
PUBLIC NOTICE – TAX AND FEE CHANGES REPORT

SUBJECT: STREET PAVEMENT CUTS – POTENTIAL CITY ORDINANCE CHANGES

This report provides information on proposed enhancements to the existing street pavement cut ordinance and coordination efforts with stakeholders since May 2016.

THE ISSUE

In recent years, City Council members, citizens, and others have raised concerns regarding the condition of City streets and how these important infrastructure assets are maintained. Challenges for adequate maintenance levels stem from the lack of resources available for street resurfacing, which has resulted in a significant backlog of deferred street capital and maintenance projects.

Additionally, concerns have also been raised by the City Council regarding utility excavation cuts on newly constructed or resurfaced streets and the resulting long-term damage impacts to the roadway service life. Pavement deterioration studies show that pavement cuts and their associated excavations will significantly degrade and shorten pavement life no matter how well the excavations and cuts are restored. The Phoenix City Code (Attachment A), which has not been updated in 30 years, requires entities to obtain a City permit for all pavement cuts in the right-of-way and to pay surcharge fees to the City when cuts are made in pavement that are less than 30 months old. The intent of these fees is to offset costs of damages due to the early pavement deterioration caused by the utility excavation cut. However, these fees are vastly insufficient to cover those costs and likely do not enough to encourage practices that avoid making cuts to recently paved streets. In 2015, these pavement cut surcharge fees generated a little over \$147,000 for more than 7,400 pavement cuts. By comparison, including T2050 and HURF funds, the City will be investing \$35-\$40 million per year in pavement resurfacing, not including crack seal treatments.

With the passage of Proposition 104 by Phoenix voters in August 2015, more than \$2.3 billion in Transportation 2050 revenue over the next 35 years will be allocated for roadway construction and maintenance, the majority of which will be used for new or resurfaced pavement on City streets. This is in addition to the Highway User Revenue Fund (HURF) revenue dedicated towards the construction and maintenance of the City's nearly 5,000 miles of streets. With additional miles of roadways being resurfaced, it is imperative that right-of-way activities are closely coordinated with pavement restoration projects to ensure that the City's growing investment in its streets is properly protected.

OTHER INFORMATION

Management of Utility Excavation Cuts

The City manages the permitting and inspection process for pavement utility cuts in City right-of-way. In 2015, there were more than 7,400 pavement cuts related to public and private utilities. Utility excavation cuts are typically made in street pavement for installation or repair of underground utilities such as electric, gas, water, wastewater and

communication. Table 1 below depicts the approximate number of 2015 pavement utility cuts by utility company or by development.

Table 1. Pavement Cuts by Utility Company (or Developer) in 2015

Utility Company (or Development)	Estimated Number of Pavement Cuts
APS	551
CenturyLink	770
Cox	2,161
Fiber / Other Communications	486
Private Development	219
Southwest Gas	534
SRP	460
Water Services	2,259
Total	7,440

Utility companies, under franchise agreements or licenses with the City, are permitted to install underground facilities within City right-of-way. All utility work within the right-of-way requires a utility construction permit whether it is for the construction and installation of new or upgraded utility facilities, or for repairs and maintenance of existing facilities. The utility installations associated with these permits are inspected by City staff to ensure use of compliant materials and methods, construction is performed in the proper location with adequate spacing from other infrastructure, and facilities are installed in a safe and professional manner. Excavations for dry utilities may not be backfilled without a satisfactory inspection by the City.

Once a cut is made and the underground utility work is completed, the trench is backfilled and restored, resulting in a patched pavement surface. Regardless of the quality of the restoration effort, the cut creates a seam in the pavement that can allow water to penetrate the pavement weakening the pavement and the underlying soil. If the materials used to backfill the excavation are not suitable or not properly installed, the materials will begin to settle relative to the original pavement. Even if the trench is backfilled correctly, the base course and subgrade soils adjacent to the trench are disturbed and weakened.

City Code Requirements and Coordination Efforts

Current City Ordinance (Attachment A), which has not been updated since 1987, requires any entity who cuts new pavement less than 30 months old to pay a surcharge based on a 3-tier system. The surcharge that is intended to cover real damages associated with early pavement deterioration and is in addition to any permit fees and any standard or special requirements included in the City-issued permit.

