



PALM BEACH COUNTY PROJECT NO. 2022503

Center Street Loxahatchee Road to Alternate A-1-A East End Alternatives Report

November 2024, Rev. 3/25/2025

PREPARED BY:



Point of Contact: William Adams, PE
2041 Vista Parkway, Suite 101
West Palm Beach, FL 33411
p: 561.253.9567
e: william.adams@consoreng.com

PREPARED FOR:

Palm Beach County
Roadway Production
2300 N. Jog Road
West Palm Beach, FL 33411

Center Street Loxahatchee Road to Alternate A-1-A East End Alternatives Report

Palm Beach County Project No. 2022503

November 2024

DRAFT



consor

2041 Vista Parkway, Suite 101

West Palm Beach, FL 33411

p: 561.253.9550

Table of Contents

- 1 Introduction.....1-1**
 - 1.1 Project Description1-1
 - 1.2 Project Limits1-1
 - 1.3 Purpose of Report.....1-1
 - 1.4 Problem Statement1-1
 - 1.5 5-year Crash History1-1
 - 1.6 Traffic Analysis1-3
 - 1.7 Alternative Evaluation1-6
 - 1.8 Right of Way Considerations1-7
- 2 Improvement Alternatives.....2-1**
 - 2.1 Typical Sections2-1
 - 2.2 Side Street One-Way Pair Concepts2-3
 - 2.3 Right of Way Requirements2-5
 - 2.4 Intersection Alternatives2-7
 - 2.4.1 *Alternative One*2-7
 - 2.4.2 *Alternative Two*2-8
 - 2.4.3 *Alternative Three*2-9
 - 2.4.4 *Alternative Four*2-10
 - 2.5 Recommended Alternative2-11
 - 2.6 Additional Considerations2-11
- 3 Summary.....3-1**

Tables

- Table 1-1 | 2019-2023 Crash History for Project Limits1-2
- Table 1-2 | 2019-2023 Summary of Crash Types for Project Limits1-2
- Table 1-3 | 2019-2023 Crash History for Eastern Limits1-3
- Table 1-4 | 2019-2023 Summary of Crash Types for Eastern Limits.....1-3

Figures

- Figure 1-1 | Project Location Map1-4
- Figure 1-2 | East End Limits1-5

Figure 1-3 | East End Intersection1-6

Figure 1-4 | East End Side Streets.....1-7

Figure 1-5 | Right of Way1-8

Figure 2-1 | Standard 3 Lane Roadway for 80’ Right of Way2-1

Figure 2-2 | Recommended Section (68’ MIN R/W)2-2

Figure 2-3 | Existing Center Street Angle Parking2-2

Figure 2-4 | Proposed Center Street with Bike Lane, Drop Curb and Sidewalk.....2-3

Figure 2-5 | Side Street One-Way Typical Section.....2-4

Figure 2-6 | Side Street One-Way Section With Parking Alt 12-4

Figure 2-7 | Side Street One-Way Section With Parking Alt 22-5

Figure 2-8 | Preliminary Right-of-Way Requirements.....2-6

Figure 2-9 Existing Conflict Diagram2-7

Figure 2-10 | Alternative One2-8

Figure 2-11 | Alternative One Conflict Diagram2-8

Figure 2-12 | Alternative Two2-9

Figure 2-13 | Alternative Two Conflict Diagram2-9

Figure 2-14 | Alternative Three2-10

Figure 2-15 | Alternative Three Conflict Diagram2-10

Figure 2-16 | Alternative Four2-11

Figure 2-17 | Alternative Four Conflict Diagram2-11

Figure 2-18 | Area Overview2-12

Appendices

Appendix A – Cost Estimate

1 Introduction

1.1 Project Description

The general intent of the project is to widen Center Street to 3-lanes in order to improve traffic operations with the addition of a bi-directional turn lane, or standard turn lane.

1.2 Project Limits

The limits of the PROJECT are from Loxahatchee River Road to Alternate A-1-A. These limits include approximately 1.8 miles of Center Street. Improvements are also anticipated for Townhall Avenue and N Old Dixie Highway for approximately 300 feet each, north of Center Street. Figure 1-1 Project Location Map is provided on page 1-4.

1.3 Purpose of Report

This report has been prepared in order to evaluate alternatives to improve conditions at the east end of the project limits in the vicinity of the Center Street intersections with: Old Dixie Highway; FEC/Brightline Rail Road; and Alternate A-1-A. See Figure 1-2 East End Limits page 1-5 and Figure 1-3 East Intersection page 1-6.

1.4 Problem Statement

The existing Center Street signalized intersection of Old Dixie Highway and Alternate A-1-A is separated by the FEC/Brightline Railroad. There are numerous potential conflicts at this intersection and existing problems include vehicles coming to a stop within the railroad and general gridlock.

Additional issues at this location include parking within the right of way and the lack of continuous public sidewalks and bicycle facilities.

1.5 5-year Crash History

A 5-year period of crash history has been reviewed for the project limits, being the period from 2019-2023. For this period there were 181 crashes with 1 fatal crash, 36 serious injury crashes and 138 injury crashes. The data shows an increase in the total number of crashes and crashes resulting in injuries (serious and otherwise) for each of the five years. The fatal crash and 17 of the serious injury crashes occurred in 2023. 2023 saw a substantial increase in the number of crashes overall with 60 crashes compared with the previous year's 39. The predominant type of crashes were rear end (85 / 47%) followed by same direction sideswipe (18 / 10%) crashes. There were five bicycle and 1 pedestrian crashes.

As this study is focused on the east end of the project, a data set comprised of the crashes for the limits of the project from Marlin Drive to Alternate A-1-A was analyzed for the same period. For these limits, there were 77 crashes, which is 43% of the crashes for the overall project limits. There were six injury crashes, with no fatal or serious injury crashes. The predominant type of crashes were rear end (25 / 32%) followed by same direction sideswipe (14 / 18%). There were two bicycle crashes within these limits.

The following tables summarize the data for the project limits as well as the eastern limits.

Table 1-1 | 2019-2023 Crash History for Project Limits

	Year					Total
	2019	2020	2021	2022	2023	
No. of Fatal Crashes	0	0	0	0	1	1
No. of Serious Injury Crashes	2	6	5	6	17	36
No. of Injury Crashes	22	20	23	32	41	138
No. of Property Damage Only Crashes	1	1	2	1	1	6
Total Crashes	25	27	30	39	60	181
Pedestrian Crashes	0	0	0	0	1	1
Bike Crashes	0	1	1	0	3	5
Wet Surfaces Crashes	1	2	1	4	8	16
Dark Crashes	5	2	7	4	12	30

Table 1-2 | 2019-2023 Summary of Crash Types for Project Limits

Crash Type	Year					Total	Percentage	Average Per Year
	2019	2020	2021	2022	2023			
Backed Into	0	0	1	1	2	4	2%	1
Bicycle	0	1	0	0	2	3	2%	1
Head On	1	0	2	1	2	6	3%	1
Left Entering	1	3	3	2	4	13	7%	3
Left Leaving	0	0	3	0	2	5	3%	1
Left Rear	2	0	0	1	1	4	2%	1
Off Road	0	2	1	1	3	7	4%	1
Opposing Sideswipe	1	0	1	0	1	3	2%	1
Other	0	2	2	4	4	12	7%	2
Parked Vehicle	0	1	0	1	0	2	1%	0
Pedestrian	0	0	0	0	1	1	1%	0
Rear End	15	13	12	20	25	85	47%	17
Right Angle	2	0	2	2	1	7	4%	1
Right/Through	0	1	0	1	0	2	1%	0
Rollover	0	0	0	1	1	2	1%	0
Same Direction Sideswipe	3	4	2	2	7	18	10%	4
Single Vehicle	0	0	1	2	2	5	3%	1
Unknown	0	0	0	0	2	2	1%	0
Total Crashes	25	27	30	39	60	181	1	36.2

Table 1-3 | 2019-2023 Crash History for Eastern Limits

	Year					Total
	2019	2020	2021	2022	2023	
No. of Fatal Crashes	0	0	0	0	0	0
No. of Serious Injury Crashes	0	0	0	0	0	0
No. of Injury Crashes	0	3	1	2	6	12
No. of Property Damage Only Crashes	7	11	8	18	21	65
Total Crashes	7	14	9	20	27	77
Pedestrian Crashes	0	0	0	0	0	0
Bike Crashes	0	0	1	0	1	2
Wet Surfaces Crashes	0	1	0	1	3	5
Dark Crashes	2	2	0	1	4	9

Table 1-4 | 2019-2023 Summary of Crash Types for Eastern Limits

Crash Type	Year					Total	Percentage	Average Per Year
	2019	2020	2021	2022	2023			
Backed Into	0	0	1	1	2	4	5%	1
Bicycle	0	0	0	0	1	1	1%	0
Head On	1	0	0	0	2	3	4%	1
Left Entering	0	2	0	1	3	6	8%	1
Left Leaving	0	0	0	0	1	1	1%	0
Left Rear	0	0	0	1	1	2	3%	0
Off Road	0	2	0	0	0	2	3%	0
Opposing Sideswipe	0	0	1	0	0	1	1%	0
Other	0	2	0	3	1	6	8%	1
Parked Vehicle	0	1	0	0	0	1	1%	0
Pedestrian	0	0	0	0	0	0	0%	0
Rear End	3	4	3	8	7	25	32%	5
Right Angle	0	0	2	2	1	5	6%	1
Right/Through	0	1	0	1	0	2	3%	0
Rollover	0	0	0	1	1	2	3%	0
Same Direction Sideswipe	3	2	1	2	6	14	18%	3
Single Vehicle	0	0	1	0	0	1	1%	0
Unknown	0	0	0	0	1	1	1%	0
Total Crashes	7	14	9	20	27	77	1	15.4

1.6 Traffic Analysis

Traffic Analysis is to be performed by the COUNTY and may be utilized to refine this report in the future.

