

# Sharon Pedestrian Master Plan

Sharon, TN  
September 2023

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# Introduction

## Transportation Planning Grant (TPG) Program

The Tennessee Department of Transportation's (TDOT) Transportation Planning Grant (TPG) program began in 2015 with the aim of supporting local planning work that benefits TDOT's statewide goals and providing needed planning resources and assistance to Tennessee communities. TDOT values good local planning in order to build a stable framework for statewide growth. Common types of planning documents funded by the TPG program include Complete Street Plans, Pedestrian and Bicycle Master Plans, Transportation Systems Management and Operations, Corridor Studies, Resurfacing Plans and Community Mobility Plans.

## Sharon Community Overview

The Town of Sharon, Tennessee, is located in the northwestern portion of the state, approximately 19 miles south of the Tennessee-Kentucky state line and 50 miles east of the Tennessee-Missouri state line.

According to the American Community Survey's (ACS) 2021 5-Year Estimates, Sharon is home to 1,031 residents. The town is 82 percent white, and nearly a quarter of the population is over the age of 60. Median household income is \$27,583, and over 20 percent of families live in poverty. Sharon's unemployment rate is 5.5 percent, compared to 5.3 percent in Tennessee as a whole.

## Plan Need & Purpose

As mentioned in Sharon's TPG proposal, the Town's vision is, "citizens being able to shop, attend church and recreational activities, and handle business activities all without ever starting a vehicle." This project aims to offer multimodal options for the people of Sharon to reach daily destinations safely and conveniently. Sharon's small area and relatively compact development pattern present great potential for improved walkability. This plan will provide a framework for updating existing facilities, adding new connections to the sidewalk network and increasing safety for all facility users.





# Existing Conditions

Sharon's Community TPG application describes issues in the community's current sidewalk network as a "significant safety issue" for residents, most of whom are elderly. The existing sidewalks in Sharon vary in level of deterioration and Americans with Disabilities Act (ADA) accessibility. Some important community destinations lack sidewalks altogether, forcing pedestrians and cyclists to use the town's roadways to reach their destinations.

## Traffic and Safety

Annual Average Daily Traffic (AADT) for Sharon ranges between 693-1,348 vehicles on local roads that run through the community, but nearby highways average over 5,500 vehicles, as shown in Figure 01. The speed limit for major thoroughfares within the town's limits is 20-30 miles per hour (mph) and increases to 40 mph near the outskirts of town. The exception is US 45, which has a speed limit of 65 mph.

Between 2019 and 2022, most crashes were of unknown severity, with the exception of two minor injury crashes and four instances of property damage, as shown in Figure 01. All crashes resulting in minor injuries or property damage occurred on SR 89/W Main Street.

Additionally, Sharon has two railroad crossings: one on E Main Street and one near the Sharon School. Neither crossing has flashing

safety beacons.

## Key Destinations

Sharon City Hall, Sharon School, the post office, the senior center, the public library, a general store and multiple churches are all located at the center of town near Main Street. Sharon School is the only elementary school in Weakley County that accommodates special education students, so children from across the county travel to and from the school daily. Additionally, housing for senior citizens is located in the downtown area.

The northern part of Sharon has numerous residences and other daily destinations, including the local park, a place of worship, and the new Dollar General store, all of which are within walking distance of many homes. Robinson & Belew, a grain shipping company and one of Sharon's largest industries, is located in the town's northern limits.

## Current and Future Projects

Sharon received a grant from TDEC for a water project. The project will replace water meters and make improvements at the pump station. It is recommended that the Town of Sharon identify opportunities to implement the recommendations later in this plan along with the water system improvements.

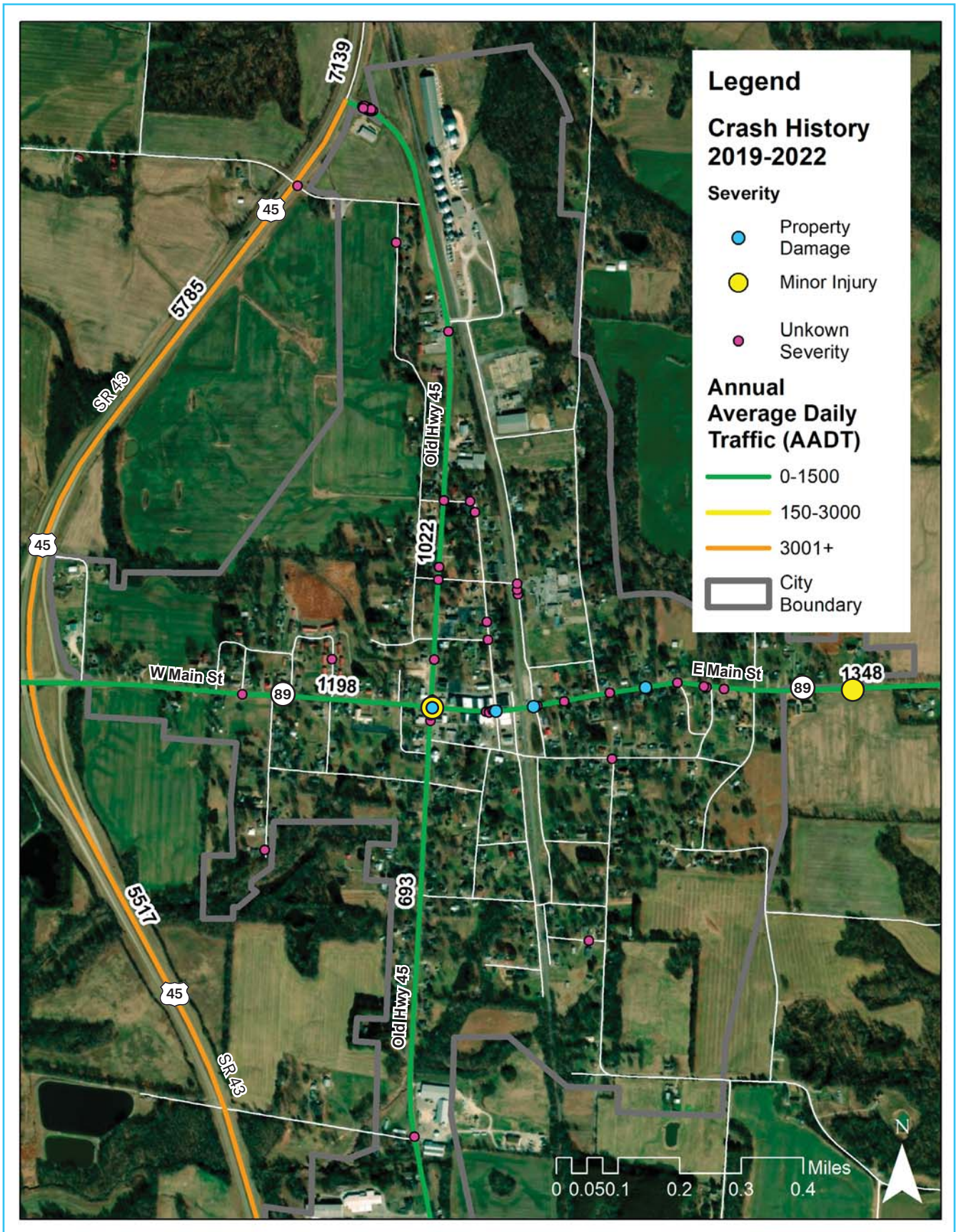


Figure 01. Sharon AADT and Crashes



# Public Engagement

Public engagement efforts for the Sharon Sidewalk Master Plan included a kickoff meeting, a public open house and a survey.

## Kickoff Meeting

The project kickoff meeting was held on November 1, 2022, and included town officials, TDOT staff and the project consultant team. After a brief welcome and introductions, participants reviewed the project's purpose and background, as written in the TDOT TPG application. The scope of work, project schedule and study area were also discussed. The consultant team requested information from the town and TDOT regarding current or planned public works projects within the area, as well as local industries, traffic and crash data. Project team member roles and responsibilities were established, and any additional information needed for the project was discussed. The meeting closed with a list of next steps, followed by a field review of the project area.



## Public Open House

A public open house was held on May 8, 2023, at the Sharon Community Center. Ten people attended. Staff from the town, TDOT and Gresham Smith were present to answer questions and provide more information. The open house included paper handouts detailing the project's purpose and goals, as well as boards showing existing conditions in Sharon and the proposed network. Attendees were asked to answer a short survey concerning their opinions of the proposed plans. Survey respondents could choose to follow a link to answer online or provide answers on paper surveys provided at the open house.

## Survey Results

Between the online and printed options, 33 people responded to the survey. Twelve respondents supported filling in the missing sidewalk gaps, improving crosswalks and adding a shared-use path along Main Street, Woodlawn Avenue and Woodlawn Road. Nineteen respondents were not in favor of the plan. While two respondents supported filling in the missing sidewalk gaps, but did not support improving crosswalks and adding a shared-use path. Only one respondent in opposition to the plan left comments; they expressed concern that the improvements would take place on their property. Common reasons respondents supported the proposed plan included safety for pedestrians and those who use mobility devices; connectivity to important destinations; the amount of people who already walk on the existing sidewalks; and concern for the safety of very young or very elderly residents who may walk.

The full survey results are available in the Appendix A.

# Issues and Opportunities

Adequate sidewalk facilities allow communities to reinforce familiar public spaces like downtowns and parks while also integrating newer growth and development into the larger community. In addition to the many individual benefits of walking – including safe and affordable access to work, schools, and shopping and better health, projects throughout the United States demonstrate the enduring and increasing economic impact of walking and bicycling infrastructure.

For the Town of Sharon, walking issues center on both the need to strengthen downtown and provide critical links to neighborhoods, schools, parks, and retail destinations.

## Connectivity

Currently, the only sidewalks in Sharon are located along Main Street and in the immediate surrounding downtown area, as shown in Figure 02. Pedestrians in Sharon are primarily elderly residents who no longer drive and elementary school students who walk to school. Both of these groups currently must use narrow, deteriorated sidewalks, or sometimes roadways intended for vehicles.

Sharon has an opportunity to create a true pedestrian network by increasing the number of sidewalks and shared-use paths throughout the town, particularly in the northern portion of the community, which is not currently served by any dedicated walking facilities. Adding new pedestrian facilities will improve connectivity by providing multimodal options for Sharon residents and visitors, allowing them safe and convenient travel among residential areas, retail stores, parks

and schools.

## Safety

Damaged, non-ADA compliant or nonexistent sidewalks create gaps in the pedestrian network. These gaps mean pedestrians are frequently forced to use highways and city streets to reach their destinations. These facilities are designed exclusively for automobile traffic, and thus lack crosswalks and other active transportation safety features.

Officials from the Town of Sharon cited heavy truck traffic on Old Highway 45 and Woodlawn Avenue. The high amount of traffic from industrial vehicles creates a safety risk for pedestrians who must use unsafe or inaccessible sidewalks or worse, city streets.

Sharon can improve safety for all road users by upgrading sidewalks to a state of good repair, meeting current safety and ADA standards and adhering to the latest design standards for active transportation facilities. Additionally, enhanced crossings will help improve safety at key intersections and crossing locations. Enhanced crossings may include high-visibility crosswalk markings and crosswalk signs, which may be paired with push button-activated rectangular rapid-flashing beacons (RRFB).

## Economic Development

Sharon recognizes that its rustic appeal and close proximity to the University of Tennessee at Martin could make it an attractive destination for students and professionals who work from home.

A connected pedestrian network will offer residents and visitors an opportunity to easily reach destinations throughout the town. Providing multimodal options for people to reach the town's businesses may increase foot traffic, boosting the local economy.





Figure 02. Existing Bicycle and Pedestrian Networks



# Recommendations

The sidewalk master plan (Figure 03) reflects a desire in the Town of Sharon to create a safe and accessible multimodal network linking its downtown district – both the geographic and symbolic center of the community – to key activity centers around town. Critically, the plan recommendations do not assume some future demand along these key corridors; rather, they reinforce the existing pattern of bicycle and pedestrian travel along corridors where people currently travel by means of walking or biking. In addition to providing safe means of non-automobile travel throughout the community, the master plan also expands the public spaces where residents and visitors can experience civic life and take advantage of expanded recreational opportunities.

For all project recommendations, design and construction of pedestrian and bicyclist facilities within the footprint of roadway right-of-way should consider the most current best practices established by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of City Transportation Officials (NACTO) along with all other applicable federal, state and local guidelines. New construction of sidewalk and shared-use path or rehabilitation of existing accessible pedestrian facilities must adhere to ADA and Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) standards in conjunction with any local and state guidelines. This includes, but is not limited to cross-slope, grade and accessible ramps and landings. Recreational park facilities may vary on level of accessibility, surface type, and design standards.

The master plan recommendations include the following principal improvements:

## **Downtown Pedestrian Improvements**

The master plan includes recommendation that reinforce downtown Sharon as the center of public life in the community. To facilitate both pedestrian and bicycle connectivity through town, the plan recommends a continuous shared-use path along the north side of Main Street, complemented by a complete sidewalk facility on the south side of the roadway. Enhanced crossing improvements at Highway Avenue and North Woodlawn Avenue will further enhance the multimodal character of the district. Taken together, these improvements will enhance access to key destinations in the district, including the Sharon Public Library, United States Post Office, Sharon Senior Center, and the Little General Convenience Store.

## **Enhanced Access to Sharon Park and Sharon School**

A couplet of shared-use path facilities, extending northward from East Main Street along Woodlawn Avenue and Woodlawn Road, will provide enhanced bicycle and pedestrian access to Sharon Park and Sharon School. Woodlawn Avenue is currently served by an existing sidewalk facility with a substandard width of less than four feet, which may prohibit accessibility by users of all ages and abilities. The facility would provide enhanced access to Sharon School's main entrance, supported by an improved pedestrian crossing facility at Fonville Street.

The shared-use path would then extend northward to Wormser Road and terminate at the entrance to Sharon Park. Given the park's existing location away from residential and activity centers in Sharon, this enhanced connectivity will reinforce the park as a gathering place for residents and visitors.

A parallel facility along Woodlawn Road would terminate near Sharon School's rear access drive, providing secondary access to both the school and playground facilities.

## Improved Connectivity in North Sharon

Sidewalk extensions in parts of Sharon north of Main Street will provide augment the existing sidewalk network and provide improved connectivity to key destinations. Sidewalk extensions along North Hollis Avenue and North Highway Avenue will further reinforce downtown as the center of civic life in Sharon while also providing improved access to residences, houses of worship, and Sharon School.

Another sidewalk extension would connect along North Martin Avenue from Cherry Street north to Nowlin Street. This would provide improved pedestrian access for residents along North Martin Avenue to both central Sharon and Dollar General to the north – a major retail activity center in the community. Furthermore, many residents along North Martin Avenue reside in Northgate Terrace, a low-income housing development managed by the Martin Housing Authority.

Finally, a new sidewalk facility along North Highway Avenue from Nowlin Street to US-45. Stakeholders indicated that the Dollar General at the northern terminus is a major pedestrian trip attractor, including users with mobility limitations.

## Connections to Southern Neighborhoods

A series of sidewalk facility improvements in the southern residential zone of Sharon would build out the existing sidewalk in the area. Old Highway 45 would have sidewalks on both sides of the street to serve the residential cluster along route. Additional east-west connections along Mill Street would further connect residences to downtown, as well as key government facilities such as Town Hall and the community's fire house.





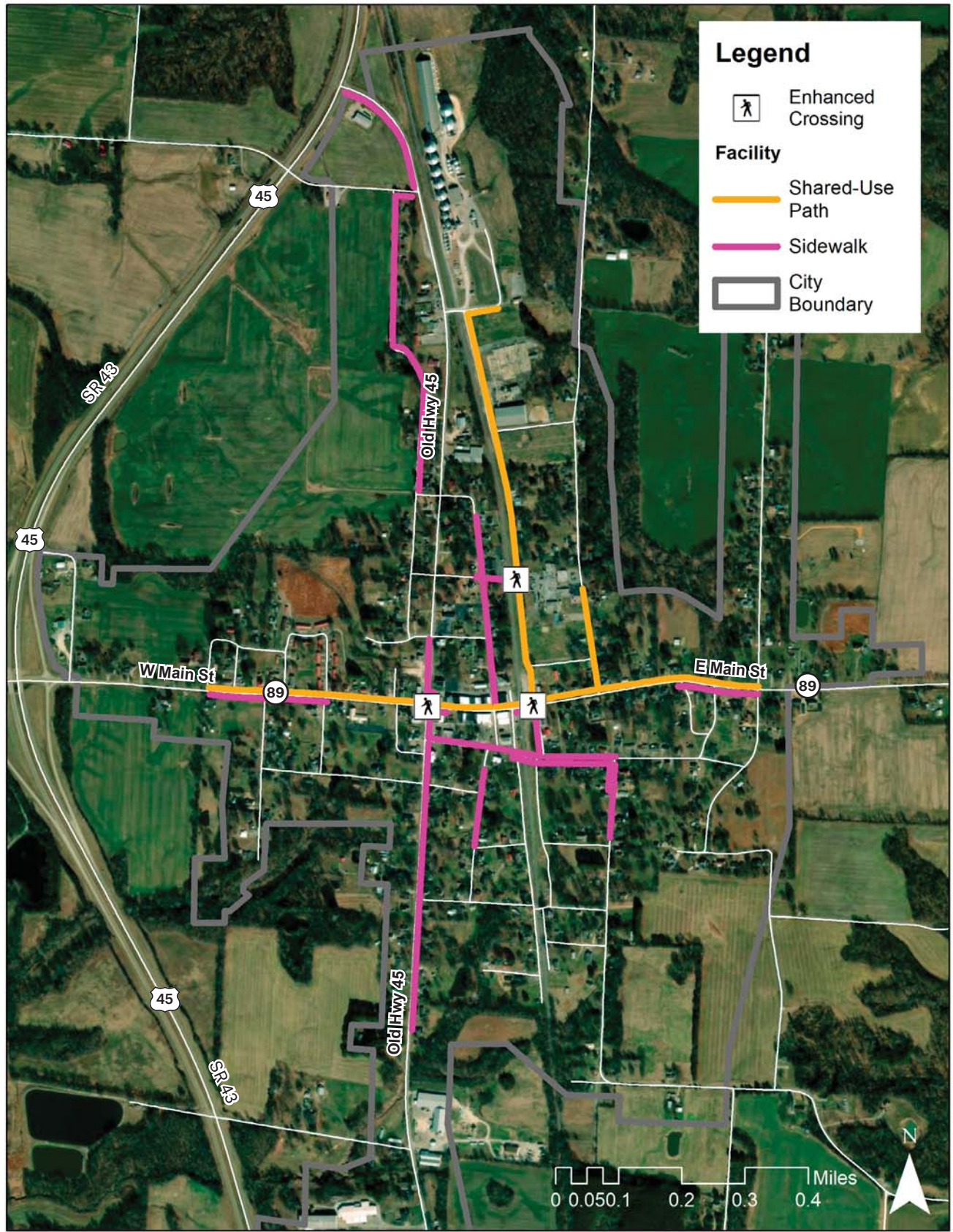


Figure 03. Proposed Bicycle Network



# Implementation

The master plan provides an overall framework for pedestrian and multimodal improvements in Sharon. Importantly, within the overall framework, there is a great deal of flexibility in terms of project scoping, phasing and funding.

## Cost Estimates

The cost estimates were developed using TDOT's Strategic Transportation Investment Division (STID) cost estimating tool. This tool provides a much more accurate depiction of probable cost than most planning-level cost assessments, many of which use cost per linear foot. It is important to note that although the cost estimates cover the entire extent of the street and crossing improvements proposed in the master plan, each improvement can be further separated into smaller projects as needed, for example, a single block length for a street improvement or a single crossing.

Right-of-way acquisition is not included in the estimate, as exact property lines are unknown at this time. Since each segment was estimated individually, there is a higher overall cost for all of the segments. If segments were to be combined into the same project, construction costs should decrease as contractors typically charge a lower unit price for items with higher quantities.

Table 01 summarizes the cost estimates; the full cost sheet from the TDOT STID tool for each recommendation is included in Appendix B.





Table 01. Cost Estimates

Street	From	To	Facility	2023 Cost
E Main Street	West of Rail Crossing	East of Rail Crossing	Sidewalk	\$50,100
Fonville Road	N Hollis Ave	N Woodlawn Ave	Sidewalk	\$87,700
E Main Street	W of Bruce Circle	N Ezell Ave	Sidewalk	\$325,000
S Highway Ave	E Main Street	W Maple Street	Sidewalk	\$79,000
S Highway Ave	W Maple Street	Southern Terminus	Sidewalk	\$55,000
N Highway Ave	W Main Street	Alleyway	Sidewalk	\$227,000
Mill Street	S Front Street	S Durham Ave	Sidewalk	\$92,000
Mill Street	S of Mill Street	Mill Street	Sidewalk	\$104,000
S Woodlawn Ave	Mill Street	E Main Street	Sidewalk	\$549,000
N Martin Ave	Cherry Street	Nowlin Street	Sidewalk	\$244,000
W Main Street	Ash Street	Edge Street	Sidewalk	\$139,000
N Highway Ave	W Main Street	W Moore Street	Sidewalk	\$68,000
E Main Street	S Highway St	Existing Sidewalk	Sidewalk	\$339,000
N Hollis Ave	E Main Street	N of Fonville Street	Sidewalk	\$177,000
S Durham Ave	Elm Street	Mill Street	Sidewalk	\$608,000
S Hollis Ave	Elm Street	Existing Sidewalk	Sidewalk	\$197,000
Mill Street	S Woodlawn Ave	S Woodlawn Ave	Sidewalk	\$268,000
Mill Street	S Woodland Ave	S Durham Ave	Sidewalk	\$198,000
N Highway Ave	US Highway 45 E	Nowlin Street	Sidewalk	\$371,000
N Durham Ave	S Main Street	Sharon School	Sidepath	\$232,000
N Woodlawn Ave	S Main Street	Sharon School	Sidepath	\$181,071
N Woodlawn Ave	Sharon School	N Park Ave	Sidepath	\$447,456
W Main Street	Ash Street	N Highway Ave	Sidepath	\$363,000
W Main Street	N Highway Ave	N Woodlawn Ave	Sidepath	\$186,000
E Main Street	N Woodlawn Ave	N Ezell Street	Sidepath	\$338,000

## Facility Development

The Sharon Sidewalk Master Plan provides an overall framework for improving safety and mobility for pedestrians and bicyclists in Sharon. While the improvements presented here identify recommendations by street or road, they do not necessarily represent specific or individual projects, per se. The project development phase begins with project definition – that is, identifying the project’s purpose and need, its logical termini, and feasibility.

As part of the planning process, however, high-level, qualitative criteria were developed to help prioritize the recommended segments in the master plan, as seen in Table O2. The criteria are closely tied to the community’s identified issues and opportunities and can be used by local officials to help evaluate which recommendations can have the greatest impact on the active transportation environment in Sharon. The criteria include:

- Safety (crash history, network gaps, traffic volumes);
- Demand (schools, parks, key destinations); and
- Cost efficiency (ease of implementation, funding opportunities).

Each project type was scored qualitatively on a three-point scale (i.e., high = three points; medium = two points; low = one point). Project scoring is included as an appendix. Local officials are encouraged to revisit the scoring framework as projects are implemented or local priorities evolve.

