

EVALUATION REPORT

VARIOUS STREETS FOR PAVING CITY OF BRECKENRIDGE STEPHENS COUNTY, TEXAS

JUNE 2023

**Prepared for:
CITY OF BRECKENRIDGE**

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Enprotec | **Hibbs & Todd**

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I. INTRODUCTION

The City of Breckenridge, Texas (City) is evaluating existing streets to identify the necessary improvements needed to maintain and restore quality and function. Enprotec / Hibbs & Todd, Inc. (eHT) has conducted a visual inspection of the identified streets to evaluate the current condition and provide recommendations for improvement. In conjunction with visual evaluation, the condition of existing utility infrastructure beneath (or adjacent to) streets and the anticipated level of traffic were also considered, where information was available.

This Evaluation Report aims to document the visible condition of the identified streets, inventory the utility infrastructure beneath those streets, and provide recommendations for improvement that align with the City's objectives and aid in the City's planning and budgetary decisions.

II. EVALUATION METHOD

The evaluation of existing City streets was completed in multiple iterations. Initially, each street was scored on a scale of 1-3 for remaining service life (RSL), potential traffic loading, and the suspected condition of the underlying (or adjacent) utilities. Online mapping data from iWorQ's Pavement Management software was utilized to obtain RSL data. City streets were assessed on a scale of 1-3 for their RSL, with a score of 1 indicating a substantial RSL and a score of 3 indicating little to no RSL. Traffic loading was evaluated by using both online Texas Department of Transportation (TxDOT) data (when available) and intuitive knowledge of typical high-traffic streets (i.e., streets near schools, offices, etc.). Anticipated traffic loading was ranked on a scale of 1-3, with a score of 1 indicating light traffic and a score of 3 indicating heavy traffic. Additionally, underlying utility conditions were also considered. Utility condition was evaluated by using general knowledge of existing utilities and previous utility replacement projects. Utility conditions were assessed on a scale of 1-3, with a score of 1 indicating dilapidated utilities and a score of 3 indicating recently replaced utilities. When no specific data was available to assess RSL, Traffic Loading, or Utility Condition, a score of 2 was typically given, unless general or intuitive knowledge suggested otherwise. RSL, Traffic Loading, and Utility Conditions scores were averaged together for each street; each street was then ranked according to its overall average score. Of the 153 City streets evaluated, approximately the top 50 highest-scoring streets (generally scoring greater than 2.0) moved on to visual evaluation.

Visual evaluation of existing streets assessed the overall condition of each street and ranked the streets against each other. Using recent imagery captured in Google Earth street viewer and iWorQ's, each street was remotely assessed for its overall condition and suspected usage. During this evaluation, City streets were constantly ranked and compared against each other to determine the top twenty-six (26) City streets needing improvements. Refer to Appendix A for a map showing the location of the evaluated streets, Appendix B for the Opinion of Probable Project Costs (OPPCs), and Appendix C for the Google Earth imagery taken of each street. Improvements are recommended for the following twenty-six (26) City streets listed in Table 1 below.

Table 1: List of Streets to be Improved

CITY STREET	TOTAL LENGTH (LF)
N ROSE AV	3,816
W ELLIOT ST	5,703
W 7 ST	2,650
E GADDIS ST	3,022
E ELM ST	2,411
N PANTHER AV	1,966
E DYER ST	2,485
N SHELTON AV	3,200
N BUTTE ST	871
E WHEELER ST	3,375
N OAKWOOD AV	1,960
N FLINT AV	1,358
N PAYNE AV	1,819
N HARVEY ST	2,640
S PECAN AV	1,013
S STOKER AV	818
W 3 ST	4,103
S HARDING AV	1,326
W 4 ST	5,270
W ELM ST	5,827
W 2 ST	4,650
W HULLUM ST	4,812
W WILLIAM ST	5,750
N MCAMIS ST	502
W 1 ST	356
S HARVEY ST	1,300
TOTAL	73,003

III. EVALUATED STREETS EXISTING CONDITIONS

Each street was evaluated for traffic loading, underlying utility condition, and pavement condition. The status of the existing water lines were also considered. A visual evaluation of all or part of twenty-six (26) streets throughout the City are summarized below, including a description of the street's appearance, the recommended improvement, and the improvement cost.

North Rose Avenue

North Rose Avenue was evaluated for a length of approximately 3,800 LF from West 7th St to U.S. Highway 180.

Traffic Loading: General street location and discussions with City indicate high traffic loading.

Utility Review: Waterline replaced from West 7th St to West Lindsey St in 2015.

Pavement: Existing sections of pavement display cracking and previous patchwork. Base conditions are suspected to be adequate. Asphalt resurfacing is recommended.

Anticipated Improvement Cost: A cost of \$ 410,000 (2023) is anticipated for resurfacing improvements.

West Elliot Street

West Elliot Street was evaluated for a length of approximately 5,700 LF from South Harding St to U.S. Highway 183.

Traffic Loading: General street location and proximity to an elementary school indicate high traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: The majority of the street appears to be in sub-adequate condition with signs of cracking, alligator cracking, and previous patching present. Base conditions are suspected to be moderate. Resurfacing is recommended.

Anticipated Improvement Cost: A cost of \$ 550,000 (2023) is anticipated for resurfacing.

West 7th Street

West 7th Street was evaluated for a length of approximately 2,650 LF from North Parks St to U.S. Highway 183.

Traffic Loading: General street location and proximity to an elementary school indicate high traffic loading.

Utility Review: Waterline replaced from North Parks St to U.S. Highway 183 in 2015. Sections of small diameter waterline (2") may need replacement. Subsurface utility review recommended.

Pavement: The majority of the street appears to be in poor condition with signs of alligator cracking, potholing, and previous patching present. Base conditions are suspected to be inadequate. Resurfacing and base replacement is recommended.

Anticipated Improvement Cost: A cost of \$ 630,000 (2023) is anticipated for resurfacing and base replacement.

East Gaddis Street

East Gaddis Street was evaluated for a length of approximately 3,000 LF from South Robert St to South Flint St.

Traffic Loading: N/A.

Utility Review: Waterline replaced from South Robert St to South Dunnigan St in 2020.

Pavement: Segments of the street appear to be in poor condition with signs of cracking and significant potholing present. Base conditions are suspected to be poor. Resurfacing and base replacement is recommended.

Anticipated Improvement Cost: A cost of \$ 470,000 (2023) is anticipated for resurfacing and base replacement. Additional cost is anticipated if City desires to install curb and gutter.

East Elm Street

East Elm Street was evaluated for a length of approximately 2,400 LF from North Butte St to North Hartford St.

Traffic Loading: General street location suggests moderate traffic loading.

Utility Review: Underlying utilities are in poor condition. Street improvements recommended after waterlines are replaced (summer 2025 or after).

Pavement: The majority of the street appears to be in poor condition with signs of cracking, alligator cracking, patching, and potholing present. Base conditions are suspected to be poor. Resurfacing, base repair, and new curb and gutter is recommended.

Anticipated Improvement Cost: A cost of \$ 670,000 (2023) is anticipated for resurfacing, base repair, and new curb and gutter.

North Panther Avenue

North Panther Avenue was evaluated for a length of approximately 2,000 LF from West 5th St to West Jeannette St.

Traffic Loading: N/A

Utility Review: Waterline replaced from West 5th St to West Jeannette St in 2015.

Pavement: Street appears to be in poor condition with signs of significant alligator cracking, patching, and significant potholing present. Base conditions are suspected to be poor. Resurfacing and base replacement is recommended. Installation of curb and gutter may also be desired.

Anticipated Improvement Cost: A cost of \$ 310,000 (2023) is anticipated for resurfacing and base replacement. Additional cost is anticipated if City desires to install curb and gutter.

East Dyer Street

East Dyer Street was evaluated for a length of approximately 2,500 LF from North Albany Ave to North Hartford St.

Traffic Loading: General street location suggests moderate traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Segments of the street appear to be in poor condition with signs of cracking, patching, and alligator cracking present. Base conditions are suspected to be sub-adequate. Resurfacing and base repair is recommended.

Anticipated Improvement Cost: A cost of \$ 220,000 (2023) is anticipated for resurfacing and base repair.

North Shelton Ave

North Shelton Ave was evaluated for a length of approximately 3,200 LF from West 4th St to U.S. Highway 180 (Includes +/- 300 LF of W Jeannette St.).

Traffic Loading: General street location suggests moderate traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: The street appears to be in poor condition with signs of cracking, alligator cracking, and potholing present. Base conditions are suspected to be poor. Resurfacing and base replacement is recommended.

Anticipated Improvement Cost: A cost of \$ 580,000 (2023) is anticipated for resurfacing and base replacement.

North Butte Street

North Butte Street was evaluated for a length of approximately 900 LF from East Lindsey St to U.S. Highway 180.

Traffic Loading: N/A

Utility Review: Underlying utilities are in poor condition. Street improvements recommended after waterlines are replaced (summer 2025 or after).

Pavement: Street appears to be in sub-adequate condition with signs of cracking and patching present. Base conditions are suspected to be sub-adequate. Resurfacing and base repair is recommended.

Anticipated Improvement Cost: A cost of \$ 130,000 (2023) is anticipated for resurfacing and base repair.

East Wheeler Street

East Wheeler Street was evaluated for a length of approximately 3,400 LF from South Butte St to South Jackson St.

Traffic Loading: N/A

Utility Review: Underlying utilities are in poor condition. Street improvements recommended after waterlines are replaced (summer 2025 or after).

Pavement: Existing sections of pavement display cracking and previous patchwork. Base conditions are suspected to primarily be adequate. Resurfacing and base repair is recommended.

Anticipated Improvement Cost: A cost of \$ 280,000 (2023) is anticipated for resurfacing and base repair.

North Oakwood Avenue

North Oakwood Avenue was evaluated for a length of approximately 2,000 LF from West 5th St to West Jeannette St.

Traffic Loading: N/A

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Majority of street appears to be in sub-adequate condition with signs of significant alligator cracking, patching, and significant potholing present. Base conditions are suspected to be poor in some areas and marginal in others. Resurfacing, base replacement, and new curb and gutter is recommended.

Anticipated Improvement Cost: A cost of \$ 530,000 (2023) is anticipated for resurfacing, base replacement, and new curb and gutter.

North Flint Avenue

North Flint Avenue was evaluated for a length of approximately 1,350 LF from East Connell St to U.S. Highway 180.

Traffic Loading: N/A

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Sections of the street appear to be in either poor or adequate condition. Signs of cracking, alligator cracking, patching, and potholing present. Base conditions are suspected to be poor in some areas and adequate in others. Resurfacing is recommended with base repair.

Anticipated Improvement Cost: A cost of \$ 170,000 (2023) is anticipated for resurfacing and base repair. Additional cost is anticipated if total base replacement is required.

North Payne Avenue

North Payne Avenue was evaluated for a length of approximately 1,800 LF from West 7th St to West 2nd St.

Traffic Loading: General street location and proximity to high school indicate moderate traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Sections of the street appear to be in poor condition with signs of alligator cracking, patching, and potholing present. Base conditions are suspected to be marginal. Resurfacing and base replacement is recommended. Installation of curb and gutter may be desired.

Anticipated Improvement Cost: A cost of \$ 370,000 (2023) is anticipated for resurfacing and base replacement. Additional cost is anticipated if City desires to install curb and gutter.

North Harvey Street

North Harvey Street was evaluated for a length of approximately 2,600 LF from West 6th St to West Jeannette St.

Traffic Loading: N/A

Utility Review: Waterline replaced from West 6th St to West 1st St in 2015.

Pavement: The majority of the street appears to be in poor condition with signs of cracking, significant patching, and significant potholing present. Base conditions are suspected to be poor. Resurfacing and base replacement is recommended. Installation of curb and gutter may also be desired.

Anticipated Improvement Cost: A cost of \$ 430,000 (2023) is anticipated for resurfacing and base replacement. Additional cost is anticipated if City desires to install curb and gutter.

South Pecan Avenue

South Pecan Avenue was evaluated for a length of approximately 1,000 LF from West William St to West Elliot St.

Traffic Loading: N/A

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Sections of the street appear to be in either poor or adequate condition. Signs of cracking and alligator cracking are present. Base conditions are suspected to be adequate. Resurfacing is recommended.

Anticipated Improvement Cost: A cost of \$ 120,000 (2023) anticipated for resurfacing.

South Stoker Avenue

South Stoker Avenue was evaluated for a length of approximately 800 LF from East Gaddis St to East Power St.

Traffic Loading: General street indicates low traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Street appears to be in poor condition with significant signs of cracking, potholing, and erosion present. Base conditions are suspected to be marginal. Resurfacing with base repair is recommended. Installation of curb and gutter may be desired.

Anticipated Improvement Cost: A cost of \$ 140,000 (2023) is anticipated for resurfacing and base repair. Additional cost is anticipated if City desires to install curb and gutter.

West 3rd Street

West 3rd Street was evaluated in two sections for a total length of approximately 4,100 LF. The first section was evaluated for a length of 1,500 LF from Circle Heights St to North Pecan St and the second section was evaluated for a length of 2,600 LF from North Parks St to U.S. Highway 183.

Traffic Loading: General street location and proximity to the high school suggests moderate traffic loading.

Utility Review: Waterline replaced from North Parks St to North Rose St in 2015.

Pavement: The majority of the street appears to be in poor condition with signs of alligator cracking, potholing, and previous patching present. Base conditions are suspected to be moderate to inadequate. Resurfacing and base repair is recommended.

Anticipated Improvement Cost: A cost of \$ 530,000 (2023) is anticipated for resurfacing and base repair.

South Harding Avenue

South Harding Avenue was evaluated for a length of approximately 1,300 LF from U.S. Highway 180 to West Elliot St.

Traffic Loading: General street location suggests moderate traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Sections of street appear to be in sub-adequate condition. Signs of cracking and alligator cracking are present. Base conditions are suspected to be adequate. Resurfacing is recommended.

Anticipated Improvement Cost: A cost of \$ 140,000 (2023) is anticipated for resurfacing.

