not included in this report, but will be developed with stakeholder input and presented later in the update process.

This report presents data from seven Peer Cities (including Austin):

- **Austin, Texas**
- **Charlotte, North Carolina**
- **Houston, Texas**
- **Minneapolis, Minnesota**
- **Nashville, Tennessee**
- **San Antonio, Texas**
- **Seattle, Washington**

Each of the Peer Cities responded to a questionnaire and participated in an interview via conference call to assist in data collection. The key findings are summarized below.

- **Sidewalk Inventory**
 - Austin is missing sidewalks on almost half (49%) of its street frontages. This is similar to the missing (absent) sidewalk percentages in four of the other Peer Cities: Charlotte (50%), Houston (42%), Nashville (77%), and San Antonio (34%). The percentage of absent sidewalks is smaller in Seattle (29%), and almost non-existent in Minneapolis (6%).
 - Austin is one of five Peer Cities that maintains a Geographic Information System (GIS) database of its sidewalk inventory.
- **Sidewalk / Pedestrian Master Plan**
 - Austin is one of five Peer Cities that adopted **sidewalk master plans** between 2008 and 2011 with the intent to update these plans every 5 years.
- **Existing Sidewalk Maintenance**
 - Austin, Charlotte, and Nashville accept **responsibility for maintenance** of existing sidewalks. [Note: Austin does not accept responsibility for driveway maintenance.]
 - Among the four cities that require existing sidewalks to be maintained by adjacent property owners, only Minneapolis reports a successful history of property owner maintenance.
 - Austin, Nashville, and San Antonio are developing sidewalk **condition assessment** methodologies using mobile tablet data collectors directly connected to a GIS database.

EXECUTIVE SUMMARY (CONT.)

- **Absent Sidewalk Construction**
 - Austin, Nashville, and San Antonio prioritize new sidewalk construction using a GIS prioritization tool based on proximity to pedestrian attractors.
 - Only Austin and Nashville provide new developments the option to pay an “in lieu” fee when installation of sidewalks is not feasible.
- **Sidewalk Construction Costs**
 - Direct comparison of construction cost data was difficult due to differing methods of bid packaging, construction contracting, and cost reporting among Peer Cities. Based on the construction costs reported by each Peer City, Austin reports the third lowest construction costs per square foot, behind only Minneapolis and Houston.
- **Budgets / Funding**
 - Austin has spent an average of \$9.56 per capita per year on sidewalks (maintenance and new construction combined) over the past five years. This ranks third out of the seven Peer Cities, behind Charlotte and Nashville.
 - Among the Peer Cities there is a wide range of maintenance funding per mile of existing sidewalk. Nashville stands out for its proactive sidewalk maintenance program that focuses on ADA compliance. Austin has a relatively low ranking for maintenance funding, partially due to Austin’s somewhat unique program of “ADA transition” projects. These are projects completed under Austin’s new sidewalk program that combine installation of new sidewalks with rehabilitation of existing sidewalks to complete ADA compliant routes between destinations.
- **ADA Compliance and Liability**
 - Nashville lost a **class action lawsuit** in 1998 and has operated under an agreement with the Department of Justice (DOJ) since voluntarily self-reporting in 2000.
 - Austin is one of six Peer Cities that have adopted an ADA Transition Plan for public right-of-way.
- **Pedestrian Safety**
 - Austin and Seattle are the only two Peer Cities that are working on **Vision Zero** initiatives.
 - Austin is one of six Peer Cities that has a **Pedestrian Advisory Council**.

Additional information regarding each of these findings is in Section 4.

Section 2

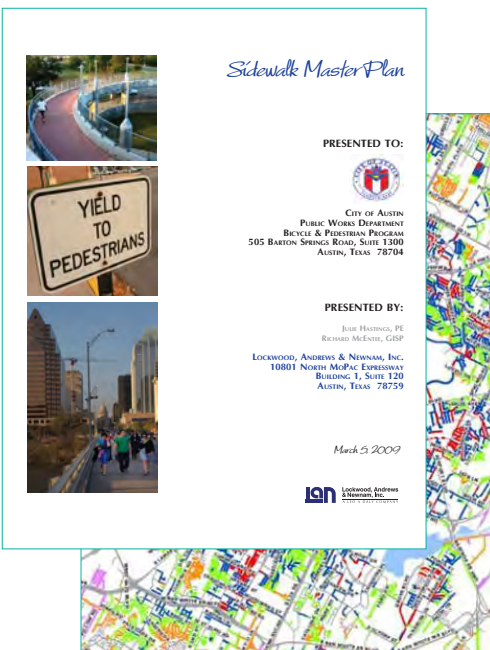
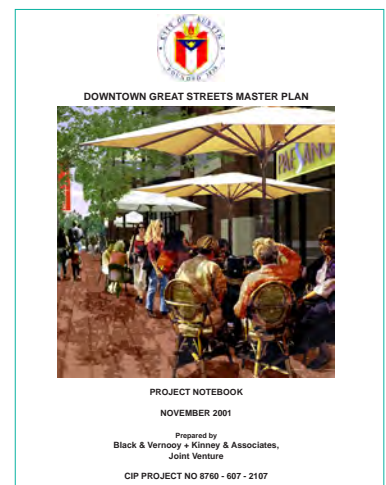
INTRODUCTION



Walkability has increased in priority for many cities around the nation, including those in Central Texas. Many cities have piloted or adopted proactive sidewalk programs to improve walkability and address specific needs for their community. Likewise, the City of Austin and its residents have been promoting walkability through policy and advocacy for a number of years. In June 2012, the City Council adopted the Imagine Austin Comprehensive Plan, which includes a strong emphasis on enhancing Austin as a walkable city. In June 2014, the City Council adopted a Complete Streets Policy, designed to help realize the Imagine Austin Comprehensive Plan vision for a healthy, green, vibrant, compact, and connected community.

The City of Austin Public Works Department is scheduled to complete an update to the 2009 Sidewalk Master Plan and ADA Transition Plan in 2015. City staff determined that a report of peer city sidewalk asset management best practices would inform the preparation of the 2015 Sidewalk Master Plan Update and therefore commissioned MWM DesignGroup to prepare a peer cities study.

This report is intended to collect and present data among Austin’s peers regarding best management practices for sidewalk programs. Recommendations regarding City of Austin policies and procedures are not included, but will be developed with stakeholder input and presented in the Master Plan Update. The findings of this report are summarized in section 4 and tabulated in Table 4-4.



When used in this report, the term “existing sidewalk” refers to any existing constructed sidewalk within public right-of-way, regardless of physical condition or accessibility compliance. The term “absent sidewalk” refers to any location within existing public right-of-way that does not currently contain a constructed sidewalk, but would be considered necessary for a complete citywide sidewalk network. The statistics in this report are focused on municipal sponsored sidewalk programs and do not include sidewalks constructed by private development/redevelopment, or sidewalks that are constructed ancillary to local, state, and federal projects. The data for Austin is for the existing city limits and does not include information for areas within Austin’s extra-territorial jurisdiction.

Representatives of each of the seven Peer Cities took time from their responsibilities to participate in the success of this report. For their efforts, the City of Austin and its residents are grateful and hope that the City of Austin Sidewalk Peer Cities Report will be a helpful tool to promote walkability in each of their cities.

The City of Austin Sidewalk Peer Cities Report Team includes staff from MWM DesignGroup, the City of Austin Public Works Department, and the City of Austin Transportation Department.

Section 3

PEER CITIES SELECTION SELECTION

The seven Peer Cities included in this report were selected by scoring quantifiable data of each potential Peer City. The objective of the selection was to identify cities sharing commonalities with Austin, rather than to simply identify cities with the highest walkability scores or the most advanced sidewalk program. Throughout the report, Austin is included as one of the seven Peer Cities.

The 2015 Sidewalk Master Plan and ADA Transition Plan Update is primarily focused on asset management and accessibility compliance. Therefore, international cities were not considered for Peer City selection because of the differences in accessibility laws between countries.

Twenty-five cities were identified as Peer City candidates, using the following three sets of criteria.

Cities ranked as the **“Top Ten Most Walkable Cities in the United States in 2014”** according to WalkScore.com:

1. **New York**, New York
2. **San Francisco**, California
3. **Boston**, Massachusetts
4. **Philadelphia**, Pennsylvania
5. **Miami**, Florida
6. **Chicago**, Illinois
7. **Washington D.C.**
8. **Seattle**, Washington
9. **Oakland**, California
10. **Baltimore**, Maryland

Ten cities from the **Imagine Austin Comprehensive Plan** Peer Cities (if not already included):

1. **Charlotte**, North Carolina
2. **Raleigh**, North Carolina
3. **Portland**, Oregon
4. **San Antonio**, Texas
5. **Fort Worth**, Texas
6. **Dallas**, Texas
7. **Houston**, Texas
8. **Minneapolis**, Minnesota
9. **Jacksonville**, Florida
10. **San Diego**, California

Five cities based on **proximity or knowledge of unique program characteristics**:

1. **San Marcos**, Texas
2. **Georgetown**, Texas
3. **Boulder**, Colorado
4. **New Orleans**, Louisiana
5. **Nashville**, Tennessee

Publicly available data (listed in the Reference section) was used to populate a comparative ranking selection matrix spreadsheet. The candidate cities were ranked based on an average of the weighted scores for each category evaluated. The complete Peer Cities Selection Matrix is included in **Appendix A**.

SELECTION (CONT.)

Six cities were selected based on the calculated rankings and the three sets of criteria below. Note that Fort Worth and Dallas ranked ahead of Houston, but declined participation. Raleigh, NC, ranked ahead of Nashville, but was not selected due to proximity to Charlotte, NC. Table 3-1 below shows some of the key data that was used in the selection matrix.



Top two ranking **Texas** cities:

- **San Antonio**
- **Houston**

Top two ranking **non-Texas** cities:

- **Charlotte, NC**
- **Nashville, TN**

Top two ranking **Imagine Austin Peer Cities**, ranked by Walk Score:

- **Seattle, WA**
- **Minneapolis, MN**

Table 3-1 Peer City Key Data

City	Proximity to Austin (miles)	Avg Temp (F)	Land Area (SQ mi)	Population (2013 Estimate)				Estimated Median Household Income in 2012	Walk Score	Walk-Friendly Community Status
				2013	Density	Avg Age	Change Since 2000			
Austin	N/A	69	298	885,400	2,971	31	35%	\$52,453	35	Bronze
Charlotte	1,166	60	297	792,862	2,670	33	47%	\$50,950	24	Bronze
Houston	162	69	600	2,195,914	3,660	32	12%	\$42,847	44	
Minneapolis	1,173	46	54	400,700	7,420	32	5%	\$47,604	65	Platinum
Nashville	753	59	526	658,602	1,252	34	16%	\$43,399	26	
San Antonio	80	69	461	1,409,019	3,056	33	23%	\$45,524	34	
Seattle	2,128	52	84	652,405	7,767	36	16%	\$64,473	71	

WALK-FRIENDLY COMMUNITIES & WALK SCORE

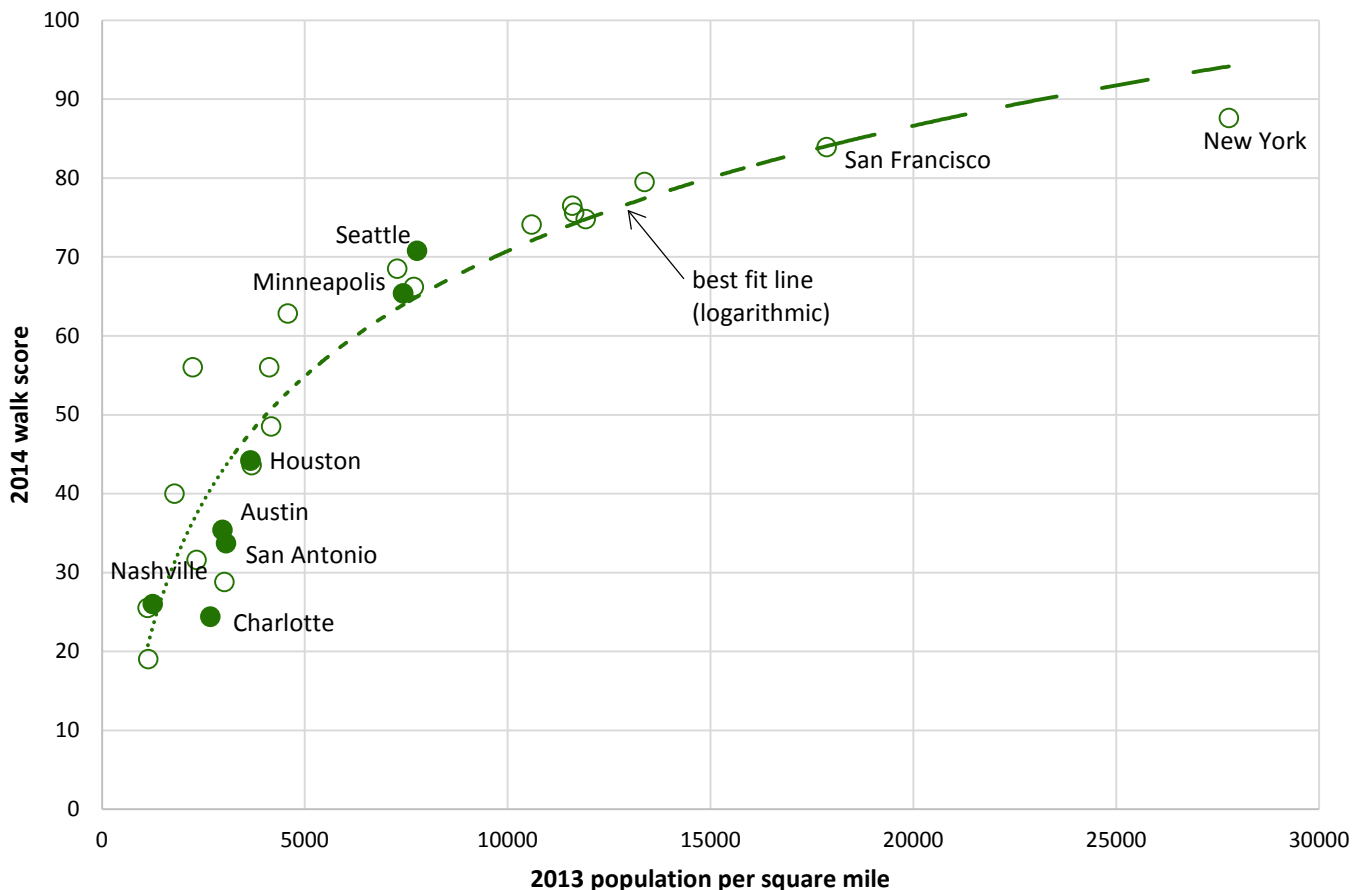
Austin is designated as a Bronze-level community by Walk Friendly Communities, and has a walk score of 35.4 of 100 by walkscore.com.

Walk Friendly Communities (WFC) is a national recognition program developed by the Pedestrian Bicycle Information Center (PBIC) to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort. A Walk Friendly Community is a city or town that has shown a commitment to improving walkability and pedestrian safety through comprehensive programs, plans, and policies. Communities can apply to the program to receive recognition in the form of a Bronze, Silver, Gold, or Platinum designation.

Walk Score measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. Data sources include Google, Education.com, Open Street Map, the U.S. Census, Localeze, and places added by the Walk Score user community.

Figure 3-1 below plots the 2014 Walk Score against the 2013 population density for each of the 25 peer city candidates, showing that higher density cities tend to be more walkable. The solid green data points represent the seven Peer Cities included in this report.

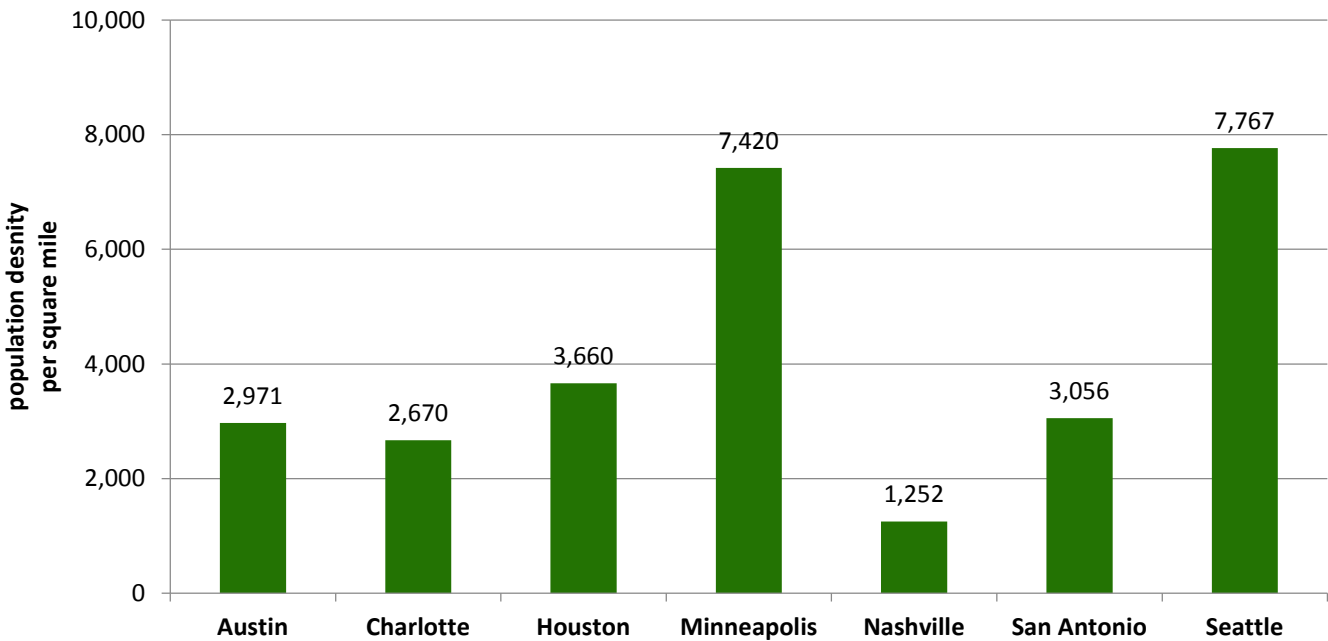
Figure 3-1: 2014 Walk Score vs 2013 Population Density



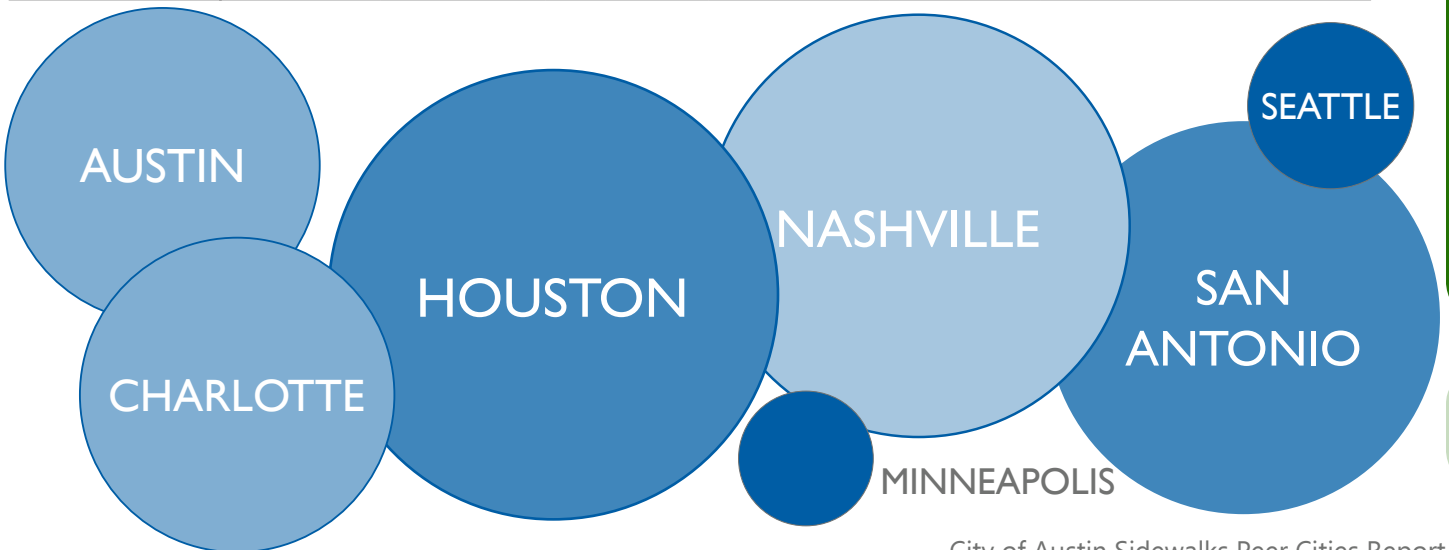
POPULATION DENSITY

Figure 3-2 shows the selected Peer Cities' population densities, and the circles below the Figure represent the relative land areas (by size) and density (by color darkness) of each Peer City. Minneapolis and Seattle have smaller land areas and significantly higher population densities than the other five Peer Cities. Nashville has the second largest land area (next to Houston) and has a significantly lower population density than the other six Peer Cities. As is discussed in Section 4, these geographic characteristics impact the sidewalk programs for each city.

Figure 3-2: Peer Cities Population Density



2013 population	885,400	792,862	2,195,914	400,700	658,602	1,409,019	652,405
land area (square miles)	298	297	600	54	526	461	84



Section 4

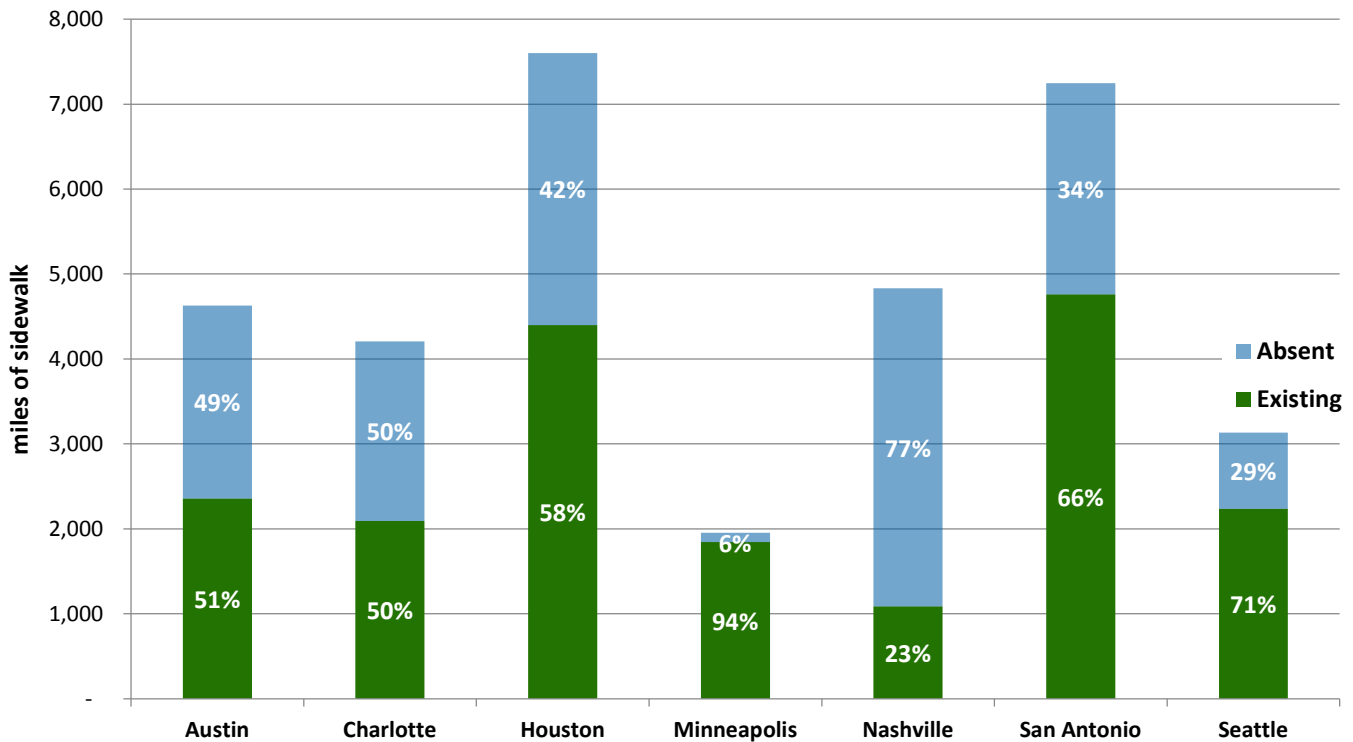
SUMMARY OF FINDINGS

Below is a discussion of findings as well as background information about ADA compliance and liability history. A tabular summary of the findings is included at the end of this section in Table 4-4.