Comparison with Other Valley Cities

City staff researched and conducted analysis of other local municipalities to compare current ordinances and practices related to street pavement utility cut requirements and fees. The comparison of six local cities (Attachment B) shows that Phoenix has the shortest duration of utility cut surcharges based on pavement age. Phoenix's surcharge is

only applicable up to 30 months following installation of new pavement or pavement resurfacing, while more than half of the local cities apply surcharges up to 60 months, with the longest being 84 months. In addition, several cities also require a pavement mill and overlay/inlay for any utility cuts performed within up to the first two years following installation of new pavement or pavement resurfacing, in addition to surcharges. In comparison to the other cities, Phoenix has the third lowest surcharges nor does Phoenix require a pavement mill and overlay/inlay for cuts on new, or newly resurfaced, pavement.

Surcharge Revenues

Administratively, the City’s existing Pavement Cut Surcharge Program collects fees through utility permits issued by the Street Transportation Department, or through civil utility trenching (CUT) permits issued by the Planning and Development Department. Revenues collected through the program are allocated directly to the General Fund. The revenues collected over the past three years are shown in Table 2 below. Based on the total number of cuts, it is clear the surcharge fees do not significantly offset pavement damage caused by cuts.

Table 2. Pavement Cut Surcharges Collected

	2013	2014	2015
Utility Permits	\$73,920	\$108,980	\$147,620
Civil Utility Trenching	\$2,000	\$7,000	\$1,000

Impact of Utility Cuts on Pavement and Roadways

The existing City Code section concerning pavement utility excavation cuts is intended to increase coordination of planned projects in the public right-of-way and reduce excessive pavement cuts and the resulting damage to City streets. However, even with the best coordination efforts, unscheduled pavement cuts due to emergency situations can never be entirely eliminated.

Still, it is important to understand the impact these cuts have on our roadway pavement. Numerous engineering studies have demonstrated that damage from excavations extends beyond the edges of the utility cut to an area known as the “zone of influence.” As illustrated in Attachment C, excavations through the existing pavement layers damage each layer and reduce the structural integrity of the pavement. In addition, the weakened pavement adjacent to the patched area will deteriorate at a faster rate. Even with high-quality trench repair, the pavement cannot be fully restored to its original condition which causes additional degradation over time and shortens the service life of the street. As a result, the street will require more frequent maintenance, resulting in additional rehabilitation costs as well as negatively impacting roadways for drivers and riders.

Stakeholder Input

On Aug. 31, 2016, City staff held a stakeholder meeting with our right-of-way partners. At the meeting, staff discussed potential new requirements and engaged in a discussion on how to collectively improve coordination efforts for our right-of-way activities. In total, the meeting attracted 18 attendees representing 12 different agencies from the utility and development community.

Generally, the attendees agreed the City's effort to modify and update the current ordinance was not unreasonable. There was a collective understanding amongst the stakeholders that it is important to preserve the investment in our streets made through street resurfacing projects by improving coordination and reducing excessive pavement cuts.

Staff reconvened the stakeholder group for additional meetings on Oct. 13 and Dec. 15, 2016 for additional discussion, and held two additional discussion sessions on the proposed ordinance changes on Jan. 5 and Feb. 8, 2017.

Recommended Policy Enhancements

After careful consideration of the many aspects of this issue, utilizing the knowledge and experience of our professional City staff, the input and feedback received from the City's utility and developer partners, the concerns of our citizens, and the recent adoption of Transportation 2050, staff is forwarding the following potential modifications to the pavement cut ordinance:

- Add an asphalt pavement mill and overlay requirement for all pavement cuts in new pavement or newly overlaid pavement less than 36 months in age.
- City will accept payment (including all contract costs and related administration) for the cost of performing a required pavement treatment from the entity performing the pavement cut, in lieu of that entity performing the treatment themselves.
- Required pavement treatment limits will extend twenty-five feet (25') on either side of a pavement cut.
- Creation of a new pavement cut surcharge fee structure for pavement cuts performed outside the timeframe established for any asphalt pavement mill and overlay treatment requirement. The surcharge fee would be \$45 per pavement cut square foot for cuts equal to or less than 250 square feet in area and \$90 per pavement cut square foot for cuts greater than 250 square feet in area. The existing surcharge fee structure would be replaced with this new surcharge fee structure.
- All pavement cuts regardless of size will have a requirement for a mill and overlay treatment (for pavements up to 36 months in age) or a micro-surfacing / slurry seal requirement (for pavements greater than 36 months in age).
- City will work to inspect and accept new pavement and mill/overlay locations upon completion of each location rather than as a group of locations for more accurate tracking of actual pavement age.
- Pavement potholing will not typically trigger the pavement treatment requirement; rather, a defined number of potholes over a specific length of pavement will trigger such a requirement.
- City will produce a Geographic Information System (GIS) map of pavement treatment locations planned over the next 3-5 years and pavement treatment (new pavement and mill/overlay) locations completed recently.

