

**ESTIMATE COMPARISON FORM**

Project: MBTA Green Line Extension Project

Contract No.: E22CN04

GMP No. 4

Design **100% GMP - Drop 1C - CMGC, PMCM and ICE**

August 14, 2015

DESCRIPTION	QTY	UNIT	CM/GC ESTIMATE		DELTA to ICE			PM/CM ESTIMATE		DELTA to ICE			ICE ESTIMATE	
			MANHOURS	TOTAL COST	MANHOUR DELTA	COST DELTA	% DELTA TO ICE	MANHOURS	TOTAL COST	MANHOUR DELTA	COST DELTA	% DELTA TO ICE	MANHOURS	TOTAL COST
<b>* Changes in Shaft Depths</b>	210	LF	<b>1,386</b>	<b>\$ 1,068,798</b>	<b>(427)</b>	<b>\$ 103,849</b>	<b>10.8%</b>	<b>0</b>	<b>\$ 525,000</b>	<b>(1,813)</b>	<b>\$ (439,949)</b>	<b>-45.6%</b>	<b>1,813</b>	<b>\$ 964,949</b>
<b>*LECHMERE STATION</b>	<b>1</b>	<b>LS</b>	<b>189,376</b>	<b>\$ 71,486,202</b>	<b>6,672</b>	<b>\$ 1,575,366</b>	<b>2.3%</b>	<b>50,584</b>	<b>\$ 41,070,422</b>	<b>(132,120)</b>	<b>\$ (28,840,414)</b>	<b>-41.3%</b>	<b>182,704</b>	<b>\$ 69,910,836</b>
DIV 1	1	LS	18,576	\$ 2,169,553	(8,877)	\$ (61,647)	-2.8%	7,271	\$ 603,659	(20,182)	\$ (1,627,541)	-72.9%	27,453	\$ 2,231,200
DIV 2	1	LS												
Site Prep	1	LS	588	\$ 76,259	168	\$ (36,039)	-32.1%	200	\$ 19,028	(220)	\$ (93,270)	-83.1%	420	\$ 112,298
Demolition	1	LS	4,872	\$ 995,851	2,296	\$ 217,406	27.9%	1,288	\$ 475,085	(1,288)	\$ (303,360)	-39.0%	2,576	\$ 778,445
Earthwork	8,808	CY	7,032	\$ 1,037,709	1,577	\$ 92,043	9.7%	1,442	\$ 298,954	(4,013)	\$ (646,712)	-68.4%	5,455	\$ 945,666
SOE	11,001	SF	5,710	\$ 1,311,540	(1,289)	\$ 12,282	0.9%	2,245	\$ 699,227	(4,754)	\$ (600,031)	-46.2%	6,999	\$ 1,299,258
Pile Foundations	167	EA	5,703	\$ 1,496,669	353	\$ 133,024	9.8%	2,454	\$ 946,947	(2,896)	\$ (416,698)	-30.6%	5,350	\$ 1,363,645
Utilities	1	LS	9,800	\$ 3,350,874	(3,367)	\$ (218,128)	-6.1%	2,998	\$ 944,430	(10,169)	\$ (2,624,572)	-73.5%	13,167	\$ 3,569,002
Site Finishes	1	LS	27,478	\$ 6,327,896	4,899	\$ (386,899)	-5.8%	19,128	\$ 4,851,564	(3,451)	\$ (1,863,231)	-27.7%	22,579	\$ 6,714,795
DIV 3	1	LS												
CIP Concrete	2,383	CY	28,842	\$ 4,483,116	3,675	\$ 202,183	4.7%	7,228	\$ 1,794,015	(17,939)	\$ (2,486,918)	-58.1%	25,167	\$ 4,280,933
Precast Concrete	1	LS	0	\$ 82,903	0	\$ 1,861			\$ 78,529		\$ (2,513)	-3.1%	0	\$ 81,042
DIV 4	1	LS	0	\$ 739,306	0	\$ (10,590)	-1.4%	246	\$ 372,161	246	\$ (377,735)	-50.4%	0	\$ 749,896
DIV 5	1	LS	0	\$ 14,347,251	0	\$ 0	0.0%	690	\$ 4,077,572	690	\$ (10,269,679)	-71.6%	0	\$ 14,347,251
DIV 6	1	LS	0	\$ 107,796	0	\$ 796	0.7%	274	\$ 101,733	274	\$ (5,267)	-4.9%	0	\$ 107,000
DIV 7	1	LS	0	\$ 4,424,028	0	\$ (23,717)	-0.5%	303	\$ 3,355,683	303	\$ (1,092,062)	-24.6%	0	\$ 4,447,745
DIV 8	1	LS	0	\$ 4,965,377	0	\$ 124,681	2.6%	252	\$ 4,445,559	252	\$ (395,137)	-8.2%	0	\$ 4,840,696
DIV 9	1	LS	571	\$ 3,513,093	571	\$ 151,026	4.5%	2	\$ 1,866,798	2	\$ (1,495,269)	-44.5%	0	\$ 3,362,067
DIV 10	1	LS	118	\$ 665,629	118	\$ 51,629	8.4%	453	\$ 608,310	453	\$ (5,690)	-0.9%	0	\$ 614,000
DIV 12	1	LS	24	\$ 89,631	24	\$ 2,381	2.7%		\$ 21,250	0	\$ (66,000)	-75.6%	0	\$ 87,250
DIV 13	1	LS	432	\$ 236,728	432	\$ 33,728	16.6%		\$ 105,000	0	\$ (98,000)	-48.3%	0	\$ 203,000
DIV 14	1	LS	0	\$ 2,966,359	0	\$ 116,359	4.1%	0	\$ 2,335,357	0	\$ (514,643)	-18.1%	0	\$ 2,850,000
DIV 15	1	LS	90	\$ 2,090,154	90	\$ 84,059	4.2%	3,022	\$ 1,480,422	3,022	\$ (525,673)	-26.2%	0	\$ 2,006,095
DIV 16	1	LS	79,541	\$ 16,008,480	6,003	\$ 1,088,928	7.3%	1,088	\$ 11,589,139	(72,450)	\$ (3,330,413)	-22.3%	73,538	\$ 14,919,552
<b>*WASHINGTON ST. STATION</b>			<b>129,568</b>	<b>\$ 49,760,538</b>	<b>29,501</b>	<b>\$ 2,658,387</b>	<b>5.6%</b>	<b>47,486</b>	<b>\$ 23,410,500</b>	<b>(52,581)</b>	<b>\$ (23,691,651)</b>	<b>-50.3%</b>	<b>100,067</b>	<b>\$ 47,102,151</b>
DIV 1	1	LS	15,936	\$ 1,786,170	4,856	\$ 603,415	51.0%	5,596	\$ 554,015	(5,484)	\$ (628,740)	-53.2%	11,080	\$ 1,182,755
DIV 2	1	LS												
Site Prep	1	LS	458	\$ 46,644	78	\$ (79,713)	-63.1%	200	\$ 19,028	(180)	\$ (107,329)	-84.9%	380	\$ 126,357
Demolition	1	LS	1,536	\$ 323,141	(33)	\$ (73,729)	-18.6%	972	\$ 182,786	(597)	\$ (214,084)	-53.9%	1,569	\$ 396,870
Earthwork	19,699	CY	16,265	\$ 2,595,189	3,224	\$ 50,093	100.0%	3,282	\$ 716,985	(9,759)	\$ (1,828,111)	100.0%	13,041	\$ 2,545,096
SOE	17,927	SF	24,492	\$ 5,503,326	5,021	\$ 1,317,843	31.5%	6,567	\$ 1,927,795	(12,904)	\$ (2,257,688)	-53.9%	19,471	\$ 4,185,483
Utilities	1	LS	13,423	\$ 2,041,074	3,640	\$ 46,840	2.3%	2,729	\$ 843,030	(7,054)	\$ (1,151,204)	-57.7%	9,783	\$ 1,994,234
Site Finishes	1	LS	4,781	\$ 1,700,562	(412)	\$ (367,754)	-17.8%	7,624	\$ 1,808,110	2,431	\$ (260,206)	-12.6%	5,193	\$ 2,068,316
DIV 3	1	LS												
CIP Concrete	3,621	CY	48,424	\$ 7,435,424	9,899	\$ 1,087,902	17.1%	15,361	\$ 3,132,433	(23,164)	\$ (3,215,089)	-50.7%	38,525	\$ 6,347,522
Precast Concrete	1	LS	200	\$ 302,168	200	\$ 27,416	10.0%		\$ 266,233	0	\$ (8,519)	-3.1%	0	\$ 274,752
DIV 4	1	LS	0	\$ 1,229,625	0	\$ 19,523	1.6%	401	\$ 89,075	401	\$ (1,121,027)	-92.6%	0	\$ 1,210,102
DIV 5	1	LS	0	\$ 8,957,500	0	\$ 0	0.0%	212	\$ 1,476,002	212	\$ (7,481,498)	-83.5%	0	\$ 8,957,500
DIV 6	1	LS	0	\$ 14,432	0	\$ 432	3.1%	70	\$ 16,572	70	\$ 2,572	18.4%	0	\$ 14,000
DIV 7	1	LS	0	\$ 2,411,283	0	\$ 46,282	2.0%	1,047	\$ 1,685,599	1,047	\$ (679,402)	-28.7%	0	\$ 2,365,001
DIV 8	1	LS	0	\$ 842,120	0	\$ 13,158	1.6%	152	\$ 879,170	152	\$ 50,208	6.1%	0	\$ 828,962
DIV 9	1	LS	398	\$ 1,464,588	398	\$ 57,903	4.1%	48	\$ 606,506	48	\$ (800,179)	-56.9%	0	\$ 1,406,685
DIV 10	1	LS	30	\$ 468,064	30	\$ 27,064	6.1%	69	\$ 339,731	69	\$ (101,269)	-23.0%	0	\$ 441,000
DIV 12	1	LS	24	\$ 26,381	24	\$ 2,381	9.9%			0	\$ (24,000)	-100.0%	0	\$ 24,000

DIV 13	1	LS	216	\$ 160,868	216	\$ 29,387	100.0%	\$ 65,000	0	\$ (66,481)	100.0%	0	\$ 131,481	
DIV 14	1	LS	0	\$ 2,080,051	0	\$ 65,051	3.2%	\$ 1,689,732	0	\$ (325,268)	-16.1%	0	\$ 2,015,000	
DIV 15	1	LS	242	\$ 1,100,194	242	\$ 77,479	7.6%	1,588	\$ 752,620	1,588	\$ (270,095)	-26.4%	0	\$ 1,022,715
DIV 16	1	LS	3,143	\$ 9,271,735	2,118	\$ (292,585)	-3.1%	1,568	\$ 6,360,078	543	\$ (3,204,242)	-33.5%	1,025	\$ 9,564,320
<b>*UNION SQ. STATION</b>			<b>75,154</b>	<b>\$ 39,926,451</b>	<b>12,863</b>	<b>\$ 629,118</b>	<b>1.6%</b>	<b>26,480</b>	<b>\$ 20,442,396</b>	<b>(35,811)</b>	<b>\$ (18,854,937)</b>	<b>-48.0%</b>	<b>62,291</b>	<b>\$ 39,297,333</b>
