

## **Appendix B: Cost Estimates**

**PRELIMINARY COST ESTIMATE FOR  
1-WAY TO 2 WAY CONVERSION OF  
DOWNTOWN DAYTON - ALTERNATIVE 2  
MINIMAL PARKING IMPACT**

<b>Intersections</b>	<b>NEW CONSTRUCTION</b>	<b>MILL AND RESURFACE</b>	<b>COMBINED</b>
Monument and Perry	45900	8500	54400
Monument and Wilkinson	58500	21300	79800
Monument and Ludlow	45900	8500	54400
Monument and Main	58500	21300	79800
Monument and Jefferson	45900	8500	54400
Monument and St. Clair	45900	8500	54400
Monument and Patterson	58500	21300	79800
1st and Perry	48600	13900	62500
1st and Wilkinson	48600	13900	62500
1st and Ludlow	48600	13900	62500
1st and Main	48600	13900	62500
1st and Jefferson	48600	13900	62500
1st and St. Clair	48600	13900	62500
1st and Patterson	58500	21300	79800
2nd and Perry	48600	13900	62500
2nd and Wilkinson	48600	13900	62500
2nd and Ludlow	48600	13900	62500
2nd and Main	48600	13900	62500
2nd and Jefferson	48600	13900	62500
2nd and St. Clair	48600	13900	62500
2nd and Patterson	58500	21300	79800
3rd and Perry	58500	21300	79800
3rd and Wilkinson	48600	13900	62500
3rd and Ludlow	48600	13900	62500
3rd and Main	48600	13900	62500
3rd and Jefferson	48600	13900	62500
3rd and St. Clair	48600	13900	62500
3rd and Patterson	58500	21300	79800
4th and Perry	48600	13900	62500
4th and Wilkinson	48600	13900	62500
4th and Ludlow	48600	13900	62500
4th and Main	48600	13900	62500
4th and Jefferson	48600	13900	62500
4th and St. Clair	48600	13900	62500
4th and Patterson	48600	13900	62500
5th and Perry	54400		54400
5th and Wilkinson	48600	13900	62500
5th and Ludlow	48600	13900	62500
5th and Main	58500	21300	79800
5th and Jefferson	48600	13900	62500
5th and Patterson	73300	31500	104800
Court and Ludlow	45900	8500	54400
<b>Mid-block</b>	44400	1739000	1783400
<b>TOTAL</b>	2181800	2358700	4540500
10% Contingency	218180	235870	454050
<b>GRAND TOTAL</b>	2399980	2594570	4994550

**PRELIMINARY COST ESTIMATE FOR  
1-WAY TO 2 WAY CONVERSION OF  
DOWNTOWN DAYTON - ALTERNATIVE 3  
MAXIMUM PROGRESSION**

<b>Intersections</b>	NEW CONSTRUCTION	MILL AND RESURFACE	COMBINED
Monument and Perry	45900	8500	54400
Monument and Wilkinson	58500	21300	79800
Monument and Ludlow	48600	13900	62500
Monument and Main	58500	21300	79800
Monument and Jefferson	48600	13900	62500
Monument and St. Clair	48600	13900	62500
Monument and Patterson	58500	21300	79800
1st and Perry	58500	21300	79800
1st and Wilkinson	58500	21300	79800
1st and Ludlow	48600	13900	62500
1st and Main	48600	13900	62500
1st and Jefferson	48600	13900	62500
1st and St. Clair	48600	13900	62500
1st and Patterson	58500	21300	79800
2nd and Perry	58500	21300	79800
2nd and Wilkinson	58500	21300	79800
2nd and Ludlow	48600	13900	62500
2nd and Main	48600	13900	62500
2nd and Jefferson	48600	13900	62500
2nd and St. Clair	53400	17600	71000
2nd and Patterson	58500	21300	79800
3rd and Perry	58500	21300	79800
3rd and Wilkinson	58500	21300	79800
3rd and Ludlow	48600	13900	62500
3rd and Main	48600	13900	62500
3rd and Jefferson	48600	13900	62500
3rd and St. Clair	48600	13900	62500
3rd and Patterson	58500	21300	79800
4th and Perry	58500	21300	79800
4th and Wilkinson	58500	21300	79800
4th and Ludlow	48600	13900	62500
4th and Main	53400	17600	71000
4th and Jefferson	48600	13900	62500
4th and St. Clair	48600	13900	62500
4th and Patterson	48600	13900	62500
5th and Perry	54400		54400
5th and Wilkinson	58500	21300	79800
5th and Ludlow	58500	21300	79800
5th and Main	58500	21300	79800
5th and Jefferson	48600	13900	62500
5th and Patterson	73300	31500	104800
Court and Ludlow	45900	8500	54400
<b>Mid-block</b>	<b>1029400</b>	<b>1739000</b>	<b>2768400</b>
<b>TOTAL</b>	<b>3273600</b>	<b>2448900</b>	<b>5722500</b>
30% Contingency*	982080	734670	1716750
<b>GRAND TOTAL</b>	<b>4255680</b>	<b>3183570</b>	<b>7439250</b>