- City will hold regular coordination meetings with utility and developer stakeholders (quarterly or bi-annually) to review public and private project plans in the right of way for conflicts.
- City ordinance changes will be effective no earlier than July 1, 2017.

A summary comparison of the existing ordinance requirements to the potential ordinance modifications is included in Attachment D.

City staff will seek City Council approval of any or all of the above listed potential ordinance changes no earlier than the City Council Policy meeting currently scheduled for April 11, 2017.

Attachments

- A. Existing Ordinance Language
- B. Comparison with Six Local Cities of Current Ordinances and Practices Related to Street Pavement Utility Cut Requirements and Fees
- C. Trench Cut Zone of Influence
- D. Comparison of Current (Existing) and Recommended (New) Ordinance

ATTACHMENT A

EXISTING ORDINANCE LANGUAGE

Article III. CONSTRUCTION OR REMOVAL GENERALLY

31-38 Permit fee and plan review fees.

(a) The applicant shall also deposit with the Planning and Development Director, before any permit shall be issued, a permit fee to cover the City's cost of inspection and clerical services. The schedule of fees, as set forth in appendix A.2 of the City Code, is established to offset the City's expenses and the fee shall be computed on the basis of the units of work and the schedule of fees. No part of this permit fee is refundable.

(b) The Planning and Development Director shall collect the fees set forth in appendix A.2 of the City Code for off-site plan and landscape plan review services.

(c) Any public utility which is subject to regulation of its rates and charges for services by the Arizona Corporation Commission shall, in lieu of paying the fees set forth above, pay the Street Transportation Director the amount billed monthly for actual City cost of inspection and review services the City incurred during the month in providing services due to construction activities of the public utilities in public rights-of-way. The amount shall be due within thirty days of receipt of the monthly billing. A public utility shall have the right during regular office hours to examine and to make copies of City of Phoenix accounting records on time and cost incurred for inspection services provided to public utilities for work in the public rights-of-way.

(d) It is the intent of this ordinance to avoid the cutting of new street pavement, or newly overlaid pavement. In the event that a street opening in new pavement cannot be avoided, a surcharge fee to cover damages and early deterioration is assessed as follows:

Cuts in new paving less than twelve months old:

Openings less than nine square feet, or nine linear feet of trench: One thousand dollars.

Trenches over nine feet long: Two thousand five hundred dollars for every fifty feet or fraction thereof.

For pavement less than twenty-four months old:

Openings less than nine square feet, or nine linear feet of trench: Six hundred forty dollars.

Trenches over nine feet long: One thousand six hundred dollars for every fifty feet or fraction thereof.

For pavement less than thirty months old:

Openings less than nine square feet, or nine linear feet of trench: Three hundred twenty dollars.

Trenches over nine feet long: Eight hundred dollars for every fifty feet or fraction thereof.

These surcharge fees are assessed in addition to the regular permit fees and are over and above any special backfill, compaction and pavement replacement stipulations that may be imposed as a condition of permitting.

Waiver of surcharge fee. The pavement cut surcharge fee may be waived by the Street Transportation Director upon a finding by the Street Transportation Director that the fee imposes an undue economic hardship on the owner of the utility, or the applicant for services, or for an emergency cut necessary to protect the public's health or safety. Evidence must be presented by the applicant that the following conditions have been fulfilled:

- (1) The cut is not the result of improper planning or lack of diligence on the part of the applicant.
- (2) The cut cannot be avoided by routing the line in a different manner or taking any other action.

The surcharge fee may also be waived by the City Council in recognition of extraordinary public benefit or as part of the City's contribution in a joint project.