DIV 1	1	LS	15,936	\$ 1,773,593	2,920	\$ 552,590	45.3%	5,589	\$ 566,969	(7,427)	\$ (654,034)	-53.6%	13,016	\$ 1,221,003
DIV 2														
_Site Prep	1	LS	438	\$ 49,568	82	\$ (42,058)	-45.9%	200	\$ 19,028	(156)	\$ (72,598)	-79.2%	356	\$ 91,626
_Demolition	1	LS	345	\$ 57,367	109	\$ 11,014	23.8%	161	\$ 26,378	(75)	\$ (19,975)	-43.1%	236	\$ 46,353
_Earthwork	6,245	CY	8,325	\$ 1,042,303	2,068	\$ 239	100.0%	2,532	\$ 547,126	(3,725)	\$ (494,938)	100.0%	6,257	\$ 1,042,064
_SOE	9,997	SF	5,786	\$ 1,393,780	1,588	\$ 198,481	16.6%	2,504	\$ 712,314	(1,694)	\$ (482,985)	-40.4%	4,198	\$ 1,195,299
_Pile Foundations	169	EA	4,325	\$ 1,161,875	473	\$ 191,353	19.7%	1,265	\$ 424,680	(2,587)	\$ (545,842)	-56.2%	3,852	\$ 970,522
_Utilities	1	LS	6,066	\$ 1,445,790	1,157	\$ 182,372	14.4%	796	\$ 382,218	(4,113)	\$ (881,200)	-69.7%	4,909	\$ 1,263,418
_Site Finishes	1	LS	1,775	\$ 191,122	402	\$ (46,855)	-19.7%	77	\$ 35,213	(1,296)	\$ (202,764)	-85.2%	1,373	\$ 237,977
DIV 3														
_CIP Concrete	2,021	CY	0	\$ 4,714,609	0	\$ 171,360	3.8%	9,434	\$ 1,744,352	9,434	\$ (2,798,897)	-61.6%	0	\$ 4,543,249
_Precast Concrete	1	LS	392	\$ 485,524	392	\$ (114,007)	-19.0%	406	\$ 420,723	406	\$ (178,808)	-29.8%	0	\$ 599,531
DIV 4	1	LS	0	\$ 1,126,719	0	\$ 61,772	5.8%	269	\$ 494,944	269	\$ (570,003)	-53.5%	0	\$ 1,064,947
DIV 5	1	LS	0	\$ 8,446,352	0	\$ (0)	0.0%	393	\$ 2,229,542	393	\$ (6,216,810)	-73.6%	0	\$ 8,446,352
DIV 6	1	LS	0	\$ 120,050	0	\$ 5,050	4.4%	183	\$ 130,188	183	\$ 15,188	13.2%	0	\$ 115,000
DIV 7	1	LS	0	\$ 3,138,236	0	\$ (669,163)	-17.6%	484	\$ 2,758,527	484	\$ (1,048,872)	-27.5%	0	\$ 3,807,399
DIV 8	1	LS	0	\$ 1,265,550	0	\$ 50	0.0%	176	\$ 1,301,105	176	\$ 35,605	2.8%	0	\$ 1,265,500
DIV 9	1	LS	397	\$ 1,973,009	397	\$ 26,009	1.3%	65	\$ 538,208	65	\$ (1,408,792)	-72.4%	0	\$ 1,947,000
DIV 10	1	LS	47	\$ 563,397	47	\$ 3,097	0.6%	50	\$ 379,755	50	\$ (180,545)	-32.2%	0	\$ 560,300
DIV 12	1	LS	24	\$ 26,381	24	\$ 2,381	9.9%	0	\$ 0	0	\$ (24,000)	-100.0%	0	\$ 24,000
DIV 13	1	LS	216	\$ 117,186	216	\$ 17,186	17.2%	0	\$ 50,000	0	\$ (50,000)	-50.0%	0	\$ 100,000
DIV 14	1	LS	0	\$ 2,061,867	0	\$ 71,867	3.6%	0	\$ 1,689,732	0	\$ (300,268)	-15.1%	0	\$ 1,990,000
DIV 15	1	LS	269	\$ 1,508,253	269	\$ 10,574	0.7%	1,747	\$ 951,693	1,747	\$ (545,986)	-36.5%	0	\$ 1,497,679
DIV 16			30,813	\$ 7,263,918	2,719	\$ (4,196)	-0.1%	150	\$ 5,039,701	(27,944)	\$ (2,228,413)	-30.7%	28,094	\$ 7,268,114
<b>*WASHINGTON ST. BRIDGE</b>			<b>46,187</b>	<b>\$ 14,479,836</b>	<b>5,828</b>	<b>\$ 1,652,462</b>	<b>12.9%</b>	<b>24,945</b>	<b>\$ 9,577,877</b>	<b>(15,414)</b>	<b>\$ (3,249,497)</b>	<b>-25.3%</b>	<b>40,359</b>	<b>\$ 12,827,374</b>
Demolition	1	LS	951	\$ 544,948	(414)	\$ 3,794	0.7%	3,974	\$ 776,931	2,609	\$ 235,777	43.6%	1,365	\$ 541,154
Jump Span	1	LS	1,046	\$ 528,470	(340)	\$ 13,887	2.7%	0	\$ 0	(1,386)	\$ (514,583)	-100.0%	1,386	\$ 514,583
Earthwork	8,213	CY	7,297	\$ 1,439,000	1,149	\$ 393,779	37.7%	3,814	\$ 818,932	(2,334)	\$ (226,289)	-21.6%	6,148	\$ 1,045,221
SOE	9,603	SF	12,786	\$ 3,213,966	2,554	\$ 830,130	34.8%	8,674	\$ 2,243,636	(1,558)	\$ (140,200)	-5.9%	10,232	\$ 2,383,836
Mini-pile Foundations	53	EA	1,024	\$ 488,311	(176)	\$ 16,885	3.6%	320	\$ 426,257	(880)	\$ (45,169)	-9.6%	1,200	\$ 471,426
Concrete	1,464	CY	16,161	\$ 2,793,901	1,723	\$ 404,710	16.9%	4,376	\$ 1,169,028	(10,062)	\$ (1,220,163)	-51.1%	14,438	\$ 2,389,191
Retaining Wall Concrete	435	CY	4,930	\$ 814,815	167	\$ 119,616	17.2%	1,780	\$ 472,069	(2,983)	\$ (223,130)	-32.1%	4,763	\$ 695,199
Erect Structural Steel	1	LS	400	\$ 4,191,911	211	\$ (42,370)	-1.0%	843	\$ 2,988,628	654	\$ (1,245,653)	-29.4%	189	\$ 4,234,281
Site Finishes/Other	1	LS	1,592	\$ 464,514	954	\$ (87,969)	-15.9%	1,164	\$ 682,396	526	\$ 129,913	23.5%	638	\$ 552,483
<b>*COLLEGE AVE BRIDGE RTL</b>			<b>3,029</b>	<b>\$ 751,926</b>	<b>701</b>	<b>\$ 45,126</b>	<b>6.4%</b>	<b>1,342</b>	<b>\$ 278,035</b>	<b>(986)</b>	<b>\$ (428,765)</b>	<b>-60.7%</b>	<b>2,328</b>	<b>\$ 706,800</b>
Demolition	1	LS	220	\$ 31,115	220	\$ 26,240	538.3%	281	\$ 31,571	281	\$ 26,696	547.6%	0	\$ 4,875
Earthwork	663	CY	549	\$ 105,063	238	\$ 65,856	168.0%	246	\$ 55,651	(65)	\$ 16,444	41.9%	311	\$ 39,207
SOE	1,625	SF	750	\$ 393,534	120	\$ (90,322)	-18.7%	494	\$ 87,536	(136)	\$ (396,320)	-81.9%	630	\$ 483,856
Concrete	129	CY	1,487	\$ 202,830	100	\$ 23,968	13.4%	308	\$ 87,655	(1,079)	\$ (91,207)	-51.0%	1,387	\$ 178,862
Other	1	LS	24	\$ 19,385	24	\$ 19,385	100.0%	13	\$ 15,622	13	\$ 15,622	100.0%	0	\$ -
<b>*PROSPECT ST BRIDGE MODIF</b>			<b>646</b>	<b>\$ 92,115</b>	<b>549</b>	<b>\$ 30,253</b>	<b>48.9%</b>	<b>83</b>	<b>\$ 56,131</b>	<b>(14)</b>	<b>\$ (5,731)</b>	<b>-9.3%</b>	<b>97</b>	<b>\$ 61,862</b>
Demolition	1	LS	478	\$ 47,089	478	\$ 41,789	788.5%	46	\$ 5,191	46	\$ (109)	-2.1%	0	\$ 5,300
Concrete	6	CY	168	\$ 17,260	71	\$ (12,022)	-41.1%	28	\$ 15,302	(69)	\$ (13,980)	-47.7%	97	\$ 29,282
Other	1	LS	0	\$ 27,766	0	\$ 486	1.8%	9	\$ 35,638	9	\$ 8,358	30.6%	0	\$ 27,280
<b>*LECHMERE VIADUCT</b>			<b>35,293</b>	<b>\$ 50,397,085</b>	<b>(2,450)</b>	<b>\$ 2,528,279</b>	<b>5.3%</b>	<b>111,976</b>	<b>\$ 39,747,569</b>	<b>74,233</b>	<b>\$ (8,121,237)</b>	<b>-17.0%</b>	<b>37,743</b>	<b>\$ 47,868,806</b>
Demolition	1	LS	2,835	\$ 973,393	731	\$ (14,450)	-1.5%	0	\$ 560,000	(2,104)	\$ (427,843)	-43.3%	2,104	\$ 987,843
Earthwork	2,315	CY	1,733	\$ 231,625	645	\$ 36,492	18.7%	730	\$ 98,528	(358)	\$ (96,605)	-49.5%	1,088	\$ 195,133
SOE	9,319	SF	7,394	\$ 1,777,872	(1,620)	\$ 35,516	2.0%	2,207	\$ 753,389	(6,807)	\$ (988,967)	-56.8%	9,014	\$ 1,742,356
Drilled Shafts	2,027	LF	13,546	\$ 6,688,449	(853)	\$ 1,295,601	24.0%	9,075	\$ 4,634,336	(5,324)	\$ (758,512)	-14.1%	14,399	\$ 5,392,848
Micropile Foundations	259	EA	4,154	\$ 5,321,277	623	\$ (72,877)	-1.4%	4,032	\$ 5,162,203	501	\$ (231,951)	-4.3%	3,531	\$ 5,394,154
Site Finishes	1	LS	2,249	\$ 356,664	(220)	\$ (28,432)	-7.4%	0	\$ 372,000	(2,469)	\$ (13,096)	-3.4%	2,469	\$ 385,096