SIDEWALK INVENTORY

Figure 4-1 shows the inventoried existing and absent sidewalk network reported by each of the Peer Cities. Austin’s sidewalk network is 51% complete, which ranks fifth among the Peer Cities in percent of sidewalk network complete, ahead of only Charlotte (50%) and Nashville (23%). Among Peer Cities, Houston and San Antonio have the two largest sidewalk networks, and Minneapolis and Seattle have the two smallest. Minneapolis has a nearly complete sidewalk network.

Figure 4-1: Sidewalk Network Inventory



Absent	2,270	2,114	3,200	108	3,744	2,484	900
Existing	2,359	2,094	4,400	1,845	1,087	4,769	2,235

SIDEWALK / PEDESTRIAN MASTER PLAN

The following table shows master plan documents that have been adopted by the Peer Cities.

Table 4-1: Sidewalk Master Plans

Peer Cities	Current Master Plan	Date Adopted	Update Frequency	Master Plan Purpose
Austin	Sidewalk Master Plan	2009	5 years	Assessment and prioritization of sidewalk infrastructure and ADA Title II Transition Plan update
Charlotte	Sidewalk Retrofit Policy	2011	5 years	Alignment of public involvement procedures and establishment of petition based process
Houston	none adopted	n/a	n/a	n/a
Minneapolis	Pedestrian Master Plan	2009	not provided	Condition assessment, policy assessment, improvements prioritization, design guide development, funding and implementation strategies
Nashville	Strategic Plan for Sidewalks & Bikeways	2008	5 years	Comprehensive - includes pedestrian and bicycle network planning, injury reduction, design guidelines for new streets, coordination with multi-modal and public transportation, prioritization methodology, cost estimating, public education and comment, and policy and funding recommendations
San Antonio	none adopted	n/a	n/a	n/a
Seattle	Pedestrian Master Plan	2009	6 years	Increase pedestrian safety, increase walkability equity, develop community and economic vibrancy, and promote health awareness

The five adopted master plans vary significantly in range and breadth. Compared to the other plans, Austin's Sidewalk Master Plan is the most focused on asset management and accessibility compliance (through the ADA Transition Plan). The master plans for Charlotte, Minneapolis, and Seattle are primarily focused on policy, but also include assessment and prioritization methodologies, funding recommendations, and design guidelines. Nashville's master plan has the most comprehensive scope, including policy and planning guidelines, detailed conditions assessment and prioritization methodology, and funding and implementation recommendations. The Alamo Area Metropolitan Planning Organization (MPO) developed a Pedestrian Safety Action Plan in 2012, but it was not adopted by the City of San Antonio.

The website links to Peer City Master Plan documents are below:

- <http://www.austintexas.gov/department/pedestrian>
- <http://charmck.org/city/charlotte/Transportation/Pages/Home.aspx>
- http://www.publicworks.houstontx.gov/notices/safe_sidewalk_program.html
- <http://www.minneapolismn.gov/publicworks/transplan/>
- <http://mpw.nashville.gov/IMS/Sidewalks/default.aspx>
- http://www.seattle.gov/transportation/pedestrian_masterplan/default.htm

EXISTING SIDEWALK MAINTENANCE

Austin is one of three Peer Cities that accepts maintenance responsibility for existing sidewalks within the right-of-way, along with Charlotte and Nashville. Houston, Minneapolis, San Antonio, and Seattle require maintenance of existing sidewalks by the adjacent property owner, but only Minneapolis reports a successful history of enforcement. Seattle maintains segments of its existing network associated with safe sidewalk programs.

Table 4-2: Existing Sidewalk Maintenance

Peer Cities	Maintenance Responsibility	Conditions Assessment	Prioritization Methodology	Incentive Programs for Property Owner Maintenance of Sidewalks
Austin	Accepts responsibility for maintenance of existing sidewalks, but not for existing driveways. (Driveways are often replaced with existing sidewalk maintenance projects, accounting for up to 30% of construction costs.)	Currently none. Segment-based assessment under development	Currently citizen request; citywide prioritization tool under development	None reported.
Charlotte	Accepts responsibility for maintenance of existing sidewalks, but not for existing driveways. (Driveways are often replaced with existing sidewalk maintenance projects.)	None reported	Citizen request	All sidewalks in the public ROW are maintained on a request based process.
Houston	Does not accept responsibility for maintenance of existing sidewalks, and does not report a successful history of maintenance by property owners.	Staff inspection	None	Provides a no cost permit to property owners for sidewalk maintenance. Administers a "Privately Funded Sidewalk Program", in which city-hired contractors perform the work and the property owner pays 100% of the costs, including soft costs.
Minneapolis	Does not accept responsibility for maintenance of existing sidewalks. Reports a successful history of sidewalk maintenance by adjacent property owners.	Individual inspection for each panel of sidewalk on average 13-year cycle	Based on inspection	Property owner may elect to have maintenance charges assessed with property taxes with costs funded by City assessment bonds and recovered over 5 years (10 years for projects invoices over \$2,500) at simple interest rate equivalent to bond sale rate. Property owners may elect to have the City perform the maintenance at competitively bid prices.
Nashville	Accepts responsibility for maintenance of existing sidewalks, but not for existing driveways.	Field assessment by sidewalk evaluator utilizing a smart level and data collector	Decision matrix using condition, Pedestrian Generator Index, and coordination with other projects (PGI)	None reported.
San Antonio	Does not accept responsibility for maintenance of existing sidewalks, and does not report a successful history of maintenance by property owners.	Currently none - segment-based assessment under development	Citizen request (for ADA compliance)	None reported.
Seattle	Does not accept responsibility for maintenance of existing sidewalks, and does not report a successful history of maintenance by property owners.	None	Citizen request	No incentive policy, but will occasionally partner with adjacent property owners to repair poor condition sidewalks.

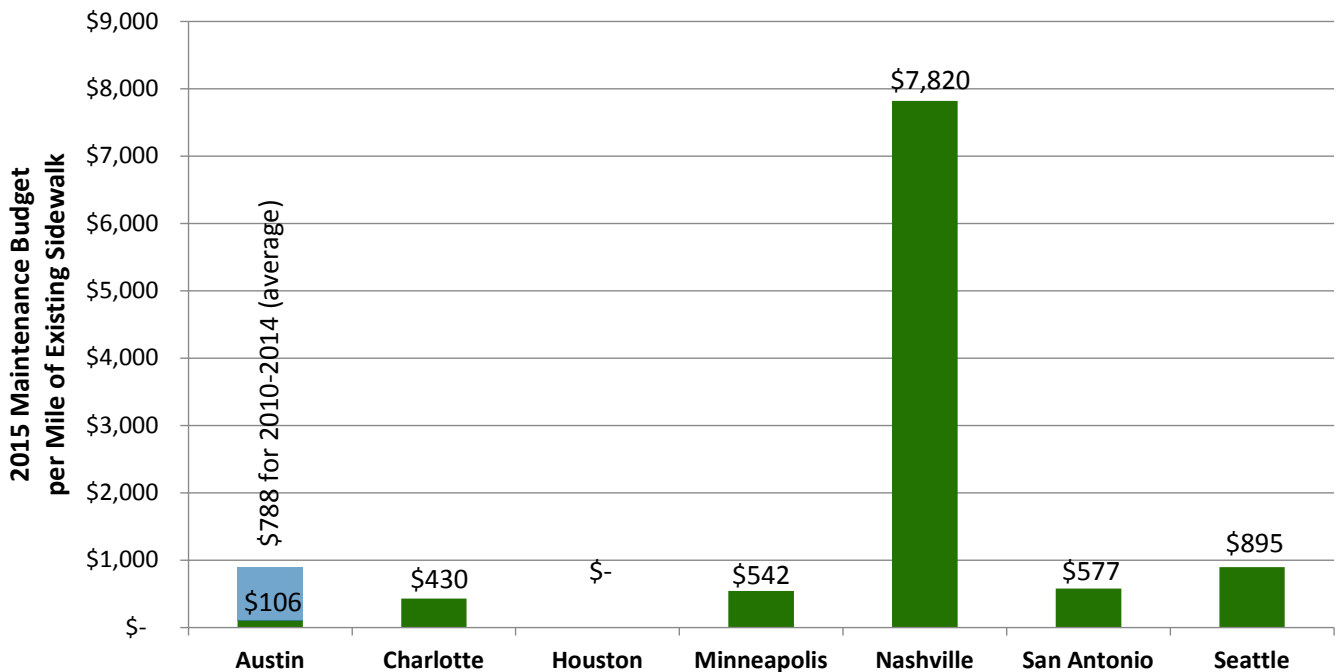
EXISTING SIDEWALK MAINTENANCE (CONT.)

None of the Peer Cities reports a policy of existing driveway maintenance. However, both Austin and Charlotte report that existing driveway replacement is often included in ADA Transition Plan projects.

Nashville developed a Pedestrian Generator Index (PGI) for their decision matrix calculator as a part of their 2008 Master Plan Update. The PGI prioritizes sidewalk segments based on the relative distance to each trip generator. Austin is developing a prioritization matrix that will account for pedestrian attractors, pedestrian safety, and sidewalk condition.

Figure 4-2 below shows the 2015 maintenance budget per mile of existing sidewalk reported by each of the Peer Cities. Austin’s average maintenance budget for the period from 2010 to 2014 is included for reference.

Figure 4-2: 2015 Maintenance Budget per Mile of Existing Sidewalk

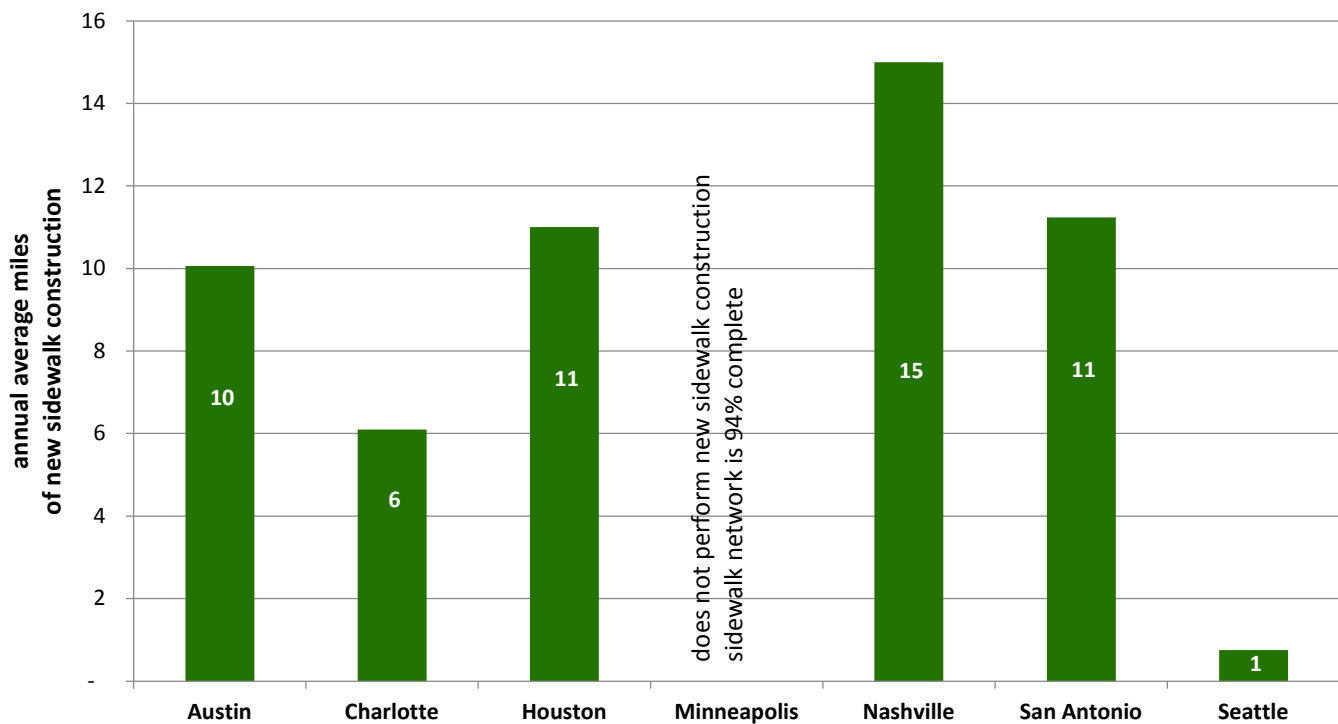


Miles of Existing Sidewalk	2,359	2,094	4,400	1,845	1,087	4,769	2,235
2015 Maintenance Budget	\$250,000	\$900,000	\$0	\$1,000,000	\$8,500,000	\$2,748,000	\$2,000,000

ABSENT SIDEWALK CONSTRUCTION

All of the Peer Cities require new development to construct sidewalks in the adjacent right-of-way as a condition for obtaining a permit for construction. Except for Minneapolis, which has very few absent sidewalks, each of the Peer Cities constructs new (absent) sidewalks in areas where development occurred prior to the regulations requiring private construction of sidewalks. Many cities prioritize “gap” projects (missing sidewalk between existing sidewalks within a city block) specifically when located near key pedestrian attractors, such as schools or hospitals. Austin includes ADA Transition Plan improvements with new construction projects in order to complete an accessible route. Figure 4-3 below shows the reported average annual miles of new sidewalk constructed for each Peer City from 2010 to 2014.

Figure 4-3: Annual Average Miles of New Sidewalk Construction (2010-2014)



Austin and Nashville have each developed a GIS-based prioritization matrix as a part of their most recent master plan updates. The matrices are similar in that each includes a pedestrian attractor score that accounts for the relative distance from each pedestrian attractor to each sidewalk segment. San Antonio also uses a GIS-based prioritization method.

ABSENT SIDEWALK CONSTRUCTION (CONT.)

Austin has recently implemented a Neighborhood Partnering Program that provides matching grants for sidewalks (as well as other neighborhood improvement projects). The neighborhood cost share is typically around 60% but can be met through “sweat equity” in which the neighborhood provides labor effort.

Austin and Nashville provide new developments the option to pay an “in lieu” fee when installation of sidewalk is not feasible. The “in lieu” fee is used by the city to construct new sidewalk within a “Pedestrian Benefit Zone” or service area in which the development is being constructed.

SIDEWALK CONSTRUCTION COSTS

Direct comparison of construction cost data was difficult due to significantly differing methods of bid packaging and construction climates among the Peer Cities. For example, Nashville new sidewalk construction project costs often include all associated storm drainage improvements. Austin project costs include all associated traffic control and erosion controls. Based on the reported construction costs per square foot, Austin reports the third lowest costs, behind only Houston and Minneapolis.

Additional analysis beyond the scope of this report may be necessary in order to present quantitative construction cost data in a comparative format. Sample bid tabulations of representative sidewalk projects for Austin, Charlotte, Minneapolis, Nashville, San Antonio, and Seattle are included in Appendix E.

BUDGETS / FUNDING

The City of Austin 2009 Citywide Sidewalk Master Plan Update estimates a capital investment of \$824 million would be required to build out the remaining absent sidewalk network, plus an additional \$120 million to upgrade the existing sidewalk network to ADA compliance. At current budget levels, the sidewalk network would require approximately 110 years to build out.

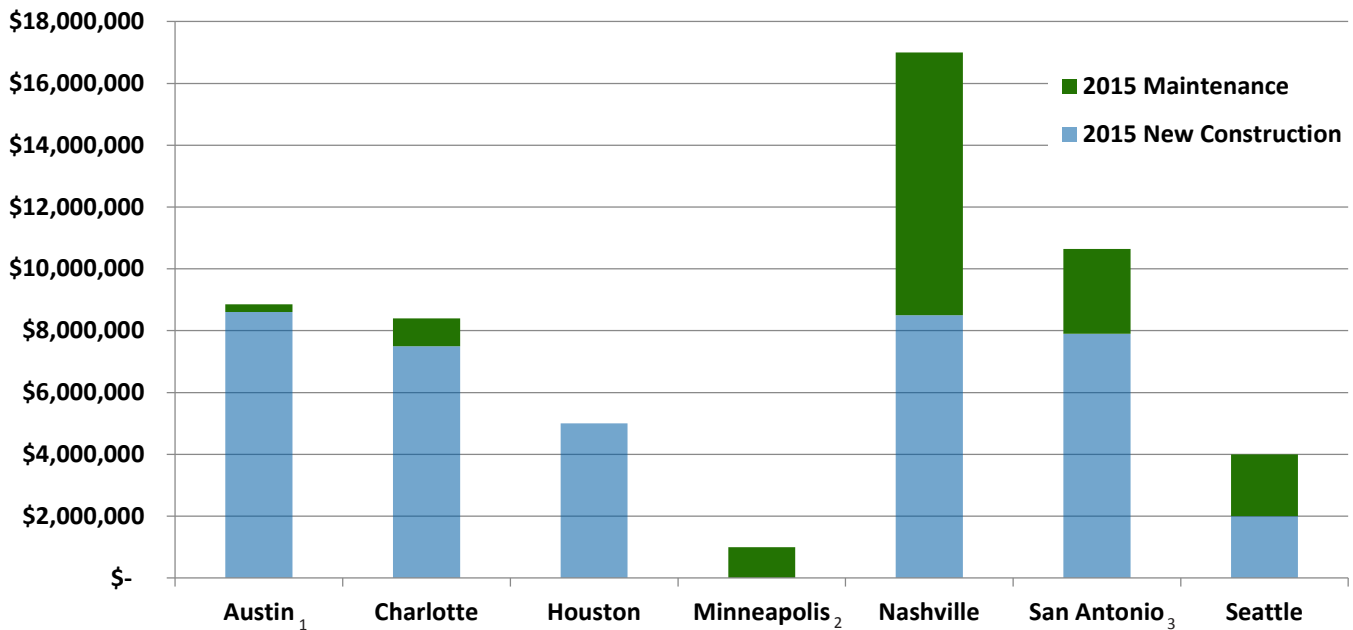
Except for Minneapolis and Seattle, each of the Peer Cities faces similar challenges to build out their sidewalk networks in accordance with their ADA Transition Plans. Minneapolis and Seattle are geographically smaller than the other Peer Cities and have nearly completed sidewalk networks.

Austin, Charlotte, and Nashville utilize bonds as the primary source of funding for sidewalks.

BUDGETS / FUNDING (CONT.)

Austin has funded new sidewalk construction and existing sidewalk maintenance at a combined average budget of approximately \$8,460,000 per year from 2010 to 2014. This amount was greater than each of the other Peer Cities, except Nashville and San Antonio. Figure 4-4 below shows the 2015 sidewalk budgets for maintenance and new construction for each of the Peer Cities.

Figure 4-4: 2015 Sidewalk Budget (Maintenance and New Construction)



2015 Maintenance	\$250,000	\$900,000	\$0	\$1,000,000	\$8,500,000	\$2,748,000	\$2,000,000
2015 New Construction	\$8,600,000	\$7,500,000	\$5,000,000	\$0	\$8,500,000	\$7,900,000	\$2,000,000

1- Austin’s maintenance funding to new construction funding ratio is lower than other cities, partially due to Austin’s somewhat unique program of “ADA transition” projects. These are projects completed under Austin’s new sidewalk program (using new construction funding) that combine installation of new sidewalks with rehabilitation of existing sidewalks to complete ADA compliant routes between destinations.

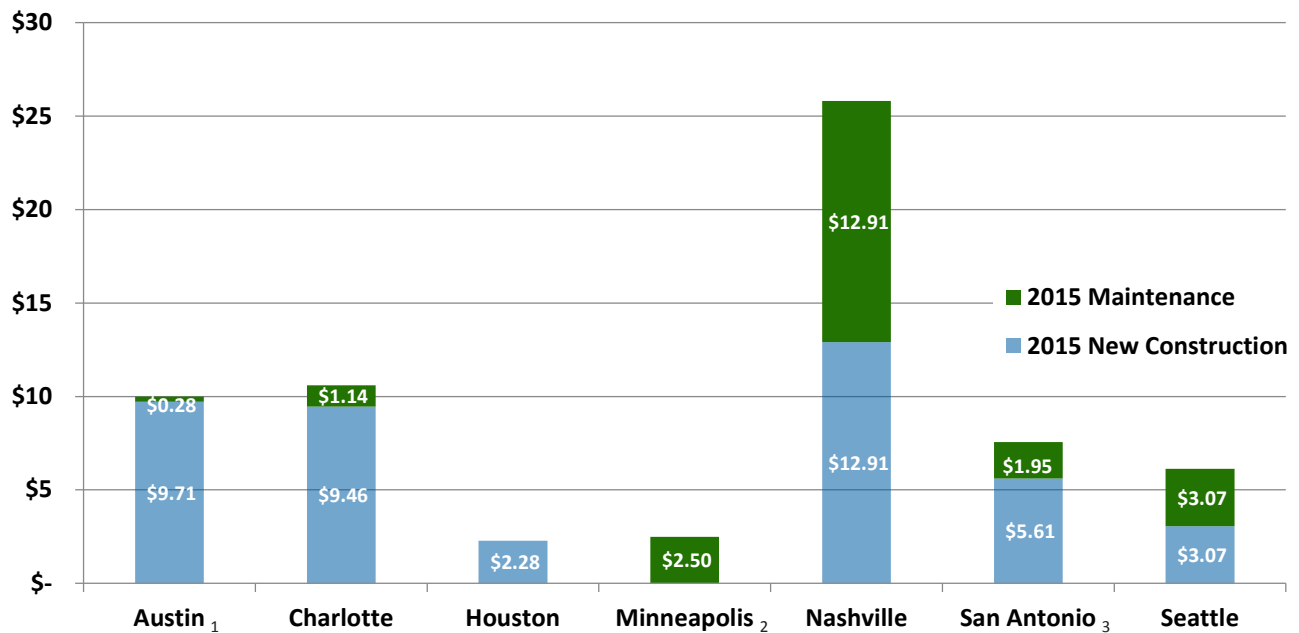
2- Minneapolis’s maintenance budget is designated for ramp upgrades and is funded by city bonds. Additionally, the city appropriates \$2,500,000 annually for assessment bonds, which fund sidewalk maintenance by property owners and are repaid by property tax assessments.

3- San Antonio’s bond program includes \$6.758M for sidewalk improvements, but the city does not currently track maintenance and new construction separately.

BUDGETS / FUNDING (CONT.)