Enhanced crossing recommendations are not included in the prioritization framework. It is assumed these recommendations will be implemented concurrently with adjacent sidewalk improvements.





Table 02. Facility Development

Street	From	To	Facility	Prioritization Factors			Total Score
				Safety	Demand	Cost	
E Main Street	West of Rail Crossing	East of Rail Crossing	Sidewalk	1	1	1	3
Fonville Road	N Hollis Ave	N Woodlawn Ave	Sidewalk	1	2	3	6
E Main Street	W of Bruce Circle	N Ezell Ave	Sidewalk	2	1	2	5
S Highway Ave	E Main Street	W Maple Street	Sidewalk	3	3	3	9
S Highway Ave	W Maple Street	Southern Terminus	Sidewalk	1	1	3	5
N Highway Ave	W Main Street	Alleyway	Sidewalk	3	1	1	5
Mill Street	S Front Street	S Durham Ave	Sidewalk	1	1	3	5
Mill Street	S of Mill Street	Mill Street	Sidewalk	1	1	2	4
S Woodlawn Ave	Mill Street	E Main Street	Sidewalk	1	1	1	3
N Martin Ave	Cherry Street	Nowlin Street	Sidewalk	1	3	3	7
W Main Street	Ash Street	Edge Street	Sidewalk	1	1	3	5
N Highway Ave	W Main Street	W Moore Street	Sidewalk	3	3	3	9
E Main Street	S Highway St	Existing Sidewalk	Sidewalk	3	2	1	6
N Hollis Ave	E Main Street	N of Fonville Street	Sidewalk	3	1	3	7
S Durham Ave	Elm Street	Mill Street	Sidewalk	1	1	1	3
S Hollis Ave	Elm Street	Existing Sidewalk	Sidewalk	1	1	2	4
Mill Street	S Woodlawn Ave	S Woodlawn Ave	Sidewalk	1	3	2	6
Mill Street	S Woodland Ave	S Durham Ave	Sidewalk	1	1	2	4
N Highway Ave	US Highway 45 E	Nowlin Street	Sidewalk	3	3	2	8
N Durham Ave	S Main Street	Sharon School	Sidewalk	1	2	3	6
N Woodlawn Ave	S Main Street	Sharon School	Sidewalk	1	3	3	7
N Woodlawn Ave	Sharon School	N Park Ave	Sidewalk	1	2	3	6
W Main Street	Ash Street	N Highway Ave	Sidewalk	3	2	3	8
W Main Street	N Highway Ave	N Woodlawn Ave	Sidewalk	3	3	3	9
E Main Street	N Woodlawn Ave	N Ezell Street	Sidewalk	3	1	3	7

## Potential Funding Sources

While walking and bicycling facilities are typically included as part of larger public infrastructure and private development projects, increasingly, communities are undertaking targeted bicycle and pedestrian improvements to retrofit commercial districts and neighborhoods for economic and community development purposes. Following is a brief overview of several potential funding sources.

- **Multimodal Corridor Projects:** The most cost-effective way to implement the recommendations in the master plan is to coordinate walking and bicycling improvements with either local or state road projects during the project planning and programming processes. Opportunities for coordinating projects include:
  - Corridor resurfacing;
  - Corridor reconstruction;
  - Intersection and safety improvements;
  - Drainage improvements; and
  - Utility projects.
- **State/Federal Transportation Grant Programs:** There are also grant opportunities at the state and federal levels aimed at bicycle and pedestrian improvements. Table 03 summarizes several programs, including eligible activities.

Table 03. Potential Funding Sources

Program Name/ Administering Agency	Examples of Eligible Activities	Funding	How to Apply
<b>Transportation Alternatives Program/ Tennessee Department of Transportation</b>	On- and off-road pedestrian and bicycle facilities, and safe routes to school projects.	80 percent federal with a 20 percent non-federal construction share. Non-federal share must be provided as a hard cash match, and all preliminary engineering (PE), design and right-of-way expenditures are solely the responsibility of the local governmental agency.	Application cycle is open from August 1 through the first Friday in October each year. Application materials can be accessed on the TDOT website: <a href="https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html">https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html</a>
<b>Multimodal Access Grant/ Tennessee Department of Transportation</b>	Pedestrian crossing improvements, sidewalks, paved shoulders, bicycle lanes, ADA, multi-use paths, and pedestrian lighting.	90 or 95 percent state (depending on project county's economic status) with a local match. Total project costs must not exceed \$1.25 million.	Application materials can be accessed on the TDOT website: <a href="https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/multimodal-access-grant.html">https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/multimodal-access-grant.html</a>
<b>Spot Safety Improvement Program/ Tennessee Department of Transportation</b>	Signalization, school flashing signals, and flashing beacons on state routes or at intersections with state routes only.	Depending on the type of work, 80 percent to 100 percent federal with corresponding local match.	Application materials can be accessed on the TDOT website: <a href="http://www.tdot.tn.gov/PublicDocuments/LocalPrograms/FundingGuidance/SpotSafetyGuidelines.pdf">www.tdot.tn.gov/PublicDocuments/LocalPrograms/FundingGuidance/SpotSafetyGuidelines.pdf</a>

## Summary

The Town of Sharon is taking steps to improve its residents' and visitors' quality of life by making it safer to walk and bike throughout the town. The Sidewalk Master Plan builds on existing facilities and defines a network of new walkways that can grow flexibly and incrementally to meet the town's needs. Each of the recommendations in this plan, whether it involves the improvement of current facilities or the construction of new facilities, aims to capitalize on Sharon's opportunities to provide greater connectivity, safety and economic development.

Cities and towns are made up of multiple centers – including commercial areas, civic places, school campuses and neighborhoods. Improving the safety, convenience and comfort for walking and bicycling between these centers will help strengthen the local economy and allow Sharon to sustain its long-term vision as a great place to live.

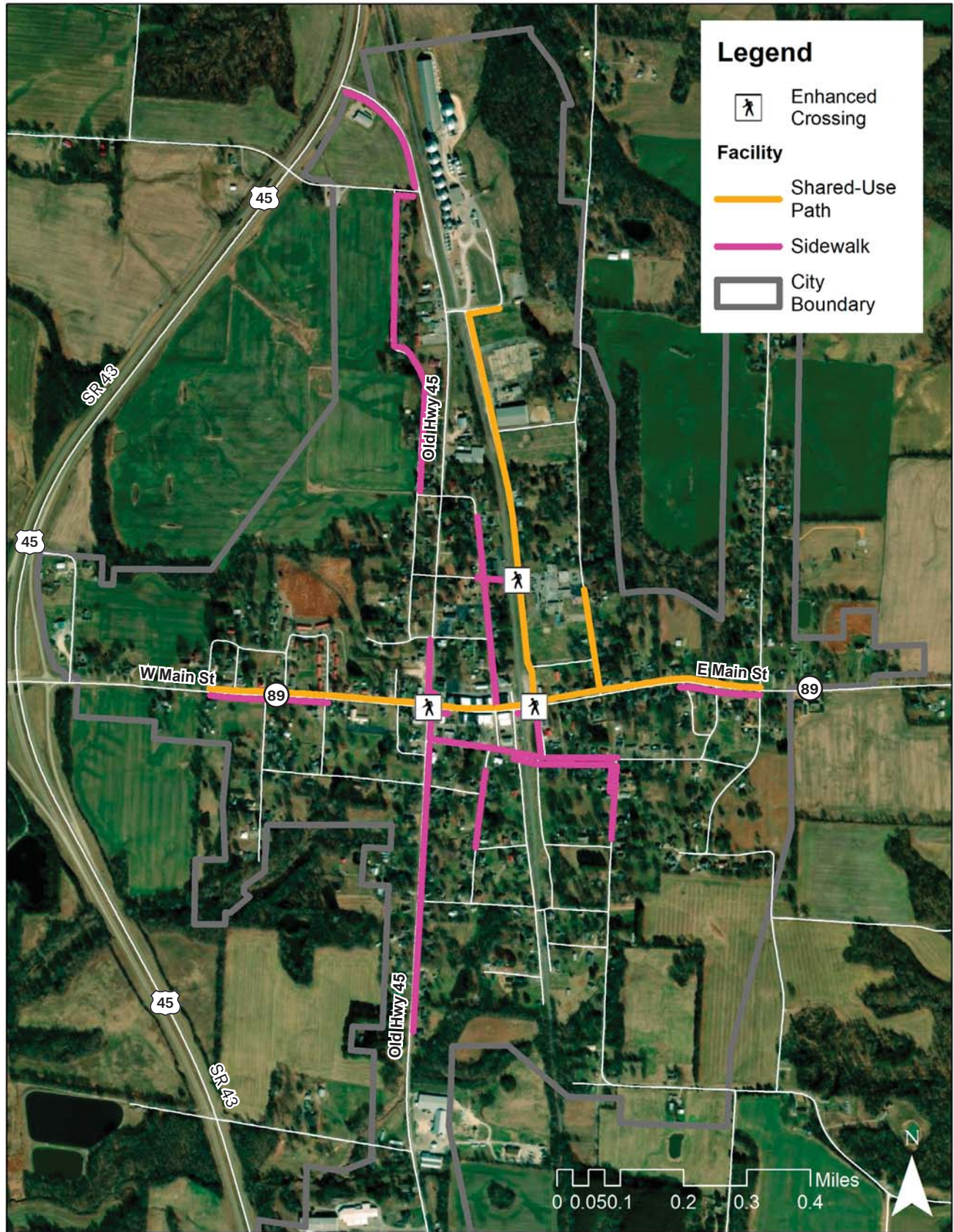
As of the release of this document, the City of Sharon has passed Resolution No. 2023-10B Resolution to Adopt the Sharon Pedestrian Master Plan, officially recognizing the start of the process to begin implementing the components of this plan. The resolution can be found in Appendix C.





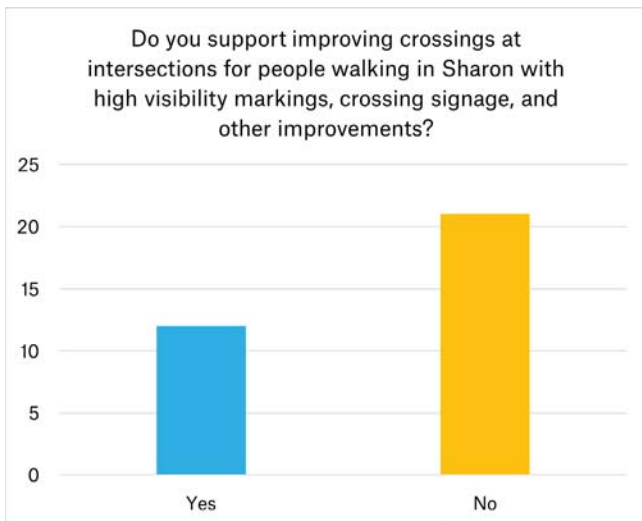
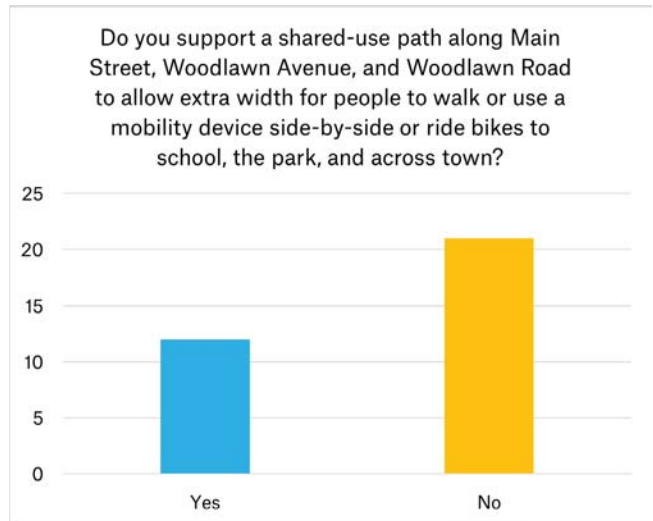
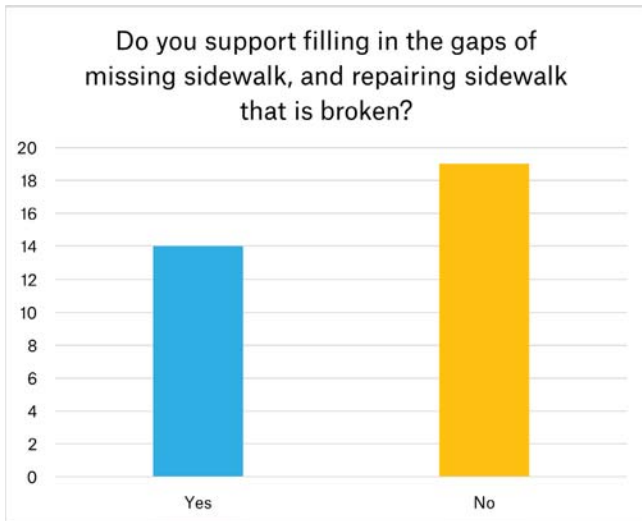
# Appendix A – Survey Results

# Recommendations Map





# Survey Results at a Glance



# Sharon, TN Pedestrian Master Plan

The City of Sharon is developing a Pedestrian Master Plan after being awarded a TDOT Community Transportation Planning Grant. The purpose of the plan is to (1) promote healthy living, (2) increase safety for people walking and those who use mobility assistance devices, and (3) encourage connectivity by expanding the sidewalk and shared-use path opportunities in the community for residents and visitors.

The City of Sharon wants to gather your opinions about the proposed sidewalk and shared-use path improvements in the plan and use your input to further improve and refine the proposed network. Below is a map of the proposed network for your consideration.

Please review the map below and answer the survey questions to follow. Your responses are recorded anonymously.

Thank you so much for your participation!

## **Legend Descriptions**

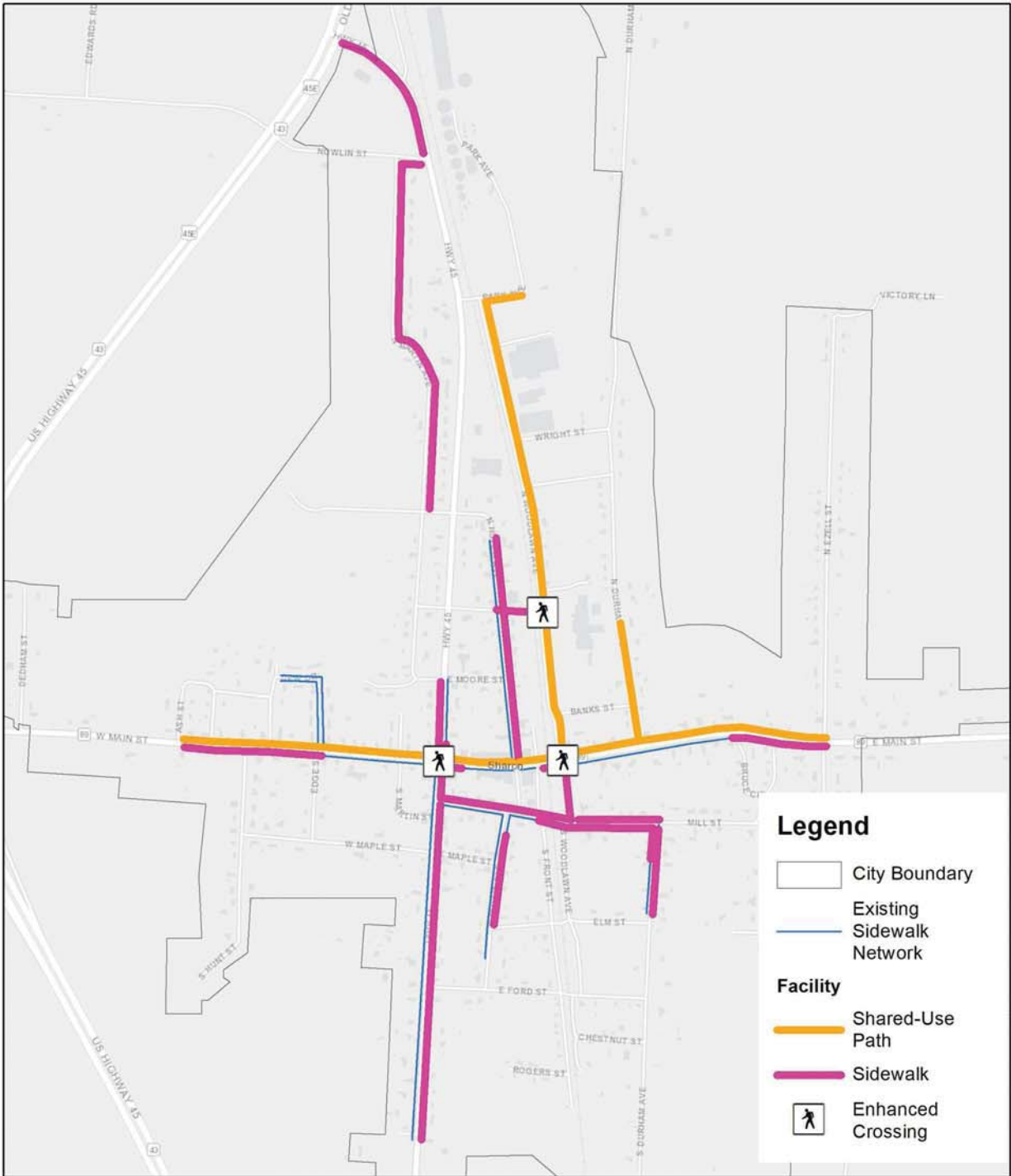
*Sidewalk:* People walk or use a mobility device on a separated, paved path typically 4 to 6 feet wide.

*Shared-Use Path:* This is an 8-12 feet wide paved path that both bike riders and people walking or using mobility devices can use.

*Enhanced Crossing:* High visibility crosswalk markings and crosswalk signs that may be paired with pushbutton-activated rectangular rapid-flashing beacons (RRFB).

## Proposed Pedestrian Network





# Sharon Pedestrian Master Plan



Gresham Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

We need safer sidewalks for citizens who walk for exercise and to get to our local businesses.

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

Proper signage and crossings are necessary to keep our citizens safe while crossing the streets.

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
to allow extra width for people to walk or use a mobility device side-by-side or ride bikes to  
school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

Wider sidewalks means citizens would not have to get off of the sidewalk to allow others to pass.

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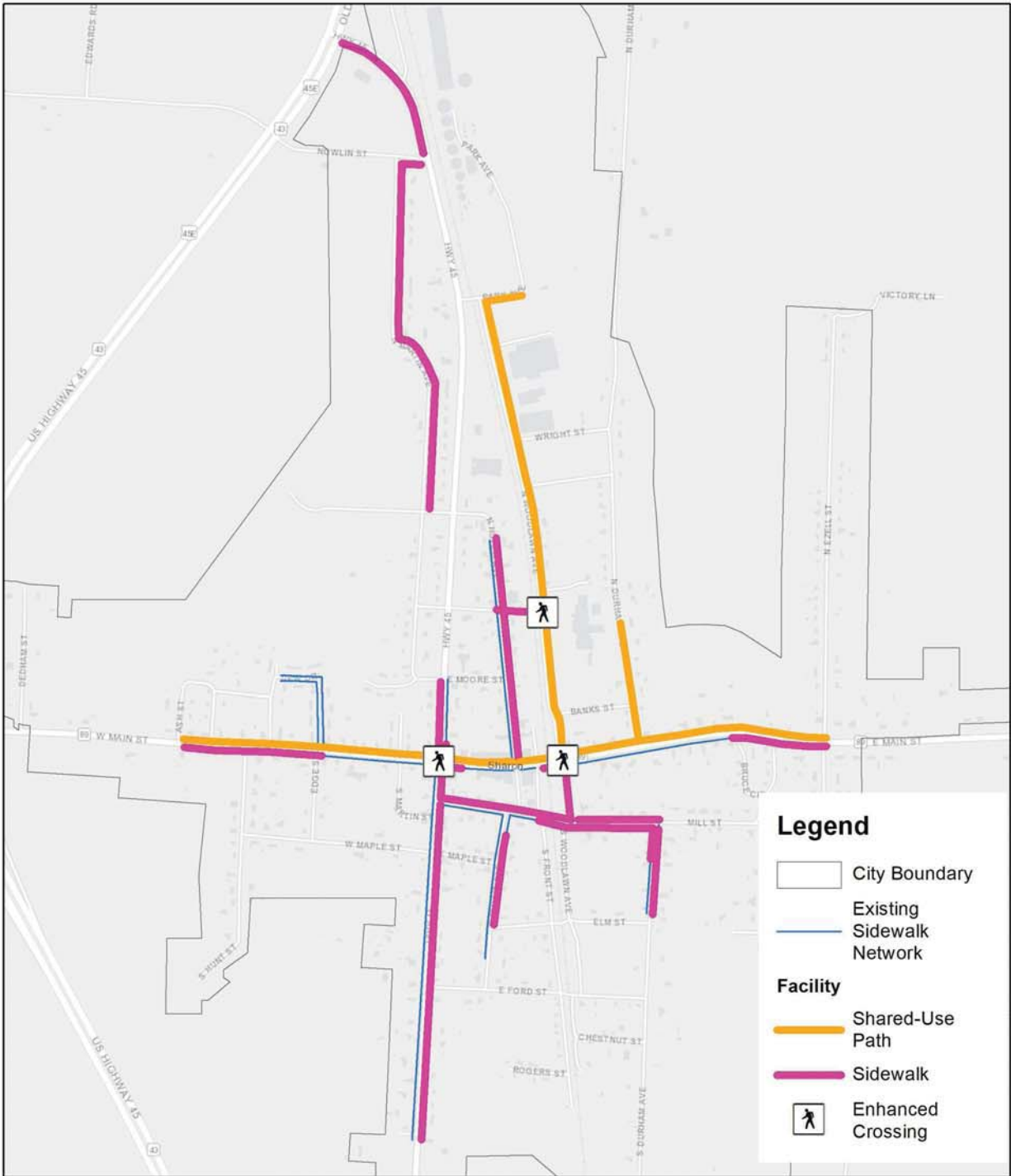
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# Sharon Pedestrian Master Plan



Gresham  
Smith





Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

Sidewalks in disrepair pose safety hazards.

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
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school, the park, and across town?

Please select all that apply.

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Please explain your answer.

