

Town of Malta Linkage Study

Proposed Downtown Pedestrian Plan
Malta, New York

August 2003

Prepared for:



Capital District
Transportation Committee

Prepared by:



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Acknowledgements

The Town of Malta Town Board

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Robert Allen Clifford Lange
Suzanne Daley-Nolen Gerald Winters

The Town of Malta Town Board would like to thank the Zoning Update Committee for taking the time and effort to participate in the guidance and development of the Town of the Malta Linkage Study.

The Town of Malta Zoning Update Committee

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The Town of Malta would also like to acknowledge the following individuals and agencies for their guidance, contribution and expertise throughout the preparation of the Town of Malta Linkage Study.

- Deborah Stacey, Capital District Transportation Committee
- Heather Atkinson, Town Building and Planning Coordinator
 - Audrey Ball, Town Director of Parks and Recreation
 - Kevin T. King, Town Comptroller
 - Fred Larson, Chairman, Town Open Space Committee
 - Malta Bikeway Committee Members
 - New York State Department of Transportation
 - Saratoga County Department of Public Works
 - Saratoga County Planning Department

II. INTRODUCTION

A. General

There are two major terms used throughout the Downtown Pedestrian Plan. These are resources and routes. Resources are defined as the physical pedestrian amenities, such as sidewalks. Routes are defined as the location and placement of a sidewalk that a pedestrian would take to get to and from a place.

B. Purpose

The purpose of this plan is to provide the basic framework, as well as design and engineering information in order to develop and enhance pedestrian movement within the “Downtown area” of the Town of Malta. The guidelines contained within this document are specifically geared to encourage pedestrian travel by providing cost effective pedestrian resources and routes.

B. Need

Based on the American Association of State Highway and Transportation Officials (AASHTO), the average pedestrian distance traveled is typically five minutes or 1,200+/- linear feet (0.2 miles). According to this travel distance defined by AASHTO, the locations of the existing sidewalks in Downtown Malta do not encourage pedestrian travel to and from areas outside of 1,200 feet from the Downtown area. Existing sidewalks within the Downtown area are located primarily at the intersection of US Route 9, NY Route 67 and Dunning Street. Planning and designing improvements are necessary to provide the residents with safer and easier travel routes to and from their homes and within the Downtown. Additionally, there is the need for an improved pedestrian system in order to attract and accommodate people in the Community.

C. Benefit

Residents within and visitors to the Downtown area would be able to travel safer and easier along the pedestrian routes within the Community, to and from their homes and to and from Downtown Malta. These facilities will provide strong linkage to the residential areas adjacent to the Downtown area, the Town-wide destination points and to the Downtown area. All of which would increase the value and use of the pedestrian system. The installation of these public resources would provide an additional transportation choice, as well as encourage exercise and outdoor activities, such as walking and running. People within the Community would be able to park and then walk to the numerous different businesses and destinations within the Downtown area. In turn, this would help reduce traffic congestion along the US Route 9 and NY Route 67 corridors.

III. EXISTING CONDITIONS

A. Pedestrian Routes and Resources

In order to create a Downtown Pedestrian Plan, the Downtown area must first be defined. This is based on the existing pedestrian routes and resources in the Downtown, as well as existing businesses, Community activities, and residential areas within the Downtown. The locations and the relationships of each of these to each other determine the boundary of Downtown Malta, which shall be defined as follows:

- **Northern terminus** - David R. Meager Community Center
- **Southern terminus** - Knaubner Road
- **Eastern terminus**: Partridge Drum and Foxwander West
- **Western terminus** - Interstate 87 (Interchange 12)

There are three existing pedestrian resources at various locations within or adjacent to the defined area of Downtown Malta and include sidewalks and shared-use trails. Refer to Appendix B- Downtown Malta - Existing Sidewalk Inventory. The types and locations are as follows:

Pedestrian Resources in Downtown

- **Downtown Sidewalks** - are located within the Downtown area at the intersection of US Route 9, NY Route 67 and Dunning Street. There is currently 900+/- linear feet of sidewalk in the Downtown area. The sidewalks are five feet wide and constructed of concrete.

Pedestrian Resource Adjacent to Downtown

- **Dunning Street/ Plains Road Trail** - is a shared-use trail located along Dunning Street and Plains Road, on the northern side of the roadway and expands from the eastern edge of Downtown Malta at Partridge Drum and Foxwander West to the Plains Road Park. There are approximately 7,000+/- linear feet (1.3 miles) of this section of shared-use trail. The shared-use trail is ten feet wide and constructed of asphalt.

B. Pedestrian Generators

Pedestrian generators are based on the various origins and destinations within the Community that would promote and encourage pedestrian travel. These include buildings, areas of public gathering, parking lots and residential areas. The following identifies the major pedestrian generators located in Downtown Malta:

- **Downtown Destination Points**
 - Malta Commons, Shops of Malta, Town Hall Complex, Malta Community Center, Parade Ground, Blacksmith Square and the Town Gazebo.

- **Residential Areas** – There are four residential areas located within the Downtown area.
 - Northway Mobile Estates, Highpointe, Collamer Heights, Luther Forest and Malta Gardens.

IV. PROPOSED PLAN

A. General

The proposed pedestrian standards have been further defined in the “Town of Malta Linkage Study- Proposed Sidewalk Standards.” The regulations were written to allow design flexibility and to achieve the Town of Malta’s vision for a more walkable Community. It is anticipated that these regulations will be included within the Chapter 143-Subdivision of Land, Article III-Design Standards, 143.13.1 Sidewalks and Pathways, of the Code of the Town of Malta and as a stand alone document which would be readily available for residents and developers within the Town. Appendix A- Proposed Sidewalk Legislation contains legislation for the Town to take action upon. Appendix D- Proposed Sidewalk Alignments provides minimum standards for the alignment of sidewalks. Appendix E- Proposed Construction Details provides standard details for each type of construction.

B. Resource Description

Based on the existing pedestrian resources, there is one potential pedestrian sidewalk classification identified to accommodate Downtown Malta’s needs for improved and additional pedestrian routes. Refer to Appendix D- Proposed Sidewalk Alignments for the design.