**PRELIMINARY OPINION OF PROBABLE  
CONSTRUCTION COST FOR 1-WAY TO 2 WAY  
CONVERSION OF DOWNTOWN DAYTON  
ALTERNATIVE 4 - HYBRID**

	COST (\$)
<b>Pavement</b>	
Mill and resurface	920000
Pavement removed	500
Full depth pavement buildup	24300
Curb removal	5800
Curb	15000
Curb ramp	60000
Sidewalks	2000
<b>Pavement markings</b>	
Centerline	11250
Lane line	4100
Stop line/ crosswalks	50600
Arrows	10400
<b>Signs</b>	
Signs	29000
<b>Bike path</b>	
Lane line	4500
Pavement symbols	3100
Signs	3400
<hr style="border: 1px solid black;"/>	
<b>TOTAL 2-WAY CONVERSION</b>	<b>1132950</b>
<b>SUBTOTAL</b>	<b>1132950</b>
<b>TOTAL BIKE PATH</b>	<b>11000</b>
10% Contingency	
<b>SUBTOTAL</b>	<b>11000</b>
Maintenance of Traffic	100000
Signal Poles	900000
<b>SubTotal</b>	<b>2143950</b>
30% Contingency*	643185
<b>GRAND TOTAL</b>	<b>2787135</b>

**Approximately = \$2,800,000**

\* Note: Items not listed above include, but are not limited to, striping for parking stalls, transverse lines in center turn lane, and removal/ replacement of deficient curbs and sidewalks.

## DOWNTOWN DAYTON TWO-WAY STREET GRID STUDY

Other Costs		
	Minimal Progression	Maximum Progression
Meters Removed	252	788
Lost Revenue from loss of Meters (assume \$500 per year per meter)	\$ 126,000	\$ 394,000
Potential signal pole replacements	13	
Cost per corner of intersection to relocate signal pole and wires (\$25,000)	\$ 325,000	

**PRELIMINARY OPINION OF PROBABLE  
CONSTRUCTION COST FOR 1-WAY TO 2 WAY  
CONVERSION OF DOWNTOWN DAYTON  
ALTERNATIVE 4 - HYBRID**

	COST (\$)
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Full depth pavement buildup	24300
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<b>TOTAL 2-WAY CONVERSION</b>	<b>1132950</b>
<b>SUBTOTAL</b>	<b>1132950</b>
<b>TOTAL BIKE PATH</b>	<b>11000</b>
10% Contingency	
<b>SUBTOTAL</b>	<b>11000</b>
Maintenance of Traffic	100000
Signal Poles	900000
<b>SubTotal</b>	<b>2143950</b>
30% Contingency*	643185
<b>GRAND TOTAL</b>	<b>2787135</b>

**Approximately = \$2,800,000**



TETRA TECH, INC.

JOB Downtown Dayton SHEET NO. 1 OF 5  
 SUBJECT Refined Cost Estimate FILE NO. 2392-001  
 COMPUTED BY RJA DATE 4-2-07 CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

From Proposed 2-Way. dgn :

- Graphically measured area - Full Depth Pavement

Fourth St. = 455.9 SF.