Substructure Concrete - Lechmere	2,672	CY	0	\$ 6,874,580	0	\$ 333,423	5.1%	23,820	\$ 6,080,666	23,820	\$ (460,491)	-7.0%	0	\$ 6,541,157
Superstructure Concrete Lechmere	5,769	CY	0	\$ 16,733,269	0	\$ 811,577	5.1%	66,571	\$ 12,209,423	66,571	\$ (3,712,269)	-23.3%	0	\$ 15,921,692
Erect Structural Steel	1	LS	1,768	\$ 8,222,444	(1,212)	\$ 512,708	6.7%	3,780	\$ 7,511,075	800	\$ (198,661)	-2.6%	2,980	\$ 7,709,736
F & I Precast	1	LS	0	\$ 613,296	0	\$ 13,296	2.2%	0	\$ 242,000	0	\$ (358,000)	-59.7%	0	\$ 600,000

Other	1	LS	1,614	\$ 2,604,217	(544)	\$ (394,574)	-13.2%	1,761	\$ 2,123,949	(397)	\$ (874,842)	-29.2%	2,158	\$ 2,998,791
<b>*MEDFORD BRANCH VIADUCT</b>			<b>137,382</b>	<b>\$ 47,255,542</b>	<b>(8,927)</b>	<b>\$ 4,005,711</b>	<b>9.3%</b>	<b>115,252</b>	<b>\$ 38,658,969</b>	<b>(31,057)</b>	<b>\$ (4,590,862)</b>	<b>-10.6%</b>	<b>146,309</b>	<b>\$ 43,249,831</b>
Earthwork	6,148	CY	4,487	\$ 685,098	42	\$ 42,298	6.6%	871	\$ 114,731	(3,574)	\$ (528,069)	-82.2%	4,445	\$ 642,800
SOE-Piers (exposed face)	5,727	SF	4,574	\$ 1,101,789	(1,183)	\$ 14,571	1.3%	858	\$ 293,996	(4,899)	\$ (793,222)	-73.0%	5,757	\$ 1,087,218
SOE-Approaches(exposed face)	6,478	SF	3,571	\$ 565,545	(257)	\$ (54,748)	-8.8%	684	\$ 313,949	(3,144)	\$ (306,344)	-49.4%	3,828	\$ 620,293
Drilled Shafts-Self perform	2,226	LF	12,489	\$ 5,753,653	2,953	\$ 2,109,371	57.9%	9,938	\$ 4,033,228	402	\$ 388,946	10.7%	9,536	\$ 3,644,282
Drilled Shafts-Sub Scope	1,499	LF	1,178	\$ 4,564,874	(500)	\$ (156,386)	100.0%	9,584	\$ 4,226,808	7,906	\$ (494,452)	-10.5%	1,678	\$ 4,721,260
Driven Piles	40	EA	2,198	\$ 647,735	349	\$ 78,963	13.9%	4,546	\$ 855,308	2,697	\$ 286,536	50.4%	1,849	\$ 568,772
Substructure Concrete	2,810	CY	34,260	\$ 7,342,240	6,684	\$ 1,309,830	21.7%	23,983	\$ 5,778,436	(3,593)	\$ (253,974)	-4.2%	27,576	\$ 6,032,410
Superstructure Concrete	3,761	CY	53,832	\$ 10,406,265	(9,013)	\$ 266,113	2.6%	47,971	\$ 8,720,185	(14,874)	\$ (1,419,967)	-14.0%	62,845	\$ 10,140,152
Erect Structural Steel	1	LS	1,362	\$ 8,818,745	(5,778)	\$ 494,465	5.9%	3,587	\$ 8,253,006	(3,553)	\$ (71,274)	-0.9%	7,140	\$ 8,324,280
Other	1	LS	2,730	\$ 4,484,871	(1,560)	\$ 155,326	3.6%	2,690	\$ 3,709,036	(1,600)	\$ (620,509)	-14.3%	4,290	\$ 4,329,545
Approach Boat Section	2,174	CY	16,701	\$ 2,884,727	(664)	\$ (254,092)	-8.1%	10,540	\$ 2,360,286	(6,825)	\$ (778,533)	-24.8%	17,365	\$ 3,138,819
<b>*UNION SQ. EB VIADUCT</b>			<b>38,058</b>	<b>\$ 10,307,302</b>	<b>(240)</b>	<b>\$ 797,061</b>	<b>8.4%</b>	<b>26,627</b>	<b>\$ 7,954,176</b>	<b>(11,671)</b>	<b>\$ (1,556,065)</b>	<b>-16.4%</b>	<b>38,298</b>	<b>\$ 9,510,241</b>
Earthwork	2,895	CY	1,883	\$ 285,742	(26)	\$ 6,935	2.5%	143	\$ 19,678	(1,766)	\$ (259,129)	-92.9%	1,909	\$ 278,807
SOE	1,283	SF	1,277	\$ 273,241	(135)	\$ 31,707	13.1%	153	\$ 39,135	(1,259)	\$ (202,399)	-83.8%	1,412	\$ 241,534
Drilled Shafts	236	LF	316	\$ 805,355	(213)	\$ (82,550)	-9.3%	1,265	\$ 591,446	736	\$ (296,459)	-33.4%	529	\$ 887,905
Driven Piles	18	EA	1,646	\$ 379,105	346	\$ 32,812	9.5%	1,965	\$ 362,482	665	\$ 16,189	4.7%	1,300	\$ 346,293
Substructure Concrete	388	CY	4,627	\$ 1,065,604	(25)	\$ 98,536	10.2%	3,693	\$ 840,866	(959)	\$ (126,202)	-13.0%	4,652	\$ 967,068
Superstructure Concrete	814	CY	14,541	\$ 2,539,666	(501)	\$ 326,480	14.8%	11,919	\$ 2,027,491	(3,123)	\$ (185,695)	-8.4%	15,042	\$ 2,213,186
Erect Structural Steel	1	LS	466	\$ 1,611,480	(181)	\$ 186,072	13.1%	1,023	\$ 1,650,090	376	\$ 224,682	15.8%	647	\$ 1,425,408
Other	1	LS	320	\$ 1,221,911	(924)	\$ (82,820)	-6.3%	471	\$ 1,093,786	(773)	\$ (210,945)	-16.2%	1,244	\$ 1,304,731
Approach Boat Section	1,264	CY	12,983	\$ 2,125,197	1,420	\$ 279,888	15.2%	5,994	\$ 1,329,202	(5,569)	\$ (516,107)	-28.0%	11,563	\$ 1,845,309
<b>*UNION SQ. WB VIADUCT</b>			<b>31,760</b>	<b>\$ 9,370,368</b>	<b>1,601</b>	<b>\$ 287,402</b>	<b>3.2%</b>	<b>22,724</b>	<b>\$ 7,136,359</b>	<b>(7,435)</b>	<b>\$ (1,946,607)</b>	<b>-21.4%</b>	<b>30,159</b>	<b>\$ 9,082,966</b>
Earthwork	751	CY	733	\$ 116,814	127	\$ 5,735	5.2%			(606)	\$ (111,079)	-100.0%	606	\$ 111,079
SOE	2,234	SF	2,571	\$ 424,354	387	\$ 63,309	17.5%			(2,184)	\$ (361,045)	-100.0%	2,184	\$ 361,045
Drilled Shafts	524	LF	478	\$ 1,780,148	(440)	\$ (141,955)	-7.4%	2,279	\$ 1,202,257	1,361	\$ (719,846)	-37.5%	918	\$ 1,922,103
Substructure Concrete	330	CY	5,401	\$ 1,131,641	969	\$ 215,101	23.5%	3,879	\$ 856,493	(553)	\$ (60,047)	-6.6%	4,432	\$ 916,540
Superstructure Concrete	864	CY	13,365	\$ 2,339,676	(613)	\$ 276,594	13.4%	11,640	\$ 1,991,801	(2,338)	\$ (71,281)	-3.5%	13,978	\$ 2,063,082
Erect Structural Steel	1	LS	362	\$ 1,239,904	(99)	\$ 102,447	9.0%	913	\$ 1,298,280	452	\$ 160,823	14.1%	461	\$ 1,137,457
Other	1	LS	257	\$ 971,604	(914)	\$ (496,623)	-33.8%	349	\$ 830,031	(822)	\$ (638,196)	-43.5%	1,171	\$ 1,468,227
Approach Boat Section	869	CY	8,592	\$ 1,366,226	2,183	\$ 262,793	23.8%	3,663	\$ 957,497	(2,746)	\$ (145,936)	-13.2%	6,409	\$ 1,103,433
<b>*UNION SQ. YARD LEAD VIADUCT</b>			<b>23,609</b>	<b>\$ 5,051,047</b>	<b>2,921</b>	<b>\$ 676,683</b>	<b>15.5%</b>	<b>13,482</b>	<b>\$ 3,502,306</b>	<b>(7,206)</b>	<b>\$ (872,058)</b>	<b>-19.9%</b>	<b>20,688</b>	<b>\$ 4,374,364</b>
Earthwork	1,811	CY	1,460	\$ 231,497	174	\$ 1,574	0.7%	167	\$ 21,696	(1,119)	\$ (208,227)	-90.6%	1,286	\$ 229,923
SOE-Piers (exposed face)	1,672	SF	1,114	\$ 222,450	(269)	\$ 5,184	2.4%	284	\$ 51,903	(1,099)	\$ (165,363)	-76.1%	1,383	\$ 217,266
SOE-Approaches(exposed face)	1,636	SF	1,802	\$ 347,307	64	\$ 5,236	1.5%	371	\$ 157,550	(1,367)	\$ (184,521)	-53.9%	1,738	\$ 342,071
Driven Piles	22	EA	1,806	\$ 446,841	306	\$ 84,800	23.4%	2,098	\$ 384,054	598	\$ 22,013	6.1%	1,500	\$ 362,041
Substructure Concrete	216	CY	2,522	\$ 536,388	163	\$ 80,272	17.6%	1,862	\$ 471,482	(497)	\$ 15,366	3.4%	2,359	\$ 456,116
Superstructure Concrete	232	CY	4,237	\$ 716,925	(285)	\$ 56,517	8.6%	3,511	\$ 591,511	(1,011)	\$ (68,897)	-10.4%	4,522	\$ 660,408
Erect Structural Steel	1	LS	66	\$ 382,412	(66)	\$ 32,063	9.2%	804	\$ 514,169	672	\$ 163,820	46.8%	132	\$ 350,349
Other	1	LS	302	\$ 533,523	217	\$ 88,112	19.8%	501	\$ 393,415	416	\$ (51,996)	-11.7%	85	\$ 445,411