The following is the potential sidewalk and basic alignment classification to enhance pedestrian movement within Downtown Malta:

1. **Concrete Sidewalk** – consists of a five foot wide concrete sidewalk with a minimum five foot planting strip for separation from the edge of the road and a ten feet drainage swale on the other side of the sidewalk. Decorative lighting fixtures are proposed along the sidewalk to enhance and to better distinguish the Downtown area. Vehicular traffic volumes will determine whether an angled curb or a straight curb would be used.

C. Resource Locations

The locations of the proposed pedestrian routes are based on the present need and benefit to the pedestrian and will provide safer and easier travel within and to and from the Downtown area. It is anticipated that future commercial and residential projects will be required to encourage pedestrian mobility by incorporating sidewalks within the site plan approval or subdivision approval process. Refer to Appendix C- Downtown Malta – Proposed Sidewalk Plan for the location of the proposed sidewalks in the Downtown area. The location and types are as follows:

Proposed Concrete Sidewalk - 5’ concrete sidewalk

This sidewalk type is proposed in the general area as defined above and more specifically as noted below:

- **Downtown Malta** - Approximately 10,000+/- linear feet (2.0 miles) of concrete sidewalk along both sides of NY Route 67, Dunning Street and US Route 9 based on the north, south, east and west termini. Refer to Appendix C- Downtown Malta – Proposed Sidewalk Plan.

D. Crosswalk Locations

In order to fully increase pedestrian mobility within the Town, pedestrian routes will need to include crossings at important roadways and at the entrances/exits of the proposed roundabouts along NY Route 67. At each of these locations a crosswalk, in accordance with the latest edition of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) will need to be installed. In many cases the roadways to be crossed will be either State regulated or County regulated who may have more specific requirements. In all instances, the approval entity of the crossing will need to be contacted for concurrence on specific details of the crosswalk. Refer to Appendix C- Downtown Malta – Proposed Sidewalk Plan and Appendix E- Proposed Construction Details. At a minimum, the following crossings are anticipated to have crosswalks installed:

- **Across US Route 9** - one at the David R. Meager Community Center, one on each side of Kendall Way, one on each side of NY Route 67, one at Hemphill Place, one at Saratoga Village Boulevard and one at Taddeo Road.
- **Along US Route 9** - one across Blacksmith Drive on the west side of US Route 9.
- **Across NY Route 67** - one at Saratoga Village Road and one each side of US Route 9.
- **Across Dunning Street** - one at Hemphill Place.

It should be noted that at the two crosswalks across US Route 9 at Kendall Way there are proposed pedestrian actuated signals at each end of the crosswalks. These will be in time with the existing traffic light.

E. Resource Amenity Locations

As part of establishing and identifying Downtown Malta, pedestrian amenities are included in the Pedestrian Standards Plan. Pedestrian amenities are defined as the physical means of comfort or convenience along a pedestrian route. These include seating areas, shade and lighting. Seating areas along the pedestrian routes are important in providing a comfortable walking experience. Based on the AASHTO standards of a pedestrian's travel distance, benches should be located at a minimum of 300 feet apart. Placing the bench at or near a light pole is preferable for safety and for visibility during low light conditions and at night. At each bench there should be at a minimum one tree, to provide shade for the bench, as well as for the pedestrian route. Refer to Appendix E- Proposed Construction Details for a typical layout of pedestrian amenities.

V. IMPLEMENTATION OF PLAN

A. *Schedule of Proposed Plan*

As part of this study, a priority list has been established for the proposed sidewalk improvement project within the Downtown to enhance existing sidewalks, as well as to provide sidewalks where none exist now. The proposed schedule of improvement projects will be driven by two criteria, which are the need and the funding available for each proposed project. Of the two criteria listed above, the “need” portion can be further broken down into the following sub categories:

- Existing Sidewalks – Does a sidewalk exist along the proposed improvement route?
- Logical Terminus- Does the improvement have a defined beginning and ending point?
- Connectivity- Does the improvement foster connectivity within the Town?
- Public Sentiment- Will the proposed improvement benefit the Town at large?

The following is a listing of proposed improvement projects that have been determined to be located where there are no sidewalks, have a logical terminus, will provide connectivity between existing facilities and benefit the Town at large. The implementation of these improvements will improve the connectivity within the Town, as well as improve and enhance the existing pedestrian routes within the Downtown area. These proposed projects are noted in Appendix C- Downtown Malta- Proposed Sidewalk Plan.

1. Sidewalk connection from the intersection of US Route 9 and NY Route 67 to the David R. Meager Community Center and from the Community Center to Cramer Road. It is anticipated that this connection would be a five foot separated sidewalk within the NYS DOT right of way, approximately 3,155 feet in length. It should be noted that the Town has secured funds to install sidewalks on the Town Complex property. It is anticipated that construction of this section of the connection will be completed during the spring/summer of 2003.
1. Sidewalk connection from the intersection of US Route 9 and NY Route 67 along US Route 9 south to Knabner Road. It is anticipated that this connection would be a five foot separated sidewalk within the NYS DOT right of way, approximately 3,580 feet in length.
2. Sidewalk connection from the intersection of US Route 9 and NY Route 67 west along NY Route 67 to Interstate 87 Interchange 12. It is anticipated that this connection would be a five foot separated sidewalk within the NYS DOT right of way, approximately 2,360 feet in length.
3. Sidewalk connection from the intersection of US Route 9 and NY Route 67 east along Dunning Street to Partridge Drive. It is anticipated that this connection would be a five foot separated sidewalk within the NYS DOT right of way, approximately 2,130 feet in length.

While these projects are not the only ones available to the Town, they are the ones that will foster a high degree of connectivity within the Downtown and that tentatively correlate to the Exit 12 Improvement Project. The remaining areas are no less important; however they appear to have a slower rate of development based on the

proximity of public utilities, specifically water and sewer. In these areas the above criteria should be used, in addition the pedestrian and traffic volumes in these areas may also determine the most appropriate type of improvement that may be necessary. The final determination for the improvement should be on a site by site basis and take into consideration other factors as deemed necessary by the Town.