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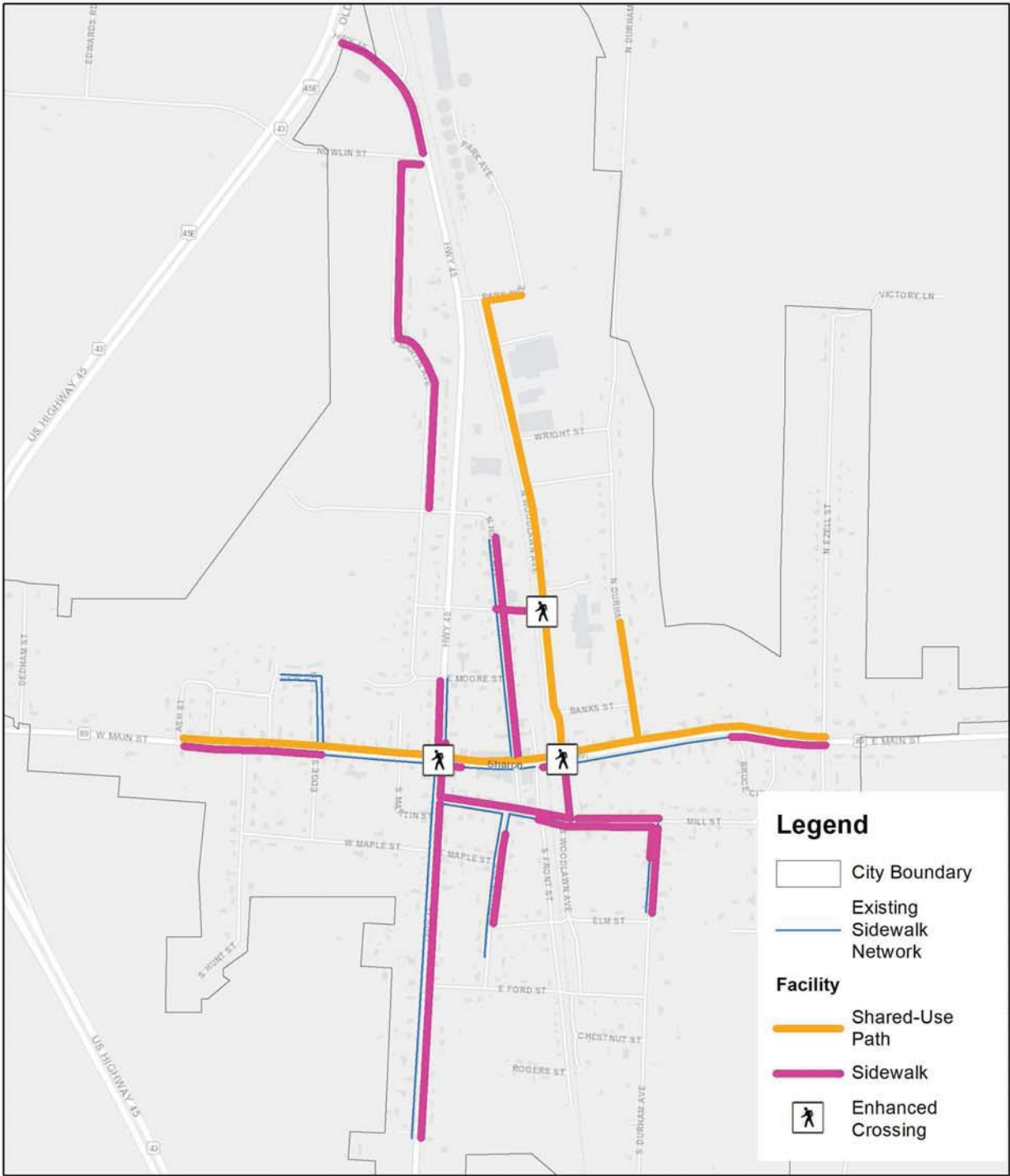
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

I think safe sidewalks are important

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

Safe walking area are important

---



Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
to allow extra width for people to walk or use a mobility device side-by-side or ride bikes to  
school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

Kids need to be safe when walking or biking to school.

---

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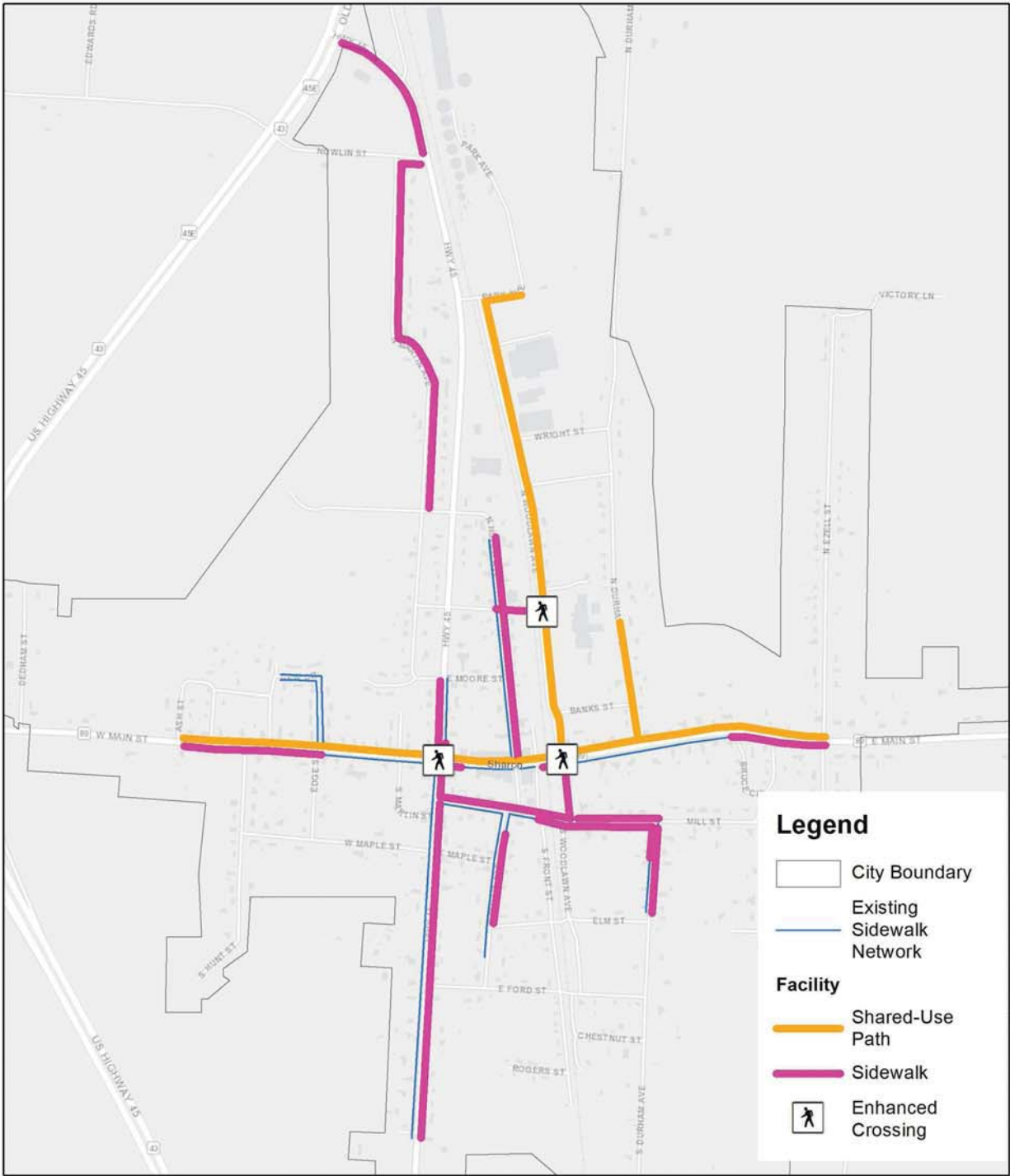
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham Smith





Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

There some repair needed to our sidewalks.

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

It will make it safe for people walking.

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
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Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

Many people walk along this area.

---

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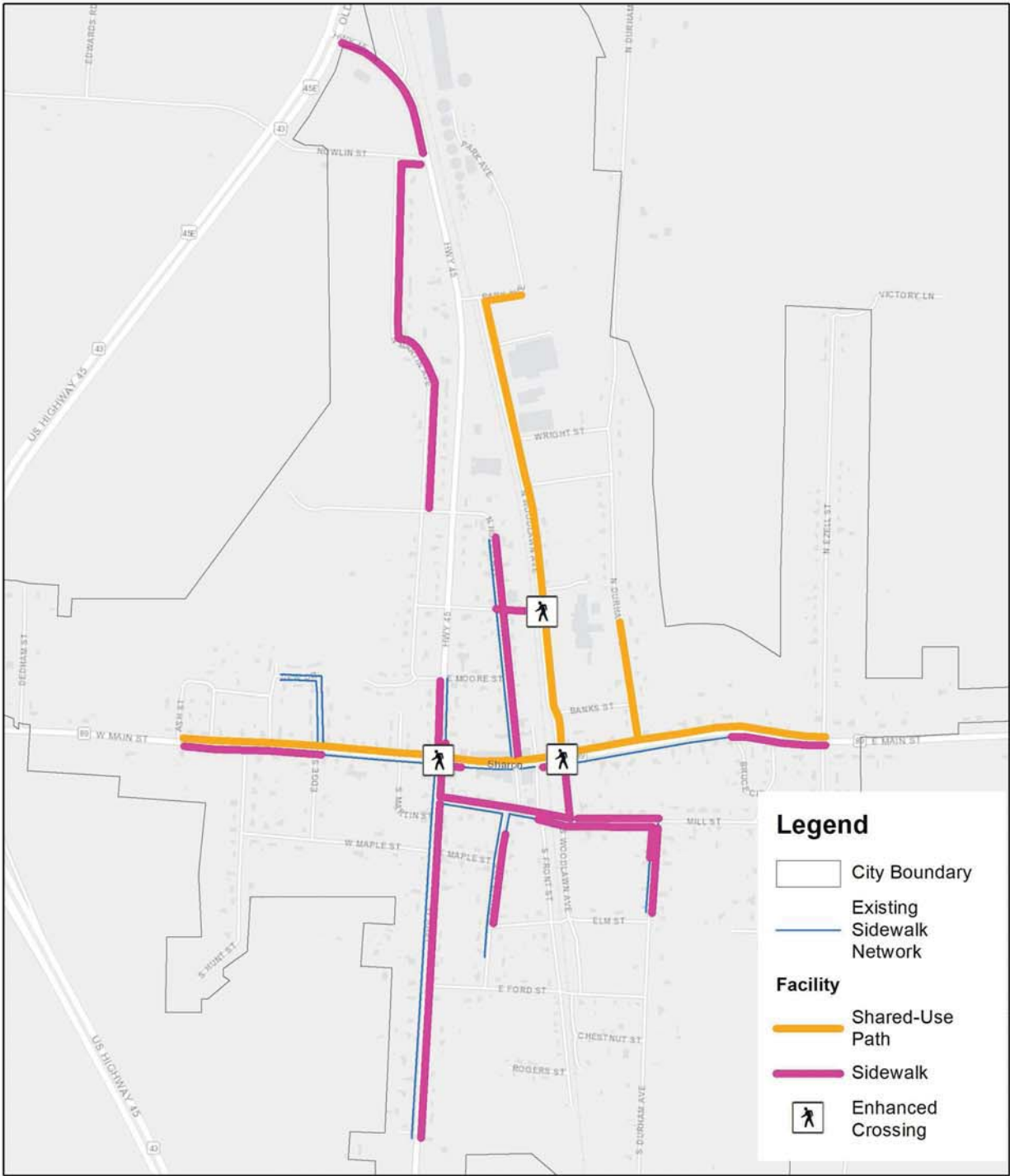
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## Proposed Pedestrian Network





# Sharon Pedestrian Master Plan



Gresham  
Smith



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- Yes
- No
- No opinion

Please explain your answer.

---

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- Yes
- No
- No opinion

Please explain your answer.

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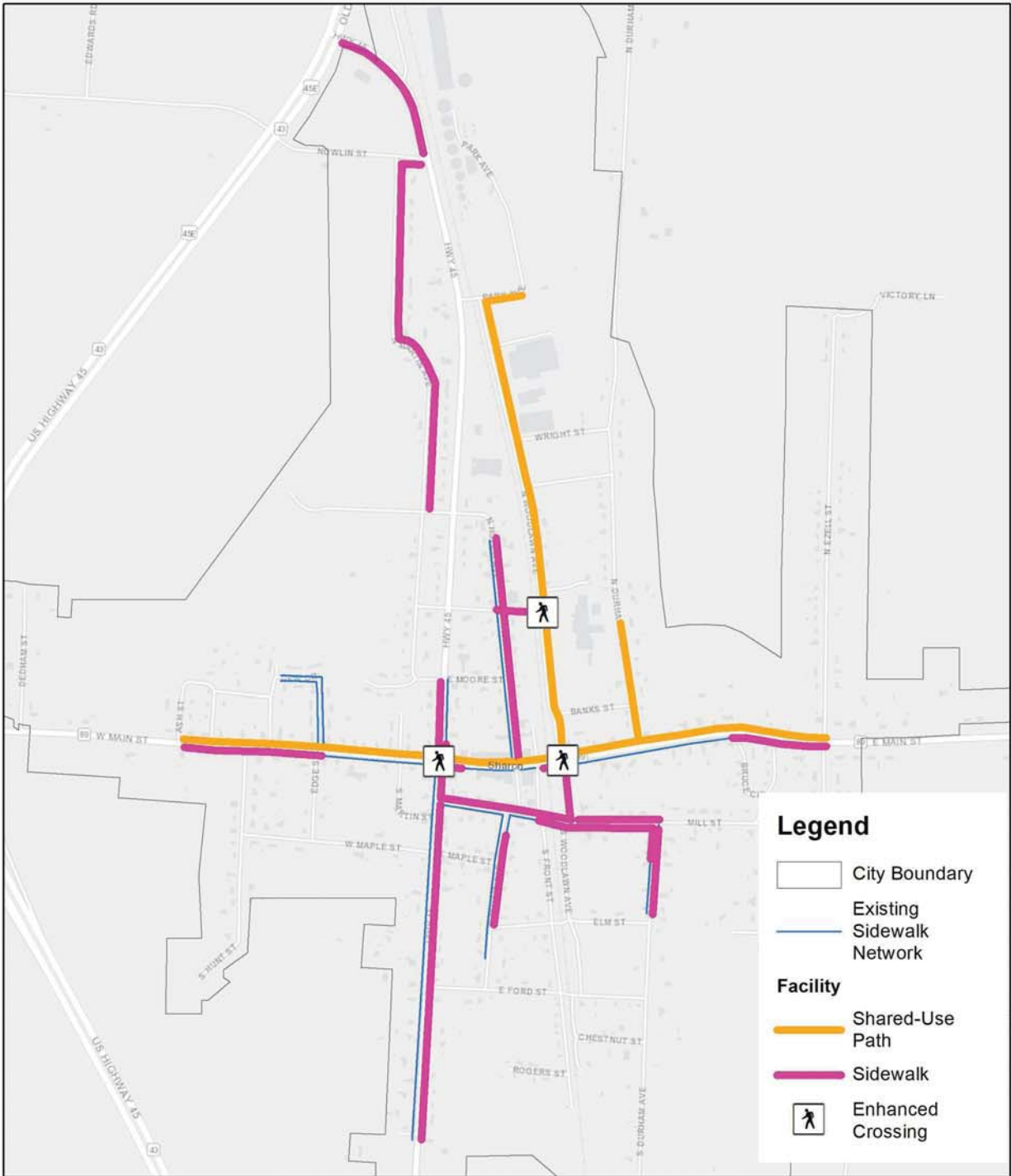
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham  
Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

Not using my property

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

Not on my property

---

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Not on my property

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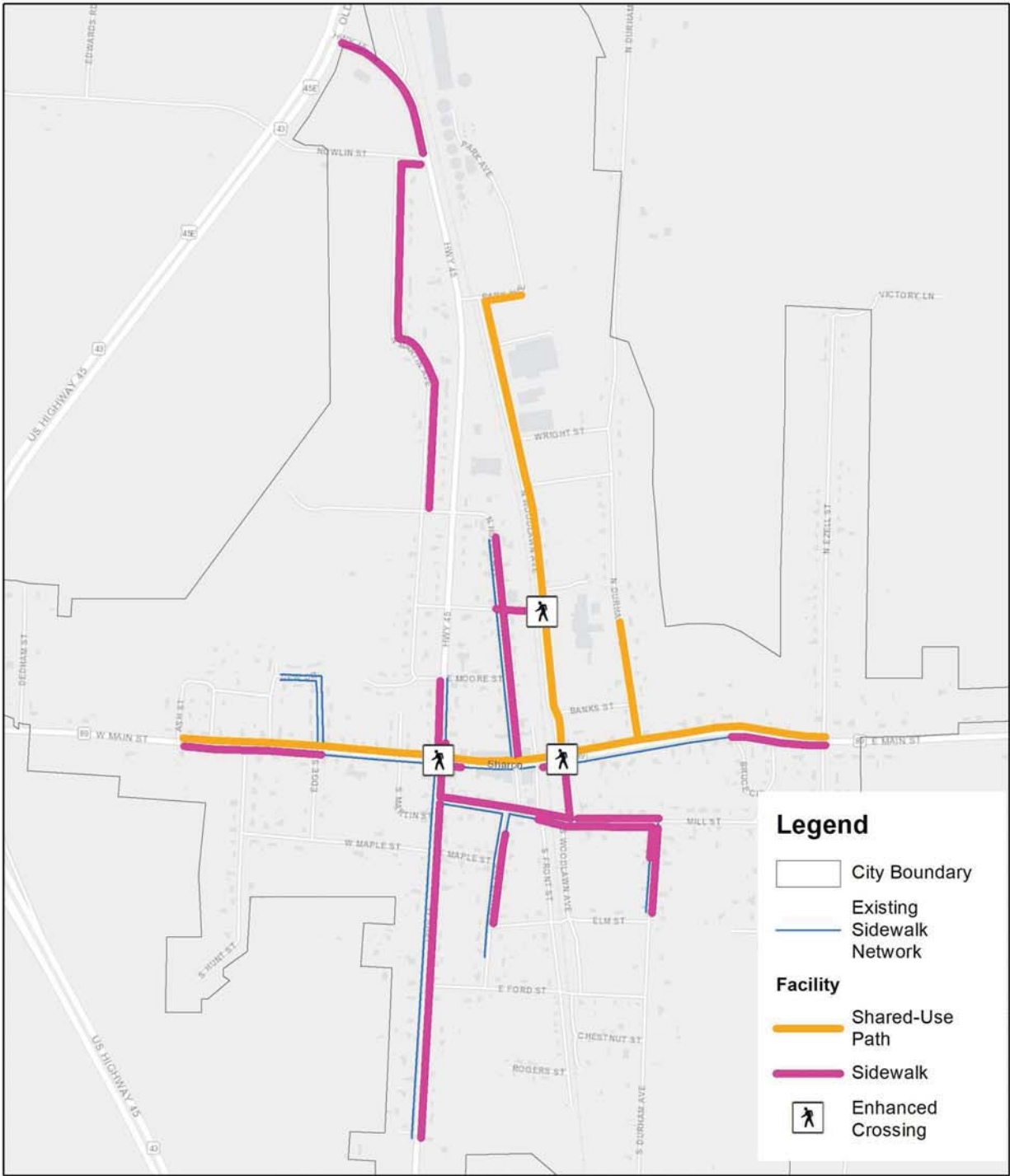
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## Proposed Pedestrian Network



**Sharon Pedestrian Master Plan**



0 0.25 0.5 Miles



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- Yes
- No
- No opinion

Please explain your answer.

---

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- No
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Please explain your answer.

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- Yes
- No
- No opinion

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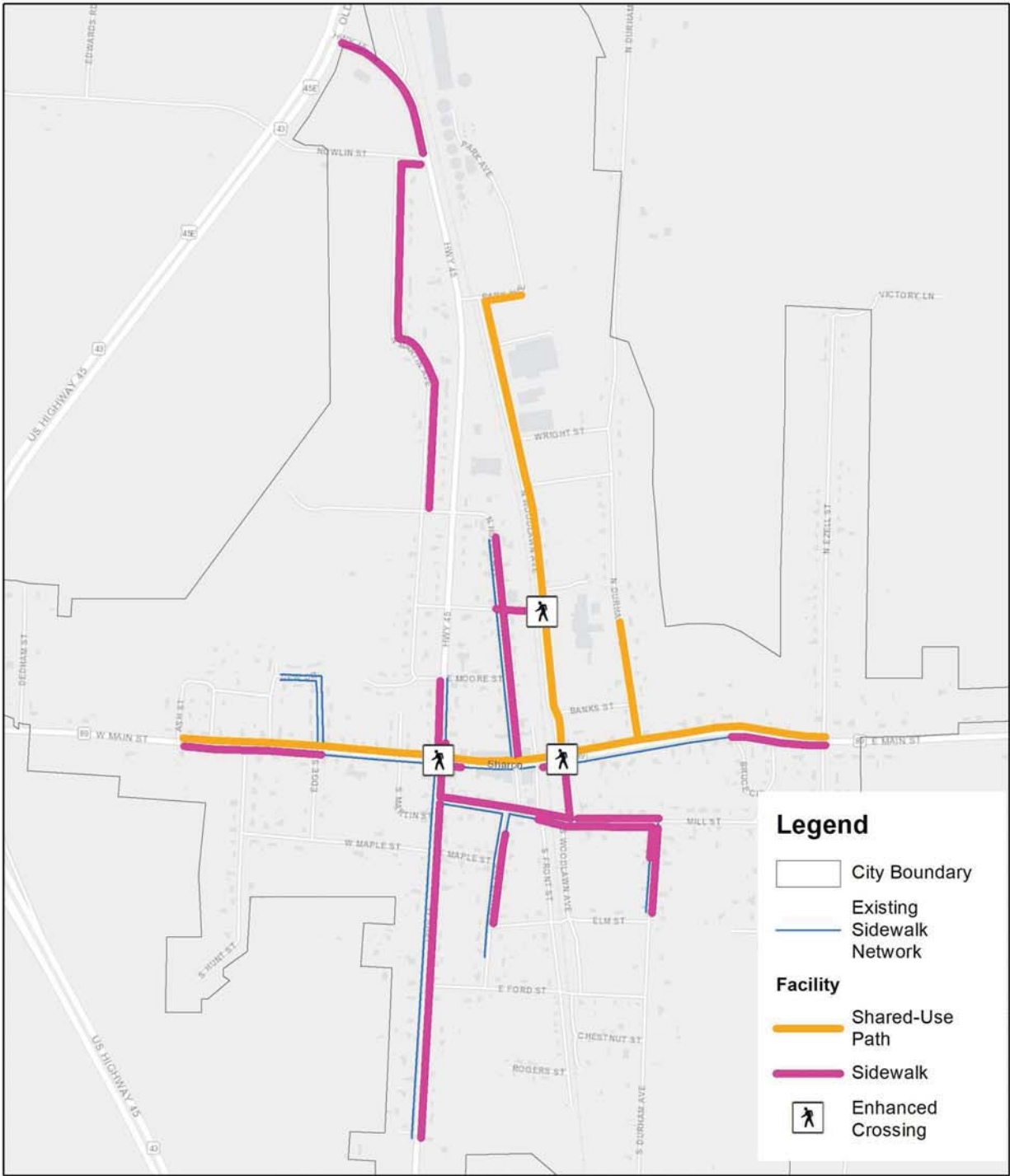
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham Smith



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- Yes
- No
- No opinion

Please explain your answer.

---

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- Yes
- No
- No opinion

Please explain your answer.