Approach Boat Section	938	CY	10,300	\$ 1,633,706	2,617	\$ 322,927	24.6%	3,884	\$ 916,526	(3,799)	\$ (394,253)	-30.1%	7,683	\$ 1,310,779
<b>*YARD LEAD FLYOVER VIADUCT</b>			<b>41,600</b>	<b>\$ 9,130,884</b>	<b>6,124</b>	<b>\$ 1,241,735</b>	<b>15.7%</b>	<b>21,237</b>	<b>\$ 6,200,420</b>	<b>(14,239)</b>	<b>\$ (1,688,729)</b>	<b>-21.4%</b>	<b>35,476</b>	<b>\$ 7,889,149</b>
Earthwork	1,580	CY	2,755	\$ 449,788	638	\$ 99,409	28.4%			(2,117)	\$ (350,379)	-100.0%	2,117	\$ 350,379
SOE-Piers (exposed face)	0	SF		\$ -	0	\$ -				0	\$ -		0	\$ -
SOE-Approaches(exposed face)	2,974	SF	3,148	\$ 583,547	674	\$ 100,583	20.8%	562	\$ 258,705	(1,912)	\$ (224,259)	-46.4%	2,474	\$ 482,964
Drilled Shafts	178	LF	254	\$ 631,174	(78)	\$ (37,532)	-5.6%	1,461	\$ 562,619	1,129	\$ (106,087)	-15.9%	332	\$ 668,706
Driven Piles	12	EA	1,398	\$ 297,551	433	\$ 67,276	29.2%	964	\$ 176,459	(1)	\$ (53,816)	-23.4%	965	\$ 230,275
Substructure Concrete	187	CY	2,519	\$ 553,099	301	\$ 107,241	24.1%	2,033	\$ 459,422	(185)	\$ 13,564	3.0%	2,218	\$ 445,858
Superstructure Concrete	400	CY	7,656	\$ 1,281,410	(504)	\$ 109,786	9.4%	6,352	\$ 1,063,770	(1,808)	\$ (107,854)	-9.2%	8,160	\$ 1,171,624
Erect Structural Steel	1	LS	368	\$ 889,343	(14)	\$ 66,771	8.1%	830	\$ 965,150	448	\$ 142,578	17.3%	382	\$ 822,572
Other	1	LS	220	\$ 799,167	(69)	\$ 72,868	10.0%	275	\$ 652,039	(14)	\$ (74,260)	-10.2%	289	\$ 726,299
Approach Boat Section	2,036	CY	23,282	\$ 3,645,806	4,743	\$ 655,334	21.9%	8,761	\$ 2,062,256	(9,778)	\$ (928,216)	-31.0%	18,539	\$ 2,990,472
<b>*EMERGENCY EGRESS VIADUCT</b>			<b>49,643</b>	<b>\$ 15,367,524</b>	<b>1,222</b>	<b>\$ 1,626,318</b>	<b>11.8%</b>	<b>41,592</b>	<b>\$ 11,793,656</b>	<b>(6,829)</b>	<b>\$ (1,947,550)</b>	<b>-14.2%</b>	<b>48,421</b>	<b>\$ 13,741,206</b>
Earthwork	854	CY	847	\$ 136,093	412	\$ 56,331	70.6%	0	\$ -	(435)	\$ (79,762)	-100.0%	435	\$ 79,762
SOE	540	SF	626	\$ 141,189	(151)	\$ (33,675)	-19.3%	158	\$ 42,637	(619)	\$ (132,227)	-75.6%	777	\$ 174,864
Drilled Shafts Self Performed	387	LF	496	\$ 1,854,684	(477)	\$ (53,622)	-2.8%	2,262	\$ 1,128,900	1,289	\$ (779,406)	-40.8%	973	\$ 1,908,306
Drilled Shafts Sub	289	LF	1,913	\$ 993,494	(319)	\$ 188,096	23.4%	1,211	\$ 669,083	(1,021)	\$ (136,315)	-16.9%	2,232	\$ 805,398
Substructure Concrete	331	CY	5,208	\$ 1,127,497	1,033	\$ 227,368	25.3%	3,813	\$ 869,991	(362)	\$ (30,138)	-3.3%	4,175	\$ 900,129
Superstructure Concrete	1,459	CY	31,955	\$ 4,901,518	(306)	\$ 662,769	15.6%	29,331	\$ 4,246,556	(2,930)	\$ 7,807	0.2%	32,261	\$ 4,238,749

Erect Structural Steel	1	LS	513	\$ 1,969,270	(331)	\$ 108,962	5.9%	1,051	\$ 1,654,817	207	\$ (205,491)	-11.0%	844	\$ 1,860,308
Other	1	LS	1,236	\$ 3,076,117	881	\$ 384,572	14.3%	216	\$ 2,312,363	(139)	\$ (379,182)	-14.1%	355	\$ 2,691,545
Approach Boat Section	732	CY	6,848	\$ 1,167,662	479	\$ 85,517	7.9%	3,549	\$ 869,309	(2,820)	\$ (212,836)	-19.7%	6,369	\$ 1,082,145
<b>*COMMUTER RAIL TRACK - PHASE 2</b>			<b>32,222</b>	<b>\$ 7,308,518</b>	<b>4,794</b>	<b>\$ 263,777</b>	<b>3.7%</b>	<b>17,323</b>	<b>\$ 5,172,028</b>	<b>(10,105)</b>	<b>\$ (1,872,713)</b>	<b>-26.6%</b>	<b>27,428</b>	<b>\$ 7,044,741</b>
Track Excavation	17,164	CY	3,776	\$ 612,893	915	\$ 49,060	8.7%	1,255	\$ 330,519	(1,606)	\$ (233,314)	-41.4%	2,861	\$ 563,833
Remove Existing Track (Perm)	4,733	LF	1,635	\$ 243,138	106	\$ (14,286)	-5.5%	774	\$ 95,436	(755)	\$ (161,988)	-62.9%	1,529	\$ 257,424
Track Realignment To 1.5 Ft	2,417	LF	1,383	\$ 233,710	385	\$ 25,182	12.1%	523	\$ 65,394	(475)	\$ (143,134)	-68.6%	998	\$ 208,528
Track Realignment To 1.5 Ft To 7 Ft	910	LF	549	\$ 114,313	41	\$ (17,953)	-13.6%	520	\$ 79,185	12	\$ (53,081)	-40.1%	508	\$ 132,266
Rebuild Track w/Exist Matl (Realign 7+ Ft)	9,848	LF	15,221	\$ 3,351,572	2,939	\$ (78,499)	-2.3%	8,090	\$ 2,073,226	(4,192)	\$ (1,356,845)	-39.6%	12,282	\$ 3,430,071
New Commuter Rail Track	4,240	LF	5,834	\$ 2,203,265	652	\$ 277,773	14.4%	4,037	\$ 1,564,698	(1,145)	\$ (360,794)	-18.7%	5,182	\$ 1,925,492
Special Track Work	3	EA	2,813	\$ 391,073	8	\$ 69,764	21.7%	1,767	\$ 386,109	(1,038)	\$ 64,800	20.2%	2,805	\$ 321,309
Misc Track Items	1	LS	1,010	\$ 158,555	(253)	\$ (47,263)	-23.0%	357	\$ 577,461	(906)	\$ 371,643	180.6%	1,263	\$ 205,818
<b>*GREEN LINE TRACK - PHASE 2a</b>			<b>32,003</b>	<b>\$ 8,929,565</b>	<b>1,905</b>	<b>\$ 975,071</b>	<b>12.3%</b>	<b>17,801</b>	<b>\$ 6,223,025</b>	<b>(12,297)</b>	<b>\$ (1,731,469)</b>	<b>-21.8%</b>	<b>30,098</b>	<b>\$ 7,954,494</b>
Track Excavation	7,649	CY	1,530	\$ 220,207	255	\$ 25,303	13.0%	574	\$ 143,871	(701)	\$ (51,033)	-26.2%	1,275	\$ 194,904
New Ballasted Track Construction	9,646	LF	20,891	\$ 5,771,884	893	\$ 695,824	13.7%	10,609	\$ 3,862,428	(9,389)	\$ (1,213,632)	-23.9%	19,998	\$ 5,076,060
Special Trackwork	9	EA	4,583	\$ 1,898,106	378	\$ 112,203	6.3%	3,439	\$ 1,600,948	(766)	\$ (184,955)	-10.4%	4,205	\$ 1,785,903
Misc Track Const	1	LS	4,999	\$ 1,039,367	379	\$ 141,740	15.8%	3,179	\$ 615,778	(1,441)	\$ (281,849)	-31.4%	4,620	\$ 897,627
<b>*GREEN LINE TRACK-PHASE 2</b>			<b>50,589</b>	<b>\$ 13,239,433</b>	<b>1,235</b>	<b>\$ 713,047</b>	<b>5.7%</b>	<b>29,019</b>	<b>\$ 9,205,487</b>	<b>(20,335)</b>	<b>\$ (3,320,899)</b>	<b>-26.5%</b>	<b>49,354</b>	<b>\$ 12,526,386</b>
Track Excavation	6,352	CY	1,270	\$ 182,867	211	\$ 2,802	1.6%	476	\$ 119,475	(583)	\$ (60,590)	-33.6%	1,059	\$ 180,065
Remove Existing Track	9,318	LF	3,220	\$ 449,135	(107)	\$ (63,531)	-12.4%	3,050	\$ 427,582	(277)	\$ (85,084)	-16.6%	3,327	\$ 512,666
New Ballasted Track Construction	13,702	LF	34,103	\$ 8,806,580	89	\$ 503,958	6.1%	15,595	\$ 5,428,528	(18,419)	\$ (2,874,094)	-34.6%	34,014	\$ 8,302,622
Special Trackwork	15	EA	6,940	\$ 2,989,071	766	\$ 170,414	6.0%	9,898	\$ 3,229,902	3,724	\$ 411,245	14.6%	6,174	\$ 2,818,657
Misc Track Const	1	LS	5,056	\$ 811,778	276	\$ 99,402	14.0%	0	\$ -	(4,780)	\$ (712,376)	-100.0%	4,780	\$ 712,376
<b>*GREEN LINE TRACK - VMF</b>			<b>12,696</b>	<b>\$ 4,562,804</b>	<b>2,147</b>	<b>\$ 437,487</b>	<b>10.6%</b>	<b>11,674</b>	<b>\$ 3,454,667</b>	<b>1,125</b>	<b>\$ (670,650)</b>	<b>-16.3%</b>	<b>10,549</b>	<b>\$ 4,125,317</b>