West 4th Street

West 4th Street was evaluated for a length of approximately 5,300 LF from North Harvey St to U.S. Highway 183.

Traffic Loading: General street location indicates moderate traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: The majority of the street appears to be in poor condition with signs of alligator cracking, potholing, and previous patching present. Base conditions are suspected to be inadequate. Resurfacing and base replacement is recommended.

Anticipated Improvement Cost: A cost of \$ 920,000 (2023) is anticipated for resurfacing and base replacement.

West Elm Street

West Elliot Street was evaluated for a length of approximately 5,800 LF from North Wilson St to U.S. Highway 183.

Traffic Loading: General street location indicates high traffic loading.

Utility Review: Although some utilities were replaced in 2015, remaining utilities are in poor condition. Street improvements recommended after waterlines are replaced (summer 2025 or after).

Pavement: Sections of the street range in appearance from adequate to poor condition, with signs of cracking, alligator cracking, and previous patching present. Base conditions are suspected to range from adequate to poor. Resurfacing and base repair are recommended. Installation of new curb and gutter may be desired.

Anticipated Improvement Cost: A cost of \$ 870,000 (2023) is anticipated for resurfacing and base repair. Additional cost is anticipated if City desires to install curb and gutter.

West 2nd Street

West 2nd Street was evaluated for a length of approximately 4,650 LF, generally from North Harvey St to U.S. Highway 183.

Traffic Loading: General street location indicates moderate to high traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: The majority of the street appears to be in poor condition with signs of significant alligator cracking, potholing, and previous patching present. Base conditions are suspected to be inadequate. Resurfacing and base replacement is recommended.

Anticipated Improvement Cost: A cost of \$ 820,000 (2023) is anticipated for resurfacing and base replacement.

West Hullum St

West Hullum Street was evaluated for a length of approximately 4,800 LF from South Harvey St to U.S. Highway 183.

Traffic Loading: General street location suggests moderate to high traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: The majority of the street appears to be in sub-adequate condition with signs of cracking, alligator cracking, and previous patching present. The street is composed of both concrete and asphalt sections. Base conditions are suspected to either be non-existent (under concrete sections) or sub-adequate. Resurfacing with new curb and gutter is recommended.

Anticipated Improvement Cost: A cost of \$ 1,450,000 (2023) is anticipated for resurfacing, concrete removal, base replacement and installation, and new curb and gutter. Cost is subject to change depending on decisions made by the City in design (i.e., resurfacing with concrete vs asphalt).

West William St

West William Street was evaluated for a length of approximately 5,750 LF from South Harding St to U.S. Highway 183.

Traffic Loading: General street location suggests moderate to high traffic loading.

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: The majority of the street appears to be in sub-adequate condition with signs of cracking, and previous patching present. Base conditions are suspected to be adequate. Resurfacing is recommended. Additional cost is anticipated if City desires to install curb and gutter.

Anticipated Improvement Cost: A cost of \$ 550,000 (2023) is anticipated for resurfacing.

North McAmis St

North McAmis Street was evaluated for a length of approximately 500 LF from West 1st St West Lindsey St.

Traffic Loading: N/A

Utility Review: Street improvements recommended after waterlines are replaced (summer 2025 or after).

Pavement: Street appears to be in poor condition with signs of alligator cracking, significant potholing, and previous patching present. Base conditions are suspected to be inadequate and will likely require repair. Resurfacing and base replacement is recommended.

Anticipated Improvement Cost: A cost of \$ 170,000 (2023) is anticipated for resurfacing and base replacement.

West 1st Street

West 1st Street was evaluated for a length of approximately 350 LF from North McAmis St to North Rose St.

Traffic Loading: N/A

Utility Review: Street improvements recommended after waterlines are replaced (summer 2025 or after).

Pavement: Street appears to be in poor condition with signs of alligator cracking, significant potholing, and previous patching present. Base conditions are suspected to be inadequate and will likely require repair. Resurfacing and base replacement is recommended.

Anticipated Improvement Cost: A cost of \$ 130,000 (2023) is anticipated for resurfacing and base replacement.

South Harvey Street

South Harvey Street was evaluated for a length of approximately 1,300 LF from U.S. Highway 180 to West Elliot St.

Traffic Loading: N/A

Utility Review: No data explicitly available. Subsurface utility review recommended.

Pavement: Street appears to be in marginal condition with signs of cracking, potholing, and previous patching present. Base conditions are primarily suspected to be adequate but may require some repair. Resurfacing is recommended.

Anticipated Improvement Cost: A cost of \$ 170,000 (2023) is anticipated for resurfacing.

Estimated Paving Project Costs

Table 2 summarizes the estimated costs for the anticipated paving improvements.

Table 2: Estimated Construction Cost

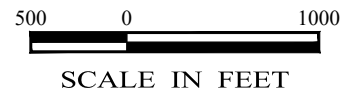
PROJECT ITEM	TOTAL
N ROSE AV	\$ 410,000.00
W ELLIOT ST	\$ 550,000.00
W 7 ST	\$ 630,000.00
E GADDIS ST	\$ 470,000.00
E ELM ST	\$ 670,000.00
N PANTHER AV	\$ 310,000.00
E DYER ST	\$ 220,000.00
N SHELTON AV	\$ 580,000.00
N BUTTE ST	\$ 130,000.00
E WHEELER ST	\$ 280,000.00
N OAKWOOD AV	\$ 530,000.00
N FLINT AV	\$ 170,000.00
N PAYNE AV	\$ 370,000.00
N HARVEY ST	\$ 430,000.00
S PECAN AV	\$ 120,000.00
S STOKER AV	\$ 140,000.00
W 3 ST	\$ 530,000.00
S HARDING AV	\$ 140,000.00
W 4 ST	\$ 920,000.00
W ELM ST	\$ 870,000.00
W 2 ST	\$ 820,000.00
W HULLUM ST	\$ 1,450,000.00
W WILLIAM ST	\$ 550,000.00
N MCAMIS ST	\$ 170,000.00
W 1 ST	\$ 130,000.00
S HARVEY ST	\$ 170,000.00
TOTAL CONSTRUCTION COST	\$ 11,760,000.00

IV. CONCLUSIONS

The City of Breckenridge is evaluating existing streets to identify needed improvements to maintain or restore quality and function. A number of City streets are aging and showing signs of distress that can lead to rapid deterioration, and resurfacing alone will do little to preserve or extend their life. The purpose of this report is to provide a professional opinion as to the type of required improvements along with cost estimates for such improvements. The City should expect to use this report as an aid in determining which pavement rehabilitation projects to pursue based on the necessary improvements and associated costs. It should be noted that this evaluation was conducted based on remote visual surface inspection only and professional opinions are based on only what could be observed at the time of inspection.

APPENDIX A

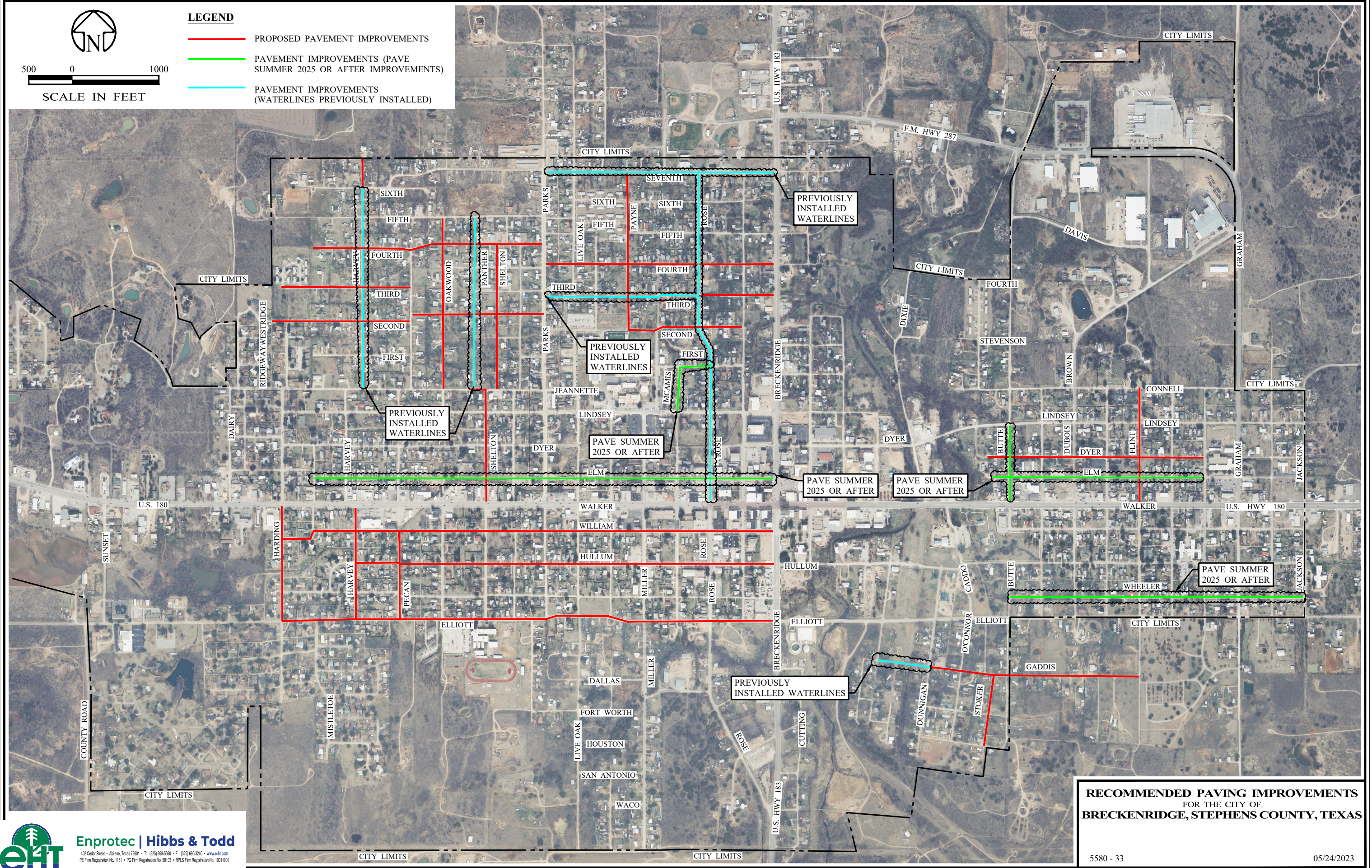
Map of Evaluated Streets



LEGEND

- PROPOSED PAVEMENT IMPROVEMENTS
- PAVEMENT IMPROVEMENTS (PAVE SUMMER 2025 OR AFTER IMPROVEMENTS)
- PAVEMENT IMPROVEMENTS (WATERLINES PREVIOUSLY INSTALLED)

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**RECOMMENDED PAVING IMPROVEMENTS
FOR THE CITY OF
BRECKENRIDGE, STEPHENS COUNTY, TEXAS**

APPENDIX B

Opinion of Probable Project Costs

**CITY OF BRECKENRIDGE
2023 STREET PAVEMENT EVALUATION
Opinion of Probable Project Costs**

N ROSE AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 14,000.00	\$ 14,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	15,645	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 30,000.00
7	3,911	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 30,000.00
8	1,799	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 230,000.00
Professional Fees				Estimated (10%)	\$ 32,000.00
Sub-Total					\$ 348,500.00
Contingency				15%	\$ 53,000.00
TOTAL					\$ 410,000.00

W ELLIOT ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 19,000.00	\$ 19,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	21,937	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 40,000.00
5	5,484	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 40,000.00
6	2,523	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 320,000.00
Professional Fees				Estimated (10%)	\$ 44,000.00
Sub-Total					\$ 475,500.00
Contingency				15%	\$ 72,000.00
TOTAL					\$ 550,000.00

W 7 ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 22,000.00	\$ 22,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	9,722	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 20,000.00
5	10,311	SY	Remove Existing Base Material	\$ 6.00	\$ 70,000.00
6	10,311	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 210,000.00
7	2,431	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 20,000.00
8	1,118	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 140,000.00
Professional Fees				Estimated (10%)	\$ 50,000.00
Sub-Total					\$ 544,500.00
Contingency				15%	\$ 82,000.00
TOTAL					\$ 630,000.00

E GADDIS ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 16,000.00	\$ 16,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	6,716	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 20,000.00
5	7,387	SY	Remove Existing Base Material	\$ 6.00	\$ 50,000.00
6	7,387	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 150,000.00
7	1,679	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 20,000.00
8	772	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 100,000.00
Professional Fees				Estimated (10%)	\$ 37,000.00
Sub-Total					\$ 405,500.00
Contingency				15%	\$ 61,000.00
TOTAL					\$ 470,000.00

E ELM ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 23,000.00	\$ 23,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	7,230	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 20,000.00
5	3,883	SY	Remove Existing Base Material (50% Repair)	\$ 6.00	\$ 30,000.00
6	4,822	LF	Remove Existing Concrete Curb and Gutter	\$ 15.00	\$ 80,000.00
7	3,883	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (50% Repair)	\$ 20.00	\$ 80,000.00
8	1,808	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 20,000.00
9	831	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 110,000.00
10	4,822	LF	New Curb & Gutter	\$ 30.00	\$ 150,000.00
Professional Fees				Estimated (10%)	\$ 53,000.00
Sub-Total					\$ 578,500.00
Contingency				15%	\$ 87,000.00
TOTAL					\$ 670,000.00

N PANTHER AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 11,000.00	\$ 11,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	4,369	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	4,806	SY	Remove Existing Base Material	\$ 6.00	\$ 30,000.00
6	4,806	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 100,000.00
7	1,092	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	502	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 70,000.00
Professional Fees				Estimated (10%)	\$ 25,000.00
Sub-Total					\$ 268,500.00
Contingency				15%	\$ 41,000.00
TOTAL					\$ 310,000.00

