



**OPTION 1 - GREEN**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST (\$)	COST (\$)
1	BIKE TRAIL	FT	4,220	\$200	\$844,000
2	RETAINING WALL	FT	3,285	\$40	\$131,400
3	FLOOD PLAIN REMEDIATION	CUFT	9,600	\$10	\$96,000
4	UTILITY RELOCATION	PER	2	\$3,000	\$6,000
SUM OF ITEMS					\$1,077,400
OVERHEAD & PROFIT (15%)					\$161,610
PERMITTING & ENGINEERING (20%)					\$215,480
CONTINGENCY (25%)					\$269,350
<b>TOTAL</b>					<b>\$1,730,000</b>

**OPTION 2 - RED**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST (\$)	COST (\$)
1	BIKE TRAIL	FT	4,530	\$200	\$906,000
2	RETAINING WALL	FT	3,285	\$40	\$131,400
3	FLOOD PLAIN REMEDIATION	CUFT	43,500	\$10	\$435,000
4	UTILITY RELOCATION	PER	2	\$3,000	\$6,000
SUM OF ITEMS					\$1,478,400
OVERHEAD & PROFIT (15%)					\$221,760
PERMITTING & ENGINEERING (20%)					\$295,680
CONTINGENCY (25%)					\$369,600
<b>TOTAL</b>					<b>\$2,370,000</b>

**OPTION 3 - ORANGE**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST (\$)	COST (\$)
1	BIKE TRAIL	FT	4,320	\$150	\$648,000
2	RETAINING WALL	FT	220	\$40	\$8,800
3	FLOOD PLAIN REMEDIATION	CUFT	0	\$10	\$0
4	UTILITY RELOCATION	PER	10	\$3,000	\$30,000
SUM OF ITEMS					\$656,800
OVERHEAD & PROFIT (15%)					\$98,520
PERMITTING & ENGINEERING (20%)					\$131,360
CONTINGENCY (25%)					\$164,200
<b>TOTAL</b>					<b>\$1,060,000</b>

**ASSUMPTIONS:**

- 1 Cost estimate is for the colored sections (Green, Red, Orange) shown in the plan ONLY as an aid to determine the most economical route.
- 2 Unit Base Cost is estimated to be \$150 per foot of 8-ft wide trail for well compacted material along existing roadway or rail bed.
- 3 Unit Base Cost is estimated to be \$200 per foot of 8-ft wide trail along the golf course and/or resource area due to trail base material import/compaction and export of unusable material
- 4 Flood plain remediation assumes a 12-ft wide and 1-ft deep impact. Cost is an estimate of providing flood storage to mitigate the loss of this storage.
- 5 Estimate does not include a safety fence within the golf course areas (options 1 & 2) to protect pedestrians from the golf activity. This may be required for public safety.
- 6 Detail on the bridge crossing at the start of the trails (options 2 & 3) is insufficient and therefore the cost associated with this crossing has not been included.
- 7 The contingency is provided for the variability and unforeseen conditions that will arise due to the conceptual nature of this project at this time.

Color Ortho Imagery, MassGIS 2006

**Horsley Witten Group**  
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**Preliminary Cost Estimate**  
**CRNF Bike Trail**  
Newton, Wellesley & Weston  
Massachusetts



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