Track Excavation	20,212	CY	0	\$ 773,976	0	\$ 65,591	9.3%	1,135	\$ 284,634	1,135	\$ (423,751)	-59.8%	0	\$ 708,385
New Ballasted Track Construction	3,405	LF	6,260	\$ 1,518,113	1,632	\$ 163,746	12.1%	3,948	\$ 1,136,008	(680)	\$ (218,359)	-16.1%	4,628	\$ 1,354,367
Special Trackwork	16	EA	6,128	\$ 2,164,890	627	\$ 222,669	11.5%	6,351	\$ 1,967,649	850	\$ 25,428	1.3%	5,501	\$ 1,942,221
Misc Track Const	1	LS	308	\$ 105,825	(112)	\$ (14,519)	-12.1%	240	\$ 66,376	(180)	\$ (53,968)	-44.8%	420	\$ 120,344
<b>*COMMUTER RAIL TRACK - PHASE 4</b>			<b>18,181</b>	<b>\$ 4,174,564</b>	<b>2,014</b>	<b>\$ 373,189</b>	<b>9.8%</b>	<b>14,349</b>	<b>\$ 3,371,345</b>	<b>(1,818)</b>	<b>\$ (430,030)</b>	<b>-11.3%</b>	<b>16,167</b>	<b>\$ 3,801,375</b>
Track Excavation	9,473	CY	2,487	\$ 396,911	908	\$ 127,967	47.6%	420	\$ 118,327	(1,159)	\$ (150,617)	-56.0%	1,579	\$ 268,944
Remove Existing Track (Perm)	5,317	LF	1,837	\$ 278,648	577	\$ 88,798	46.8%	1,505	\$ 206,316	245	\$ 16,466	8.7%	1,260	\$ 189,850
Track Realignment To 1.5 Ft	1,410	LF	1,079	\$ 187,123	566	\$ 121,108	183.5%	214	\$ 27,016	(299)	\$ (38,999)	-59.1%	513	\$ 66,015
Track Realignment To 1.5 Ft To 7 Ft	1,355	LF	825	\$ 156,122	(356)	\$ (37,704)	-19.5%	859	\$ 137,765	(322)	\$ (56,061)	-28.9%	1,181	\$ 193,826
New Commuter Rail Track	4,640	LF	6,702	\$ 2,378,508	(484)	\$ (140,962)	-5.6%	4,266	\$ 1,946,002	(2,920)	\$ (573,468)	-22.8%	7,186	\$ 2,519,470
Special Track Work	4	EA	4,070	\$ 581,980	418	\$ 128,270	28.3%	6,365	\$ 834,207	2,713	\$ 380,497	83.9%	3,652	\$ 453,710
Misc Track Items	1	LS	1,181	\$ 195,273	385	\$ 85,713	78.2%	720	\$ 101,712	(76)	\$ (7,848)	-7.2%	796	\$ 109,560
<b>TRACK TESTING REQUIREMENTS</b>			<b>296</b>	<b>\$ 101,706</b>	<b>(4)</b>	<b>\$ 5,882</b>	<b>6.1%</b>	<b>333</b>	<b>\$ 318,488</b>	<b>33</b>	<b>\$ 222,664</b>	<b>232.4%</b>	<b>300</b>	<b>\$ 95,824</b>
Track Testing Requirements	1	LS	296	\$ 101,706	(4)	\$ 5,882	6.1%	333	\$ 318,488	33	\$ 222,664	232.4%	300	\$ 95,824
<b>*SITE PREP &amp; EXCAVATION</b>			<b>93,608</b>	<b>\$ 27,145,442</b>	<b>16,831</b>	<b>\$ 1,846,712</b>	<b>7.3%</b>	<b>58,039</b>	<b>\$ 21,539,322</b>	<b>(18,738)</b>	<b>\$ (3,759,408)</b>	<b>-14.9%</b>	<b>76,777</b>	<b>\$ 25,298,730</b>
Geotechnical Instrumentation	1	LS	0	\$ 1,926,561	0	\$ 180,000	10.3%		\$ 1,632,861	0	\$ (113,700)	-6.5%	0	\$ 1,746,561
Test Boring Program	1	LS	0	\$ 70,000	0	\$ 70,000	100.0%		\$ -	0	\$ -	-	0	\$ -
Rodent Control	1	LS	0	\$ 64,854	0	\$ 0	0.0%		\$ 64,854	0	\$ -	0.0%	0	\$ 64,854
Temp Site Access Improvements	1	LS	3,178	\$ 877,984	(701)	\$ (712,116)	-44.8%	1,995	\$ 489,909	(1,884)	\$ (1,100,191)	-69.2%	3,879	\$ 1,590,100
Temp ROW Access Improvements	1	LS	4,265	\$ 787,088	(22,407)	\$ (1,909,803)	100.0%		\$ (26,672)	\$ (2,696,891)	-100.0%	26,672	\$ 2,696,891	
Erosion Control	1	LS	2,157	\$ 180,962	117	\$ (48,430)	-21.1%	766	\$ 164,354	(1,274)	\$ (65,037)	-28.4%	2,040	\$ 229,391
Site Prep along ROW	1	LS	30,339	\$ 3,964,344	26,586	\$ 2,872,228	263.0%	14,949	\$ 1,765,377	11,196	\$ 673,261	61.6%	3,753	\$ 1,092,116
Temporary & Perm Fence	1	LS	1,097	\$ 1,568,356	1,097	\$ 48,987	3.2%	0	\$ 1,453,500	0	\$ (65,869)	-4.3%	0	\$ 1,519,369
ROW Excavation	1	LS	2,380	\$ 390,984	(265)	\$ (235,793)	-37.6%	2,380	\$ 538,526	(265)	\$ (88,251)	-14.1%	2,645	\$ 626,777
Excavated Material Management	1	LS												
Environmental Characterization	258,245	CY	0	\$ 653,873	0	\$ 136,781	26.5%	0	\$ 170,000	0	\$ (347,092)	-67.1%	0	\$ 517,092
LSP Services	30	MO	0	\$ 2,206,887	0	\$ 121,516	5.8%	90	\$ 3,200,000	90	\$ 1,114,629	53.4%	0	\$ 2,085,371
Set up Stockpile - Off Site	1	LS	963	\$ 497,876	247	\$ 72,285	17.0%		\$ (716)	\$ (425,591)	-100.0%	716	\$ 425,591	
Maintain Stockpile	258,245	CY	17,952	\$ 2,638,049	6,184	\$ 713,882	37.1%	27,339	\$ 3,594,671	15,571	\$ 1,670,504	86.8%	11,768	\$ 1,924,167
T&D Excavated Materials	478,977	TN	0	\$ 5,628,568	(3,000)	\$ (795,326)	-12.4%		\$ 5,628,480	(3,000)	\$ (795,414)	-12.4%	3,000	\$ 6,423,894
Soil Characterization	258,245	CY	2,640	\$ 285,996	(880)	\$ (115,404)	-28.8%	800	\$ 436,674	(2,720)	\$ 35,274	8.8%	3,520	\$ 401,400
Misc. ROW Electrical	1	LS												
ROW Electrical	1	LS	22,872	\$ 4,133,784	9,368	\$ 929,094	29.0%	9,720	\$ 2,400,116	(3,784)	\$ (804,574)	-25.1%	13,504	\$ 3,204,690
MOT Project-wide	1	LS	5,765	\$ 1,269,276	485	\$ 518,810	69.1%		\$ (5,280)	\$ (750,466)	-100.0%	5,280	\$ 750,466	
<b>*UTILITIES PHASE 2</b>			<b>13,820</b>	<b>\$ 4,932,704</b>	<b>1,348</b>	<b>\$ 747,437</b>	<b>17.9%</b>	<b>22,641</b>	<b>\$ 4,870,259</b>	<b>10,169</b>	<b>\$ 684,992</b>	<b>16.4%</b>	<b>12,472</b>	<b>\$ 4,185,267</b>



Drainage PH 2 ROW	7,484	LF						5,011	\$ 1,227,340	(4,452)	\$ (473,379)	-27.8%	9,463	\$ 1,700,719
Drainage PH 2 Viaduct	2,345	LF						2,353	\$ 439,397	558	\$ 163,111	59.0%	1,795	\$ 276,286
Drainage PH 2 Washington St	340	LF						5,608	\$ 1,256,561	4,619	\$ 565,848	81.9%	989	\$ 690,713
Drainage PH 2 VMF/Storage Track	3,511	LF						5,489	\$ 1,153,268	5,489	\$ 210,168	22.3%	0	\$ 943,100
Drainage PH 2 JACKING	82	LF						3,205	\$ 583,245	3,205	\$ 54,673	10.3%	0	\$ 528,572
Utility Relocations PH 2	1	LS						975	\$ 210,448	750	\$ 164,571	358.7%	225	\$ 45,877
<b>*UTILITIES PHASE 2A</b>			<b>5,832</b>	<b>\$ 851,237</b>	<b>704</b>	<b>\$ (17,705)</b>	<b>-2.0%</b>	<b>3,449</b>	<b>\$ 630,477</b>	<b>(1,679)</b>	<b>\$ (238,465)</b>	<b>-27.4%</b>	<b>5,128</b>	<b>\$ 868,942</b>
Drainage PH 2A ROW	3,905	LF						319	\$ 51,859	(3,589)	\$ (618,464)	-92.3%	3,908	\$ 670,323
Utility Relocations PH 2A	1	LS						3,130	\$ 578,618	1,910	\$ 379,999	100.0%	1,220	\$ 198,619
<b>*UTILITIES PHASE 4</b>			<b>26,059</b>	<b>\$ 5,937,041</b>	<b>4,941</b>	<b>\$ 965,184</b>	<b>19.4%</b>	<b>15,210</b>	<b>\$ 4,257,248</b>	<b>(5,908)</b>	<b>\$ (714,609)</b>	<b>-14.4%</b>	<b>21,118</b>	<b>\$ 4,971,857</b>
Drainage PH 4 ROW	8,018	LF						14,016	\$ 4,043,028	(5,121)	\$ (681,689)	-14.4%	19,137	\$ 4,724,717
Utility Relocations PH 4	1	LS						1,194	\$ 214,220	(787)	\$ (32,920)	-13.3%	1,981	\$ 247,140
