

SUMMARY OF CAPITAL COSTS BY ALTERNATIVE AND MAJOR COST CATEGORY

	Dedicated LRT	Dedicated LRT	At-Grade LRT	Dedicated BRT	At-Grade BRT	Dedicated BRT	At-Grade BRT	Baseline/TSM	
Cost Category		Minimum Operating Segment				Limited Signals & Communications Systems	No Signals & Communications Systems		
Site Work	\$11,497,500	\$6,520,500	\$11,497,500	\$11,287,500	\$11,497,500	\$11,287,500	\$11,497,500	\$0	
Trackwork	\$61,733,301	\$39,896,157	\$78,421,140	\$17,265,150	\$17,265,150	\$17,265,150	\$17,265,150	\$0	
LRT Structures	\$270,028,500	\$160,597,500	\$171,696,000	\$270,028,500	\$171,696,000	\$270,028,500	\$171,696,000	\$0	
Stations	\$41,370,000	\$32,996,250	\$24,570,000	\$41,370,000	\$24,570,000	\$41,370,000	\$24,570,000	\$8,296,000	(Park-&-Ride Facilities)
Fare Collection	\$1,575,000	\$1,155,000	\$1,575,000	\$1,575,000	\$1,575,000	\$1,575,000	\$1,575,000	\$0	
Traction Electrification	\$33,342,750	\$18,909,450	\$33,342,750	\$0	\$0	\$0	\$0	\$6,913,700	(Transit Signal Priority)
Signal System	\$46,564,875	\$26,408,025	\$46,564,875	\$46,564,875	\$46,564,875	\$33,718,073	\$0	\$0	
Communications	\$16,096,500	\$9,128,700	\$16,096,500	\$16,096,500	\$16,096,500	\$11,655,630	\$0	\$0	
Right of Way	\$37,488,000	\$11,367,000	\$32,238,000	\$33,699,000	\$28,449,000	\$33,699,000	\$28,449,000	\$15,750,000	
Utilities	\$5,109,300	\$3,800,475	\$5,109,300	\$4,964,400	\$4,964,400	\$4,964,400	\$4,964,400	\$0	
Crossings / Roadway	\$3,555,690	\$934,261	\$4,897,540	\$3,642,170	\$4,511,520	\$3,642,170	\$4,511,520	\$0	
Maintenance Facility Construction	\$4,252,500	\$2,488,500	\$3,465,000	\$283,500	\$231,000	\$283,500	\$231,000	\$14,175,000	
Maintenance Facility Property Acquisition (15 acres @ \$26.25 per square foot)	\$17,151,750	\$28,586,250	\$17,151,750	\$17,151,750	\$17,151,750	\$17,151,750	\$17,151,750	\$17,151,750	
Subtotal A - Construction Costs in 2004\$	\$549,765,666	\$342,788,068	\$446,625,355	\$463,928,345	\$344,572,695	\$446,640,673	\$281,911,320	\$62,286,450	
30% AA Level Design Contingency	\$164,929,700	\$102,836,421	\$133,987,607	\$139,178,504	\$103,371,809	\$133,992,202	\$84,573,396	\$18,685,935	
Subtotal B	\$714,695,366	\$445,624,489	\$580,612,962	\$603,106,849	\$447,944,504	\$580,632,874	\$366,484,716	\$80,972,385	
10% Construction Contingency	\$71,469,537	\$44,562,449	\$58,061,296	\$60,310,685	\$44,794,450	\$58,063,287	\$36,648,472	\$8,097,239	
Subtotal C	\$786,164,902	\$490,186,938	\$638,674,258	\$663,417,533	\$492,738,954	\$638,696,162	\$403,133,188	\$89,069,624	
30% Add-on Allowance	\$235,849,471	\$147,056,081	\$191,602,277	\$199,025,260	\$147,821,686	\$191,608,849	\$120,939,956	\$26,720,887	
Vehicles	\$48,195,000	\$52,020,000	\$39,270,000	\$20,250,000	\$16,500,000	\$20,250,000	\$16,500,000	\$40,500,000	
Total Estimated Alternative Cost	\$1,070,209,373	\$689,415,005	\$869,546,535	\$882,692,793	\$657,060,640	\$850,555,010	\$540,573,144	\$156,290,511	
Total Alternative Length (RF)	109,500 RF	62,100 RF	109,500 RF	109,500 RF	109,500 RF	109,500 RF	109,500 RF	NA	
Total Alternative Length (Miles)	20.7 mi	11.8 mi	20.7 mi	20.7 mi	20.7 mi	20.7 mi	20.7 mi	NA	
Avg. Cost per Mile (\$ Millions)	\$51.6	\$58.6	\$41.9	\$42.6	\$31.7	\$41.0	\$26.1	NA	

