



Surface Transportation Block Grant (STBG) Proposal

Town of Harrisburg

Hickory Ridge Road Sidewalk Expansion

September 2022



Applicant Information

Legal Name: Town of Harrisburg, North Carolina
Contact Person: Mallory Hodgson, P.E. – Director of Public Works
Address: 4100 Main Street, Ste. 101
City, State, Zip: Harrisburg, NC 28075
Telephone: 704-206-8779
E-mail: MHodgson@harrisburgnc.org

Project Information

Project Name: Hickory Ridge Road Sidewalk Extension
Project Location: Hickory Ridge Road, Harrisburg, North Carolina
MTIP ID: N/A
Total Project Cost: \$1,989,000 (See Appendix G)
Requested STBG Funds: \$1,591,200
Brief Project Description: This project will connect existing sidewalk along Stallings Road to existing sidewalk along Hickory Ridge Road, creating a pedestrian corridor extending through the main collector roads of Harrisburg. The new sidewalk will provide connectivity from the city center, existing neighborhoods, and schools. The new sidewalk will also feature a connection to the future Back Creek Greenway.

Project Evaluation Criteria

- 1. Project Needs/Goals and Objectives: The project should directly address priority transportation needs within the Cabarrus-Rowan MPO Planning Area as described in MPO's Transportation Plan another applicable adopted local Plan or CTP. Project applications should clearly state the overall program goals and objectives and demonstrate how the project will benefit the community. (0 to 20 points)**

The Comprehensive Transportation Plan (CTP) Pedestrian Map, Inset D Amended (revised March 26, 2019) shows the Proposed Hickory Ridge Road Sidewalk as “recommended” along the full length of Hickory Ridge Road (SR 1138) from Rocky River Road (SR 1139) to Stallings Road (SR 1161). The Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) 2050 Metropolitan Transportation Plan (MTP) references the proposed project in the CTP as well. CTP Pedestrian Map, inset D is included in Appendix A.

One of the critical goals of the CRMPO is to “promote development of an integrated bicycle and pedestrian network.” The objectives include pursuing “funding for a coordinated and comprehensive network of sidewalks and bicycle routes throughout the urban area and improving the transportation system with accommodations for bicycle and pedestrian access.” (CRMPO 2050 MTP Chapter 2)

The primary goal of this sidewalk project will be to connect the existing Stallings Road Sidewalk and existing Hickory Ridge Road Sidewalk with a new sidewalk running parallel to the north side of Hickory Ridge, to create a 2.5-mile loop of sidewalk along Stallings Road, Hickory Ridge Road, and Raging Ridge Road. This will provide connectivity to Harrisburg Elementary School, Hickory Ridge Middle School, Hickory Ridge High School, and Stallings Park, as well as to several existing subdivisions and

subdivisions currently under construction. The proposed sidewalk will also connect existing pedestrian facilities from the Highway 49 and Harrisburg Town Center areas across the railroad tracks, providing a complete pedestrian connection from the northern side of the railroad to the southern side of the railroad. The Town has leveraged new subdivision construction to install a majority of the sidewalk along the corridor in cooperation with the Town's Unified Development Ordinance.

A secondary, yet important goal of this project, is to connect the subdivisions and sidewalks to the future Back Creek Greenway. The proposed section of sidewalk will cross Back Creek, where a future greenway is currently in the planning and easement acquisition phases. The Back Creek Greenway was identified by the Town and incorporated into the Harrisburg Bicycle, Pedestrian, and Greenway Plan (adopted by Town Council June 2015). Close coordination during this phase will ensure connectivity from the future sidewalk to the future greenway and increase availability for public access.

- 2. Promotes Safety and Security: The project improves an existing hazardous condition. To receive full points, project sponsor must provide a complete description with supporting documentation of the hazardous condition. (0 to 15 points)**

Hickory Ridge Road (SR 1138) currently poses hazards to both pedestrians and vehicular traffic Stallings Rd to Bridge Pointe Dr due to a gap in the Town's sidewalk system that is creating a lack of connectivity. This corridor has seen a greatly increased use since the opening of Hickory Ridge Middle School (HRMS), located approx. 550 LF south of the intersection of Hickory Ridge Rd and Bridge Pointe Dr. Concrete sidewalk and a designated pedestrian access to HRMS was installed during construction along the property frontage, but currently there is not sidewalk connectivity to the residential parts of Town. Pedestrians traffic to and from the middle school are currently forced to walk along the shoulder of Hickory Ridge Road for approximately 2,700 LF between the existing middle school sidewalk and Stallings Road. In addition to the pedestrian facilities added on SR 1138, designated pedestrian crossing facilities will be added to the intersection of Harrisburg Veterans Road (SR 1304) and Stallings Road (SR 1161). The existing intersection provides no crosswalk nor pedestrian facilities along SR 1161, this can be seen below in Figure 1. The proposed project will add pedestrian facilities up to the intersection and provide a crosswalk to connect it to SR 1304. All proposed facilities will meet the standards set by the Americans with Disabilities Act of 1990.