<b>*UTILITY CONFLICTS</b>	<b>1</b>	<b>LS</b>	<b>7,484</b>	<b>\$ 1,052,741</b>	<b>992</b>	<b>\$ 117,463</b>	<b>12.6%</b>	<b>3,675</b>	<b>\$ 466,244</b>	<b>(2,817)</b>	<b>\$ (469,034)</b>	<b>-50.1%</b>	<b>6,492</b>	<b>\$ 935,278</b>
Drainage Conflicts	1	LS						766	\$ 97,161	(830)	\$ (124,190)	-56.1%	1,596	\$ 221,351
Electric Conflicts	1	LS						2,199	\$ 272,350	317	\$ (3,012)	-1.1%	1,882	\$ 275,362
Gas Conflicts	1	LS						563	\$ 76,035	83	\$ 9,543	14.4%	480	\$ 66,492
Sewer Conflicts	1	LS						44	\$ 4,827	44	\$ 4,827	100.0%	0	\$ -
Signal & Comm Conflicts	1	LS						103	\$ 15,871	(1,933)	\$ (287,038)	-94.8%	2,036	\$ 302,909
Water Conflicts	1	LS						0	\$ -	(498)	\$ (69,164)	-100.0%	498	\$ 69,164
<b>*ROADWAYS PHASE 2</b>			<b>1,184</b>	<b>\$ 276,019</b>	<b>283</b>	<b>\$ 22,341</b>	<b>8.8%</b>	<b>968</b>	<b>\$ 234,928</b>	<b>67</b>	<b>\$ (18,750)</b>	<b>-7.4%</b>	<b>901</b>	<b>\$ 253,678</b>
Wash. St/Inner Belt Rd	1	LS						64	\$ 9,950	64	\$ (816)	-7.6%	0	\$ 10,766
McGrath Hwy/Washington St	1	LS						517	\$ 117,237	87	\$ 7,047	6.4%	430	\$ 110,190
McGrath Hwy/Somerville Ave/Medford St	1	LS						387	\$ 107,741	(84)	\$ (24,981)	-18.8%	471	\$ 132,722
<b>*ROADWAYS PHASE 2A</b>			<b>288</b>	<b>\$ 69,912</b>	<b>(35)</b>	<b>\$ (9,447)</b>	<b>-11.9%</b>	<b>285</b>	<b>\$ 57,802</b>	<b>(38)</b>	<b>\$ (21,557)</b>	<b>-27.2%</b>	<b>323</b>	<b>\$ 79,359</b>
Washington St/Beacon Street	1	LS						64	\$ 9,950	64	\$ (816)	-7.6%	0	\$ 10,766
Horace Street	1	LS						221	\$ 47,852	(102)	\$ (20,741)	-30.2%	323	\$ 68,593
<b>*RETAINING WALLS</b>			<b>76,915</b>	<b>\$ 22,411,800</b>	<b>322</b>	<b>\$ 1,221,072</b>	<b>5.8%</b>	<b>64,013</b>	<b>\$ 15,346,525</b>	<b>(12,580)</b>	<b>\$ (5,844,203)</b>	<b>-27.6%</b>	<b>76,593</b>	<b>\$ 21,190,728</b>
Wall YL-1	1	LS	23,713	\$ 4,894,417	1,638	\$ 514,109	11.7%	12,538	\$ 2,910,849	(9,537)	\$ (1,469,459)	-33.5%	22,075	\$ 4,380,308
Wall UN-1	1	LS	8,861	\$ 1,746,126	1,875	\$ 275,375	18.7%	3,223	\$ 780,703	(3,763)	\$ (690,048)	-46.9%	6,986	\$ 1,470,751
Wall UN-2	1	LS	18,856	\$ 2,356,129	439	\$ 171,644	7.9%	7,562	\$ 1,183,877	(10,855)	\$ (1,000,608)	-45.8%	18,417	\$ 2,184,485
Wall ME-1	1	LS	20,552	\$ 4,245,972	(3,902)	\$ (58,554)	-1.4%	11,447	\$ 2,670,500	(13,007)	\$ (1,634,026)	-38.0%	24,454	\$ 4,304,526
Wall ME-10	1	LS	688	\$ 8,364,658	(196)	\$ 226,828	2.8%	27,221	\$ 7,343,937	26,337	\$ (793,893)	-9.8%	884	\$ 8,137,830
Wall MW-1B	1	LS	4,245	\$ 804,499	468	\$ 91,671	12.9%	2,020	\$ 456,659	(1,757)	\$ (256,169)	-35.9%	3,777	\$ 712,828
<b>*NOISE BARRIERS</b>			<b>2,494</b>	<b>\$ 6,616,662</b>	<b>841</b>	<b>\$ 30,241</b>	<b>0.5%</b>	<b>10,289</b>	<b>\$ 5,891,934</b>	<b>8,636</b>	<b>\$ (694,487)</b>	<b>-10.5%</b>	<b>1,653</b>	<b>\$ 6,586,421</b>
Noise Barr. N-1A/B (Viaduct mtd)	10,673	SF	315	\$ 862,055	15	\$ 8,948	1.0%	755	\$ 780,000	455	\$ (73,107)	-8.6%	300	\$ 853,107
Noise Barr. N-2A (Viaduct mtd)	11,804	SF	330	\$ 1,015,693	0	\$ (11,229)	-1.1%	819	\$ 909,999	489	\$ (116,923)	-11.4%	330	\$ 1,026,922
Noise Barr. N-2B	5,928	SF	351	\$ 697,114	75	\$ (5,262)	-0.7%	1,588	\$ 608,130	1,312	\$ (94,246)	-13.4%	276	\$ 702,376
Noise Barr. N-3A (At grade)	7,626	SF	386	\$ 1,030,576	386	\$ 30,661	3.1%	1,949	\$ 912,674	1,949	\$ (87,241)	-8.7%	0	\$ 999,915
Noise Barr. N-3B (Viaduct mtd)	6,768	SF	216	\$ 904,517	0	\$ (13,507)	-1.5%	683	\$ 820,000	467	\$ (98,024)	-10.7%	216	\$ 918,024
Noise Barr. N-5 (Top mtd)	4,346	SF	180	\$ 423,290	35	\$ (720)	-0.2%	779	\$ 375,000	634	\$ (49,010)	-11.6%	145	\$ 424,010
Noise Barr. N-15 (top mnt)	10,375	SF	405	\$ 889,636	19	\$ (4,277)	-0.5%	1,783	\$ 785,000	1,397	\$ (108,913)	-12.2%	386	\$ 893,913
Noise Barr. N-17 (At grade)	7,525	SF	311	\$ 793,782	311	\$ 25,628	3.3%	1,932	\$ 701,131	1,932	\$ (67,023)	-8.7%	0	\$ 768,154
<b>COMMUNITY PATH</b>			<b>17,683</b>	<b>\$ 2,727,506</b>	<b>5,921</b>	<b>\$ 192,345</b>	<b>7.6%</b>	<b>7,352</b>	<b>\$ 2,014,454</b>	<b>(4,410)</b>	<b>\$ (520,707)</b>	<b>-20.5%</b>	<b>11,762</b>	<b>\$ 2,535,161</b>
Earthwork & Civil CP	1	LS	2,816	\$ 584,491	(162)	\$ (167,735)	-22.3%	1,779	\$ 977,580	(1,199)	\$ 225,355	30.0%	2,978	\$ 752,225
Civil Support for Elect CP	1	LS	1,057	\$ 146,707	1,057	\$ 146,707	100.0%	329	\$ 51,059	329	\$ 51,059	100.0%	0	\$ -
Concrete CP	704	CY	9,756	\$ 1,179,345	2,716	\$ (71,678)	-5.7%	3,430	\$ 524,128	(3,610)	\$ (726,895)	-58.1%	7,040	\$ 1,251,023
Miscellaneous Work CP	1	LS	1,482	\$ 233,782	407	\$ (20,668)	-8.1%			(1,075)	\$ (254,450)	-100.0%	1,075	\$ 254,450
Electrical/Lighting CP	1	LS	2,572	\$ 583,182	1,903	\$ 305,719	110.2%	1,814	\$ 461,687	1,145	\$ 184,224	66.4%	669	\$ 277,463
<b>*TRACTION POWER</b>			<b>101,992</b>	<b>\$ 24,210,010</b>	<b>(4,942)</b>	<b>\$ 298,854</b>	<b>1.2%</b>	<b>87,546</b>	<b>\$ 17,021,901</b>	<b>(19,388)</b>	<b>\$ (6,889,255)</b>	<b>-28.8%</b>	<b>106,934</b>	<b>\$ 23,911,156</b>
TP-Phase 2 Civil Support	1	LS	10,820	\$ 1,786,330	(1,254)	\$ 191,845	12.0%	5,209	\$ 919,735	(6,865)	\$ (674,750)	-42.3%	12,074	\$ 1,594,485
TP-Phase 2 AC	1	LS	26,673	\$ 5,915,666	(1,542)	\$ 455,161	8.3%	18,731	\$ 3,050,771	(9,484)	\$ (2,409,734)	-44.1%	28,215	\$ 5,460,505
TP-Phase 2 DC	1	LS	17,446	\$ 5,517,432	(2,067)	\$ 596,102	12.1%	22,660	\$ 5,462,341	3,147	\$ 541,011	11.0%	19,513	\$ 4,921,330
TP-Phase 2 OCS	1	LS	6,417	\$ 1,393,428	(818)	\$ (338,955)	-19.6%	12,811	\$ 2,023,682	5,576	\$ 291,299	16.8%	7,235	\$ 1,732,383
TP-Phase 2A Civil Support	1	LS	2,244	\$ 535,203	(193)	\$ 126,893	31.1%			(2,437)	\$ (408,310)	-100.0%	2,437	\$ 408,310
TP-Phase 2A AC	1	LS	9,080	\$ 1,970,630	339	\$ 309,496	18.6%	6,254	\$ 1,070,875	(2,487)	\$ (590,259)	-35.5%	8,741	\$ 1,661,134
TP-Phase 2A DC	1	LS	19,646	\$ 5,028,096	(2,835)	\$ (693,802)	-12.1%	21,882	\$ 4,494,497	(599)	\$ (1,227,401)	-21.5%	22,481	\$ 5,721,898
TP-Phase 2A OCS	1	LS	9,665	\$ 2,063,225	3,427	\$ (347,886)	-14.4%			(6,238)	\$ (2,411,111)	-100.0%	6,238	\$ 2,411,111
<b>*TRACTION POWER STATIONS</b>			<b>45,977</b>	<b>\$ 21,663,427</b>	<b>9,740</b>	<b>\$ 1,366,806</b>	<b>6.7%</b>	<b>71,219</b>	<b>\$ 19,406,639</b>	<b>34,982</b>	<b>\$ (889,982)</b>	<b>-4.4%</b>	<b>36,237</b>	<b>\$ 20,296,621</b>