Austin’s combined average budget for new sidewalk construction and existing sidewalk maintenance from 2010 to 2014 was approximately \$9.56 per capita. This amount was less than Peer Cities Charlotte and Nashville, but greater than Peer Cities Houston, Minneapolis, San Antonio, and Seattle. Figure 4-5 shows the 2015 combined budget per capita for each of the Peer Cities.

Figure 4-5: 2015 Sidewalk Budget per Capita (Maintenance and New Construction)



Population	885,400	792,000	2,195,914	400,700	658,602	1,409,019	652,405
2015 Maintenance	\$250,000	\$900,000	\$0	\$1,000,000	\$8,500,000	\$2,748,000	\$2,000,000
2015 New Construction	\$8,600,000	\$7,500,000	\$5,000,000	\$0	\$8,500,000	\$7,900,000	\$2,000,000

1- Austin’s ratio of maintenance funding to new construction funding is lower than other cities, partially due to Austin’s somewhat unique program of “ADA transition” projects. These are projects completed under Austin’s new sidewalk program (using new construction funding) that combine installation of new sidewalks with rehabilitation of existing sidewalks to complete ADA compliant routes between destinations.

2- Minneapolis’s maintenance budget is designated for ramp upgrades and is funded by city bonds. Additionally, the city appropriates \$2,500,000 annually for assessment bonds, which fund sidewalk maintenance by property owners and are repaid by property tax assessments.

3- San Antonio’s bond program includes \$6.758M for sidewalk improvements, but the city does not currently track maintenance and new construction separately.

BUDGETS / FUNDING (CONT.)

Table 4-3 shows the reported funding sources for existing sidewalk maintenance and new sidewalk construction for each of the Peer Cities.

Table 4-3: Sidewalk Funding Sources

Peer Cities	Funding Source for Maintenance of Existing Sidewalks	Funding Source for Construction of New Sidewalks
Austin	Bonds 95%; Transportation User Fee 5%	Bonds 98%; Grants 2% ; ADA Transition Plan improvements to existing sidewalks are performed with new sidewalk construction funding
Charlotte	Allotment of gas tax revenue from North Carolina Department of Transportation (NCDOT), supplemented by city general funds	Bonds
Houston	None	Local property tax for city right-of-way (95%); State funding for TxDOT right-of-way (5%)
Minneapolis	City bonds for ramp upgrades and assessment bonds for sidewalk maintenance by property owners (recovered with property taxes)	None
Nashville	Bonds	Bonds and grants
San Antonio	Community Development Block Grants (CDBG) and bonds	Advanced Transportation District (ATD), a voter-approved ¼ cent sales tax increase, 25% of which is dedicated for sidewalk maintenance and construction
Seattle	“Bridging the Gap”, a local property tax levy approved in 2006 for transportation maintenance	“Bridging the Gap”, a local property tax levy approved in 2006 for transportation maintenance; Grants

ADA COMPLIANCE & LIABILITY

The Americans with Disabilities Act (ADA), signed in 1990, mandates that public entities establish and maintain a Transition Plan to achieve full accessibility. At minimum, the Transition Plan must include the following:

- A list of the physical barriers in a public entity’s facilities
- A detailed outline of the methods to be utilized to remove the barriers
- A schedule for taking the necessary steps to achieve compliance with Title II
- The name of the official responsible for the plan’s implementation

Each of the Peer Cities has adopted an ADA Transition Plan, although Charlotte’s current plan only includes site facilities and not right-of-way.

ADA COMPLIANCE & LIABILITY (CONT.)

Courts have established legal precedents for accessibility compliance. For example, the 1993 *Kinney v. Yerusalem* United States Court of Appeals case concluded that street alterations require the installation of curb ramps and that the public entity must retrofit curb ramp installations on a pre-determined schedule. The 2004 *Barden v. City of Sacramento* United States Court of Appeals case concluded that sidewalks are considered a “program or service” and as such, public entities must make them accessible. As a result of this case, the City of Sacramento was mandated, over the next 30 years, to spend 20% of their annual Transportation Fund towards right-of-way accessibility.

In July 2013, the Department of Justice (DOJ) and Department of Transportation (DOT) issued technical assistance, defining street resurfacing as an alteration requiring the installation of curb ramps.

Several Peer Cities reported minor lawsuits associated with ADA compliance. However, Nashville lost a class action lawsuit from 1998 regarding new construction and alterations in the right-of-way. Since 2000, Nashville has voluntarily operated under an agreement with the Department of Justice (DOJ) to provide self-reporting and submits annual audit reports to the DOJ to demonstrate compliance. To satisfy compliance, Nashville adopted the “20% Paving Rule for Work Completed in the Public Right of Way”, in which 20% of the paving costs for construction, maintenance, and repair projects within the right-of-way are allocated to sidewalk repairs and maintenance, in addition to the costs of replacement of pedestrian access routes impacted by the project.

PEDESTRIAN SAFETY INITIATIVES

All of the Peer Cities report pedestrian safety as a priority for their sidewalk program. Below are examples of the programs that the Peer Cities reported or that are described in their sidewalk master plan documents:

- All of the Peer Cities except for Charlotte have established a Pedestrian Advisory Council (PAC) or a Bicyclist and Pedestrian Advisory Council (BPAC). These councils advocate for pedestrian safety to their city governments.
- Several Peer Cities have implemented curb extension policies to reduce crosswalk distance length at intersections and prioritize new and gap sidewalk construction near schools.
- The Washington state legislature reduced speed limits to 20 miles per hour for shared use roads, to allow pedestrian, bicycle, and vehicle traffic to share the same road in certain locations.
- In 1997, Sweden’s parliament approved a road traffic safety project called Vision Zero, which aimed to achieve a transportation system with no fatalities or serious injuries. Austin and Seattle have each adopted Vision Zero initiatives.
- Seattle measures sidewalk performance based on twelve conditions with defined baselines and desired trends including pedestrian safety measures such as rate of crashes involving pedestrians; vehicle speeds along identified corridors; and school participation in pedestrian safety, education, and encouragement programs.
- San Antonio has begun to allocate \$1,000,000 annually to address pedestrian safety in school zones. This funding will be used to analyze crash history and to upgrade infrastructure such as crosswalks, signs, and flashing beacons.

Table 4-4 summarizes the findings presented in Section 4 for cross reference purposes.

Table 4-4: Summary of Findings

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
Sidewalk Inventory	<ul style="list-style-type: none"> • 2,539 miles of existing sidewalk (51%) • 2,270 miles of absent sidewalk (49%) • GIS database digitized from aerials and updated manually 	<ul style="list-style-type: none"> • 2,094 miles of existing sidewalk (50%) • 2,114 miles of absent sidewalk (50%) • GIS database digitized from aerials and updated manually 	<ul style="list-style-type: none"> • 4,400 miles of existing sidewalk (58%) • 3,200 miles of absent sidewalk (42%) • No GIS database; inventoried through asset management procedures 	<ul style="list-style-type: none"> • 1,845 miles of existing sidewalk (94%) • 108 miles of absent sidewalk (6%) • No GIS database; inventoried through inspections 	<ul style="list-style-type: none"> • 1,087 miles of existing sidewalk (23%) • 3,744 miles of absent sidewalk (77%) • GIS database digitized from aerials and updated manually 	<ul style="list-style-type: none"> • 4,769 miles of existing sidewalk (66%) • 2,484 miles of absent sidewalk (34%) • GIS database digitized from aerials and updated manually 	<ul style="list-style-type: none"> • 2,235 miles of existing sidewalk (71%) • 900 miles of absent sidewalk (29%) • GIS database digitized from aerials and updated manually
Sidewalk / Pedestrian Master Plan	<ul style="list-style-type: none"> • 2009 Sidewalk Master Plan • Updated every 5 years • Focused on assessment and prioritization of sidewalk infrastructure and ADA Title II Transition Plan update 	<ul style="list-style-type: none"> • 2011 Sidewalk Retrofit Policy • Updated every 5 years • Focused on alignment of public involvement procedures and establishment of petition based process 	<ul style="list-style-type: none"> • none adopted 	<ul style="list-style-type: none"> • 2009 Pedestrian Master Plan • Focused on condition assessment, policy assessment, improvements prioritization, design guide development, funding and implementation strategies 	<ul style="list-style-type: none"> • 2008 Strategic Plan for Sidewalks & Bikeways • Updated every 5 years • Comprehensive - includes pedestrian and bicycle network planning, injury reduction, design guidelines for new streets, prioritization methodology, cost estimating, public communication, and policy and funding recommendations 	<ul style="list-style-type: none"> • none adopted 	<ul style="list-style-type: none"> • 2009 Pedestrian Master Plan • Updated every 6 years • Focused on increasing pedestrian safety, increasing walkability equity, developing community and economic vibrancy, and promoting health awareness
Existing Sidewalk Maintenance	<ul style="list-style-type: none"> • Accepts maintenance responsibility • Does not accept responsibility for existing driveways, but often replaces driveways with existing sidewalk maintenance projects (up to 30% of construction costs) • \$250k budget for existing sidewalk maintenance for 2015 (\$1.86 million average budget for past five years) • No current conditions assessment tool • Segment-based conditions assessment tool under development • Prioritization is currently citizen request • Citywide prioritization tool under development • No policy incentives for maintenance by adjacent property owner 	<ul style="list-style-type: none"> • Accepts maintenance responsibility • Does not accept responsibility for existing driveways, but often replaces driveways with existing sidewalk maintenance projects • \$900k budget for existing sidewalk maintenance for 2015 (\$900k average budget for past five years) • No current conditions assessment tool • Prioritization is by citizen request 	<ul style="list-style-type: none"> • Does not accept maintenance responsibility • Condition assessment is based on inspection • Provides a no cost permit to property owners for maintenance • Provides the Privately Funded Sidewalk Program, in which maintenance is performed by city-hired crews and is paid by the adjacent property owner • Does not report a successful history of sidewalk maintenance by adjacent property owners 	<ul style="list-style-type: none"> • Does not accept maintenance responsibility; maintains sidewalks on a limited basis • Condition assessment is by individual inspection for each panel of sidewalk on average 13-year cycle • Prioritization is based on inspection • Property owner may elect to have maintenance charges assessed with property taxes with costs funded by City assessment bonds and recovered over 5 years (10 years for projects invoices over \$2,500) at simple interest rate equivalent to bond sale rate. Property owners may elect to have the City perform the maintenance at competitively bid prices, affording economy of scale. • Reports a successful program of maintenance by adjacent property owner 	<ul style="list-style-type: none"> • Accepts maintenance responsibility • \$8.5 million budget for existing sidewalk maintenance for 2015 (\$5.7 million average budget for past five years) • Condition assessment is by sidewalk evaluator utilizing a smart level and data collector • Prioritization is by decision matrix using Pedestrian Generator Index (PGI) • No policy incentives for maintenance by adjacent property owner 	<ul style="list-style-type: none"> • Does not accept maintenance responsibility, but does maintain some sidewalks on a limited basis • \$2.75 million budget for existing sidewalk maintenance for 2015, including one-time funding of \$500k from ATD • Segment-based conditions assessment tool under development • Prioritization is by citizen request, for ADA compliance • No policy incentives for maintenance by adjacent property owner • Does not report a successful history of sidewalk maintenance by adjacent property owners 	<ul style="list-style-type: none"> • Does not accept maintenance responsibility, except for sidewalks near key pedestrian attractors, such as schools and hospitals • \$2.0 million average budget for existing sidewalk maintenance budget for past five years • \$2.0 million budget for existing sidewalk maintenance for 2015 • No reported conditions assessment • Prioritization is by citizen request • No incentive policy, but will occasionally partner with property owners to repair poor condition sidewalks • Does not report a successful history of sidewalk maintenance by adjacent property owners

Table 4-4: Summary of Findings (cont.)

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
Absent Sidewalk Construction	<ul style="list-style-type: none"> • Average of 10.1 miles of new sidewalk constructed per year • \$8.6 million budgeted for new sidewalk construction in 2015 • Sidewalks constructed by property owner for new development • City constructs new sidewalks in areas with existing development • GIS prioritization tool using pedestrian attractor criteria developed by stakeholders 	<ul style="list-style-type: none"> • Average of 6.1 miles of new sidewalk constructed per year • \$7.5 million budgeted for new sidewalk construction in 2015 • Sidewalks constructed by property owner for new development • City constructs new sidewalks in areas with existing development • Neighborhood Petition Assessment program allows self-assessment; requires 51% of property owners to consent and 100% of property owners to pay (no applications to date) 	<ul style="list-style-type: none"> • Average of 11 miles of new sidewalk constructed per year • \$5.0 million budgeted for new sidewalk construction in 2015 • Sidewalks constructed by property owner for new development 	<ul style="list-style-type: none"> • Sidewalks constructed by property owner for new development • Does not construct new sidewalks • Sidewalk network is 94% complete 	<ul style="list-style-type: none"> • Average of 15 miles of new sidewalk constructed per year • \$8.5 million budgeted for new sidewalk construction in 2015 • Sidewalks constructed by property owner for new development, or in lieu of fee assessed by City • City constructs new sidewalks in areas with existing development • Decision matrix using Pedestrian Generator Index (PGI) 	<ul style="list-style-type: none"> • Average of 11.2 miles of new sidewalk constructed per year • \$7.9 million budgeted for new sidewalk construction in 2015 • Sidewalks constructed by property owner for new development • City constructs new sidewalks in areas with existing development • Weighted matrix with prioritization for gaps near schools and hospitals 	<ul style="list-style-type: none"> • Average of 0.75 miles of new sidewalk constructed per year • \$2.0 million budgeted for new sidewalk construction in 2015 • Sidewalks constructed by property owner for new development • City constructs new sidewalks in areas with existing development • Performance measurements prioritization
Budgets / Funding	<ul style="list-style-type: none"> • Existing sidewalk maintenance funded by city bonds (95%) and city Transportation User Fee (5%) • New sidewalk construction funded by city bonds (98%) and grants (2%) • Managed by Public Works 	<ul style="list-style-type: none"> • Existing sidewalk maintenance funded by allotment of gas tax revenue from North Carolina Department of Transportation (NCDOT), supplemented by city general funds • New sidewalk construction funded by city bonds • Managed by Transportation 	<ul style="list-style-type: none"> • No funding for existing sidewalk maintenance • New sidewalk construction funded by local property tax (95%) for city right-of-way and state funding (5%) for state right-of-way • Managed interdepartmentally 	<ul style="list-style-type: none"> • Existing sidewalk maintenance funded by city bonds • No funding for new sidewalk construction 	<ul style="list-style-type: none"> • Existing sidewalk maintenance funded primarily by city bonds • New sidewalk construction funded by city bonds and state or federal grants • Managed by Public Works 	<ul style="list-style-type: none"> • New sidewalk construction funded by Advanced Transportation District (ATD), a voter-approved ¼ cent sales tax increase, 25% of which is dedicated for sidewalk maintenance and construction • Existing sidewalk maintenance funded by Infrastructure Management Program (IMP) and Community Development Block Grants (CDBG) 	<ul style="list-style-type: none"> • Existing sidewalk maintenance funded by Bridging the Gap, a local property tax levy assigned to transportation projects • New sidewalk construction funded by grants and by Bridging the Gap, a local property tax levy assigned to transportation projects • Managed by Transportation
ADA Compliance and Liability	<ul style="list-style-type: none"> • ADA Transition Plan • \$100k annual Austin Energy sidewalk compliance program • CapMetro Sidewalk / Bus Stop Program coordination 	<ul style="list-style-type: none"> • ADA Transition Plan for site facility only, not for right-of-way 	<ul style="list-style-type: none"> • ADA Transition Plan 	<ul style="list-style-type: none"> • ADA Transition Plan 	<ul style="list-style-type: none"> • ADA Transition Plan • 1998 class action lawsuit regarding new construction and alterations in the right-of-way • Annual audits to DOJ since voluntarily self-reporting in 2000 • 20% Rule, requiring 20% of project paving costs to be allocated to pedestrian improvements 	<ul style="list-style-type: none"> • ADA Transition Plan 	<ul style="list-style-type: none"> • ADA Transition Plan
Pedestrian Safety Initiatives	<ul style="list-style-type: none"> • Vision Zero • Pedestrian Advisory Council • Pedestrian safety index included in GIS prioritization tool 		<ul style="list-style-type: none"> • Sidewalk Safety Program (SSP), in which the city prioritizes new sidewalk construction and performs maintenance on existing sidewalks in the vicinity of specific pedestrian attractors, such as schools and hospitals 	<ul style="list-style-type: none"> • Pedestrian Advisory Council (council appointed) 	<ul style="list-style-type: none"> • Pedestrian Advisory Council 	<ul style="list-style-type: none"> • Pedestrian Advisory Council • Pedestrian Safety Action Plan (Metropolitan Planning Organization) • Funding allocated for analysis and upgrades of pedestrian safety in school zone 	<ul style="list-style-type: none"> • Vision Zero • Washington state legislature reduced speed limits to 20 miles per hour for shared use roads • Pedestrian Advisory Council

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CITY OF AUSTIN

Sidewalks Peer Cities Report July 2015

Prepared by
MWM DesignGroup
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and Transportation Department



July 22, 2015

CITY OF AUSTIN

Sidewalks Peer Cities Report Appendix

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July 22, 2015

Appendix A

PEER CITIES SELECTION MATRIX

City	State	Rank	Proximity to Austin (miles)	Climate (Avg. temp. in Fahrenheit)	Terrain (Mountainous, Rolling Hills, Gentle Elevation Change)	Land Area (square miles)	Population (2013 estimate)	Density (2013 estimate)	Population Average Age (2013)	Estimated median household income (2012)	Population change since 2000
Austin	Texas	1	0	69.4	Eastern side-flat, western part-Rolling Hills	298	885,400	2,971	31.1	\$52,453	34.9%
San Antonio	Texas	2	80	68.7	Flat	461	1,409,019	3,056	32.7	\$45,524	23.1%
Fort Worth	Texas	3	190	65.25	Heavily forested east and rolling hills in the central part	340	792,727	2,332	31.4	\$50,750	48.3%
Dallas	Texas	4	196	64.3		341	1,257,676	3,688	31.8	\$41,354	5.8%
Charlotte	North Carolina	5	1166	59.8	Flat	297	792,862	2,670	33.4	\$50,950	46.6%
Houston	Texas	6	162	69.05	Flat	600	2,195,914	3,660	32.3	\$42,847	12.4%
Raleigh	North Carolina	7	1326	60.8	Gentle rolling hills	143	431,746	3,019	32.0	\$53,653	56.4%
San Marcos	Texas	8	32	68.45	Eastern- backlands prairie, western- rolling hills	30	54,076	1,789	23.1	\$24,891	55.7%
Nashville	Tennessee	9	753	59.25	Hilly	526	658,602	1,252	33.7	\$43,399	16.3%
New Orleans	Louisiana	10	508	69.7	Flat, 0.5m above sea level, coastal erosion and storm surge	169	378,715	2,241	34.9	\$34,361	-21.9%
San Diego	California	11	1300	63.65	deep canyons and hills	325	1,355,896	4,172	33.7	\$62,395	10.8%
Jacksonville	Florida	12	1031	67.9	Huge flat plateau with a high water table	747	842,583	1,128	35.4	\$42,800	14.5%
Portland	Oregon	13	2054	54.5	East- flat, west- hilly	133	609,456	4,582	36.0	\$52,158	15.2%
Georgetown	Texas	14	28	66.7	East- flat, west- hilly	48	54,898	1,144	44.0	\$62,863	93.7%
Seattle	Washington	15	2128	51.95	Hilly(located on seven hills)	84	652,405	7,767	36.1	\$64,473	15.8%
Minneapolis	Minnesota	16	1173	46.15	Flat	54	400,700	7,420	31.7	\$47,604	4.6%
Boulder	Colorado	17	945	51.55	Mountainous, Situated on a wide basin beneath Flagstaff mountain	25	103,166	4,127	28.4	\$56,274	9.0%
Baltimore #10	Maryland	18	1561	58.45	Gentle elevation change- sea level to 480ft	81	622104	7,686	34.4	\$39,241	-4.5%
Philadelphia #4	Pennsylvania	19	1659	55.85	flatter east graduates to rolling hills in the west	134	1,553,165	11,591	33.5	\$35,386	2.3%
Oakland #9	California	20	1747	59.2	two-thirds of Oakland lies in the flat plain of the East Bay, with one-third rising into the foothills and hills of the East Bay range	56	406,253	7,282	36.2	\$48,196	1.7%
Chicago #6	Illinois	21	1163	51.3	Naturally flat, gentle elevation change	228	2,718,782	11,924	33.1	\$45,214	-6.1%
Washington #7	D.C.	22	1524	55.7	Gentle elevation change- sea level to 410 ft	61	646,449	10,589	33.9	\$66,583	13.0%
Miami #5	Florida	23	1348	77	Broad plain- average 6ft above sea level	36	417,650	11,643	39.2	\$28,301	15.2%
New York City #1	New York	24	1743	55.15	Relatively even, west side of Manhattan slightly hilly	303	8,405,837	27,775	35.5	\$50,895	5.0%
San Francisco #2	California	25	1758	57.3	Hilly- more than 50 hills within city limits	47	837,442	17,867	38.5	\$73,012	7.8%
Boston #3	Massachusetts	26	1964	51.4	Gently rolling- sea level to 330ft	48	645,966	13,380	30.9	\$51,642	9.6%

City	Imagine Austin Peer City	Walk Score	Top 10 Walkable Cities in 2014, per Walk Score	Walk-Friendly Community Statu	Sidewalk Plan? (Y-N)	Mass Transit System? (Y/N)	Air Quality (High Ozone Days - Grade: A, B, C, D, F)	Air Quality (Particle Pollution Annual Pass/Fail)	Culture / Reputation (subjective)	Number of Universities and Community Colleges	Score
Austin	Y	35.4		Bronze	Y	Y	D	Pass	A balance between nature, education, the arts, and commerce, "Keep Austin weird", "Live music capital of the world", "SXSW-entrepreneurial attitude, low crime rate	12	18.20
San Antonio	Y	33.7			N	Y	F	Pass	Combination of traditional and cosmopolitan- colonial Spain, native Americans, old México, Germans, will west and deep south-historical importance	14	15.40
Fort Worth	Y	31.6			N(ongoing)	N	F	Pass	Cultural capital of the southwest-old west beautifully preserved, city of cowboys and culture	6	14.90
Dallas	Y	43.6			N	Y	F	Pass	Embracing the sport and cowboy stereotype	14	12.70
Charlotte	Y	24.4		Bronze	Y	Y	F	Pass	Queen city, comfortable midsize mix of southern culture and growing business Mecca, major distribution center of the southeast	14	12.37
Houston	Y	44.2			N	Y	F	Fail	Multicultural city, thriving international community, space city(NASA)	18	12.10
Raleigh	Y	28.8			N	N	F	Pass	Smithsonian of the South, part of the Research triangle, an education, government, and research and development center.	8	11.46
San Marcos	N	40			N(goal)	N(CARTS)	INC	DNC	Growing Hispanic population, small but influential African-American population, TSU makes it vibrant and youthful	1	11.10
Nashville	N	26			Y	Y	F	Pass		7	11.00
New Orleans	N	56		Bronze	Y	N (trolley/cable car)	B	DNC	international seaport, a "Caribbean city", French and Spanish influence	10	10.48
San Diego	Y	48.5		Gold	N	Y	F	Fail	"the birthplace of California", major naval base and important natural harbour, large military presence, heavy Spanish American and Mexican influence, many family tourist attractions	20	10.31
Jacksonville	Y	25.5			Y	N	B	Pass	a cosmopolitan riverside city, many historical sites, "one of the best places to retire", good for quality of life and doing business	15	9.55
Portland	Y	62.8			Y	Y	A/B	Pass	"the city of roses" Greenest city in America, Outdoor friendly culture, casual and laid back, healthy environment	19	9.50
Georgetown	N	19			N(ongoing)	N(CARTS)	DNC/INC	DNC	Smooth blend of old Texas and modern sophistication, annual fairs and festivals	1	8.50
Seattle	Y	70.8	8		Y	Y	C	Pass	"the emerald city", robust economy, tech savvy, politically minded, highly educated, science and health focused	15	8.30
Minneapolis	Y	65.4		Platinum	Y	Y	DNC/INC	Pass	progressive, one of the largest concentration of technology firms in the nation, affordable	25	7.05
Boulder	N	56		Gold	Y	N	D	INC	"Athens of the west"- education and arts(eight highest concentration of artists in US), legal availability of marijuana	2	6.79
Baltimore #10	N	66.2	10		Y	Y	F	Pass	predominantly working class town with affluent suburbs	14	6.26
Philadelphia #4	N	76.5	4	Silver	Y	Y	F	Fail	big city with small town atmosphere, historically and culturally rich	20	6.00
Oakland #9	N	68.5	9		Y	Y	D	Pass	known for its rap and hip hop culture, largely a blue collar city, great manufacturing center	11	5.92
Chicago #6	N	74.8	6	Gold	Y	Y	F	Fail	world financial center, the seat of Illinois's Cook County, lively political life, a city of great architectural significance, ethnic diversity, and cultural wealth	44	5.84
Washington #7	N	74.1	7	Gold	Y	Y	F	Pass	Both Northern and Southern cultures, transient crowd, touristy, historic and educational	14	5.53
Miami #5	N	75.6	5		Y	Y	B	Pass	haven for tourists and retirees, major transportation hub, cosmopolitan, center of international finance and commerce	16	5.45
New York City #1	N	87.6	1		Y	Y	F	Pass	"big apple" "the city that never sleeps"- business and cultural capital of America, unrivaled ethnic diversity, major financial and economic center. No longer manufacturing goods but fast moving to a service economy due to tourism.	31	5.15
San Francisco #2	N	83.9	2	Gold	Y	Y	A	Pass	diverse culture, deep roots for the LGTB community, counter culture, silicon valley- entrepreneurial	10	3.68
Boston #3	N	79.5	3		Y	Y	C	Pass	predominant Irish catholic culture, good place to conduct business, various tourist attractions, large and vibrant student population, live music	19	3.30

Appendix B

QUESTIONNAIRE & INTERVIEW PROCESS

City of Austin Sidewalk Peer Cities Report

Appendix B – Questionnaire and Interview Process

Questionnaires and interviews were used to collect data from the Peer Cities. The questionnaires were provided to each Peer City after their agreement to participate in the project. The questionnaires allowed each Peer City the ability to review the data requests, circulate the questionnaire to key staff within City departments, and to perform necessary research. Interviews were conducted with each Peer City after their completed questionnaire was returned. The interviews allowed opportunity to clarify the Peer City responses and to ask additional questions.