Figure 1:



- 3. Documented Project/Program Support: Applicants must submit documentation that shows local support for the project/program in the form of an official resolution. Other support could include letters from affected citizens, advisory boards or commissions, sheriffs or police, neighborhood associations, or business groups. (0 to 20 points)**

The Harrisburg Town Council is aware of the lack of pedestrian facilities throughout Town limits and utilized a consulting firm to create the Harrisburg Bicycle, Pedestrian, & Greenway Master Plan. Adopted by Town Council in June 2015, the master plan evaluated, assessed, and made recommendations regarding bicycle, pedestrian, and greenway needs for the Town from 2015-2025. This plan highlights the need for a sidewalk along SR 1138 as well the proposed Back Creek greenway in this area. A map of the proposed pedestrian facilities from this master plan can be found in Appendix B.

This project also has support of the organizations located along the corridor. The New Harvest Church, located at 7155 Hickory Ridge Road, has expressed their interest in a sidewalk spanning their property frontage to Town staff on multiple occasions. A future YMCA is proposed in a parcel adjacent to the existing Harrisburg Park, they have expressed their support for transportation improvements in this area (including pedestrian facilities). Letters of support from both organizations can be found in Appendix C.

The Harrisburg Town Council is aware of the requirements that come with funding through a Surface Transportation Block Grant and have authorized Town staff to execute and file applications for projects consistent with the Town's adopted Transportation and Community plans by the means of a formal resolution. See Appendix D for the Town Council resolution, adopted on August 8, 2022.

- 4. Proximity to Existing/Planned Traffic Generators: The project is in proximity to traffic generators such as residential or commercial areas, schools and other institutional uses, parks, libraries, etc. Applicant must describe proximity to, and connection with existing/planned transportation system and how it will improve access to the facilities. (0 to 15 points)**

The proposed project is within a 0.5-mile radius of Harrisburg Elementary School (HES), HRMS, Hickory Ridge High School (HRHS), Stallings Road Park, Harrisburg Park, and the Harrisburg Public Library.

As mentioned in a previous section, the Town is currently leveraging private developers to install sidewalk along Stallings Road as part of two ongoing subdivision projects. After all projects are completed, the proposed project will create a looped sidewalk connecting all three public schools and the Stallings Road Park. This will additionally connect to the existing sidewalk on SR 1304 providing uninterrupted pedestrian access from Town Center, and the residential communities connected to it, to the school facilities. See the map provided in Appendix E for a vicinity map and locations of the traffic generating facilities.

- 5. Quantifiable measures for effectiveness in addressing congestion through innovative or multimodal approaches/applications. (Reduces single occupant vehicle use – 10 points; Reduces peak hour congestion volume – 5 points; Improves travel time on corridor – 1 point)**

The transportation performance of this corridor was not evaluated with the feasibility study performed. However, the addition/creation of a multi-modal facility in this corridor is anticipated to address congestion through reduced single occupant vehicles by encouraging pedestrian use versus vehicular use. It is not anticipated that the creation of additional modes of transportation reduce peak hour congestion or improve travel time to the extent that a single-occupant vehicle user would perceive a difference.

6. Connectivity measures for linking other modes. (0 to 10 points)

The Town of Harrisburg desires to install a greenway along Back Creek from the Cabarrus County line to Robinson Church Road. Once completed, the proposed 10' asphalt path on the Back Creek Greenway will connect to the proposed 5' concrete sidewalk in the Hickory Ridge Road Sidewalk project. See Appendix B for a copy of the Proposed Pedestrian Network from the Comprehensive Bike, Pedestrian, & Greenway Master Plan adopted by the Town in June 2015.

Bonus Points

- A. Funding - Commitment to amounts higher than the 20 percent local match may result in higher assigned points depending on the percent to complete. Sliding scale for each additional 10 percent local match. **(5 points)**

Harrisburg is committing to a local funds match of 20% at this time, as stated on the Town Council resolution in support of an application for STBG funding in Appendix D.

- B. Geographic equity – Projects serving populations less than 20k. **(5 points)**

The most recent census performed by the US census Bureau, dated as April 1, 2020, estimates the population of Harrisburg as 18,967. An excerpt from the US Census Bureau information can be found in Appendix F.

- C. Innovation - Projects will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility. **(5 points)**

N/A

- D. Progress - Bonus Points will be assigned for shovel ready projects with completed preliminary design, permitting, etc. **(5 points)**

The Town currently has an engineering consultant under contract and a feasibility study for a sidewalk along this corridor is ongoing. After completion of the feasibility study, no additional work would be necessary prior to the Town selecting an engineering firm to perform the design of the Hickory Ridge Road Sidewalk Extension.

