

Poplin Development
Transportation Improvement Requirements
Planning-Level Opinion of Probable Construction Cost (OPCC)
Date: 4/22/2019

	A	B	C	D	E	F
	Access 1/Poplin Rd & UIT Rd	Access 2 & UIT Rd	Access 3 & UIT Rd	N Rocky River Rd & UIT Rd	Access 4/Creekside Dr. & N Rocky River Rd	Fiberoptic Signal Communication
Improvements	<ul style="list-style-type: none"> • WB left turn lane with 200' of storage • WB receiving lane • EB right turn lane with 150' of storage, extend EB left-turn lane • dual NB left turn lanes with 300' of storage, 300' shared through-rt • SB left turn lane and through lane with 100' of storage each 	<ul style="list-style-type: none"> • EB right turn lane with 150' of storage • 125' NB right turn lane 	<ul style="list-style-type: none"> • EB right turn lane with 75' of storage • WB left turn lane with 100' of storage • 100' NB left, right turn lane with 75' of storage 	<ul style="list-style-type: none"> • EB left turn lane with 150' of storage • WB left turn lane with 150' of storage 	<ul style="list-style-type: none"> • NB left turn lane with 100' of storage • 150' EB left, right turn lane with 100' of storage • SB right turn lane with 75' of storage 	Install fiberoptic communication infrastructure between the existing signal at UIT Road & Secret Short Cut Road and the proposed signal at Access 1/Poplin Road & UIT Road
Intersection Control	Proposed Signal	Stop Control on Access 2	Stop Control on Access 3	Signal Modification	Stop Control on Access 4/Creekside Dr.	N/A
Total Construction Cost for Improvements	\$ 1,500,000	\$ 200,000	\$ 550,000	\$ 900,000	\$ 550,000	\$ 120,000

Notes/Assumptions

- 1 Cost opinion does not include costs for easement or ROW acquisition.
- 2 Cost opinion does not include engineering, geotech, design survey, or construction administration.
- 3 Cost opinion does not include cost for private utility relocations.
- 4 Cost opinion includes an engineering/site constraint contingency of 15%, which accounts for typical NCDOT planning-level factored considerations/adjustments for terrain and grades.
- 5 Cost opinion includes an escalation factor of 15% per year, for one year.
- 6 Cost opinion includes an overall construction contingency of 30%.
- 7 Quantities used in this cost opinion are approximations based TIA Developer Mitigation Figure and Conceptual Calculations.
- 8 Widening for left-turn lanes is assumed to be symmetrical; widening for right-turn lanes is assumed to be asymmetrical.
- 9 Proposed improvements include improvements to site driveway per Internal Protected Stem (IPS) distances shown on the "Developer Mitigation" Figure provided by Kimley-Horn with this OPCC.
- 10 The Engineer has no control over the cost of labor, materials, or equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs, as provided here, are made on the basis of the Engineer's experience and qualifications and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable cost prepared for the Owner.
- 11 Unit costs used in this cost opinion are representative of typical market costs as best known to the Consultant as of the date of this estimate, and do not account for inflationary cost escalation.
- 12 Unit costs used in this cost opinion were developed from 2018 NCDOT Bid Averages, and adjusted based on the notes/assumptions described above.
- 13 Unit costs for Fiberoptic Signal Communication assumes all drilled underground fiber, installed alongside roadway, down bridge slopes of expressway, and under Monroe Expressway. Assumed no bridge attachment per NCDOT.