B. Cost Estimate of Proposed Improvements

Sidewalks:

The following is a list of costs for the proposed improvements. All estimates include design, bonding, contingency and construction costs. It should be noted that the estimates assume that the project will be completed in the Town or State rights of way and that no other land acquisitions will be necessary. Refer to Appendix F- Typical Linear Foot Cost Estimates.

1. Pedestrian sidewalk connection from the intersection of US Route 9 and NY Route 67 to the David R. Meager Community Center.

Concrete sidewalk section: 3,155 L.F. @ \$53.80/L.F. = **\$169,739.00**

2. Pedestrian sidewalk connection from the intersection of US Route 9 and NY Route 67 to Knabner Road.

Concrete sidewalk section: 3,580 L.F. @ \$53.80/L.F. = **\$192,604.00**

3. Pedestrian sidewalk connection from the intersection of US Route 9 and NY Route 67 to Interstate 87 Interchange 12.

Concrete sidewalk section: 2,360 L.F. @ \$53.80/L.F. = **\$126,968.00**

4. Pedestrian sidewalk connection from the intersection of US Route 9 and NY Route 67 to Partridge Drive.

Concrete sidewalk section: 2,130 L.F. @ \$53.80/L.F. = **\$114,594.00**

It should be noted that improvements numbers 3 and 4, as well as crosswalks at the Route 9 and Route 67 intersection, are to be installed as a part of the Exit 12 reconstruction project. The linear foot costs have been prepared using Mean's Cost Estimating Data for 2003, as well as recently constructed projects within the Capital Region. The detailed breakdown of the individual costs has been included within Appendix F- Typical Linear Foot Cost Estimates.

C. Funding Sources and Strategies

Currently a number of funding opportunities are available to the Town to finance the potential proposed improvements. The following is a list of the available funding sources, with a brief description.

Federal Sources

TEA-21 Enhancement Program- The program focuses on pedestrian and bicycle construction and enhancement projects as well as other transportation related projects. This program is funded by the Federal Highway Administration and is administered by The New York State Department of Transportation. The federal share is typically 80%, however this can vary dependent on the level of local participation.

State /Regional Sources

The Capital District Transportation Committee (CDTC) provides local communities the opportunity to fund various transportation-related improvements through the Transportation Improvement Program (TIP). This program solicits projects on a biennial basis and typically funds them with an 80% Federal /20% State-Local distribution.

The New York State Department of Transportation administers the locally-sponsored federal-aid program, which allows state and federal funds to be used on a variety of local projects. This program also funds programs on a matching grant basis, with local municipal administration of the project.

Local Sources

The Town has a variety of funding sources available to them for transportation improvements. A source is from the Town's general fund. The general fund can be used for new construction of transportation projects or improvements to existing facilities.

The Town could also bond the proposed improvements through the creation of a redevelopment district or a special assessment district organized to provide a specific project benefiting and identifiable group of properties. General obligation bonding arrangements could also be used for projects that are felt to be beneficial to the entire Town. These bonds are then repaid through a redevelopment or special assessment tax.

Lastly, the Town has the opportunity to pay for the improvements through a Town wide tax.

Private Sources

Private interests often provide sources of funding for transportation improvements. Developers, as has been the standard in the Town, construct the local streets within a commercial/residential development, and dedicate the right of way to the Town and participate in the construction of local, collector and arterial streets within and adjacent to their developments. Developers should be considered as a potential source for improvements to the pedestrian circulation systems within the Town.

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APPENDIX A

POTENTIAL FUTURE PROPOSED SIDEWALK LEGISLATION

143.13.1 Sidewalks

A. General.

Sidewalks shall be provided within all new residential and commercial projects within the Town.

B. Definitions.

Sidewalk-A sidewalk shall be defined as a walking surface with a minimum width of five feet and constructed of concrete designed to service pedestrians.

C. Requirements.

Sidewalks shall be required within all residential and commercial projects within the Downtown District (as defined herein) and all residential and commercial Planned Development Districts. Downtown shall be defined as the tract of land which is defined by the following:

- Northern terminus - David R. Meager Community Center
- Southern terminus - Knabner Road
- Eastern terminus- Partridge Drum and Foxwander West
- Western terminus - Interstate 87 (Interchange 12)

Sidewalks shall be installed within all residential projects under the following criteria:

- a. Residential developments with more than 4 units per acres sidewalks shall be required on both sides of the roadways.
- b. Residential developments with one to four units per acre sidewalks shall be required on one side of the roadways.
- c. Residential developments with less than one unit per acre sidewalks shall not be required except as may be required by the Town Board or Planning Board.

D. Alignment.

Sidewalks - All sidewalks shall be aligned along the front property line and shall be located outside of the existing or future road right-of-way. A minimum of ten feet should be provided between the leading edge of the sidewalk and the edge of pavement to facilitate adequate snow storage.

E. Width.

Sidewalks shall have a minimum width of five (5) feet.

F. Grades.

Sidewalks shall follow the grade of roadway which it is adjacent to. Sidewalk grades shall conform to the latest edition of the following publications:

1. American with Disabilities Act Accessibility Guidelines (ADAAG)
2. New York State Department of Transportation, Highway Design Manual, Chapter 18.

G. Sidewalk Intersections.

All sidewalk intersections shall be designed to provide adequate maneuvering room for pedestrians. The Town Board and Planning Board shall retain the authority to increase the width of the sidewalk within the intersections based on the anticipated pedestrian traffic.

H. Dead End Sidewalks.

Dead end sidewalks shall be avoided to the greatest extent practicable.

I. Intersections with Roadways.

All sidewalks crossing a roadway shall be designed in accordance with the latest edition of the ADAAG, with consideration given to the visually impaired. Diagonal curb ramps shall not be allowed except at the discretion of the Planning Board and Town Engineer. The minimum width of crosswalk on a local, collector or highway shall be eight (8) feet.

J. Intersections with Driveways.

All sidewalks crossing a driveway shall be designed in accordance with the latest edition of ADAAG, with consideration given to the visually impaired.

K. Pedestrian Protection.

When a sidewalk is located adjacent to a fill slope which has a slope of greater than three horizontal feet to one vertical foot and the difference in grade between the walking surface and the toe of the slope is greater than three feet, a barrier, 42 inches in height shall be erected not less than three feet from the edge of pavement.