Central Broward East-West Transit Analysis								
AA Level Construction Cost Estimate by Link Segment								
Dedicated LRT								
Description	Cost Summary	136th	I-595	SR 7	Broward	Andrews	30th/US1	
Site Work	\$11,497,500	\$1,329,300	\$5,117,700	\$924,000	\$2,283,750	\$1,097,250	\$745,500	
Trackwork	\$61,733,301	\$3,668,868	\$26,612,040	\$4,804,800	\$11,875,500	\$11,521,125	\$3,250,968	
LRT Structures	\$270,028,500		\$153,531,000	\$27,720,000	\$75,862,500		\$12,915,000	
Stations	\$41,370,000	\$3,123,750	\$14,096,250	\$2,625,000	\$13,125,000	\$5,775,000	\$2,625,000	
Fare Collection	\$1,575,000	\$210,000	\$315,000	\$105,000	\$525,000	\$315,000	\$105,000	
Traction Electrification	\$33,342,750	\$3,854,970	\$14,841,330	\$2,679,600	\$6,622,875	\$3,182,025	\$2,161,950	
Signal System	\$46,564,875	\$5,383,665	\$20,726,685	\$3,742,200	\$9,249,188	\$4,443,863	\$3,019,275	
Communications	\$16,096,500	\$1,861,020	\$7,164,780	\$1,293,600	\$3,197,250	\$1,536,150	\$1,043,700	
R.O.W.	\$37,488,000	\$17,082,000	\$11,367,000	\$3,789,000		\$5,250,000		
Utilities	\$5,109,300	\$996,975	\$415,800	\$693,000	\$1,712,813	\$822,938	\$467,775	
Crossings / Roadway	\$3,555,690	\$2,537,520			\$472,500	\$491,150	\$54,520	
Maintenance Facility Construction (27 vehicles @ \$157,500 each)	\$4,252,500							
Maintenance Facility Property Acquisition (15 acres @ \$26.25 per square foot)	\$17,151,750							
Subtotal A - Construction Costs in 2004\$	\$549,765,666	\$40,048,068	\$254,187,585	\$48,376,200	\$124,926,375	\$34,434,500	\$26,388,688	
30% AA Level Design Contingency	\$164,929,700	\$12,014,420	\$76,256,276	\$14,512,860	\$37,477,913	\$10,330,350	\$7,916,606	
Subtotal B	\$714,695,366	\$52,062,488	\$330,443,861	\$62,889,060	\$162,404,288	\$44,764,850	\$34,305,294	
10% Construction Contingency	\$71,469,537	\$5,206,249	\$33,044,386	\$6,288,906	\$16,240,429	\$4,476,485	\$3,430,529	
Subtotal C	\$786,164,902	\$57,268,737	\$363,488,247	\$69,177,966	\$178,644,716	\$49,241,335	\$37,735,824	
30% Add-on Allowance	\$235,849,471	\$17,180,621	\$109,046,474	\$20,753,390	\$53,593,415	\$14,772,401	\$11,320,747	
Light Rail Vehicles (27 vehicles @ \$1.8million ea)	\$48,195,000							
Total Estimated Alternative Cost	\$1,070,209,373	\$74,449,358	\$472,534,721	\$89,931,356	\$232,238,131	\$64,013,736	\$49,056,571	
Total Alternative Length (RF)	109,500 RF	12,660 RF	48,740 RF	8,800 RF	21,750 RF	10,450 RF	7,100 RF	
Total Alternative Length (Miles)	20.7 mi	2.4 mi	9.2 mi	1.7 mi	4.1 mi	2.0 mi	1.3 mi	
Avg. Cost per Mile (\$ Millions)	\$51.6	\$31.0	\$51.2	\$54.0	\$56.4	\$32.3	\$36.5	

Central Broward East-West Transit Analysis								
AA Level Construction Cost Estimate by Link Segment								
Dedicated LRT MOS								
Description	Cost Summary	136th	I-595	SR 7	Broward	Andrews	30th/US1	
Site Work	\$6,520,500		\$1,470,000	\$924,000	\$2,283,750	\$1,097,250	\$745,500	
Trackwork	\$39,896,157		\$7,644,000	\$4,804,800	\$11,875,500	\$11,521,125	\$4,050,732	
LRT Structures	\$160,597,500		\$44,100,000	\$27,720,000	\$75,862,500		\$12,915,000	
Stations	\$32,996,250		\$6,772,500	\$4,698,750	\$13,125,000	\$5,775,000	\$2,625,000	
Fare Collection	\$1,155,000		\$105,000	\$105,000	\$525,000	\$315,000	\$105,000	
Traction Electrification	\$18,909,450		\$4,263,000	\$2,679,600	\$6,622,875	\$3,182,025	\$2,161,950	
Signal System	\$26,408,025		\$5,953,500	\$3,742,200	\$9,249,188	\$4,443,863	\$3,019,275	
Communications	\$9,128,700		\$2,058,000	\$1,293,600	\$3,197,250	\$1,536,150	\$1,043,700	
R.O.W.	\$11,367,000		\$7,578,000	\$3,789,000				
Utilities	\$3,800,475		\$103,950	\$693,000	\$1,712,813	\$822,938	\$467,775	
Crossings / Roadway	\$1,018,170				\$472,500	\$491,150	\$54,520	
LRT Maint. Facility Construction (12 vehicles @ \$157,500 each)	\$1,890,000							
Bus Maint. Facility Construction (57 vehicles @ \$10,500 each)	\$598,500							
Maintenance Facility Property Acquisition (25 acres @ \$26.25 per square foot)	\$28,586,250							
Subtotal A - Construction Costs in 2004\$	\$342,871,977		\$80,047,950	\$50,449,950	\$124,926,375	\$29,184,500	\$27,188,452	
30% AA Level Design Contingency	\$102,861,593		\$24,014,385	\$15,134,985	\$37,477,913	\$8,755,350	\$8,156,536	
Subtotal B	\$445,733,570		\$104,062,335	\$65,584,935	\$162,404,288	\$37,939,850	\$35,344,988	
10% Construction Contingency	\$44,573,357		\$10,406,234	\$6,558,494	\$16,240,429	\$3,793,985	\$3,534,499	
Subtotal C	\$490,306,927		\$114,468,569	\$72,143,429	\$178,644,716	\$41,733,835	\$38,879,486	
30% Add-on Allowance	\$147,092,078		\$34,340,571	\$21,643,029	\$53,593,415	\$12,520,151	\$11,663,846	
Light Rail Vehicles (12 vehicles @ \$1.8million ea)	\$21,420,000							
40' Urban Buses (68 vehicles @ \$0.5million ea)	\$30,600,000							
Total Estimated Alternative Cost	\$689,419,005		\$148,809,139	\$93,786,457	\$232,238,131	\$54,253,986	\$50,543,332	
Total Alternative Length (RF)	62,100 RF		14,000 RF	8,800 RF	21,750 RF	10,450 RF	7,100 RF	
Total Alternative Length (Miles)	11.8 mi		2.7 mi	1.7 mi	4.1 mi	2.0 mi	1.3 mi	
Avg. Cost per Mile (\$ Millions)	\$58.6		\$56.1	\$56.3	\$56.4	\$27.4	\$37.6	

