

**TABLE 1**

CITIZENS' PLAN COSTS					
	ENGINEERING, ENVIRONMENTAL, UTILITY UNDERGROUNDING, MAINTENANCE OF TRAFFIC; AT 35% OF CONSTRUCTION COSTS	RIGHT OF WAY	CONSTRUCTION SCOPE	CONSTRUCTION COST	TOTALS
<b>ROADS</b>					
Route 148, Mansfield Bridge to Route 130		\$2,996,700	reconstruction and widening of 3.5 miles	\$7,526,596	
Route 130, Route 148 to Turtle Creek		\$68,341	1.8 miles of reconstruction and widening	\$3,870,820	
Route 837, Clairton to Birmingham Bridge and Route 885 from the Glenwood Bridge to the 10th Street Bridge		\$5,121,985	reconstruction and widening per 1987 study with updated costs plus addition structures and extension of Waterfront Drive	\$219,219,888	
Route 51, Lewis Run Road to the Liberty Tunnels		\$24,447,840	reconstruction, widening, parallel service roads and seven interchanges	\$157,354,000	
Lebanon Church Road, Route 51 to Buttermilk Hollow Road		\$2,442,100	one mile of service road, 0.3 miles of relocated road and four interchanges	\$61,446,800	
Route 51-Lebanon Church Road connector at Century III Mall			one mile of new urban boulevard	\$2,150,456	
New urban boulevard from Lebanon Church Road along Thompson Run to I-376		\$5,000,000	based on Turnpike estimate including new bridge at four lanes and reduced by costs of other structures	\$300,000,000	
Route 885, Lebanon Church Road to Hays		\$623,000	reconstruction and widening of 3.6 miles plus interchange at Mifflin Road	\$7,741,641	
Clairton Connector, Large to Clairton		\$1,000,000	2 miles of new urban boulevard	\$4,300,912	
<b>Road Totals</b>	<b>\$267,263,889</b>	<b>\$41,699,966</b>		<b>\$763,611,113</b>	<b>1,072,574,968</b>
<i>Road cost assumptions: Concrete at \$45/SY (Turnpike), Shoulders at \$41/SY (Turnpike), Bituminous at \$40/SY (Turnpike), Landscaped median at \$70/SY including irrigation (Landscape Architect), Structure at \$150/SF (Turnpike), New interchange at \$30 million, Interchange upgrade at \$10 million</i>					
<b>TRANSIT</b>					
<b>LIGHT RAIL</b>					
South Hill Extension to Century III; 5.5. Miles				\$302,500,000	
Spine Line from downtown to Oakland including tunnel; 2.5 miles				\$500,000,000	
LRT from Oakland to Turtle Creek via Hazelwood, Homestead, Duquesne and Braddock; 10 miles				\$550,000,000	
<b>BUSWAY</b>					
MLK East Busway Extension; Swissvale to Turtle Creek; 5 miles				\$131,200,000	
<b>TRANSIT TOTAL</b>					<b>1,483,700,000</b>
<i>Transit cost assumptions: Light rail is priced at \$55 million per mile; Busway estimate includes Guideway at \$1696/lf, Right of way at \$500/lf, Special Conditions at \$543/lf, Engineering, environmental, construction management, etc., at 35% of above, Stations at \$655,425, Buses at \$300,000 each (Pittsburgh region experience)</i>					
<b>MULTIMODAL CENTERS</b>					
MULTIMODAL CENTER TOTAL			four interceptor garages, transit exchange and service retail; three at 2,000 spaces and one at 1,000. Plus 5,000 s.f. retail at each at \$80 per s.f.		<b>120,600,000</b>
<b>TRAILS</b>					
TRAIL TOTAL					<b>10,000,000</b>
<i>40 miles @ \$250,000/mile for a 10 foot paved trail. Based on advice by two landscape architects with trail design experience.</i>					
<b>PROJECT TOTAL</b>					<b>2,686,874,968</b>

See the scopes of work for the detail on which these costs are based.