E DYER ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 8,000.00	\$ 8,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	5,522	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	1,519	SY	Remove Existing Base Material (25% Repair)	\$ 6.00	\$ 10,000.00
6	1,519	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (25% Repair)	\$ 20.00	\$ 40,000.00
7	1,381	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	635	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 80,000.00
Professional Fees				Estimated (10%)	\$ 18,000.00
Sub-Total					\$ 188,500.00
Contingency				15%	\$ 29,000.00
TOTAL					\$ 220,000.00

N SHELTON AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 20,000.00	\$ 20,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	8,589	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 20,000.00
5	9,300	SY	Remove Existing Base Material	\$ 6.00	\$ 60,000.00
6	9,300	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 190,000.00
7	2,147	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 20,000.00
8	988	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 130,000.00
Professional Fees				Estimated (10%)	\$ 46,000.00
Sub-Total					\$ 498,500.00
Contingency				15%	\$ 75,000.00
TOTAL					\$ 580,000.00

N BUTTE ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 5,000.00	\$ 5,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	2,669	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	429	SY	Remove Existing Base Material (15% Repair)	\$ 6.00	\$ 10,000.00
6	429	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (15% Repair)	\$ 20.00	\$ 10,000.00
7	667	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	307	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 40,000.00
Professional Fees				Estimated (10%)	\$ 10,000.00
Sub-Total					\$ 107,500.00
Contingency				15%	\$ 17,000.00
TOTAL					\$ 130,000.00

E WHEELER ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 10,000.00	\$ 10,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	7,500	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 20,000.00
5	1,238	SY	Remove Existing Base Material (15% Repair)	\$ 6.00	\$ 10,000.00
6	1,238	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (15% Repair)	\$ 20.00	\$ 30,000.00
7	1,875	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 20,000.00
8	863	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 110,000.00
Professional Fees				Estimated (10%)	\$ 22,000.00
Sub-Total					\$ 234,500.00
Contingency				15%	\$ 36,000.00
TOTAL					\$ 280,000.00

N OAKWOOD AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 18,000.00	\$ 18,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	6,157	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	3,296	SY	Remove Existing Base Material (50% of Street)	\$ 6.00	\$ 20,000.00
6	3,920	LF	Remove Existing Concrete Curb and Gutter	\$ 15.00	\$ 60,000.00
7	3,296	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (50% of Street)	\$ 20.00	\$ 70,000.00
8	1,539	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
9	708	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 90,000.00
10	3,920	LF	New Curb & Gutter	\$ 30.00	\$ 120,000.00
Professional Fees				Estimated (10%)	\$ 42,000.00
Sub-Total					\$ 452,500.00
Contingency				15%	\$ 68,000.00
TOTAL					\$ 530,000.00

N FLINT AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 6,000.00	\$ 6,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	4,171	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	895	SY	Remove Existing Base Material (20% Repair)	\$ 6.00	\$ 10,000.00
6	895	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (20% Repair)	\$ 20.00	\$ 20,000.00
7	1,043	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	480	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 60,000.00
Professional Fees				Estimated (10%)	\$ 13,000.00
Sub-Total					\$ 141,500.00
Contingency				15%	\$ 22,000.00
TOTAL					\$ 170,000.00

N PAYNE AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 13,000.00	\$ 13,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	5,324	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	5,729	SY	Remove Existing Base Material	\$ 6.00	\$ 40,000.00
6	5,729	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 120,000.00
7	1,331	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	612	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 80,000.00
Professional Fees				Estimated (10%)	\$ 29,000.00
Sub-Total					\$ 314,500.00
Contingency				15%	\$ 48,000.00
TOTAL					\$ 370,000.00

N HARVEY ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 15,000.00	\$ 15,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	6,377	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	6,963	SY	Remove Existing Base Material	\$ 6.00	\$ 50,000.00
6	6,963	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 140,000.00
7	1,594	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	733	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 100,000.00
Professional Fees				Estimated (10%)	\$ 34,000.00
Sub-Total					\$ 371,500.00
Contingency				15%	\$ 56,000.00
TOTAL					\$ 430,000.00

S PECAN AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 4,000.00	\$ 4,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	3,210	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	803	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
6	369	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 50,000.00
Professional Fees				Estimated (10%)	\$ 9,000.00
Sub-Total					\$ 95,500.00
Contingency				15%	\$ 15,000.00
TOTAL					\$ 120,000.00

S STOKER AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 5,000.00	\$ 5,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	1,954	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	1,068	SY	Remove Existing Base Material (50% Repair)	\$ 6.00	\$ 10,000.00
6	1,068	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (50% Repair)	\$ 20.00	\$ 30,000.00
7	489	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	225	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 30,000.00
Professional Fees				Estimated (10%)	\$ 11,000.00
Sub-Total					\$ 118,500.00
Contingency				15%	\$ 18,000.00
TOTAL					\$ 140,000.00

W 3 ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 18,000.00	\$ 18,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	11,675	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 20,000.00
5	6,293	SY	Remove Existing Base Material (50% Repair)	\$ 6.00	\$ 40,000.00
6	6,293	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (50% Repair)	\$ 20.00	\$ 130,000.00
7	2,919	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 20,000.00
8	1,343	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 170,000.00
Professional Fees				Estimated (10%)	\$ 42,000.00
Sub-Total					\$ 452,500.00
Contingency				15%	\$ 68,000.00
TOTAL					\$ 530,000.00

S HARDING AV					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 5,000.00	\$ 5,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	4,420	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	1,105	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
6	508	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 70,000.00
Professional Fees				Estimated (10%)	\$ 11,000.00
Sub-Total					\$ 118,500.00
Contingency				15%	\$ 18,000.00
TOTAL					\$ 140,000.00

W 4 ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 32,000.00	\$ 32,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	14,275	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 30,000.00
5	15,446	SY	Remove Existing Base Material	\$ 6.00	\$ 100,000.00
6	15,446	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 310,000.00
7	3,569	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 30,000.00
8	1,642	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 210,000.00
Professional Fees				Estimated (10%)	\$ 73,000.00
Sub-Total					\$ 797,500.00
Contingency				15%	\$ 120,000.00
TOTAL					\$ 920,000.00

W ELM ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 30,000.00	\$ 30,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	19,944	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 30,000.00
5	10,619	SY	Remove Existing Base Material (50% of Street)	\$ 6.00	\$ 70,000.00
6	10,619	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (50% of Street)	\$ 20.00	\$ 220,000.00
7	4,986	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 30,000.00
8	2,294	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 290,000.00
Professional Fees				Estimated (10%)	\$ 69,000.00
Sub-Total					\$ 751,500.00
Contingency				15%	\$ 113,000.00
TOTAL					\$ 870,000.00

W 2 ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 28,000.00	\$ 28,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	12,818	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 20,000.00
5	13,851	SY	Remove Existing Base Material	\$ 6.00	\$ 90,000.00
6	13,851	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 280,000.00
7	3,204	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 20,000.00
8	1,474	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 190,000.00
Professional Fees				Estimated (10%)	\$ 65,000.00
Sub-Total					\$ 705,500.00
Contingency				15%	\$ 106,000.00
TOTAL					\$ 820,000.00

W HULLUM ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 50,000.00	\$ 50,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	5,353	SY	Remove Existing Asphalt Pavement (30%)	\$ 1.50	\$ 10,000.00
5	12,490	SY	Remove Existing Concrete Pavement (70%)	\$ 30.00	\$ 380,000.00
6	5,673	SY	Remove Existing Asphalt Base Material (30%)	\$ 6.00	\$ 40,000.00
7	18,912	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 380,000.00
8	1,338	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
9	2,052	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 260,000.00
Professional Fees				Estimated (10%)	\$ 115,000.00
Sub-Total					\$ 1,257,500.00
Contingency				15%	\$ 189,000.00
TOTAL					\$ 1,450,000.00

W WILLIAM ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 19,000.00	\$ 19,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	21,689	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 40,000.00
5	5,422	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 40,000.00
6	2,494	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 320,000.00
Professional Fees				Estimated (10%)	\$ 44,000.00
Sub-Total					\$ 475,500.00
Contingency				15%	\$ 72,000.00
TOTAL					\$ 550,000.00

N MCAMIS ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 6,000.00	\$ 6,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	1,673	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	1,785	SY	Remove Existing Base Material	\$ 6.00	\$ 20,000.00
6	1,785	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 40,000.00
7	418	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	192	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 30,000.00
Professional Fees				Estimated (10%)	\$ 13,000.00
Sub-Total					\$ 141,500.00
Contingency				15%	\$ 22,000.00
TOTAL					\$ 170,000.00

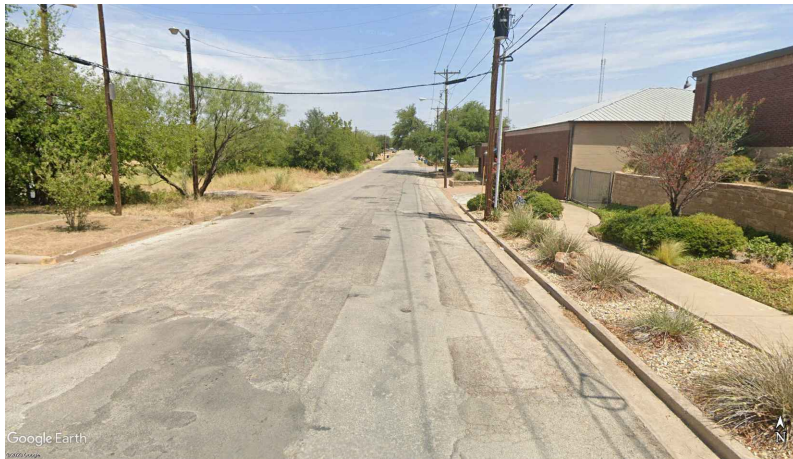
W 1 ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 5,000.00	\$ 5,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	1,187	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	1,266	SY	Remove Existing Base Material	\$ 6.00	\$ 10,000.00
6	1,266	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8")	\$ 20.00	\$ 30,000.00
7	297	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	136	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 20,000.00
Professional Fees				Estimated (10%)	\$ 10,000.00
Sub-Total					\$ 107,500.00
Contingency				15%	\$ 17,000.00
TOTAL					\$ 130,000.00

S HARVEY ST					
ITEM #	QUANTITY	UNIT	PAVEMENT TYPE	UNIT COST	TOTAL
1	1	LS	Mobilization Bonding & Insurance	\$ 6,000.00	\$ 6,000.00
2	1	LS	Traffic Control Plan	\$ 7,500.00	\$ 7,500.00
3	1	LS	SWPPP	\$ 5,000.00	\$ 5,000.00
4	4,333	SY	Remove Existing Asphalt Pavement	\$ 1.50	\$ 10,000.00
5	462	SY	Remove Existing Base Material (10% Repair)	\$ 6.00	\$ 10,000.00
6	462	SY	Flexible Base (TxDOT Item 247, Type A, Grade 2) (8") (10% Repair)	\$ 20.00	\$ 10,000.00
7	1,083	GAL	Asphalt Prime (AEP) Flexible Base (.25 GAL/SY)	\$ 6.00	\$ 10,000.00
8	498	TON	Hot Mix Asphaltic Concrete (Type D) (2")	\$ 125.00	\$ 70,000.00
Professional Fees				Estimated (10%)	\$ 13,000.00
Sub-Total					\$ 141,500.00
Contingency				15%	\$ 22,000.00
TOTAL					\$ 170,000.00

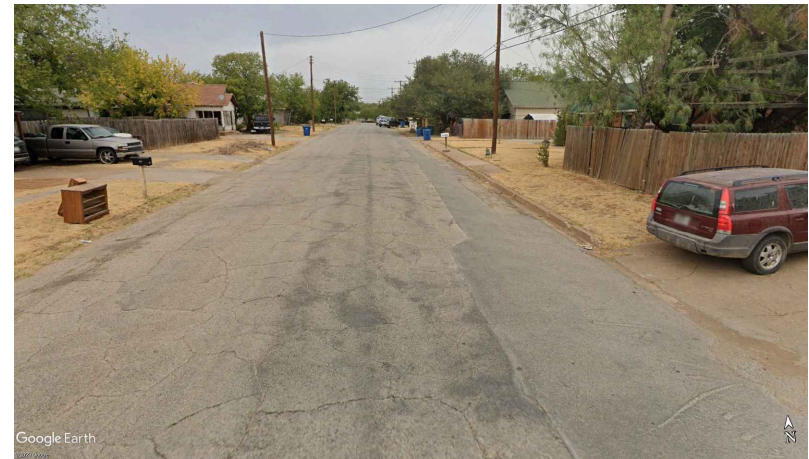
TOTAL	
TOTAL (SUM OF OPCC)	\$ 11,760,000.00