---

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Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

---

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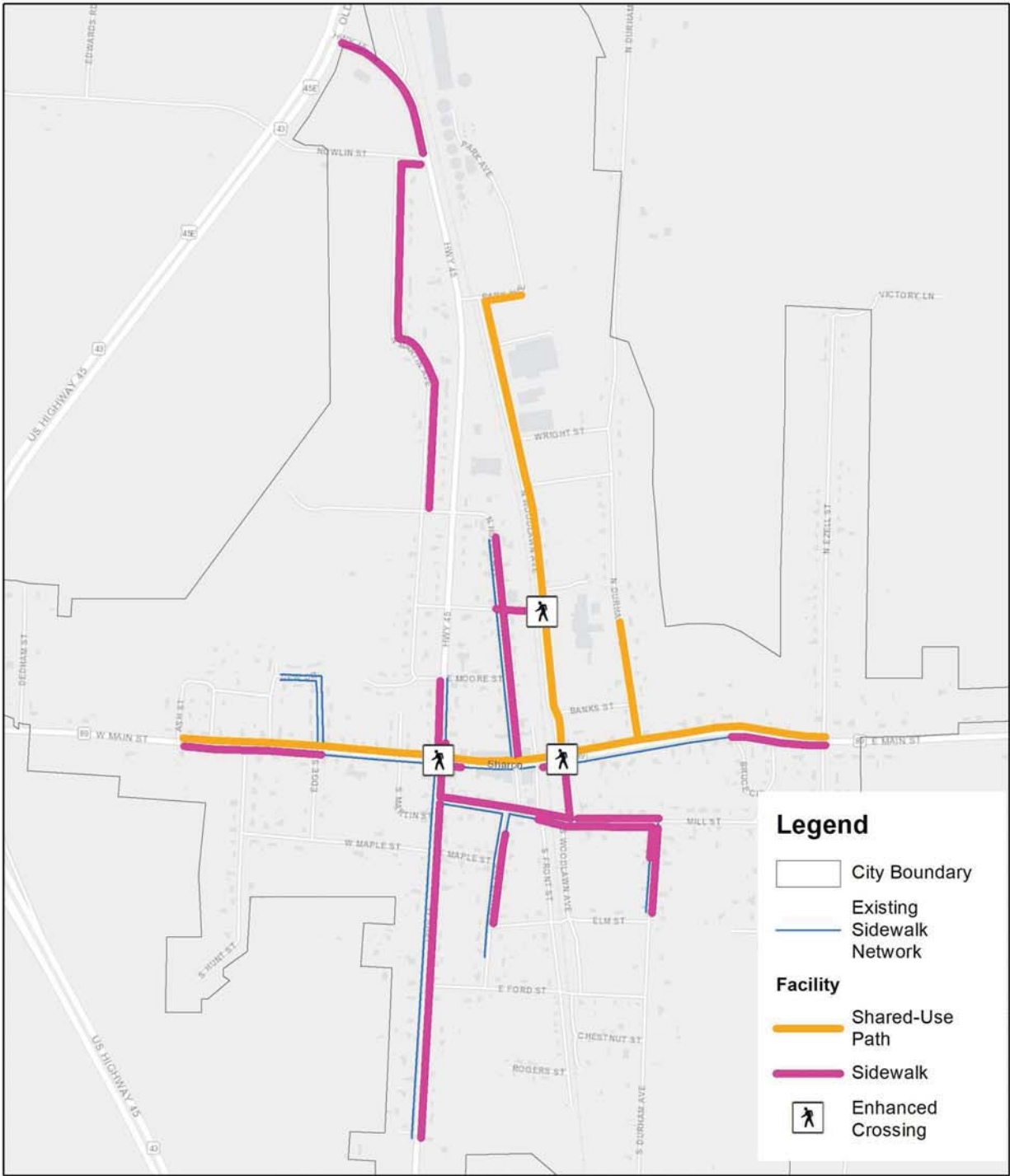
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

The gaps and broken areas are dangerous. People trip and fall and get injured often by them. And it's unsightly looking.

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

We have a lot of children and older and handicapped people in our town. This would be a huge benefit to increase safety for everyone.

---

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
to allow extra width for people to walk or use a mobility device side-by-side or ride bikes to  
school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

Bikes and mobility devices yes. Side by sides/atv's no I don't. Those belong on the street.

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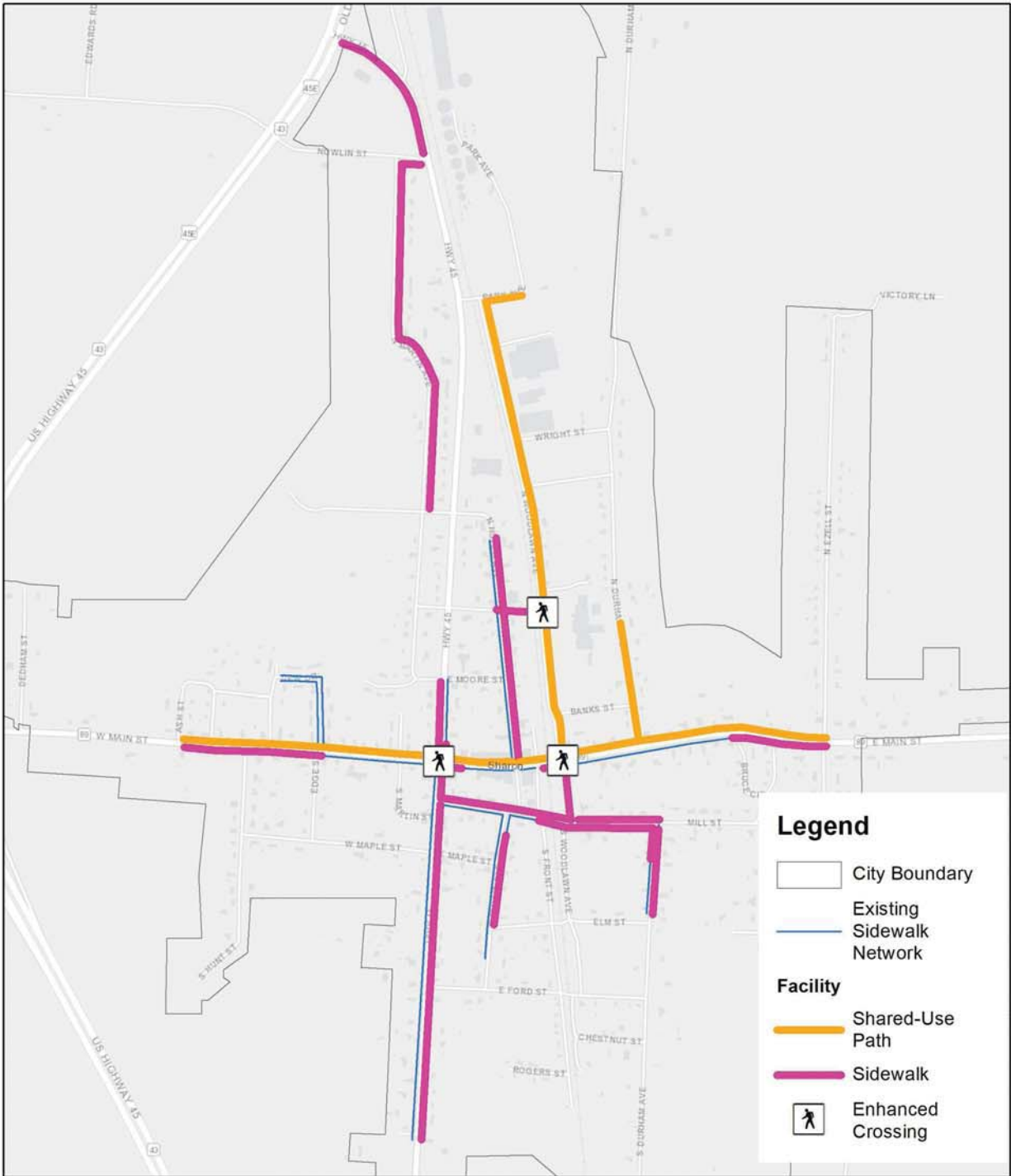
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

Large sections of sidewalks need repair.

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

Current crossings are not always safe

---

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
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school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

I use a wheelchair and current sidewalks are unusable in places

---

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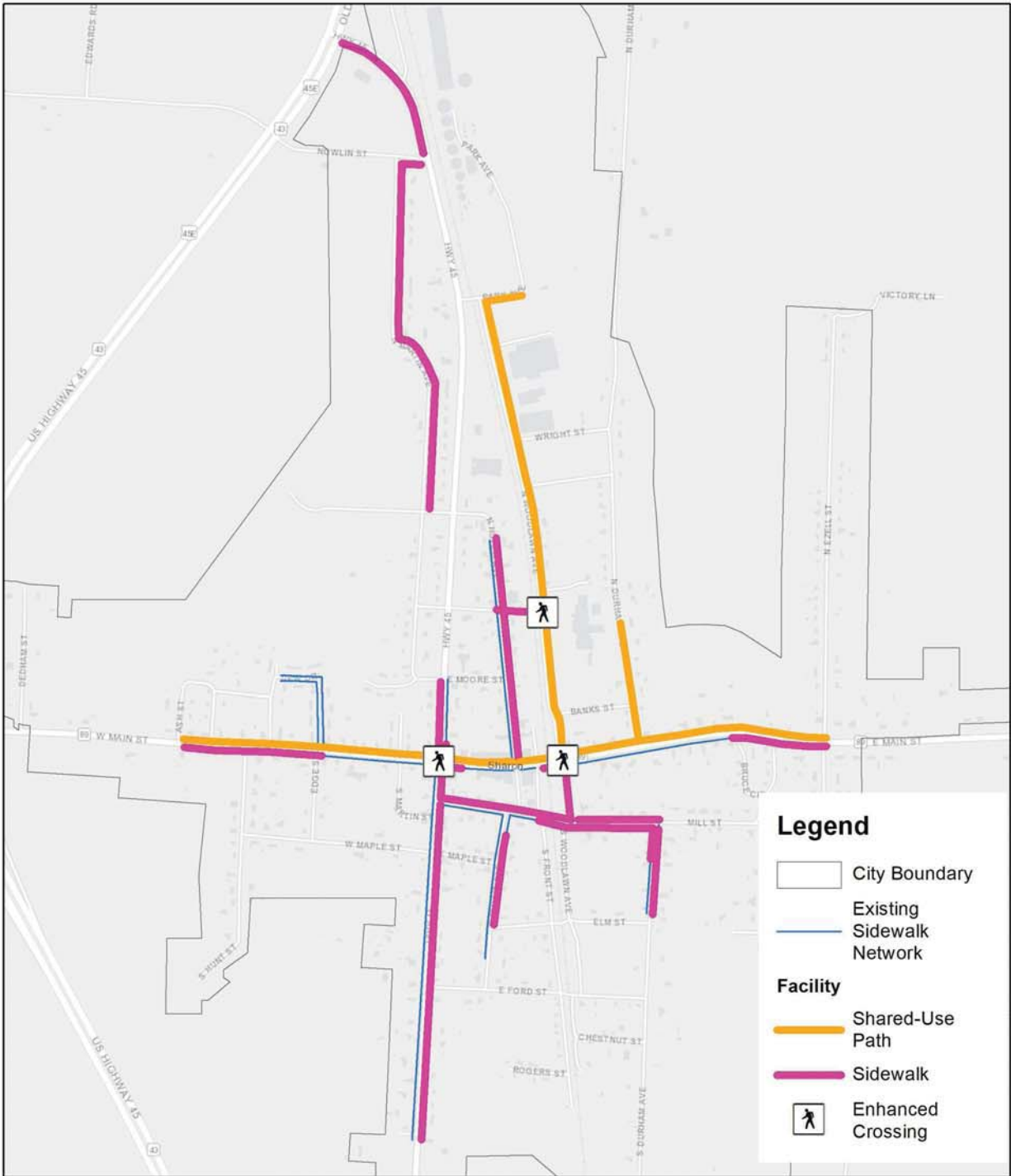
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham  
Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

Yes I support it

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

Yes

---

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
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Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

Yes but 12ft? That's a lot and the front yards aren't that big

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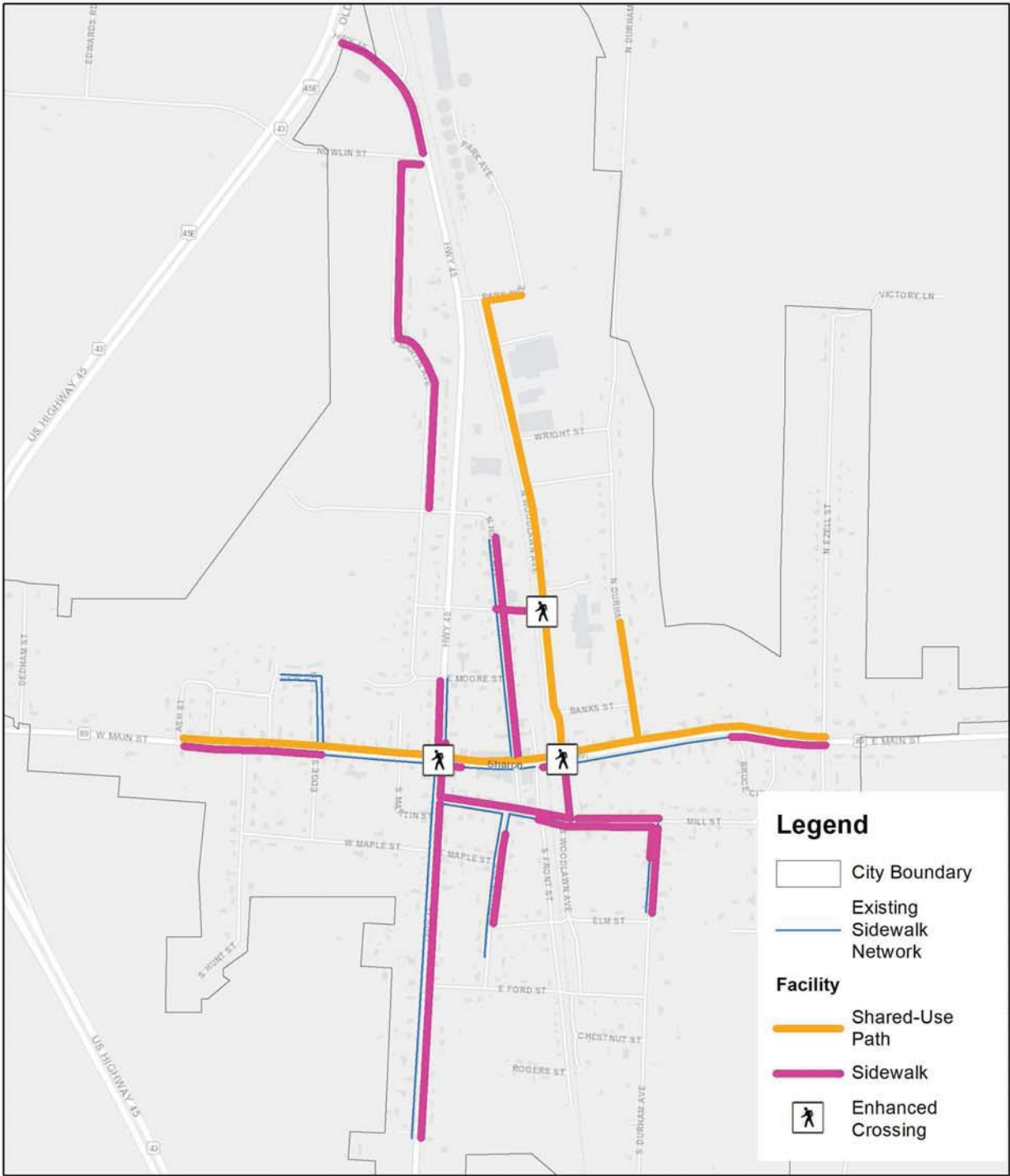
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Gresham Smith



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- Yes
- No
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Please explain your answer.

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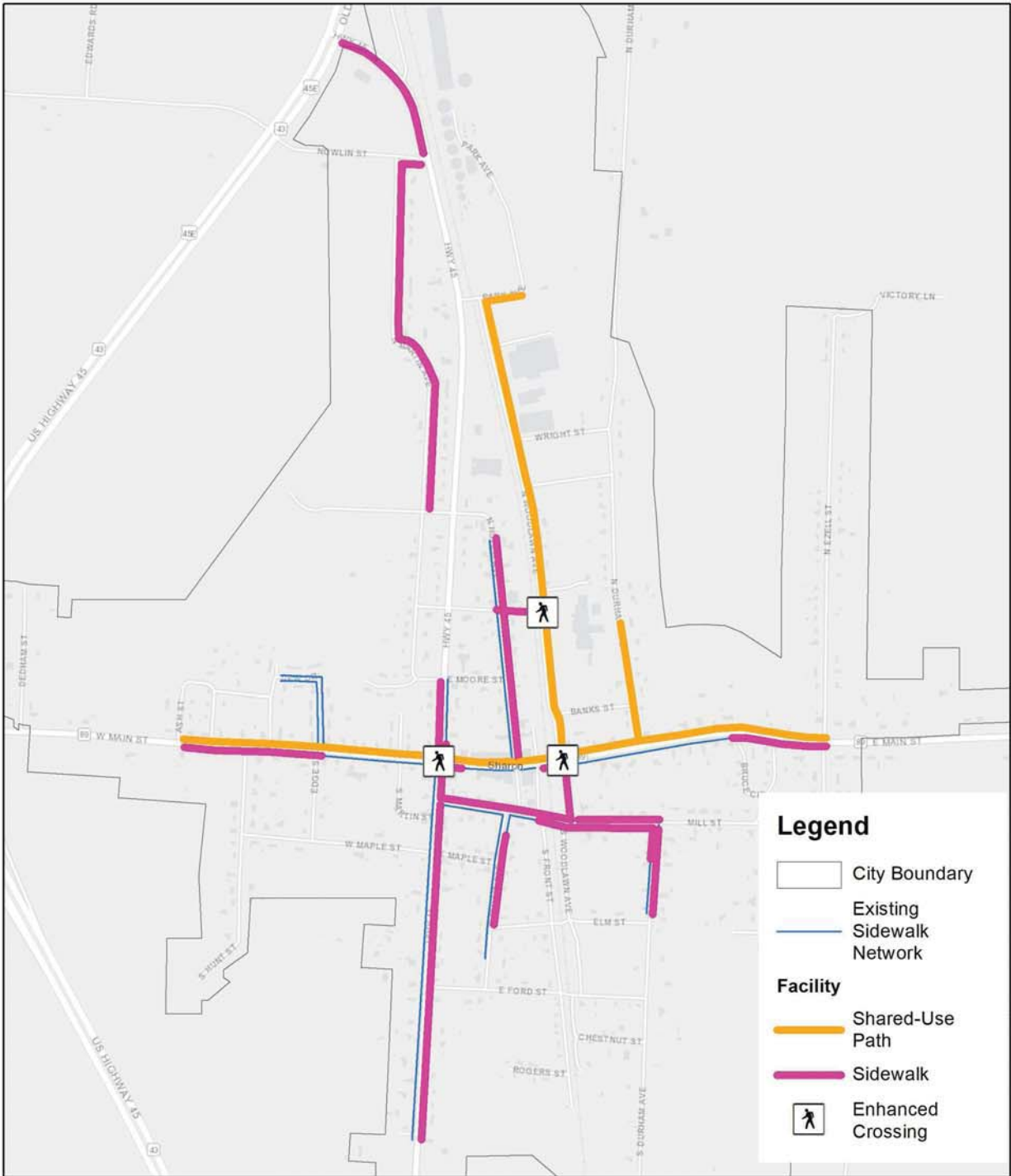
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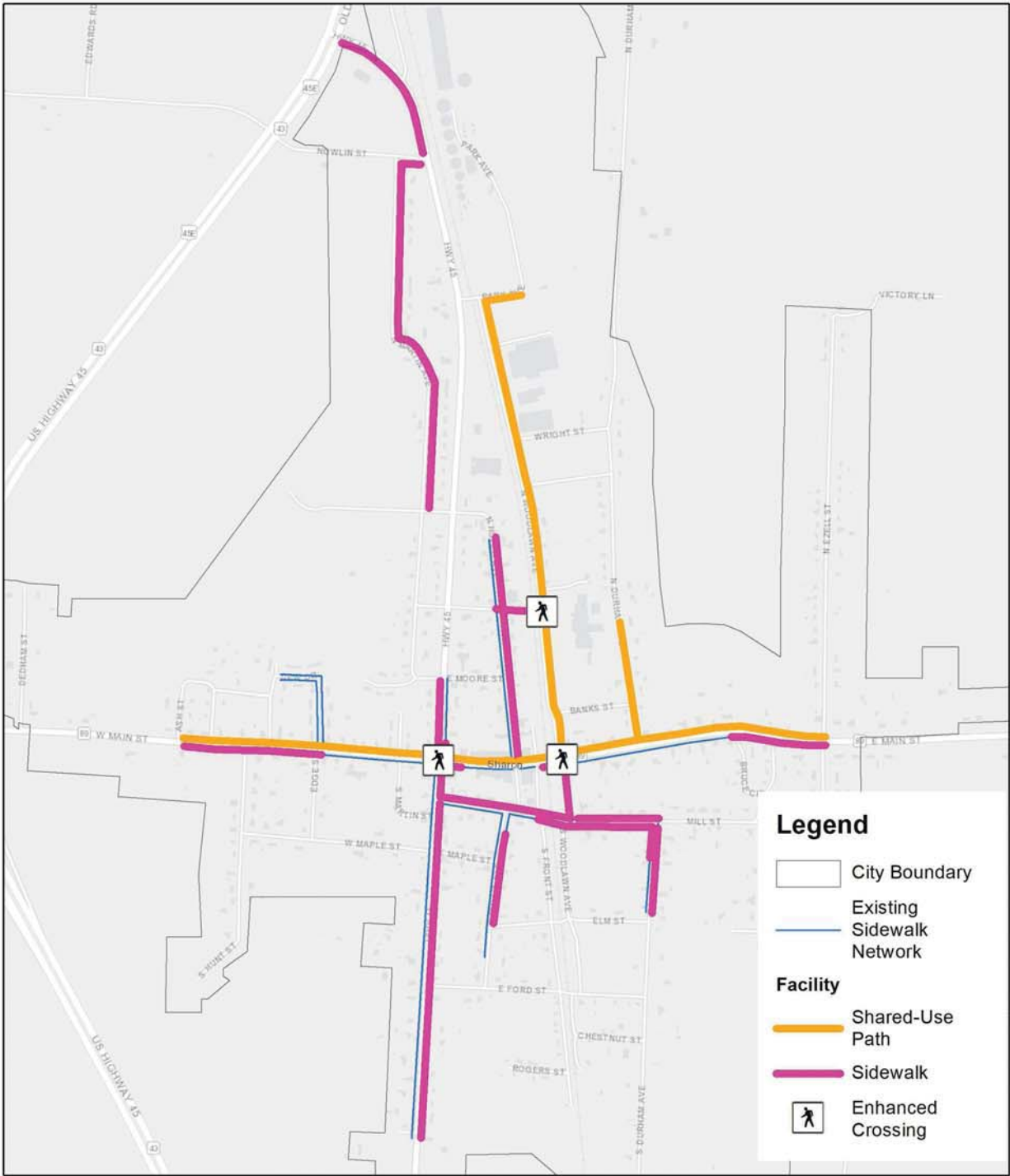
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Gresham Smith



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- Yes
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Please explain your answer.