Project Implementation Timeline

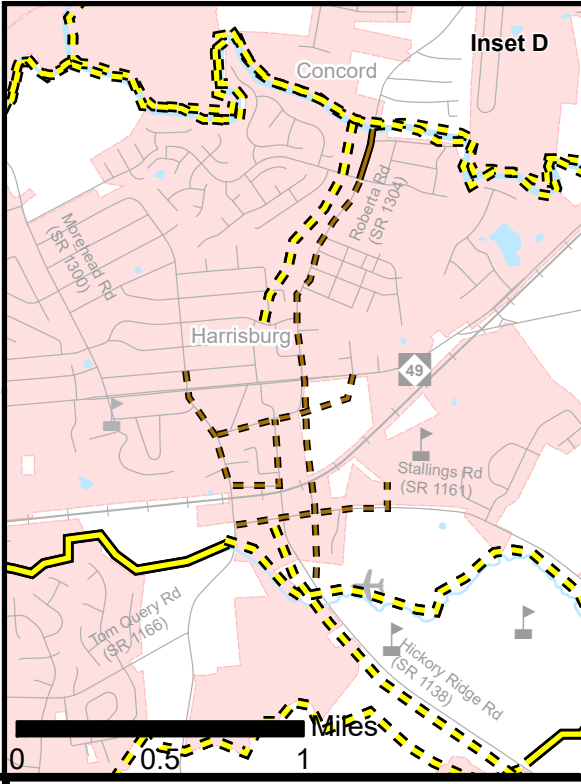
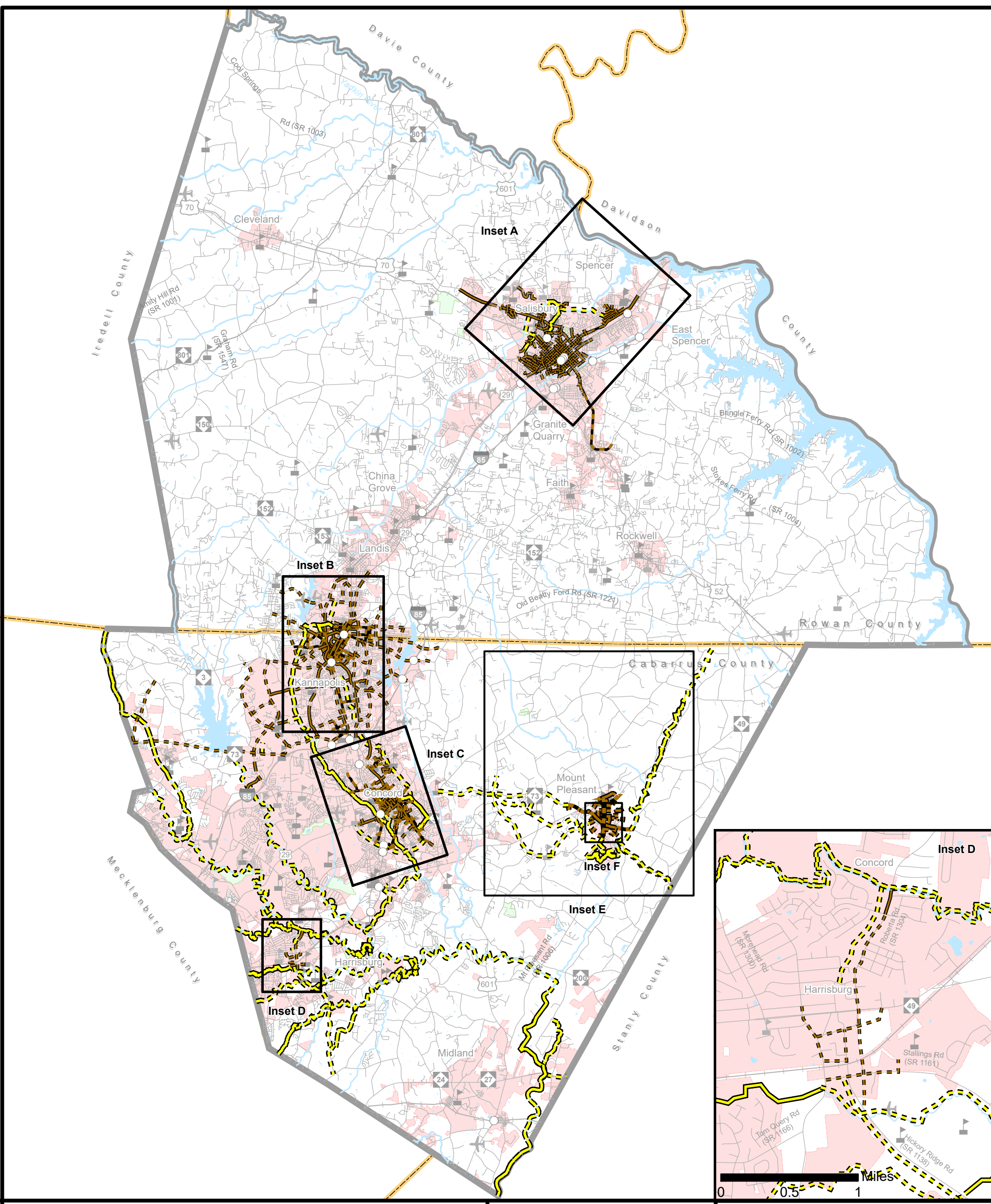
Each phase of a project with STBG-DA can apply for 2 two-year extensions beyond the allocation year. If project funds remain un-obligated by the end of this four-year grace period, funds are at risk of being removed from the project. The project sponsor will provide regular reports to both the TCC and TAC of those STBG-DA projects subject to removal.