L. Materials.

Sidewalk:

Subbase- 12 inches of Type 4 subbase, (NYS DOT Item No. 304.05), compacted to 95% Proctor density.

Concrete- 6 inches of 3,000 p.s.i. concrete

Reinforcement- 6x6 1.4x1.4 welded wire fabric reinforcing, placed at three inches within the slab.

Finish- Stiff broom finish or other ADAAG acceptable finish.

Control Joints- ½ inch score line placed at five (5) feet on center.

Expansion Joints- ½ inch bituminous joint placed 20 feet on center.

M. The applicant shall be required to install pavement markings and other additional signage to ensure the safe passage of pedestrians along all sidewalks.

APPENDIX B

DOWNTOWN MALTA- EXISTING SIDEWALK INVENTORY



LEGEND

EXISTING SIDEWALK

INTERSTATE 87
INTERCHANGE 12

SARATOGA
VILLAGE RD.

NORTHWAY MOBILE
ESTATES

MALTA
GARDENS

TOWN OF MALTA
COMPLEX

EXISTING SIDEWALK
TYP.

DAVID R. MEAGER
COMMUNITY
CENTER

NY ROUTE 67/ US ROUTE 9

US ROUTE 9

LUTHER
FOREST

COLLIER
HEIGHTS

TOWN OF MALTA LINKAGE STUDY
DOWNTOWN MALTA - EXISTING SIDEWALK INVENTORY

PARTRIDGE DRIVE

DUNNING STREET /
PLAINS ROAD TRAIL

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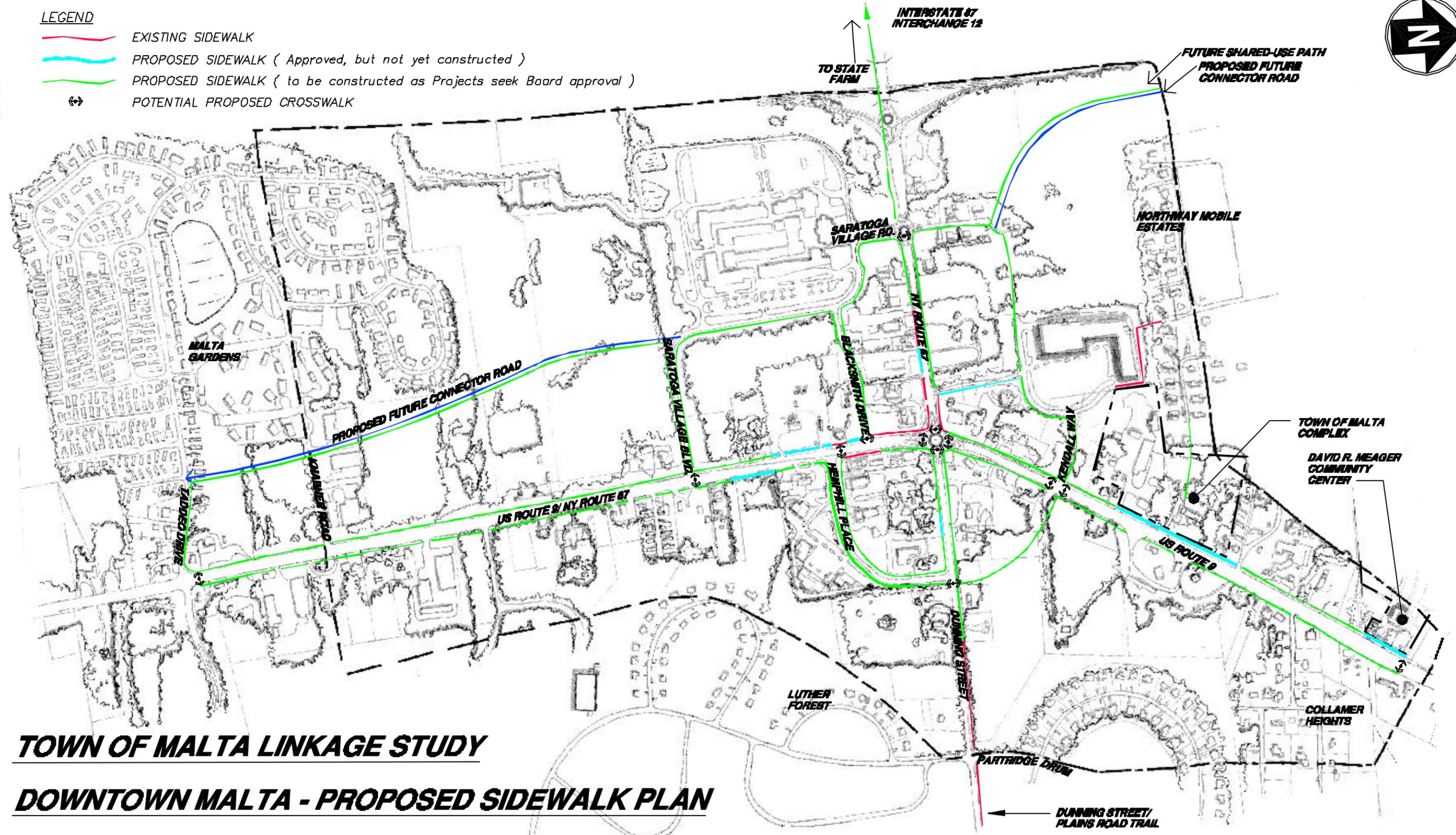
Scale in feet

APPENDIX C

DOWNTOWN MALTA- PROPOSED SIDEWALK PLAN

LEGEND

-  EXISTING SIDEWALK
-  PROPOSED SIDEWALK (Approved, but not yet constructed)
-  PROPOSED SIDEWALK (to be constructed as Projects seek Board approval)
-  POTENTIAL PROPOSED CROSSWALK