Second St. = 989.6 S.F.

First St. = 1078.2 SF

Monument Ave = 3519.1 S.F.

$$\Sigma = 6042.8 \text{ SF}$$

- Pavement Removed = 214.8 SF.

- Existing pavement to be milled/resurfaced -

Fourth St / Jefferson St. = 174,830.1 SF.

Second St / First St. / Monument Ave = 560,273.5 SF.

$$\Sigma = 735,103.6 \text{ SF.}$$

$$- \quad 425.8 \text{ SF.}$$

$$= 734,667.8 \text{ SF.}$$

- Crosswalks -

Fourth at Wilkinson = 436 Ft

Fourth at Ludlow = 176 Ft

Fourth at Main = 527 Ft.

Fourth at Jefferson = 523 Ft

Jefferson at Third = 496 Ft  $\Rightarrow \Sigma = 2158 \text{ Ft.}$

Second at Perry = 380 Ft

Second at Wilkinson = 523 Ft.

Second at Ludlow = 464 Ft

second at Main = 526 Ft.



TETRA TECH, INC.

JOB Downtown Dayton SHEET NO. 2 of 5  
SUBJECT Refined Cost Estimate FILE NO. 2392-001  
COMPUTED BY R/S DATE 4-3-07 CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

Second at Jefferson = 493 Ft  
Second at St. Clair = 465 Ft  
Second at Patterson = 475 Ft.  
First at Jefferson = 486 Ft.  
First at St. Clair = 473 Ft.  
First at Patterson = 469 Ft.  
Monument at Patterson = 539 Ft.  
Monument at Alley = 176 Ft.  
Monument at Webster = 418 Ft  

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Σ = 5887 Ft.

• Stop Bar -

Fourth St = 573 Ft.  
Second St. = 857 Ft.  
First St. = 382 Ft.  
Monument Ave = 268 Ft.  

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Σ = 2080 Ft.

• Centerline -

Fourth St. = 2430 Ft.  
Second St. = 4614 Ft.  
First St. = 1808 Ft.  
Monument Ave = 3028 Ft.  

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Σ = 11880 Ft.



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JOB Downtown Dayton SHEET NO. 3 OF 5  
 SUBJECT Refined Cost Estimate FILE NO. 2392-001  
 COMPUTED BY Rjs DATE 4-3-07 CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

• Lane Lines

Fourth St = 1350 Ft.  
 Second St = 4200 Ft.  
 First St = 1825 Ft.  
 Monument Ave = 1025 Ft.  


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 $\Sigma = 8400 \text{ Ft.}$

• Curb -

Fourth St. = 110 Ft.  
 Second St = 220 Ft.  
 First St. = 185 Ft.  
 Monument Ave = 495 Ft.  


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 $\Sigma = 1010 \text{ Ft.}$

• Channelizing Lines -

Fourth St = 925 Ft.  
 Second St. = 2070 Ft.  
 First St = 1430 Ft.  
 Monument Ave = 1475 Ft.  


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 $\Sigma = 5900 \text{ Ft.}$

• Curb removal -

Fourth St. = 130 Ft  
 Second St = 260 Ft.  
 First St. = 235 Ft  
 Monument Ave = 540 Ft  


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 $\Sigma = 1165 \text{ Ft.}$

• Bike Path:

North to West = 8015 Ft  
 West to North = 7910 Ft.

Assume: Costs associated with estimate dated 11-6-07 are still valid.