Appendices

- Appendix A – CRMPO CTP Pedestrian Map
- Appendix B – Harrisburg Bike, Pedestrian, Greenway Master Plan: Proposed Pedestrian Network
- Appendix C – Community Letters of Support
- Appendix D – Town Council Resolution of Support
- Appendix E – Traffic Generators Exhibit
- Appendix F – 2020 U.S. Census Data
- Appendix G – Engineer’s Opinion of Probable Cost

Appendix A – CRMPO CTP Pedestrian Map



Sidewalks	Off-Road
Existing	Existing
Needs Improvement	Needs Improvement
Recommended	Recommended
Multi-Use Paths	Existing Grade Separation
Existing	Proposed Grade Separation
Needs Improvement	
Recommended	

0 1.5 3 6 Miles

Sheet 5 of 5

Base map date: June 5, 2018

Refer to CTP document for more details

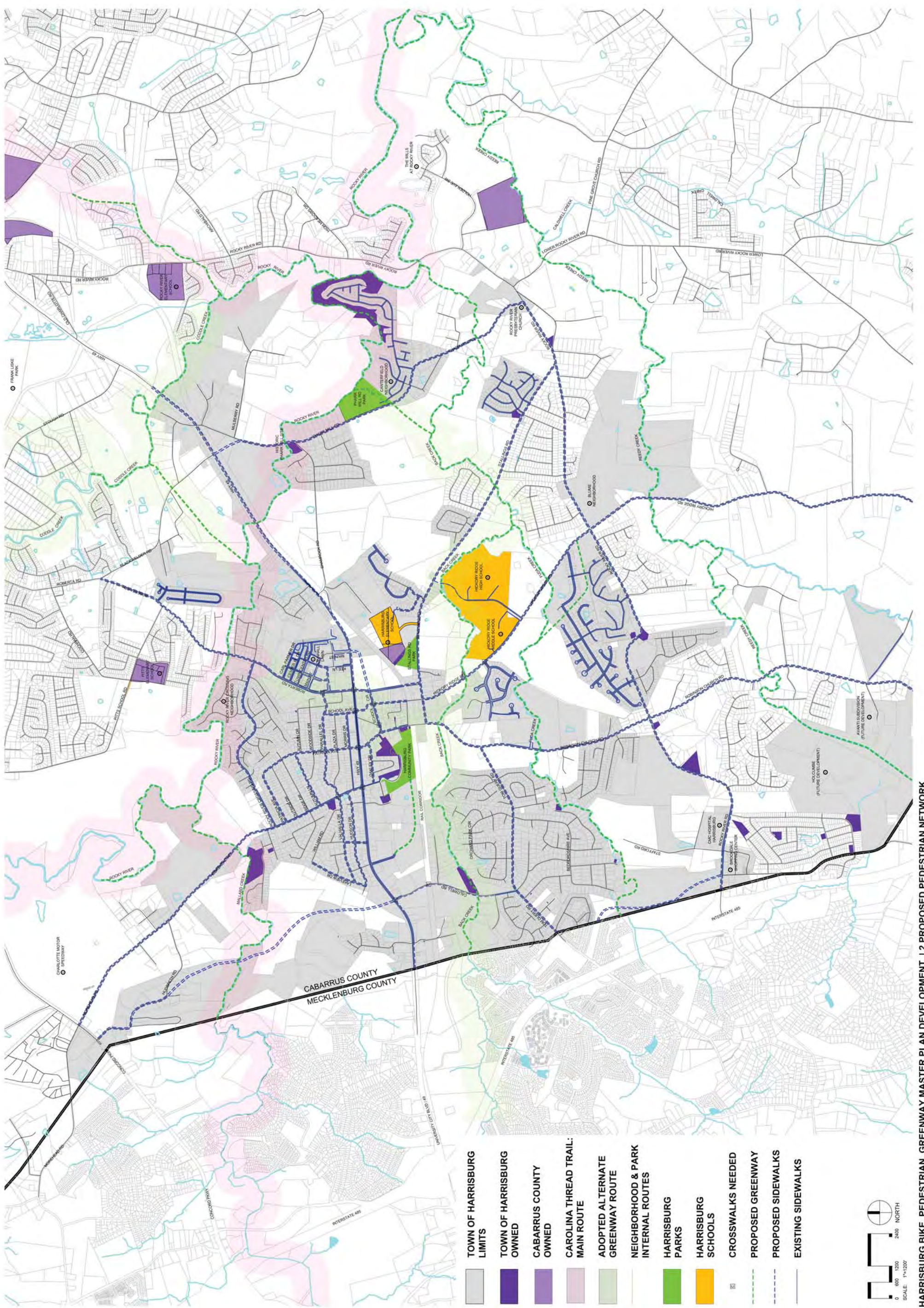
Pedestrian Map
AMENDED

Cabarrus Rowan Metropolitan Planning Organization
North Carolina

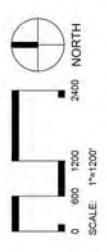
Comprehensive Transportation Plan

Plan date: September 26, 2016
Revision date: March 26, 2019

Appendix B – Harrisburg Bike, Pedestrian, Greenway Master Plan:
Proposed Pedestrian Network