Figure 1-1 | Project Location Map

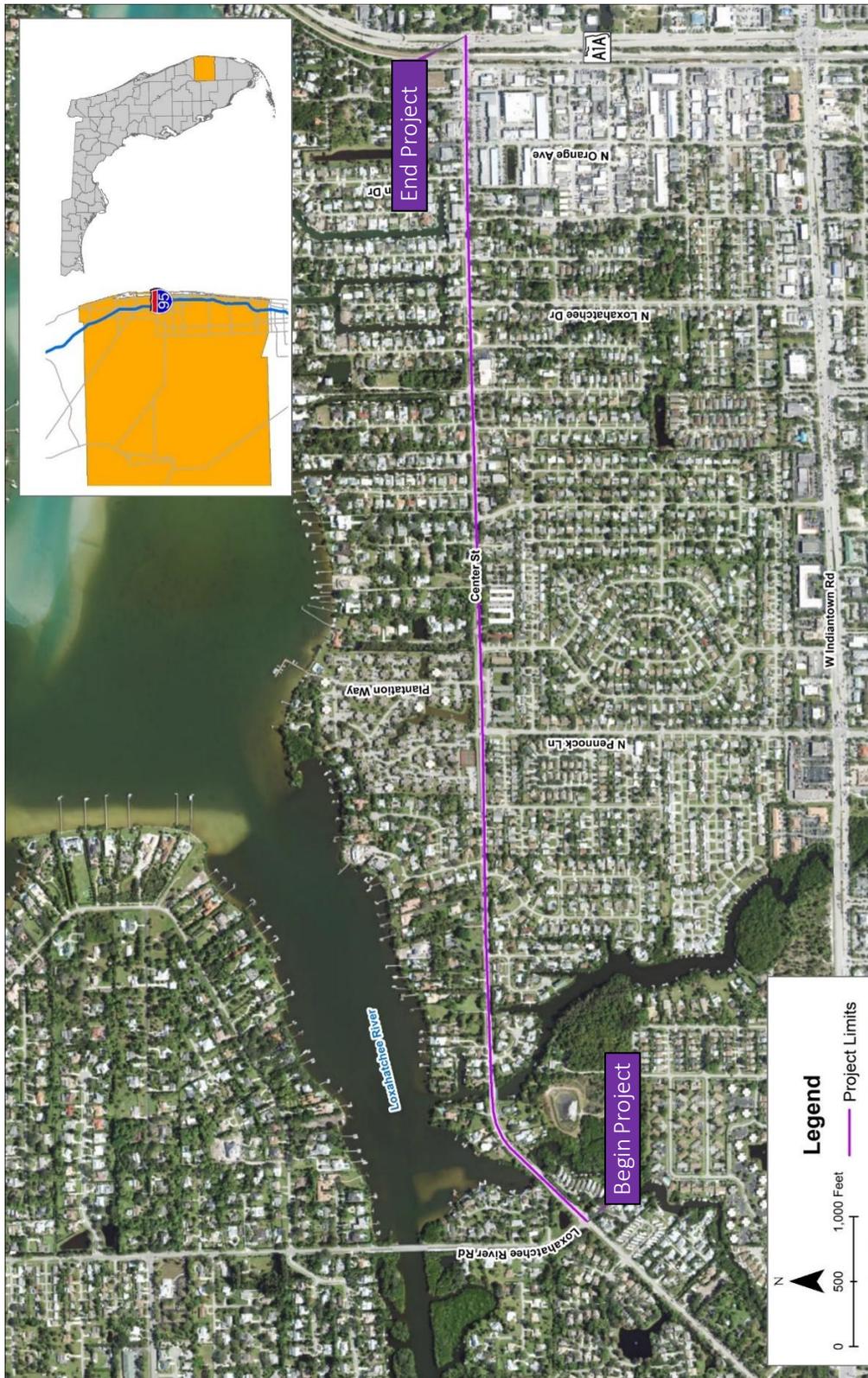


Figure 1-2 | East End Limits

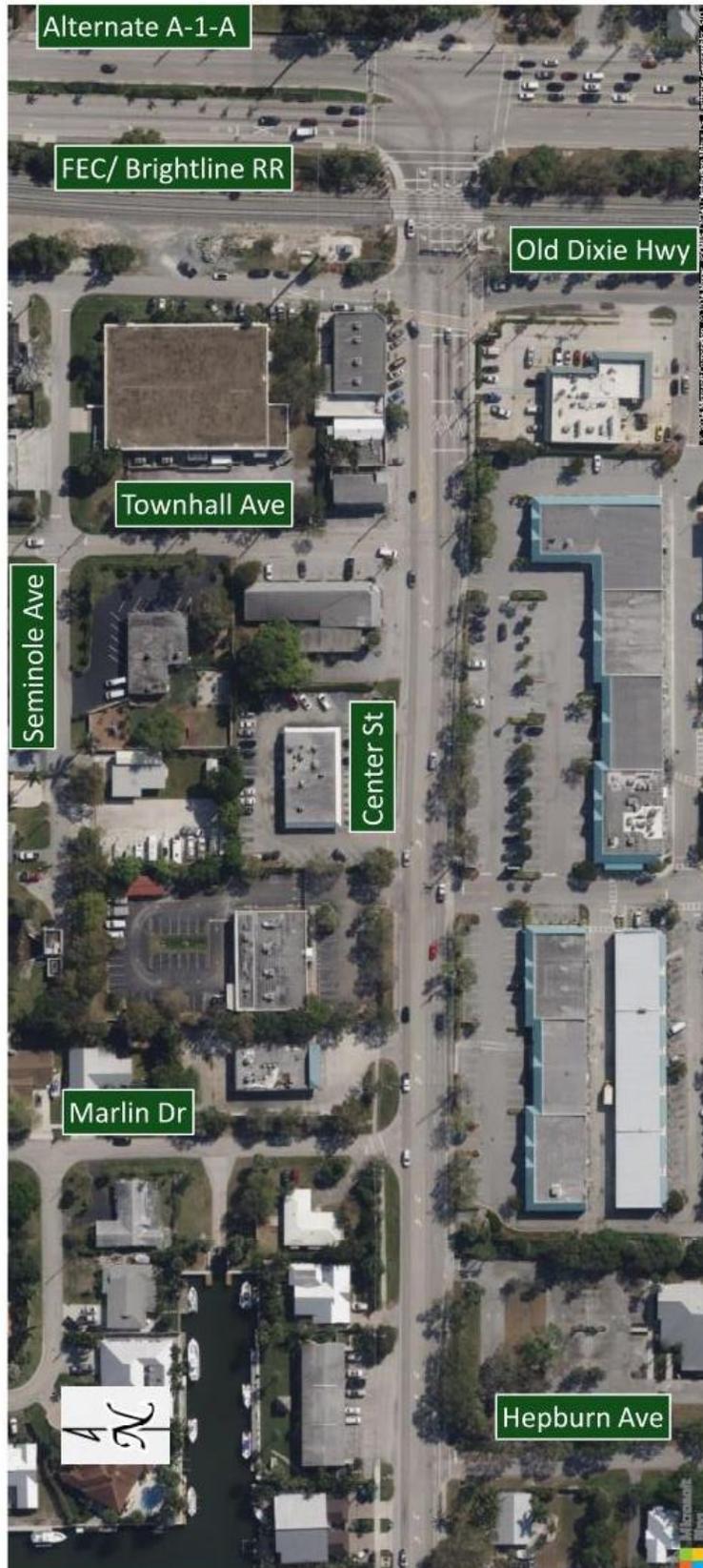
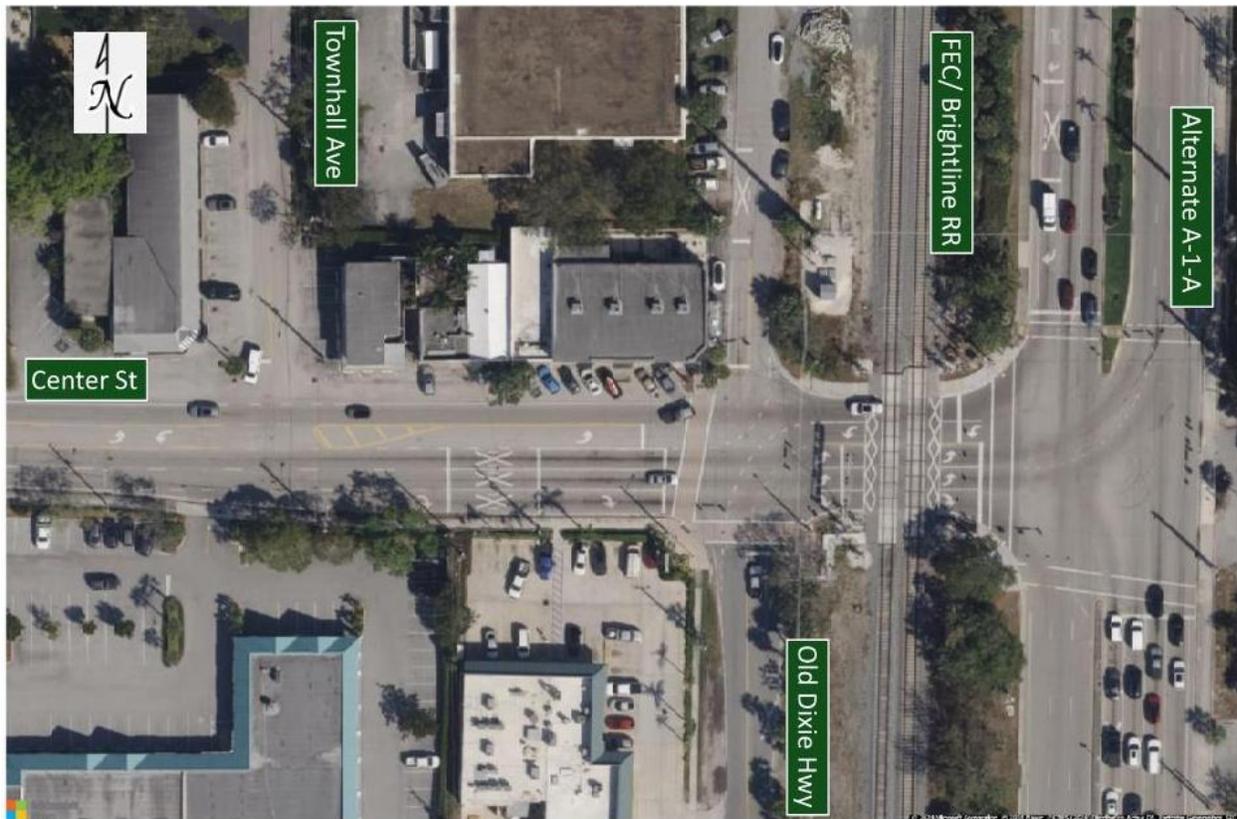