• mill/resurface =  $\$9.60 / \text{SF} (734,667.8 \text{ SF}) \left( \frac{1.54}{9.5 \text{ SF}} \right)$   
 $= \$783,600$

• Pavement Removed =  $\$20 / \text{SF} (214.8 \text{ SF}) \left( \frac{1.54}{9.5 \text{ SF}} \right) = \$500$

• sidewalk =  $\$10 / \text{SF} (214.8 \text{ SF}) = \$2148$



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JOB Downtown Dayton SHEET NO. 4 OF 5  
SUBJECT Refined Cost Estimate FILE NO. 2392-001  
COMPUTED BY RJB DATE 4-3-07 CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

- Full depth =  $(\$3.47/sy + \$4.38/sy + \$13.33/sy + \$10/st)$   
 $(6042.8 SF) (1sy/9 SF)$   
 $= \$20,935$
- curb removal =  $\$3.00/ft (1165 ft)$   
 $= \$3,500.00$
- curb =  $\$15.00/ft (1010 ft)$   
 $= \$15,000$
- curb ramp =  $\$10.00/sf (12 ea) (950 sf/ea)$   
 $= \$114,000$
- centerline =  $\$3000/mi (11880 ft) (\frac{1mi}{5280ft})$   
 $= \$6,750$
- Lane Line =  $\$1000/mi (8400 ft + 5900 ft) (\frac{1mi}{5280ft})$   
 $= \$2,700$
- Stop line / crosswalks =  $\$5.00/ft (2158 ft + 5887 ft + 2080 ft)$   
 $= \$50,600$
- Arrows =  $\$80.00 (130 ea) = \$10,400$



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JOB Downtown Dayton SHEET NO. 5 OF 5  
 SUBJECT Refined Cost Estimate FILE NO. 2392-001  
 COMPUTED BY RJS DATE 4-3-07 CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

- Signs -

using previous assumptions = \$1530 per intersection

$$= \$1530 (19)$$

$$= \$29000$$

- Bike Path

$$\text{Lane Line} = \$1000/\text{mi} \left( 8015 \text{ ft} + 7910 \text{ ft} \right) \left( \frac{1 \text{ mi}}{5280 \text{ ft}} \right)$$

$$= \$3000$$

Pavement Symbols - Assume cost is the same as for pavement arrows

Assume one symbol per 400 ft.

$$= \$80/\text{ea} \left( 8015 \text{ ft} \left( \frac{1 \text{ ea}}{400 \text{ ft}} \right) \right) + \$80/\text{ea} \left( 7910 \text{ ft} \left( \frac{1 \text{ ea}}{400 \text{ ft}} \right) \right)$$

$$= \$3100$$

Signs - Assume one sign per 400 ft.

$$2 \text{ SF} (\$13/\text{SF}) + 6 \text{ ft} (\$10/\text{SF})$$

$$= \$86/\text{sign}$$

$$= \$86 (20 \text{ ea}) + \$86 (19 \text{ ea})$$

$$= \$3400$$



TETRA TECH, INC.

JOB Downtown Dayton - 2-way Conversion SHEET NO. 1 OF 7  
 SUBJECT Conceptual Cost Estimate FILE NO. 2392-001  
 COMPUTED BY RJD DATE 11-7-06 CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

- Assume: Conversion from 1-way to 2-way will consist of
- 1) milling the old surface down
  - 2) rebuilding deficient curbs/reconfigure curbs to meet new geometries
  - 3) Build-up new pavement
  - 4) Paint new striping
  - 5) Reconfigure signals and signs

Assume for rebuild: 1.25' Item 448 Surface Course on  
 1.75' Item 448 Intermediate Course.

- From Existing Lane Geometry.dgn, a rough estimation of pavement surface involved is around 16,000 SY project-wide. -

Using the Item Master Search on ODOT's website from the office of Estimating, and Monroe Street Improvements (Tetra Tech, 2006)

the following costs are estimated

- Item 254 Pavement Planing - \$1.75/SY
- Item 448 Surface Course - \$100.00/CY  $\approx$  \$3.47/SY
- Item 448 Intermediate Course - \$90.00/CY  $\approx$  \$4.38/SY
- Item 202 Curb removed - \$3.00/ft.
- Item 609 Curb - \$15.00/ft.
- Item 644 center line - \$3000.00/mi
- Item 644 Lane line - \$1000.00/mi
- Item 644 Stop line/crosswalk line - \$5.00/ft
- Item 644 Arrows - \$20.00/ft



TETRA TECH, INC.