**RED BRIDGE TPSS			33,088	\$ 16,390,934	4,862	\$ 1,885,588	13.0%	43,213	\$ 13,069,943	14,987	\$ (1,435,403)	-9.9%	28,226	\$ 14,505,346

**BET/LC12 TPSS			12,889	\$ 5,272,493	4,878	\$ (518,782)	-9.0%	28,006	\$ 6,336,696	19,995	\$ 545,421	9.4%	8,011	\$ 5,791,275
<b>**S&amp;C CIVIL SUPPORT</b>	<b>1</b>	<b>LS</b>	<b>43,729</b>	<b>\$ 6,851,184</b>	<b>22,027</b>	<b>\$ 2,958,154</b>	<b>76.0%</b>	<b>13,358</b>	<b>\$ 2,324,381</b>	<b>(8,344)</b>	<b>\$ (1,568,649)</b>	<b>-40.3%</b>	<b>21,702</b>	<b>\$ 3,893,030</b>
Signal & Comm PH 2 Civil	1	LS	42,629	\$ 6,716,219	21,742	\$ 3,130,880	87.3%	3,065	\$ 544,120	(17,822)	\$ (3,041,219)	-84.8%	20,887	\$ 3,585,339
Signal & Comm PH 2A Civil	1	LS	1,100	\$ 134,965	285	\$ (172,726)	-56.1%	10,293	\$ 1,780,261	9,478	\$ 1,472,570	478.6%	815	\$ 307,691
<b>**S&amp;C ELECTRICAL</b>	<b>1</b>	<b>LS</b>	<b>108,628</b>	<b>\$ 35,800,109</b>	<b>22,428</b>	<b>\$ 113,238</b>	<b>0.3%</b>	<b>91,668</b>	<b>\$ 32,737,270</b>	<b>5,468</b>	<b>\$ (2,949,601)</b>	<b>-8.3%</b>	<b>86,200</b>	<b>\$ 35,686,871</b>
GLX Signals PH 2 Elect	1	LS	61,257	\$ 25,446,410	16,836	\$ 2,110,624	9.0%	56,550	\$ 23,486,363	12,129	\$ 150,577	0.6%	44,421	\$ 23,335,786
CRR Signals PH 2 Elect	1	LS	15,277	\$ 3,048,784	397	\$ (208,848)	-6.4%	17,094	\$ 5,005,300	2,214	\$ 1,747,668	53.6%	14,880	\$ 3,257,632
GLX Signals PH 2A Elect	1	LS	17,379	\$ 3,482,342	8,183	\$ (1,556,468)	-30.9%	264	\$ 1,482,419	(8,932)	\$ (3,556,391)	-70.6%	9,196	\$ 5,038,810
Comm PH 2 Elect	1	LS	10,127	\$ 2,961,106	(3,969)	\$ (397,556)	-11.8%	17,759	\$ 2,763,188	3,663	\$ (595,474)	-17.7%	14,096	\$ 3,358,662
Comm PH 2A Elect	1	LS	4,589	\$ 861,466	982	\$ 165,485	23.8%			(3,607)	\$ (695,981)	-100.0%	3,607	\$ 695,981
<b>*OCS STRUCT &amp; FOUNDATIONS</b>			<b>66,950</b>	<b>\$ 19,480,347</b>	<b>16,508</b>	<b>\$ 4,142,679</b>	<b>27.0%</b>	<b>74,917</b>	<b>\$ 18,799,028</b>	<b>24,475</b>	<b>\$ 3,461,360</b>	<b>22.6%</b>	<b>50,442</b>	<b>\$ 15,337,668</b>
OCS Struct-Ph 2 Elect	1	LS	21,995	\$ 8,793,566	88	\$ 1,472,787	20.1%	27,668	\$ 8,822,422	5,761	\$ 1,501,643	20.5%	21,907	\$ 7,320,779
OCS Struct-Ph 2 Foundations	58	EA	4,102	\$ 814,345	2,699	\$ 407,731	100.3%	1,238	\$ 309,512	(165)	\$ (97,102)	-23.9%	1,403	\$ 406,614
OCS Struct-Ph 2A Elect	1	LS	31,581	\$ 8,096,559	6,465	\$ 1,184,452	17.1%	42,030	\$ 8,656,900	16,914	\$ 1,744,793	25.2%	25,116	\$ 6,912,107
OCS Struct-Ph 2A Foundations	126	EA	9,272	\$ 1,775,877	7,256	\$ 1,077,709	154.4%	3,981	\$ 1,010,194	1,965	\$ 312,026	44.7%	2,016	\$ 698,168
<b>*STRAY CURRENT/CATH PROT</b>	<b>1</b>	<b>LS</b>	<b>12,286</b>	<b>\$ 4,266,204</b>	<b>6,034</b>	<b>\$ 2,404,768</b>	<b>129.2%</b>	<b>4,360</b>	<b>\$ 698,160</b>	<b>(1,892)</b>	<b>\$ (1,163,276)</b>	<b>-62.5%</b>	<b>6,252</b>	<b>\$ 1,861,436</b>
<b>*TRANSPORTATION BLDG</b>	<b>1</b>	<b>LS</b>	<b>835</b>	<b>\$ 250,838</b>	<b>(986)</b>	<b>\$ (198,945)</b>	<b>-44.2%</b>	<b>1,716</b>	<b>\$ 342,438</b>	<b>(105)</b>	<b>\$ (107,345)</b>	<b>-23.9%</b>	<b>1,821</b>	<b>\$ 449,783</b>
<b>*PARKING DECK</b>			<b>2,001</b>	<b>\$ 499,247</b>	<b>(850)</b>	<b>\$ (259,566)</b>	<b>-34.2%</b>	<b>2,565</b>	<b>\$ 629,732</b>	<b>(286)</b>	<b>\$ (129,081)</b>	<b>-17.0%</b>	<b>2,851</b>	<b>\$ 758,813</b>
Drilled Shafts	356	LF	857	\$ 309,300	(1,794)	\$ (412,844)	-57.2%	2,320	\$ 563,472	(331)	\$ (158,672)	-22.0%	2,651	\$ 722,144
Concrete-Columns	45	CY	1,144	\$ 189,947	944	\$ 153,278	418.0%	245	\$ 66,260	45	\$ 29,591	80.7%	200	\$ 36,669
<b>*VMF/YARD</b>	<b>1</b>	<b>LS</b>	<b>6,015</b>	<b>\$ 1,131,031</b>	<b>417</b>	<b>\$ 166,089</b>	<b>17.2%</b>	<b>2,745</b>	<b>\$ 750,273</b>	<b>(2,853)</b>	<b>\$ (214,669)</b>	<b>-22.2%</b>	<b>5,598</b>	<b>\$ 964,942</b>
DIV 2	1	LS	3,426	\$ 644,657	303	\$ 96,520	17.6%	527	\$ 145,190	(2,596)	\$ (402,947)	-73.5%	3,123	\$ 548,137
DIV 3	1	LS	1,772	\$ 283,587	308	\$ 54,192	23.6%	504	\$ 139,422	(960)	\$ (89,973)	-39.2%	1,464	\$ 229,395
DIV 16	1	LS	816	\$ 202,228	(195)	\$ 14,818	7.9%	1,714	\$ 465,661	703	\$ 278,251	148.5%	1,011	\$ 187,410
<b>PRECONSTRUCTION SURVEY</b>	<b>1</b>	<b>LS</b>	<b>0</b>	<b>\$ 465,708</b>	<b>0</b>	<b>\$ 46,932</b>	<b>11.2%</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>\$ (418,776)</b>	<b>-100.0%</b>	<b>0</b>	<b>\$ 418,776</b>
<b>*MBTA FIELD OFFICE</b>	<b>1</b>	<b>LS</b>	<b>0</b>	<b>\$ 1,336,867</b>	<b>0</b>	<b>\$ 704,289</b>	<b>100.0%</b>	<b>0</b>	<b>\$ 311,695</b>	<b>0</b>	<b>\$ (320,883)</b>	<b>-50.7%</b>	<b>0</b>	<b>\$ 632,578</b>
MBTA SATELLITE FIELD OFFICE & VEHICLE	1	LS	0	\$ 1,336,867	0	\$ 704,289	100.0%	0	\$ 311,695	0	\$ (320,883)	-50.7%		\$ 632,578
<b>ALLOWANCE ITEMS</b>	<b>1</b>	<b>LS</b>	<b>1,893</b>	<b>\$ 21,637,153</b>	<b>(1,206)</b>	<b>\$ 291,301</b>	<b>1.4%</b>	<b>0</b>	<b>\$ 21,515,900</b>	<b>(3,099)</b>	<b>\$ 170,048</b>	<b>0.8%</b>	<b>3,099</b>	<b>\$ 21,345,852</b>
RAILROAD FLAGMEN	1	AN	0	\$ 200,000	0	\$ -	0.0%		\$ 200,000	0	\$ -	0.0%		\$ 200,000
TRAFFIC OFFICERS SERVICES	1	AN	0	\$ 3,250,000	0	\$ -	0.0%		\$ 3,250,000	0	\$ -	0.0%		\$ 3,250,000
TEMPORARY BUS STOP	1	AN	0	\$ 40,000	0	\$ -	0.0%		\$ 40,000	0	\$ -	0.0%		\$ 40,000
ELECTRIC COMPANY	1	AN	0	\$ 100,000	0	\$ -	0.0%		\$ 100,000	0	\$ -	0.0%		\$ 100,000
GAS COMPANY	1	AN	0	\$ 75,000	0	\$ -	0.0%		\$ 75,000	0	\$ -	0.0%		\$ 75,000
STREET CLEANING	500	HR	0	\$ 68,125	0	\$ (375)	-0.5%		\$ 68,000	0	\$ (500)	-0.7%		\$ 68,500
TRACK USE STANDBY	1	AN	0	\$ 2,000,000	0	\$ -	0.0%		\$ 2,000,000	0	\$ -	0.0%		\$ 2,000,000
ENVIRONMENTAL FIELD EQUIPMENT	1	AN	0	\$ 2,580,000	0	\$ -	0.0%		\$ 2,580,000	0	\$ -	0.0%		\$ 2,580,000
DELAY TIME	1	AN	0	\$ 200,000	0	\$ -	0.0%		\$ 200,000	0	\$ -	0.0%		\$ 200,000
SITE UTILITIES	1	AN	0	\$ 120,000	0	\$ -	0.0%		\$ 120,000	0	\$ -	0.0%		\$ 120,000
ELECTRIC SERVICE RELOCATION	1	AN	0	\$ 125,000	0	\$ -	0.0%		\$ 125,000	0	\$ -	0.0%		\$ 125,000
TELEPHONE RELOCATION	1	AN	0	\$ 25,000	0	\$ -	0.0%		\$ 25,000	0	\$ -	0.0%		\$ 25,000
ELECT. RELOC. TEMP AND PERM	1	AN	0	\$ 125,000	0	\$ -	0.0%		\$ 125,000	0	\$ -	0.0%		\$ 125,000
TELEPHONE RELOC-TEMP & PERM	1	AN	0	\$ 250,000	0	\$ -	0.0%		\$ 250,000	0	\$ -	0.0%		\$ 250,000