Central Broward East-West Transit Analysis								
AA Level Construction Cost Estimate by Link Segment								
At-grade LRT								
Description	Cost Summary	136th	I-595	SR 7	Broward	Andrews	30th/US1	
Site Work	\$11,497,500	\$1,329,300	\$5,117,700	\$924,000	\$2,011,695	\$1,369,305	\$745,500	
Trackwork	\$78,421,140	\$3,668,868	\$26,612,040	\$9,702,000	\$21,122,798	\$13,264,703	\$4,050,732	
LRT Structures	\$171,696,000		\$153,531,000			\$5,250,000	\$12,915,000	
Stations	\$24,570,000	\$3,123,750	\$14,096,250	\$525,000	\$2,625,000	\$1,575,000	\$2,625,000	
Fare Collection	\$1,575,000	\$210,000	\$315,000	\$105,000	\$525,000	\$315,000	\$105,000	
Traction Electrification	\$33,342,750	\$3,854,970	\$14,841,330	\$2,679,600	\$5,833,916	\$3,970,985	\$2,161,950	
Signal System	\$46,564,875	\$5,383,665	\$20,726,685	\$3,742,200	\$8,147,365	\$5,545,685	\$3,019,275	
Communications	\$16,096,500	\$1,861,020	\$7,164,780	\$1,293,600	\$2,816,373	\$1,917,027	\$1,043,700	
R.O.W.	\$32,238,000	\$17,082,000	\$11,367,000	\$3,789,000				
Utilities	\$5,109,300	\$996,975	\$415,800	\$693,000	\$1,508,771	\$1,026,979	\$467,775	
Crossings / Roadway	\$4,897,540	\$2,537,520		\$413,600	\$1,372,973	\$518,927	\$54,520	
Maintenance Facility Construction (22 vehicles @ \$157,500 each)	\$3,465,000							
Maintenance Facility Property Acquisition (15 acres @ \$26.25 per square foot)	\$17,151,750							
Subtotal A - Construction Costs in 2004\$	\$446,625,355	\$40,048,068	\$254,187,585	\$23,867,000	\$45,963,890	\$34,753,610	\$27,188,452	
30% AA Level Design Contingency	\$133,987,607	\$12,014,420	\$76,256,276	\$7,160,100	\$13,789,167	\$10,426,083	\$8,156,536	
Subtotal B	\$580,612,962	\$52,062,488	\$330,443,861	\$31,027,100	\$59,753,057	\$45,179,693	\$35,344,988	
10% Construction Contingency	\$58,061,296	\$5,206,249	\$33,044,386	\$3,102,710	\$5,975,306	\$4,517,969	\$3,534,499	
Subtotal C	\$638,674,258	\$57,268,737	\$363,488,247	\$34,129,810	\$65,728,363	\$49,697,662	\$38,879,486	
30% Add-on Allowance	\$191,602,277	\$17,180,621	\$109,046,474	\$10,238,943	\$19,718,509	\$14,909,299	\$11,663,846	
Light Rail Vehicles (22 vehicles @ \$1.8million ea)	\$39,270,000							
Total Estimated Alternative Cost	\$869,546,535	\$74,449,358	\$472,534,721	\$44,368,753	\$85,446,872	\$64,606,961	\$50,543,332	
Total Alternative Length (RF)	109,500 RF	12,660 RF	48,740 RF	8,800 RF	19,159 RF	13,041 RF	7,100 RF	
Total Alternative Length (Miles)	20.7 mi	2.4 mi	9.2 mi	1.7 mi	3.6 mi	2.5 mi	1.3 mi	
Avg. Cost per Mile (\$ Millions)	\$41.9	\$31.0	\$51.2	\$26.6	\$23.5	\$26.2	\$37.6	