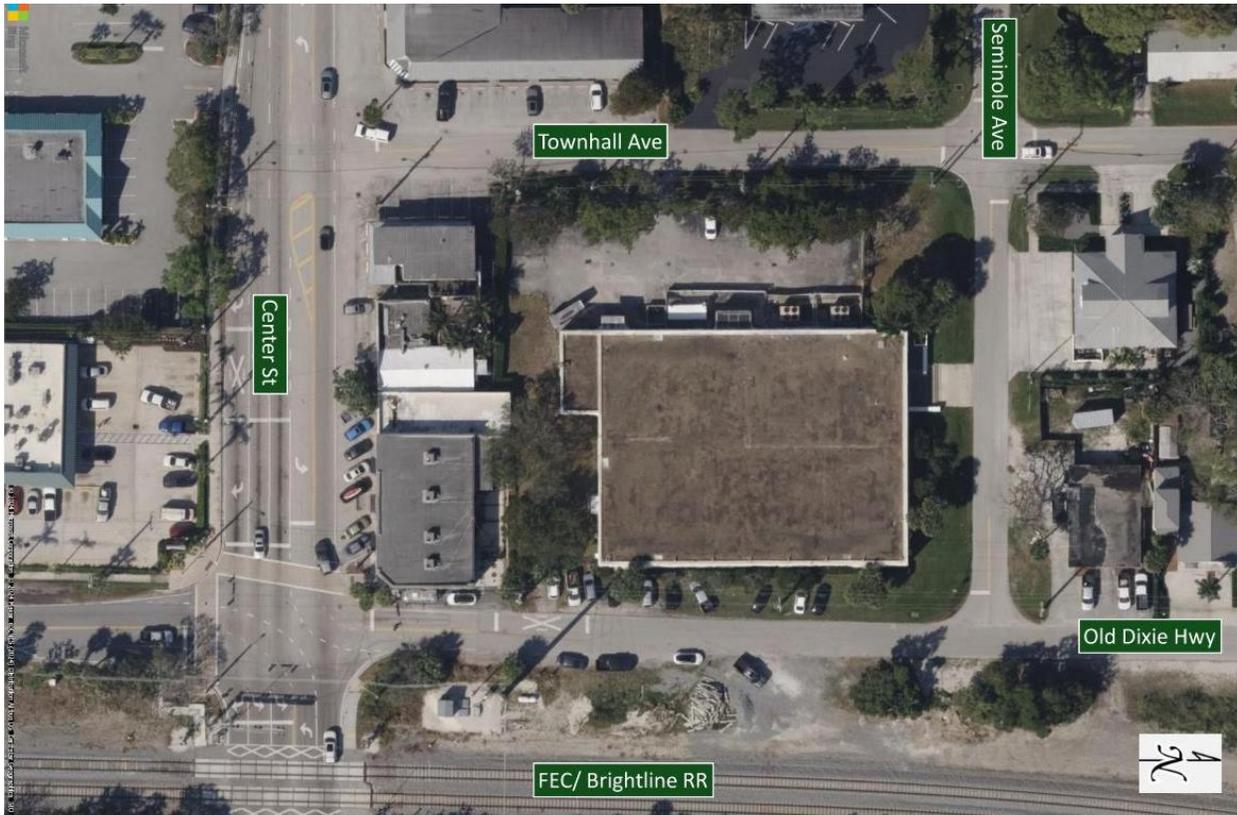
Figure 1-3 | East End Intersection



1.7 Alternative Evaluation

Alternatives will be evaluated to improve traffic, pedestrian and bicycle safety and operations within these limits. Center Street alternatives to be evaluated include: the introduction of a raised median eliminating southbound and northbound crossing movements to Old Dixie Highway; eliminating the substandard westbound to southbound Old Dixie Highway turning movement by providing a signalized U-turn to the west; and other adjustments to be determined in coordination with the County. Side Street alternatives to be evaluated will include conversion of Townhall Avenue and N Old Dixie Highway to one-way pairs with on street parking in order to provide capacity for parking within right of way that is desired to be eliminated with the Center Street Improvements. Potential to accommodate parking on Seminole Avenue will also be evaluated. The one-way pairs will be evaluated for both direction options and there will be various considerations related to the Center Street alternatives being considered. See Figure 1-4 East End Side Street on page 1-7.