(Ord. No. G-730, § 2; Ord. No. G-1247, § 1; Ord. No. G-1250, § 1; Ord. No. G-1525, § 1; Ord. No. G-1815, § 1; Ord. No. G-1993, § 18; Ord. No. G-2214, § 1; Ord. No. G-2215, § 1; Ord. No. G-2224, § 2; Ord. No. G-2396, § 1; Ord. No. G-2510, § 1; Ord. No. G-2551, §§ 1—3; Ord. No. G-2627, § 1; Ord. No. G-2785, §§ 1, 2; Ord. No. G-2977, § 1; Ord. No. G-3009, § 1; Ord. No. G-3127, § 1; Ord. No. G-3208, § 1; Ord. No. G-3313, § 1; Ord. No. G-3346, § 3; Ord. No. G-5590, § 1, adopted 2-23-2011, eff. 3-25-2011)

31-38.1 Waiver of fees.

(a) The City of Phoenix may enter into agreements with other public agencies for the waiver of permit fees set forth in this Article.

(b) As used in this section the term "public agency" shall include the federal government or any federal department or agency, Indian tribal council, the State, all departments, agencies, boards and commissions of the State, and irrigation, power, electrical, drainage and flood control districts, counties, school districts, cities, towns, all municipal corporations and any other political subdivision of this State or an adjoining state.

(c) Fee waiver agreements shall be recommended by the Planning and Development Department and approved by the City Council.

(Ord. No. G-2020, § 1; Ord. No. G-3313, § 1; Ord. No. G-5590, § 1, adopted 2-23-2011, eff. 3-25-2011)

Attachment B

Comparison with Six Local Cities of Current Ordinances and Practices Related to Street Pavement Utility Cut Requirements and Fees