Central Broward East-West Transit Analysis								
AA Level Construction Cost Estimate by Link Segment								
Dedicated BRT								
Description	Cost Summary	136th	I-595	SR 7	Broward	Andrews	30th/US1	
Site Work	\$11,287,500	\$1,329,300	\$5,117,700	\$924,000	\$2,073,750	\$1,097,250	\$745,500	
At-grade Guideway	\$17,265,150	\$13,957,650					\$3,307,500	
BRT Structures	\$270,028,500		\$153,531,000	\$27,720,000	\$75,862,500		\$12,915,000	
Stations	\$41,370,000	\$3,123,750	\$14,096,250	\$2,625,000	\$13,125,000	\$5,775,000	\$2,625,000	
Fare Collection	\$1,575,000	\$210,000	\$315,000	\$105,000	\$525,000	\$315,000	\$105,000	
Signal System	\$46,564,875	\$5,383,665	\$20,726,685	\$3,742,200	\$9,249,188	\$4,443,863	\$3,019,275	
Communications	\$16,096,500	\$1,861,020	\$7,164,780	\$1,293,600	\$3,197,250	\$1,536,150	\$1,043,700	
R.O.W.	\$33,699,000	\$17,082,000	\$11,367,000			\$5,250,000		
Utilities	\$4,964,400	\$996,975	\$415,800	\$693,000	\$1,712,813	\$822,938	\$322,875	
Crossings / Roadway	\$3,642,170	\$2,537,520			\$472,500	\$491,150	\$141,000	
Maintenance Facility Construction (27 vehicles @ \$10,500 each)	\$283,500							
Maintenance Facility Property Acquisition (15 acres @ \$26.25 per square foot)	\$17,151,750							
Subtotal A - Construction Costs in 2004\$	\$463,928,345	\$46,481,880	\$212,734,215	\$37,102,800	\$106,218,000	\$19,731,350	\$24,224,850	
30% AA Level Design Contingency	\$139,178,504	\$13,944,564	\$63,820,265	\$11,130,840	\$31,865,400	\$5,919,405	\$7,267,455	
Subtotal B	\$603,106,849	\$60,426,444	\$276,554,480	\$48,233,640	\$138,083,400	\$25,650,755	\$31,492,305	
10% Construction Contingency	\$60,310,685	\$6,042,644	\$27,655,448	\$4,823,364	\$13,808,340	\$2,565,076	\$3,149,231	
Subtotal C	\$663,417,533	\$66,469,088	\$304,209,927	\$53,057,004	\$151,891,740	\$28,215,831	\$34,641,536	
30% Add-on Allowance	\$199,025,260	\$19,940,727	\$91,262,978	\$15,917,101	\$45,567,522	\$8,464,749	\$10,392,461	
BRT Vehicles (27 vehicles @ \$0.8million ea)	\$20,250,000							
Total Estimated Alternative Cost	\$882,692,793	\$86,409,815	\$395,472,906	\$68,974,105	\$197,459,262	\$36,680,580	\$45,033,996	
Total Alternative Length (RF)	109,500 RF	12,660 RF	48,740 RF	8,800 RF	21,750 RF	10,450 RF	7,100 RF	
Total Alternative Length (Miles)	20.7 mi	2.4 mi	9.2 mi	1.7 mi	4.1 mi	2.0 mi	1.3 mi	
Avg. Cost per Mile (\$ Millions)	\$42.6	\$36.0	\$42.8	\$41.4	\$47.9	\$18.5	\$33.5	

Central Broward East-West Transit Analysis								
AA Level Construction Cost Estimate by Link Segment								
At-grade BRT								
Description	Cost Summary	136th	I-595	SR 7	Broward	Andrews	30th/US1	
Site Work	\$11,497,500	\$1,329,300	\$5,117,700	\$924,000	\$2,011,695	\$1,369,305	\$745,500	
At-Grade Guideway	\$17,265,150	\$13,957,650					\$3,307,500	
BRT Structures	\$171,696,000		\$153,531,000			\$5,250,000	\$12,915,000	
Stations	\$24,570,000	\$3,123,750	\$14,096,250	\$525,000	\$2,625,000	\$1,575,000	\$2,625,000	
Fare Collection	\$1,575,000	\$210,000	\$315,000	\$105,000	\$525,000	\$315,000	\$105,000	
Signal System	\$46,564,875	\$5,383,665	\$20,726,685	\$3,742,200	\$8,147,365	\$5,545,685	\$3,019,275	
Communications	\$16,096,500	\$1,861,020	\$7,164,780	\$1,293,600	\$2,816,373	\$1,917,027	\$1,043,700	
R.O.W.	\$28,449,000	\$17,082,000	\$11,367,000					
Utilities	\$4,964,400	\$996,975	\$415,800	\$693,000	\$1,508,771	\$1,026,979	\$322,875	
Crossings / Roadway	\$4,511,520	\$2,537,520		\$413,600	\$900,473	\$518,927	\$141,000	
Maintenance Facility Construction (22 vehicles @ \$10,500 each)	\$231,000							
Maintenance Facility Property Acquisition (15 acres @ \$26.25 per square foot)	\$17,151,750							
Subtotal A - Construction Costs in 2004\$	\$344,572,695	\$46,481,880	\$212,734,215	\$7,696,400	\$18,534,677	\$17,517,923	\$24,224,850	
30% AA Level Design Contingency	\$103,371,809	\$13,944,564	\$63,820,265	\$2,308,920	\$5,560,403	\$5,255,377	\$7,267,455	
Subtotal B	\$447,944,504	\$60,426,444	\$276,554,480	\$10,005,320	\$24,095,080	\$22,773,300	\$31,492,305	
10% Construction Contingency	\$44,794,450	\$6,042,644	\$27,655,448	\$1,000,532	\$2,409,508	\$2,277,330	\$3,149,231	
Subtotal C	\$492,738,954	\$66,469,088	\$304,209,927	\$11,005,852	\$26,504,588	\$25,050,630	\$34,641,536	
30% Add-on Allowance	\$147,821,686	\$19,940,727	\$91,262,978	\$3,301,756	\$7,951,376	\$7,515,189	\$10,392,461	
Bus Rapid Transit Vehicles (22 vehicles @ \$0.8million ea)	\$16,500,000							
Total Estimated Alternative Cost	\$657,060,640	\$86,409,815	\$395,472,906	\$14,307,608	\$34,455,965	\$32,565,819	\$45,033,996	
Total Alternative Length (RF)	109,500 RF	12,660 RF	48,740 RF	8,800 RF	19,159 RF	13,041 RF	7,100 RF	
Total Alternative Length (Miles)	20.7 mi	2.4 mi	9.2 mi	1.7 mi	3.6 mi	2.5 mi	1.3 mi	
Avg. Cost per Mile (\$ Millions)	\$31.7	\$36.0	\$42.8	\$8.6	\$9.5	\$13.2	\$33.5	