TOWN OF MALTA LINKAGE STUDY

DOWNTOWN MALTA - PROPOSED SIDEWALK PLAN

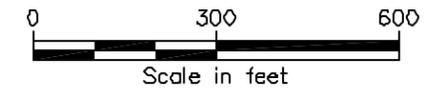
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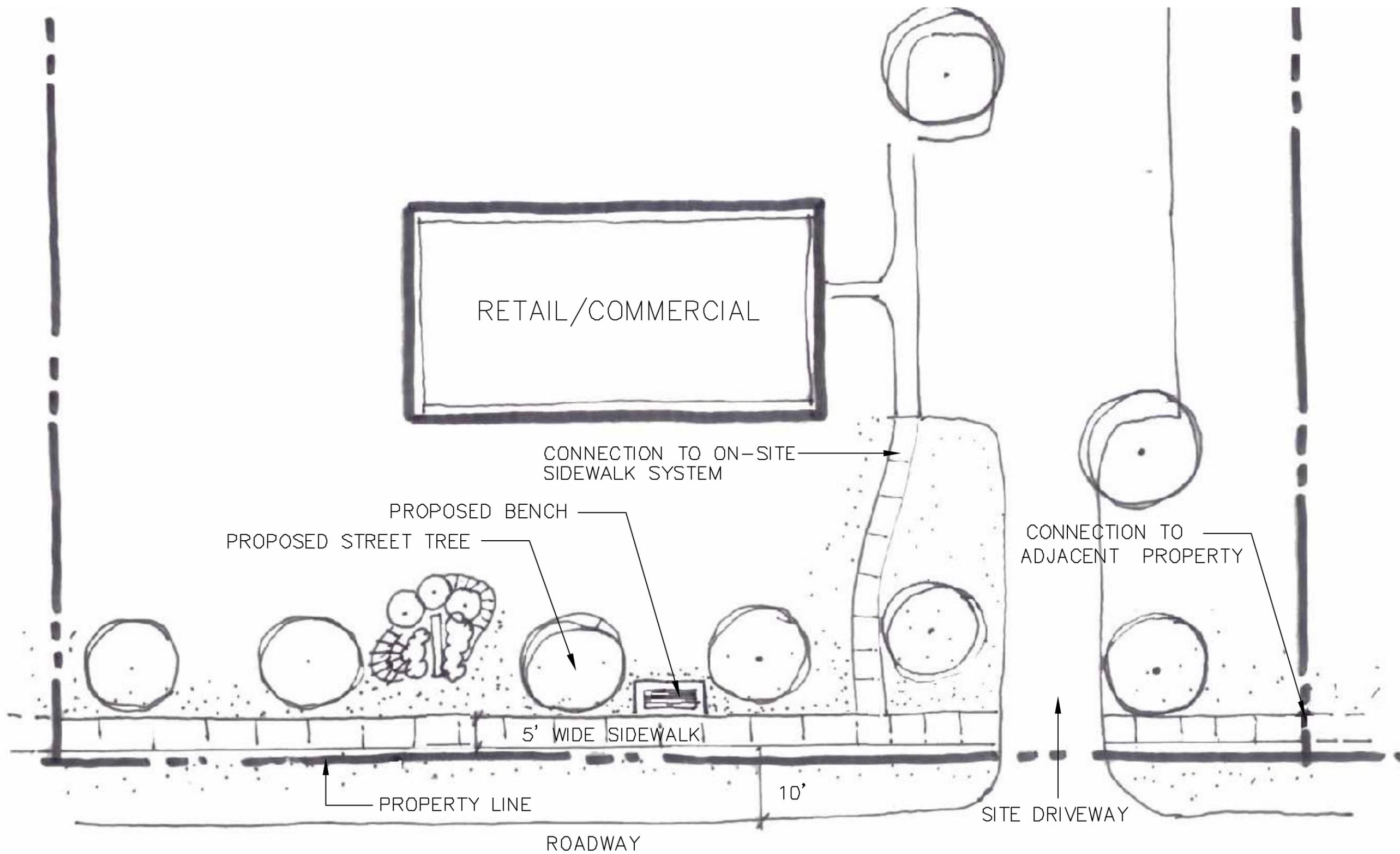
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111 WINNERS CIRCLE ALBANY, NEW YORK 12205



APPENDIX D

PROPOSED SIDEWALK ALIGNMENTS



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Town of Malta Linkage Study
 Saratoga County, New York
 CHA Project No. 11161-1001

TYPICAL SIDEWALK ALIGNMENT
 TOWN OF MALTA

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 518-485-1900



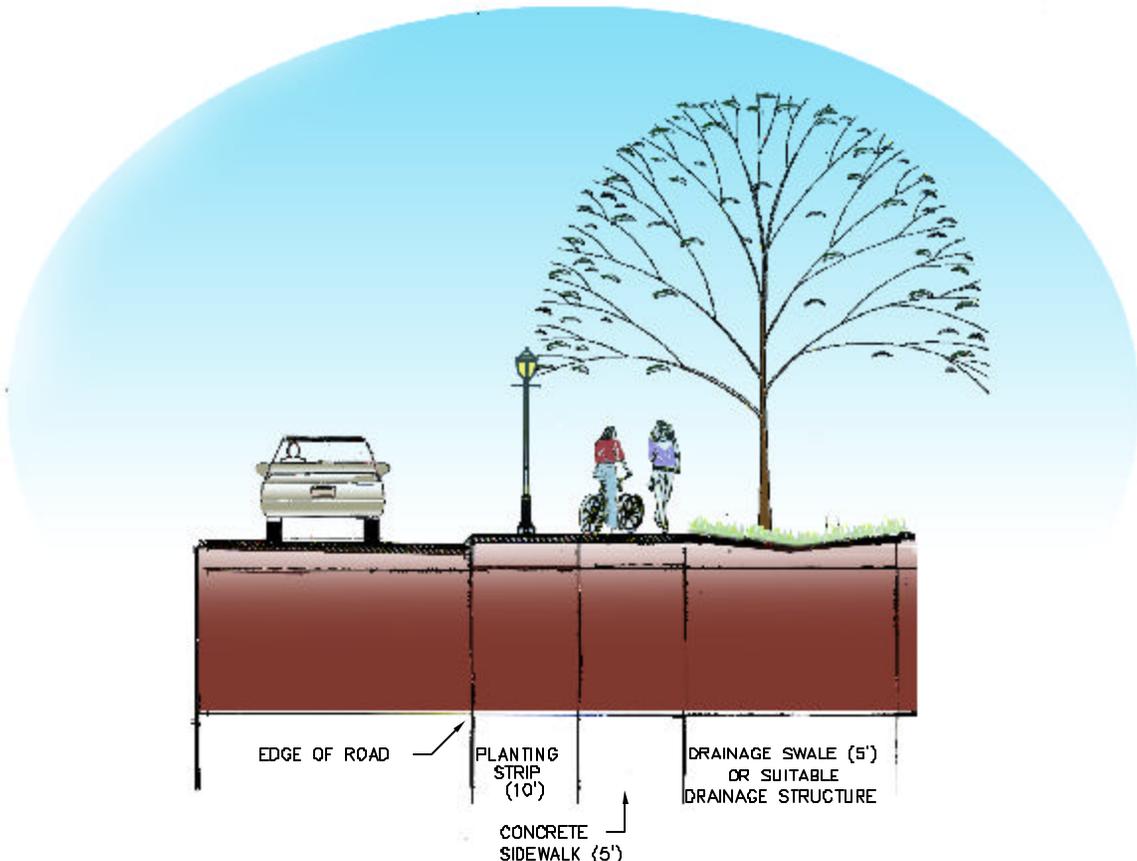
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Town of Malta Linkage Study
Saratoga County, New York
CHA Project No. 11161-1001