Phoenix-Area Surcharges or Restrictions Based on Age of Pavement

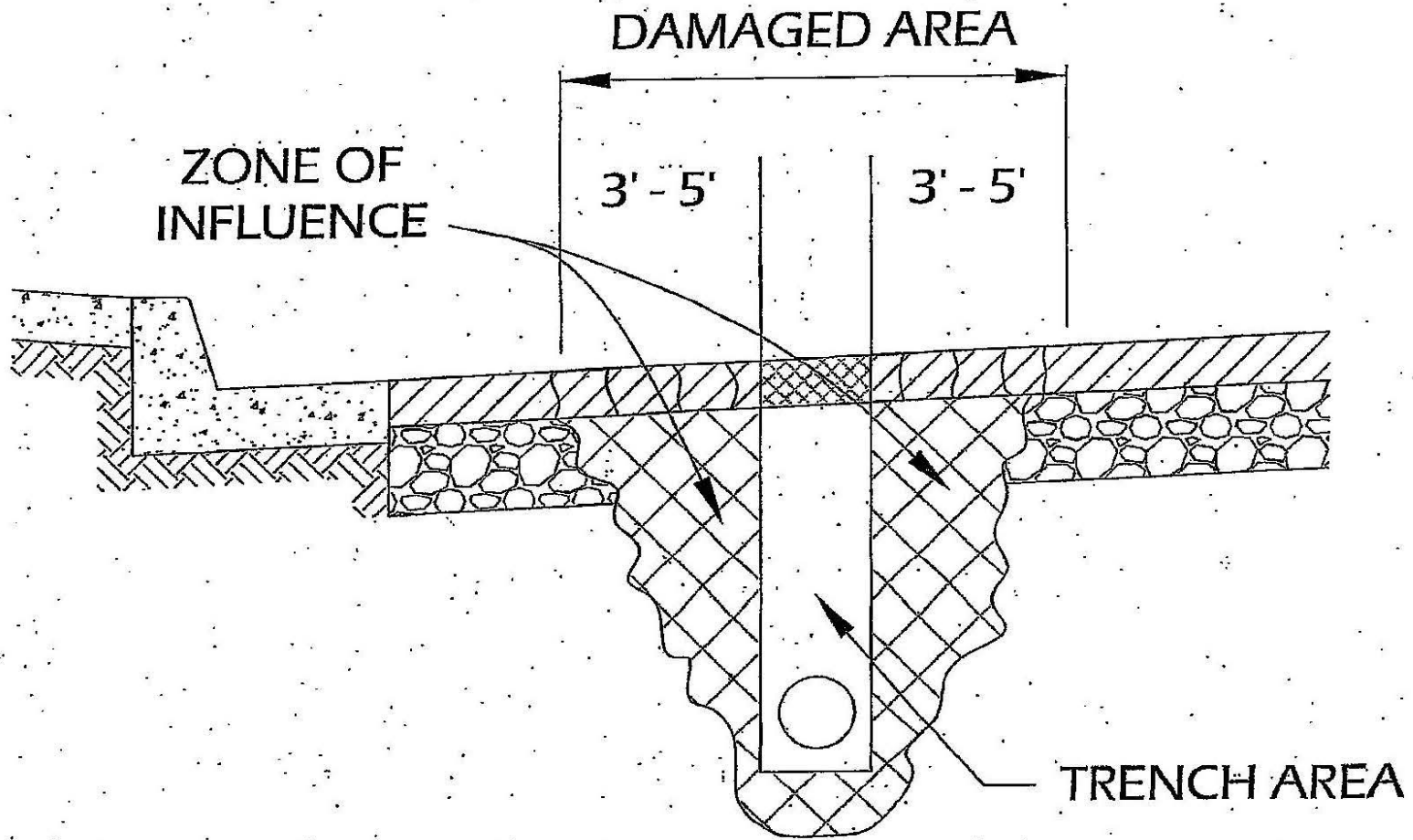
City	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Chandler	Must mill/overlay and pay: ≤5 sq.yd. = \$330 per sq. yd. >5 to 100 sq.yd. = \$1,650 + \$18 per sq. yd. >100 sq. yd. = \$3,360 + \$14 per sq. yd.	≤5 sq. yd. = \$330 per sq. yd. >5 to 100 sq. yd. = \$1,650 + \$18 per sq. yd. >100 sq. yd. = \$3,360 + \$14 per sq. yd.	≤5 sq. yd. = \$230 per sq. yd. >5 to 100 sq. yd. = \$1,150 + \$13 per sq. yd. >100 sq. yd. = \$2,385 + \$10 per sq. yd.	≤5 sq. yd. = \$130 per sq. yd. >5 to 100 sq. yd. = \$650 + \$8 per sq. yd. >100 sq. yd. = \$1,410 + \$5 per sq. yd.			
Mesa	Must mill/overlay and pay: ≤200 sq.yd. = \$1,800 + \$20 per sq. yd. >200 sq.yd. = \$1,800 + \$18 per sq. yd.	≤200 sq.yd. = \$1,600 + \$20 per sq. yd. >200 sq.yd. = \$1,600 + \$18 per sq. yd.	≤200 sq.yd. = \$1,300 + \$15 per sq. yd. >200 sq.yd. = \$1,300 + \$14 per sq. yd.	≤200 sq.yd. = \$1,000 + \$10 per sq. yd. >200 sq.yd. = \$1,000 + \$8 per sq. yd.			
Peoria	<9 sq. ft. or linear ft. = \$1,000 >9 ft. = \$2,500 per 50 ft.	<9 sq. ft. or linear ft. = \$750 >9 ft. = \$1,875 per 50 ft.	<9 sq. ft. or linear ft. = \$375 >9 ft. = \$935 per 50 ft.				
Phoenix	<9 sq. ft. or linear ft. = \$1,000 >9 ft. = \$2,500 per 50 ft.	<9 sq. ft. or linear ft. = \$640 >9 ft. = \$1,600 per 50 ft.	<9=\$320 >9=\$800/50 ft.				
Scottsdale	<9 sq. or lin. ft. = \$1,550/50 ft. >9 ft. = \$3,890 per 50 ft.	<9 sq. or linear ft.=\$900/50 ft. >9 sq. ft. = \$2,490 per 50 ft.	<9 sq. ft. or linear ft. = \$495 per 50 ft. >9 ft. = \$1,240 per 50 ft.				
Tempe	<9 sq. ft. = \$1,201.63 >9 sq. ft. = \$3,003.98 per 50 sq. ft.			<9 sq. ft. = \$600.87 >9 sq. ft. = \$1,502.07 per 50 sq. ft.			