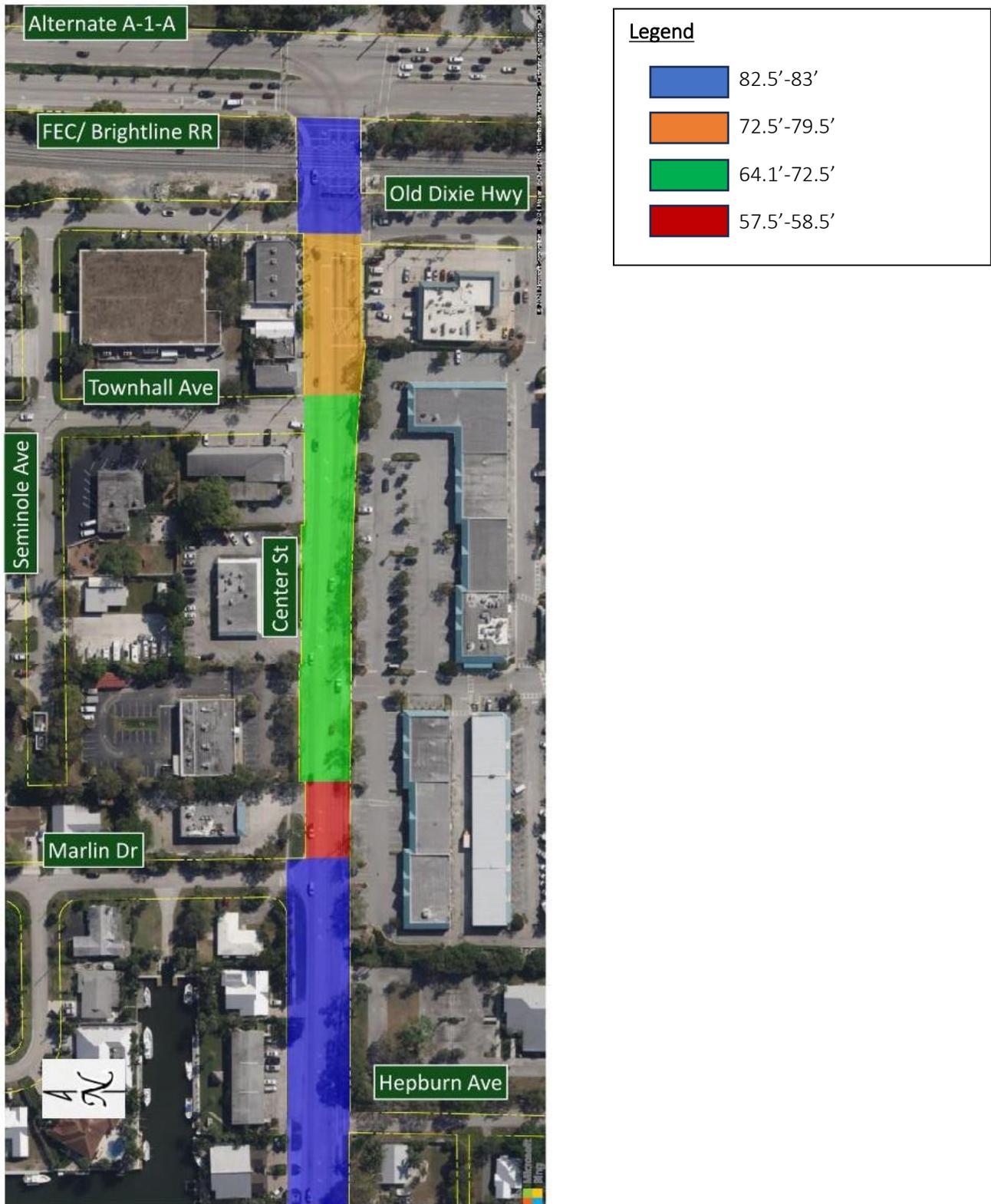
Figure 1-4 | East End Side Streets



1.8 Right of Way Considerations

Survey and right of way mapping is ongoing. The existing right of way is based on the initial mapping results that will be refined as the design progresses. This is a particularly complex right of way area with variation in right of way widths and alignments. Figure 1-5 Right of Way is provided on the following sheet and depicts the various right of way widths ranging from 57.5' to 83'.

Figure 1-5 | Right of Way



2 Improvement Alternatives

2.1 Typical Sections

Palm Beach County's standard typical section for the project is a three lane roadway with 11' lanes, 7' bike lanes and 6' sidewalks with a standard 80' right of way width.

Figure 2-1 | Standard 3 Lane Roadway for 80' Right of Way

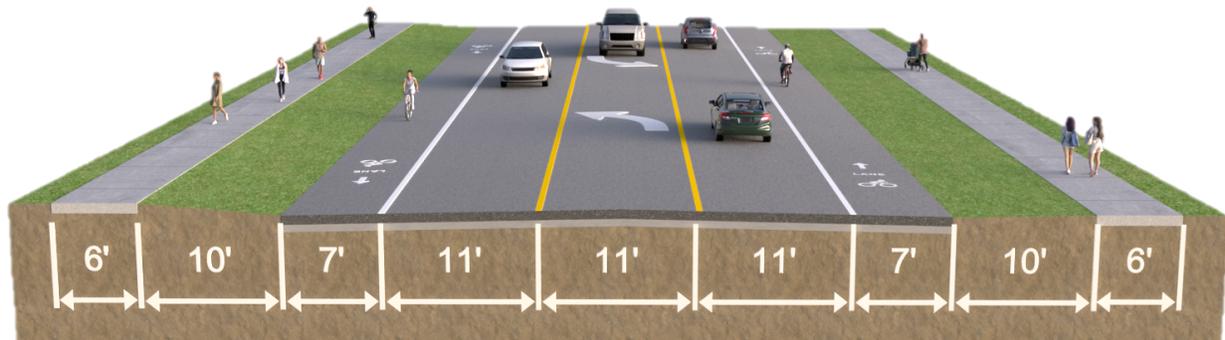


Figure 2-1 depicts the ideal standard section for the majority of the project limits. Due to varying right of way widths, there will be variations on this theme.

The eastern limits add an additional eastbound through lane just west of Hepburn Avenue and an eastbound right turn lane for Old Dixie Highway. For the purpose of this report, it is assumed that both the added through lane and right turn lane are needed to accommodate traffic. If it is determined that one of these could be eliminated, through traffic analysis, that would provide flexibility for further improvement.

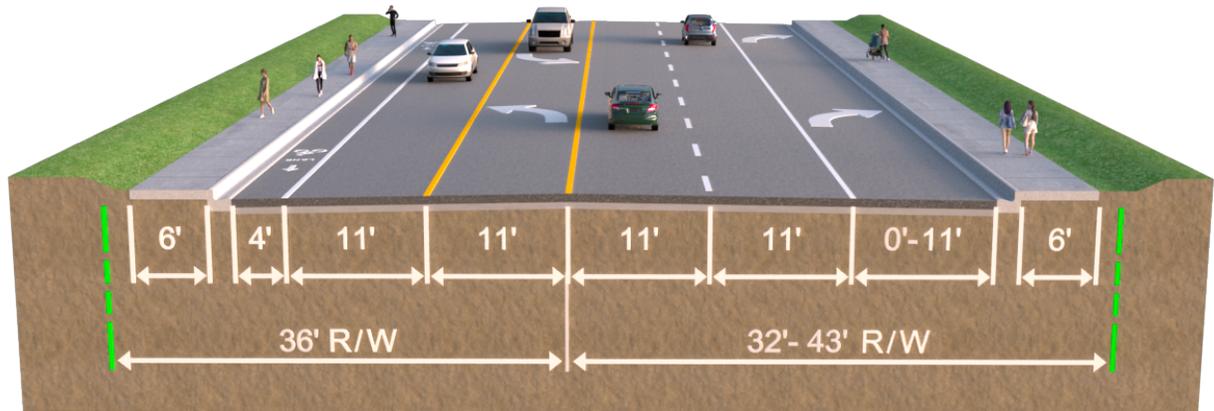
Existing pedestrian facilities consist of a six foot wide sidewalk along the length of the south side. The sidewalk on the north side ends near Marlin Drive and the majority of the limits do not include sidewalk on the north side. There are no existing bicycle facilities.

To provide a typical section that improves pedestrian and bicycle safety will require right of way acquisition. In order to limit business impacts to those that can be mitigated with this project, it is recommended to hold the existing south curb line with widening to the north.

The following section is recommended to construct a bike lane, curb and gutter (or drop curb) along the north side of the roadway. The existing pavement would be milled/resurfaced and restriped. The south side of the roadway curb and gutter and sidewalk would remain as is.

Note that due to the development within this section, and objective to avoid business impacts, we aren't presenting additional typical section alternatives that would require more right of way. We will identify options for variation within the typical width, however.

Figure 2-2 | Recommended Section (68' MIN R/W)



This section would harmonize with the existing development to provide an attractive interface with adjacent businesses. This would eliminate the existing parking within the right of way which is in the interest of safety and operations. This loss of parking could be replaced on the side streets by converting the side streets to one-way pairs.

Figure 2-3 | Existing Center Street Angle Parking



Drop curb can be utilized instead of a raised curb in order to facilitate grading and will create a sense of place and lower speed feel for traffic calming. This is a similar approach to what has been successfully implemented for the Clematis Street corridor in downtown West Palm Beach. The other benefit is that this

will closely match the existing grade, avoiding impacts to floodplain storage. There is a history of flooding for this area and it is within the FEMA Zone AE (El. 5) floodplain.

Figure 2-4 | Proposed Center Street with Bike Lane, Drop Curb and Sidewalk



2.2 Side Street One-Way Pair Concepts

To provide parking for this area side streets can be converted to one-way pairs with parking and sidewalks that would provide convenient access to the local businesses. In consideration of the traffic patterns, northbound one-way circulation for Townhall Avenue paired with a southbound one-way circulation for Old Dixie Highway or the reverse of this circulation could be implemented. We developed two concepts, with the location of Old Dixie Highway parking being the only difference. The one way circulation can be reversed from the direction shown and will depend on the selected intersection improvement alternative. Alternative 1 appears desirable in terms of pedestrian circulation but involves a transition to the alignment of Old Dixie Highway north of the intersection with Seminole Avenue. A typical section and conceptual one-way pairs with parking graphics are provided.