The questions were organized into the following eight categories:

- Sidewalk Inventory and Planning
- Sidewalk Maintenance
- New Sidewalks
- ADA Compliance and Liability
- Sidewalk Construction
- Coordination with other Departments/Ordinances
- Walkability, Pedestrian Safety awareness, outreach and advocacy
- Additional information/discussion/lessons learned

The questionnaire was tested by City of Austin staff prior to distribution. The final questionnaire was a 10-page document with fields for data population. A sample of the questionnaire is included in Appendix C.

Once the questionnaires were distributed, completed, and returned from each Peer City, the response data was exported into a Microsoft Excel spreadsheet. The completed questionnaires and the tabulated data are included in Appendix D.

An interview was scheduled with key staff from each Peer City who coordinated the completion of the questionnaire. The interviews were conducted via a conference call with MWM and City of Austin staff present and were recorded with the participants' consent.

Appendix C

SAMPLE QUESTIONNAIRE



City of Austin Citywide Sidewalk Master Plan Update

Peer City Interview Questionnaire

City of **Austin, TX** _____

1. Sidewalk Inventory and Planning

1.1. Miles of existing sidewalk: _____

1.1.1. Inventory method: _____

1.2. Miles of absent sidewalk: _____

1.2.1. Inventory method: _____

1.3. Does your city have a Sidewalk Master Plan, Asset Management Plan or similar document? YES NO

1.3.1. Date of plan: _____

1.3.2. Update/revision frequency: _____

1.3.3. Performance measures for addressing walkability? YES NO

1.3.3.1. Describe: _____

1.3.4. Website link to copy of the most recent plan:

1.3.4.1. Parts of the plan that have been particularly effective or noteworthy: _____

1.4. Value assigned to the sidewalk network? YES NO

1.4.1. Basis of value (examples: intensity of pedestrian activity, connectivity, property values or family incomes, etc): _____

1.4.2. Value in 2015: _____



1.5. Amount spending in lawsuit settlements as a result of injuries caused by deteriorated sidewalk infrastructure: _____

2. Sidewalk Maintenance:

2.1. Maintenance responsibility for sidewalks: City Property Owner

2.1.1. If City, department responsible: _____

2.2. Sidewalk maintenance Budget? YES NO

2.2.1. Budget for sidewalk maintenance in 2015: _____

2.2.1.1. Number of miles to be maintained: _____

2.2.2. Budget for last 5 years: _____

2.2.2.1. Number of miles maintained: _____

2.2.3. Source(s) of funding and percentages:

2.2.4. How are sidewalk maintenance areas selected and/or prioritized?

2.2.5. Incentives or any other cost sharing alternatives offered for property owners to maintain sidewalks? For example: cost sharing programs, low interest loans or equity based assistance programs? YES NO

2.2.5.1. Short program summary and describe the benefits and challenges of these initiatives.

2.3. Condition assessment of the sidewalk network? YES NO

2.3.1. Update frequency: _____

2.3.2. Condition assessment used to prioritize repairs? YES NO



2.3.2.1. Describe process:

2.3.3. Based on a block face analysis Broken into smaller segments

2.3.4. Items in condition assessment and how quantified:

2.3.5. Does condition assessment estimate cost of repair? YES NO

2.3.5.1. How well does the estimate capture the actual costs?

Good Fair Poor

2.3.6. How is the condition assessment performed? (e.g. evaluator with paper or mobile device and smart level) _____

2.3.6.1. Innovative, novel techniques and/or equipment used:

2.4. Particularly effective or innovative programs related to sidewalk maintenance:

2.5. Website links, reports or other data that might be helpful in understanding how your City addresses existing sidewalk maintenance:

3. New Sidewalks:

3.1. Does your city inventory "missing" sidewalks (e.g. discontinuities in the existing sidewalk network)? YES NO

3.1.1. Are "missing" sidewalks prioritized? YES NO

3.1.1.1. Describe:

3.2. Does your city construct new sidewalks? YES NO

3.2.1. Department responsible: _____

3.2.2. Budget for new sidewalks in 2015: _____

3.2.2.1. Number of miles to be installed: _____

3.2.3. New sidewalk data for the last 5 years:

YEAR	BUDGET	MILES OF NEW SIDEWALK
2014		
2013		
2012		
2011		
2010		

3.2.4. Source(s) of funding and percentages:

FUNDING SOURCE	PERCENTAGE OF BUDGET

3.2.5. How are new sidewalk projects selected and/or prioritized?

3.2.6. Sidewalks required with all new development? YES NO

3.2.6.1. Describe exceptions:

3.2.7. Offer an incentive or any other cost sharing alternatives for property owners to install new sidewalks in already developed areas? YES NO

3.2.7.1. Describe:

4. ADA Compliance and Liability

4.1. Does your city have an ADA Transition Plan to comply with the Americans with Disabilities Act? YES NO

4.1.1. Short description of how the plan is implemented

4.1.2. ADA improvement funding sources beyond those previously described for maintenance and new sidewalks? YES NO

4.1.2.1. Describe:

4.1.3. Unique funding mechanisms or other innovative practices that facilitate a more efficient/faster implementation?



4.2. Does your city address the ADA requirement for business owners to upgrade and restore their driveways so that ADA sidewalk accessibility is continuous and safe?

YES NO

4.2.1. Describe:

5. Sidewalk Construction

5.1. Average cost data (\$ per square foot) for:

5.1.1. New sidewalks: \$ _____

5.1.2. Sidewalk repair (remove and replace): \$ _____

5.2. Percent of sidewalk construction performed by City crews: 0%

5.3. Percent of sidewalk construction performed by contractor: 0%

5.3.1. How is this determination made:

5.4. Unique sidewalk design and construction procurement methods? For example: Design, bid, build, versus field engineering and pre-negotiated bid tabulations with contractors?

5.5. Describe any other innovative or cost effective construction programs or methodologies

6. Coordination with other Departments/Ordinances

6.1. Unique partnerships with other departments or agencies that assist in effort to construct or maintain sidewalks?

6.2. Local mass transit authority funds the design and construction of sidewalks to their bus stops or rail stations? YES NO

6.3. Sidewalk REPLACEMENT coordinated with other infrastructure improvements (water, sewer etc.)? YES NO

6.3.1. Describe:

6.4. New Sidewalk CONSTRUCTION coordinated with other infrastructure improvements (water, sewer etc.)? YES NO

6.4.1. Describe:

6.4.1.1. Details and/or specific examples that demonstrate best practices and lessons learned related to sidewalk construction and/or maintenance around **trees**.

6.4.2. Describe any utility specific funding mechanisms or compliance programs to address ADA compliance in **existing sidewalks** due to power poles, guy-wires, etc.?

6.4.3. Describe any utility specific funding mechanisms or compliance programs to address obstructions due to power poles, guy-wires, etc. for **new sidewalks**?

7. Walkability, Pedestrian Safety awareness, outreach and advocacy

7.1. Is walkability specifically addressed by your city (infrastructure, safety enhancements, programs or planning to address walkability)? YES NO

7.1.1. Describe:

7.2. Number of full time (non-construction) staff positions dedicated to an active transportation / sidewalk Infrastructure program? _____

7.2.1. Please specify roles/positions (i.e. planners, technicians, engineers):

STAFF POSITION	NUMBER OF FULL TIME STAFF

7.3. List any programs that your city has implemented, or plans to implement, in an effort to promote walking as an alternative to vehicular transportation?



7.3.1. How do you measure the success of such program(s)? Any lessons learned?

7.3.2. Which of the marketing tools utilized to educate and promote pedestrian safety and walkability was most successful?

7.3.2.1. How was the success measured?

7.4. Does your city have a Pedestrian Advisory Council or community-based initiative advocating on behalf of pedestrian safety and promoting walkability in your city?
YES NO

8. Please attach or describe in the space below additional information such as lessons learned, cautionary tales, and best practices that have proven to be effective tools for managing your city's sidewalk infrastructure.

Person responsible for questionnaire responses:

Telephone:

Signature:

E-mail:



Team Contact Information:

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Current City of Austin Sidewalk Master Plan:

http://www.austintexas.gov/sites/default/files/files/Public_Works/Sidewalk_Master_Plan.pdf

Appendix D

QUESTIONNAIRE DATA TABLE

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
1.1 Miles of Existing Sidewalk	2359	2094	4400	1845	1087	4761	2000
1.1.1. Inventory Method	digitization from aerials plus manual updates	GIS / Aerial review (field verification where needed)	Asset Management	city ordinance	Data Collector	Sidewalk GIS dataset	Manual; physical observation
1.2. Miles of Absent Sidewalk	2270	2114	3200	108		2484	500
1.2.1. Inventory Method	digitization from aerials plus manual updates	GIS (not an 'inventory' of missing sidewalk, but needs and requests are tracked via GIS)	Asset Management	Access Minneapolis		Sidewalk GIS dataset	Manual; physical observation
1.3. Sidewalk master plan, Asset management plan or similar document?	Yes	Yes	No	Yes	Yes	No	Yes
1.3.1. Date of Plan	March 5th 2009	2011	N/A	October 16th 2009	2003, Updated 2008	N/A	2009
1.3.2. Update/ Revision Frequency	5+ years	5 years (TAP - see below)	N/A		5 years +/-	N/A	2015
1.3.3. Performance measures for addressing walkability?	No	Yes	Yes	Yes	No	No	Yes
1.3.3.1. Performance Measures of Walkability		The City's Transportation Action Plan (TAP) sets a target of 10 miles of new sidewalk construction per year. This is not a sidewalk-specific plan, though there is a pedestrian element within it. An upcoming initiative called Charlotte WALKS will address pedestrian issues (see 7.3). While we don't have a sidewalk master plan, we have a process through which we are able to program and construct sidewalk projects each year. This process is guided by the Sidewalk Retrofit Policy.	Specific requests are made through Safe Sidewalk Program (SSP), with timeliness and backlog routinely measured. Requests are evaluated based on City criteria.		See Chapter 1: Introduction & Planning Process, Page 1.2 of the Nashville-Davidson County Strategic Plan for Sidewalks and Bikeways, Amended July 2008	N/A	Safety Performance Measures · Rate of crashes involving pedestrians · Vehicle speeds along identified corridors · School participation in pedestrian safety, education, and encouragement programs · Driver and pedestrian behaviors and awareness of pedestrian laws Equity Performance Measures · City investments toward Top Tier projects in High Priority Areas · Public communication about pedestrian issues · Transit ridership · Mode share (more people walking) Vibrancy Performance Measures · Streetscape vibrancy · Pedestrian activity Health Performance Measures · Self-reported physical activity · Children walking or biking to or from school
1.3.4. Website Link	http://www.austintexas.gov/sites/default/files/files/Public_Works/Sidewalk_Master_Plan.pdf	http://charmeck.org/city/charlotte/Transportation/PlansProjects/Pages/Transportation%20Action%20Plan.aspx	Website link exists for sidewalk requests, http://www.publicworks.houstontx.gov/notices/safe_sidewalk_program.html	http://www.minneapolismn.gov/publicworks/transplan/	http://mpw.nashville.gov/IMS/Sidewalks/StrategicPlan_July2008.pdf	N/A	http://www.seattle.gov/transportation/pedestrian_masterplan/default.htm

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
1.3.4.1. Parts of Plan Noteworthy	Absent sidewalk prioritization mapping based on stakeholder driven GIS analysis Funding targets for ADA Transition Plan	The TAP is Charlotte's first comprehensive transportation plan. It sets transportation goals and helped to define the City's complete streets approach to the transportation system.	Request website and general guidelines		The development of the Pedestrian Generator Index (PGI) as a tool to predict existing or potential pedestrian activity to be used as part of the criteria for selecting sidewalk projects. Both new and sidewalk repairs are selected by utilizing a decision matrix, i.e., sidewalk repairs considerations include condition, PGI, and coordination with other projects while new sidewalk considerations include PGI, Gap vs. Extension with preference going to gap sidewalks and coordination with other projects.	N/A	Prioritization for construction of new sidewalks and crossing improvement locations
1.4. Value assigned to the sidewalk network?	No	No	Yes	Yes	Yes	No	Yes
1.4.1. Values or Family Incomes			Pedestrian Mobility is valued		Condition, pedestrian activity, connectivity	N/A	replacement value
1.4.2. Value in 2015			Context Sensitive Design for Improved Pedestrian Access			N/A	\$1.5 billion
1.5. Sidewalk Lawsuits		\$15,761 in the last 5 years	None	on going		Minimal	Rebecca Boatright in Law Department may know
2.1. Maintenance responsibility- City?	Yes	Yes	Yes	No	Yes	No	Yes
2.1. Maintenance responsibility- Property Owner?	No	No	Yes	Yes	No	Yes	Yes
2.1.1. If Maintained by City, Department Responsible	Public Works	Charlotte Department of Transportation	Shared Responsibility per City Ordinance		Public Works Department		Transportation
2.2. Sidewalk maintenance budget?	Yes	Yes	Yes	No	Yes	Yes	Yes
2.2.1. Budget for Sidewalk Maintenance in 2015	250k	\$800,000-\$1,000,000 is spent per year on repairs, but is not a specific budget item	SSP budget is \$5.0M /Yr.		Over 50% of sidewalk capital funds are applied to correcting existing sidewalk problems and maintenance. 2015 Budget: \$17M	\$500,000 (one time funding)	\$2 million
2.2.1.1. Number of miles to be maintained	0.5	Approximately 10 miles	11 miles for SSP, 50 miles Citywide	sidewalks are inspected on a 13 year cycle.	Varies according to approved capital spending plan	< 1 mile	
2.2.2. Budget for Last 5 years	\$9.3M	We don't use a predetermined schedule or budget for maintenance	Approx. \$25.0M for SSP		Between FY10 and FY15, \$57.2M has been allocated for sidewalk. This number includes new and repair projects, ramps and other pedestrian improvements in the R.O.W.	none	\$10 million
2.2.2.1. Number of miles maintained	18.9		Approx. 55 miles for SSP			0	
2.2.3. Sources of Funding	Bonds 95%, Transportation User Fee 5%	State gas tax revenue (98%) City General Fund (2%)	Metro (95%); State (5%) for SSP	property assessments		Advanced Transportation District (ATD). ATD is explained further on pg 4	Bridging the Gap local transportation levy

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
2.2.4. Maintenance Area Selection	citizen requests through 311 system, citywide prioritization and assessment program currently under development	Sidewalk maintenance is request driven by residents or other city departments. Prioritization is based on hazard or likelihood of additional damage occurring.	Safe Sidewalk Program is strictly request-based. Prioritized as PAR, School, MT requests.	thru an on going 13 year inspection cycle	See 1.3.4.1	Hazard Mitigation - Reported or observed	Contact Sidewalk Repair jamey.vanater@seattle.gov206-233-2768
2.2.5. Incentives to maintain sidewalks?	No	No	Yes	Yes	No	No	Yes
2.2.5.1. Program Summary			The City does offer a no cost permit to property owners on sidewalk reconstruction. Additionally, we offer a Privately Funded Sidewalk Program to assist owners who would like for the City to oversee sidewalk repair, replace, or installation.	use of City Bonds to pay for the work and assessed against the property owners		none	We sometimes partner with property owners when there is a joint responsibility for sidewalks that are in poor condition.
2.3. Condition assessment of sidewalk?	Yes	No	Yes	Yes	Yes	No	Yes
2.3.1. Update Frequency	5 + years		SSP by request, and thru CIP	13 years, with 1/13 done annually	2003, 2013	N/A	5 years
2.3.2. Condition assessment to prioritize repairs?	No	No	Yes	Yes	Yes	No	Yes
2.3.2.1. Describe Process	Old system assessed individual sidewalk faults, new system under development will be segment based. First condition assessment was performed in 2008 on 12.5% of the City's sidewalk network, which was extrapolated to the entire network to determine the approximate cost to repair existing sidewalk. First system assessed individual sidewalk faults; revised system under development tracks most severe value of each type of noncompliance or damage (e.g. fault, cross-slope, cracks, etc.) for each GIS segment (typically bounded by the interface between the sidewalk and driveways).		Constructability evaluation under limited city guidelines for SSP.	eyes on individual inspection for each panel of sidewalk	Sidewalk was given a general assessment by block by a sidewalk evaluator utilizing a smart level and data collector. Sidewalk was assessed and categorized as good, fair or poor based on number and type of sidewalk deficiencies.	- The City of San Antonio does not have a comprehensive condition assessment of the sidewalk network. The Disability Access Office (DAO) completes condition assessments on an as needed/as requested basis. These condition assessments are then used to prior	Contact Sidewalk Repair jamey.vanater@seattle.gov206-233-2768
2.3.3. Sidewalk Condition Assessment- based on Block Face Analysis?	No	No	Yes	No	Yes	Yes	No
2.3.3. Sidewalk Condition Assessment- broken into smaller segments?	Yes	No	Yes	No	No	No	No

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
2.3.4. Items in assessment	Primarily ADA-noncompliance and other general information / Sidewalk Surface Material - Concrete, etc. / Width / Cause of damage - If apparent: Water Utility, Other Utility, Tree Roots, Unstable Soil / Percentage of segment with some noncompliant or damage condition - 0-25%, 25-50%, etc. / Noncompliant conditions - range of values (e.g. cross-slope = 0-2%, 3-5%, 6-8%, etc.) / \Cross-slope, Grade, Faults, Cracking, Obstructions, Passing Interval, Openings		SSP: Requests made under School must be within four blocks of a School. Requests made under PAR must originate from Persons with Disability seeking safe route to Bus Stop, Clinic, Pharmacy, etc. Requests made under Major Thorough must qualify under City approved MT routes. All requests are coordinated with Council District, and evaluated for constructibility.	normally looking for slips and trips which exceed 1/2 inch in vertical or cracks in panels about the same in width.	Vertical & horizontal cracks (number / length), spalls (number / length), obstructions (number), vertical faults (number)	For the FY 2016 SMP assessments, staff is assessing sidewalks, driveways, inlets, and curbs. Staff uses certain thresholds (e.g. curb gaps > 6" means a repair is needed) to qualify items as a repair or hazard. Guide for classification is attached.	
2.3.5. Assessment estimate of repair?	No	No	Yes	Yes	No	Yes	No
2.3.5.1 Estimate capture of actual cost [Good, Fair, Poor]	N/A	N/A	Good	Good	N/A	Good	N/A
2.3.6. Condition Assessment Performed by	previous condition assessment GIS point based for each fault, new system includes: Field Evaluation with tablet and smart level see answer to question 2.3.6.1.		Personnel use all applicable tools for evaluation.	hand level, hand measure and hand calculator based on bid prices	evaluator with mobile device and smart level	On Site / Google Street View	
2.3.6.1 Innovative techniques	mobile data collection using a tablet and ESRI Collector App. Use existing GIS features. Domain values are predefined for easy selection in the field. App includes ability to attach photos, as needed.		Smart Level, Digital Measuring Wheel, Survey Assessment Technique, Arborist's assessment.			FY 2016 SMP: Staff is utilizing ipads for data collection	
2.4. Innovative programs	Annual lifting and grinding contracts have been recently implemented and seem to provide cost effective interim improvements. Program has not been in place long enough for full evaluation		In-house design (Work Order method)		Nashville requires all departments allocate 20% of paving costs related to their respective projects toward sidewalk maintenance within the project area. This includes paving projects, water/sewer projects, stormwater projects, parks projects, etc.	- Safe Access to Schools: Select sidewalk gaps that are within 1/4 mile of a school to fill.- Sidewalk Gap Project Selection Criteria: A large weight is given to sidewalk gaps near schools and hospitals to prioritize potential projects.	
2.5. Website links		http://charmck.org/city/charlotte/Transportation/streetsidewalkmaintenance/Pages/Home.aspx	http://documents.publicworks.houstontx.gov/latest/safe-sidewalk-program-ssp.htm http://www.publicworks.houstontx.gov/notices/private_funded_sidewalk_program.html			none	http://www.seattle.gov/transportation/sidewalkrepair.htm
3.1. Inventory of missing sidewalks?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3.1.1. Are missing sidewalks prioritized?	Yes	Yes	Yes	No	Yes	Yes	Yes
3.1.1.1 are missing sidewalk priority	GIS prioritization based on objective criteria developed by stakeholders	Sidewalk deficiencies are prioritized based on the Sidewalk Retrofit Policy, adopted by City Council in 2011. All thoroughfares are on a prioritized list, while non-thoroughfares are added based on a request process.	Priority is given in SSP to areas where no sidewalk exists. This includes areas with missing sidewalks. Not all areas desire sidewalks, therefore a context sensitive approach is used when designing capital projects.	no funding mechanism for these missing sections and unwillingness to have adjacent properties pay for this work which can quickly exceed \$10-3-25,000 dollars	Gap sidewalks are given priority over sidewalk network extensions when all other considerations are equal.	see attached matrix	Each sidewalk segment whether missing or not is prioritized in the Pedestrian Master Plan