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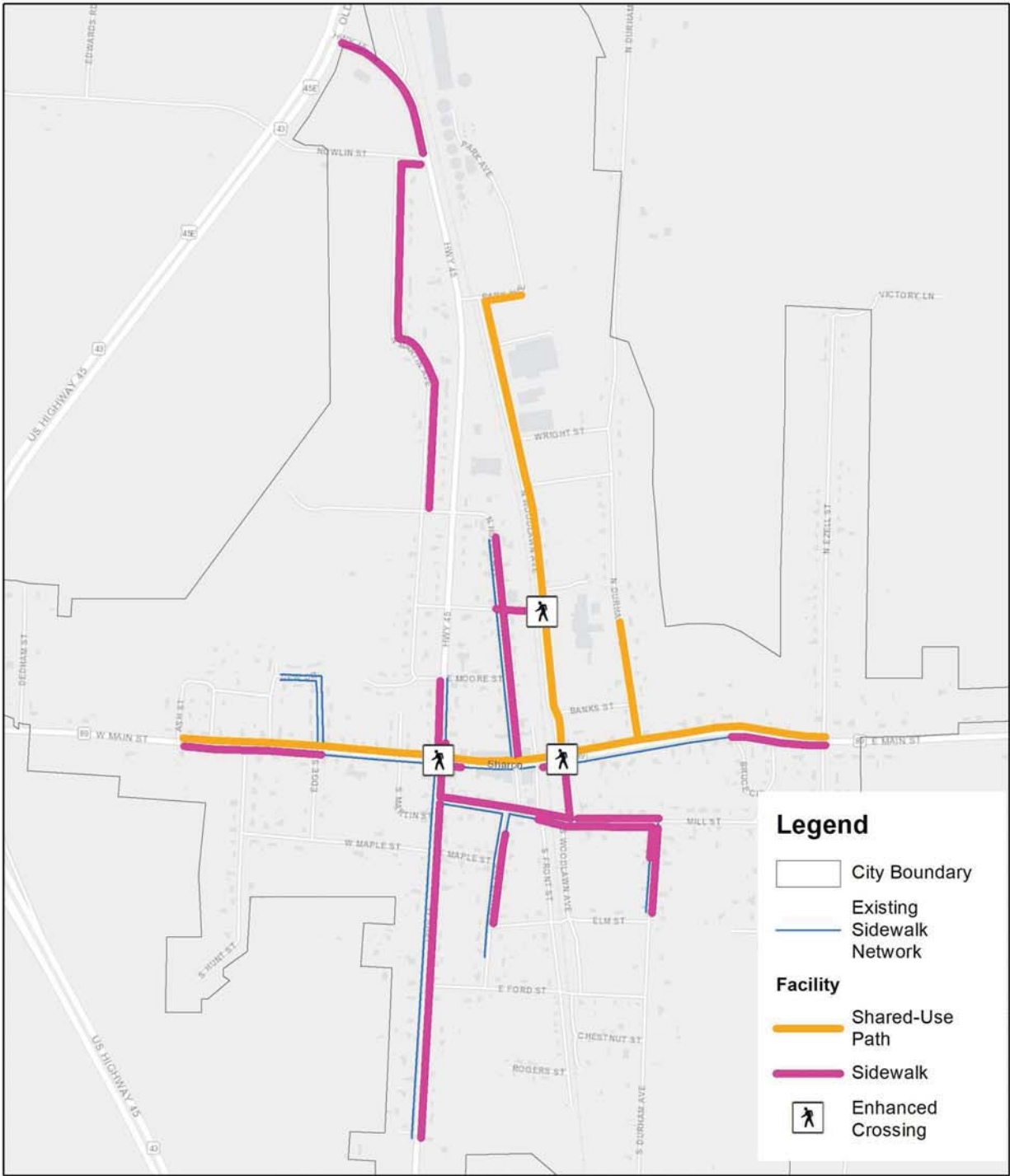
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Gresham  
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- Yes
- No
- No opinion

Please explain your answer.

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- No
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Please explain your answer.

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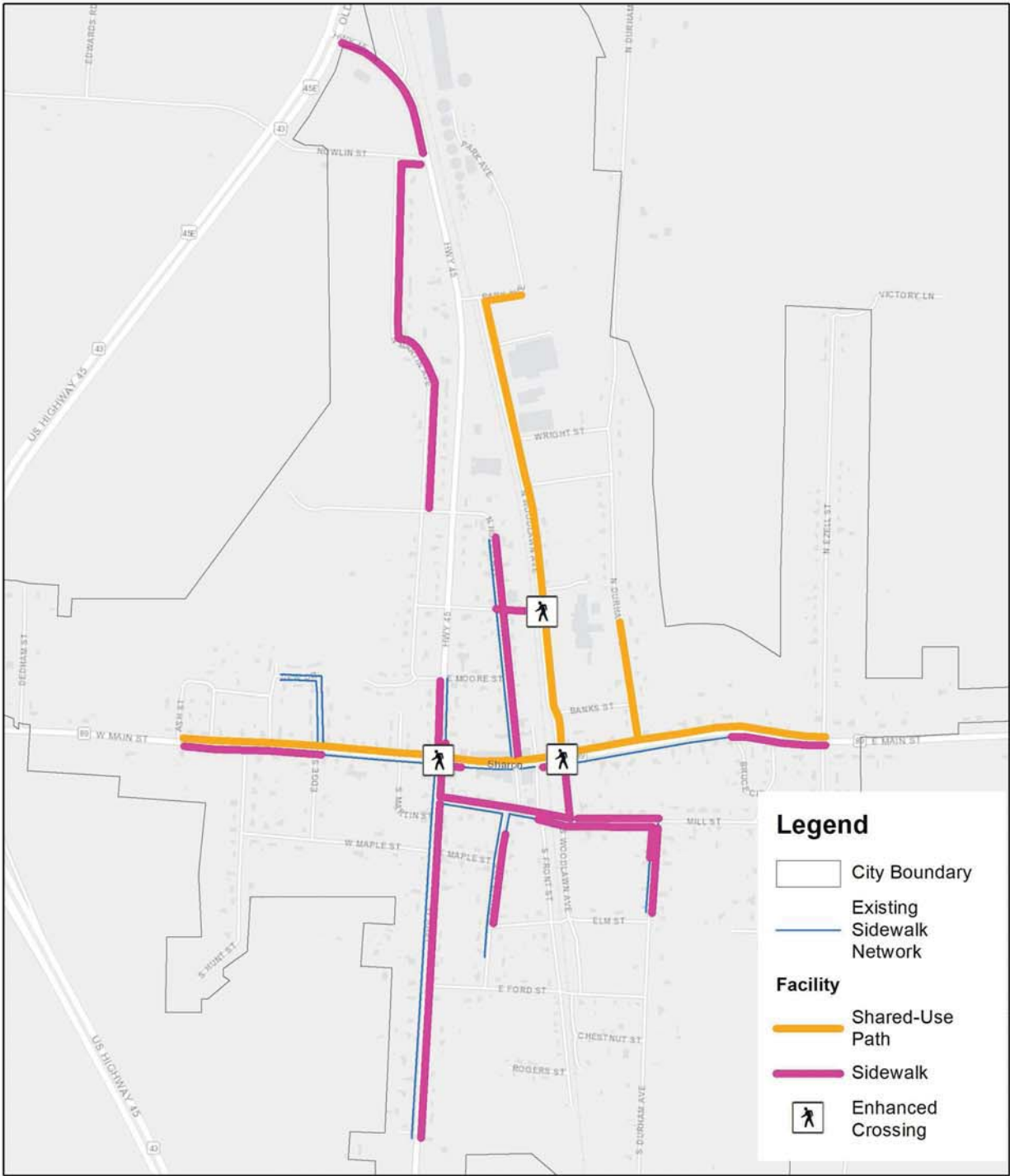
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- Yes
- No
- No opinion

Please explain your answer.

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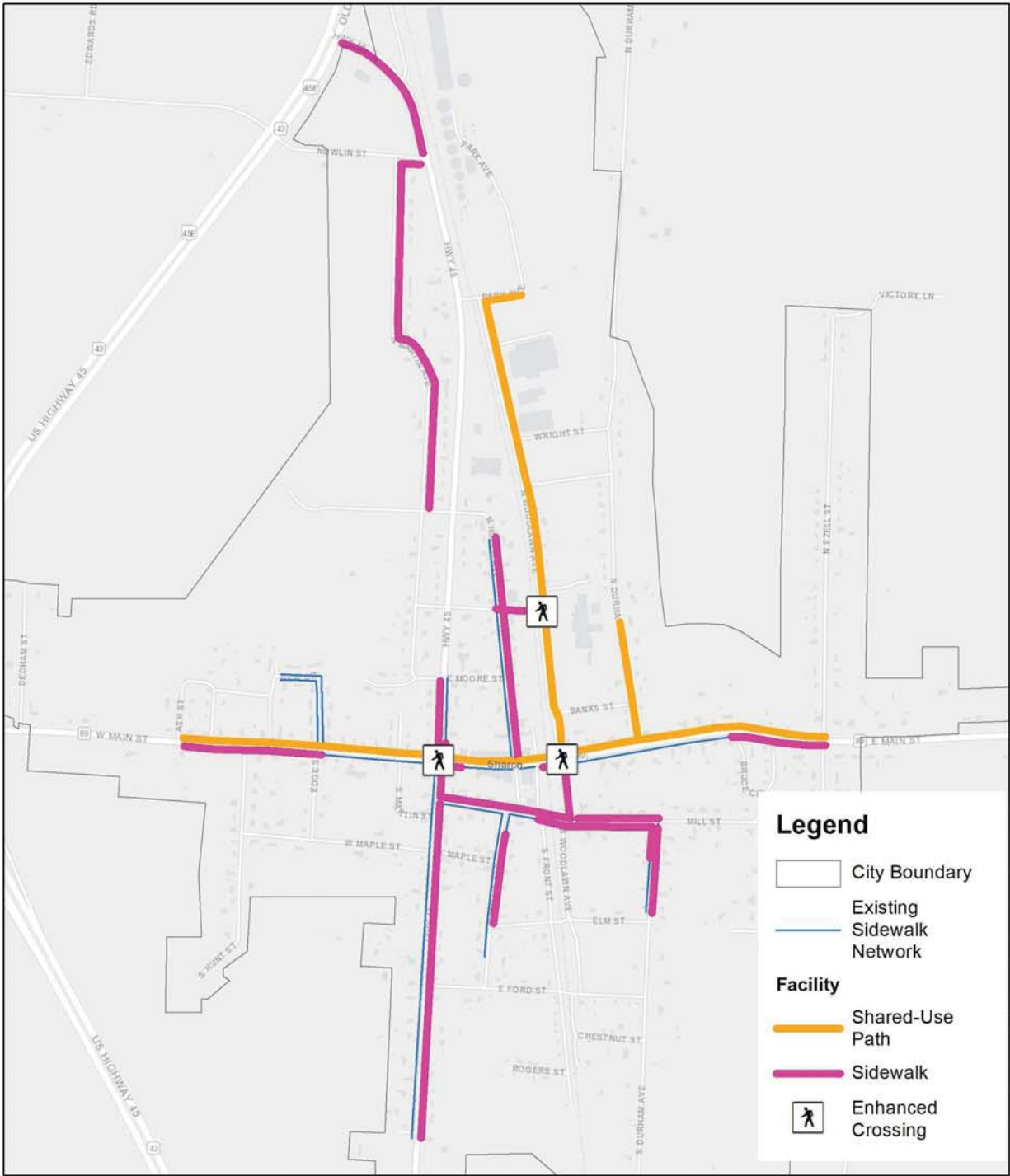
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## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham  
Smith