Preliminarily this would provide 8 parking spaces on Townhall Avenue, 6 on Seminole Avenue, and 12 on Old Dixie Highway for a total of 26 spaces. This would offset the loss of 15 parking spaces on Center Street. The proposed adjustments result in 11 additional paved spaces. However, there is parking currently occurring in the grass on either side of Old Dixie Highway.

Figure 2-5 | Side Street One-Way Typical Section

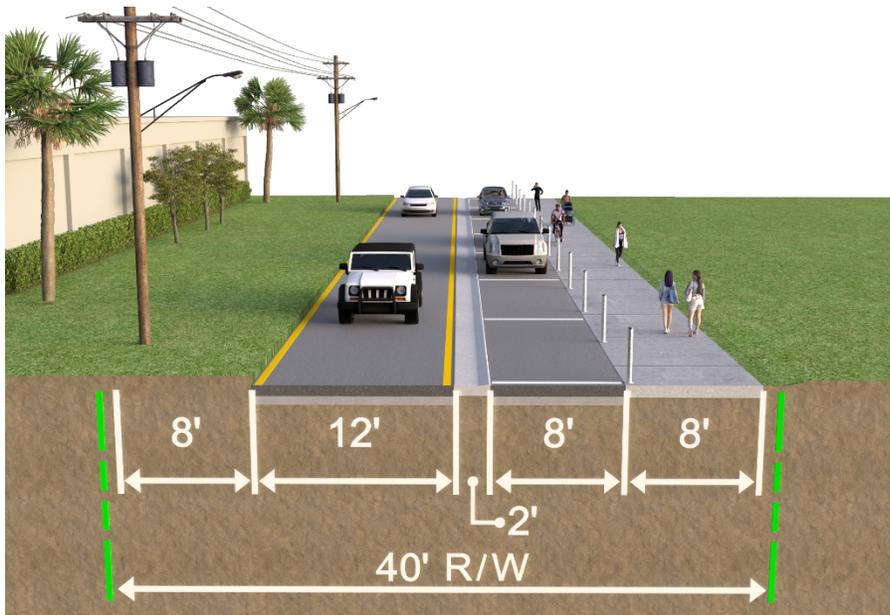


Figure 2-6 | Side Street One-Way Section With Parking Alt 1

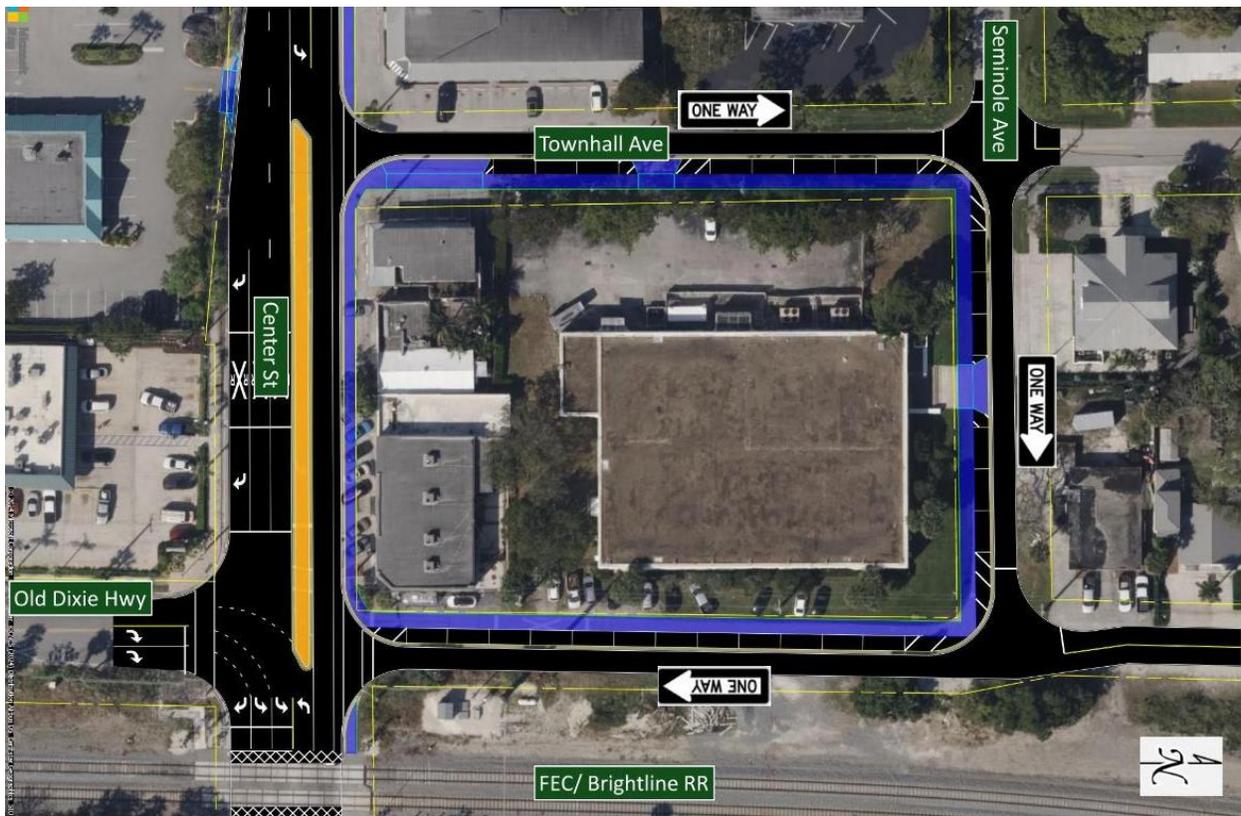
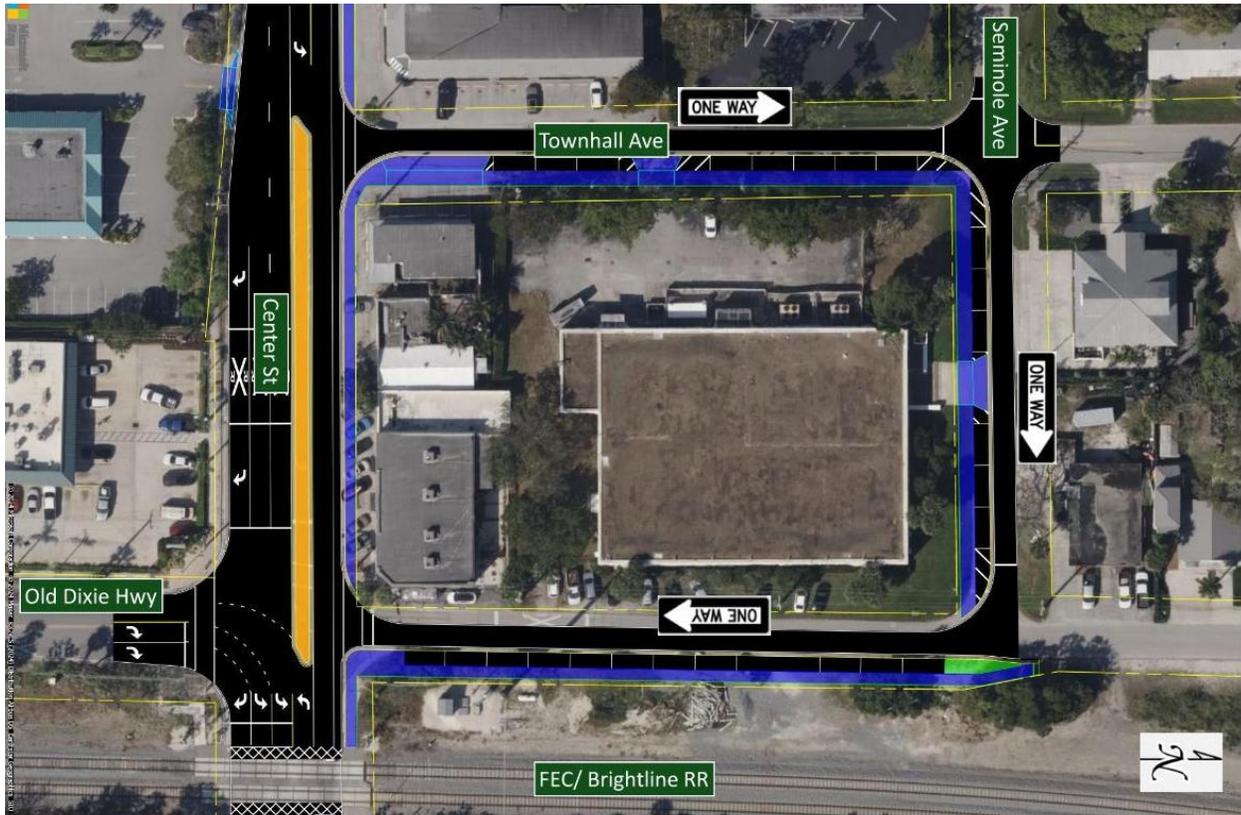


Figure 2-7 | Side Street One-Way Section With Parking Alt 2



2.3 Right of Way Requirements

The implementation of the recommended typical section will require right of way acquisition. Up to five potential acquisitions totaling less than 0.1 acres have been identified. Areas “4” and “5” may be eliminated through design refinements. The following exhibit identifies preliminary right of way acquisition requirements. Note that TCEs would also be required.