Central Broward East-West Transit Analysis								
AA Level Construction Cost Estimate by Link Segment								
Dedicated BRT - Limited Signals & Communications								
Description	Cost Summary	136th	I-595	SR 7	Broward	Andrews	30th/US1	
Site Work	\$11,287,500	\$1,329,300	\$5,117,700	\$924,000	\$2,073,750	\$1,097,250	\$745,500	
At-grade Guideway	\$17,265,150	\$13,957,650					\$3,307,500	
BRT Structures	\$270,028,500		\$153,531,000	\$27,720,000	\$75,862,500		\$12,915,000	
Stations	\$41,370,000	\$3,123,750	\$14,096,250	\$2,625,000	\$13,125,000	\$5,775,000	\$2,625,000	
Fare Collection	\$1,575,000	\$210,000	\$315,000	\$105,000	\$525,000	\$315,000	\$105,000	
Signal System	\$33,718,073		\$20,726,685	\$3,742,200	\$9,249,188			
Communications	\$11,655,630		\$7,164,780	\$1,293,600	\$3,197,250			
R.O.W.	\$33,699,000	\$17,082,000	\$11,367,000			\$5,250,000		
Utilities	\$4,964,400	\$996,975	\$415,800	\$693,000	\$1,712,813	\$822,938	\$322,875	
Crossings / Roadway	\$3,642,170	\$2,537,520			\$472,500	\$491,150	\$141,000	
Maintenance Facility Construction (27 vehicles @ \$10,500 each)	\$283,500							
Maintenance Facility Property Acquisition (15 acres @ \$26.25 per square foot)	\$17,151,750							
Subtotal A - Construction Costs in 2004\$	\$446,640,673	\$39,237,195	\$212,734,215	\$37,102,800	\$106,218,000	\$13,751,338	\$20,161,875	
30% AA Level Design Contingency	\$133,992,202	\$11,771,159	\$63,820,265	\$11,130,840	\$31,865,400	\$4,125,401	\$6,048,563	
Subtotal B	\$580,632,874	\$51,008,354	\$276,554,480	\$48,233,640	\$138,083,400	\$17,876,739	\$26,210,438	
10% Construction Contingency	\$58,063,287	\$5,100,835	\$27,655,448	\$4,823,364	\$13,808,340	\$1,787,674	\$2,621,044	
Subtotal C	\$638,696,162	\$56,109,189	\$304,209,927	\$53,057,004	\$151,891,740	\$19,664,413	\$28,831,481	
30% Add-on Allowance	\$191,608,849	\$16,832,757	\$91,262,978	\$15,917,101	\$45,567,522	\$5,899,324	\$8,649,444	
BRT Vehicles (27 vehicles @ \$0.8million ea)	\$20,250,000							
Total Estimated Alternative Cost	\$850,555,010	\$72,941,946	\$395,472,906	\$68,974,105	\$197,459,262	\$25,563,736	\$37,480,926	
Total Alternative Length (RF)	109,500 RF	12,660 RF	48,740 RF	8,800 RF	21,750 RF	10,450 RF	7,100 RF	
Total Alternative Length (Miles)	20.7 mi	2.4 mi	9.2 mi	1.7 mi	4.1 mi	2.0 mi	1.3 mi	
Avg. Cost per Mile (\$ Millions)	\$41.0	\$30.4	\$42.8	\$41.4	\$47.9	\$12.9	\$27.9	