TYPICAL BENCH ILLUSTRATION
TOWN OF MALTA

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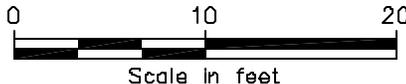
EDGE OF ROAD

PLANTING STRIP (10')

CONCRETE SIDEWALK (5')

DRAINAGE SWALE (5') OR SUITABLE DRAINAGE STRUCTURE

5' CONCRETE SIDEWALK

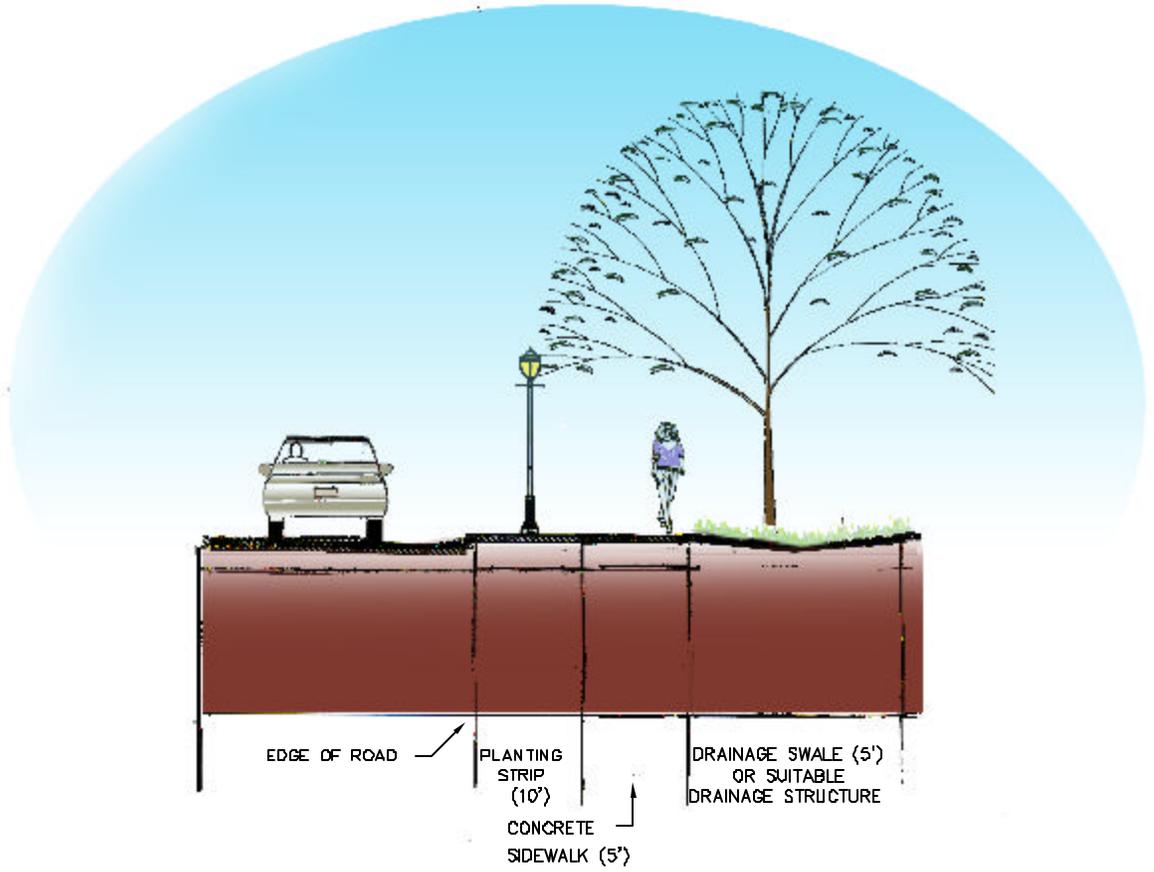


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Town of Malta Linkage Study
Saratoga County, New York
CHA Project No. 11161-1001

TYPICAL CONCRETE SIDEWALK - 10'
SEPARATION FROM ROADWAY
W/ ANGLED CURB
TOWN OF MALTA

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5' CONCRETE SIDEWALK



Scale in feet

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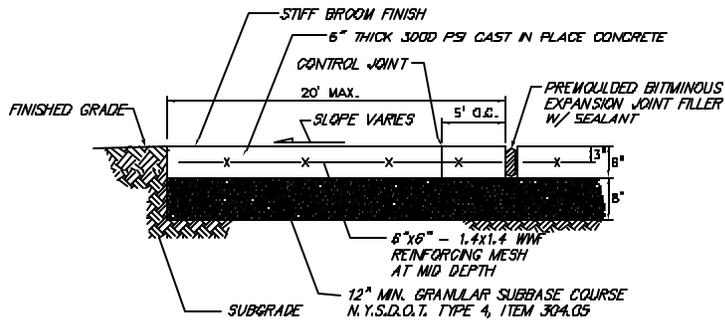
Town of Malta Linkage Study
 Saratoga County, New York
 CHA Project No. 11161-1001