Figure 2-8 | Preliminary Right-of-Way Requirements



- ① 12.5' Width, 0.03 Acre
- ② 4.5' Width, 0.02 Acre
- ③ 0'-7.6' Width, 0.02 Acre
- ④ Corner Clip, 0.01 Acre
- ⑤ Corner Clip, 0.01 Acre

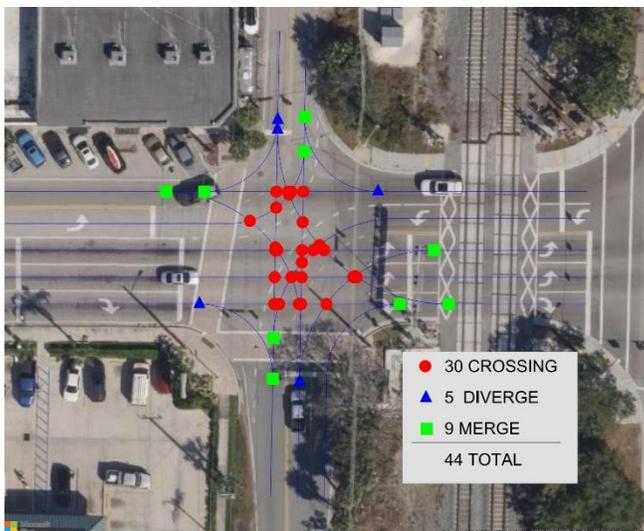
2.4 Intersection Alternatives

It would be possible to implement the modified typical section with the side street one-way pair and parking provision without modifications to the intersection and access management. However, given the accident history for the location, number of conflicts, and the recent addition of the high speed Brightline rail, improvements are recommended.

Three improvement alternatives have been identified for the intersection. Objectives are to reduce the number of conflicts and improve the overall intersection operations. Traffic and signal phasing evaluation will be performed by the County.

For comparison, the existing intersection, west of the railroad, has 44 vehicular conflict points, including 30 crossing, 5 diverge and 9 merge conflicts. Note that railroad crossing conflicts aren't identified.

Figure 2-9 Existing Conflict Diagram



2.4.1 Alternative One

Alternative One eliminate north/south Old Dixie Highway movements. The primary implication would be the elimination of the westbound Center Street to southbound Old Dixie Highway needing to either travel west to turn south onto Hepburn Avenue and then circulate back to Old Dixie Highway, or travel further west to Loxahatchee Drive to make a u-turn. Northbound Old Dixie Highway to westbound Center Street movements would also be eliminated requiring either circulating to the Hepburn Avenue intersection via local roads or making a u-turn on Alternate A-1-A.

This option would eliminate 38 vehicular conflicts plus two railroad conflicts leaving only 6 vehicular conflicts, west of the railroad, with 2 crossing, 1 diverge, and 3 merge conflicts. A 4' width eastbound bicycle crossing of the railroad tracks is also provided. The pedestrian crossing on the south side includes steps and doesn't function for bicycles.

Figure 2-10 | Alternative One

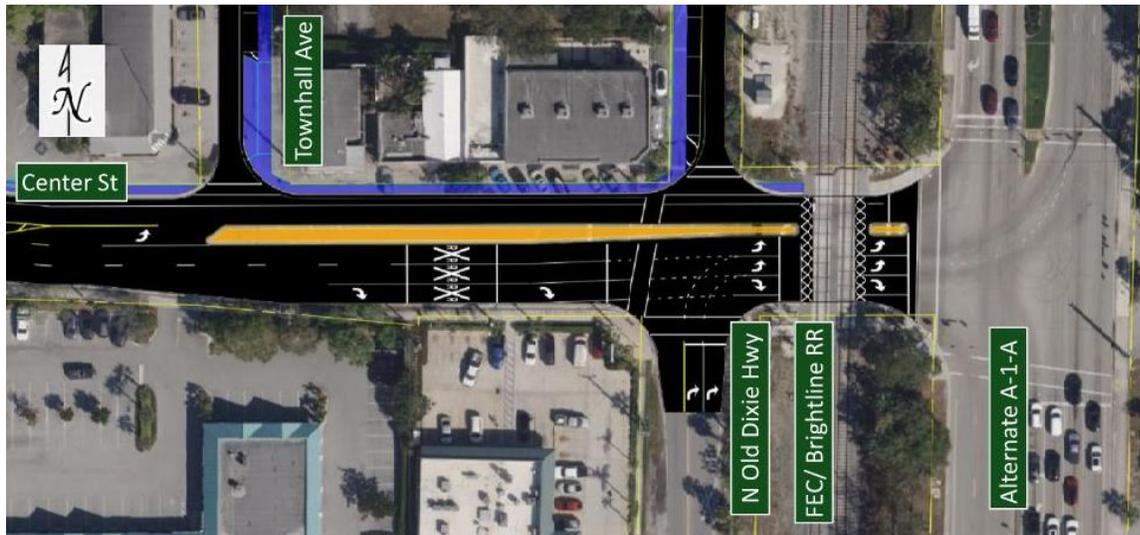


Figure 2-11 | Alternative One Conflict Diagram



2.4.2 Alternative Two

Alternative Two eliminates north Old Dixie Highway movements. The primary implication would be the elimination of the westbound Center Street to southbound Old Dixie Highway but would provide the ability to circulate around the one-way side streets to return to the intersection.

This option would eliminate 28 vehicular conflicts plus two railroad conflicts leaving 16 vehicular conflicts, west of the railroad, with 9 crossing, 2 diverge and 5 merge conflicts. There would be potential for westbound traffic from Alternate A-1-A to inappropriately utilize the median opening for a left turn, however. A 4' width eastbound bicycle crossing of the railroad tracks could also be provided for this option.

Figure 2-12 | Alternative Two

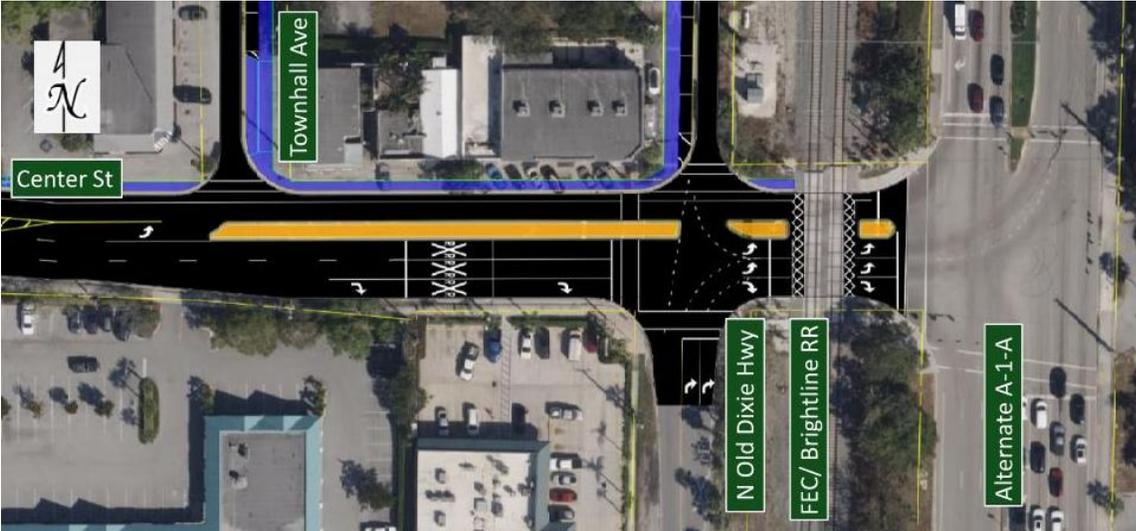
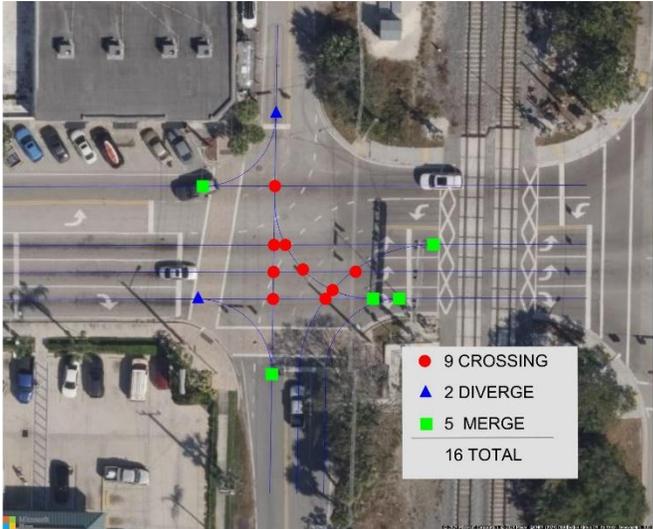


Figure 2-13 | Alternative Two Conflict Diagram



2.4.3 Alternative Three

Alternative Three would eliminate north Old Dixie Highway cross movements but would keep a westbound Center Street (From Alternate A-1-A) to southbound Old Dixie Highway movement. The disadvantage is the very limited storage length for the westbound left turn lane.