JOB Downtown Dayton - 2-way Conversion SHEET NO. 2 OF 7  
 SUBJECT Conceptual Cost Estimate FILE NO. 2392-001  
 COMPUTED BY RJA DATE 11-7-06 CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

Item 302 Asphalt Concrete Base - \$80.00 / CY = \$13.33/SY  
 Item 304 Aggregate Base - \$40.00 / CY = \$10 / SY  
 Item 608 Curb Ramp - \$10.00 / SF  
 Item 630 Signs - \$13.00  
 Item 630 Sign Supports - \$10.00 / FT

Monument / Perry : 914 SY (117.2 SY ren)  
 \$1600 + \$3175 + \$4000 + \$1560 + \$1175  
 = \$11500

Monument / Wilkinson : 1233 SY (87 SY ren)  
 \$2158 + \$4279 + \$5400 + \$1160 + \$8700  
 = \$21700

Monument / Ludlow : 809 SY (64.7 SY)  
 \$1415 + \$2806 + \$3542 + \$862 + \$647  
 = \$9300

Monument / Main  
 \$4120 + \$8169 + \$10311 + \$1583 + \$1188  
 = \$25400

Monument / Jefferson  
 \$1122 + \$2225 + \$2809 + \$514 + \$386  
 = \$7050

Monument / St Clair  
 \$1500 + \$2971 + \$3750 + \$565 + \$425  
 = \$9211



TETRA TECH, INC.

JOB \_\_\_\_\_ SHEET NO. 3 OF 7  
SUBJECT \_\_\_\_\_ FILE NO. \_\_\_\_\_  
COMPUTED BY \_\_\_\_\_ DATE \_\_\_\_\_ CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

Monument/Patterson

$$\begin{aligned} & \$3188 + \$6322 + \$7980 + \$7287 + \$5467 \\ & = \underline{\$30244} \end{aligned}$$

1st/Perry

$$\begin{aligned} & \$1982 + \$3929 + \$4960 + \$829 + \$622 \\ & = \underline{\$12322} \end{aligned}$$

1st/Wilkinson

$$\begin{aligned} & \$1877 + \$3762 + \$4749 + \$1223 + \$918 \\ & = \underline{\$12549} \end{aligned}$$

1st/Ludlow

$$\begin{aligned} & \$2165 + \$4294 + \$5420 + \$675 + \$506 \\ & = \underline{\$13060} \end{aligned}$$

1st/Main

$$\begin{aligned} & 2885 + \$5722 + 7222 + 1497 + 1123 \\ & = \underline{\$18450} \end{aligned}$$

1st/Jefferson

$$\begin{aligned} & \$14742 + 3831 \\ & = \underline{\$18575} \end{aligned}$$

1st/St Clair

$$\begin{aligned} & \$12916 + \$2950 \\ & = \underline{15875} \end{aligned}$$

1st/Patterson

$$\begin{aligned} & \$14050 + 6000 = \underline{\$20100} \end{aligned}$$



TETRA TECH, INC.

JOB \_\_\_\_\_ SHEET NO. 4 OF 7  
 SUBJECT \_\_\_\_\_ FILE NO. \_\_\_\_\_  
 COMPUTED BY \_\_\_\_\_ DATE \_\_\_\_\_ CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

2<sup>nd</sup>/Perry  
= \$9225

2<sup>nd</sup>/Main  
= \$9825

4<sup>th</sup>/Main  
 = \$13900 + \$2178  
 = \$16078

5<sup>th</sup>/Patterson  
 \$33375 + \$17275  
 \$50,650

Using Engineering Judgement:

Small = \$10,000	x 6	60000
Med = \$15,000	x 27	405000
Large = \$25,000	x 8	200000
x Large = \$50,000	x 1	50000

Mid Block =

400 ft (55 ft)  
 = 2450 SY

∴ = \$23,500 x 74 / 739000

Σ = 2454,000



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JOB \_\_\_\_\_ SHEET NO. 5 OF 7  
 SUBJECT \_\_\_\_\_ FILE NO. \_\_\_\_\_  
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Arrows : 66 + 12 + 87 + 14 + 81 + 26 + 94 + 29 + 90  
 + 12 + 78 + 24  
 = 613  
 = \$49,000

