**PROJECT SCHEDULE OF VALUES**

Financial Project No.\_\_\_\_\_\_\_\_\_\_\_\_\_ Date Submitted\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

FA No.\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

#### Contract No.\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  | **Item Description** | **Quantity** | **Unit** | Unit Price | **% of Contract** | **Amount** |
| --- | --- | --- | --- | --- | --- | --- |
|  |  | |  |  |  |  |
| **A** | **Engineering Service –Plans** | | | | | |
|  | 1. Roadway 2. Structure 3. Lighting 4. ITS 5. Signing/Pavement Markings 6. As-Builts 7. Typical Section Package 8. Pavement Design Package 9. Mobilization (*Contractor Preconstruction Services not to exceed 50% of Mobilization item shown in Section D.)* | \_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_ | LSLSLSLSLSLSLSLS LS | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_ | \_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%  \_\_\_\_\_\_% | $\_\_\_\_\_\_\_\_\_\_$\_\_\_\_\_\_\_\_\_\_$\_\_\_\_\_\_\_\_\_\_$\_\_\_\_\_\_\_\_\_\_$\_\_\_\_\_\_\_\_\_\_$\_\_\_\_\_\_\_\_\_\_$\_\_\_\_\_\_\_\_\_\_  $\_\_\_\_\_\_\_\_\_\_  $\_\_\_\_\_\_\_\_\_\_ |
|  | **Subtotal for section A** | | | | % | $ |
| **B** | **Geotechnical Services** | | | | | |
|  | 1. Field Work 2. Roadway Report 3. Bridge Report | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | LSLSLS | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_%\_\_\_\_\_\_\_%  \_\_\_\_\_\_\_% | $\_\_\_\_\_\_\_\_\_\_  $\_\_\_\_\_\_\_\_\_\_  $\_\_\_\_\_\_\_\_\_\_ |
|  | **Subtotal for section B** | | | | % | $ |
| **C** | **Survey Services** | | | | | |
|  | 1. Design Field Investigation 2. Design Data Submittal | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | LSLS | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_\_%  \_\_\_\_\_\_\_% | $\_\_\_\_\_\_\_\_\_\_  $\_\_\_\_\_\_\_\_\_\_ |
|  | **Subtotal for section C** | | | | % | $ |
| **D** | **Construction Mobilization** | | LS |  | % | $ |
| **E** | **Maintenance of Traffic** | | LS |  | % | $ |
| **F** | **Erosion Control** | | LS |  | % | $ |
| **G** | **Roadway** | | | | | |
|  | 1. Commercial Material 2. Milling 3. Stabilization 4. Optional Base 5. Structural Course 6. Friction Course 7. Misc. Asphalt 8. Embankment 9. Regular Excavation 10. Grassing/Sod 11. Conc. Pavement 12. Conc. (Class I) 13. Conc. (Class II) 14. Conc. (Class III) 15. Conc. (Class IV) 16. Conc. (Class V) 17. Curb & Gutter 18. Sidewalk 19. Guardrail 20. Removal of existing Conc. 21. Riprap 22. Rumble Strips 23. Clearing & Grubbing 24. Finish Soil Layer 25. Reinf. Steel 26. Traffic Separator 27. Barrier Wall 28. Ditch Pavement 29. Fencing | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_ \_ | CYSYSYSYTNTNTNCYCYSYSYCY CY  CY  CY  CY LFSYLFSYSYPMLSSYLBSYLFSY LF | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%  \_\_\_\_\_\_%  \_\_\_\_\_\_% | $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_ |
|  | **Subtotal for section G** | | | | % | $ |
| **H** | **Drainage** | | | | | |
|  | 1. Pipe 2. Structures 3. End Treatments 4. Box Culverts 5. Underdrains/French | \_\_\_\_\_\_ \_  \_\_\_\_\_\_ \_ \_  \_\_\_\_\_\_ \_  \_\_\_\_\_\_ \_ | LFEAEALF LF | \_\_\_\_\_ \_\_  \_\_\_\_\_ \_\_  \_\_\_\_\_ \_\_  \_\_\_\_\_ \_\_  \_\_\_\_\_ \_\_ | \_\_\_\_\_\_%  \_\_\_\_\_\_%  \_\_\_\_\_\_%  \_\_\_\_\_\_%  \_\_\_\_\_\_% | $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_  $ \_\_\_\_\_\_\_\_\_ |
|  | **Subtotal for section H** | | | | % | $ |
| **I** | **Bridge** | | | | | |
|  | 1. Bridge Demolition 2. Retaining Wall 3. Sheeting 4. Foundation 5. Substructure 6. Superstructure 7. Expansion Joint 8. Beams 9. Approach Slabs 10. Traffic Rail 11. Slope Pav’t 12. Piling 13. Prest Anchors 14. Drilled Shaft 15. Test Piles 16. Pile Jackets 17. Spalled Areas 18. Struct Steel 19. Fender System 20. Post Tensioning 21. Treated Timber | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_ | LSLFLFLSCYCYLFLF EA LFSYLFEALFLFLFCFLSLS LS LF | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | \_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%\_\_\_\_\_\_%  \_\_\_\_\_\_% | $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $ \_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_\_\_\_\_\_\_\_ $\_\_ \_\_ \_\_\_\_  $\_\_\_\_\_\_\_\_\_ |
|  | **Subtotal for section I** | | | | % | $ |
| **J** | **Signing and Pavement Markings** | | LS |  | % | $ |
| **K** | **Signalization** | | LS |  | % | $ |
| **L** | **Lighting** | | LS |  | % | $ |
| **M** | **ITS System** | | LS |  | % | $ |
| **N** | **Landscaping** | | LS |  | % | $ |
| **O** | **Building (Toll Booths, etc.)** | | LS |  | % | $ |
| **P** | **Contingency Amount** | | LS |  |  | $ |
| **PROJECT TOTAL (CONTRACTOR’S BID AMOUNT)**  **(SECTIONS A-O)** | | | | | % | $ |

Note to Developer of the Schedule of Values: Separate “Do Not Bid” line items should be included for any contingency amounts including, but not limited to: FHP, Partnering, Disputes Review Board and Initial Contingency Amount.