This option would eliminate 34 vehicular conflicts leaving 10 vehicular conflicts, west of the railroad, with 5 crossing, 1 diverge and 4 merge conflicts. This would retain two existing railroad conflicts that are eliminated with the other options. A 4' width eastbound bicycle crossing of the railroad tracks would not be feasible for this option.

Figure 2-14 | Alternative Three

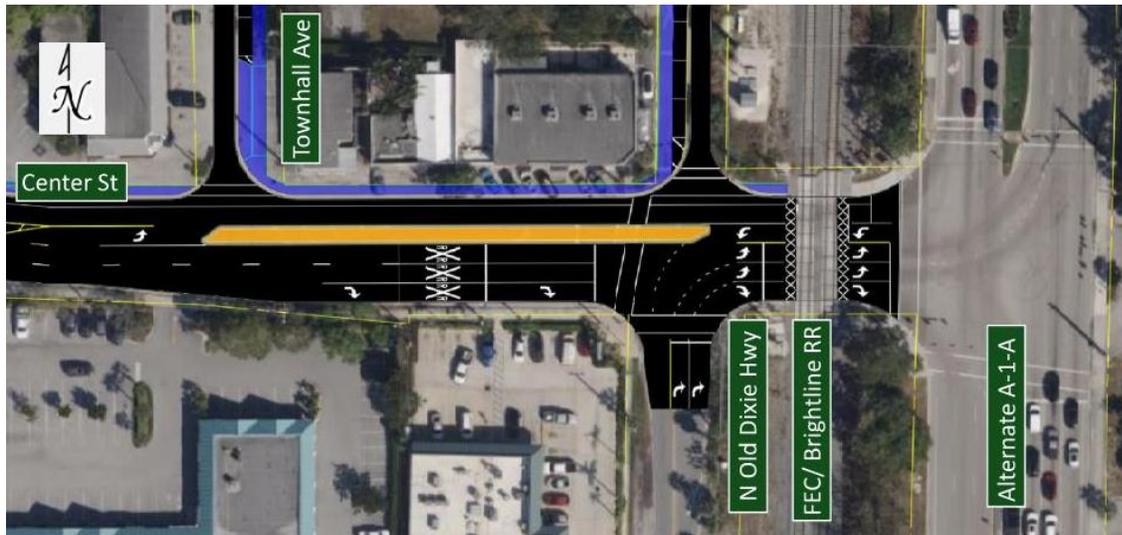
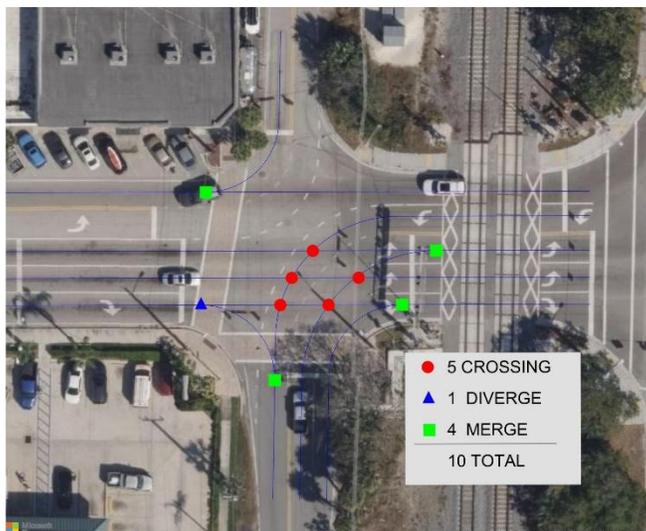


Figure 2-15 | Alternative Three Conflict Diagram



2.4.4 Alternative Four

Alternative Four would eliminate Old Dixie Highway cross movements but would keep both the eastbound Center Street to northbound Old Dixie Highway and the westbound Center Street (From Alternate A-1-A) to southbound Old Dixie Highway movement. This is similar to the Toney Pena drive Intersection approximately a mile south of this location and is most like the existing conditions. The disadvantage is the limited storage lengths for the eastbound and westbound left turn lanes, which would be the same as the existing conditions.

This option would eliminate 32 vehicular conflicts leaving 12 vehicular conflicts, west of the railroad, with 6 crossing, 2 diverge and 4 merge conflicts. This would retain two existing railroad conflicts as with Alternative Three. Also like Alternative Three, a 4' width eastbound bicycle crossing of the railroad tracks would not be feasible for this option.

Figure 2-16 | Alternative Four

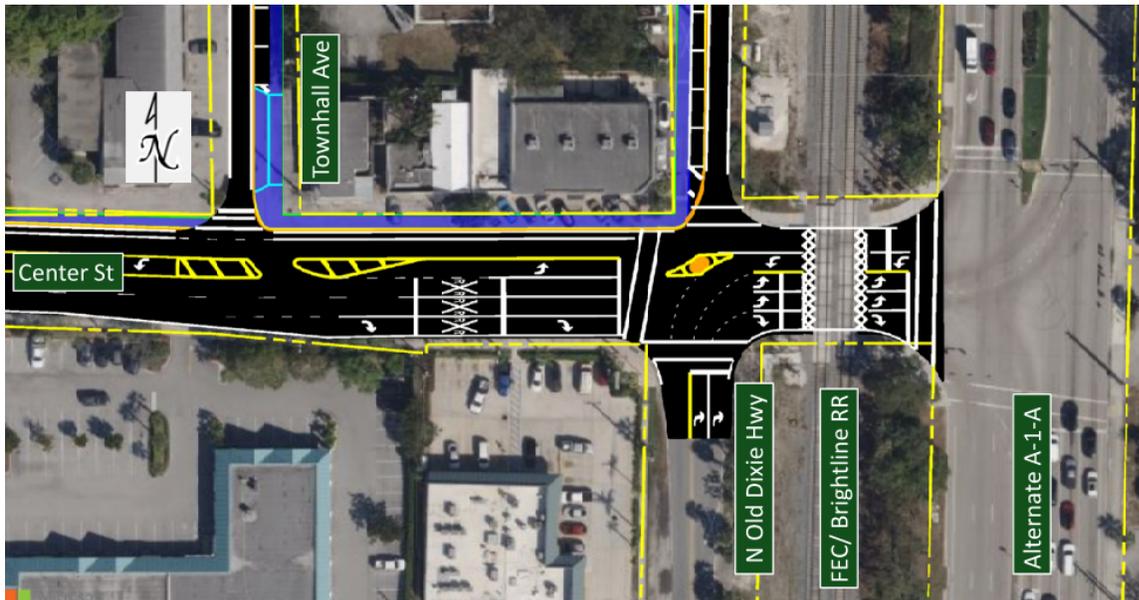
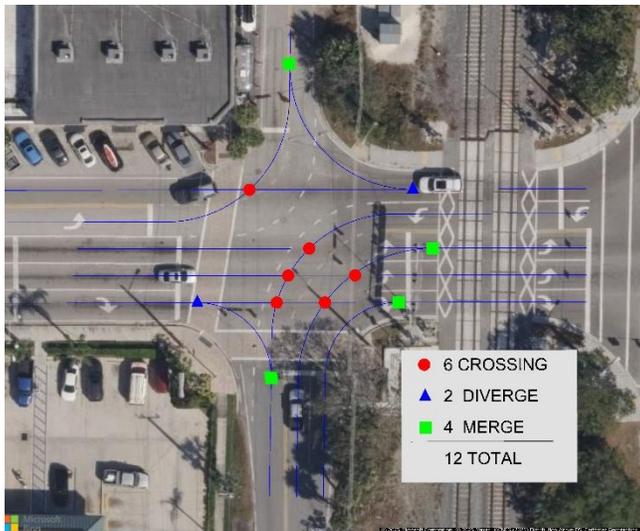


Figure 2-17 | Alternative Four Conflict Diagram



2.5 Recommended Alternative

Either Alternative One or Alternative Four are recommended to move forward with. Alternative One is the safest option based on having the fewest number of vehicular conflict points. Alternative Four requires minimal adjustments of the existing conditions while achieving a significant reduction in conflicts.