TYPICAL CONCRETE SIDEWALK - 10'
 SEPARATION FROM ROADWAY
 W/ STRAIGHT CURB
TOWN OF MALTA

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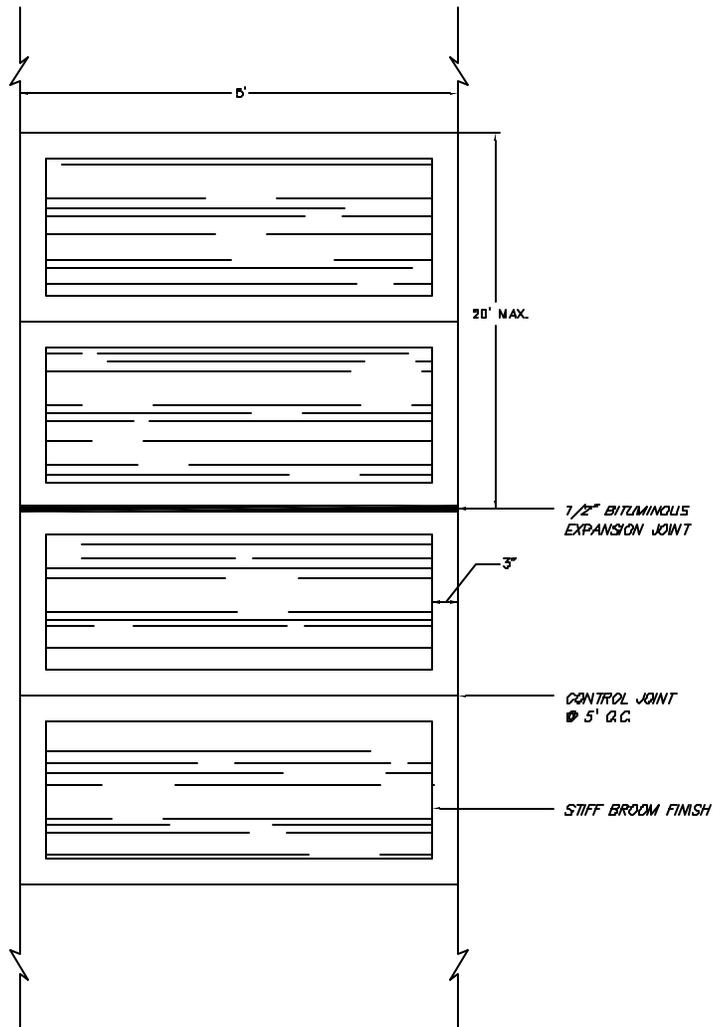
APPENDIX E

PROPOSED CONSTRUCTION DETAILS



NOTE:
 -EXPANSION JOINTS TO BE PLACED BETWEEN ADJACENT SLABS, AT BUILDING LINE, AT CURBS, OR AT PENETRATING STRUCTURES.
 -SCORING PATTERN AS SHOWN ON LAYOUT PLAN.

SECTION VIEW



PLAN VIEW

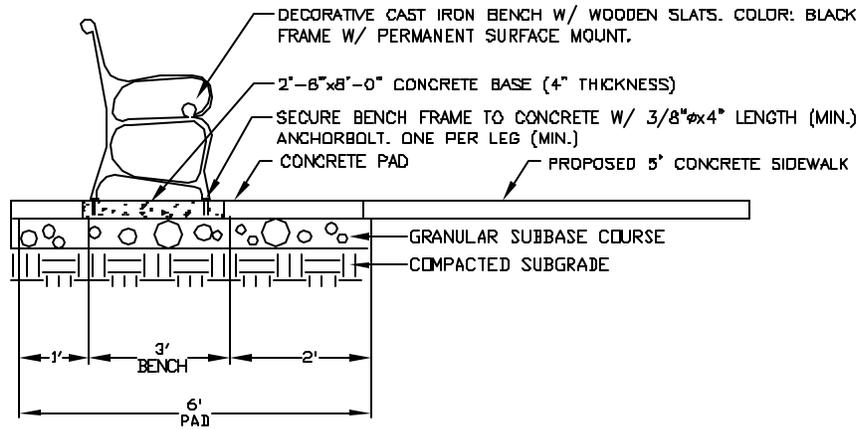
5' CONCRETE SIDEWALK DETAIL
 NO SCALE

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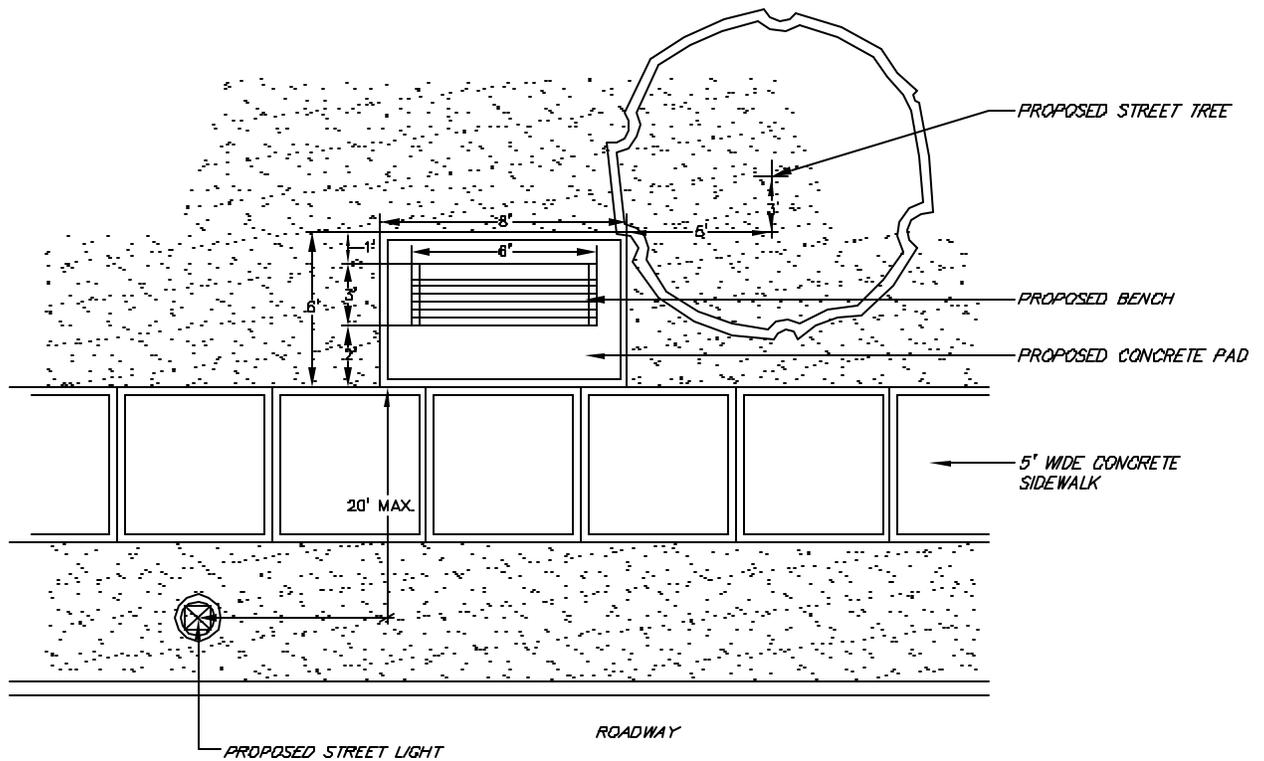
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SIDEWALK DETAIL
 TOWN OF MALTA