- TOWN OF HARRISBURG LIMITS
- TOWN OF HARRISBURG OWNED
- CABARRUS COUNTY OWNED
- CAROLINA THREAD TRAIL: MAIN ROUTE
- ADOPTED ALTERNATE GREENWAY ROUTE
- NEIGHBORHOOD & PARK INTERNAL ROUTES
- HARRISBURG PARKS
- HARRISBURG SCHOOLS
- CROSSWALKS NEEDED
- PROPOSED GREENWAY
- PROPOSED SIDEWALKS
- EXISTING SIDEWALKS



Appendix C – Community Letters of Support



FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

Ms. Mallory Hodgson
Interim Director of Engineering and Public Works
Town of Harrisburg, NC

Subject: Letter of Support of Highway 49 Improvements Project

Ms. Hodgson,

I am pleased to write this letter in support of the transportation projects the Town has identified and is working to initiate. As the Town has grown, the YMCA has been excited for the partnership with the Town to bring a full-service YMCA facility to Harrisburg Park. A key component of growing our organization in the Harrisburg area is ensuring that adequate transportation facilities exist for the residents and community members. Highway 49 will be the main thoroughfare for patrons of the YMCA. Improving safety and congestion is of the utmost importance. Additional pedestrian facilities will also improve access for the YMCA site to the community.

We recognize the efforts that Town staff has made to make improvements to the transportation corridors throughout Town. However, much work can still be done on Highway 49 and the YMCA supports the Town on these projects.

Feel free to reach out if you have any questions, comments or concerns. I can be reached at 704-454-7800 or bcrosby@rocabymca.org.

Thank you,

Brett Crosby
Executive Director
Rowan-Cabarrus YMCA – Harrisburg Branch

Rowan-Cabarrus YMCA Corporate Office
215 Guffy Street
Salisbury, NC 28147
704-216-9622



4425 Old Airport Road
PO Box 388
Concord, NC 28026.0388

(704) 260-5654

Ms. Mallory Hodgson, P.E.
Director of Public Works
Town of Harrisburg, NC

Subject: Letter of Support of Hickory Ridge Sidewalk

Ms. Hodgson,

I am pleased to write this letter in support of the transportation projects the Town has identified and is working to initiate. As the Town has grown, Cabarrus County Schools has been excited for the partnerships available through the Town to make transportation improvements that have positive impacts on the schools. We recognize the efforts that Town staff has made to make improvements to the transportation corridors throughout Town.

That said, CCS is in support of a sidewalk on Hickory Ridge Road. A sidewalk in the area will provide a connection to Hickory Ridge High School, Hickory Ridge Middle School, and Harrisburg Elementary School while connecting a number of residential developments. Alternate modes of student transportation are welcomed.

Kindest Regards,

A handwritten signature in black ink, appearing to read 'Brian C. Cone', is written over a light gray rectangular background.

Brian C. Cone
Director of Architecture, Planning and Construction
Cabarrus County Schools

Appendix D – Town Council Resolution of Support



Resolution by the Town Council

In Support of the Town of Harrisburg, NC to Apply for Surface Transportation Block Grants through the Cabarrus-Rowan Metropolitan Planning Organization

- WHEREAS, On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. From the STBGP funds apportioned to each state for the state's entire Federal-aid system, a portion the FAST Act allocates STBGP funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA). STBGP funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133.
- WHEREAS, The Town of Harrisburg, herein referred to as the "Town" has need for and intends to construct and design transportation projects which meet the eligibility requirements associated with Surface Transportation Block Grant Program according to 23 USC §133.
- WHEREAS, The Town of Harrisburg intends to request State loan and/or grant assistance for the projects,

NOW THEREFORE BE IT RESOLVED, BY THE TOWN COUNCIL OF THE TOWN:

That the Town of Harrisburg Town Council supports Town Staff in the endeavor to seek funding through the Surface Transportation Block Grant Program for projects consistent with adopted transportation and community plans.

That Town of Harrisburg will arrange financing for all remaining costs of the project, if approved for a loan and/or grant award.

That the Town will adopt and place into effect on or before completion of the project a schedule of fees and charges and other available funds which will provide adequate funds for proper operation, maintenance, and administration of the system and the repayment of all principal and interest on the debt.

That the Town will provide for efficient operation and maintenance of the project on completion of construction thereof.