CONTAM SOIL REUSE - in State Lined LF	1	AN	0	\$ 40,000	0	\$ -	0.0%		\$ 40,000	0	\$ -	0.0%		\$ 40,000
CONTAM SOIL REUSE - Reg Therm Treatment	1	AN	0	\$ 3,500	0	\$ -	0.0%		\$ 3,500	0	\$ -	0.0%		\$ 3,500
CONTAM SOIL REUSE - Non RCRA OOS	1	AN	0	\$ 4,600,000	0	\$ -	0.0%		\$ 4,600,000	0	\$ -	0.0%		\$ 4,600,000
STABILIZATION & TREATMENT OF RCRA HAZ SOIL	1	AN	0	\$ 800,000	0	\$ -	0.0%		\$ 800,000	0	\$ -	0.0%		\$ 800,000
DISPOSE OF HAZ SOIL OOS LINED LANDFILL	1	AN	0	\$ 800,000	0	\$ -	0.0%		\$ 800,000	0	\$ -	0.0%		\$ 800,000
CONTAM SOIL REUSE - in State Unlined LF	1	AN	0	\$ 1,950,000	0	\$ -	0.0%		\$ 1,950,000	0	\$ -	0.0%		\$ 1,950,000
CONTAM SOIL RECYC - Asphalt Batch Facility	1	AN	0	\$ 960,000	0	\$ -	0.0%		\$ 960,000	0	\$ -	0.0%		\$ 960,000
ALL OTHER SOIL HANDLING & DISPOSAL	1	AN	0	\$ 125,000	0	\$ -	0.0%		\$ 125,000	0	\$ -	0.0%		\$ 125,000
REMOVE & DISPOSE HAZARDOUS WASTE	1	AN	0	\$ 125,000	0	\$ -	0.0%		\$ 125,000	0	\$ -	0.0%		\$ 125,000
REMOVE & DISPOSE SPECIAL WASTE	1	AN	0	\$ 500,000	0	\$ -	0.0%		\$ 500,000	0	\$ -	0.0%		\$ 500,000
REMOVE & DISPOSE HAZARDOUS DRUMS	1	AN	0	\$ 15,000	0	\$ -	0.0%		\$ 15,000	0	\$ -	0.0%		\$ 15,000
GRAVEL BORROW	75,000	TN	0	\$ 1,122,645	0	\$ (6,855)	-0.6%		\$ 1,125,000	0	\$ (4,500)	-0.4%		\$ 1,129,500
UTILITY TEST PITS	1	AN	0	\$ 250,000	0	\$ -	0.0%		\$ 250,000	0	\$ -	0.0%		\$ 250,000
OBSTRUCTION REMOVAL	300	CH	1,485	\$ 581,228	(1,515)	\$ 185,764	47.0%		\$ 630,000	(3,000)	\$ 234,536	59.3%	3,000	\$ 395,464
LANDSCAPING	1	AN	0	\$ 200,000	0	\$ -	0.0%		\$ 200,000	0	\$ -	0.0%		\$ 200,000
OBSTRUCTION REMOVAL DRILLED MINI-PILES	110	HR	0	\$ 126,577	0	\$ (10,923)	-7.9%		\$ 70,400	0	\$ (67,100)	-48.8%		\$ 137,500
CHANGES IN 4-FOOT DIAM SHAFT DEPTHS	40	LF	408	\$ 180,078	309	\$ 123,690	219.4%		\$ 64,000	(99)	\$ 7,612	13.5%	99	\$ 56,388

CATHODIC PROTECTION	1	AN	0	\$ 100,000	0	\$ -	0.0%		\$ 100,000	0	\$ -	0.0%		\$ 100,000													
HDR/Gilbane Sub Adjustment - Not in Items									\$ 52,769,412																		
<b>SUBTOTAL DIRECT COST</b>			<b>1,584,351</b>	<b>572,375,396</b>	<b>169,347</b>	<b>37,776,444</b>	<b>7.1%</b>	<b>1,130,324</b>	<b>\$ 460,714,878</b>	<b>(284,680)</b>	<b>\$ (126,653,486)</b>	<b>-23.7%</b>	<b>1,415,004</b>	<b>534,598,952</b>													
			CM/GC ESTIMATE					DELTA to ICE					CM/GC ESTIMATE					DELTA to ICE					ICE ESTIMATE				
DESCRIPTION	QTY	UNIT	SORT KEY	MANHOURS	TOTAL COST	MANHOUR DELTA	COST DELTA	% DELTA OVER ICE	MANHOURS	TOTAL COST	MANHOUR DELTA	COST DELTA	% DELTA OVER ICE	MANHOURS	TOTAL COST												
<b>*INDIRECT LABOR</b>				<b>995,820</b>	<b>\$ 106,997,531</b>	<b>282,140</b>	<b>\$ 36,643,193</b>	<b>52.1%</b>	<b>450,146</b>	<b>\$ 54,327,123</b>	<b>(263,534)</b>	<b>\$ (16,027,215)</b>	<b>-22.8%</b>	<b>713,680</b>	<b>\$ 70,354,338</b>												
CM Staff	1	LS			\$ 17,295,330	0	\$ 8,780,010	103.1%	66,432	\$ 7,986,320		\$ (529,000)	-6.2%		\$ 8,515,320												
Field Supervision	1	LS			\$ 42,358,800	0	\$ 14,524,782	52.2%	226,630	\$ 23,355,850		\$ (4,478,168)	-16.1%		\$ 27,834,018												
Engineering	1	LS			\$ 38,830,151	0	\$ 10,514,651	37.1%	127,674	\$ 17,560,953		\$ (10,754,547)	-38.0%		\$ 28,315,500												
Administrative	1	LS			\$ 3,859,250	0	\$ 719,750	22.9%	29,410	\$ 1,692,000		\$ (1,447,500)	-46.1%		\$ 3,139,500												
Indirect Staff Expenses	1	LS			\$ 4,654,000		\$ 2,104,000	82.5%		\$ 3,732,000		\$ 1,182,000	46.4%		\$ 2,550,000												
Indirect MH for Calcs	1	LS		995,820										713,680													
<b>*INDIRECT EXPENSES</b>				<b>207,950</b>	<b>\$ 118,405,819</b>	<b>105,934</b>	<b>\$ 34,206,463</b>	<b>40.6%</b>	<b>0</b>	<b>\$ 65,572,205</b>	<b>(102,016)</b>	<b>\$ (18,627,151)</b>	<b>-22.1%</b>	<b>102,016</b>	<b>\$ 84,199,356</b>												
Trades & Other Field Labor	1	LS		207,950	\$ 17,753,902	105,934	\$ 8,376,829	89.3%		\$ 5,557,940		\$ (3,819,133)	-40.7%	102,016	\$ 9,377,073												
JV Admin. & Support Staff Expense	1	LS			\$ 90,300		\$ 21,000	30.3%		\$ 79,800		\$ 10,500	15.2%		\$ 69,300												
Vehicles & Misc Equip	1	LS			\$ 10,441,040		\$ 2,385,461	29.6%		\$ 4,127,350		\$ (3,928,229)	-48.8%		\$ 8,055,579												
Misc. Operating Expenses	1	LS			\$ 9,870,228		\$ 3,317,927	50.6%		\$ 6,928,433		\$ 376,132	5.7%		\$ 6,552,301												
Field Office Expenses	1	LS			\$ 5,562,187		\$ 1,434,887	34.8%		\$ 5,948,640		\$ 1,821,340	44.1%		\$ 4,127,300												
General Plant	1	LS			\$ 4,649,115		\$ 986,815	26.9%		\$ 3,918,050		\$ 255,750	7.0%		\$ 3,662,300												
Special Cost	1	LS			\$ 30,025,463		\$ 10,812,263	56.3%		\$ 12,875,478		\$ (6,337,722)	-33.0%		\$ 19,213,200												
Bond & Insurance	1	LS			\$ 18,300,000		\$ 700,000	4.0%		\$ 11,872,847		\$ (5,727,153)	-32.5%		\$ 17,600,000												
Labor Escalation & Unshed OT	1	LS			\$ 18,694,091		\$ 4,682,502	33.4%		\$ 10,928,665		\$ (3,082,924)	-22.0%		\$ 14,011,589												
Other Escalation	1	LS			\$ 3,019,495		\$ 1,488,781	97.3%		\$ 3,335,002		\$ 1,804,288	117.9%		\$ 1,530,714												
Paid Sick Leave for Craft	1	LS			\$ -		\$ -			\$ -		\$ -			\$ -												
<b>*CMGC EXPOSURE ITEMS</b>					<b>\$ 36,000,000</b>		<b>\$ 22,216,987</b>	<b>161.2%</b>		<b>\$ 13,160,219</b>		<b>\$ (622,794)</b>	<b>-4.5%</b>		<b>\$ 13,783,013</b>												
<b>SUBTOTAL INDIRECT COST</b>			<b>1,203,770</b>	<b>\$ 261,403,350</b>	<b>388,074</b>	<b>\$ 93,066,643</b>	<b>55.3%</b>	<b>450,146</b>	<b>\$ 133,059,547</b>	<b>(365,550)</b>	<b>\$ (35,277,160)</b>	<b>-21.0%</b>	<b>815,696</b>	<b>\$ 168,336,707</b>													
<b>TOTAL COST</b>				<b>\$ 833,778,746</b>		<b>\$ 130,843,087</b>	<b>18.6%</b>		<b>\$ 593,774,425</b>		<b>\$ (109,161,234)</b>	<b>-15.5%</b>		<b>\$ 702,935,659</b>													
<b>CM/GC FEE</b>				<b>\$ 35,435,597</b>		<b>\$ 5,560,831</b>	<b>18.6%</b>		<b>\$ 25,235,413</b>		<b>\$ (4,639,353)</b>	<b>-15.5%</b>		<b>\$ 29,874,766</b>													
<b>TOTAL PRICE</b>			<b>2,788,121</b>	<b>\$ 869,214,343</b>	<b>557,421</b>	<b>\$ 136,403,919</b>	<b>18.6%</b>	<b>1,580,470</b>	<b>\$ 619,009,838</b>	<b>(650,230)</b>	<b>\$ (113,800,587)</b>	<b>-15.5%</b>	<b>2,230,700</b>	<b>\$ 732,810,425</b>													