APPENDIX C

Photos of Evaluated Streets



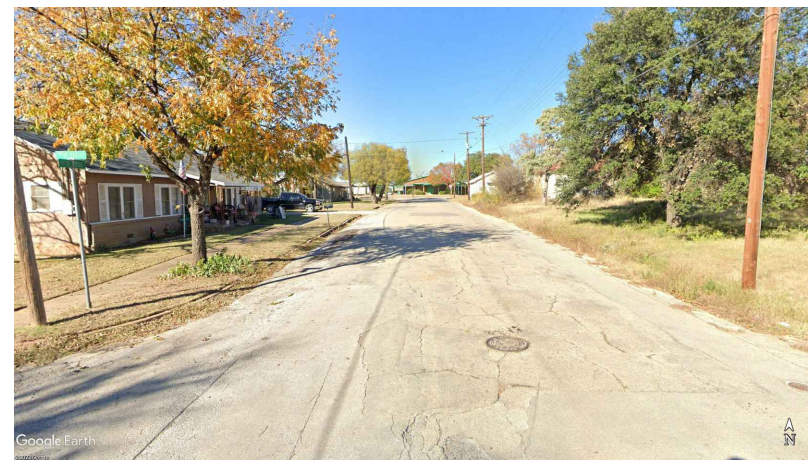
ELM ST
INTERSECTION



LINDSEY ST
INTERSECTION



THIRD ST
INTERSECTION



SIXTH ST
INTERSECTION

BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS

N ROSE AVE

5580-33

05/24/2023



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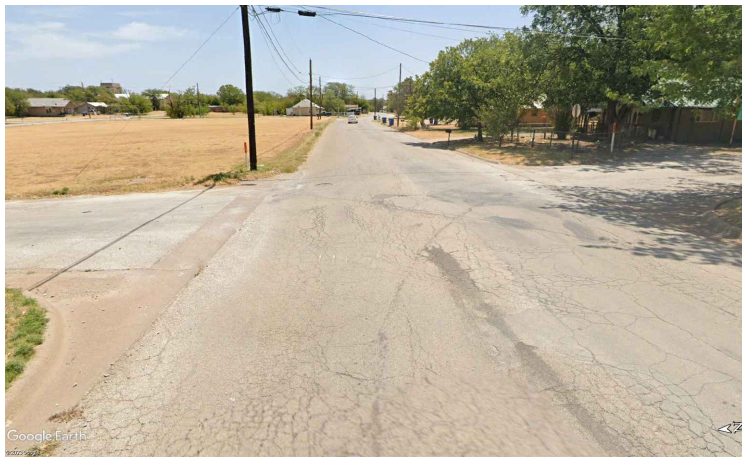
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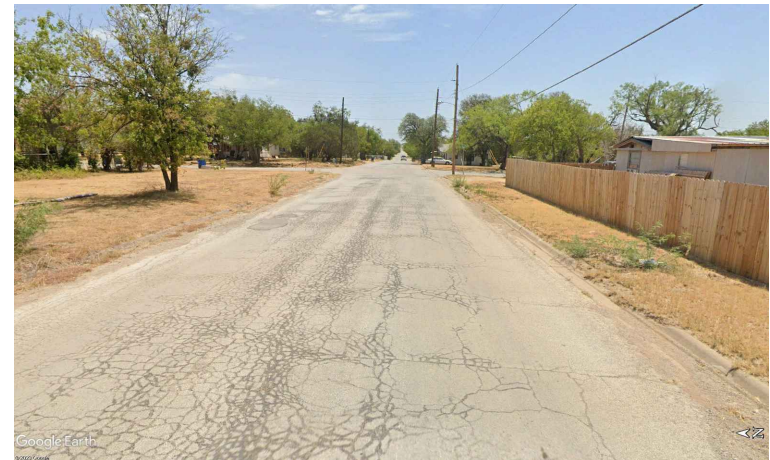
**HARVEY ST
INTERSECTION**



**PECAN ST
INTERSECTION**



**LIVEOAK ST
INTERSECTION**



**MILLIER ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W ELLIOT ST

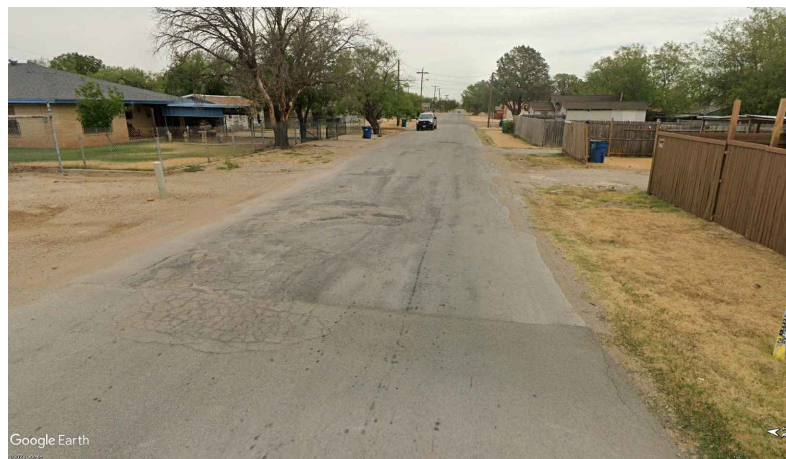
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05/24/2023



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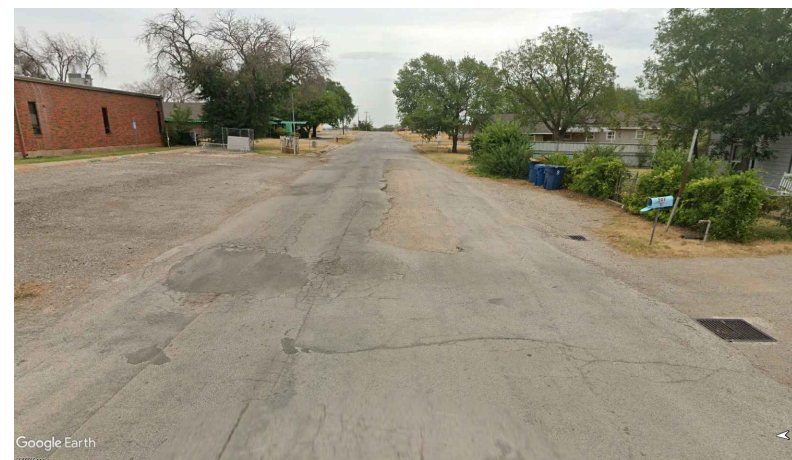
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**PARKS ST
INTERSECTION**



**PAYNE ST
INTERSECTION**



**BETWEEN ROSE ST
AND PAYNE ST**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W 7TH ST

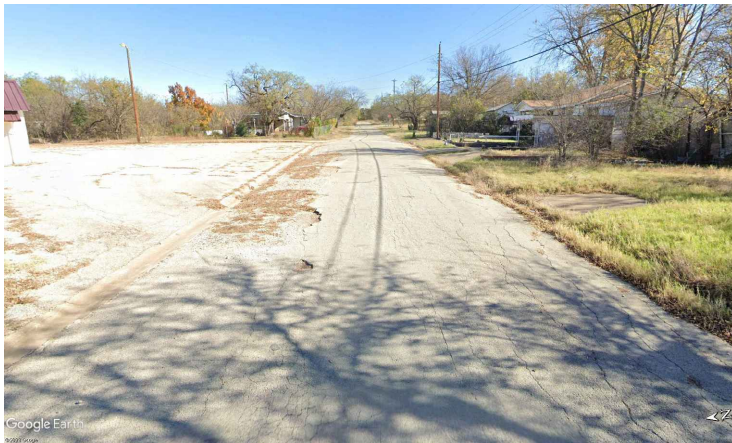
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05/24/2023

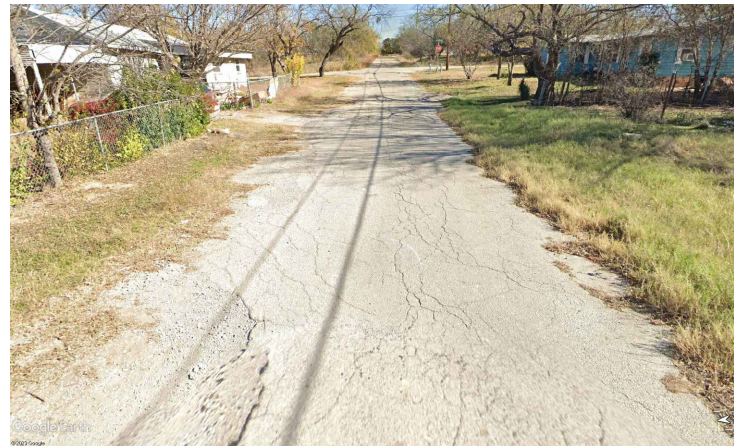


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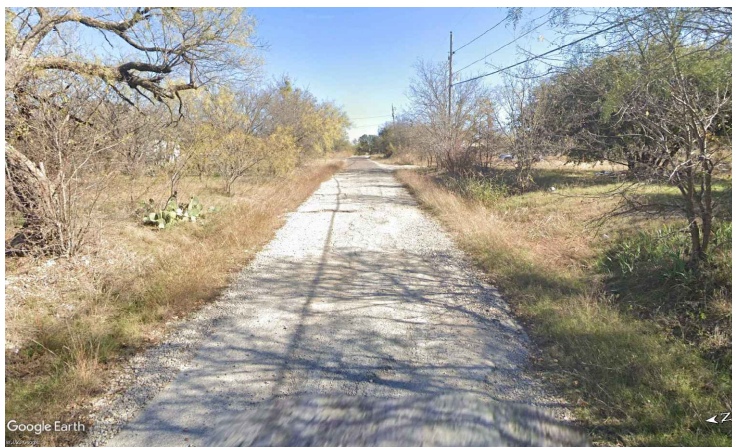
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PE Firm Registration No. 1151 • PG Firm Registration No. 50103 • RPLS Firm Registration No. 10011900



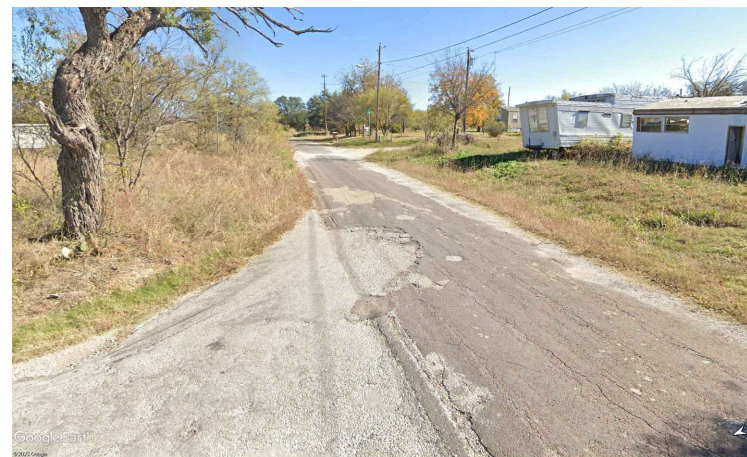
**DUNNIGUN ST
INTERSECTION**



**O'CONNOR ST
INTERSECTION**



**O'CONNOR ST
AFTER INTERSECTION**



**STOKER AVE
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

E GADDIS ST

5580-33

05/24/2023



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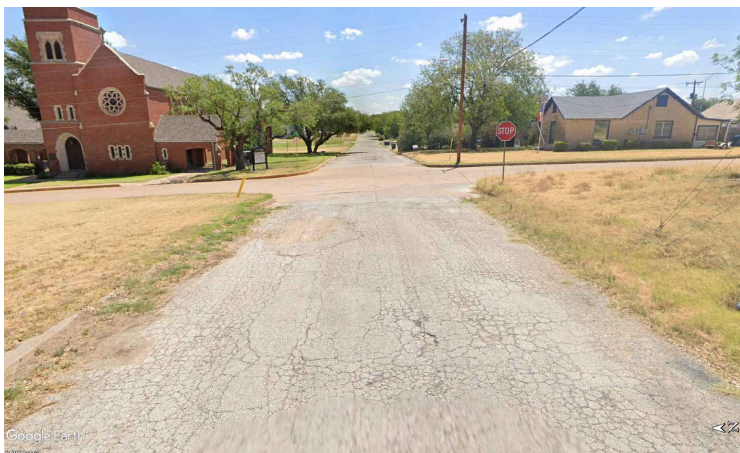
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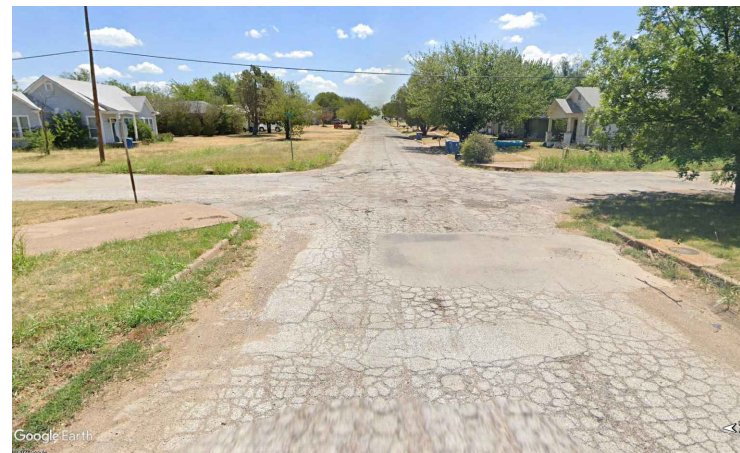
**CAMDEN ST
INTERSECTION**



**DUBOIS ST
INTERSECTION**



**EASTON ST
INTERSECTION**



**FLINT ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

E ELM ST

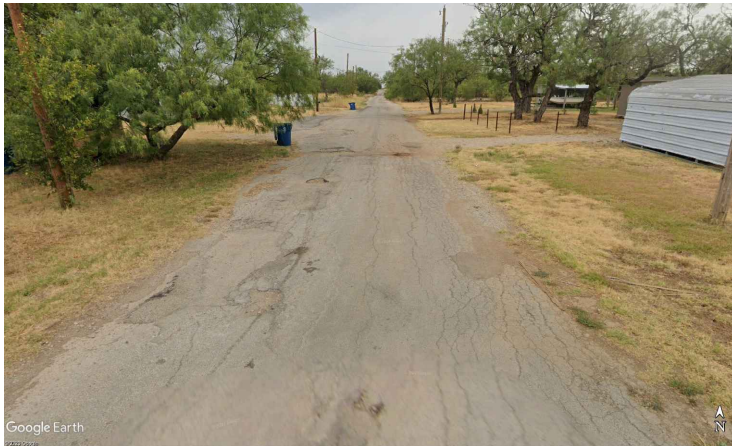
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**JEANETTE ST
INTERSECTION**