That Town Manager, Rob Donham, the Authorized Official, and successors so titled, is hereby authorized to execute and file an application on behalf of the Town with the Cabarrus-Rowan Metropolitan Planning Organization for a loan and/or grant to aid in the study of or construction of the project described above.

That the Town Manager, and successors so titled, is hereby authorized and directed to furnish such information as the appropriate agency may request in connection with such application or the project: to make the assurances as contained above; and to execute such other documents as may be required in connection with the application.



That the Town has substantially complied or will substantially comply with all Federal, State, and local laws, rules, regulations, and ordinances applicable to the project and to Federal and State grants and loans pertaining thereto.

Adopted this 8th day of August, 2022 at Town Hall, Harrisburg, North Carolina.

Jennifer Teague

(Signature of Authorized Representative)
Jennifer Teague

Town Mayor, Town of Harrisburg, NC

(Title)



CERTIFICATION BY RECORDING OFFICER

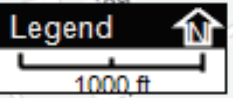
The undersigned duly qualified and acting Town Clerk of the Town of Harrisburg does hereby certify: That the above/attached resolution is a true and correct copy of the resolution authorizing the filing of an application with the State of North Carolina, as regularly adopted at a legally convened meeting of the Town of Harrisburg duly held on the 8th day of August 2022; and, further, that such resolution has been fully recorded in the journal of proceedings and records in my office. IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of August, 2022

Janet Rackley
(Signature of Recording Officer)

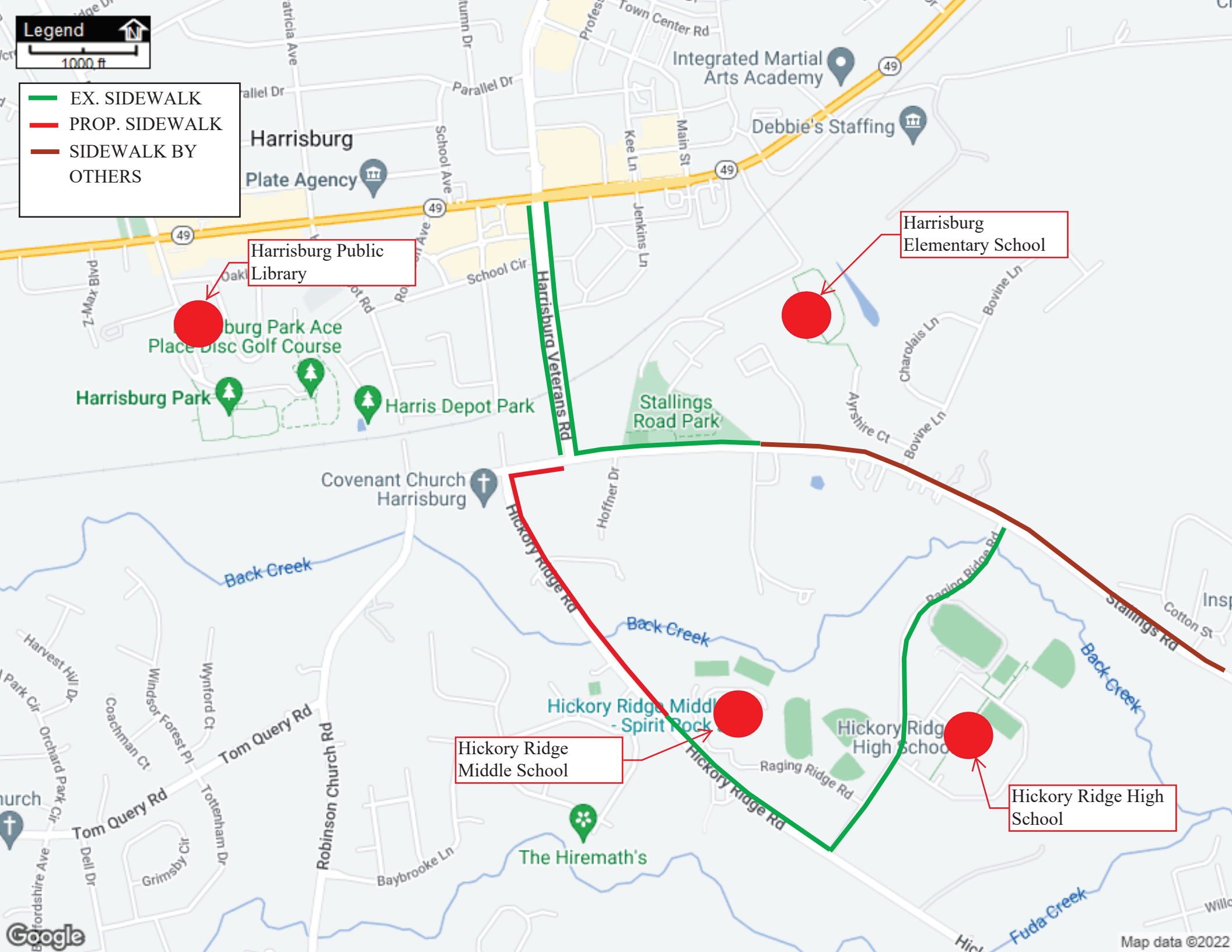
Town Clerk
(Title of Recording Officer)