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
3.2. Construction of new sidewalks- Yes	Yes	Yes	Yes	No	Yes	Yes	Yes
3.2.1. Department responsible	Public Works	Charlotte DOT	PWE in Rights of Way, Property Owner for site development		Public Works	Transportation and Capital Improvements (TCI)	Transportation
3.2.2. Budget for new sidewalks in 2015	\$8.6M	\$7.5m	Not specified			\$8.5M	\$2 million
3.2.2.1. Number of miles to be installed	12.5	7	50			17.48	3/4 mile
3.2.3. BUDGET 2010	5.0 M	\$7.5 m				4500000	
3.2.3. BUDGET 2011	6.8 M	\$7.5 m				4000000	
3.2.3. BUDGET 2012	7.0 M	\$7.5 m				5900000	
3.2.3. BUDGET 2013	7.4 M	-				6000000	
3.2.3. BUDGET 2014	6.8 M	-				8500000	
3.2.3 MILES OF NEW SIDEWALK 2010	6.71	6.8				6.92	
3.2.3 MILES OF NEW SIDEWALK 2011	8.5	5.3				8.95	
3.2.3 MILES OF NEW SIDEWALK 2012	12.2	3.6				10.99	
3.2.3 MILES OF NEW SIDEWALK 2013	12.6	7.3				13	
3.2.3. MILES OF NEW SIDEWALK 2014	10.3	7.5	50			16.32	
3.2.4. PRIMARY FUNDING SOURCE AND %	Bond 98%	2008 Bonds	Local			ATD 100%	Bridging the Gap levy 70%
3.2.4. SECONDARY FUNDING SOURCE AND %	Grants 2%	2010 Bonds	State				Grants 30%
3.2.4. TIRTIARY FUNDING SOURCE AND %		2014 Bonds					
3.2.5. How are missing sidewalks prioritized	Adopted Sidewalk Master Plan and subsequent engineering/constructability review	The prioritization process is based on specific criteria including various land uses, transit, safety, traffic, and other roadway conditions. I'll include a copy of the Sidewalk Retrofit Policy in my email response.	1. Through requests under Safe Sidewalk Program (PAR, Elem, Middle, High Schools, Major Thoroughfare).2. As part of CIP projects.3. By Property Owners	New sidewalks are often installed by private developers or a part of a larger street improvement plan.	See 1.4.3.1.	Advanced Transportation District (ATD). In 2004 voters approved a 1/4 center sales tax increase. This 1/4 cent, which is collected by VIA, is divided between VIA (50%), TxDOT (25%) and the City (25%). The purpose of this tax is to complete "advanced transportation" and "mobility enhancement" projects. Of these funds, approximately \$8.5M/year is used to fund sidewalk projects. The \$8.5M is used to fill sidewalk gaps.	Pedestrian Master Plan
3.2.6. Sidewalks with new development?	Yes	Yes	Yes	No	Yes	Yes	No

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
3.2.6.1. Describe Exceptions when sidewalks are required with all new development	Fee in lieu required for exceptions	Some by-right development is not required to build sidewalk. Additionally, if a parcel is part of a phased development and subdivided in 50% increments it is possible to get around the sidewalk requirement.	Based on Context	new sidewalks are required in the public right of way, in general most development is in established areas with existing sidewalk.	New developments can apply to pay an "in lieu" fee when installation of sidewalk is not feasible. The "in lieu" of fee is then applied to new sidewalk within the "Pedestrian Benefit Zone" that the development is being constructed.	undeveloped lots requiring a building permit drainage system interference density less than 1 residential unit per acre when public construction will required sidewalk replacement within 3 years	Most are required but small projects, for example construction of one single family residence is exempt
3.2.7. Incentive to install sidewalks in developed areas?	Yes	No	No	No	No	No	No
3.2.7.1. Incentive programs	City has recently implemented a Neighborhood Partnering Program that provides matching grants for sidewalks (or other neighborhood improvement projects). The neighborhood cost share is typically around 60% but can be met through sweat equity projects.					N/A	
4.1. ADA Tranistion plan?	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4.1.1. ADA Plan Implementation	Plan is implemented by the Sidewalk and Special Projects Division of the Public Works Department Program. New sidewalks and ADA compliance retrofit projects are based on Sidewalk Master Plan prioritization augmented by 311 and other information	We have an ADA Transition Plan, however we are in the process of updating it. The existing plan does not include any public right-of-way improvements, and we are in the process of determining how to best accomplish this task.	All new sidewalk projects over \$50,000.0 are registered reviewed and inspected by TDLR/ADA.	16,000 ped ramps have been inspected, cataloged and are prioritized for replacement. we do approximately 200 per year based on current funding	All new curb ramps and sidewalks are constructed to the current ADA regulations. Annual audit reports are submitted to the DOJ to demonstrate compliance.	Through the Infrastructure Management Program (IMP). The Infrastructure Management Program (IMP) is a five-year rolling program which focuses on the maintenance of San Antonio's Infrastructure. Service needs are identified city wide and are scheduled for street maintenance, alley maintenance, drainage maintenance, sidewalks, traffic signals, pavement markings and Advanced Transportation District (ATD) related projects. The IMP provides the City of San Antonio a structured program schedule, potential for additional multiple year contract awards and improved utility coordination. During the budget process for each City fiscal year, the IMP is presented to City Council for approval. Amendments may occur throughout the year due to coordination with utilities or unforeseen conditions, such as inclement weather. The goal of the IMP is to provide the best possible maintenance for the City of San Antonio.	Capital Projects: Capital projects that meet the definition of "alteration" must include curb ramps as a routine part of the project.2. Annual Programs: Improvements made through annual programs that meet the definition of "alteration" must include the installation of curb ramps.3. Transit Improvements: Improvements made for transit that meet the definition of "alteration" must include the installation of curb ramps.4. Public and Private Utility Work: Improvements made through public and private utility work that meets the definition of "alteration" must include the installation of curb ramps.5. Private Development: Improvements made by the private sector that meet the definition of "alteration" must include the installation of curb ramps.
4.1.2. ADA funding > maintenance and new sidewalks?	No	No	No	No	No	No	No
4.1.2.1. Description of ADA funding			N/A			N/A	

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
4.1.3. Unique ADA funding	IDIQ construction methodology	Charlotte addresses issues with capital projects and via land development projects. Complaints are addressed through the maintenance program for now.	Privately Funded Sidewalk Program		See 2.4.	For projects that need to be done immediately but are not on the IMP, funding can be secured through the Neighborhood Mobility Program (NAMP). This program is a \$200,000 yearly allocation to each city council district for projects (examples include sidewalks, APS, etc).	
4.2. Requirement for ADA upgrades?	No	Yes	Yes	No	No	Yes	No
4.2.1. Describe business requirement for ADA upgrades		Yes, in certain circumstances. Typically we are able to require improvements as part of land development projects (both new construction and sometimes upgrades to existing buildings), and in some cases based on complaints. Driveways are sometimes upgraded as part of sidewalk maintenance work.	All new sidewalk construction is required to fulfill TDLR/ADA requirements.	generally no but on large developments, yes.		When they are doing building upgrades or additions	
5.1.1. Average cost (\$ per sqft) New sidewalks	14 (construct)	2.6	16	3.5	50 to \$100	60	\$400,000 per block
5.1.2. Sidewalk repair remove and replace	11 (construct)		16	4.5	20	85	
5.2. Percent of sidewalk construction performed by City crews	25%			5%	1%		20%
5.3. Percent of sidewalk construction performed by contractor	75%	100%	100%	95%	99%	100%	80%
5.3.1. How is determination made	Funding availability and contract scope; city crews focus on repair and minimally constrained new sidewalk construction. Complex projects that may involve multiple subcontractors (utilities, railings, landscaping etc) are generally assigned to contractors.	Charlotte uses contractors for all new construction projects. City construction crews are used only for sidewalk repair and replacement.	All projects go through bidding process	project scope	Workload, staffing and budget of city work forces	all \$8.5M in new sidewalks is constructed by a contractor. Minimal work is done by in-house crews to resolve ADA compliant.	Size of the project; law limits crew built projects at roughly \$100,000 so typically new sidewalks are contracted, repairs are done by crews
5.4. Unique design and construction procurement methods		In order to address small sidewalk gaps and low-cost, low impact projects, Charlotte uses an on-call contract for a pre-determined amount of work based on quantity of materials. This method allows for a more favorable unit price contract.	Both type are used.		Nashville procures an Annual Contractor with pre-negotiated bid line items. The annual contract is renewable annually for up to 5 years.	Procurement: on-call, Task Order Contracts Sidewalk Design is standard 4' and 6' specs	
5.5. Other innovative construction programs	Note for 5.1.1 and 5.1.2: costs are construction only and do not include typical 20% soft costs for engineering, project management and inspection		Work order type of contracts with field engineering are most cost effective methodologies.			TCI is in the preliminary stages of developing a cost share program. Program will be based on a first come, first serve basis.	

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
6.1. Unique Partnerships		n/a	Sometimes we get funding from State for Safe Routes to School program, or property owners.		See 2.4.	TCI staff coordinates with the Office of Historic Preservation, TCEQ (if sidewalk is in the Edwards Aquifer zone), and TxDOT (the City will build sidewalks in TxDOT right-of-way).	
6.2. Local funding for sidewalk construction to bus/rail stations?	Yes	Yes	Yes	No	Off	Off	Yes
6.3. Sidewalk replacement?	No	Yes	Yes	No	Yes	Yes	Yes
6.3.1. Sidewalk replacement		We work with storm water infrastructure projects to upgrade substandard or non-compliant sidewalk when impacted by construction.	All project go through conflict resolution.		See 2.4.	Sidewalk projects are coordinated with Street Maintenance Projects to ensure they are completed in the same fiscal year. While having projects in the same year is the goal, it is not always feasible. Staff coordinates with SAWS (water provider) and CPS Energy (utility) if conflicts are identified during field investigation/project scoping.	
6.4. New sidewalk construction?	Yes	Yes	Yes	No	Yes	Yes	Yes
6.4.1. Sidewalk Construction	Any project that involves full street reconstruction typically will include new sidewalks, typically installation is on both sides of the street on collectors/arterials and one side in residential areas.	Not City policy or consistent practice, but has been accomplished on a case-by-case basis with storm water infrastructure projects. Sidewalk work would be funding separately from storm water work. Sidewalk work is not coordinated with water or sewer projects. Sidewalk is included in all roadway projects.	All project go through conflict resolution.		The new sidewalk selection matrix includes coordination with other projects. When possible, new sidewalk construction is coordinated with other infrastructure improvements.	Sidewalk projects are coordinated with Street Maintenance Projects to ensure they are completed in the same fiscal year, if not close together in time. Staff coordinates with SAWS (water provider) and CPS Energy (utility) if conflicts are identified during project scoping.	Partnering with Seattle Public Utilities which operates storm water facilities to implement sidewalks with natural drainage systems
6.4.1.1. Sidewalk around trees		Tree bridging detail http://charmeck.org/city/charlotte/eipm/Services/LandDevelopment/StandardsManual/Documents/4000/pdf/4011.pdf	Around tree roots checkered plate, decomposed granite etc. is recommended. But in some instances we reduce the width of sidewalk around trees to min 32" for a short distance(per TDLR guide line).		In 2011, Mayor Dean signed Executive Order #42 which created a "Metropolitan Landscape Coordination Program". The order included a new position, Horticulturalist, to be responsible for best practices related to trees and landscaping for city and community projects. Specific to sidewalks, the executive order provides for "carrying out activities to implement the Capital Improvements Program as it relates to the landscape within the Metropolitan Government."	Partnership with City arborist - case by case. Require clear 48" not including tree grate	
6.4.2. utility funding for ADA compliance	Austin Energy (electric utility) provides \$100K annually to address ADA sidewalk issues related to their facilities	The project that impacts existing non-compliant sidewalk is responsible for replacing, and funding, compliant sidewalk.	Utility relocation in Public ROW is handled by respective utility company. Advanced co-ordination is required.		Utilities located within the existing R.O.W. are required to relocate at their own expense to accommodate ADA compliance.	Case by Case	
6.4.3. Utility funding		Pedestrian program (or other capital funding source) would fund new sidewalk constructed with utility projects.	No specific funding for utility relocation in City ROW.		Utilities located within the existing R.O.W. are required to relocate at their own expense to accommodate new sidewalk.	no program exists	

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
7.1. Awareness and advocacy?	No	Yes	Yes	No	Yes	Yes	Yes
7.1.1. Awareness and advocacy, Describe		Charlotte embraces "Complete Streets" and implements them throughout all of its programs and projects. Additionally, the City is developing a new pedestrian plan called "Charlotte WALKS" that will address walkability specifically and directly.	Walkability specifically address by Planning and Design		The Nashville Sidewalk Program addresses sidewalk infrastructure walkability through our sidewalk project selection matrix for both new and repair projects. Pedestrian safety enhancement projects are routinely constructed through the Sidewalk Program, in coordination with the Tennessee Department of Transportation (TDOT) and through the Traffic Management Program.	TCI was recently awarded \$500,000 in CDBG funding to construct sidewalks in inner city council districts. The focus of these projects will be pedestrian safety and trying to identifying sidewalk projects are near high accident locations.	Pedestrian Master Plan
7.2. Number of Full Time Staff Positions	5	3	SSP - 3		4+	4	
7.2.1. STAFF POSITION	1 Coordinator/Manager	1 Pedestrian Program Manager	1 Supervising Engineer		1 Sidewalk Program Manager / Engineer	1 Senior Mgmt Analyst (Asset Mgmt)	
7.2.1. STAFF POSITION	3 Project Managers	1 Bicycle Program Manager	1 Engineer		2 Active Transportation Planners	2 Sr. Transportation Planners	
7.2.1. STAFF POSITION	1 Engineering Tech	1 Transportation Planner II	1 Technician		1 Bikeway Program Manager / Planner	1 Transportation Planner	
7.3. Implented programs		Charlotte WALKS will be the City's first comprehensive pedestrian plan. It will bring together a number of our existing walkability initiatives and identify new strategies for meeting the pedestrian safety and walkability goals listed in the City's Transportation Action Plan. The outcome of this effort will be a document that:1. Describes what walkability means for Charlotteans,2. Organizes the tools the City can use to improve walkability,3. Offers recommendations for changes to policies and City Code that will better support walkability in Charlotte.	Constructing new sidewalk and providing access to metro bus stop, light rail and improving parks walkway.		Our Mayor's office has spearheaded many campaigns around a healthier Nashville that incorporate walking. Some examples are "Walk 100 miles with the Mayor" - begun in 2011, this has become an annual campaign to engage citizens to walk. Another is the Mayor's 5K walk/runs also done annually. There have been other events and campains generally organized under "NashVitality" which is a local campaign that celebrates the spirit creating a healthy, active community.	Audible Pedestrian signals (APS) Installations Program \$100,000 annualBike Share - Network of 55 stations and 450 bikes is set to expand to 76 stations and 650 bikes with a \$1.2 million Texas Department of Transportation (TXDOT) grant. Nearly every neighborhood surrounding downtown will have stations by the end of 2015.	Commute Trip ReductionSafe Routes to School
7.3.1. how success is measured		More precise metrics and performance measures will developed as a part of the Charlotte WALKS recommendations, although the city has traditionally used goals tied to the construction of sidewalks and pedestrian crossings. For example the city currently has a goal of installing 10 miles of sidewalk and 15 new pedestrian crossings each year.	Improved condition of sidewalk.		Participation and Engagement. For example, over 5,000 participants have participated in the Mayor's 5K walk/runs. Holding the walk/run along downtown Nashville's most interesting streets has contributed to success as well.	- miles of sidewalk projects completed on time and within budget- selecting projects that have community buy in. Do not proceed with projects where there isn't community buy in	
7.3.2. Marketing sources		We typically use media campaigns that can include a wide variety of tools (ie: brochures, billboards, websites, etc).	Web and other publications			none exist	

Peer Cities	Austin	Charlotte	Houston	Minneapolis	Nashville	San Antonio	Seattle
7.3.2.1. how success is measured			N/A			N/A	
7.4. Does your City have a Pedestrian Advisory Council advocating for pedestrian safety and walkability?	Yes	No	Yes	No	Yes	Yes	Yes
8. Person Responsible for answers	John Eastman	Scott Correll	Daniel Menendez	Larry Matsumoto	Lauren Netherton	Sara Aultman	Brian Dougherty
8. Email	John.Eastman@austintexas.gov	scorrell@charlottenc.gov	Daniel.Menendez@houstontx.gov	Larry.Matsumoto@minneapolismn.gov	Lauren.Netherton@nashville.gov	sara.aultman@sanantonio.gov	brian.dougherty@seattle.gov
8. Telephone	512.974.7025	704-432-5219	832-395-2201	612-919-1148	615-862-8637	(210)-207-0567	206-684-5124
8. additional information		Residents are passionate about their neighborhoods and their property, so resident support and council support are key to a successful program. The City of Charlotte uses a "Complete Streets" approach to its transportation system. We use public opinion surveys to confirm the public's demand for complete streets concepts - including sidewalks. Sidewalk construction is supported by City Council through plans and policies, and individual projects incorporate a strong public involvement process. Further, the City strives to maintain a quality roadway network for all users - vehicles, bicycles, and pedestrians. Because of this, sidewalks are repaired at no direct cost to residents.	Tree in City ROW should be regulated to selected varieties (tree roots grow vertically downward) to reduce tree roots problem.			By working in partnership with the Disability Access Office (DAO) and their Advisory Committee, outreach and continuous communication with disabledcitizens has promoted planning and action in an open environment	

Appendix E

SAMPLE CONSTRUCTION BID TABULATIONS

CERTIFIED

PROJECT: ADA Sidewalk and Ramp Improvements 2015 Group #17 City Wide - IDIQ
BID INVITATION NO: CLMC515

Flatwork 254,900 includes all sidewalk, driveway, and busstop flatwork
Bid total \$ 3,617,380
\$/sf 14.19

BIDDER(S):				MUNIZ CONCRETE & CONTRACTING, INC.	
BID ITEM	QTY	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
130-A	400	CY	CLASS A (SELECT BORROW)	\$ 14.00	\$ 5,600.00
132S-A	500	CY	EMBANKMENT	\$ 45.00	\$ 22,500.00
210S-A	200	CY	FLEXIBLE BASE	\$ 50.00	\$ 10,000.00
312S-D	2,000	SY	SEAL COAT, COMPLETE IN PLACE	\$ 1.00	\$ 2,000.00
315S-A	1,000	SY	SURFACE MILLING	\$ 8.00	\$ 8,000.00
3156S-D	1,500	SY	EDGE MILLING	\$ 8.00	\$ 12,000.00
340S-A	400	TON	HOT MIX ASPHALTIC CONCRETE PAVEMENT TYPE D	\$ 125.00	\$ 50,000.00
432S-PRC-1	600	LF	PEDESTRIAN RAILING (STANDARD 707S-1)	\$ 75.00	\$ 45,000.00
432S-PRC-2	200	LF	PEDESTRIAN ADA RAILING - OPTION 1 (STANDARD 707S-2)	\$ 90.00	\$ 18,000.00
432S-PRC-3	70	LF	PEDESTRIAN ADA RAILING - OPTION 2 (STANDARD 707S-3)	\$ 69.00	\$ 4,830.00
432S-PRC-4	70	LF	PEDESTRIAN ADA RAILING - OPTION 3 (STANDARD 707S-4)	\$ 70.00	\$ 4,900.00
435S	50	LF	P.C. CONCRETE STEPS	\$ 45.00	\$ 2,250.00
480SNS	3,000	SF	CONCRETE PAVER UNITS FOR SIDEWALKS, 60 MM	\$ 4.00	\$ 12,000.00
504S-1RM	100	EA	REPOSITIONING AND ADJUSTING WATER METERS	\$ 350.00	\$ 35,000.00
504S-3G	20	EA	ADJUST GAS VALVE BOXES TO GRADE	\$ 50.00	\$ 1,000.00
504S-3W	20	EA	ADJUST WATER VALVE BOXES TO GRADE	\$ 200.00	\$ 4,000.00
504S-4PB	40	EA	ADJUST PULL BOXES TO GRADE	\$ 50.00	\$ 2,000.00

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506-44	20	EA	MINOR MANHOLE HEIGHT ADJUSTMENT 4' DIA.	\$ 100.00	\$ 2,000.00
510-ASD12	100	LF	PIPE, 12" DIA. CONCRETE (ALL DEPTHS), INCLUDING EXCAVATION AND BACKFILL	\$ 60.00	\$ 6,000.00
510-AW4	200	LF	PIPE, 4" DIA. CONCRETE (ALL DEPTHS), INCLUDING EXCAVATION AND BACKFILL	\$ 40.00	\$ 8,000.00
604S-A	1,000	SY	NON-NATIVE SEEDING FOR EROSION CONTROL, FIBER MULCH	\$ 1.50	\$ 1,500.00
608S-1	20	EA	PLANTING, SHRUB, SIZE 1 GALLON	\$ 12.50	\$ 250.00
610S-A	300	LF	PROTECTIVE FENCING TYPE A CHAIN LINK FENE (TYPICAL APPLICATION - HIGH DAMAGE POTENTIAL)	\$ 3.00	\$ 900.00
628S-B	180	LF	SEDIMENT CONTAINMENT DIKES WITH FILTER FABRIC	\$ 20.00	\$ 3,600.00
640S	350	SF	MORTARED ROCK WALL	\$ 20.00	\$ 7,000.00
642S	180	LF	SILT FENCE FOR EROSION CONTROL	\$ 10.00	\$ 1,800.00
802S-B C.I.P.	60	EA	C.I.P. PROJECT SIGN	\$ 200.00	\$ 12,000.00
802S-2A	300	EA	JOINT CIP MOVEABLE SIGH TYPE II	\$ 50.00	\$ 15,000.00
803-SF	190,000	LF	SAFETY FENCE	\$ 0.75	\$ 142,500.00
824S	50	EA	TRAFFIC SIGNS	\$ 100.00	\$ 5,000.00
860S-C	500	LF	PAVEMENT MARKING PAINT (REFLECTORIZED), 4 IN.	\$ 2.00	\$ 1,000.00
871S-A4W	4,000	LF	FEFLECTORIZED TYPE I THERMOPLASTIC PAVEMENT MARKINGS, 4 INCHES IN WIDTH, 100 MIL THICKNESS, WHITE IN COLOR	\$ 3.00	\$ 12,000.00
871S-A4Y	2,000	LF	REFLECTORIZED TYPE I THERMOPLASTIC PAVEMENT MARKINGS, 4 INCHES IN WIDTH, 100 MIL THICKNESS, YELLOW IN COLOR	\$ 3.25	\$ 6,500.00
871S-A8W	1,500	LF	REFLECTORIZED TYPE I THERMOPLASTIC PAVEMENT MARKINGS, 8 INCHES IN WIDTH, 100 MIL THICKNESS, WHITE IN COLOR	\$ 4.00	\$ 6,000.00
871S-A12W	300	LF	REFLECTORIZED TYPE I THERMOPLASTIC PAVEMENT MARKINGS, 12 INCHES IN	\$ 10.00	\$ 3,000.00