**SECOND ST
INTERSECTION**



**SECOND ST
AFTER INTERSECTION**



**WALL ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N PANTHER AVE

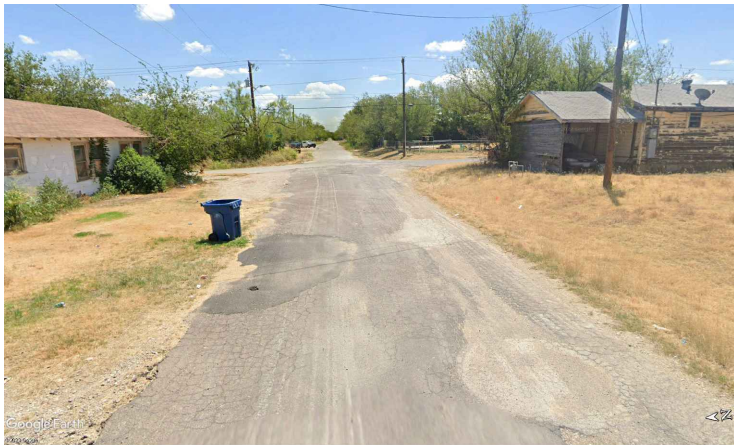
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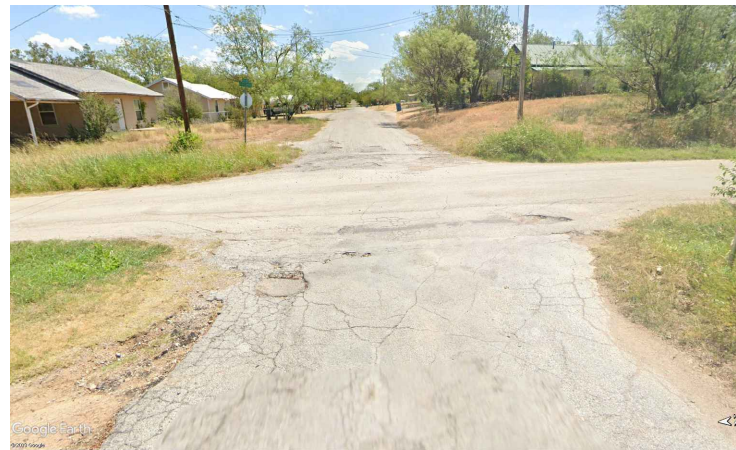


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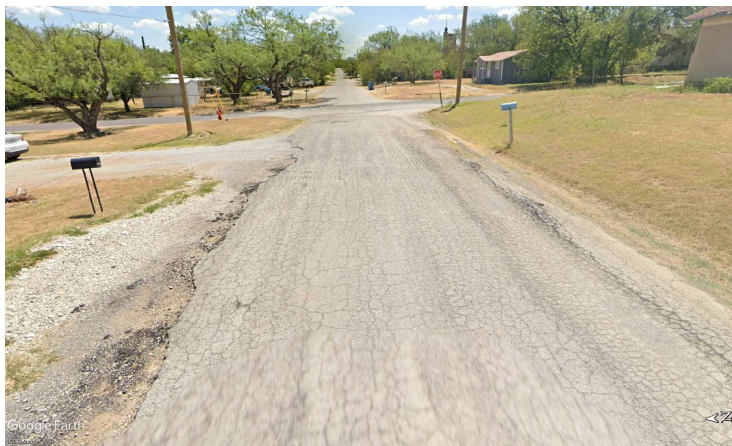
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**BUTTE ST
INTERSECTION**



**CAMDEN ST
INTERSECTION**



**DUBOIS ST
INTERSECTION**



**EASTON ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W DYER ST

5580-33

05/24/2023

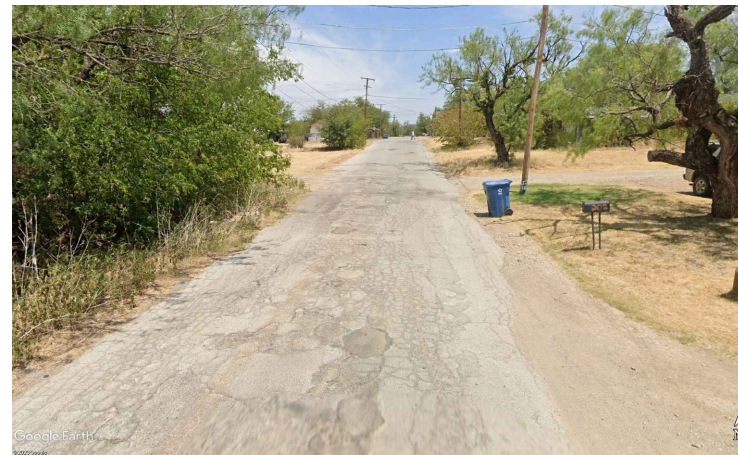


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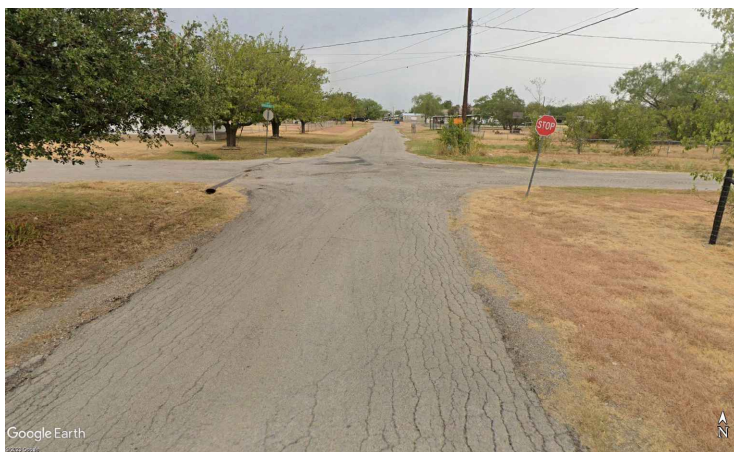
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**WALKER ST
INTERSECTION**



**BETWEEN ELM ST
AND DYER ST**



**SECOND ST
INTERSECTION**



**FIFTH ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N SHELTON ST

5580-33

05/24/2023

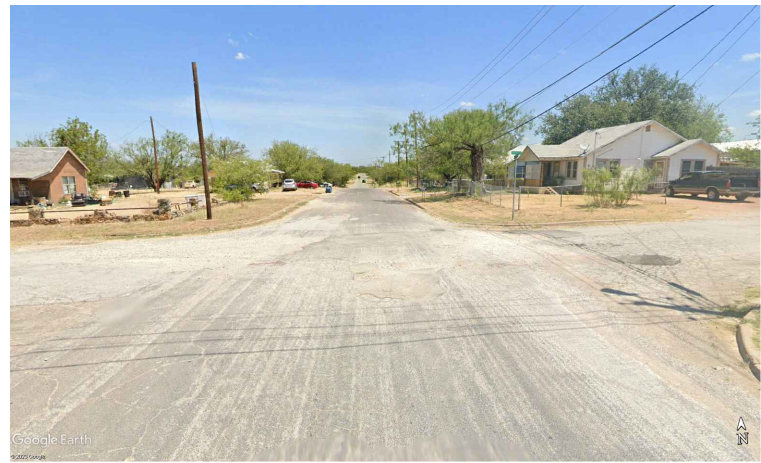


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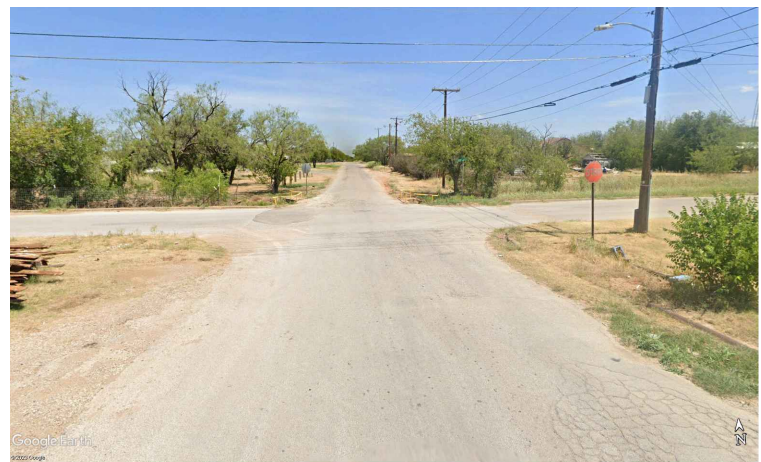
**WALKER ST
INTERSECTION**



**ELM ST
INTERSECTION**



**DYER ST
INTERSECTION**



**LINDSEY ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N BUTTE ST

5580-33

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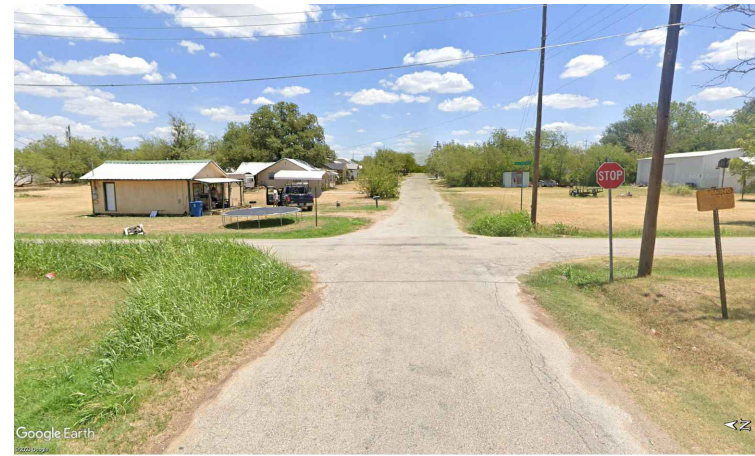
**DUBOIS ST
INTERSECTION**



**EASTON ST
INTERSECTION**



**FLINT ST
INTERSECTION**



**HARTFORD ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

E WHEELER ST

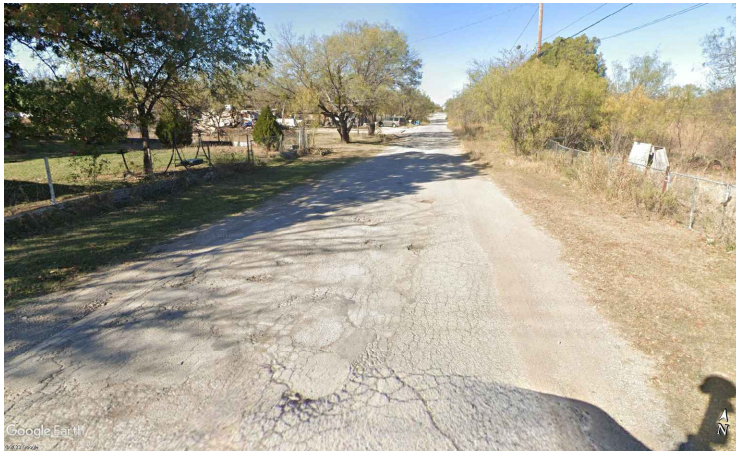
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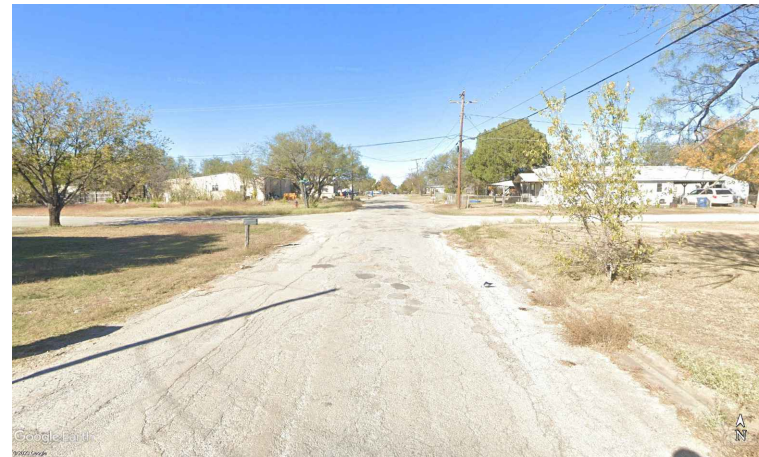


Enprotec | Hibbs & Todd

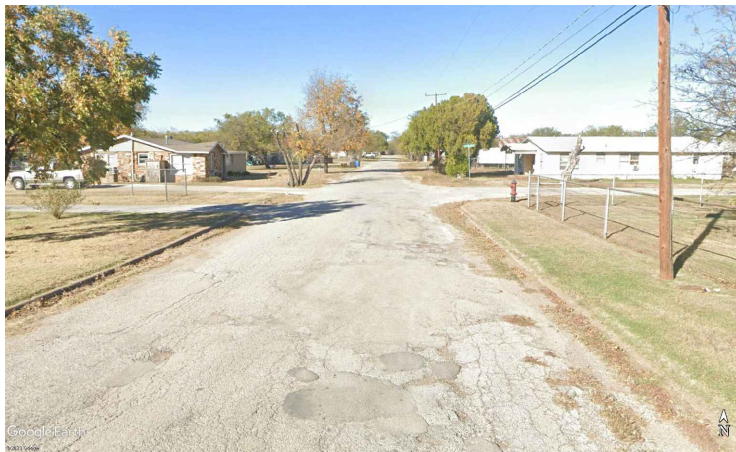
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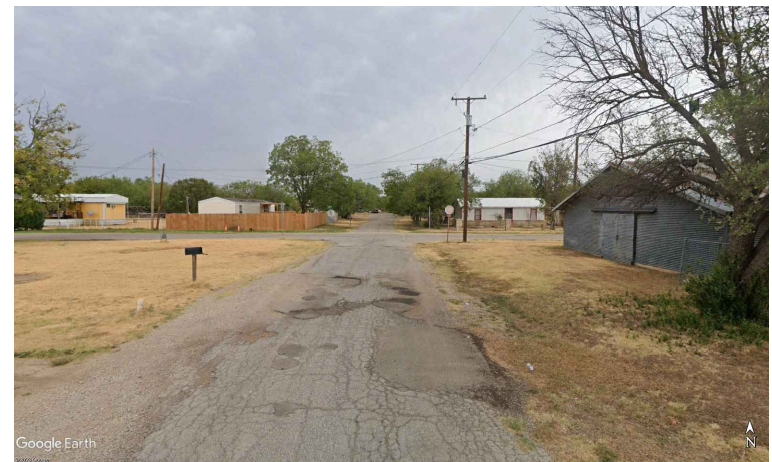
**JEANETTE ST
INTERSECTION**