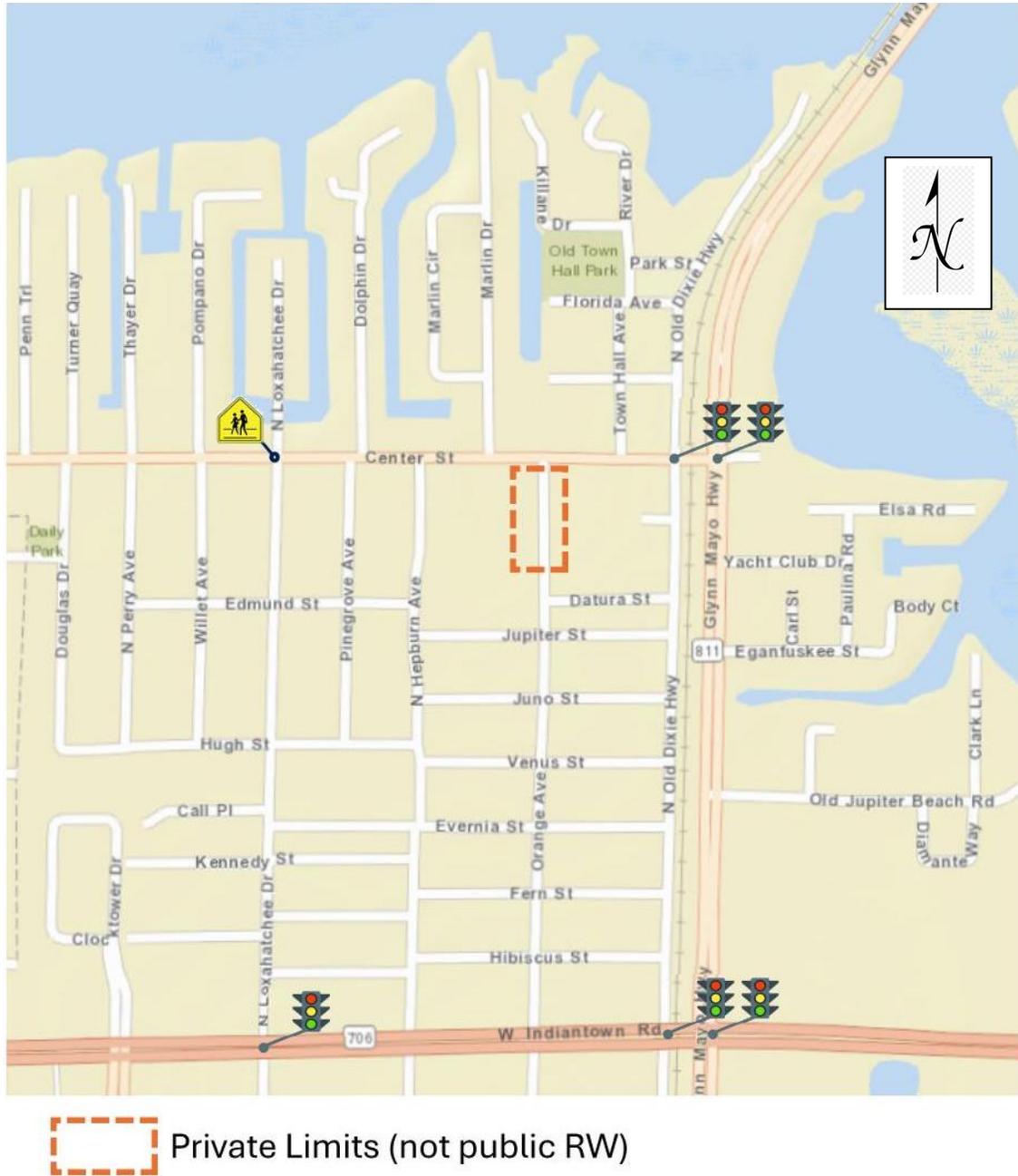
2.6 Additional Considerations

It is anticipated that traffic circulation would readily adjust to the modified access.

For Alternative One, westbound traffic could make a left turn onto Hepburn Avenue, 0.22 miles west of Old Dixie Highway, and go south. And, southbound Alternate A-1-A traffic have the option to go 0.5 miles south to W Indiantown Road and then take N Old Dixie Highway north if wanting to go to Juno Street, for instance.

Alternative Four has the same options as Alternative One with the additional option of circulating counter clockwise around the one way pair to Town Hall Avenue and then making a left onto Center Street to access eastbound Center Street and southbound Old Dixie Highway.

Figure 2-18 | Area Overview



3 Summary

The recommendations for the east end of the Center Street from Loxahatchee River Road to Alternate A-1-A project are as follows:

To improve bicycle and pedestrian safety it is recommended to widen to the north to provide a bike lane and pedestrian facilities. Implementation of the typical section is anticipated to require five right-of-way acquisitions totaling less than 0.1 acres. To replace angle parking currently occurring within the Center Street right-of-way, side streets can be converted to one-way pairs with parking and sidewalks that would provide convenient access to the local businesses.

To improve vehicular safety it is recommended to modify the intersection to reduce conflicts. Either Alternative One or Alternative Four which eliminate Old Dixie Highway north/south movements at the intersection can be implemented to greatly reduce conflicts.

The estimated construction cost for widening the north side of Center Street and the side street one way pair conversion is \$2.2 Million. This does not include the milling and resurfacing of the existing Center Street pavement for these limits. The cost is based on widening Center Street to the north and reconstruction of the side streets. Drainage improvements (Exfiltration Trench and Inlets) are included in the estimated cost. Right-of-way and Temporary construction easement costs are not included in the estimated construction cost.

Appendix A

Center Street East End Alternatives Construction Cost Estimate
Center Street Improvements
3/25/2025

Item	Description	Quantity	Unit	Unit Cost	Extension
0102 1	MAINTENANCE OF TRAFFIC	45	DA	\$ 1,563.10	\$ 70,339.50
0102 71 15	TEMPORARY BARRIER, F&I, ANCHORED	900	LF	\$ 21.37	\$ 19,233.00
0110 1 1	CLEARING & GRUBBING	0.25	AC	\$ 54,675.19	\$ 13,668.80
0110 4 10	REMOVAL OF EXISTING CONCRETE	600	SY	\$ 45.50	\$ 27,300.00
0160 4	TYPE B STABILIZATION	650	SY	\$ 8.39	\$ 5,453.50
0285713	OPTIONAL BASE, BASE GROUP 13	400	SY	\$ 114.20	\$ 45,680.00
0334 1 52	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	33	TN	\$ 140.57	\$ 4,638.81
0425 1351	INLETS, CURB, TYPE P-5, <10'	2	EA	\$ 10,403.07	\$ 20,806.14
0425 1701	INLETS, GUTTER, TYPE S, <10'	2	EA	\$ 6,792.52	\$ 13,585.04
0443 70 5	FRENCH DRAIN, 30"	600	LF	\$ 415.00	\$ 249,000.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	900	LF	\$ 45.93	\$ 41,337.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	400	SY	\$ 73.91	\$ 29,564.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	200	SY	\$ 103.54	\$ 20,708.00
	Total				\$ 561,313.79
	Inflation 15%				\$ 84,197.07
	Contingency 20%				\$ 129,102.17
	Center Street Total Estimated Construction Cost				\$ 774,613.03
	Side Street One Way Pairs Estimated Construction Cost				\$ 1,421,055.86
	Grand Total East End Improvements				\$ 2,195,668.88

Center Street East End Alternatives Construction Cost Estimate
Side Street Improvements
3/25/2025

Item	Description	Quantity	Unit	Unit Cost	Extension
0102 1	MAINTENANCE OF TRAFFIC	120	DA	\$ 1,563.10	\$ 187,572.00
0102 71 15	TEMPORARY BARRIER, F&I, ANCHORED	1000	LF	\$ 21.37	\$ 21,370.00
0110 1 1	CLEARING & GRUBBING	0.83	AC	\$ 54,675.19	\$ 45,380.41
0110 4 10	REMOVAL OF EXISTING CONCRETE	66.66666667	SY	\$ 45.50	\$ 3,033.33
0160 4	TYPE B STABILIZATION	2250	SY	\$ 8.39	\$ 18,877.50
0285713	OPTIONAL BASE, BASE GROUP 13	2000	SY	\$ 114.20	\$ 228,400.00
0334 1 52	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	165	TN	\$ 140.57	\$ 23,194.05
0425 1701	INLETS, GUTTER, TYPE S, <10'	6	EA	\$ 6,792.52	\$ 40,755.12
0443 70 5	FRENCH DRAIN, 30"	900	LF	\$ 415.00	\$ 373,500.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	900	LF	\$ 45.93	\$ 41,337.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	533	SY	\$ 73.91	\$ 39,394.03
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	67	SY	\$ 103.54	\$ 6,937.18
	Total				\$ 1,029,750.62
	Inflation 15%				\$ 154,462.59
	Contingency 20%				\$ 236,842.64
	Total Estimated Construction Cost				\$ 1,421,055.86