Central Broward East-West Transit Analysis								
AA Level Construction Cost Estimate by Link Segment								
At-grade BRT - No Signals or Communication								
Description	Cost Summary	136th	I-595	SR 7	Broward	Andrews	30th/US1	
Site Work	\$11,497,500	\$1,329,300	\$5,117,700	\$924,000	\$2,011,695	\$1,369,305	\$745,500	
At-Grade Guideway	\$17,265,150	\$13,957,650					\$3,307,500	
BRT Structures	\$171,696,000		\$153,531,000			\$5,250,000	\$12,915,000	
Stations	\$24,570,000	\$3,123,750	\$14,096,250	\$525,000	\$2,625,000	\$1,575,000	\$2,625,000	
Fare Collection	\$1,575,000	\$210,000	\$315,000	\$105,000	\$525,000	\$315,000	\$105,000	
Signal System								
Communications								
R.O.W.	\$28,449,000	\$17,082,000	\$11,367,000					
Utilities	\$4,964,400	\$996,975	\$415,800	\$693,000	\$1,508,771	\$1,026,979	\$322,875	
Crossings / Roadway	\$4,511,520	\$2,537,520		\$413,600	\$900,473	\$518,927	\$141,000	
Maintenance Facility Construction (22 vehicles @ \$10,500 each)	\$231,000							
Maintenance Facility Property Acquisition (15 acres @ \$26.25 per square foot)	\$17,151,750							
Subtotal A - Construction Costs in 2004\$	\$281,911,320	\$39,237,195	\$184,842,750	\$2,660,600	\$7,570,939	\$10,055,211	\$20,161,875	
30% AA Level Design Contingency	\$84,573,396	\$11,771,159	\$55,452,825	\$798,180	\$2,271,282	\$3,016,563	\$6,048,563	
Subtotal B	\$366,484,716	\$51,008,354	\$240,295,575	\$3,458,780	\$9,842,221	\$13,071,774	\$26,210,438	
10% Construction Contingency	\$36,648,472	\$5,100,835	\$24,029,558	\$345,878	\$984,222	\$1,307,177	\$2,621,044	
Subtotal C	\$403,133,188	\$56,109,189	\$264,325,133	\$3,804,658	\$10,826,443	\$14,378,951	\$28,831,481	
30% Add-on Allowance	\$120,939,956	\$16,832,757	\$79,297,540	\$1,141,397	\$3,247,933	\$4,313,685	\$8,649,444	
Bus Rapid Transit Vehicles (22 vehicles @ \$0.8million ea)	\$16,500,000							
Total Estimated Alternative Cost	\$540,573,144	\$72,941,946	\$343,622,672	\$4,946,055	\$14,074,376	\$18,692,637	\$37,480,926	
Total Alternative Length (RF)	109,500 RF	12,660 RF	48,740 RF	8,800 RF	19,159 RF	13,041 RF	7,100 RF	
Total Alternative Length (Miles)	20.7 mi	2.4 mi	9.2 mi	1.7 mi	3.6 mi	2.5 mi	1.3 mi	
Avg. Cost per Mile (\$ Millions)	\$26.1	\$30.4	\$37.2	\$3.0	\$3.9	\$7.6	\$27.9	

I-95 TRANSIT ALTERNATIVES ANALYSIS - QUANTITY TAKE OFF

Link Number	Sta Start	Sta End	Dedicated BRT Guideway Alternative Segment Description	Seg. Length (RF)	SITE WORK / PREP		TRACKWORK (Ballast to Finish Rail)					STRUCTURES					STATIONS				FARE COLLEC-TION 4 Ticket Vending Machines per Station (EA) \$26,250	TRACTION ELECTRIFI-CATION Route Foot Allowance (RF) \$305	SIGNAL SYSTEM Route Foot Allowance (RF) \$425	COMMUNICA-TIONS Route Foot Allowance (RF) \$147	R.O.W.		UTILITIES (RF) \$79	CROSSINGS / ROADWAY			
					(RF)	(RF)	Ballasted Track Adjacent to Main RR (RF)	Ballasted Double Track (RF)	At-grade BRT guideway (RF)	Direct Fixation DF (Bridge / Tunnel) (RF)	Elevated Guideway (LF)	Tunnel (LF)	New Bridge (Minor) (LF)	New Bridge (Major) (LF)	Reconstruct Existing Bridge (LF)	At-grade (EA)	Aerial (EA)	Depressed (EA)	Parking (SPACE)	(SF)					Parking Spaces (300 sq ft per space) (PER SPACE)	Minor Street At-Grade (EA)		Major Street At-Grade (EA)	Transit Signal Priority (RF)	Reconstruct Exist Roadway (SY)	
					\$105	\$368	\$290	\$485	\$546	\$3,150	\$10,500	\$4,725	\$6,825	\$2,625	\$262,500	\$2,625,000	\$15,750,000	\$4,148	\$26	\$7,578					\$210,000	\$472,500		\$47	\$42		
1	10+00	136+60	136th Ave at Orange Grove Lane to I595 east of Flamingo R	12,660	12,660	0	0	12,660	0	0	0	0	0	2	0	0	500	8	0	12,660	12,660	506,400	500	12,660	7	1	12,660	0			
2	136+60	624+00	I-595: Flamingo Rd to SR7/Riverland Rd	48,740	48,740	0	0	0	0	48,740	0	0	0	0	3	0	1,500	12	0	48,740	48,740	0	1,500	5,280	0	0	0	0			
3	624+00	712+00	SR7: Riverland Road to Broward Blvd.	8,800	8,800	0	0	0	0	8,800	0	0	0	0	1	0	0	4	0	8,800	8,800	0	0	8,800	0	0	0	0			
4	712+00	929+50	Broward Blvd at SR7 to Andrews Ave/500' S. of New River	21,750	21,750	0	0	0	0	19,750	0	0	2,000	0	5	0	0	20	0	21,750	21,750	0	0	21,750	0	1	0	0			
5	929+50	1034+00	Andrews Ave: 500' south of New River to SE 30th Street	10,450	10,450	0	0	0	0	0	0	0	0	0	2	0	0	12	0	10,450	10,450	200,000	0	10,450	0	0	10,450	0			
6	1034+00	1105+00	US1: SE 30th Street to Intermodal Center	7,100	7,100	0	0	3,000	0	4,100	0	0	0	0	1	0	0	4	0	7,100	7,100	0	0	4,100	0	0	3,000	0			
			TOTAL	109,500	109,500	0	0	15,660	0	81,390	0	0	2,000	0	3	12	0	2,000	60	0	109,500	109,500	706,400	2,000	63,040	7	2	26,110	0		