**SECOND ST
INTERSECTION**



**WALL ST
INTERSECTION**



**FOURTH ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N OAKWOOD ST

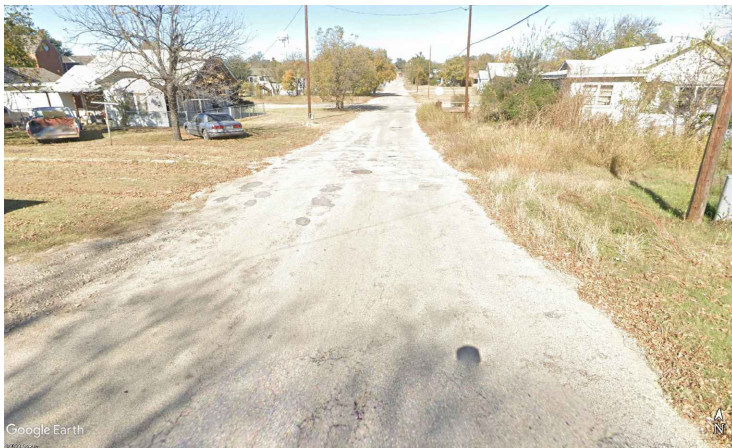
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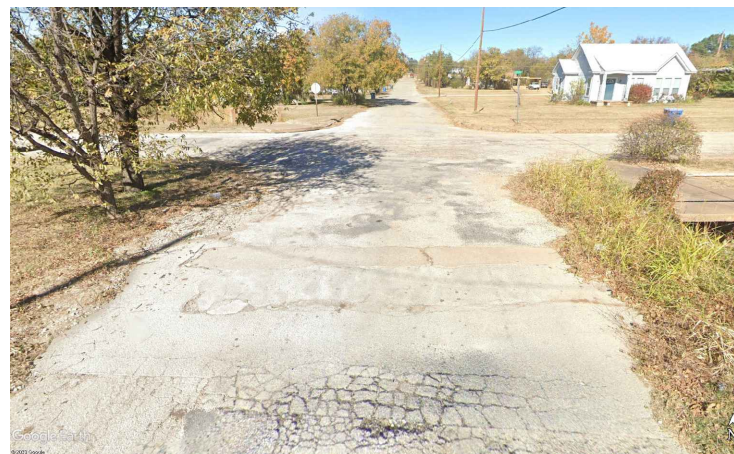


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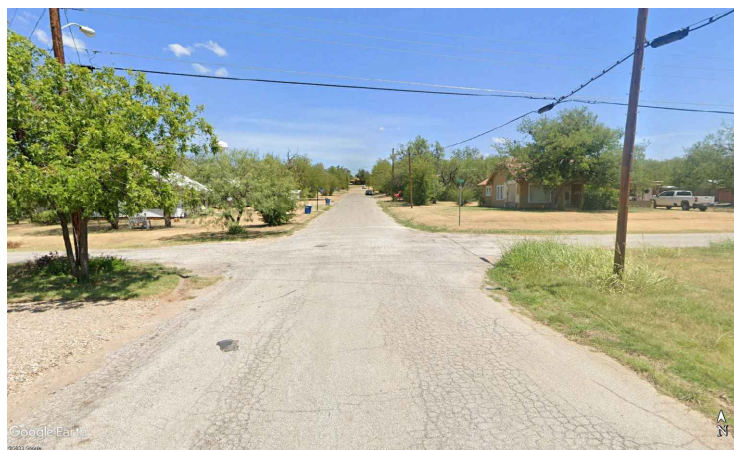
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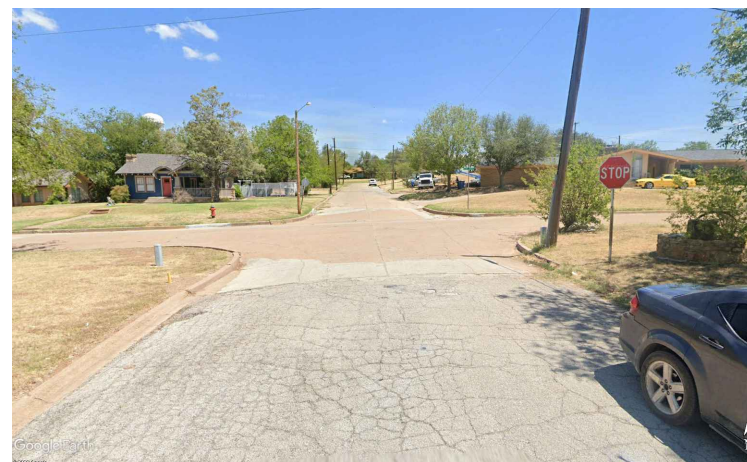
**WALKER ST
INTERSECTION**



**ELM ST
INTERSECTION**



**DYER ST
INTERSECTION**



**LINDSEY ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N FLINT ST

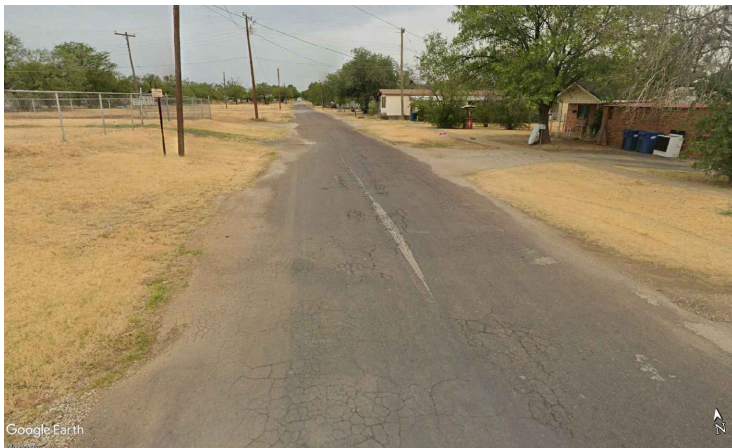
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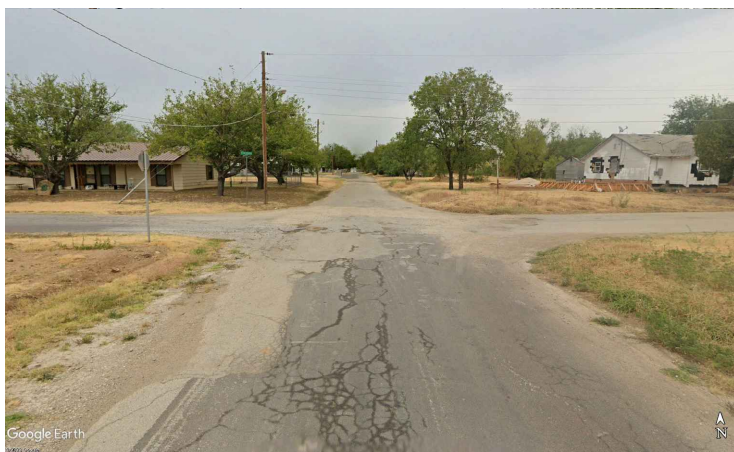
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**SECOND ST
INTERSECTION**



**THIRD ST
INTERSECTION**



**FOURTH ST
INTERSECTION**



**BETWEEN FOURTH ST
AND FIFTH ST**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N PAYNE ST

5580-33

05/24/2023

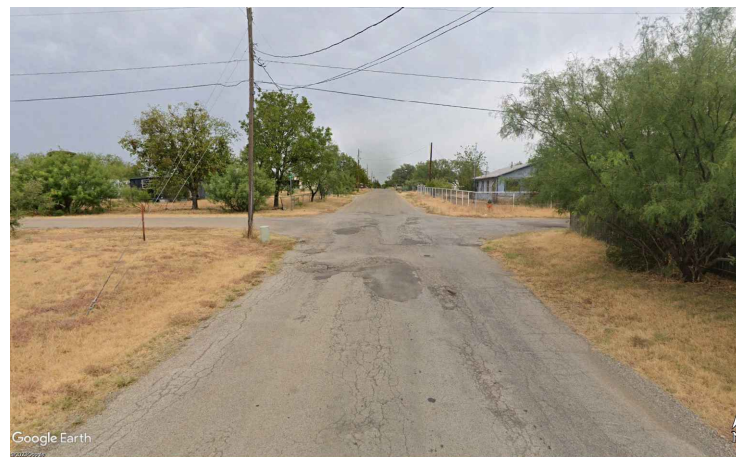


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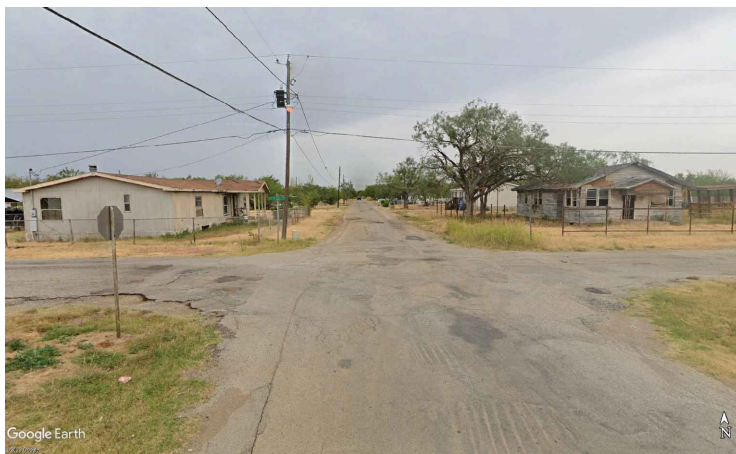
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**JEANETTE ST
INTERSECTION**



**FIRST ST
INTERSECTION**



**THIRD ST
INTERSECTION**



**FOURTH ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N HARVEY ST

5580-33

05/24/2023



Enprotec | Hibbs & Todd

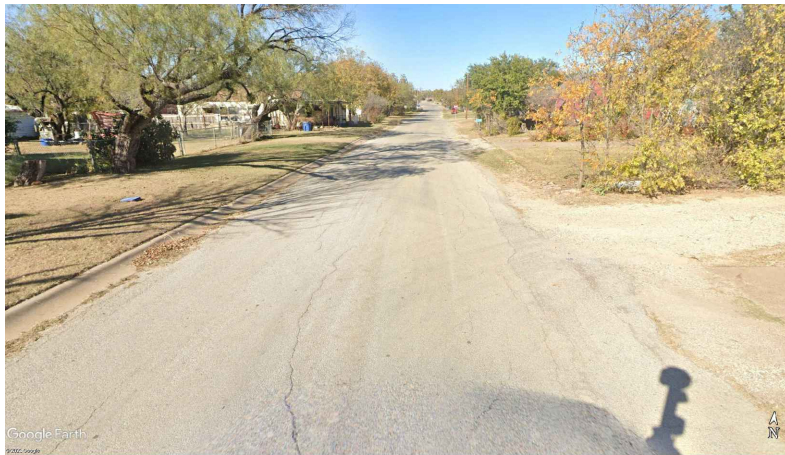
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**ELLIOT ST
INTERSECTION**



**WHEELER ST
INTERSECTION**



**WHEELER ST
AFTER INTERSECTION**



**WALKER ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

S PECAN ST

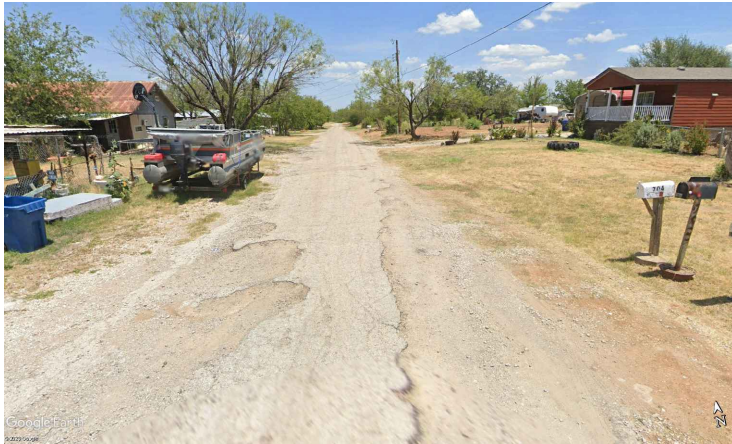
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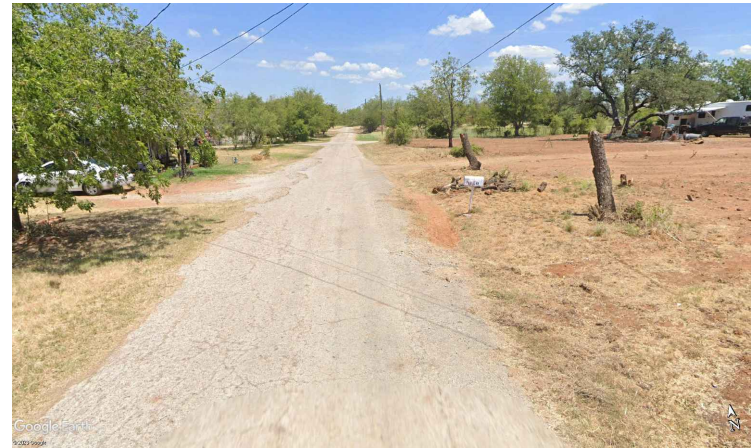