Appendix E – Traffic Generators Exhibit

Legend



- EX. SIDEWALK
- PROP. SIDEWALK
- SIDEWALK BY OTHERS



Harrisburg Public Library

Harrisburg Elementary School

Hickory Ridge Middle School

Hickory Ridge High School


Appendix F – 2020 U.S. Census Data

QuickFacts

Harrisburg town, North Carolina; United States

QuickFacts provides statistics for all states and counties, and for cities and towns with a *population of 5,000 or more*.

Table

All Topics	Harrisburg town, North Carolina	United States
Population Estimates, July 1 2021, (V2021)	▲ 19,463	▲ 331,893,745
 PEOPLE		
Population		
Population Estimates, July 1 2021, (V2021)	▲ 19,463	▲ 331,893,745
Population estimates base, April 1, 2020, (V2021)	▲ 18,987	▲ 331,449,281
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	▲ 2.5%	▲ 0.1%
Population, Census, April 1, 2020	18,967	331,449,281
Population, Census, April 1, 2010	11,526	308,745,538
Age and Sex		
Persons under 5 years, percent	▲ 5.0%	▲ 5.7%
Persons under 18 years, percent	▲ 31.6%	▲ 22.2%
Persons 65 years and over, percent	▲ 9.7%	▲ 16.8%
Female persons, percent	▲ 55.2%	▲ 50.5%
Race and Hispanic Origin		
White alone, percent	▲ 64.3%	▲ 75.8%
Black or African American alone, percent (a)	▲ 17.5%	▲ 13.6%
American Indian and Alaska Native alone, percent (a)	▲ 0.7%	▲ 1.3%
Asian alone, percent (a)	▲ 10.3%	▲ 6.1%
Native Hawaiian and Other Pacific Islander alone, percent (a)	▲ 0.0%	▲ 0.3%
Two or More Races, percent	▲ 6.4%	▲ 2.9%
Hispanic or Latino, percent (b)	▲ 6.7%	▲ 18.9%
White alone, not Hispanic or Latino, percent	▲ 60.3%	▲ 59.3%
Population Characteristics		
Veterans, 2016-2020	722	17,835,456
Foreign born persons, percent, 2016-2020	10.4%	13.5%
Housing		
Housing units, July 1, 2021, (V2021)	X	142,153,010
Owner-occupied housing unit rate, 2016-2020	86.3%	64.4%
Median value of owner-occupied housing units, 2016-2020	\$304,300	\$229,800
Median selected monthly owner costs -with a mortgage, 2016-2020	\$1,735	\$1,621
Median selected monthly owner costs -without a mortgage, 2016-2020	\$488	\$509
Median gross rent, 2016-2020	\$1,678	\$1,096
Building permits, 2021	X	1,736,982
Families & Living Arrangements		
Households, 2016-2020	4,695	122,354,219
Persons per household, 2016-2020	3.41	2.60
Living in same house 1 year ago, percent of persons age 1 year+, 2016-2020	87.4%	86.2%
Language other than English spoken at home, percent of persons age 5 years+, 2016-2020	16.4%	21.5%
Computer and Internet Use		
Households with a computer, percent, 2016-2020	98.0%	91.9%
Households with a broadband Internet subscription, percent, 2016-2020	96.1%	85.2%
Education		
High school graduate or higher, percent of persons age 25 years+, 2016-2020	97.4%	88.5%
Bachelor's degree or higher, percent of persons age 25 years+, 2016-2020	51.0%	32.9%
Health		
With a disability, under age 65 years, percent, 2016-2020	5.7%	8.7%
Persons without health insurance, under age 65 years, percent	▲ 5.5%	▲ 10.2%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2016-2020	67.5%	63.0%
In civilian labor force, female, percent of population age 16 years+, 2016-2020	59.2%	58.4%
Total accommodation and food services sales, 2017 (\$1,000) (c)	49,560	938,237,077
Total health care and social assistance receipts/revenue, 2017 (\$1,000) (c)	61,045	2,527,903,275
Total transportation and warehousing receipts/revenue, 2017 (\$1,000) (c)	D	895,225,411
Total retail sales, 2017 (\$1,000) (c)	213,236	4,949,601,481
Total retail sales per capita, 2017 (c)	\$13,553	\$15,224

Transportation

Mean travel time to work (minutes), workers age 16 years+, 2016-2020	30.5	26.9
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Income & Poverty

Median household income (in 2020 dollars), 2016-2020	\$112,757	\$64,994
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Per capita income in past 12 months (in 2020 dollars), 2016-2020	\$37,818	\$35,384
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Persons in poverty, percent	▲ 2.9%	▲ 11.4%
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BUSINESSES**Businesses**