CERTIFIED

871S-A12Y	300	LF	REFLECTORIZED TYPE I THERMOPLASTIC PAVEMENT MARKINGS, 12 INCHES IN WIDTH, 100 MIL THICKNESS, YELLOW IN COLOR	\$ 10.00	\$ 3,000.00
871S-E4W	1,200	LF	REFLECTORIZED TYPE II THERMOPLASTIC PAVEMENT MARKINGS, 4 INCHES IN WIDTH, 100 MIL THICKNESS, WHITE IN COLOR	\$ 3.50	\$ 4,200.00
871S-E4Y	1,200	LF	REFLECTORIZED TYPE II THERMOPLASTIC PAVEMENT MARKINGS, 4 INCHES IN WIDTH, 100 MIL THICKNESS, YELLOW IN COLOR	\$ 2.50	\$ 3,000.00
871S-E8W	1,200	LF	REFLECTORIZED TYPE II THERMOPLASTIC PAVEMENT MARKINGS, 8 INCHES IN WIDTH, 100 MIL THICKNESS, WHITE IN COLOR	\$ 2.75	\$ 3,300.00
871S-E12W	250	LF	REFLECTORIZED TYPE II THERMOPLASTIC PAVEMENT MARKINGS, 12 INCHES IN WIDTH, 100 MIL THICKNESS, WHITE IN COLOR	\$ 8.00	\$ 2,000.00
871S-E12Y	250	LF	REFLECTORIZED TYPE II THERMOPLASTIC PAVEMENT MARKINGS, 12 INCHES IN WIDTH, 100 MIL THICKNESS, YELLOW IN COLOR	\$ 9.00	\$ 2,250.00
SP104S-A	10,000	LF	REMOVE P.C. CONCRETE CURB	\$ 3.00	\$ 30,000.00
SP104S-B	500	SF	REMOVE P.C. CONCRETE BUS STOP SHELTER PAD	\$ 3.00	\$ 1,500.00
SP104S-BTC	50	EA	REMOVE AND REPLACE BUS STOP BENCH OR TRASH CAN	\$ 50.00	\$ 2,500.00
SP104S-C	140,000	SF	REMOVE PC CONCRETE SIDEWALK AND DRIVEWAYS	\$ 1.00	\$ 140,000.00
SP104S-AC	15,000	SF	REMOVE ASPHALTIC CONCRETE	\$ 1.00	\$ 15,000.00
SP104S-M	3,000	SF	REMOVE MEDIAN ISLANDS	\$ 0.25	\$ 750.00
SP104S-SQ	20,000	SF	REMOVE PC CONCRETE SIDEWALK AND DRIVEWAY (QUANTITY LESS THAN 500 SF)	\$ 0.50	\$ 10,000.00

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SP111S-C	2,500	CY	EXCAVATION (ABOVE FINISHED SIDEWALK SURFACE)	\$ 120.00	\$ 300,000.00
SP360S-D	1,100	SY	10" CONCRETE BUS STOP PAVING	\$ 55.00	\$ 60,500.00
SP414S-B	200	CY	TYPICAL RETAINING WALL COMBINATION CANTILEVER-SIDEWALK, INCLUDING REINFORCEMENT AND EXCAVATION - MAX HEIGHT 3 FOOT	\$ 500.00	\$ 100,000.00
SP430S-BL	7,000	LF	P.C. CONCRETE CURB AND GUTTER (FINE GRADING), LOW EXPANSIVE SOIL CONDITIONS	\$ 12.00	\$ 84,000.00
SP430S-BM	4,000	LF	P.C. CONCRETE CURB AND GUTTER (FINE GRADING), MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS	\$ 8.00	\$ 32,000.00
SP430S-DL	1,000	LF	P.C. CONCRETE CURB (FINE GRADING), LOW EXPANSIVE SOIL CONDITIONS	\$ 4.00	\$ 4,000.00
SP430S-DM	200	LF	P.C. CONCRETE CURB (FINE GRADING), MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS	\$ 4.00	\$ 800.00
SP432S-4L	135,000	SF	NEW P.C. CONCRETE SIDEWALK, 4 INCH THICKNESS, LOW EXPANSIVE SOIL CONDITIONS	\$ 4.50	\$ 607,500.00
SP432S-4LSQ	5,000	SF	NEW P.C. CONCRETE SIDEWALK, 4 INCH THICKNESS, LOW EXPANSIVE SOIL CONDITIONS (QUANTITY LESS THAN 500 SF)	\$ 2.00	\$ 10,000.00
SP432S-5.5M	65,000	SF	NEW P.C. CONCRETE SIDEWALK 5.5 INCH THICKNESS, MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS	\$ 3.30	\$ 214,500.00
SP432S-5.5MSQ	5,000	SF	NEW P.C. CONCRETE SIDEWALK 5.5 INCH THICKNESS, MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS (QUANTITY LESS THAN 500 SF)	\$ 3.00	\$ 15,000.00
SP432S-RP	1,800	SF	REMOVE/REPLACE P.C. OR ASPHALT PATCH	\$ 15.00	\$ 27,000.00
SP432S-5RPL	100	EA	P.C. SIDEWALK CURB RAMP WITH PAVERS (TYPE 1), LOW EXPANSIVE SOIL CONDITIONS	\$ 300.00	\$ 30,000.00

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SP432S-5.5-RPM	25	EA	P.C. SIDEWALK CURB RAMP WITH PAVERS (TYPE 1), MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS	\$ 300.00	\$ 7,500.00
P432S-5A-RP	25	EA	P.C. SIDEWALK CURB RAMP WITH PAVERS (TYPE 1A), LOW EXPANSIVE SOIL	\$ 1,000.00	\$ 25,000.00
SP432S-5.5A-RPM	15	EA	P.C. SIDEWALK CURB RAMP WITH PAVERS (TYPE 1A), MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS	\$ 1,000.00	\$ 15,000.00
SP432S-5B-RPL	15	EA	P.C. SIDEWALK CURB RAMP WITH PAVERS (TYPE 1B), LOW EXPANSIVE SOIL CONDITIONS	\$ 800.00	\$ 12,000.00
SP432S-5.5B-RPM	100	EA	P.C. SIDEWALK CURB RAMP WITH PAVERS (TYPE 1B), MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS	\$ 300.00	\$ 30,000.00
SP433S-BL	60,000	SF	FLARED TYPE I P.C. CONCRETE DRIVEWAY, LOW EXPANSIVE SOIL CONDITIONS	\$ 4.50	\$ 270,000.00
SP433S-CL	30,000	SF	TYPE II P.C. CONCRETE DRIVEWAY, LOW EXPANSIVE SOIL CONDITIONS	\$ 5.00	\$ 150,000.00
SP433S-CM	5,000	SF	TYPE II P.C. CONCRETE DRIVEWAY, MODERATE TO HIGH EXPANSIVE SOIL CONDITIONS	\$ 5.00	\$ 25,000.00
SP433S-HES	50,000	SF	HIGH EARLY STRENGTH CONCRETE	\$ 1.00	\$ 50,000.00
SP433S-HALF	70	EA	CONSTRUCTION DRIVEWAYS ONE-HALF AT A TIME (SUPPLEMENT PAYMENT PER DRIVEWAY)	\$ 50.00	\$ 3,500.00
SP504S-EM	20	EA	ADJUST ELECTRIC METER MANHOLE TO GRADE	\$ 100.00	\$ 2,000.00
SP504S-MB	100	EA	RELOCATE OR REMOVE AND REPLACE MAILBOX	\$ 50.00	\$ 5,000.00
SP504S-U	20	EA	ADJUST UTILITY BOX TO GRADE	\$ 100.00	\$ 2,000.00
SP508S-110S	2	EA	INLET, STANDARD (10-FOOT) INCLUDING REMOVAL OF EXISTING INLET AND ALL APPURTENANCES	\$ 4,500.00	\$ 9,000.00
SP602S-ALL	10,000	SY	SODDING, ALL TYPES	\$ 6.00	\$ 60,000.00

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SP605S	350	SY	SOIL RETENTION BLANKET CURLEX, TYPE I	\$ 50.00	\$ 17,500.00
SP608S-3	10	EA	PLANTING, TREE ALL TYPES, 3 TO 4 CALIPER INCHES	\$ 250.00	\$ 2,500.00
SP610S-PL	150	EA	TREE PROTECTION (PLANKING PER TREE)	\$ 100.00	\$ 15,000.00
SP10S-R1	8	EA	TREE REMOVAL, 2"-9" DIA. (REMOVAL WILL	\$ 750.00	\$ 6,000.00
SP610S-R2	1	EA	TREE REMOVAL, 10"-18" DIA. (REMOVAL	\$ 1,500.00	\$ 1,500.00
SP610S-R3	1	EA	TREE REMOVAL, > 18" DIA. (REMOVAL WILL ONLY BE WITH EXPRESSED WRITTEN APPROVAL OF WATERSHED PROTECTION.)	\$ 2,000.00	\$ 2,000.00
SP702S-AHC	160	LF	REMOVING AND RELOCATING EXISTING ALL HEIGHTS CHAIN LINK FENCE	\$ 10.00	\$ 1,600.00
SP702S-AHW	140	LF	REMOVING AND RELOCATING EXISTING ALL HEIGHTS WOODEN FENCE	\$ 10.00	\$ 1,400.00
SP803-A1L-D	300	DAY	ARTERIAL ONE LANE CLOSURE	\$ 350.00	\$ 105,000.00
SP803-OA2L-D	160	DAY	ONE WAY ARTERIAL TWO-LANE CLOSURE	\$ 100.00	\$ 16,000.00
SP803-TDA1L-D	230	DAY	TWO-WAY DIVIDED ARTERIAL ONE LANE CLOSURE	\$ 125.00	\$ 28,750.00
SP803-WSC-D	1,600	DAY	BYPASS WALKWAY, SIDEWALK AND CROSSWALK CLOSURES	\$ 175.00	\$ 280,000.00
SP803-CRLC-D	850	DAY	COLLECTOR/RESIDENTAL LANE CLOSURE	\$ 250.00	\$ 212,500.00
SP824S	40	EA	TRAFFIC SIGNS, REPLACE OR RELOCATE	\$ 300.00	\$ 12,000.00
SP824S-1	10	EA	CMTA BUS STOP SIGN	\$ 50.00	\$ 500.00
SP824S-2	20	EA	TEMPORARILY MOVE EXISTING BUS STOP SIGN	\$ 100.00	\$ 2,000.00
SP827S-J	8	EA	DIRECTIONAL ARROW (W16-7) OR (M7-4) SIGN	\$ 150.00	\$ 1,200.00
SP827S-L	2	EA	RAILROAD CROSSING (W10-1) SIGN	\$ 250.00	\$ 500.00
SP874S-AW	5,000	LF	ELIMINATING EXISTING PAVEMENT MARKINGS, ALL WIDTHS	\$ 2.00	\$ 10,000.00
SS472S-1	200	EA	POTHOLE, 0' - 2' DEEP	\$ 175.00	\$ 35,000.00
SS472S-2	10	EA	POTHOLE, 2' - 4' DEEP	\$ 300.00	\$ 3,000.00

CERTIFIED

SS490S-1	15	EA	BOLLARD	\$ 100.00	\$ 1,500.00
SS1628-D	200	EA	FILTER CURB INLET PROTECTION, (EXISTING INLET)	\$ 100.00	\$ 20,000.00
			TOTAL BID:		\$ 3,617,380.00

BIDTAB

Project Name: Manning/Wintercrest Sidewalk
 Project #: 512-12-041
 Bid Number: HC2013-711
 Estimate \$: \$96,000.00
 Bid Opening Date: Tuesday, May 06, 2014
 AC Adjust \$: \$556.33
 Contingency: 10%

Carolina Cajun Concrete	RJJ Construction LLC	Red Clay Industries
\$ 81,946.00	\$ 84,431.33	\$ 89,910.00
<u>\$ 8,194.60</u>	<u>\$ 8,443.13</u>	<u>\$ 8,991.00</u>
TOTAL BID	\$ 90,140.60	\$ 92,874.46

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total	Unit Price	Line Total
1	800	10800.000	Mobilization	1	EA	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 1,500.00	\$ 1,500.00
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$ 18,200.00	\$ 18,200.00	\$ 10,000.00	\$ 10,000.00	\$ 18,600.00	\$ 18,600.00
3	226	10226.101	Undercut Excavation	25	CY	\$ 10.00	\$ 250.00	\$ 30.00	\$ 750.00	\$ 25.00	\$ 625.00
4	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	4	TN	\$ 150.00	\$ 600.00	\$ 300.00	\$ 1,200.00	\$ 125.00	\$ 500.00
5	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	1	TN	\$ 150.00	\$ 150.00	\$ 300.00	\$ 300.00	\$ 450.00	\$ 450.00
6	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	1	TN	\$ 200.00	\$ 200.00	\$ 300.00	\$ 300.00	\$ 450.00	\$ 450.00
7	620	10620.000	Asphalt Binder for Plant Mix	1	TN	\$ 1.00	\$ 1.00	\$ 556.33	\$ 556.33	\$ 750.00	\$ 750.00
8	846	10846.054	2' 0" Concrete Valley Gutter, CLDS 10.17B	25	LF	\$ 25.00	\$ 625.00	\$ 25.00	\$ 625.00	\$ 18.50	\$ 462.50
9	848	10848.000	4" Concrete Sidewalk	850	SY	\$ 26.00	\$ 22,100.00	\$ 30.00	\$ 25,500.00	\$ 26.55	\$ 22,567.50
10	848	10848.051	6" Concrete Driveways	600	SY	\$ 36.00	\$ 21,600.00	\$ 40.00	\$ 24,000.00	\$ 42.10	\$ 25,260.00
11	SP-04	80084.000	4" Reinforced Concrete Sidewalk	100	SY	\$ 40.00	\$ 4,000.00	\$ 50.00	\$ 5,000.00	\$ 32.00	\$ 3,200.00
12	848	10848.101	Concrete Wheelchair/Accessible Ramps	3	EA	\$ 600.00	\$ 1,800.00	\$ 800.00	\$ 2,400.00	\$ 650.00	\$ 1,950.00
13	858	10858.151	Adjustment of Meter Boxes or Valve Boxes	15	EA	\$ 150.00	\$ 2,250.00	\$ 200.00	\$ 3,000.00	\$ 225.00	\$ 3,375.00
14	SP-05	80010.000	Safety Rail, Metal CLDS 50.04	40	LF	\$ 45.00	\$ 1,800.00	\$ 60.00	\$ 2,400.00	\$ 68.00	\$ 2,720.00
15	SP-06	80127.000	Retrofitting Existing Wheelchair Ramps	2	EA	\$ 160.00	\$ 320.00	\$ 300.00	\$ 600.00	\$ 600.00	\$ 1,200.00
16	SP-07		Root Excavation and Cutting	150	LF	\$ 5.00	\$ 750.00	\$ 2.00	\$ 300.00	\$ 25.00	\$ 3,750.00
17	SP-03	80001.000	Traffic Control	1	LS	\$ 2,000.00	\$ 2,000.00	\$ 3,000.00	\$ 3,000.00	\$ 750.00	\$ 750.00
18	1515	20021.000	Relocate Existing Water Meter	4	EA	\$ 700.00	\$ 2,800.00	\$ 500.00	\$ 2,000.00	\$ 450.00	\$ 1,800.00

BIDTAB

Project Name: Manning/Wintercrest Sidewalk
 Project #: 512-12-041
 Bid Number: HC2013-711
 Estimate \$: \$96,000.00
 Bid Opening Date: Tuesday, May 06, 2014
 AC Adjust \$: \$556.33
 Contingency: 10%

The Huffstetler Group	ARMEN Construction	United Construction, Inc.
\$ 95,273.00	\$ 113,377.00	\$ 117,050.00
<u>\$ 9,527.30</u>	<u>\$ 11,337.70</u>	<u>\$ 11,705.00</u>
TOTAL BID	<u>\$ 104,800.30</u>	<u>\$ 124,714.70</u>

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total	Unit Price	Line Total
1	800	10800.000	Mobilization	1	EA	\$ 500.00	\$ 500.00	\$ 3,900.00	\$ 3,900.00	\$ 8,000.00	\$ 8,000.00
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$ 7,500.00	\$ 7,500.00	\$ 24,500.00	\$ 24,500.00	\$ 34,000.00	\$ 34,000.00
3	226	10226.101	Undercut Excavation	25	CY	\$ 225.00	\$ 5,625.00	\$ 35.00	\$ 875.00	\$ 50.00	\$ 1,250.00
4	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	4	TN	\$ 165.00	\$ 660.00	\$ 600.00	\$ 2,400.00	\$ 300.00	\$ 1,200.00
5	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	1	TN	\$ 165.00	\$ 165.00	\$ 600.00	\$ 600.00	\$ 300.00	\$ 300.00
6	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	1	TN	\$ 165.00	\$ 165.00	\$ 557.00	\$ 557.00	\$ 300.00	\$ 300.00
7	620	10620.000	Asphalt Binder for Plant Mix	1	TN	\$ 618.00	\$ 618.00	\$ 600.00	\$ 600.00	\$ 1,000.00	\$ 1,000.00
8	846	10846.054	2' 0" Concrete Valley Gutter, CLDS 10.17B	25	LF	\$ 20.00	\$ 500.00	\$ 22.00	\$ 550.00	\$ 30.00	\$ 750.00
9	848	10848.000	4" Concrete Sidewalk	850	SY	\$ 28.00	\$ 23,800.00	\$ 29.50	\$ 25,075.00	\$ 25.00	\$ 21,250.00
10	848	10848.051	6" Concrete Driveways	600	SY	\$ 38.00	\$ 22,800.00	\$ 45.00	\$ 27,000.00	\$ 38.00	\$ 22,800.00
11	SP-04	80084.000	4" Reinforced Concrete Sidewalk	100	SY	\$ 35.00	\$ 3,500.00	\$ 45.00	\$ 4,500.00	\$ 32.00	\$ 3,200.00
12	848	10848.101	Concrete Wheelchair/Accessible Ramps	3	EA	\$ 1,150.00	\$ 3,450.00	\$ 900.00	\$ 2,700.00	\$ 700.00	\$ 2,100.00
13	858	10858.151	Adjustment of Meter Boxes or Valve Boxes	15	EA	\$ 400.00	\$ 6,000.00	\$ 300.00	\$ 4,500.00	\$ 300.00	\$ 4,500.00
14	SP-05	80010.000	Safety Rail, Metal CLDS 50.04	40	LF	\$ 40.00	\$ 1,600.00	\$ 58.00	\$ 2,320.00	\$ 50.00	\$ 2,000.00
15	SP-06	80127.000	Retrofitting Existing Wheelchair Ramps	2	EA	\$ 650.00	\$ 1,300.00	\$ 600.00	\$ 1,200.00	\$ 300.00	\$ 600.00
16	SP-07		Root Excavation and Cutting	150	LF	\$ 25.00	\$ 3,750.00	\$ 22.00	\$ 3,300.00	\$ 20.00	\$ 3,000.00
17	SP-03	80001.000	Traffic Control	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 5,000.00	\$ 5,000.00	\$ 8,000.00	\$ 8,000.00
18	1515	20021.000	Relocate Existing Water Meter	4	EA	\$ 2,585.00	\$ 10,340.00	\$ 950.00	\$ 3,800.00	\$ 700.00	\$ 2,800.00

BIDTAB

Project Name: Manning/Wintercrest Sidewalk
 Project #: 512-12-041
 Bid Number: HC2013-711
 Estimate \$: \$96,000.00
 Bid Opening Date: Tuesday, May 06, 2014
 AC Adjust \$: \$556.33
 Contingency: 10%

W.M. Warr & Son, Inc.
\$ 142,175.00
\$ 14,217.50
<u>\$ 156,392.50</u>

TOTAL BID

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total
1	800	10800.000	Mobilization	1	EA	\$ 7,500.00	\$ 7,500.00
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$ 35,000.00	\$ 35,000.00
3	226	10226.101	Undercut Excavation	25	CY	\$ 125.00	\$ 3,125.00
4	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	4	TN	\$ 300.00	\$ 1,200.00
5	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	1	TN	\$ 500.00	\$ 500.00
6	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	1	TN	\$ 500.00	\$ 500.00
7	620	10620.000	Asphalt Binder for Plant Mix	1	TN	\$ 750.00	\$ 750.00
8	846	10846.054	2' 0" Concrete Valley Gutter, CLDS 10.17B	25	LF	\$ 50.00	\$ 1,250.00
9	848	10848.000	4" Concrete Sidewalk	850	SY	\$ 35.00	\$ 29,750.00
10	848	10848.051	6" Concrete Driveways	600	SY	\$ 55.00	\$ 33,000.00
11	SP-04	80084.000	4" Reinforced Concrete Sidewalk	100	SY	\$ 75.00	\$ 7,500.00
12	848	10848.101	Concrete Wheelchair/Accessible Ramps	3	EA	\$ 1,200.00	\$ 3,600.00
13	858	10858.151	Adjustment of Meter Boxes or Valve Boxes	15	EA	\$ 250.00	\$ 3,750.00
14	SP-05	80010.000	Safety Rail, Metal CLDS 50.04	40	LF	\$ 65.00	\$ 2,600.00
15	SP-06	80127.000	Retrofitting Existing Wheelchair Ramps	2	EA	\$ 500.00	\$ 1,000.00
16	SP-07		Root Excavation and Cutting	150	LF	\$ 15.00	\$ 2,250.00
17	SP-03	80001.000	Traffic Control	1	LS	\$ 6,500.00	\$ 6,500.00
18	1515	20021.000	Relocate Existing Water Meter	4	EA	\$ 600.00	\$ 2,400.00

BIDTAB

Project Name: Remount Road Sidewalk
 Project #: 512-11-040
 Bid Number: HC2013-693
 Estimate \$: \$465,000.00
 Bid Opening Date: Tuesday, February 10, 2015
 AC Adjust \$: \$578.85
 Contingency: 15%

DOT Construction, Inc.	United Construction, Inc.	Red Clay Industries, Inc.
\$ 364,960.00	\$ 373,400.00	\$ 438,913.04
\$ 54,744.00	\$ 56,010.00	\$ 65,836.96
TOTAL BID \$ 419,704.00	TOTAL BID \$ 429,410.00	TOTAL BID \$ 504,750.00