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S END OF STOKER AVE



COTTAGE ST INTERSECTION



COTTAGE ST AFTER INTERSECTION



GADDIS ST INTERSECTION

BRECKENRIDGE PAVEMENT ANALYSIS EXHIBITS

S STOKER AVE

5580-33

05/24/2023

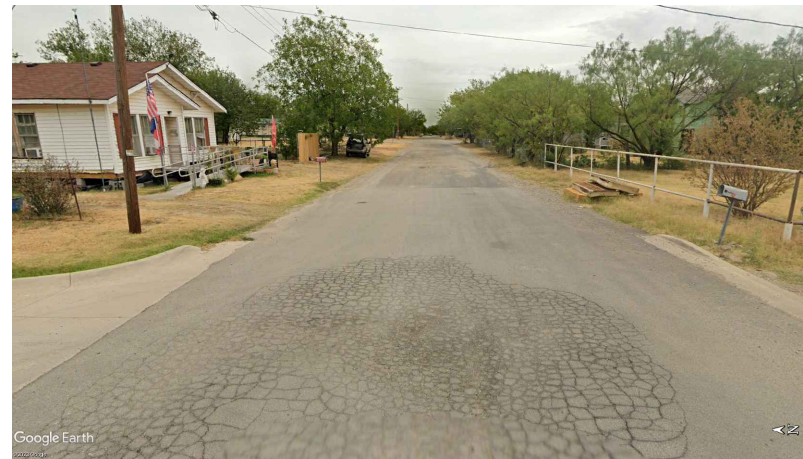


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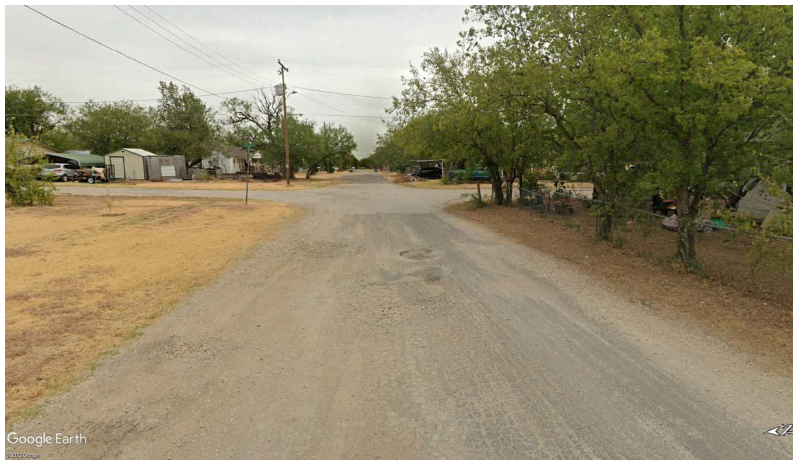
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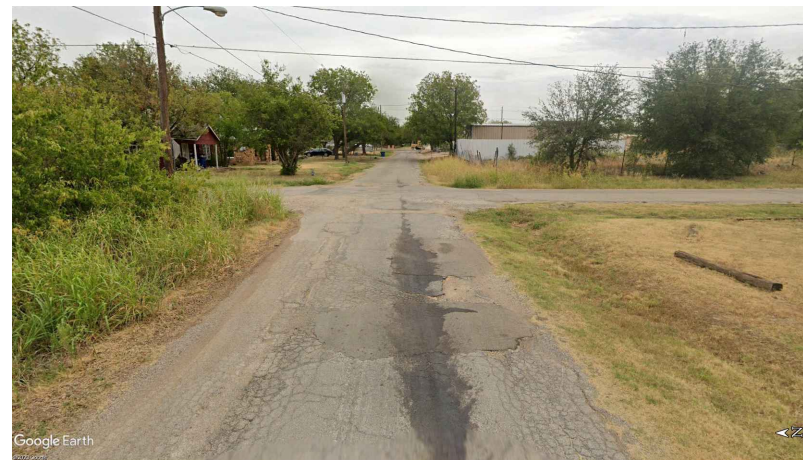
**HARVEY ST
INTERSECTION**



**LIVEOAK ST
INTERSECTION**



**SMITH ST
INTERSECTION**



**COURT ST
INTERSECTION**

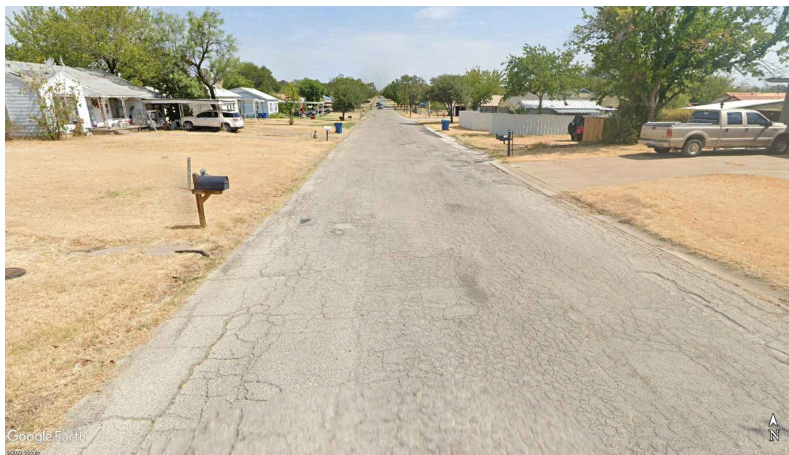
**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W 3RD ST
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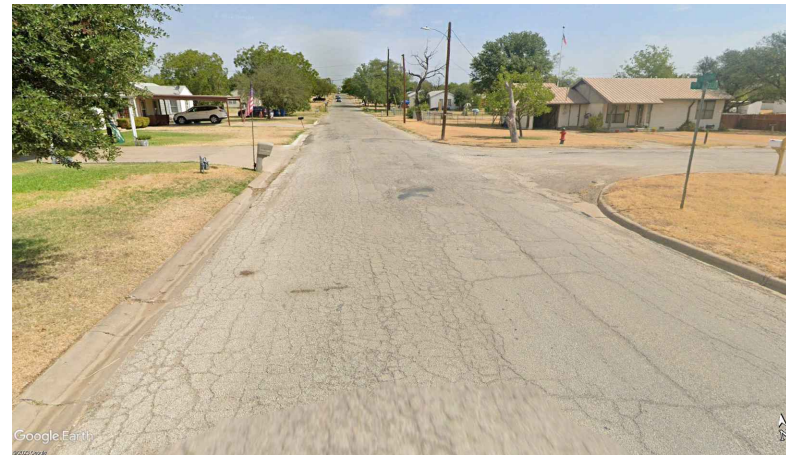


Enprotec | Hibbs & Todd

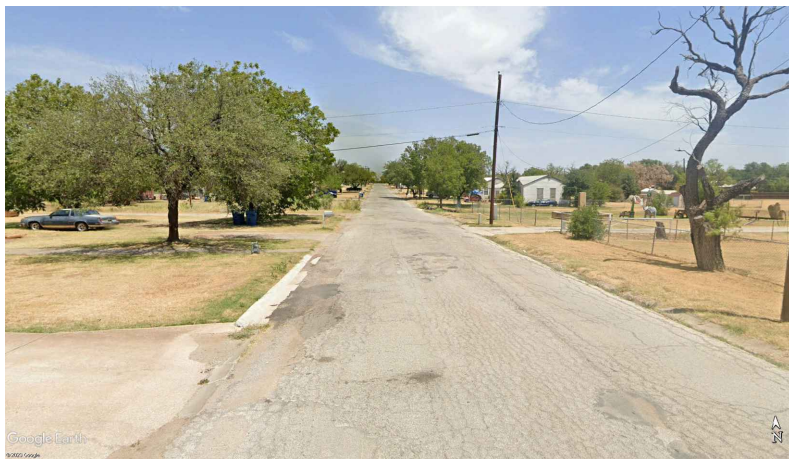
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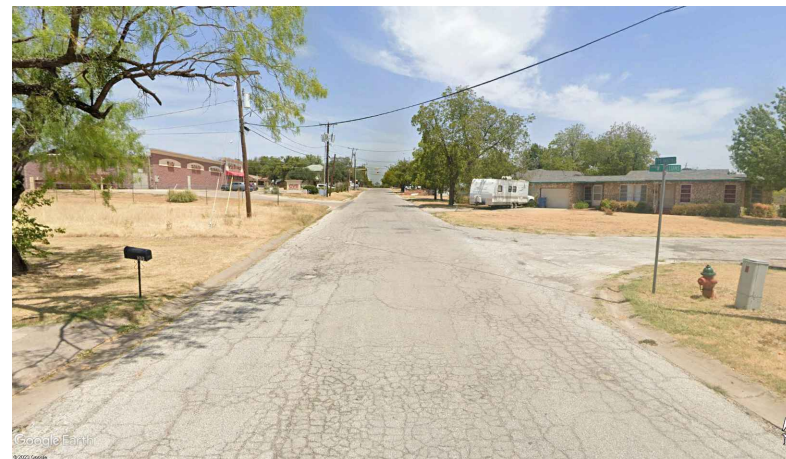
**ELLIOT ST
INTERSECTION**



**WHEELER ST
INTERSECTION**



**WHEELER ST
AFTER INTERSECTION**



**WILLIAMS ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

S HARDING ST

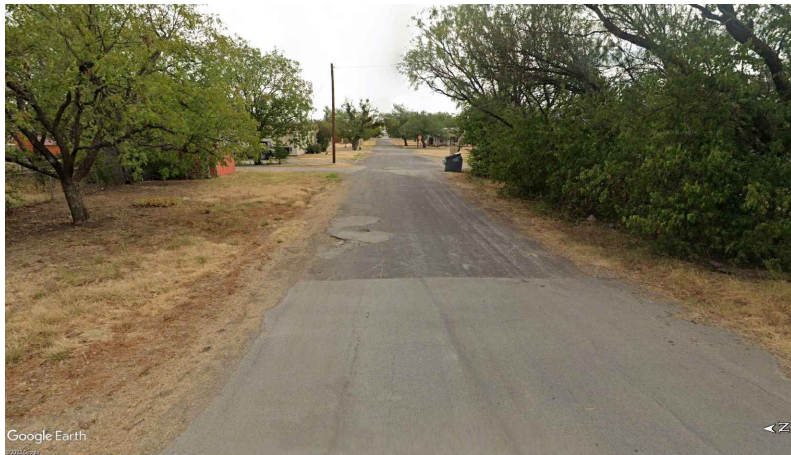
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**PARKS ST
INTERSECTION**



**LIVEOAK ST
INTERSECTION**



**PAYNE ST
INTERSECTION**



**ROSE AVE
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W 4TH ST
5580-33 05/24/2023



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**OAKWOOD ST
INTERSECTION**



**HARVEY ST
INTERSECTION**



**SHELTON ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

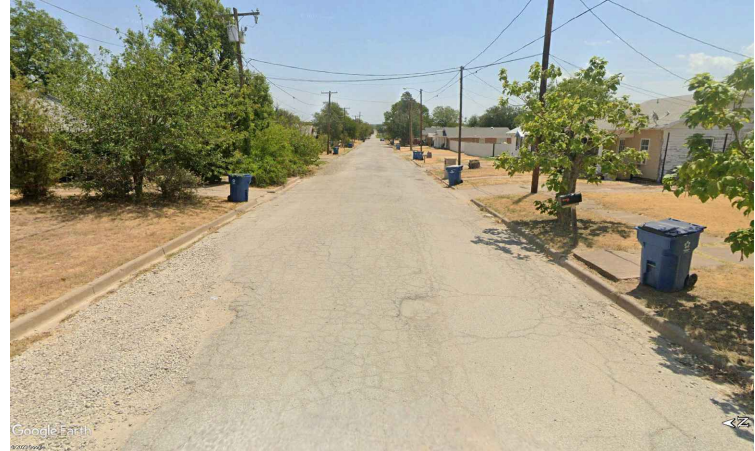


Enprotec | Hibbs & Todd

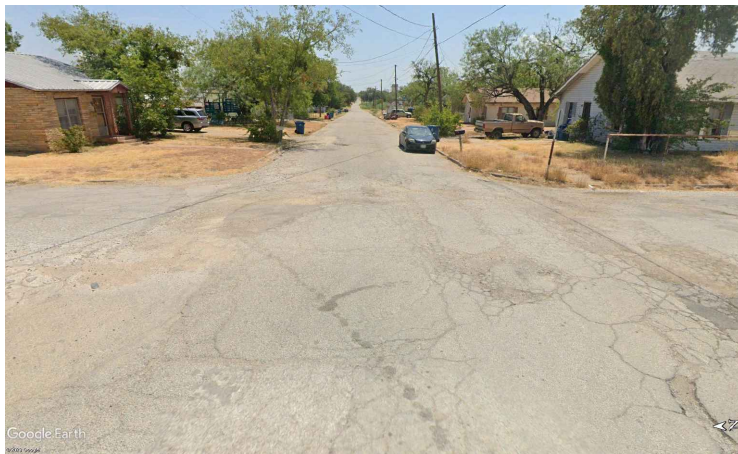
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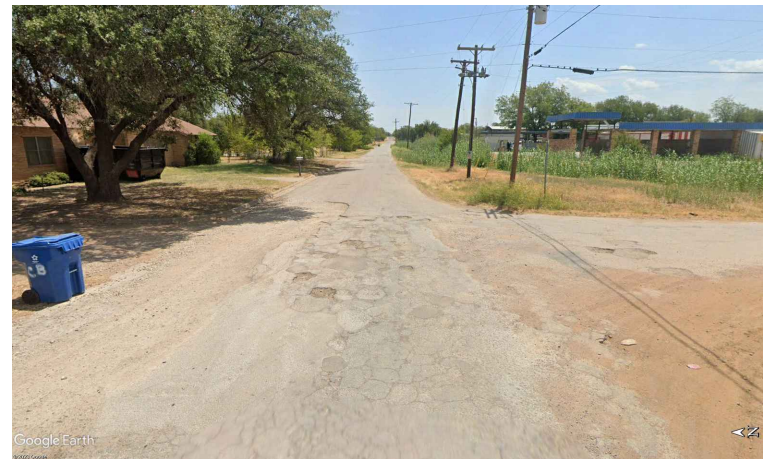
**WILSON ST
INTERSECTION**