Example Based on 203 Square Yard Cut

City	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Chandler	\$4,802.00	\$4,802.00	\$3,415.00		\$1,925.00		
Mesa	\$5,454.00	\$5,254.00	\$4,142.00	\$2,624.00			
Peoria	\$32,500.00	\$24,375.00	\$12,155.00				
Phoenix	\$32,500.00	\$20,800.00	\$10,400.00				
Scottsdale	\$50,570.00	\$32,370.00	\$16,120.00				
Tempe	\$111,147.26			\$55,576.59			

Attachment C

Trench Cut Zone of Influence



Attachment D

Comparison of Current (Existing) and Recommended (New) Ordinance

Pavement Cut Ordinance - Potential Ordinance Changes

January 20, 2017

Option	Year 1	Year 2	Year 3	Year 4	Year 5
Current	Current Surcharge Fees Level 1	Current Surcharge Fees Level 2	Current Surcharge Fees Level 3	No Surcharge Fees	
Potential Ordinance Changes	Mill / Overlay *			New Surcharge Fees *	

* The post-cut pavement treatment would be a mill and overlay for new pavement or recent overlay. For other recent pavement treatment types, the post-cut treatment would be micro/slurry seal resurfacing.

* Roadway pavement resurfacing (micro/slurry seal resurfacing) will be required for the length of the trench, starting 25 ft before and after trench limits.

Current Surcharge Fees	Description
Level 1	< 9 sq.ft. or linear ft. = \$ 1,000 OR > 9 sq.ft. or linear ft. = \$ 2,500 per 50 ft.
Level 2	< 9 sq.ft. or linear ft. = \$ 640 OR > 9 sq.ft. or linear ft. = \$ 1,600 per 50 ft.
Level 3	< 9 sq.ft. or linear ft. = \$ 320 OR > 9 sq.ft. or linear ft. = \$ 800 per 50 ft.

New Surcharge Fees	Description
	< 250 sq.ft. or linear ft. = \$ 45 per sq.ft. OR > 250 sq.ft. or linear ft. = \$ 90 per sq.ft.

Example 1: 300' long x 3' wide trench, Cross section A arterial street with median, trench parallel to roadway (treatment 25' on either side of trench)
 Trench length: 300 ft. Trench Width: 3 ft.
 Trench area: 900 sq.ft. Inflation = 3%/yr
 Treatment area: 14,000 sq.ft.

		Costs						
Option		Year 1	Year 2 (1st 6 mos.)	Year 2 (2nd 6 mos.)	Year 3 (1st 6 mos.)	Year 3 (2nd 6 mos.)	Year 4	Year 5
Current	Mill / Overlay Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Surcharge Fees	\$ 15,000	\$ 9,600	\$ 9,600	\$ 4,800	\$ -	\$ -	\$ -
	Micro Seal	\$ 31,000	\$ 31,930	\$ 31,930	\$ 32,888	\$ 32,888	\$ 33,875	\$ 34,891
	Total	\$ 46,000	\$ 41,530	\$ 41,530	\$ 37,688	\$ 32,888	\$ 33,875	\$ 34,891
Recommendation	Mill / Overlay Cost	\$ 109,000	\$ 112,270	\$ 112,270	\$ 115,638	\$ 115,638	\$ -	\$ -
	Surcharge Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,000	\$ 81,000
	Micro Seal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,875	\$ 34,891
	Total	\$ 109,000	\$ 112,270	\$ 112,270	\$ 115,638	\$ 115,638	\$ 114,875	\$ 115,891

Example #1 - Mill and Overlay

Item	Qty	Unit	Unit Price	Total
1" Thick Overlay (3/8" TR-AC)	14,000	SQ FT	\$ 4.00	\$ 56,000.00
Tack Coat	0.6	Ton	\$ 650.00	\$ 390.00
Milling	14,000	SQ FT	\$ 1.60	\$ 22,400.00
Adjust Manhole	1	Ea	\$ 510.00	\$ 510.00
Adjust Water Valve	2	Ea	\$ 475.00	\$ 950.00
Traffic Control	2	Day	\$ 2,000.00	\$ 4,000.00
Mobilization	1	Ea	\$ 4,000.00	\$ 4,000.00
Striping	1	L Sum	\$ 2,000.00	\$ 2,000.00
City of Phoenix - Soft Cost	1	L Sum	\$ 18,050.00	\$ 18,050.00
ROUNDED TOTAL				\$ 109,000.00
UNIT COST (INCLUDING ALL ITEMS ABOVE)				\$70.07/ SQ YD