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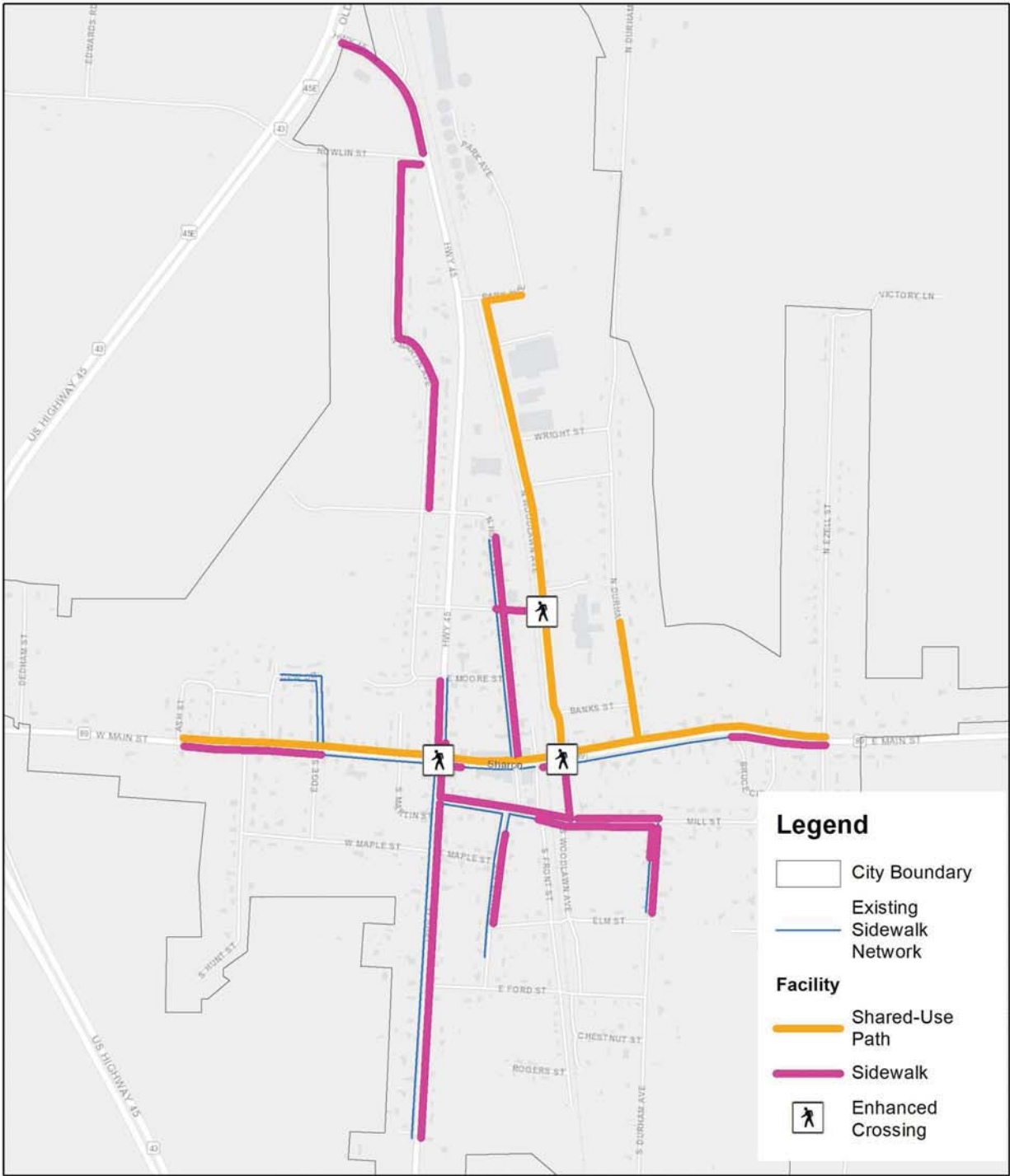
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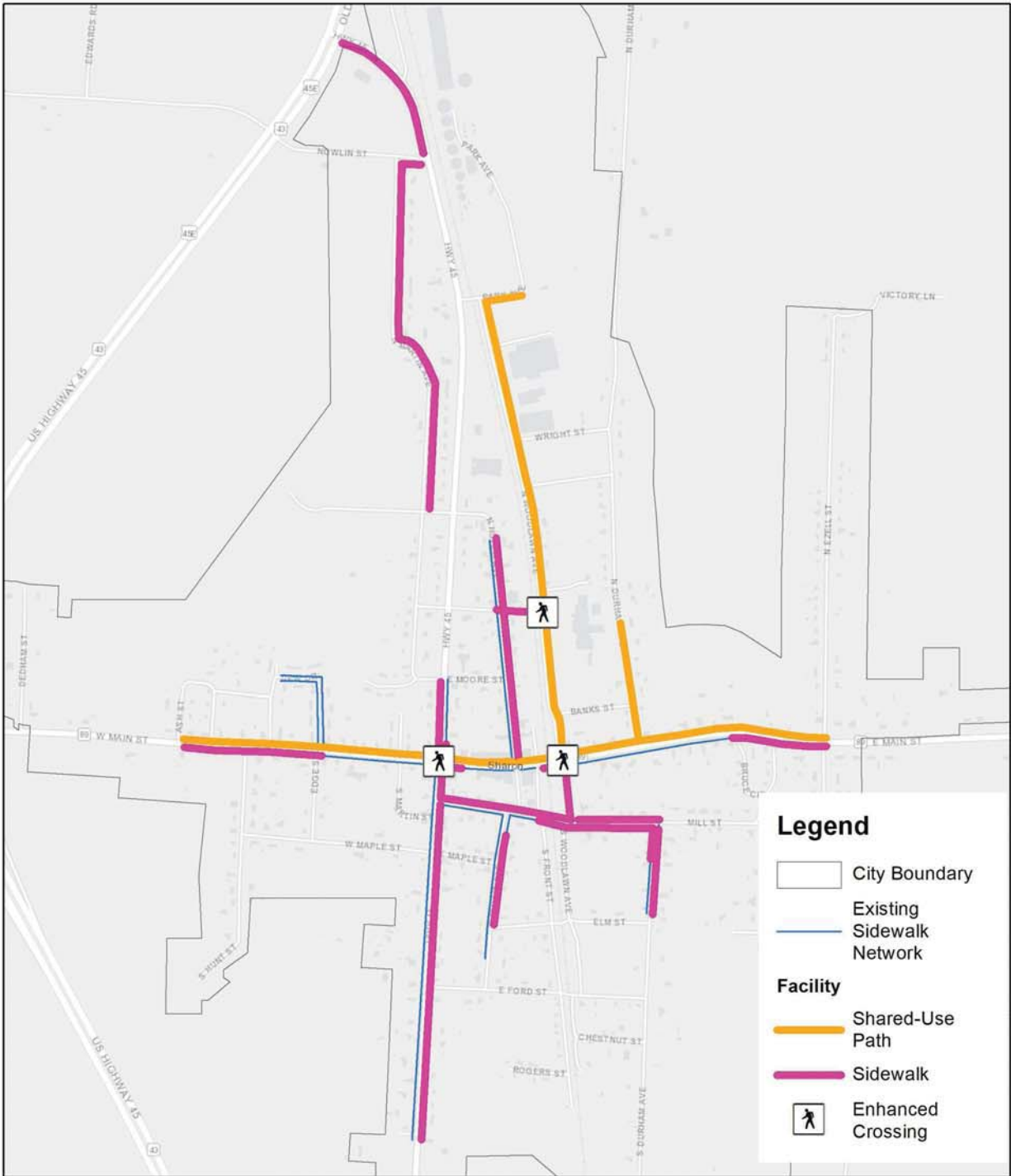
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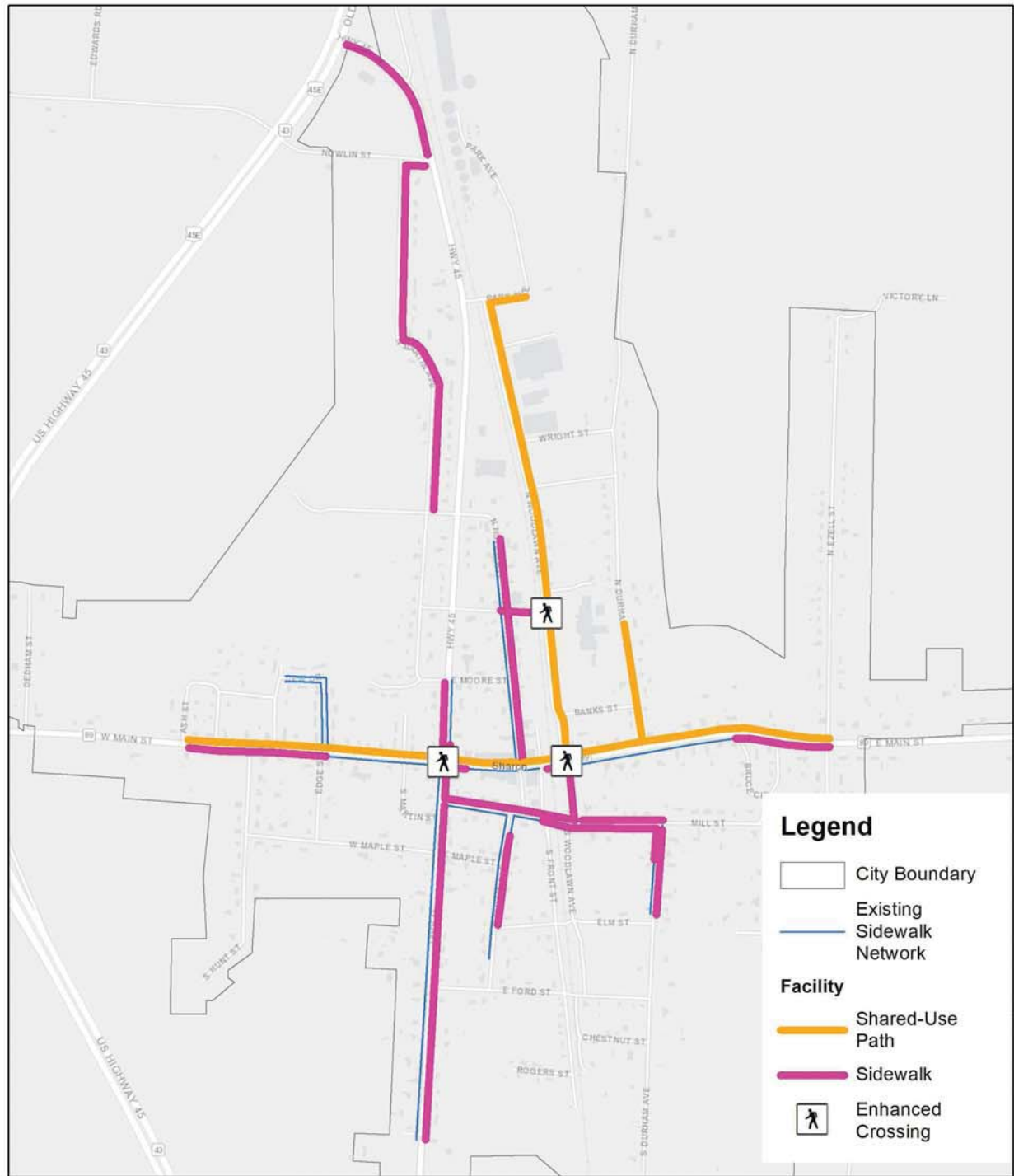
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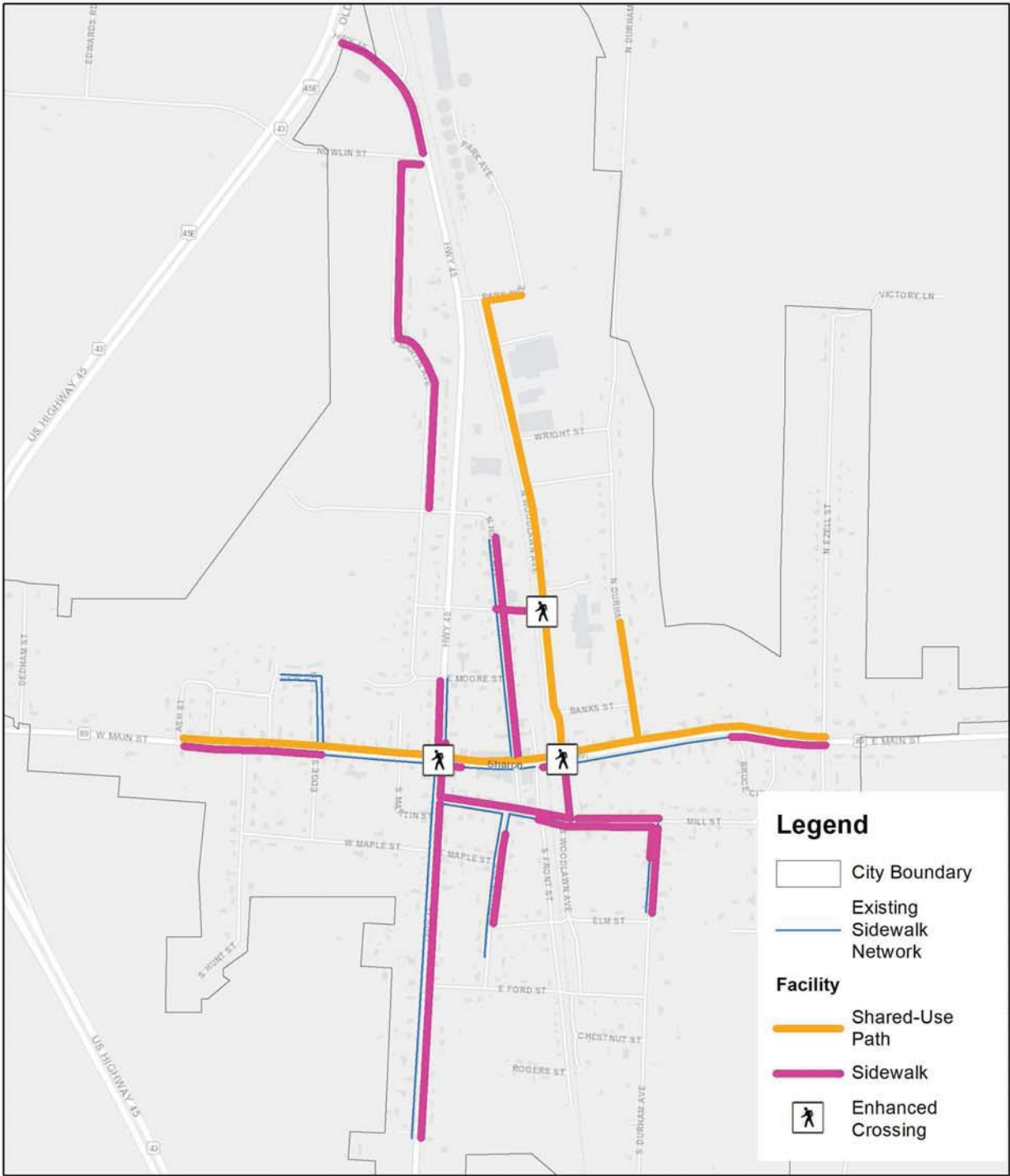
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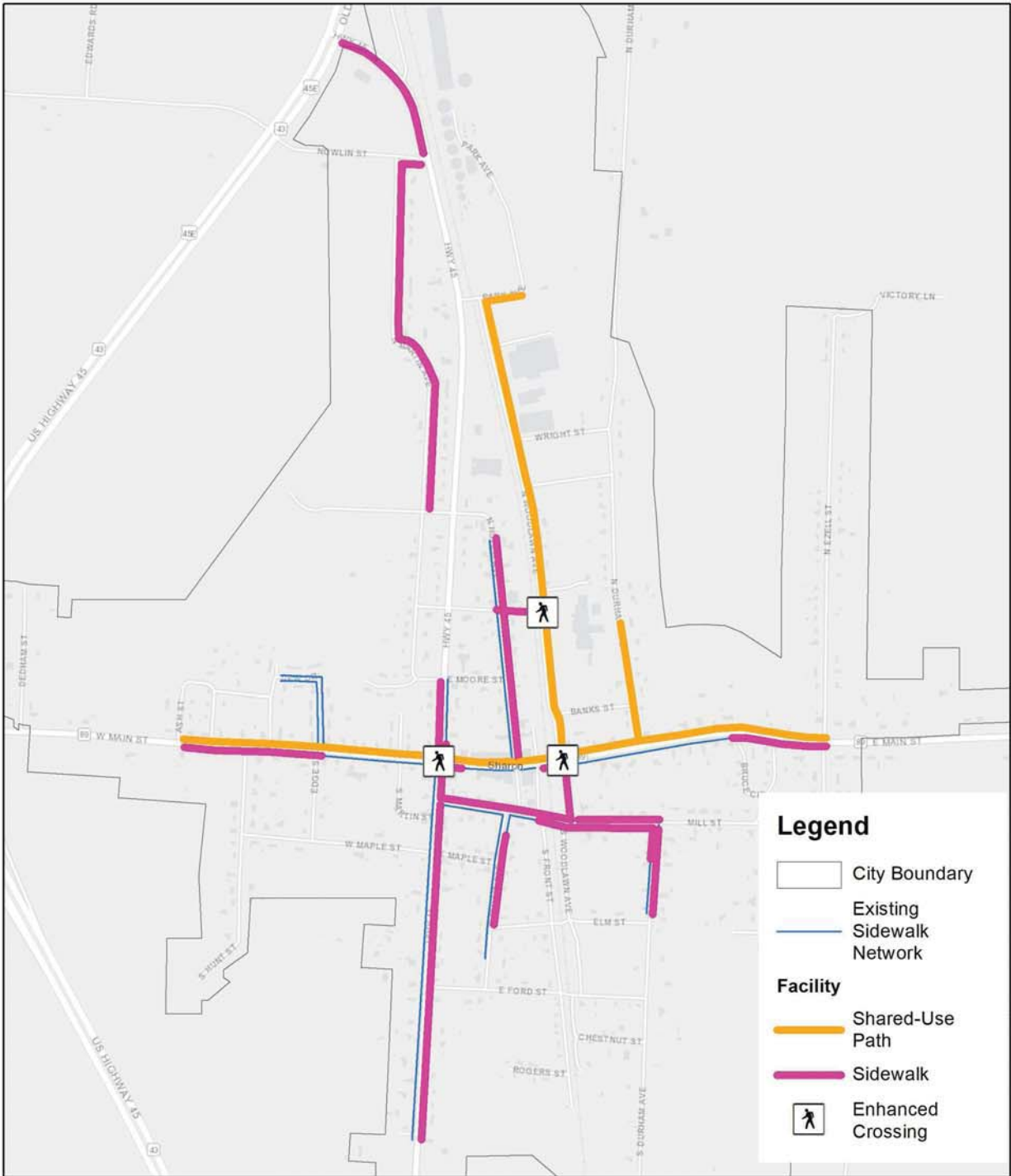
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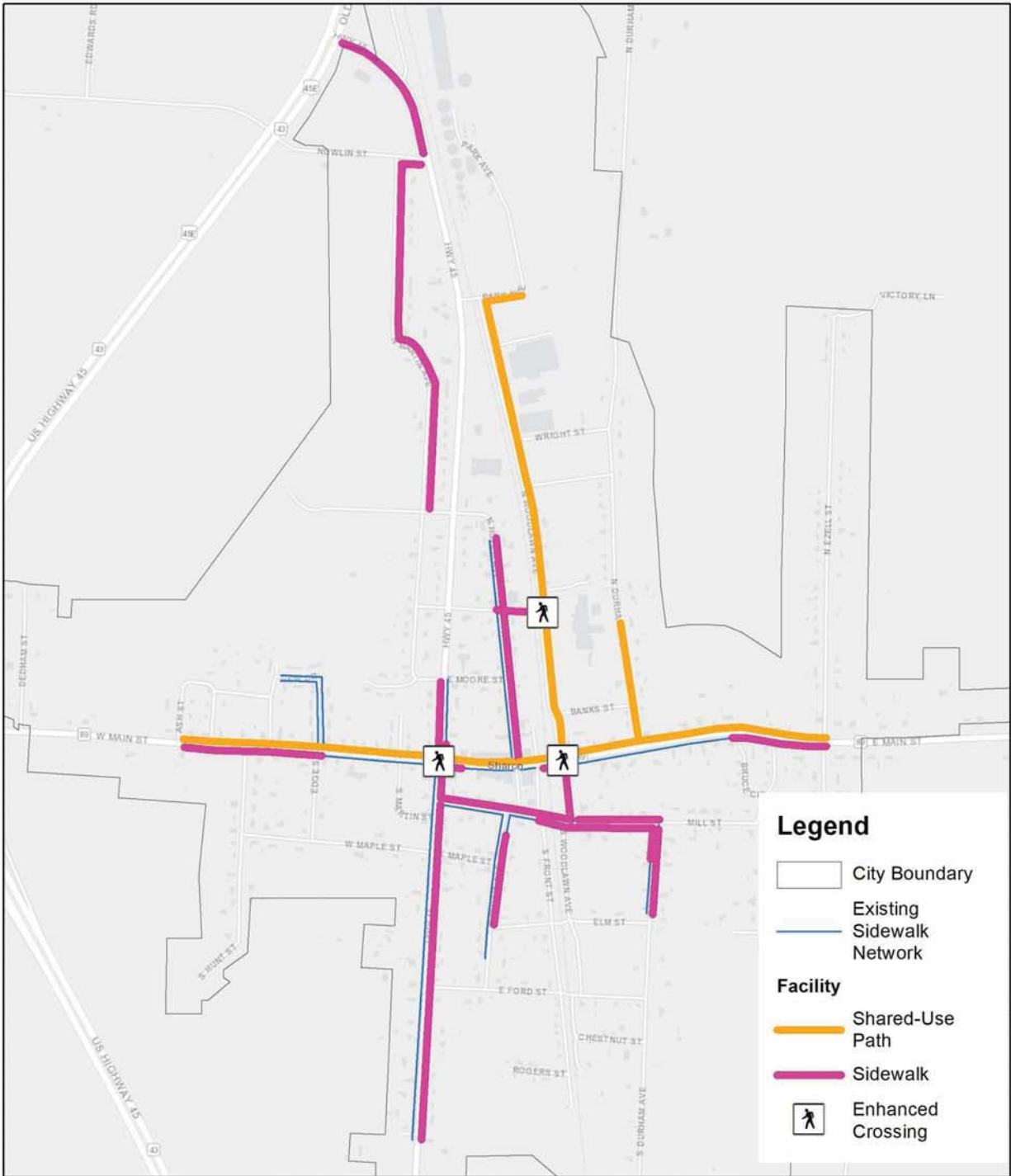
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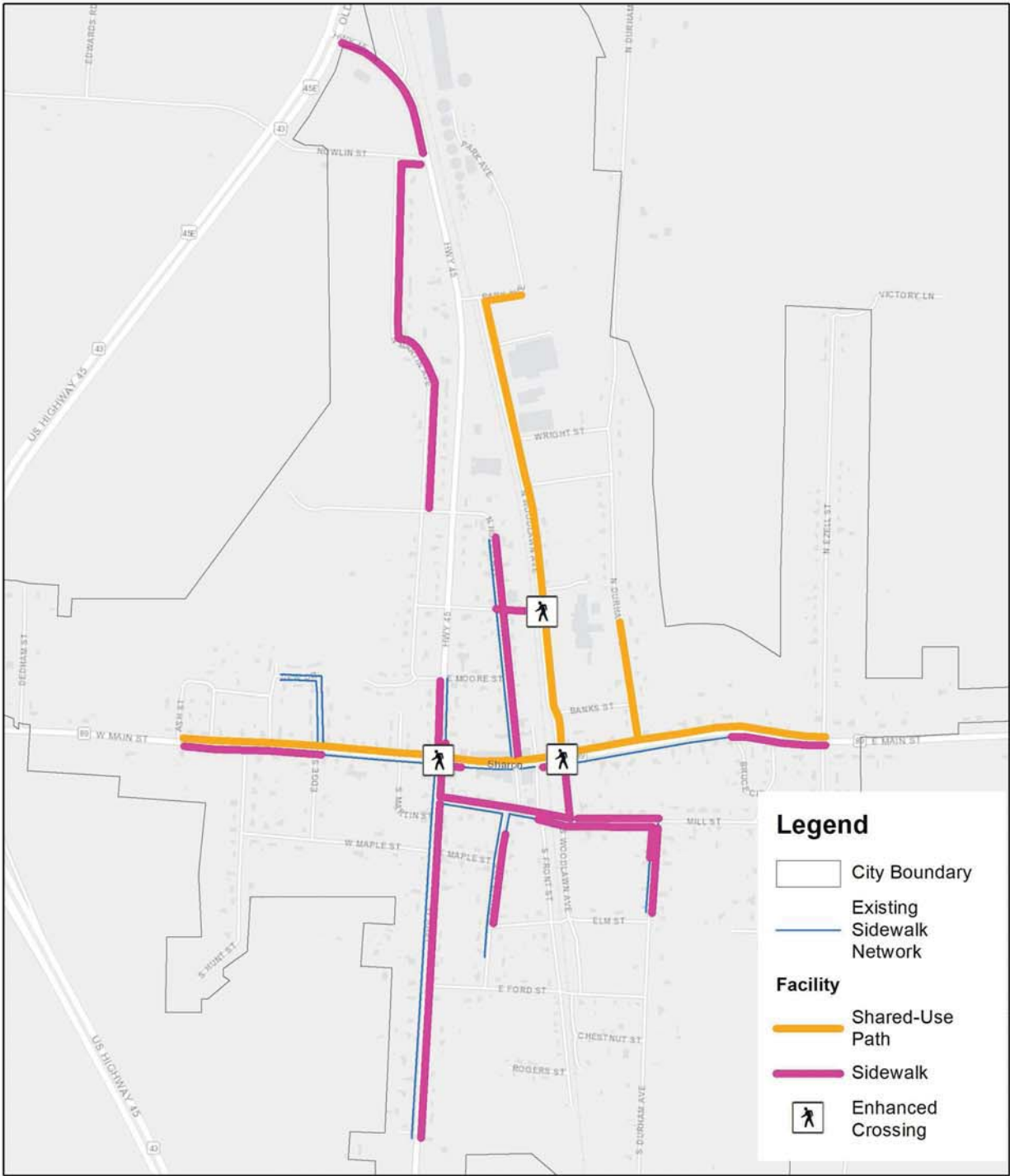
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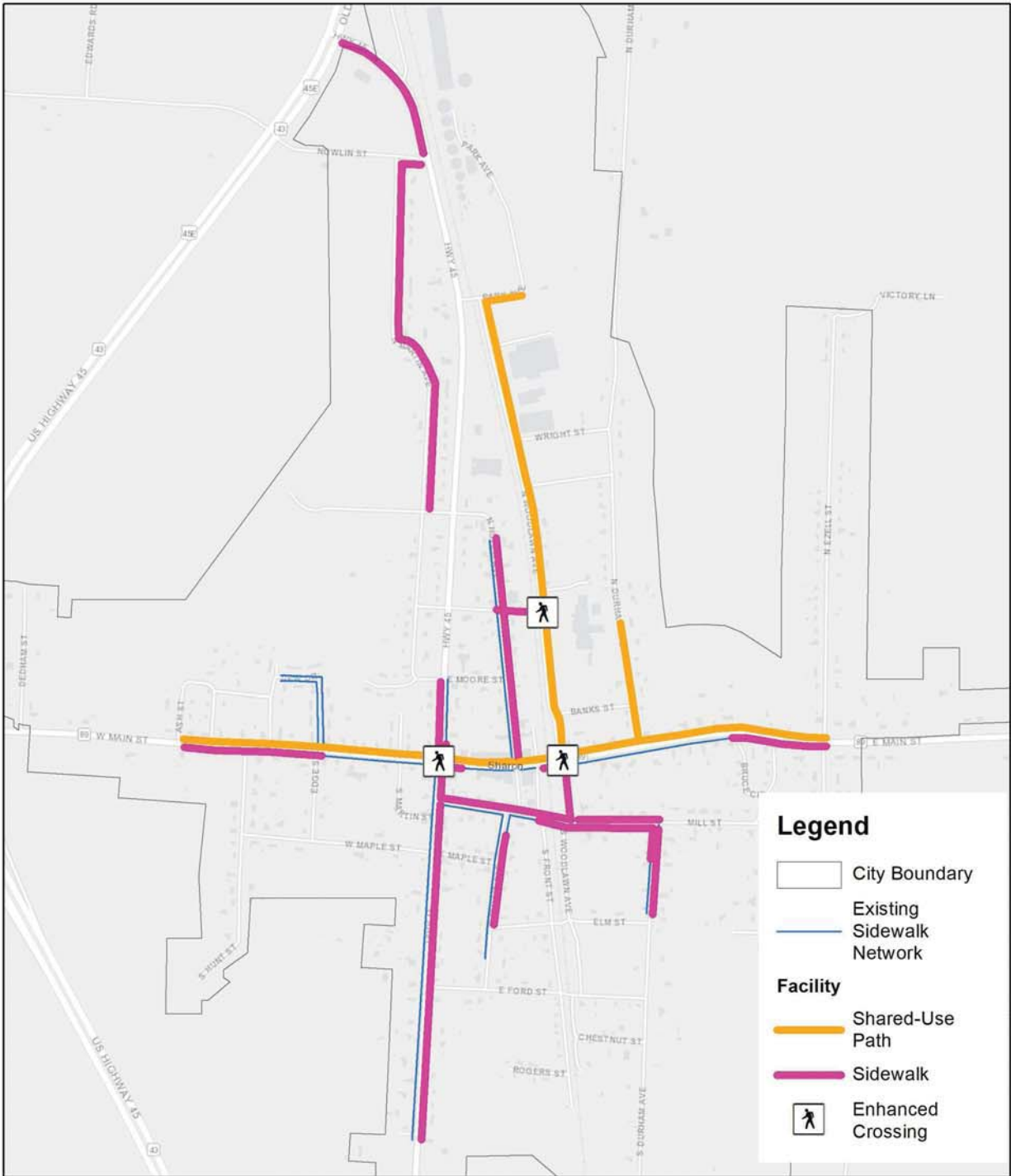
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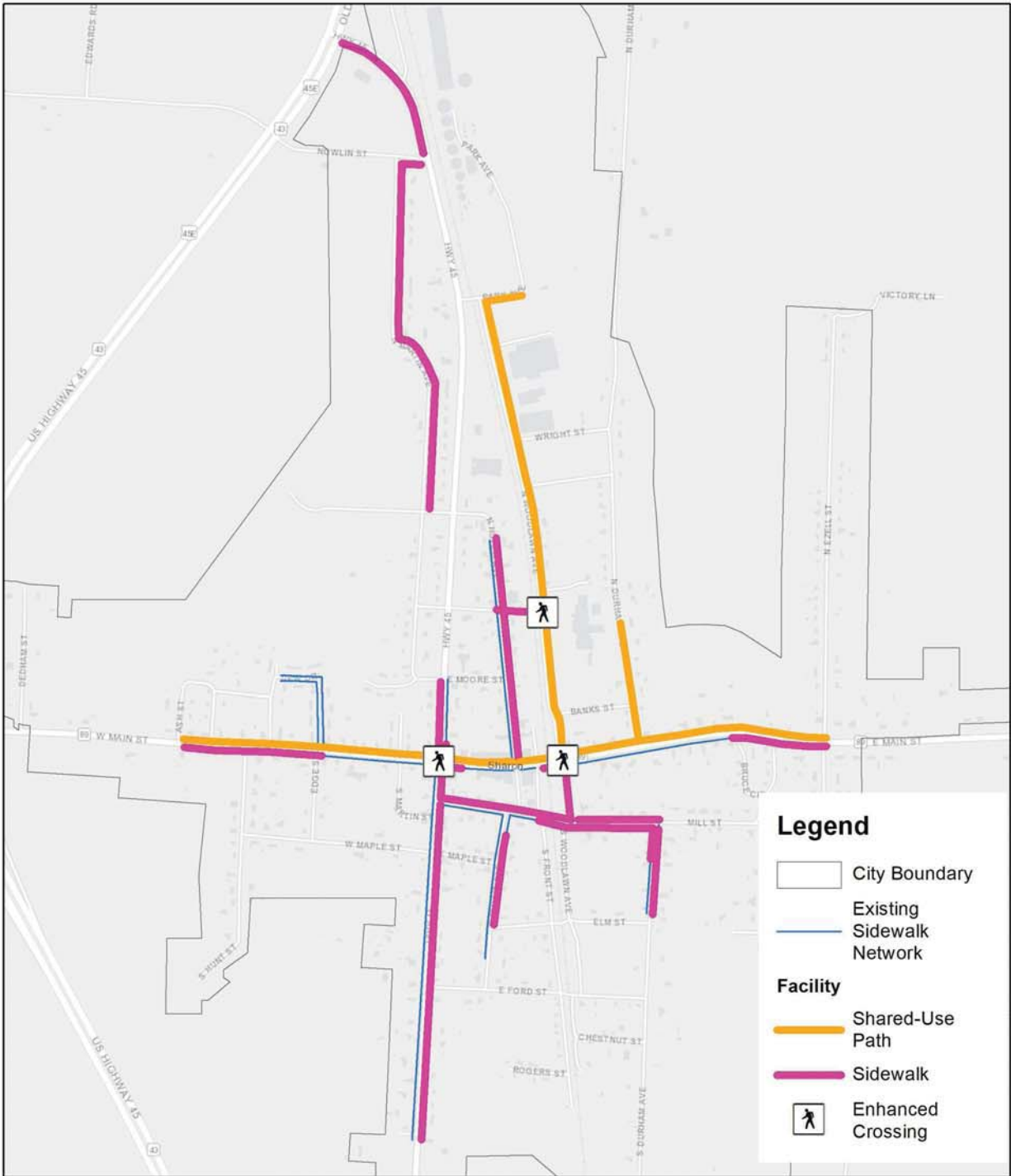
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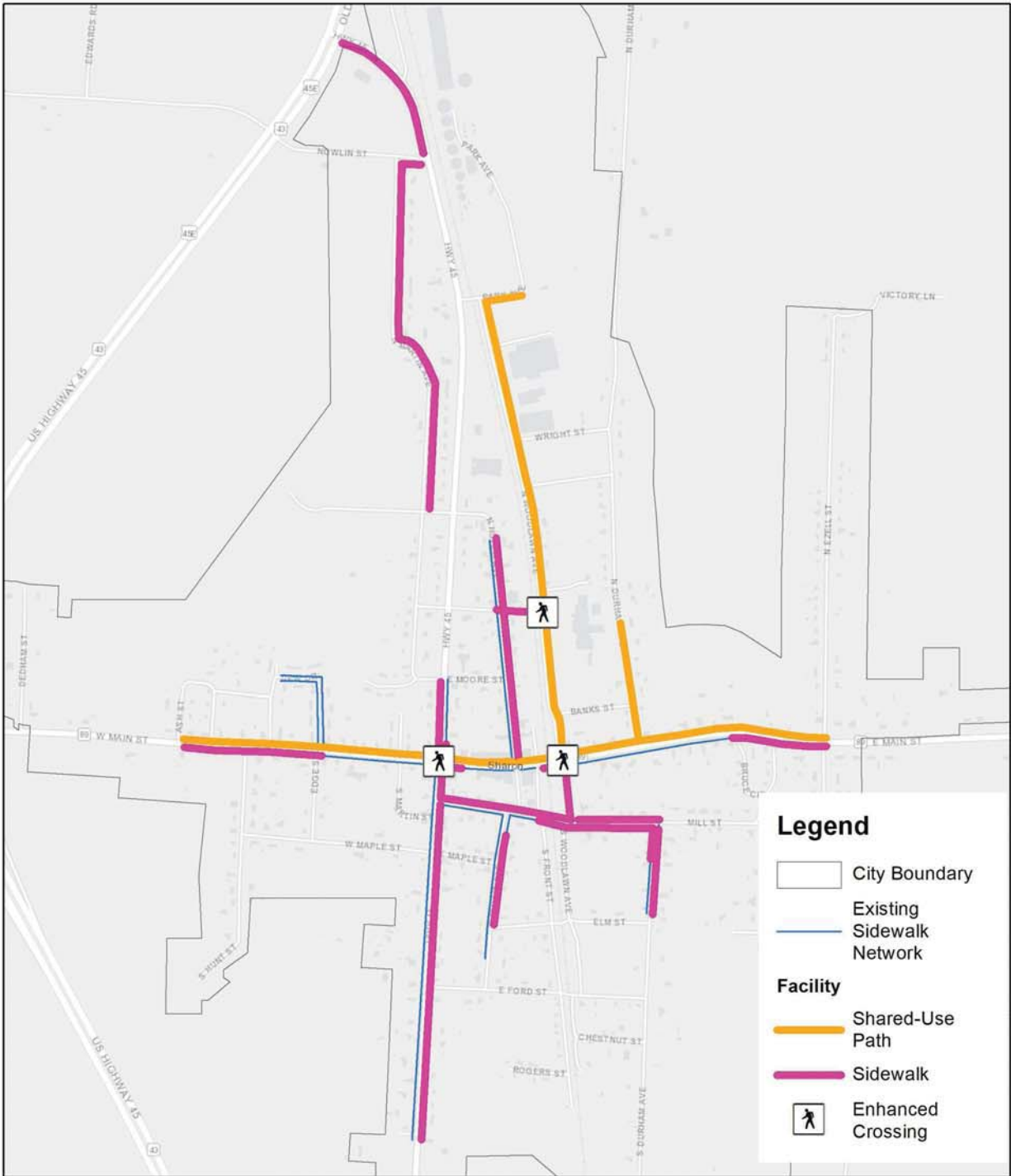
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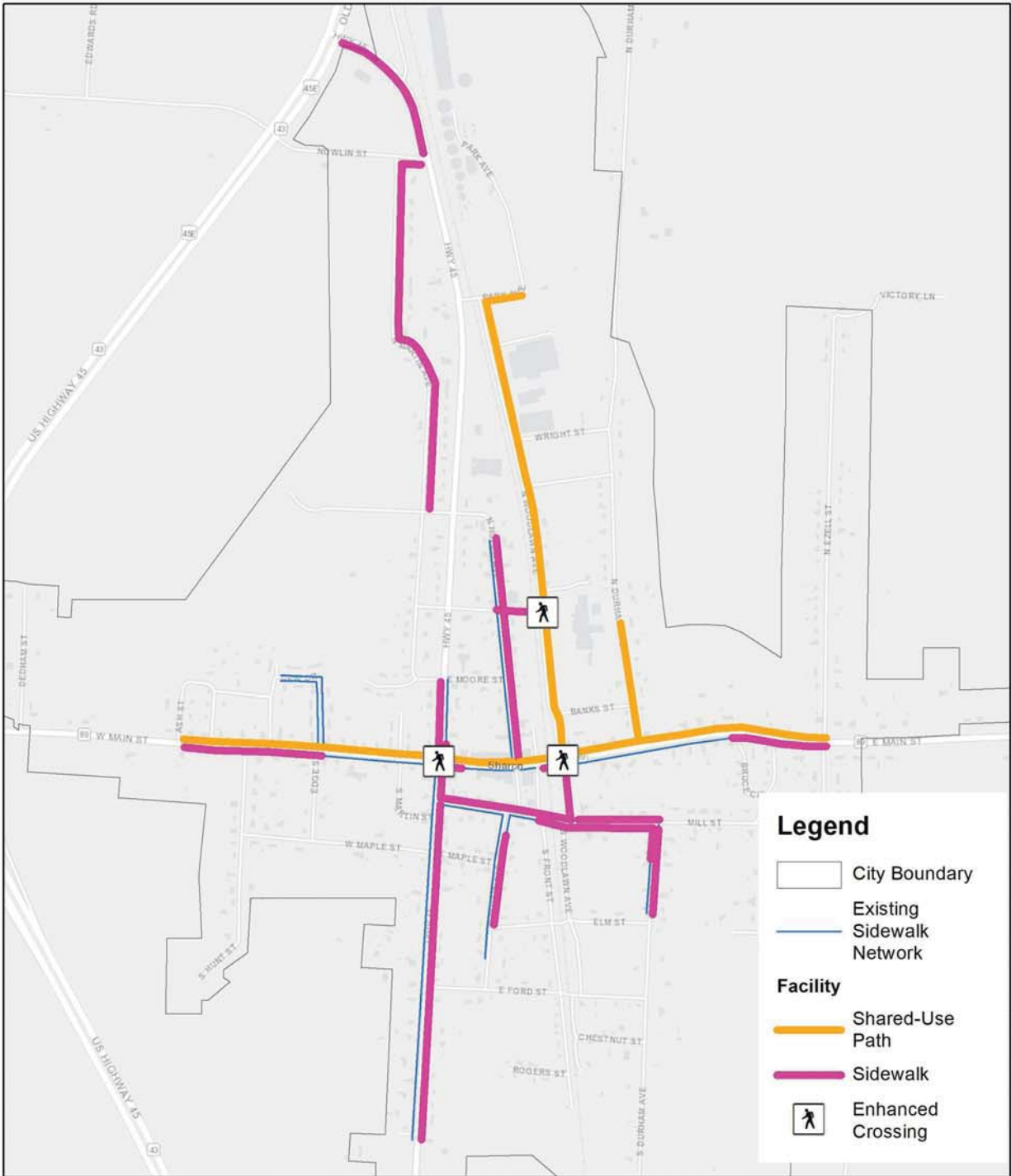
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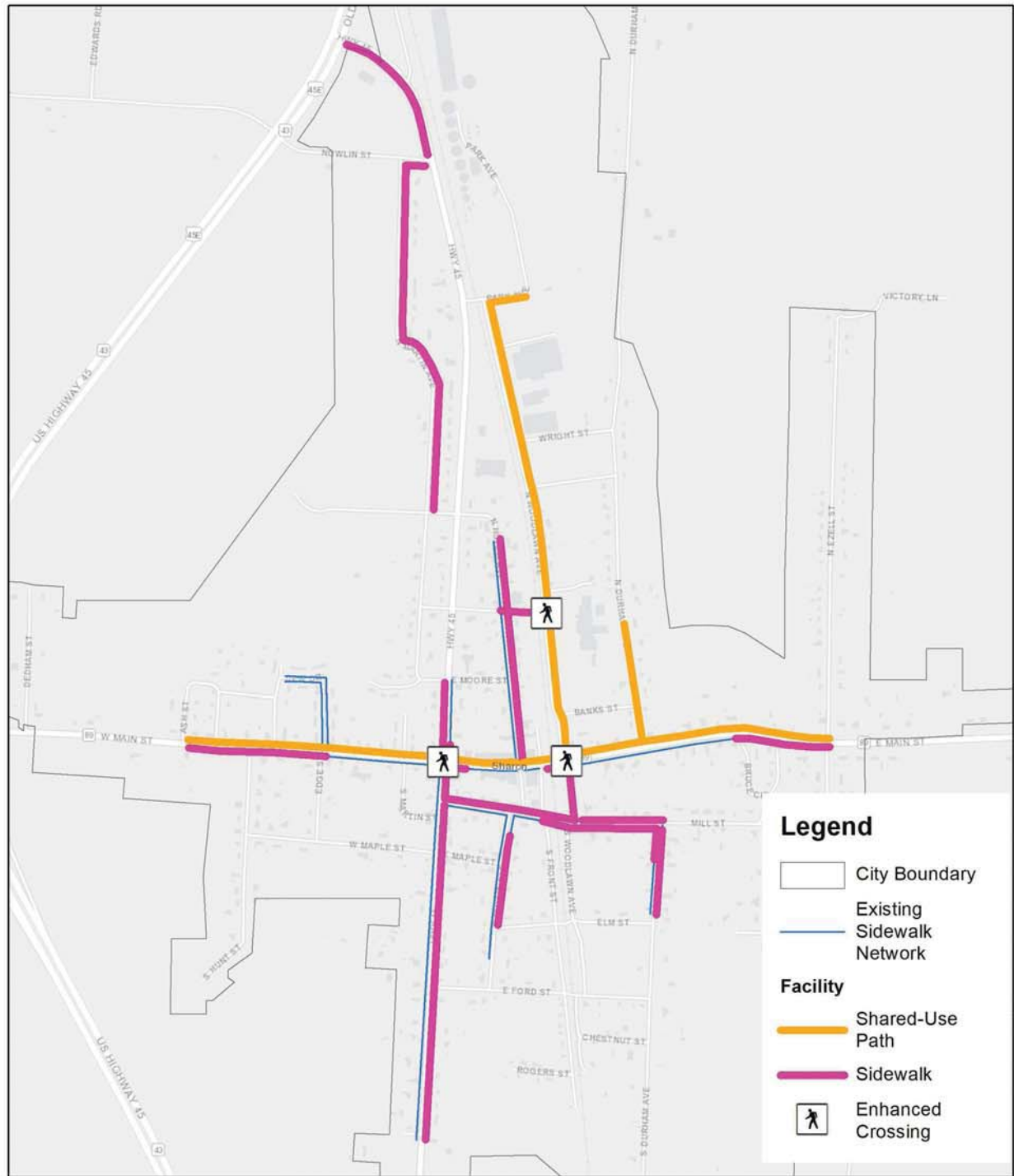
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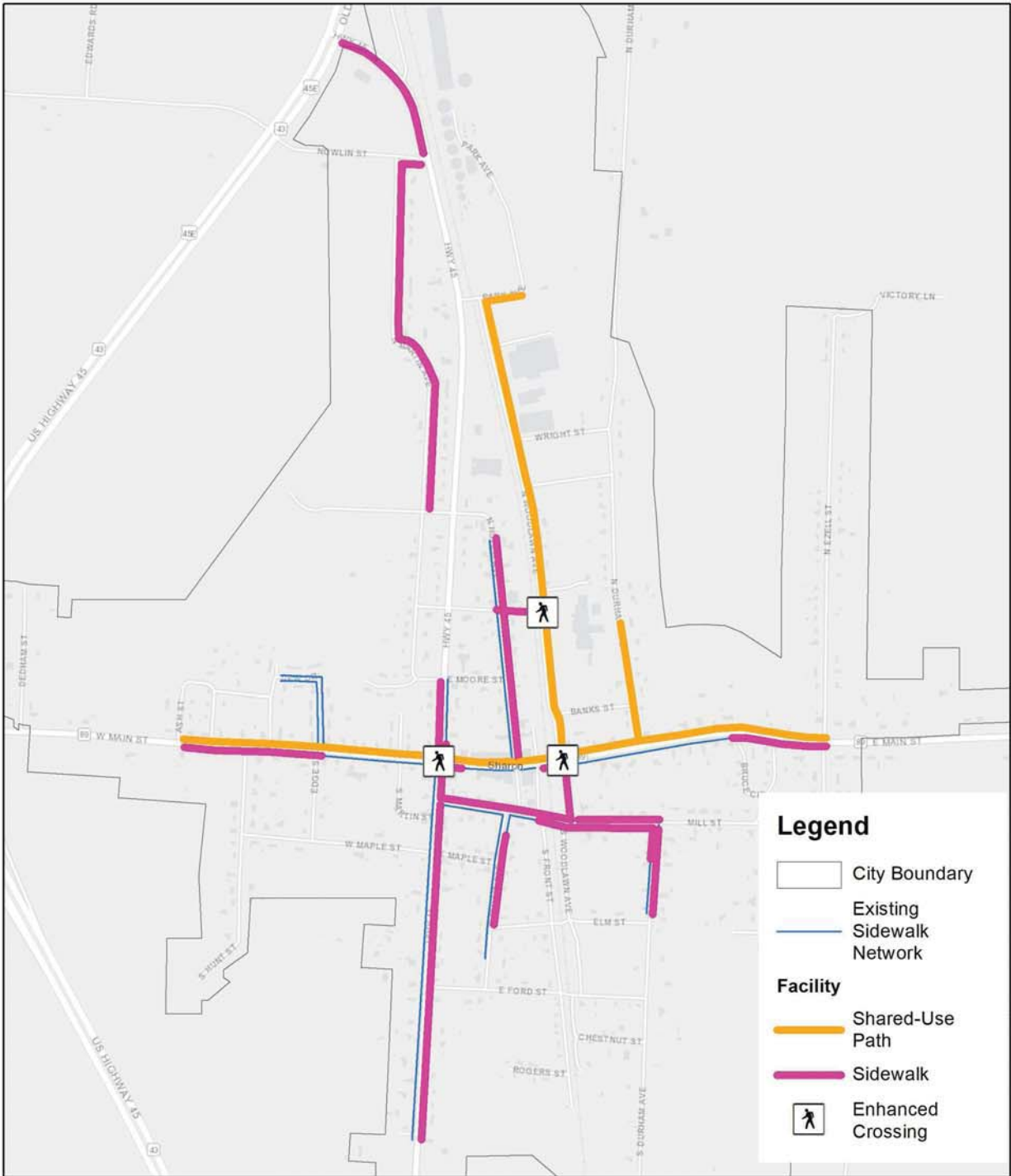
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*Enhanced Crossing:* High visibility crosswalk markings and crosswalk signs that may be paired with pushbutton-activated rectangular rapid-flashing beacons (RRFB).

## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Gresham  
Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

---



Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
to allow extra width for people to walk or use a mobility device side-by-side or ride bikes to  
school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

---

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# Sharon, TN Pedestrian Master Plan

The City of Sharon is developing a Pedestrian Master Plan after being awarded a TDOT Community Transportation Planning Grant. The purpose of the plan is to (1) promote healthy living, (2) increase safety for people walking and those who use mobility assistance devices, and (3) encourage connectivity by expanding the sidewalk and shared-use path opportunities in the community for residents and visitors.

The City of Sharon wants to gather your opinions about the proposed sidewalk and shared-use path improvements in the plan and use your input to further improve and refine the proposed network. Below is a map of the proposed network for your consideration.

Please review the map below and answer the survey questions to follow. Your responses are recorded anonymously.

Thank you so much for your participation!

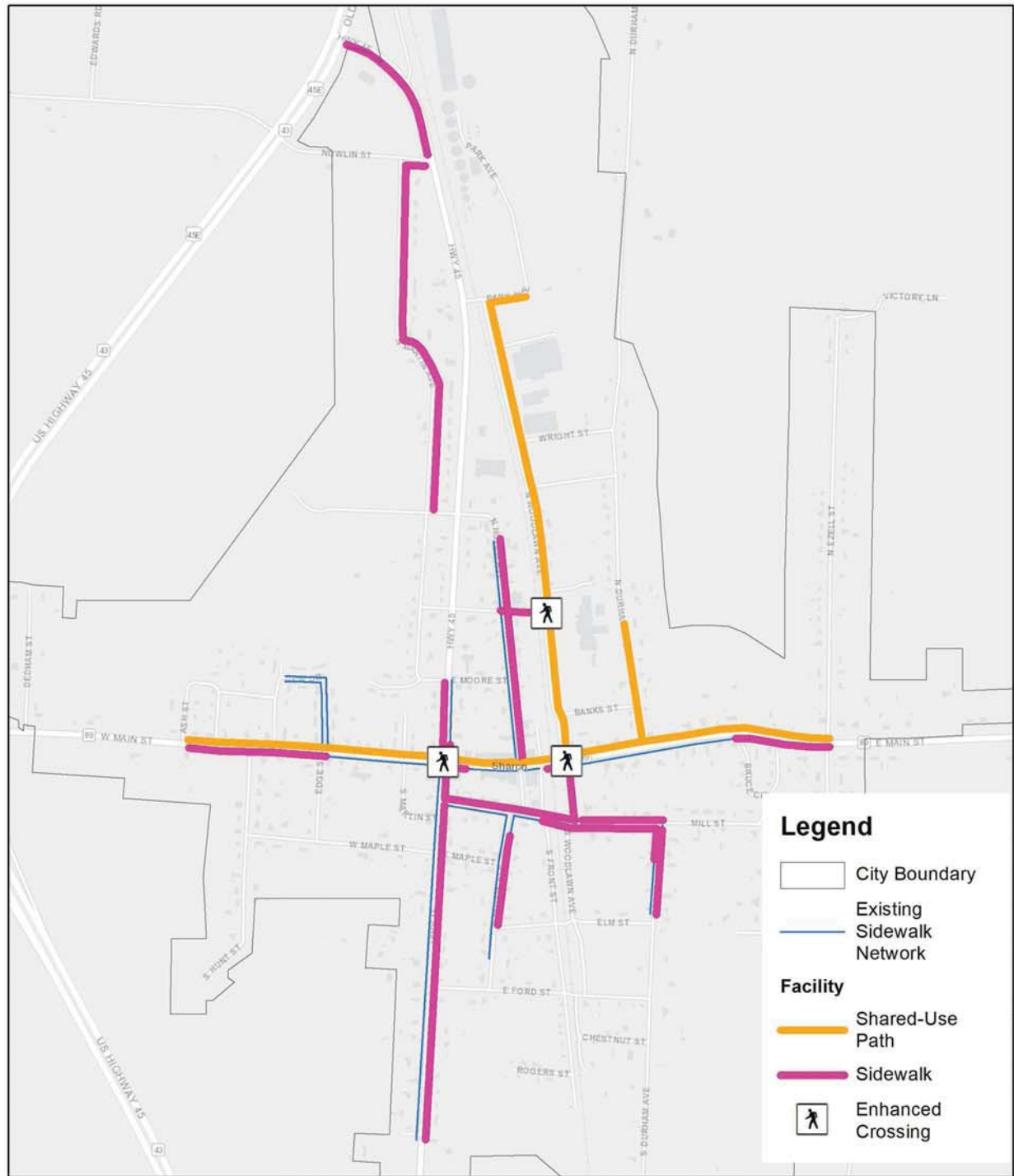
## **Legend Descriptions**

*Sidewalk:* People walk or use a mobility device on a separated, paved path typically 4 to 6 feet wide.

*Shared-Use Path:* This is an 8-12 feet wide paved path that both bike riders and people walking or using mobility devices can use.

*Enhanced Crossing:* High visibility crosswalk markings and crosswalk signs that may be paired with pushbutton-activated rectangular rapid-flashing beacons (RRFB).

## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
to allow extra width for people to walk or use a mobility device side-by-side or ride bikes to  
school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

---

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Google Forms

# Sharon, TN Pedestrian Master Plan

The City of Sharon is developing a Pedestrian Master Plan after being awarded a TDOT Community Transportation Planning Grant. The purpose of the plan is to (1) promote healthy living, (2) increase safety for people walking and those who use mobility assistance devices, and (3) encourage connectivity by expanding the sidewalk and shared-use path opportunities in the community for residents and visitors.

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Please review the map below and answer the survey questions to follow. Your responses are recorded anonymously.

Thank you so much for your participation!

## **Legend Descriptions**

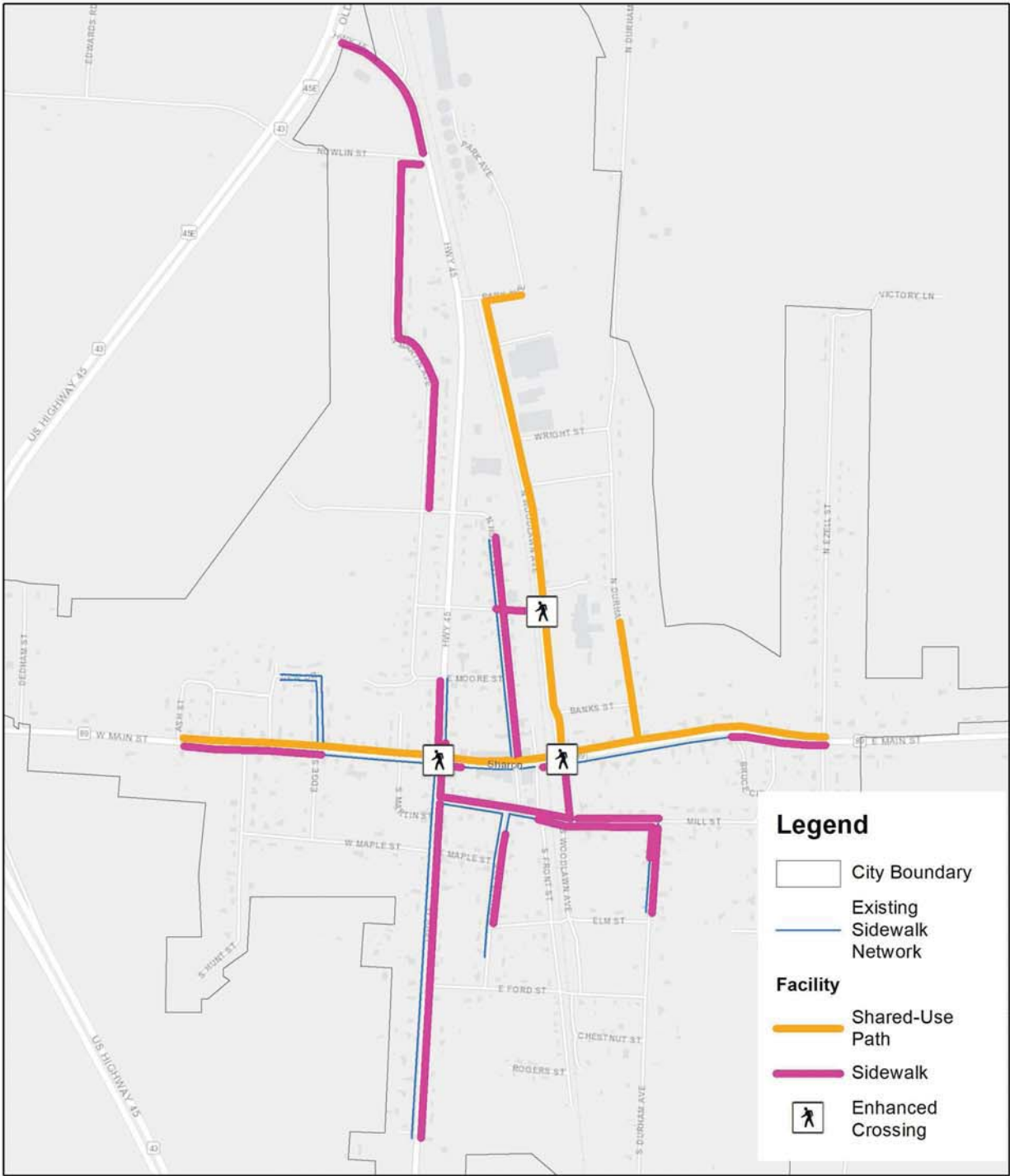
*Sidewalk:* People walk or use a mobility device on a separated, paved path typically 4 to 6 feet wide.