**HARVEY ST
INTERSECTION**



**PECAN ST
INTERSECTION**



**OAKWOOD ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W ELM ST

5580-33

05/24/2023



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**DOUGLAS ST
INTERSECTION**



**LIVEOAK ST
INTERSECTION**



**ROSE AVE
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W ELM ST
PAGE 2

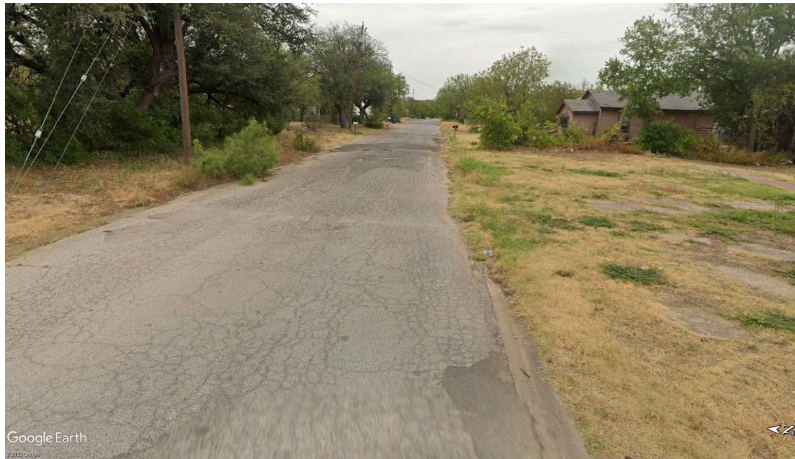
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05/24/2023



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PE Firm Registration No. 1151 • PG Firm Registration No. 50103 • RPLS Firm Registration No. 10011900



**MILLER ST
INTERSECTION**



**BETWEEN MILLER
ST AND ROSE AVE**



**ROSE AVE
INTERSECTION**



**COURT ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W 2ND ST

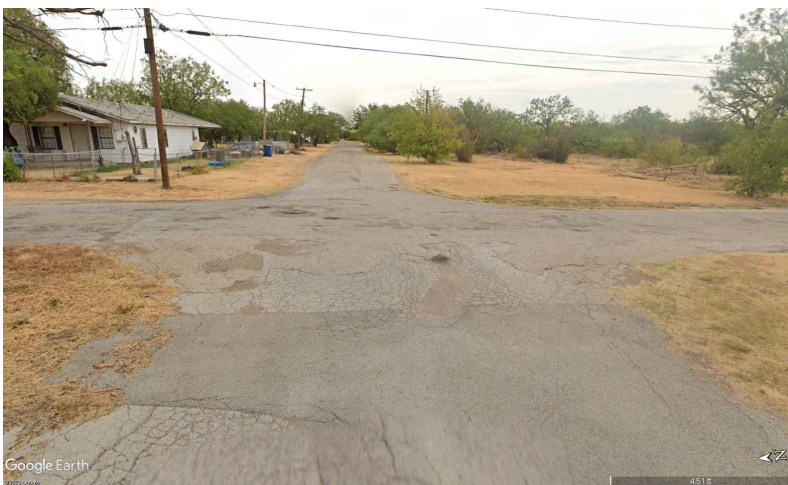
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05/24/2023



Enprotec | Hibbs & Todd

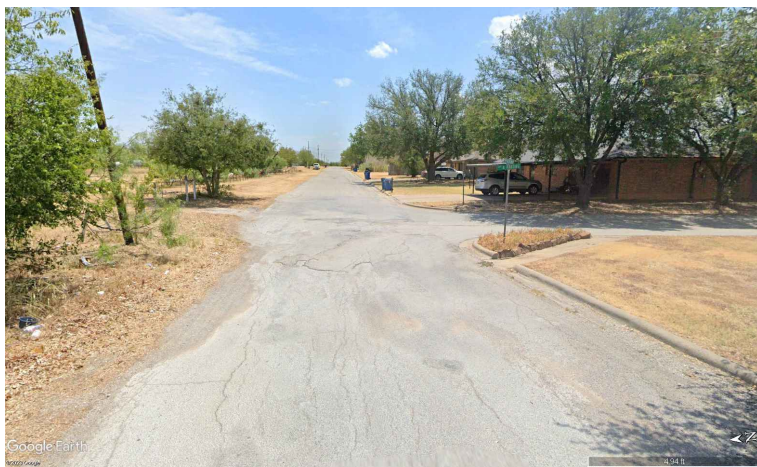
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**OAKWOOD ST
INTERSECTION**



**SHELTON ST
INTERSECTION**



**HARDING ST
INTERSECTION**



**HARVEY ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

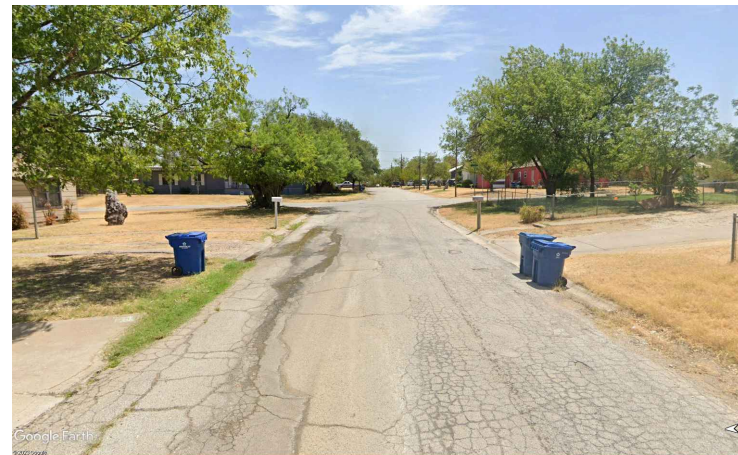


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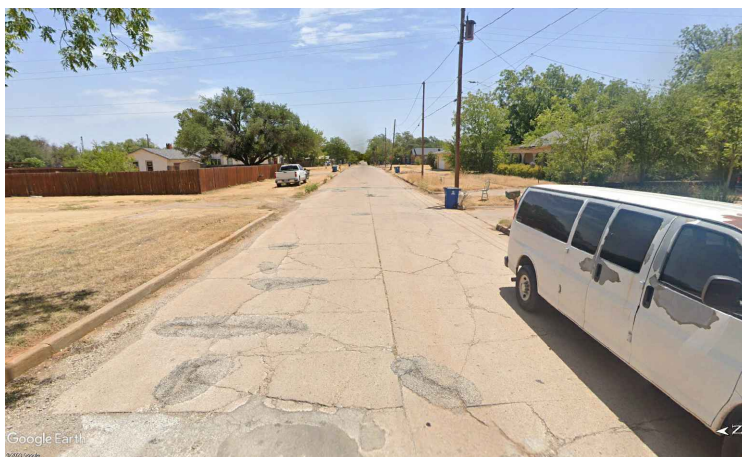
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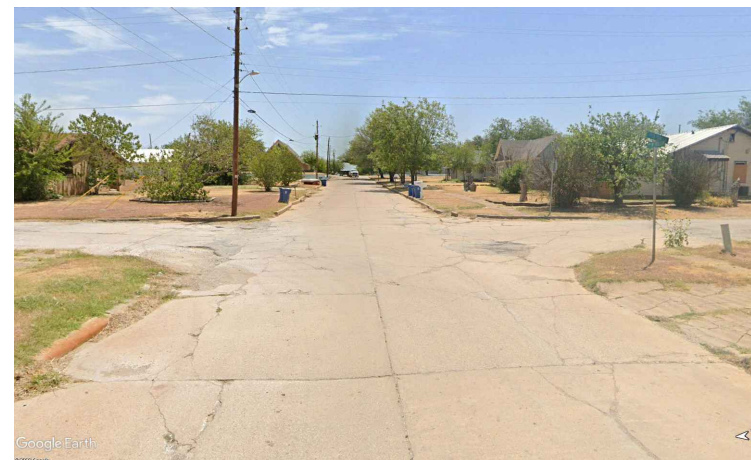
**HARVEY ST
INTERSECTION**



**PECAN ST
INTERSECTION**



**BETWEEN OAKWOOD ST
AND SHELTON ST**



**SMITH ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W HULLUM ST

5580-33

05/24/2023



Enprotec | Hibbs & Todd

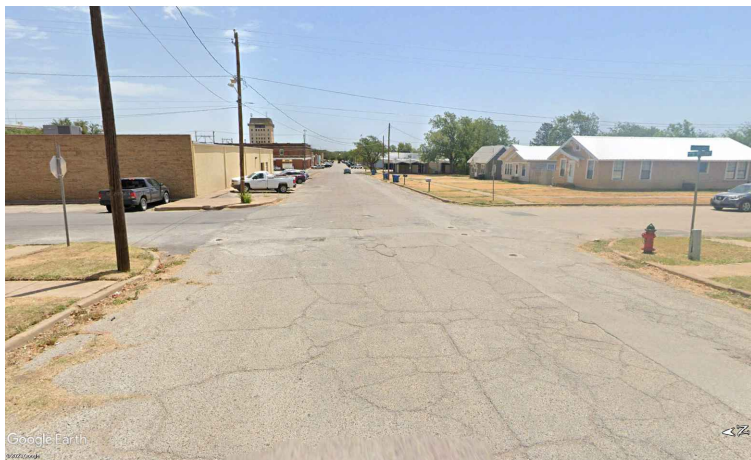
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BETWEEN OAKWOOD ST AND SHELTON ST



MILLER ST INTERSECTION



MCAMIS ST INTERSECTION



SMITH ST INTERSECTION

BRECKENRIDGE PAVEMENT ANALYSIS EXHIBITS

W WILLIAM ST

5580-33

05/24/2023

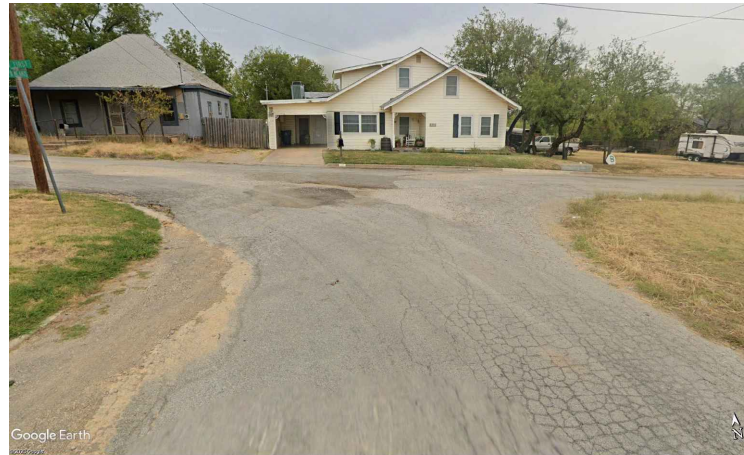


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**LINDSEY ST
INTERSECTION**



**FIRST ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

N MCAMIS ST

5580-33

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**MCAMIS ST
INTERSECTION**



**ROSE AVE
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

W 1ST ST

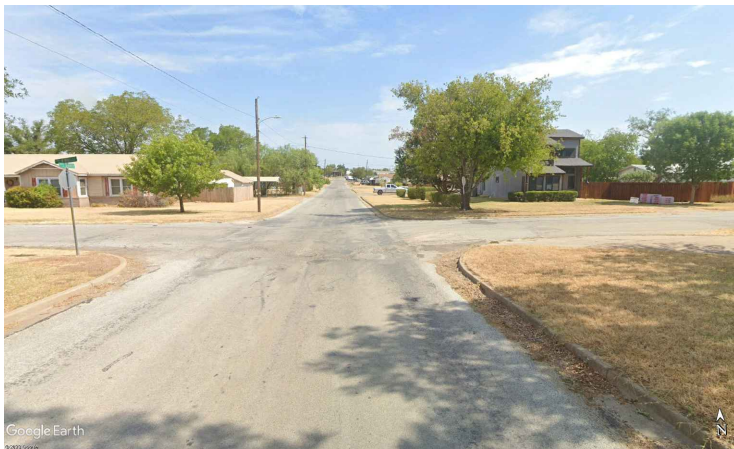
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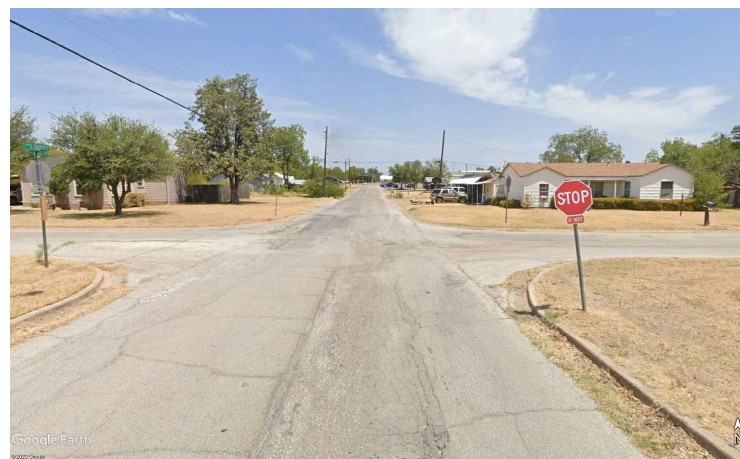


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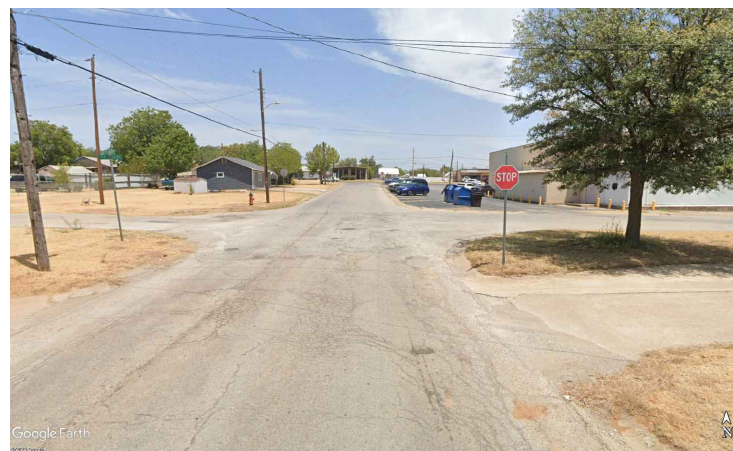
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**WHEELER ST
INTERSECTION**



**HULLUM ST
INTERSECTION**



**WHEELER ST
INTERSECTION**

**BRECKENRIDGE PAVEMENT
ANALYSIS EXHIBITS**

S HARVEY ST

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