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SECTION VIEW



PLAN VIEW

AMENITY LOCATION DETAIL
NO SCALE

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CHA Project No. 11161-1001

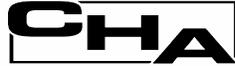
AMENITY LOCATION DETAIL
TOWN OF MALTA

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APPENDIX F

PROPOSED LINEAR FOOT COST ESTIMATE

Comp By: MJC
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 Project #: 11161-1001-1101



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Date: 4/16/2002
 Time: 10:38 AM
 Project Eng. N. Schwartz

File Name: m:\CampagnaEst01\Estimate02\11161EST

Subject: Typical Sections for Shared-Use Trails Costs per Linear Foot

Location: Town of Malta, Saratoga County, New York

CONSTRUCTION COST ESTIMATE

Item Number	Item Description	Unit	Quantity	Material Cost	Labor Cost	Equip. Cost	Total Bare Unit Cost	Total Bare Cost	OH & P Cost	Total w/ OH & P Cost
Typical 5' Concrete Sidewalk										
1	Strip Topsoil 200HP Dozer Ideal Cond. Clay	CY	0.19		\$0.23	\$0.55	\$0.78	\$0.14	\$0.89	\$0.16
2	Cut & Fill Common, 300 HP Dozer, 300' Haul, 4 Pas	CY	0.37		\$3.37	\$4.65	\$8.02	\$2.97	\$8.13	\$3.01
3	Grade Subgrade for Subbase Course	SY	0.67		\$0.13	\$0.13	\$0.26	\$0.17	\$0.33	\$0.22
4	Geotextile Fabric, Woven	SY	0.67	\$1.26	\$0.16		\$1.42	\$0.95	\$2.12	\$1.41
5	Pavement Subbase Crushed Stone (DOT Type II)	CY	0.15	\$11.60	\$1.48	\$2.54	\$15.62	\$2.31	\$22.51	\$3.33
6	Fine Grade Area to be Paved, Large Area	SY	0.67		\$0.24	\$0.24	\$0.48	\$0.32	\$0.57	\$0.38
7	6" Concrete Sidewalk with Mesh	SF	5.00	\$1.83	\$1.78	\$0.03	\$3.64	\$18.20	\$5.32	\$26.60
8	Topsoil & Seed Residential	SY	1.00	\$1.88	\$2.73		\$4.61	\$4.61	\$5.60	\$5.60
9	Mob/Demobilization, Gen. Cond. & Bond (10%)	LS	100%				\$6.03	\$6.03	\$6.03	\$6.03
							Subtotal	=		\$46.75
							15% Contingency	=		\$7.01
							Total	=		\$53.80
10	Granite Curb, Split Face, Straight, 5" x 16"	LF	1.00	\$6.71	\$2.97	\$1.02	\$10.70	\$10.70	\$15.33	\$15.33
Typical 5' Concrete Sidewalk										
1	Strip Topsoil 200HP Dozer Ideal Cond. Clay	CY	0.19		\$0.23	\$0.55	\$0.78	\$0.14	\$0.89	\$0.16
2	Cut & Fill Common, 300 HP Dozer, 300' Haul, 4 Pas	CY	0.37		\$3.37	\$4.65	\$8.02	\$2.97	\$8.13	\$3.01
3	Grade Subgrade for Subbase Course	SY	0.67		\$0.13	\$0.13	\$0.26	\$0.17	\$0.33	\$0.22
4	Geotextile Fabric, Woven	SY	0.67	\$1.26	\$0.16		\$1.42	\$0.95	\$2.12	\$1.41
5	Pavement Subbase Crushed Stone (DOT Type II)	CY	0.15	\$11.60	\$1.48	\$2.54	\$15.62	\$2.31	\$22.51	\$3.33
6	Fine Grade Area to be Paved, Large Area	SY	0.67		\$0.24	\$0.24	\$0.48	\$0.32	\$0.57	\$0.38
7	6" Concrete Sidewalk with Mesh	SF	5.00	\$1.83	\$1.78	\$0.03	\$3.64	\$18.20	\$5.32	\$26.60
8	Topsoil & Seed Residential	SY	0.56	\$1.88	\$2.73		\$4.61	\$2.56	\$5.60	\$3.11
9	Mob/Demobilization, Gen. Cond. & Bond (10%)	LS	100%				\$6.03	\$6.03	\$6.03	\$6.03
							Subtotal	=		\$44.27
							15% Contingency	=		\$6.64
							Total	=		\$50.90
10	Granite Curb Str. Type 4-1/2"X12", Split Face (Moun	LF	1.00	\$5.87	\$4.09	\$1.70	\$11.66	\$11.66	\$16.72	\$16.72