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total	Unit Price	Line Total
1	800	10800.000	Mobilization	1	LS	\$ 17,000.00	\$ 17,000.00	\$ 25,000.00	\$ 25,000.00	\$ 10,500.00	\$ 10,500.00
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$ 81,500.00	\$ 81,500.00	\$ 90,000.00	\$ 90,000.00	\$ 82,000.00	\$ 82,000.00
3	SP-05	81289.000	Adjust Test Wells	1	LS	\$ 3,550.00	\$ 3,550.00	\$ 250.00	\$ 250.00	\$ 500.00	\$ 500.00
4	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	15	TN	\$ 150.00	\$ 2,250.00	\$ 68.00	\$ 1,020.00	\$ 115.00	\$ 1,725.00
5	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	40	TN	\$ 150.00	\$ 6,000.00	\$ 68.00	\$ 2,720.00	\$ 115.00	\$ 4,600.00
6	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	50	TN	\$ 150.00	\$ 7,500.00	\$ 68.00	\$ 3,400.00	\$ 120.00	\$ 6,000.00
7	620	10620.000	Asphalt Binder for Plant Mix	10	TN	\$ 495.00	\$ 4,950.00	\$ 700.00	\$ 7,000.00	\$ 646.00	\$ 6,460.00
8	846	10846.052	2' 6" Concrete Curb and Gutter	460	LF	\$ 25.00	\$ 11,500.00	\$ 15.00	\$ 6,900.00	\$ 14.75	\$ 6,785.00
9	846	10846.000	6" X 18" Concrete Curb	40	LF	\$ 25.00	\$ 1,000.00	\$ 20.00	\$ 800.00	\$ 17.50	\$ 700.00
10	848	10848.000	4 " Concrete Sidewalk	1,170	SY	\$ 29.00	\$ 33,930.00	\$ 24.00	\$ 28,080.00	\$ 26.35	\$ 30,829.50
11	SPU-03	11515.601	Relocate Fire Hydrant	1	EA	\$ 4,500.00	\$ 4,500.00	\$ 3,000.00	\$ 3,000.00	\$ 4,850.00	\$ 4,850.00
12	848	10848.051	6 "Concrete Driveways and Sidewalk	400	SY	\$ 49.00	\$ 19,600.00	\$ 38.00	\$ 15,200.00	\$ 35.82	\$ 14,328.00
13	SP-03	80135.000	Select Material	200	TN	\$ 55.00	\$ 11,000.00	\$ 30.00	\$ 6,000.00	\$ 28.00	\$ 5,600.00
14	852	10852.001	5" Monolithic Concrete Islands	180	SY	\$ 55.00	\$ 9,900.00	\$ 50.00	\$ 9,000.00	\$ 58.00	\$ 10,440.00
15	858	10858.101	Adjustment of Manholes	3	EA	\$ 500.00	\$ 1,500.00	\$ 280.00	\$ 840.00	\$ 325.00	\$ 975.00
16	226	10226.101	Undercut Excavation	150	CY	\$ 35.00	\$ 5,250.00	\$ 20.00	\$ 3,000.00	\$ 19.00	\$ 2,850.00
17	SP-04	80010.000	Safety Rail, Metal CLDS 50.04	122	LF	\$ 55.00	\$ 6,710.00	\$ 85.00	\$ 10,370.00	\$ 45.00	\$ 5,490.00
18	SP-06	80001.000	Traffic Control	1	LS	\$ 19,000.00	\$ 19,000.00	\$ 28,000.00	\$ 28,000.00	\$ 4,500.00	\$ 4,500.00
19	1251	11251.051	Permanent Raised Pavement Markers	40	EA	\$ 25.00	\$ 1,000.00	\$ 8.00	\$ 320.00	\$ 8.25	\$ 330.00
20	1205	11205.032	Thermoplastic Pavement Marking Yellow Lines, 4", 120 mils	80	LF	\$ 4.00	\$ 320.00	\$ 5.00	\$ 400.00	\$ 3.75	\$ 300.00
21	1205	11205.040	Thermoplastic Pavement Marking Yellow Lines, 8", 120 mils	200	LF	\$ 8.00	\$ 1,600.00	\$ 5.00	\$ 1,000.00	\$ 6.50	\$ 1,300.00
22	SPU-01	21029.000	Adjust Existing Clean Out	4	EA	\$ 350.00	\$ 1,400.00	\$ 100.00	\$ 400.00	\$ 75.00	\$ 300.00
23	SPU-02	20000.001	Adjust Meter Boxes or Valve Boxes	13	EA	\$ 300.00	\$ 3,900.00	\$ 200.00	\$ 2,600.00	\$ 250.00	\$ 3,250.00
24	SP-07	81288.000	Steps, Cast-in-Place Concrete With Metal Hand Rails	1	LS	\$ 5,500.00	\$ 5,500.00	\$ 3,500.00	\$ 3,500.00	\$ 4,775.00	\$ 4,775.00
25	SP-08	80078.000	6" Reinforced Concrete Sidewalks (Bridging Tree Roots, CLDSM 40.11)	10	SY	\$ 70.00	\$ 700.00	\$ 40.00	\$ 400.00	\$ 36.50	\$ 365.00
26	848	10848.101	Concrete Wheelchair Ramps	16	EA	\$ 950.00	\$ 15,200.00	\$ 800.00	\$ 12,800.00	\$ 550.00	\$ 8,800.00
27	SP-09	81107.000	Root Excavation and Cutting	20	LF	\$ 20.00	\$ 400.00	\$ 50.00	\$ 1,000.00	\$ 55.00	\$ 1,100.00
28	SP-10	81290.000	Reinforced CMU and Brick Masonry Retaining Wall	780	SF	\$ 75.00	\$ 58,500.00	\$ 95.00	\$ 74,100.00	\$ 237.00	\$ 184,860.00
29	SP-11	81291.000	Raised Sidewalk with Footing	28	SY	\$ 75.00	\$ 2,100.00	\$ 600.00	\$ 16,800.00	\$ 475.00	\$ 13,300.00
30	SP-12	81292.000	Retaining Wall with Concrete Dumpster Pad	1	LS	\$ 27,700.00	\$ 27,700.00	\$ 19,500.00	\$ 19,500.00	\$ 21,100.54	\$ 21,100.54

BIDTAB

Project Name: Remount Road Sidewalk
 Project #: 512-11-040
 Bid Number: HC2013-693
 Estimate \$: \$465,000.00
 Bid Opening Date: Tuesday, February 10, 2015
 AC Adjust \$: \$578.85
 Contingency: 15%

Carolina Cajun Concrete, Inc.	The Huffstetler Group, Inc.	D.E. Walker Construction
\$ 454,620.00	\$ 475,177.50	\$ 536,976.72
<u>\$ 68,193.00</u>	<u>\$ 71,276.63</u>	<u>\$ 80,546.51</u>
TOTAL BID <u>\$ 522,813.00</u>	TOTAL BID <u>\$ 546,454.13</u>	TOTAL BID <u>\$ 617,523.23</u>

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total	Unit Price	Line Total
1	800	10800.000	Mobilization	1	LS	\$ 27,000.00	\$ 27,000.00	\$ 5,000.00	\$ 5,000.00	\$ 18,875.79	\$ 18,875.79
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$ 115,000.00	\$ 115,000.00	\$ 130,000.00	\$ 130,000.00	\$ 152,491.39	\$ 152,491.39
3	SP-05	81289.000	Adjust Test Wells	1	LS	\$ 800.00	\$ 800.00	\$ 150.00	\$ 150.00	\$ 1,331.83	\$ 1,331.83
4	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	15	TN	\$ 90.00	\$ 1,350.00	\$ 250.00	\$ 3,750.00	\$ 145.39	\$ 2,180.85
5	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	40	TN	\$ 90.00	\$ 3,600.00	\$ 250.00	\$ 10,000.00	\$ 145.39	\$ 5,815.60
6	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	50	TN	\$ 90.00	\$ 4,500.00	\$ 250.00	\$ 12,500.00	\$ 145.39	\$ 7,269.50
7	620	10620.000	Asphalt Binder for Plant Mix	10	TN	\$ 680.00	\$ 6,800.00	\$ 300.00	\$ 3,000.00	\$ 735.03	\$ 7,350.30
8	846	10846.052	2' 6" Concrete Curb and Gutter	460	LF	\$ 17.00	\$ 7,820.00	\$ 31.00	\$ 14,260.00	\$ 17.56	\$ 8,077.60
9	846	10846.000	6" X 18" Concrete Curb	40	LF	\$ 20.00	\$ 800.00	\$ 27.00	\$ 1,080.00	\$ 19.98	\$ 799.20
10	848	10848.000	4 " Concrete Sidewalk	1,170	SY	\$ 28.00	\$ 32,760.00	\$ 38.00	\$ 44,460.00	\$ 36.93	\$ 43,208.10
11	SPU-03	11515.601	Relocate Fire Hydrant	1	EA	\$ 5,000.00	\$ 5,000.00	\$ 3,500.00	\$ 3,500.00	\$ 2,603.15	\$ 2,603.15
12	848	10848.051	6 "Concrete Driveways and Sidewalk	400	SY	\$ 40.00	\$ 16,000.00	\$ 46.50	\$ 18,600.00	\$ 51.46	\$ 20,584.00
13	SP-03	80135.000	Select Material	200	TN	\$ 22.00	\$ 4,400.00	\$ 23.00	\$ 4,600.00	\$ 28.45	\$ 5,690.00
14	852	10852.001	5" Monolithic Concrete Islands	180	SY	\$ 50.00	\$ 9,000.00	\$ 68.00	\$ 12,240.00	\$ 52.67	\$ 9,480.60
15	858	10858.101	Adjustment of Manholes	3	EA	\$ 400.00	\$ 1,200.00	\$ 750.00	\$ 2,250.00	\$ 302.69	\$ 908.07
16	226	10226.101	Undercut Excavation	150	CY	\$ 20.00	\$ 3,000.00	\$ 100.00	\$ 15,000.00	\$ 37.53	\$ 5,629.50
17	SP-04	80010.000	Safety Rail, Metal CLDS 50.04	122	LF	\$ 45.00	\$ 5,490.00	\$ 55.00	\$ 6,710.00	\$ 50.85	\$ 6,203.70
18	SP-06	80001.000	Traffic Control	1	LS	\$ 38,000.00	\$ 38,000.00	\$ 20,000.00	\$ 20,000.00	\$ 27,000.00	\$ 27,000.00
19	1251	11251.051	Permanent Raised Pavement Markers	40	EA	\$ 10.00	\$ 400.00	\$ 7.50	\$ 300.00	\$ 42.38	\$ 1,695.20
20	1205	11205.032	Thermoplastic Pavement Marking Yellow Lines, 4", 120 mils	80	LF	\$ 5.00	\$ 400.00	\$ 3.75	\$ 300.00	\$ 4.24	\$ 339.20
21	1205	11205.040	Thermoplastic Pavement Marking Yellow Lines, 8", 120 mils	200	LF	\$ 7.00	\$ 1,400.00	\$ 7.50	\$ 1,500.00	\$ 6.66	\$ 1,332.00
22	SPU-01	21029.000	Adjust Existing Clean Out	4	EA	\$ 300.00	\$ 1,200.00	\$ 200.00	\$ 800.00	\$ 181.61	\$ 726.44
23	SPU-02	20000.001	Adjust Meter Boxes or Valve Boxes	13	EA	\$ 200.00	\$ 2,600.00	\$ 450.00	\$ 5,850.00	\$ 211.88	\$ 2,754.44
24	SP-07	81288.000	Steps, Cast-in-Place Concrete With Metal Hand Rails	1	LS	\$ 2,000.00	\$ 2,000.00	\$ 3,560.00	\$ 3,560.00	\$ 6,174.89	\$ 6,174.89
25	SP-08	80078.000	6" Reinforced Concrete Sidewalks (Bridging Tree Roots, CLDSM 40.11)	10	SY	\$ 50.00	\$ 500.00	\$ 42.75	\$ 427.50	\$ 65.99	\$ 659.90
26	848	10848.101	Concrete Wheelchair Ramps	16	EA	\$ 900.00	\$ 14,400.00	\$ 1,250.00	\$ 20,000.00	\$ 847.53	\$ 13,560.48
27	SP-09	81107.000	Root Excavation and Cutting	20	LF	\$ 50.00	\$ 1,000.00	\$ 30.00	\$ 600.00	\$ 272.42	\$ 5,448.40
28	SP-10	81290.000	Reinforced CMU and Brick Masonry Retaining Wall	780	SF	\$ 135.00	\$ 105,300.00	\$ 98.00	\$ 76,440.00	\$ 125.90	\$ 98,202.00
29	SP-11	81291.000	Raised Sidewalk with Footing	28	SY	\$ 300.00	\$ 8,400.00	\$ 1,100.00	\$ 30,800.00	\$ 1,563.09	\$ 43,766.52
30	SP-12	81292.000	Retaining Wall with Concrete Dumpster Pad	1	LS	\$ 34,500.00	\$ 34,500.00	\$ 27,500.00	\$ 27,500.00	\$ 36,818.07	\$ 36,818.07

BIDTAB

Project Name: W. Tyvola Road Sidewalk
 Project #: 512-12-048
 Bid Number: HC2013-524
 Estimate \$: \$371,634.00
 Bid Opening Date: Tuesday, December 03, 2013
 AC Adjust \$: \$569.38
 Contingency: 15%

	DOT Construction, Inc.	Bullseye Construction, Inc.
	\$ 298,998.18	\$ 306,661.00
	\$ 44,849.73	\$ 45,999.15
TOTAL BID	\$ 343,847.91	\$ 352,660.15

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total
1	800	10800.000	Mobilization	1	LS	\$ 8,000.00	\$ 8,000.00	\$18,400.00	\$ 18,400.00
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$ 60,000.00	\$ 60,000.00	\$88,219.00	\$ 88,219.00
3	SP-03	80135.000	Select Material	75	TN	\$ 35.00	\$ 2,625.00	\$15.00	\$ 1,125.00
4	SP-04	80001.000	Traffic Control	1	LS	\$ 12,000.00	\$ 12,000.00	\$9,000.00	\$ 9,000.00
5	226	10226.101	Undercut Excavation	50	CY	\$ 12.00	\$ 600.00	\$15.00	\$ 750.00
6	300	10300.000	Foundation Conditioning Material, Minor Structures	75	TN	\$ 40.00	\$ 3,000.00	\$15.00	\$ 1,125.00
7	310	10310.003	15" R.C. Pipe Culverts, Class III	200	LF	\$ 32.00	\$ 6,400.00	\$40.00	\$ 8,000.00
8	310	10310.004	15" R.C. Pipe Culverts, Class IV	120	LF	\$ 32.00	\$ 3,840.00	\$41.00	\$ 4,920.00
9	310	10310.053	19" X 30" Reinforced Concrete Elliptical Pipe	44	LF	\$ 130.00	\$ 5,720.00	\$138.00	\$ 6,072.00
10	520	10520.000	Aggregate Base Course	50	TN	\$ 45.00	\$ 2,250.00	\$20.00	\$ 1,000.00
11	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	75	TN	\$ 95.00	\$ 7,125.00	\$105.00	\$ 7,875.00
12	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	65	TN	\$ 95.00	\$ 6,175.00	\$105.00	\$ 6,825.00
13	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	40	TN	\$ 95.00	\$ 3,800.00	\$105.00	\$ 4,200.00
14	620	10620.000	Asphalt Binder for Plant Mix, Grade PG 64-22	11	TN	\$ 569.38	\$ 6,263.18	\$650.00	\$ 7,150.00
15	654	10654.000	Asphalt Plant Mix, Pavement Repair	100	TN	\$ 150.00	\$ 15,000.00	\$90.00	\$ 9,000.00
16	838	10838.051	Endwalls, Reinforced	7	CY	\$ 1,000.00	\$ 7,000.00	\$700.00	\$ 4,900.00
17	840	10840.022	Masonry Drainage Structures	4	EA	\$ 850.00	\$ 3,400.00	\$1,600.00	\$ 6,400.00
18	840	10840.002	Frame Grate and Hood, NCDOT Std 840.03	2	EA	\$ 600.00	\$ 1,200.00	\$450.00	\$ 900.00
19	840	10840.015	Drop Inlet Frame and Grate, NCDOT Std 840.16	3	EA	\$ 650.00	\$ 1,950.00	\$400.00	\$ 1,200.00
20	846	10846.052	2' 6" Concrete Curb and Gutter	400	LF	\$ 17.00	\$ 6,800.00	\$15.00	\$ 6,000.00
21	846	10846.000	6" X 18" Concrete Curb	100	LF	\$ 17.00	\$ 1,700.00	\$15.00	\$ 1,500.00
22	848	10848.000	4" Concrete Sidewalk	1,250	SY	\$ 28.00	\$ 35,000.00	\$26.00	\$ 32,500.00
23	848	10848.051	6" Concrete Driveways	350	SY	\$ 39.00	\$ 13,650.00	\$36.00	\$ 12,600.00
24	848	10848.101	Concrete Wheelchair Ramps	7	EA	\$ 800.00	\$ 5,600.00	\$750.00	\$ 5,250.00
25	858	10858.000	Adjustment of Catch Basins	1	EA	\$ 700.00	\$ 700.00	\$350.00	\$ 350.00
26	858	10858.101	Adjustment of Manholes	3	EA	\$ 350.00	\$ 1,050.00	\$250.00	\$ 750.00
27	866	10866.010	Chain Link Fence, Commercial Grade, 96" Fabri	300	LF	\$ 55.00	\$ 16,500.00	\$14.50	\$ 4,350.00
28	866	10866.001	Metal Line Posts, Commercial Grade, for 96" Chain Link Fence	6	EA	\$ 300.00	\$ 1,800.00	\$100.00	\$ 600.00

BIDTAB

Project Name: W. Tyvola Road Sidewalk
 Project #: 512-12-048
 Bid Number: HC2013-524
 Estimate \$: \$371,634.00
 Bid Opening Date: Tuesday, December 03, 2013
 AC Adjust \$: \$569.38
 Contingency: 15%

	DOT Construction, Inc.	Bullseye Construction, Inc.
	\$ 298,998.18	\$ 306,661.00
	<u>\$ 44,849.73</u>	<u>\$ 45,999.15</u>
TOTAL BID	<u><u>\$ 343,847.91</u></u>	<u><u>\$ 352,660.15</u></u>

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total
29	866	10866.002	Metal Terminal Posts, Commercial Grade, for 96" Chain Link Fence	2	EA	\$ 500.00	\$ 1,000.00	\$120.00	\$ 240.00
30	866	10866.000	Metal Gate Posts, Commercial Grade, for 96" Chain Link Fence	4	EA	\$ 500.00	\$ 2,000.00	\$180.00	\$ 720.00
31	866	10866.004	Metal Gate, Commercial Grade, for 96" Chain Link Fence, 32' wide	1	EA	\$ 5,000.00	\$ 5,000.00	\$1,920.00	\$ 1,920.00
32	1205	11205.001	Paint Pavement Marking Lines, 4"	1,000	LF	\$ 3.00	\$ 3,000.00	\$1.50	\$ 1,500.00
33	SP-05	81006.000	Wall, Precast Modular Block Retaining	900	SF	\$ 33.00	\$ 29,700.00	\$27.00	\$ 24,300.00
34	SP-06	80040.000	Temporary Erosion Control Matting	1,700	SY	\$ 2.00	\$ 3,400.00	\$2.00	\$ 3,400.00
35	SP-07	80010.000	Safety rail, metal	240	LF	\$ 25.00	\$ 6,000.00	\$45.00	\$ 10,800.00
36	SPU-01	21016.000	Replace and Relocate 6" DIP Water Main	20	LF	\$ 150.00	\$ 3,000.00	\$190.00	\$ 3,800.00
37	SPU-02	20012.000	Adjust Fire Hydrant	1	EA	\$ 2,200.00	\$ 2,200.00	\$2,000.00	\$ 2,000.00
38	SPU-03	21076.000	Relocate Water Service	1	EA	\$ 700.00	\$ 700.00	\$1,500.00	\$ 1,500.00
39	SPU-04	20000.001	Adjust Water Meter	1	EA	\$ 250.00	\$ 250.00	\$300.00	\$ 300.00
40	SPU-05	20021.000	Relocate Water Meter	3	EA	\$ 300.00	\$ 900.00	\$600.00	\$ 1,800.00
41	SPU-06	11520.002	Replace 8" Sanitary Sewer with DIP	18	LF	\$ 150.00	\$ 2,700.00	\$190.00	\$ 3,420.00

BIDTAB

Project Name: W. Tyvola Road Sidewalk
 Project #: 512-12-048
 Bid Number: HC2013-524
 Estimate \$: \$371,634.00
 Bid Opening Date: Tuesday, December 03, 2013
 AC Adjust \$: \$569.38
 Contingency: 15%

	United Construction, Inc.	W.M. Warr & Son Inc.
	\$ 309,189.00	\$ 311,110.00
	\$ 46,378.35	\$ 46,666.50
TOTAL BID	\$ 355,567.35	\$ 357,776.50

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total
1	800	10800.000	Mobilization	1	LS	\$18,000.00	\$ 18,000.00	\$18,000.00	\$ 18,000.00
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$80,000.00	\$ 80,000.00	\$51,250.00	\$ 51,250.00
3	SP-03	80135.000	Select Material	75	TN	\$32.00	\$ 2,400.00	\$40.00	\$ 3,000.00
4	SP-04	80001.000	Traffic Control	1	LS	\$18,000.00	\$ 18,000.00	\$12,500.00	\$ 12,500.00
5	226	10226.101	Undercut Excavation	50	CY	\$30.00	\$ 1,500.00	\$40.00	\$ 2,000.00
6	300	10300.000	Foundation Conditioning Material, Minor Structures	75	TN	\$32.00	\$ 2,400.00	\$40.00	\$ 3,000.00
7	310	10310.003	15" R.C. Pipe Culverts, Class III	200	LF	\$34.00	\$ 6,800.00	\$30.00	\$ 6,000.00
8	310	10310.004	15" R.C. Pipe Culverts, Class IV	120	LF	\$36.00	\$ 4,320.00	\$32.00	\$ 3,840.00
9	310	10310.053	19" X 30" Reinforced Concrete Elliptical Pipe	44	LF	\$125.00	\$ 5,500.00	\$225.00	\$ 9,900.00
10	520	10520.000	Aggregate Base Course	50	TN	\$32.00	\$ 1,600.00	\$50.00	\$ 2,500.00
11	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	75	TN	\$65.00	\$ 4,875.00	\$90.00	\$ 6,750.00
12	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	65	TN	\$65.00	\$ 4,225.00	\$90.00	\$ 5,850.00
13	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	40	TN	\$65.00	\$ 2,600.00	\$95.00	\$ 3,800.00
14	620	10620.000	Asphalt Binder for Plant Mix, Grade PG 64-22	11	TN	\$750.00	\$ 8,250.00	\$615.00	\$ 6,765.00
15	654	10654.000	Asphalt Plant Mix, Pavement Repair	100	TN	\$120.00	\$ 12,000.00	\$165.00	\$ 16,500.00
16	838	10838.051	Endwalls, Reinforced	7	CY	\$1,000.00	\$ 7,000.00	\$900.00	\$ 6,300.00
17	840	10840.022	Masonry Drainage Structures	4	EA	\$1,200.00	\$ 4,800.00	\$1,250.00	\$ 5,000.00
18	840	10840.002	Frame Grate and Hood, NCDOT Std 840.03	2	EA	\$500.00	\$ 1,000.00	\$650.00	\$ 1,300.00
19	840	10840.015	Drop Inlet Frame and Grate, NCDOT Std 840.16	3	EA	\$450.00	\$ 1,350.00	\$600.00	\$ 1,800.00
20	846	10846.052	2' 6" Concrete Curb and Gutter	400	LF	\$14.00	\$ 5,600.00	\$20.00	\$ 8,000.00
21	846	10846.000	6" X 18" Concrete Curb	100	LF	\$16.00	\$ 1,600.00	\$22.00	\$ 2,200.00
22	848	10848.000	4" Concrete Sidewalk	1,250	SY	\$26.00	\$ 32,500.00	\$28.00	\$ 35,000.00
23	848	10848.051	6" Concrete Driveways	350	SY	\$36.00	\$ 12,600.00	\$45.00	\$ 15,750.00
24	848	10848.101	Concrete Wheelchair Ramps	7	EA	\$750.00	\$ 5,250.00	\$750.00	\$ 5,250.00
25	858	10858.000	Adjustment of Catch Basins	1	EA	\$1,000.00	\$ 1,000.00	\$750.00	\$ 750.00
26	858	10858.101	Adjustment of Manholes	3	EA	\$300.00	\$ 900.00	\$500.00	\$ 1,500.00
27	866	10866.010	Chain Link Fence, Commercial Grade, 96" Fabri	300	LF	\$20.00	\$ 6,000.00	\$21.50	\$ 6,450.00
28	866	10866.001	Metal Line Posts, Commercial Grade, for 96" Chain Link Fence	6	EA	\$160.00	\$ 960.00	\$200.00	\$ 1,200.00