Link Number	Sta Start	Sta End	At-Grade BRT Guideway Alternative Segment Description	Seg. Length (RF)	SITE WORK / PREP		TRACKWORK (Ballast to Finish Rail)					LRT STRUCTURES					STATIONS				FARE COLLEC-TION 4 Ticket Vending Machines per Station (EA) \$26,250	TRACTION ELECTRIFI-CATION Route Foot Allowance (RF) \$305	SIGNAL SYSTEM Route Foot Allowance (RF) \$425	COMMUNICA-TIONS Route Foot Allowance (RF) \$147	R.O.W.		UTILITIES (RF) \$79	CROSSINGS / ROADWAY			
					(RF)	(RF)	Ballasted Track Adjacent to Main RR (RF)	Ballasted Double Track (RF)	At-grade BRT guideway (RF)	Direct Fixation DF (Bridge / Tunnel) (RF)	Elevated Guideway (LF)	Tunnel (LF)	New Bridge (Minor) (LF)	New Bridge (Major) (LF)	Reconstruct Existing Bridge (LF)	At-grade (EA)	Aerial (EA)	Depressed (EA)	Parking (SPACE)	(SF)					Parking Spaces (300 sq ft per space) (PER SPACE)	Minor Street At-Grade (EA)		Major Street At-Grade (EA)	Transit Signal Priority (RF)	Reconstruct Exist Roadway (SY)	
					\$105	\$368	\$290	\$485	\$546	\$3,150	\$10,500	\$4,725	\$6,825	\$2,625	\$262,500	\$2,625,000	\$15,750,000	\$4,148	\$26	\$7,578					\$210,000	\$472,500		\$47	\$42		
1	10+00	136+60	I-595: Flamingo Rd to SR7/Riverland Rd	12,660	12,660	0	0	12,660	0	0	0	0	0	2	0	0	500	8	0	12,660	12,660	506,400	500	12,660	7	1	12,660	0			
2	136+60	624+00	I-595: 136th Ave./NW 2nd St. to SR7/Riverland Road	48,740	48,740	0	0	0	0	48,740	0	0	0	0	3	0	1,500	12	0	48,740	48,740	0	1,500	5,280	0	0	0	0			
3	624+00	712+00	SR7: Riverland Road to Broward Blvd.	8,800	8,800	0	0	0	0	0	0	0	0	1	0	0	0	4	0	8,800	8,800	0	0	8,800	0	0	8,800	0			
4	712+00	903+59	Broward Blvd: SR7 to Downtown/BCT Terminal	19,159	19,159	0	0	0	0	0	0	0	0	5	0	0	0	20	0	19,159	19,159	0	0	19,159	0	0	19,159	0			
5	903+59	1034+00	Andrews Ave: Downtown/BCT Terminal to SE 30th Street	13,041	13,041	0	0	0	0	0	0	0	2,000	3	0	0	0	12	0	13,041	13,041	0	0	13,041	0	0	11,041	0			
6	1034+00	1105+00	US1: SE 30th Street to Intermodal Center	7,100	7,100	0	0	3,000	0	4,100	0	0	0	0	1	0	0	4	0	7,100	7,100	0	0	4,100	0	0	3,000	0			
			TOTAL	109,500	109,500	0	0	15,660	0	52,840	0	0	2,000	11	4	0	2,000	60	0	109,500	109,500	506,400	2,000	63,040	7	1	54,660	0			