Example #1 - Microsurfacing (Per MAG 336)

Item	Qty	Unit	Unit Price	Total
Micro Surface Type III	14,000	SQ FT	\$ 0.50	\$ 7,000.00
Edge Mill (6' from curb)	4800	SQ FT	\$ 1.60	\$ 7,680.00
Adjust Manhole	1	Ea	\$ 510.00	\$ 510.00
Adjust Water Valve	2	Ea	\$ 475.00	\$ 950.00
Traffic Control	2	Day	\$ 2,000.00	\$ 4,000.00
Mobilization	1	Ea	\$ 3,000.00	\$ 3,000.00
Striping	1	L Sum	\$ 2,000.00	\$ 2,000.00
City of Phoenix - Soft Cost	1	L Sum	\$ 5,028.00	\$ 5,028.00
ROUNDED TOTAL				\$ 31,000.00
UNIT COST (INCLUDING ALL ITEMS ABOVE)				\$19.93/ SQ YD

Example 2: 3' Long x 40' wide trench, Cross section A arterial street with median, trench perpendicular to roadway (treatment 25' on either side of trench)
 Trench length: 3 ft. Trench Width: 40 ft.
 Trench area: 120 sq.ft. Inflation = 3%/yr
 Treatment area: 2120 sq.ft.

		Costs						
Option		Year 1	Year 2 (1st 6 mos.)	Year 2 (2nd 6 mos.)	Year 3 (1st 6 mos.)	Year 3 (2nd 6 mos.)	Year 4	Year 5
Current	Mill / Overlay Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Surcharge Fees	\$ 2,500	\$ 1,600	\$ 1,600	\$ 800	\$ -	\$ -	\$ -
	Micro Seal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 2,500	\$ 1,600	\$ 1,600	\$ 800	\$ -	\$ -	\$ -
Recommendation	Mill / Overlay Cost	\$ 29,000	\$ 29,870	\$ 29,870	\$ 30,766	\$ 30,766	\$ -	\$ -
	Surcharge Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400	\$ 5,400
	Micro Seal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,576	\$ 19,134
	Total	\$ 29,000	\$ 29,870	\$ 29,870	\$ 30,766	\$ 30,766	\$ 23,976	\$ 24,534

Example #2 - Mill and Overlay

Item	Qty	Unit	Unit Price	Total
1" Thick Overlay (3/8" TR-AC)	2,120	SQ FT	\$ 4.00	\$ 8,480.00
Tack Coat	0.1	Ton	\$ 650.00	\$ 65.00
Milling	2,120	SQ FT	\$ 1.60	\$ 3,392.00
Adjust Manhole	1	Ea	\$ 510.00	\$ 510.00
Adjust Water Valve	1	Ea	\$ 475.00	\$ 475.00
Traffic Control	2	Day	\$ 2,000.00	\$ 4,000.00
Mobilization	1	Ea	\$ 4,000.00	\$ 4,000.00
Striping	1	L Sum	\$ 2,000.00	\$ 2,000.00
City of Phoenix - Soft Cost	1	L Sum	\$ 5,730.50	\$ 5,730.50
TOTAL				\$ 29,000.00
UNIT COST (INCLUDING ALL ITEMS ABOVE)				\$123.11/ SQ YD

Example #2 - Microsurfacing (Per MAG 336)

Item	Qty	Unit	Unit Price	Total
Micro Surface Type III	2,120	SQ FT	\$ 0.50	\$ 1,060.00
Edge Mill (6' from curb)	1236	SQ FT	\$ 1.60	\$ 1,977.60
Adjust Manhole	1	Ea	\$ 510.00	\$ 510.00
Adjust Water Valve	1	Ea	\$ 475.00	\$ 475.00
Traffic Control	2	Day	\$ 2,000.00	\$ 4,000.00
Mobilization	1	Ea	\$ 3,000.00	\$ 3,000.00
Striping	1	L Sum	\$ 2,000.00	\$ 2,000.00
City of Phoenix - Soft Cost	1	L Sum	\$ 3,255.65	\$ 3,255.65
TOTAL				\$ 17,000.00
UNIT COST (INCLUDING ALL ITEMS ABOVE)				\$72.17/ SQ YD