BIDTAB

Project Name: W. Tyvola Road Sidewalk
 Project #: 512-12-048
 Bid Number: HC2013-524
 Estimate \$: \$371,634.00
 Bid Opening Date: Tuesday, December 03, 2013
 AC Adjust \$: \$569.38
 Contingency: 15%

	United Construction, Inc.	W.M. Warr & Son Inc.
	\$ 309,189.00	\$ 311,110.00
	<u>\$ 46,378.35</u>	<u>\$ 46,666.50</u>
TOTAL BID	<u><u>\$ 355,567.35</u></u>	<u><u>\$ 357,776.50</u></u>

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total
29	866	10866.002	Metal Terminal Posts, Commercial Grade, for 96" Chain Link Fence	2	EA	\$242.00	\$ 484.00	\$200.00	\$ 400.00
30	866	10866.000	Metal Gate Posts, Commercial Grade, for 96" Chain Link Fence	4	EA	\$485.00	\$ 1,940.00	\$300.00	\$ 1,200.00
31	866	10866.004	Metal Gate, Commercial Grade, for 96" Chain Link Fence, 32' wide	1	EA	\$3,300.00	\$ 3,300.00	\$4,750.00	\$ 4,750.00
32	1205	11205.001	Paint Pavement Marking Lines, 4"	1,000	LF	\$1.10	\$ 1,100.00	\$2.75	\$ 2,750.00
33	SP-05	81006.000	Wall, Precast Modular Block Retaining	900	SF	\$18.00	\$ 16,200.00	\$30.00	\$ 27,000.00
34	SP-06	80040.000	Temporary Erosion Control Matting	1,700	SY	\$6.00	\$ 10,200.00	\$2.65	\$ 4,505.00
35	SP-07	80010.000	Safety rail, metal	240	LF	\$60.00	\$ 14,400.00	\$55.00	\$ 13,200.00
36	SPU-01	21016.000	Replace and Relocate 6" DIP Water Main	20	LF	\$125.00	\$ 2,500.00	\$250.00	\$ 5,000.00
37	SPU-02	20012.000	Adjust Fire Hydrant	1	EA	\$800.00	\$ 800.00	\$2,000.00	\$ 2,000.00
38	SPU-03	21076.000	Relocate Water Service	1	EA	\$700.00	\$ 700.00	\$600.00	\$ 600.00
39	SPU-04	20000.001	Adjust Water Meter	1	EA	\$275.00	\$ 275.00	\$350.00	\$ 350.00
40	SPU-05	20021.000	Relocate Water Meter	3	EA	\$700.00	\$ 2,100.00	\$600.00	\$ 1,800.00
41	SPU-06	11520.002	Replace 8" Sanitary Sewer with DIP	18	LF	\$120.00	\$ 2,160.00	\$300.00	\$ 5,400.00

BIDTAB

Project Name: W. Tyvola Road Sidewalk
 Project #: 512-12-048
 Bid Number: HC2013-524
 Estimate \$: \$371,634.00
 Bid Opening Date: Tuesday, December 03, 2013
 AC Adjust \$: \$569.38
 Contingency: 15%

	Carolina Cajun Concrete, Inc.	Huffstetler Group, Inc., The
	\$ 334,970.00	\$ 359,455.45
	\$ 50,245.50	\$ 53,918.32
TOTAL BID	\$ 385,215.50	\$ 413,373.77

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total
1	800	10800.000	Mobilization	1	LS	\$15,000.00	\$ 15,000.00	\$2,000.00	\$ 2,000.00
2	SP-01	10226.000	Comprehensive Grading	1	LS	\$78,000.00	\$ 78,000.00	\$65,000.00	\$ 65,000.00
3	SP-03	80135.000	Select Material	75	TN	\$25.00	\$ 1,875.00	\$79.00	\$ 5,925.00
4	SP-04	80001.000	Traffic Control	1	LS	\$20,000.00	\$ 20,000.00	\$6,000.00	\$ 6,000.00
5	226	10226.101	Undercut Excavation	50	CY	\$25.00	\$ 1,250.00	\$66.37	\$ 3,318.50
6	300	10300.000	Foundation Conditioning Material, Minor Structures	75	TN	\$25.00	\$ 1,875.00	\$23.00	\$ 1,725.00
7	310	10310.003	15" R.C. Pipe Culverts, Class III	200	LF	\$35.00	\$ 7,000.00	\$55.00	\$ 11,000.00
8	310	10310.004	15" R.C. Pipe Culverts, Class IV	120	LF	\$60.00	\$ 7,200.00	\$58.00	\$ 6,960.00
9	310	10310.053	19" X 30" Reinforced Concrete Elliptical Pipe	44	LF	\$160.00	\$ 7,040.00	\$175.00	\$ 7,700.00
10	520	10520.000	Aggregate Base Course	50	TN	\$35.00	\$ 1,750.00	\$37.00	\$ 1,850.00
11	610	10610.000	Asphalt Concrete Base Course, Type B 25.0B	75	TN	\$82.00	\$ 6,150.00	\$160.00	\$ 12,000.00
12	610	10610.151	Asphalt Concrete Intermediate Course, Type I 19.0B	65	TN	\$82.00	\$ 5,330.00	\$160.00	\$ 10,400.00
13	610	10610.401	Asphalt Concrete Surface Course, Type S 9.5B	40	TN	\$89.00	\$ 3,560.00	\$400.00	\$ 16,000.00
14	620	10620.000	Asphalt Binder for Plant Mix, Grade PG 64-22	11	TN	\$650.00	\$ 7,150.00	\$475.00	\$ 5,225.00
15	654	10654.000	Asphalt Plant Mix, Pavement Repair	100	TN	\$145.00	\$ 14,500.00	\$300.00	\$ 30,000.00
16	838	10838.051	Endwalls, Reinforced	7	CY	\$900.00	\$ 6,300.00	\$200.00	\$ 1,400.00
17	840	10840.022	Masonry Drainage Structures	4	EA	\$1,400.00	\$ 5,600.00	\$1,200.00	\$ 4,800.00
18	840	10840.002	Frame Grate and Hood, NCDOT Std 840.03	2	EA	\$500.00	\$ 1,000.00	\$394.00	\$ 788.00
19	840	10840.015	Drop Inlet Frame and Grate, NCDOT Std 840.16	3	EA	\$450.00	\$ 1,350.00	\$332.35	\$ 997.05
20	846	10846.052	2' 6" Concrete Curb and Gutter	400	LF	\$16.50	\$ 6,600.00	\$12.00	\$ 4,800.00
21	846	10846.000	6" X 18" Concrete Curb	100	LF	\$15.50	\$ 1,550.00	\$20.00	\$ 2,000.00
22	848	10848.000	4" Concrete Sidewalk	1,250	SY	\$26.00	\$ 32,500.00	\$35.00	\$ 43,750.00
23	848	10848.051	6" Concrete Driveways	350	SY	\$42.00	\$ 14,700.00	\$44.00	\$ 15,400.00
24	848	10848.101	Concrete Wheelchair Ramps	7	EA	\$950.00	\$ 6,650.00	\$1,250.00	\$ 8,750.00
25	858	10858.000	Adjustment of Catch Basins	1	EA	\$700.00	\$ 700.00	\$750.00	\$ 750.00
26	858	10858.101	Adjustment of Manholes	3	EA	\$500.00	\$ 1,500.00	\$830.00	\$ 2,490.00
27	866	10866.010	Chain Link Fence, Commercial Grade, 96" Fabri	300	LF	\$25.00	\$ 7,500.00	\$16.97	\$ 5,091.00
28	866	10866.001	Metal Line Posts, Commercial Grade, for 96" Chain Link Fence	6	EA	\$40.00	\$ 240.00	\$162.15	\$ 972.90

BIDTAB

Project Name: W. Tyvola Road Sidewalk
 Project #: 512-12-048
 Bid Number: HC2013-524
 Estimate \$: \$371,634.00
 Bid Opening Date: Tuesday, December 03, 2013
 AC Adjust \$: \$569.38
 Contingency: 15%

	Carolina Cajun Concrete, Inc.	Huffstetler Group, Inc., The
	\$ 334,970.00	\$ 359,455.45
	\$ 50,245.50	\$ 53,918.32
TOTAL BID	\$ 385,215.50	\$ 413,373.77

Item #	Section	CIC	Item Description	Qty	Unit	Unit Price	Line Total	Unit Price	Line Total
29	866	10866.002	Metal Terminal Posts, Commercial Grade, for 96" Chain Link Fence	2	EA	\$70.00	\$ 140.00	\$259.90	\$ 519.80
30	866	10866.000	Metal Gate Posts, Commercial Grade, for 96" Chain Link Fence	4	EA	\$90.00	\$ 360.00	\$717.60	\$ 2,870.40
31	866	10866.004	Metal Gate, Commercial Grade, for 96" Chain Link Fence, 32' wide	1	EA	\$2,000.00	\$ 2,000.00	\$1,838.85	\$ 1,838.85
32	1205	11205.001	Paint Pavement Marking Lines, 4"	1,000	LF	\$2.00	\$ 2,000.00	\$2.00	\$ 2,000.00
33	SP-05	81006.000	Wall, Precast Modular Block Retaining	900	SF	\$30.00	\$ 27,000.00	\$40.00	\$ 36,000.00
34	SP-06	80040.000	Temporary Erosion Control Matting	1,700	SY	\$3.00	\$ 5,100.00	\$1.18	\$ 2,006.00
35	SP-07	80010.000	Safety rail, metal	240	LF	\$45.00	\$ 10,800.00	\$42.00	\$ 10,080.00
36	SPU-01	21016.000	Replace and Relocate 6" DIP Water Main	20	LF	\$550.00	\$ 11,000.00	\$526.70	\$ 10,534.00
37	SPU-02	20012.000	Adjust Fire Hydrant	1	EA	\$1,500.00	\$ 1,500.00	\$955.65	\$ 955.65
38	SPU-03	21076.000	Relocate Water Service	1	EA	\$3,000.00	\$ 3,000.00	\$3,220.00	\$ 3,220.00
39	SPU-04	20000.001	Adjust Water Meter	1	EA	\$400.00	\$ 400.00	\$485.30	\$ 485.30
40	SPU-05	20021.000	Relocate Water Meter	3	EA	\$800.00	\$ 2,400.00	\$2,467.50	\$ 7,402.50
41	SPU-06	11520.002	Replace 8" Sanitary Sewer with DIP	18	LF	\$300.00	\$ 5,400.00	\$247.25	\$ 4,450.50

2015 Construction of Concrete Sidewalks, Curb, Curb and Gutter, Alleys and Drive Approaches

Official Publication 8034

Item	Description	Units	Contract Quantity	Standard Sidewalk		Concrete Idea, Inc.		Ti-Zack Concrete, Inc.	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1	Permit Work, 3-1/2" monolithic concrete Sidewalk, remove and Replace	sq ft	600,000	\$4.75	\$2,850,000	\$4.40	\$2,640,000	\$4.95	\$2,970,000
2	Permit Work, Placement of tree grates in the sidewalk area	each	3	\$500.00	\$1,500.00	\$100.00	\$300.00	\$250.00	\$750.00
3	Mobilization	each	3	\$300.00	\$900.00	\$100.00	\$300.00	\$250.00	\$750.00
4	Non-Permit Work, 3-1/2" monolithic concrete sidewalk, remove and replace	sq ft	18,000	\$4.10	\$73,800.00	\$3.85	\$69,300.00	\$5.00	\$90,000.00
5	Non-Permit Work, 6" monolithic concrete sidewalk, remove and replace	sq ft	8,500	\$6.00	\$51,000	\$4.30	\$36,550	\$7.00	\$59,500.00
6	Non-Permit Work, remove and replace select curb and gutter	lin ft	300	\$40.00	\$12,000.00	\$115.00	\$34,500	\$40.00	\$12,000.00
7	Non-Permit Work, tree grates placed in sidewalk area	each	3	\$450.00	\$1,350.00	\$100.00	\$300.00	\$250.00	\$750.00
8	Non-Permit Work, street intersection corner ADA ped. ramp tiles	sq ft	16,500	\$25.00	\$412,500.00	\$0.50	\$8,250.00	\$38.00	\$627,000.00

APPENDIX E
MINNEAPOLIS BID TABULATION

Style and manufacturer
Of ADA truncated dome tiles

Neenah Foundry

Neenah Foundry

Neenah Foundry


Total Bid Amount:

\$3,403,050.00

\$2,789,500.00

\$3,760,750.00

Verified by:



Date:

12/01/14

Verified by:



Date:

12-1-14

APPENDIX E
SEATTLE BID TABULATION

2015 Sidewalk/SRTS PS&E - Package #1 100% 2-25-2015

Schedule / Bid Item [Bid Item#]	Total Quantity	Units	Unit Price	Unit Price Extension	Schedule Total
SCHEDULE: BASE BID					
MINOR CHANGE [104901]	1	CALC	50000 \$	50,000.00	
CONSTRUCTION SURVEYING - 3RD AVE NW [105901]	1	LS	5000 \$	5,000.00	
CONSTRUCTION SURVEYING - 20TH AVE NE [105902]	1	LS	6000 \$	6,000.00	
CONSTRUCTION SURVEYING - NE 77TH ST [105903]	1	LS	3000 \$	3,000.00	
MOBILIZATION - 3RD AVE NW [109901]	1	LS	45512 \$	45,512.00	
MOBILIZATION - 20TH AVE NE [109902]	1	LS	39755 \$	39,755.00	
MOBILIZATION - NE 77TH ST [109903]	1	LS	14986 \$	14,986.00	
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL	1	LS	35000 \$	35,000.00	
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL	1	LS	35000 \$	35,000.00	
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL	1	LS	17350 \$	17,350.00	
CLEARING & GRUBBING [201005]	14353	SF	2 \$	28,706.00	
REMOVE ROCK FACING [202015]	153	SF	12 \$	1,836.00	
REMOVE ASPHALT PAVEMENT [202030]	1452	SY	22 \$	31,944.00	
REMOVE CEM CONC SIDEWALK [202035]	1013	SY	16 \$	16,208.00	
REMOVE PAVEMENT [202045]	575	SY	60 \$	34,500.00	
REMOVE CURB [202145]	153	LF	11 \$	1,683.00	
REMOVE CURB & GUTTER [202155]	252	LF	17 \$	4,284.00	
REMOVE FENCE, WOOD [202165]	63	LF	30 \$	1,890.00	
REMOVE PAINT STRIPING [202180]	23	LF	1 \$	23.00	
REMOVE PIPE [202190]	104	LF	25 \$	2,600.00	
REMOVE THERMO STRIPING [202200]	400	LF	1.5 \$	600.00	
REMOVE BOLLARD [202250]	2	EA	100 \$	200.00	
REMOVE INLET [202340]	4	EA	240 \$	960.00	
REMOVE PAINT LEGEND/SYMBOL [202365]	1	EA	50 \$	50.00	
REMOVE TREE [202480]	7	EA	1200 \$	8,400.00	
ABANDON AND FILL PIPE [202850]	23	LF	22 \$	506.00	
REMOVE CONCRETE WALL [202901]	10	LF	30 \$	300.00	
REMOVE BOLLARD RECEPTACLE [202902]	2	EA	100 \$	200.00	
REMOVE AND RESET MAILBOX [202903]	2	EA	400 \$	800.00	
REMOVE HANDRAILS [202904]	2	LS	1000 \$	2,000.00	
REMOVE WHEELSTOPS [202905]	39	EA	10 \$	390.00	
REMOVE TIMBER EDGING [202906]	15	LF	20 \$	300.00	
REMOVE AND PROTECT PAVER BLOCK WALL [202907]	30	SF	20 \$	600.00	
COMMON EXCAVATION [204005]	904	CY	60 \$	54,240.00	
MINERAL AGGREGATE, TYPE 2 [401002]	1171	TN	40 \$	46,840.00	
MINERAL AGGREGATE, TYPE 17 [401017]	159	TN	41 \$	6,519.00	
MINERAL AGGREGATE, TYPE 22 [401022]	18	TN	36 \$	648.00	
PAVEMENT, HMA (CL 1/2 IN) [504045]	254	TN	165 \$	41,910.00	
PAVEMENT, HMA (CL 1 IN) [504055]	224	TN	165 \$	36,960.00	
MODULAR BLOCK WALL [611901]	641	SF	65 \$	41,665.00	
MAINTENANCE HOLE, TYPE 204B [705058]	2	EA	3600 \$	7,200.00	
CATCH BASIN, TYPE 240D [705358]	2	EA	2300 \$	4,600.00	
INLET, TYPE 250A [705450]	2	EA	1500 \$	3,000.00	
INLET, TYPE 250B [705451]	2	EA	1500 \$	3,000.00	
JUNCTION BOX, TYPE 277A [705901]	3	EA	2800 \$	8,400.00	
PIPE, CB CONN, D.I., CL 50, 8 IN [708058]	47	LF	80 \$	3,760.00	
PIPE, INLET CONN, D.I., CL 50, 8 IN [708258]	78	LF	75 \$	5,850.00	
PIPE, PSD, D.I., CL 50, 12 IN [717612]	389	LF	140 \$	54,460.00	
PIPE, PSD, PVC, D3034 SDR 35, 8 IN [717668]	7	LF	55 \$	385.00	
ADJUST EXISTING MH, CB, OR VC [720005]	6	EA	500 \$	3,000.00	
ADJUST EXISTING VALVE BOX [720020]	2	EA	450 \$	900.00	
BIO RETENTION TREATMENT FACILITY, 6'X6' [723901]	1	EA	24000 \$	24,000.00	
CONSTRUCTION STORMWATER & EROSION CONTROL PI	1	LS	2200 \$	2,200.00	
CONSTRUCTION STORMWATER & EROSION CONTROL PI	1	LS	4000 \$	4,000.00	
CONSTRUCTION STORMWATER & EROSION CONTROL PI	1	LS	2500 \$	2,500.00	
TREE, VEGETATION & SOIL PROTECTION PLAN (TVSPP) -	1	LS	800 \$	800.00	
TREE, VEGETATION & SOIL PROTECTION PLAN (TVSPP) -	1	LS	4000 \$	4,000.00	
TREE, VEGETATION & SOIL PROTECTION PLAN (TVSPP) -	1	LS	1300 \$	1,300.00	
SPILL PLAN (SP) - 3RD AVE NW [801909]	1	LS	1200 \$	1,200.00	
SPILL PLAN (SP) - 20TH AVE NE [801910]	1	LS	1000 \$	1,000.00	
SPILL PLAN (SP) - NE 77TH ST [801911]	1	LS	1300 \$	1,300.00	
TREE, BROADLEAF EVERGREEN, 6 FT TO 8 FT [802008]	4	EA	250 \$	1,000.00	
TREE, CONIFEROUS EVERGREEN, 6 FT TO 8 FT [802028]	1	EA	250 \$	250.00	

APPENDIX E
SEATTLE BID TABULATION

TREE, DECIDUOUS, 2 IN TO 2-1/2 IN CAL [802070]	24 EA	350 \$	8,400.00
SHRUB, BROADLEAF EVERGREEN, 1 GAL [802101]	78 EA	12 \$	936.00
SHRUB, DECIDUOUS, 1 GAL [802121]	113 EA	10 \$	1,130.00
GROUND COVER, 4 IN POT [802154]	119 EA	6 \$	714.00
TOPSOIL, TYPE A [802160]	194 CY	50 \$	9,700.00
GROUND COVER, 1 GAL [802161]	382 EA	10 \$	3,820.00
MULCH, BARK [802220]	52 CY	55 \$	2,860.00
MULCH, DECOMPOSED ORGANIC, COMPOST [802230]	42 CY	48 \$	2,016.00
BOLLARD, REMOVABLE [802315]	4 EA	750 \$	3,000.00
TREE ROOT BARRIER [802360]	580 LF	5 \$	2,900.00
SEEDED LAWN INSTALLATION [802610]	4326 SF	1 \$	4,326.00
LANDSCAPE ESTABLISHMENT, MIN. BID = \$500 - 3RD AVE	1 LS	800 \$	800.00
LANDSCAPE ESTABLISHMENT, MIN. BID = \$2000 - 20TH A	1 LS	2500 \$	2,500.00
LANDSCAPE ESTABLISHMENT, MIN. BID = \$500 - NE 77TH	1 LS	800 \$	800.00
LAWN ESTABLISHMENT, MIN. BID = \$250 - NE 77TH ST [80	1 LS	500 \$	500.00
CURB, CEM CONC W/ 25% POZZOLANS [804025]	63 LF	25 \$	1,575.00
CURB AND GUTTER, CEM CONC W/ 25% POZZOLANS [80	2198 LF	38 \$	83,524.00
6' WOOD FENCE [809901]	19 LF	30 \$	570.00
PICKET FENCE [809902]	44 LF	30 \$	1,320.00
3' HEIGHT METAL FENCE [812901]	60 LF	30 \$	1,800.00
DETECTABLE WARNING PLATE [814030]	80 SF	70 \$	5,600.00
SIDEWALK, CEM CONC W/ 25% POZZOLANS [814205]	1733 SY	52 \$	90,116.00
SIDEWALK, THICKENED EDGE W/ 25% POZZOLANS [8142	1349 LF	10 \$	13,490.00
CURB RAMP 422A W/ 25% POZZOLANS [814220]	18 EA	2300 \$	41,400.00
CURB RAMP 422B W/ 25% POZZOLANS [814222]	2 EA	2800 \$	5,600.00
CURB RAMP, NON-STANDARD W/ 25% POZZOLANS [8142:	63 SY	350 \$	22,050.00
RESET PAVER WALKWAY [814901]	101 SF	10 \$	1,010.00
SIDEWALK, STAMPED CEM CONC [814902]	9 SY	80 \$	720.00
CIP CONCRETE SEAT WALL [817901]	15 LF	150 \$	2,250.00
STEPS, CEM CONC W/ 25% POZZOLANS [818070]	100 SF	110 \$	11,000.00
HANDRAIL, TYPE 440 [818140]	36 LF	120 \$	4,320.00
HANDRAIL, TYPE 443 [818143]	64 LF	110 \$	7,040.00
DRIVEWAY, CEM CONC, HES (24 HRS), 8 IN [819018]	100 SY	130 \$	13,000.00
DRIVEWAY, CEM CONC, HES (24 HRS), 6 IN [819902]	432 SY	110 \$	47,520.00
SIGN, TRAFFIC [821005]	66 SF	32 \$	2,112.00
POST, TRAFFIC SIGN [821030]	10 EA	170 \$	1,700.00
POST, STREET NAME [821040]	1 EA	150 \$	150.00
RELOCATE SIGN, TRAFFIC [821050]	25 EA	200 \$	5,000.00
RELOCATE SIGN, STREET NAME [821055]	7 EA	200 \$	1,400.00
SOLAR RECTANGULAR RAPID FLASHING BEACON SYSTE	4 EA	5000 \$	20,000.00
PAVEMENT MARKING, THERMOPLASTIC, 8 IN STRIPE [82:	506 LF	5 \$	2,530.00
PAVEMENT MARKING, MMA, 4 IN STRIPE [822901]	463 LF	1.5 \$	694.50
PAVEMENT MARKING, MMA, LEGEND/SYMBOL [822902]	1 EA	100 \$	100.00
SIGN, PROJECT IDENTIFICATION, OWNER FURNISHED [8:	6 EA	350 \$	2,100.00

\$ 1,191,563.50

GRAND TOTAL

\$ 1,191,563.50

CITY OF AUSTIN

Sidewalks Peer Cities Report Appendix

Prepared by
MWM DesignGroup
and the
City of Austin Public Works Department
and Transportation Department



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