I-595 TRANSIT ALTERNATIVES ANALYSIS - QUANTITY TAKE OFF

Link Number	Sta Start	Sta End	Dedicated BRT Guideway Alternative Limited Signals & Communications Segment Description	Seg. Length (RF)	SITE WORK / PREP	TRACKWORK (Ballast to Finish Rail)				STRUCTURES					STATIONS				FARE COLLEC-TION	TRACTION ELECTRIFI-CATION	SIGNAL SYSTEM	COMMUNICA-TIONS	R.O.W.		UTILITIES	CROSSINGS / ROADWAY			
					(RF) \$105	Ballasted Track Adjacent to Main RR (RF) \$368	Ballasted Double Track (RF) \$290	At-grade BRT guideway (RF) \$485	Direct Fixation DF (Bridge / Tunnel) (RF) \$546	Elevated Guideway (LF) \$3,150	Tunnel (LF) \$10,500	New Bridge (Minor) (LF) \$4,725	New Bridge (Major) (LF) \$6,825	Reconstruct Existing Bridge (LF) \$2,625	At-grade (EA) \$262,500	Aerial (EA) \$2,625,000	Depressed (EA) \$15,750,000	Parking (SPACE) \$4,148	4 Ticket Vending Machines per Station (EA) \$26,250	Route Foot Allowance (RF) \$305	Route Foot Allowance (RF) \$425	Route Foot Allowance (RF) \$147	(SF) \$26	Parking Spaces (300 sq ft per space) (PER SPACE) \$7,578	(RF) \$79	Minor Street At-Grade (EA) \$210,000	Major Street At-Grade (EA) \$472,500	Transit Signal Priority (RF) \$47	Reconstruct Exist Roadway (SY) \$42
1	10+00	136+60	136th Ave at Orange Grove Lane to I595 east of Flamingo R	12,660	12,660	0	0	12,660	0	0	0	0	0	2	0	0	500	8	0	0	0	506,400	500	12,660	7	1	12,660	0	
2	136+60	624+00	I-595: Flamingo Rd to SR7/Riverland Rd	48,740	48,740	0	0	0	0	48,740	0	0	0	0	3	0	1,500	12	0	48,740	48,740	0	1,500	5,280	0	0	0	0	
3	624+00	712+00	SR7: Riverland Road to Broward Blvd.	8,800	8,800	0	0	0	0	8,800	0	0	0	0	1	0	0	4	0	8,800	8,800	0	0	8,800	0	0	0	0	
4	712+00	929+50	Broward Blvd at SR7 to Andrews Ave/500' S. of New River	21,750	21,750	0	0	0	0	19,750	0	0	2,000	0	5	0	0	20	0	21,750	21,750	0	0	21,750	0	1	0	0	
5	929+50	1034+00	Andrews Ave: 500' south of New River to SE 30th Street	10,450	10,450	0	0	0	0	0	0	0	0	0	2	0	0	12	0	0	0	200,000	0	10,450	0	0	10,450	0	
6	1034+00	1105+00	US1: SE 30th Street to Intermodal Center	7,100	7,100	0	0	3,000	0	4,100	0	0	0	0	1	0	0	4	0	0	0	0	0	4,100	0	0	3,000	0	
			TOTAL	109,500	109,500	0	0	15,660	0	81,390	0	0	2,000	0	3	12	0	2,000	60	0	79,290	79,290	706,400	2,000	63,040	7	2	26,110	0

Link Number	Sta Start	Sta End	At-Grade BRT Guideway Alternative - No Signals & Communication Segment Description	Seg. Length (RF)	SITE WORK / PREP	TRACKWORK (Ballast to Finish Rail)				LRT STRUCTURES					STATIONS				FARE COLLEC-TION	TRACTION ELECTRIFI-CATION	SIGNAL SYSTEM	COMMUNICA-TIONS	R.O.W.		UTILITIES	CROSSINGS / ROADWAY			
					(RF) \$105	Ballasted Track Adjacent to Main RR (RF) \$368	Ballasted Double Track (RF) \$290	At-grade BRT guideway (RF) \$485	Direct Fixation DF (Bridge / Tunnel) (RF) \$546	Elevated Guideway (LF) \$3,150	Tunnel (LF) \$10,500	New Bridge (Minor) (LF) \$4,725	New Bridge (Major) (LF) \$6,825	Reconstruct Existing Bridge (LF) \$2,625	At-grade (EA) \$262,500	Aerial (EA) \$2,625,000	Depressed (EA) \$15,750,000	Parking (SPACE) \$4,148	4 Ticket Vending Machines per Station (EA) \$26,250	Route Foot Allowance (RF) \$305	Route Foot Allowance (RF) \$425	Route Foot Allowance (RF) \$147	(SF) \$26	Parking Spaces (300 sq ft per space) (PER SPACE) \$7,578	(RF) \$79	Minor Street At-Grade (EA) \$210,000	Major Street At-Grade (EA) \$472,500	Transit Signal Priority (RF) \$47	Reconstruct Exist Roadway (SY) \$42
1	10+00	136+60	I-595: Flamingo Rd to SR7/Riverland Rd	12,660	12,660	0	0	12,660	0	0	0	0	0	2	0	0	500	8	0	0	0	506,400	500	12,660	7	1	12,660	0	
2	136+60	624+00	I-595: 136th Ave./NW 2nd St. to SR7/Riverland Road	48,740	48,740	0	0	0	0	48,740	0	0	0	0	3	0	1,500	12	0	0	0	0	1,500	5,280	0	0	0	0	
3	624+00	712+00	SR7: Riverland Road to Broward Blvd.	8,800	8,800	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	8,800	0	0	8,800	0	
4	712+00	903+59	Broward Blvd: SR7 to Downtown/BCT Terminal	19,159	19,159	0	0	0	0	0	0	0	0	5	0	0	0	20	0	0	0	0	0	19,159	0	0	19,159	0	
5	903+59	1034+00	Andrews Ave: Downtown/BCT Terminal to SE 30th Street	13,041	13,041	0	0	0	0	0	0	0	2,000	3	0	0	0	12	0	0	0	0	0	13,041	0	0	11,041	0	
6	1034+00	1105+00	US1: SE 30th Street to Intermodal Center	7,100	7,100	0	0	3,000	0	4,100	0	0	0	0	1	0	0	4	0	0	0	0	0	4,100	0	0	3,000	0	
			TOTAL	109,500	109,500	0	0	15,660	0	52,840	0	0	0	2,000	11	4	0	2,000	60	0	0	0	506,400	2,000	63,040	7	1	54,660	0