Crosswalks/  
 Stop bars

Monument/Perry	27 ft
/Wilkinson	512 ft
Ludlow	406
Main	653
Jefferson	255
St Clair	265
Patterson	690

1st/Perry	587
Wilkinson	562
Ludlow	642
Main	693
Jefferson	653
St Clair	652
Patterson	663

Averages: Small : 350' = \$1750  
 intersection  
 Med : 625' = \$3125  
 Large : 675' = \$3375

Curb:	ren	New		ren	New
Monument/Perry	169	-	1st/Perry	190	165
/Wilkinson	320	248	Wilkinson	250	215
/Ludlow	199	105	Ludlow	175	110
Main	595	593	Main	230	196
Jefferson	159	143	* Jefferson	325	305
St Clair	74	52	St Clair	295	250
Patterson	770	753	Patterson	985	860
			4th/Main	250	220



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Curb ramps : Assume curb ramp consists of  
 connecting endpoints of 35 ft curve  
 to radius point

∴ each curb ramp = 950 SF  
 per intersection = 3800 SF = \$38000

curb	rem	New	=	rem	New
Small	150 ft	100 ft		\$450	\$1500
Med	250 ft	200 ft		\$750	\$3000
Large	600 ft	600 ft		\$1800	\$9000

	Center-line	Edge Line
Monument	4830 ft.	4200 ft.
betw Monument & 1 <sup>st</sup>	3845 ft.	2750 ft.
1 <sup>st</sup>	5450 ft.	3600 ft.
1 <sup>st</sup> & 2 <sup>nd</sup>	4300 ft.	3450 ft.
2 <sup>nd</sup>	4700 ft.	1450 ft.
2 <sup>nd</sup> & 3 <sup>rd</sup>	5500 ft.	2600 ft.
3 <sup>rd</sup>	5200 ft.	2200 ft.
3 <sup>rd</sup> & 4 <sup>th</sup>	5725 ft.	4350 ft.
4 <sup>th</sup>	7900 ft.	2300 ft.
4 <sup>th</sup> & 5 <sup>th</sup>	4200 ft.	4400 ft.
5 <sup>th</sup>	5700 ft.	5450 ft.
beyond 5 <sup>th</sup>	4650 ft.	4200 ft.

Σ = 62000 ft = 575000      Σ = 46000 ft = 47000



TETRA TECH, INC.

JOB \_\_\_\_\_ SHEET NO. 7 OF 7  
 SUBJECT \_\_\_\_\_ FILE NO. \_\_\_\_\_  
 COMPUTED BY \_\_\_\_\_ DATE \_\_\_\_\_ CHK. BY \_\_\_\_\_ DATE \_\_\_\_\_

Signs = Assume per intersection  
 8 parking @ 1.5 SF  
 2 road names @ 1.5 SF  
 8 Lane designations @ 9 SF  
 = 87 SF of signs

Assume - road names and Lane Designations can be attached to signal poles.

∴ Sign supports = 8 parking x 5 ft Ea.  
 = 40 ft.

Signs = 87 SF ( $\$13/\text{SF}$ ) =  $\$1131$

Sign Supports = 40 FT ( $\$10/\text{FT}$ ) =  $\$400$

Grand Total:

Small intersection =  $\$10,000 + \$1750 + \$1167 + \$1950 + \$38000 + \$1500$

Med. intersection =  $\$15000 + \$3125 + \$1167 + \$3750 + \$38000 + \$1500$

Large intersection =  $\$25000 + \$3375 + \$1167 + \$10800 + \$38000 + \$1500$

X Large intersection =  $\$50000 + \$3375 + \$1167 + \$10800 + \$38000 + \$1500$

Mid-Block =  $\$23500 + \$475 + \$105$

S	$\$54,400$	x 6	=	326 400
M	$\$62,500$	x 27	=	1 687 500
L	$\$79,800$	x 8	=	638 400
XL	$\$104,800$	x 1	=	105 000
MID	$\$24,100$	x 74	=	1 782 000

10% Contingency =  $4,993,230 \approx \$5,000,000$

# Downtown Dayton