Total employer establishments, 2020	X	8,000,178
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Total employment, 2020	X	134,163,349
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Total annual payroll, 2020 (\$1,000)	X	7,564,809,878
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Total employment, percent change, 2019-2020	X	0.9%
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Total nonemployer establishments, 2019	X	27,104,006
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All employer firms, Reference year 2017	308	5,744,643
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Men-owned employer firms, Reference year 2017	124	3,480,438
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Women-owned employer firms, Reference year 2017	S	1,134,549
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Minority-owned employer firms, Reference year 2017	S	1,014,958
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Nonminority-owned employer firms, Reference year 2017	216	4,371,152
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Veteran-owned employer firms, Reference year 2017	28	351,237
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Nonveteran-owned employer firms, Reference year 2017	231	4,968,606
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GEOGRAPHY**Geography**

Population per square mile, 2020	1,681.9	93.8
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Population per square mile, 2010	1,273.4	87.4
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Land area in square miles, 2020	11.28	3,533,038.28
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Land area in square miles, 2010	9.05	3,531,905.43
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FIPS Code	3729800	1
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[About datasets used in this table](#)**Value Notes**

 Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info  icon to the left of each row in TABLE view to learn about sampling error.

The vintage year (e.g., V2021) refers to the final year of the series (2020 thru 2021). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2016-2020 ACS 5-year estimates to other ACS estimates. For more information, please visit the [2020 5-year ACS Comparison Guidance](#) page.

Fact Notes

- (a) Includes persons reporting only one race
- (c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data
- (b) Hispanics may be of any race, so also are included in applicable race categories

Value Flags

- Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper interval of an open ended distribution.
- F Fewer than 25 firms
- D Suppressed to avoid disclosure of confidential information
- N Data for this geographic area cannot be displayed because the number of sample cases is too small.
- FN Footnote on this item in place of data
- X Not applicable
- S Suppressed; does not meet publication standards
- NA Not available
- Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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Appendix G – Engineer's Opinion of Probable Cost

Hickory Ridge Road Feasibility Study

Project Location: Town of Harrisburg
 Project Description: 5' Wide Sidewalk (-0.6 Miles) & Pedestrian Bridge (10' x 70')
 Client: Town of Harrisburg
 Client Project No. 011497047

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility Study

Segment -L1-					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 69,000.00	\$ 69,000.00
SP	COMPREHENSIVE GRADING -L1-	1	LS	\$ 100,000.00	\$ 100,000.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	20	TON	\$ 200.00	\$ 4,000.00
610	ASPHALT CONC BASE COURSE, TYPE B25.0B	24	TON	\$ 200.00	\$ 4,800.00
620	ASPHALT BINDER FOR PLANT MIX	1	TON	\$ 525.00	\$ 525.00
848	6" CONCRETE DRIVEWAY	290	SY	\$ 95.00	\$ 27,550.00
848	4" CONCRETE SIDEWALK	1830	SY	\$ 85.00	\$ 155,550.00
864	REMOVE & RESET EXISTING GUARDRAIL	200	LF	\$ 40.00	\$ 8,000.00
876	RIP-RAP	30	TON	\$ 60.00	\$ 1,800.00
SP	6" CONCRETE WHEELCHAIR RAMPS	10	SY	\$ 300.00	\$ 3,000.00
SP	DRAINAGE	1	LS	\$ 32,000.00	\$ 32,000.00
SP	PEDESTRIAN UPGRADES AT SIGNALIZED INTERSECTION	1	EA	\$ 30,000.00	\$ 30,000.00
SP	SAFETY RAIL	200	LF	\$ 200.00	\$ 40,000.00
SP	PREFABRICATED TRUSS BRIDGE	1	LS	\$ 282,000.00	\$ 282,000.00
SP	TRAFFIC CONTROL	1	LS	\$ 35,000.00	\$ 35,000.00
SP	EROSION CONTROL	1	LS	\$ 35,000.00	\$ 35,000.00

SUBTOTAL \$828,225.00

CONSTRUCTION COST SAY **\$829,000**

Notes:

- Unit costs used in this cost opinion are representative of typical market costs as best known to the Consultant as of the date of this estimate, and do not account for inflationary cost escalation.
- Quantities used in this cost opinion are approximations based on the Feasibility Study exhibit provided by Kimley-Horn dated 08-15-22 and are subject to revision prior to bid.
- The Engineer has no control over the cost of labor, materials, or equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs, as provided here, are made on the basis of the Engineer's experience and qualifications and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable cost prepared for the Owner.
- Unit costs used in this cost opinion are representative of typical market costs as best known to the Consultant as of the date of this estimate, and do not account for inflationary cost escalation.
- Preliminary Engineering (PE) estimate based on 25% of construction costs.
- Real estate costs based on Cabarrus County land values and not based on a professional appraisal. Agent fee estimated based on assumption that agent will assist Town in negotiations with up to ten (10) property owners along project corridor.