*Shared-Use Path:* This is an 8-12 feet wide paved path that both bike riders and people walking or using mobility devices can use.

*Enhanced Crossing:* High visibility crosswalk markings and crosswalk signs that may be paired with pushbutton-activated rectangular rapid-flashing beacons (RRFB).

## Proposed Pedestrian Network





# Sharon Pedestrian Master Plan



Gresham  
Smith



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
to allow extra width for people to walk or use a mobility device side-by-side or ride bikes to  
school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

---

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Google Forms

# Sharon, TN Pedestrian Master Plan

The City of Sharon is developing a Pedestrian Master Plan after being awarded a TDOT Community Transportation Planning Grant. The purpose of the plan is to (1) promote healthy living, (2) increase safety for people walking and those who use mobility assistance devices, and (3) encourage connectivity by expanding the sidewalk and shared-use path opportunities in the community for residents and visitors.

The City of Sharon wants to gather your opinions about the proposed sidewalk and shared-use path improvements in the plan and use your input to further improve and refine the proposed network. Below is a map of the proposed network for your consideration.

Please review the map below and answer the survey questions to follow. Your responses are recorded anonymously.

Thank you so much for your participation!

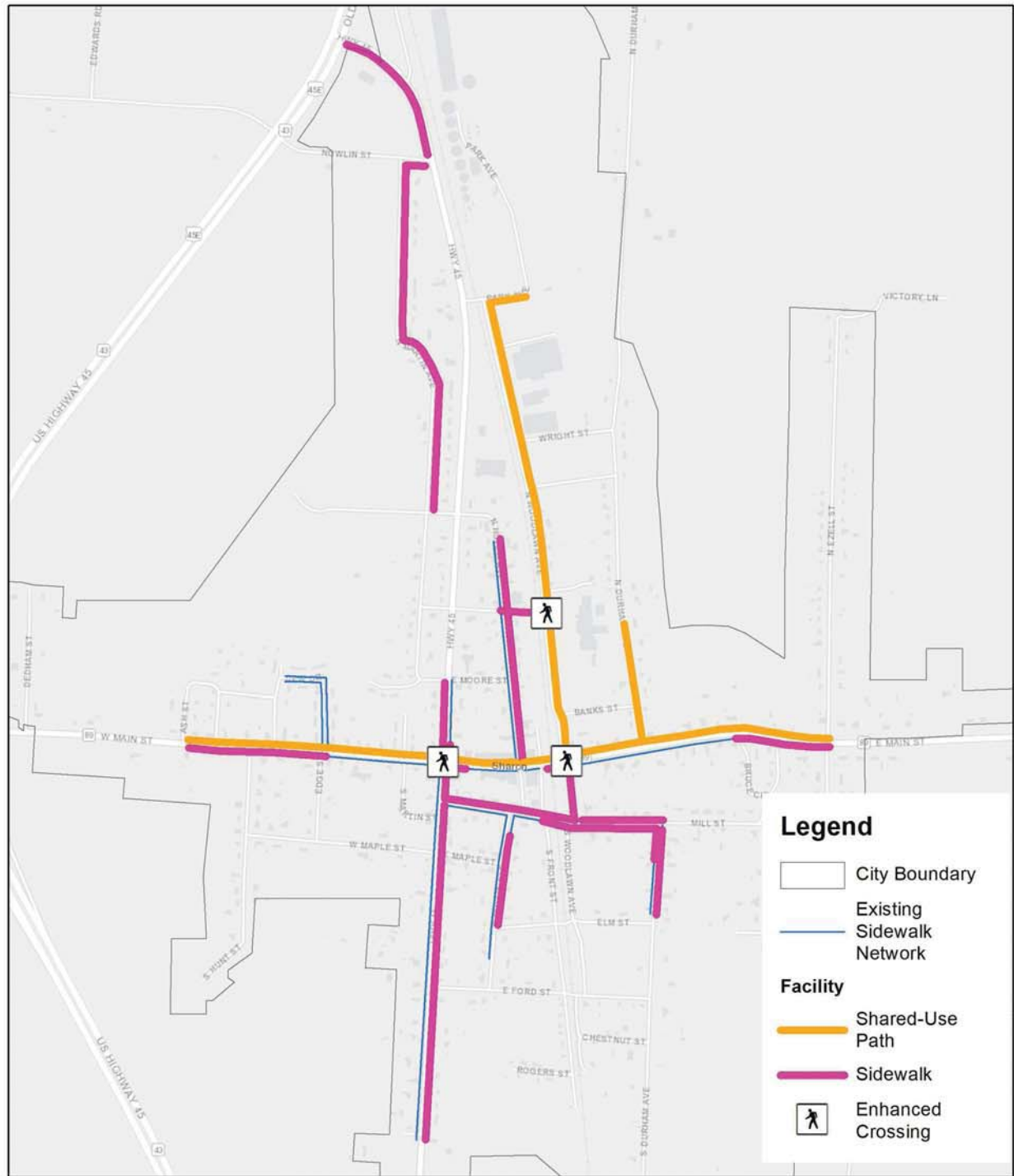
## **Legend Descriptions**

*Sidewalk:* People walk or use a mobility device on a separated, paved path typically 4 to 6 feet wide.

*Shared-Use Path:* This is an 8-12 feet wide paved path that both bike riders and people walking or using mobility devices can use.

*Enhanced Crossing:* High visibility crosswalk markings and crosswalk signs that may be paired with pushbutton-activated rectangular rapid-flashing beacons (RRFB).

## Proposed Pedestrian Network



# Sharon Pedestrian Master Plan



Do you support filling in the gaps of missing sidewalk, and repairing sidewalk that is broken? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support improving crossings at intersections for people walking in Sharon with high visibility markings, crossing signage, and other improvements? \*

- Yes
- No
- No opinion

Please explain your answer.

---

Do you support a shared-use path along Main Street, Woodlawn Avenue, and Woodlawn Road \*  
to allow extra width for people to walk or use a mobility device side-by-side or ride bikes to  
school, the park, and across town?

Please select all that apply.

- Yes
- No
- No opinion

Please explain your answer.

---


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# Appendix B - Cost Estimate Summary


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	East Main Street					
<b>Termini:</b>	West of Rail Crossing					
	To East of Rail Crossing					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.02 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$400	
Appurtenances		\$0	\$0	\$0	\$5,300	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$4,900	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$200	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$5,300	
Pavement Markings		\$0	\$0	\$0	\$500	
Maintenance of Traffic		\$0	\$0	\$0	\$3,700	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$2,030	
Additional Items	20%	\$0	\$0	\$0	\$4,060	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$13,200	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$5,940	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$45,500	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$4,550	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 50,100</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	Fonville Road					
<b>Termini:</b>	From North Hollis Avenue					
	To North Woodlawn Avenue					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.66 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$1,000	
Appurtenances		\$0	\$0	\$0	\$20,100	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$3,600	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$700	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$5,300	
Pavement Markings		\$0	\$0	\$0	\$500	
Maintenance of Traffic		\$0	\$0	\$0	\$4,300	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$3,550	
Additional Items	20%	\$0	\$0	\$0	\$7,100	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$23,100	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$10,400	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$79,700	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$7,970	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 87,700</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	East Main Street					
<b>Termini:</b>	From West of Bruce Circle					
	To North Ezell Avenue					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.13 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$25,300	
Appurtenances		\$0	\$0	\$0	\$72,300	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$12,200	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$1,300	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$11,100	
Pavement Markings		\$0	\$0	\$0	\$1,300	
Maintenance of Traffic		\$0	\$0	\$0	\$8,000	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$13,200	
Additional Items	20%	\$0	\$0	\$0	\$26,300	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$85,500	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$38,500	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$295,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$29,500	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 325,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	US Highway 45					
<b>Termini:</b>	From East Main Street					
	To Mill Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.04 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$900	
Appurtenances		\$0	\$0	\$0	\$14,600	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$3,000	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$500	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$8,000	
Pavement Markings		\$0	\$0	\$0	\$1,000	
Maintenance of Traffic		\$0	\$0	\$0	\$4,200	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$3,220	
Additional Items	20%	\$0	\$0	\$0	\$6,440	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$20,900	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$9,410	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$72,200	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$7,220	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 79,400</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	North Highway Street					
<b>Termini:</b>	From West/East Main Street					
	To Alleyway					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.02 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$700	
Appurtenances		\$0	\$0	\$0	\$6,600	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$1,900	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$300	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$8,000	
Pavement Markings		\$0	\$0	\$0	\$1,000	
Maintenance of Traffic		\$0	\$0	\$0	\$3,800	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$2,230	
Additional Items	20%	\$0	\$0	\$0	\$4,460	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$14,500	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$6,520	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$50,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$5,000	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 55,000</b>	

# COST ESTIMATE SUMMARY


COST ESTIMATE SUMMARY						
<b>Route:</b>	Mill Street					
<b>Termini:</b>	From South Front Street					
	To South Durham Avenue					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.16 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$4,900	
Appurtenances		\$0	\$0	\$0	\$52,000	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$14,800	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$1,600	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$10,900	
Pavement Markings		\$0	\$0	\$0	\$1,300	
Maintenance of Traffic		\$0	\$0	\$0	\$6,500	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$9,200	
Additional Items	20%	\$0	\$0	\$0	\$18,400	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$59,800	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$26,900	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$206,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$20,600	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 227,000</b>	

# COST ESTIMATE SUMMARY


COST ESTIMATE SUMMARY						
<b>Route:</b>	South Durham Ave					
<b>Termini:</b>	From South of Mill Street					
	To Mill street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.04 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$2,800	
Appurtenances		\$0	\$0	\$0	\$16,100	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$5,800	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$900	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$6,000	
Pavement Markings		\$0	\$0	\$0	\$1,300	
Maintenance of Traffic		\$0	\$0	\$0	\$4,400	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$3,730	
Additional Items	20%	\$0	\$0	\$0	\$7,460	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$24,200	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$10,900	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$83,600	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$8,360	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 92,000</b>	




# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	South Woodlawn Ave					
<b>Termini:</b>	From Mill Street					
	To East Main Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.07 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$1,200	
Appurtenances		\$0	\$0	\$0	\$24,800	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$3,100	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$1,400	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$6,000	
Pavement Markings		\$0	\$0	\$0	\$1,000	
Maintenance of Traffic		\$0	\$0	\$0	\$4,500	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$4,200	
Additional Items	20%	\$0	\$0	\$0	\$8,400	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$27,300	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$12,300	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$94,200	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$9,420	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 104,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	North Martin Avenue					
<b>Termini:</b>	From Cherry Street					
	To Nowlin Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.52 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$10,200	
Appurtenances		\$0	\$0	\$0	\$161,000	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$18,900	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$6,500	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$12,200	
Pavement Markings		\$0	\$0	\$0	\$2,000	
Maintenance of Traffic		\$0	\$0	\$0	\$11,500	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$22,200	
Additional Items	20%	\$0	\$0	\$0	\$44,500	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$145,000	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$65,100	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$499,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$49,900	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 549,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	West Main Street					
<b>Termini:</b>	From Ash Street					
	To Edge Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.19 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$10,500	
Appurtenances		\$0	\$0	\$0	\$54,500	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$12,000	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$3,600	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$9,700	
Pavement Markings		\$0	\$0	\$0	\$1,800	
Maintenance of Traffic		\$0	\$0	\$0	\$6,700	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$9,880	
Additional Items	20%	\$0	\$0	\$0	\$19,800	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$64,200	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$28,900	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$222,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$22,200	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 244,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	North Highway Street					
<b>Termini:</b>	From West Main Street					
	To West Moore Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.10 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$3,300	
Appurtenances		\$0	\$0	\$0	\$33,100	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$3,100	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$1,000	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$9,000	
Pavement Markings		\$0	\$0	\$0	\$1,600	
Maintenance of Traffic		\$0	\$0	\$0	\$5,100	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$5,620	
Additional Items	20%	\$0	\$0	\$0	\$11,200	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$36,500	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$16,400	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$126,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$12,600	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 139,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	East Main Street					
<b>Termini:</b>	From South Highway Street To Existing Sidewalk					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.03 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$2,200	
Appurtenances		\$0	\$0	\$0	\$9,900	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$600	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$500	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$9,000	
Pavement Markings		\$0	\$0	\$0	\$1,600	
Maintenance of Traffic		\$0	\$0	\$0	\$4,000	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$2,780	
Additional Items	20%	\$0	\$0	\$0	\$5,560	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$18,100	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$8,140	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$62,400	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$6,240	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 68,600</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	North Hollis Street					
<b>Termini:</b>	From East Main Street					
	To North of fonville Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.30 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$5,800	
Appurtenances		\$0	\$0	\$0	\$94,300	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$9,700	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$3,200	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$14,500	
Pavement Markings		\$0	\$0	\$0	\$1,600	
Maintenance of Traffic		\$0	\$0	\$0	\$8,200	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$13,700	
Additional Items	20%	\$0	\$0	\$0	\$27,500	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$89,300	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$40,200	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$308,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$30,800	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 339,000</b>	

# COST ESTIMATE SUMMARY


COST ESTIMATE SUMMARY						
<b>Route:</b>	South Durham Avenue					
<b>Termini:</b>	From Elm Street					
	To Mill Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.12 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$4,500	
Appurtenances		\$0	\$0	\$0	\$37,900	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$6,100	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$1,500	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$14,500	
Pavement Markings		\$0	\$0	\$0	\$1,600	
Maintenance of Traffic		\$0	\$0	\$0	\$5,700	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$7,180	
Additional Items	20%	\$0	\$0	\$0	\$14,400	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$46,700	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$21,000	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$161,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$16,100	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 177,000</b>	

# COST ESTIMATE SUMMARY


COST ESTIMATE SUMMARY						
<b>Route:</b>	US Highway 45					
<b>Termini:</b>	From Elm Street					
	To Bob Short Drive					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.45 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$17,200	
Appurtenances		\$0	\$0	\$0	\$144,000	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$30,100	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$4,900	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$36,200	
Pavement Markings		\$0	\$0	\$0	\$2,000	
Maintenance of Traffic		\$0	\$0	\$0	\$12,400	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$24,700	
Additional Items	20%	\$0	\$0	\$0	\$49,400	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$160,000	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$72,100	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$553,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$55,300	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 608,000</b>	




# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	South Hollis Avenue					
<b>Termini:</b>	From Elm Street					
	To Existing Sidewalk					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.12 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$7,000	
Appurtenances		\$0	\$0	\$0	\$39,500	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$6,100	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$1,600	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$18,100	
Pavement Markings		\$0	\$0	\$0	\$1,500	
Maintenance of Traffic		\$0	\$0	\$0	\$6,000	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$7,980	
Additional Items	20%	\$0	\$0	\$0	\$16,000	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$51,900	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$23,400	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$179,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$17,900	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 197,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	Mill Street					
<b>Termini:</b>	From South Highway 45					
	To South Woodlawn Avenue					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.18 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$6,200	
Appurtenances		\$0	\$0	\$0	\$57,700	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$9,200	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$2,100	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$24,100	
Pavement Markings		\$0	\$0	\$0	\$2,200	
Maintenance of Traffic		\$0	\$0	\$0	\$7,100	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$10,900	
Additional Items	20%	\$0	\$0	\$0	\$21,700	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$70,600	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$31,800	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$244,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$24,400	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 268,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	Mill Street					
<b>Termini:</b>	From South Woodlawn Avenue					
	To South Durham Avenue					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.11 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$5,300	
Appurtenances		\$0	\$0	\$0	\$36,000	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$7,800	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$2,200	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$21,100	
Pavement Markings		\$0	\$0	\$0	\$1,800	
Maintenance of Traffic		\$0	\$0	\$0	\$6,000	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$8,020	
Additional Items	20%	\$0	\$0	\$0	\$16,000	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$52,100	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$23,400	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$180,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$18,000	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 198,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	North Highway Street					
<b>Termini:</b>	From US Highway 45 East					
	To Nowlin Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.20 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$0	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$15,200	
Appurtenances		\$0	\$0	\$0	\$61,400	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$28,900	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$3,800	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$30,100	
Pavement Markings		\$0	\$0	\$0	\$2,000	
Maintenance of Traffic		\$0	\$0	\$0	\$8,700	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$15,000	
Additional Items	20%	\$0	\$0	\$0	\$30,000	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$97,600	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$43,900	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$337,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$33,700	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 371,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	North Durham Avenue					
<b>Termini:</b>	From South Main Street					
	To Sharon School					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.16 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$32,900	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$6,000	
Appurtenances		\$0	\$0	\$0	\$1,400	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$11,900	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$3,300	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$30,100	
Pavement Markings		\$0	\$0	\$0	\$2,000	
Maintenance of Traffic		\$0	\$0	\$0	\$6,600	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$9,420	
Additional Items	20%	\$0	\$0	\$0	\$18,800	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$61,200	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$27,500	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$211,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$21,100	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 232,000</b>	


# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	Norh Woodlawn Avenue					
<b>Termini:</b>	From Park Avenue					
	To Sharon Road					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.67 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$144,000	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$13,000	
Appurtenances		\$0	\$0	\$0	\$1,700	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$36,300	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$7,900	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$36,200	
Pavement Markings		\$0	\$0	\$0	\$2,300	
Maintenance of Traffic		\$0	\$0	\$0	\$12,700	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$25,400	
Additional Items	20%	\$0	\$0	\$0	\$50,800	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$165,000	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$74,300	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$570,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$57,000	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 627,000</b>	

# COST ESTIMATE SUMMARY


COST ESTIMATE SUMMARY						
<b>Route:</b>	West Main Street					
<b>Termini:</b>	From Ash Street					
	To North Highway Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.34 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items	\$0	\$0	\$0	\$0		
Asphalt Paving	\$0	\$0	\$0	\$74,300		
Concrete Pavement	\$0	\$0	\$0	\$0		
Drainage	\$0	\$0	\$0	\$10,600		
Appurtenances	\$0	\$0	\$0	\$1,700		
Structures & Contingency	\$0	\$0	\$0	\$0		
Fencing	\$0	\$0	\$0	\$0		
Signalization & Lighting	\$0	\$0	\$0	\$0		
Railroad Crossing	\$0	\$0	\$0	\$0		
Earthwork	\$0	\$0	\$0	\$21,000		
Clearing and Grubbing	\$0	\$0	\$0	\$0		
Seeding & Sodding	\$0	\$0	\$0	\$5,000		
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0		
Guardrail	\$0	\$0	\$0	\$0		
Signing	\$0	\$0	\$0	\$24,100		
Pavement Markings	\$0	\$0	\$0	\$2,000		
Maintenance of Traffic	\$0	\$0	\$0	\$8,600		
Construction Lines and Stakes	\$0	\$0	\$0	\$0		
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$14,700		
Additional Items	20%	\$0	\$0	\$29,500		
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$95,800		
Const. Eng. & Inspec.	15%	\$0	\$0	\$43,100		
Construction Estimate - DBB & DB		\$0	\$0	\$330,000		
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way	\$0	\$0	\$0	\$0		
Utilities	\$0	\$0	\$0	\$0		
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$33,000		
<b>Design-Bid-Build Project Cost</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 363,000</b>		

# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	West Main Street					
<b>Termini:</b>	From North Highway Street					
	To North Woodlawn Avenue					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.13 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$28,800	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$2,400	
Appurtenances		\$0	\$0	\$0	\$2,700	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$9,000	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$3,100	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$21,600	
Pavement Markings		\$0	\$0	\$0	\$2,000	
Maintenance of Traffic		\$0	\$0	\$0	\$5,800	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$7,540	
Additional Items	20%	\$0	\$0	\$0	\$15,100	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$49,000	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$22,100	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$169,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$16,900	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 186,000</b>	



# COST ESTIMATE SUMMARY

COST ESTIMATE SUMMARY						
<b>Route:</b>	East Main Street					
<b>Termini:</b>	From North Woodlawn Avenue					
	To North Ezell Street					
<b>Project Type of Work:</b>	Sidewalk Improvements					
<b>County:</b>	Weakley			<b>Estimate Developed By</b>		
<b>Length:</b>	0.36 Miles			<b>Initial/Organization</b>		
<b>Date:</b>	September 25, 2023			MG/Gresham Smith		
<b>Estimate Type:</b>	Design-Bid-Build					
<b>Years Inflated:</b>	0					
DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Construction Items						
Removal Items		\$0	\$0	\$0	\$0	
Asphalt Paving		\$0	\$0	\$0	\$74,300	
Concrete Pavement		\$0	\$0	\$0	\$0	
Drainage		\$0	\$0	\$0	\$8,600	
Appurtenances		\$0	\$0	\$0	\$3,000	
Structures & Contingency		\$0	\$0	\$0	\$0	
Fencing		\$0	\$0	\$0	\$0	
Signalization & Lighting		\$0	\$0	\$0	\$0	
Railroad Crossing		\$0	\$0	\$0	\$0	
Earthwork		\$0	\$0	\$0	\$12,700	
Clearing and Grubbing		\$0	\$0	\$0	\$0	
Seeding & Sodding		\$0	\$0	\$0	\$5,100	
Rip-Rap or Slope Protection		\$0	\$0	\$0	\$0	
Guardrail		\$0	\$0	\$0	\$0	
Signing		\$0	\$0	\$0	\$22,900	
Pavement Markings		\$0	\$0	\$0	\$2,000	
Maintenance of Traffic		\$0	\$0	\$0	\$8,200	
Construction Lines and Stakes		\$0	\$0	\$0	\$0	
DESIGN-BID-BUILD & DESIGN-BUILD PERCENTAGES						
Mobilization	10%	\$0	\$0	\$0	\$13,700	
Additional Items	20%	\$0	\$0	\$0	\$27,400	
Const. Contingency (Structures Not Included)	50%	\$0	\$0	\$0	\$89,000	
Const. Eng. & Inspec.	15%	\$0	\$0	\$0	\$40,000	
Construction Estimate - DBB & DB		\$0	\$0	\$0	\$307,000	
Right-of-Way & Utilities	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Right-of-Way		\$0	\$0	\$0	\$0	
Utilities		\$0	\$0	\$0	\$0	
Preliminary Engineering	LOCAL	STATE	FEDERAL	TOTAL		
	0%	0%	0%			
Prelim. Eng. (Design-Bid-Build)	10.0%	\$0	\$0	\$0	\$30,700	
<b>Design-Bid-Build Project Cost</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 338,000</b>	

# **Appendix C - Resolution to Adopt the Sharon Bicycle and Pedestrian Master Plan**

**RESOLUTION 2023-10B**

**A RESOLUTION TO ADOPT THE COMMUNITY MOBILITY PLAN**

WHEREAS, the City of Sharon Mayor and Board of Alderpersons provide input in the development of the plan/study;

WHEREAS, the Tennessee Department of Transportation funded the plan through a Community Transportation Planning Grant;

WHEREAS, the City of Sharon Mayor and Board of Alderpersons has adopted said plan;

WHEREAS, the City of Sharon will implement the components of the City of Sharon Pedestrian Master Plan to the extent possible as resources are available;

NOW, THEREFORE, BE IT RESOLVED by the City of Sharon Mayor and Board of Alderpersons, that the City of Sharon Community Mobility Plan is adopted as part of the municipality's general plan and shall become effective upon its passage.

Adopted Oct 30, 2023.

Signed Donna Stricklin  
Mayor, Donna Stricklin

Attested: Regina Lewis



**Gresham  
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