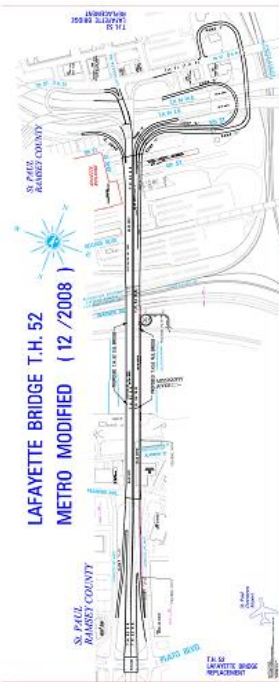


PROJECT SUMMARY

SP 6244-30 (TH 52)

Lafayette River Bridge

<http://www.dot.state.mn.us/metro/projects/hwy52-stpaul/>



Schedule:

Preliminary Bridge Plans: 2008-2009
 Municipal Consent: February 2010
 Construction Limits: April 2009
 Environmental Documents (FONSI): 9/17/09
 Final Bridge Design: 2009-2010
 R/W Acquisition: 2010
 Letting Date: October 2010
 Construction: 2011-2013

Project Description:

- Major River Bridge replacement
- Ramps, Loops to TH 94 and connection to East 7th Street
- Redeck TH 52 Bridge over Plato Blvd and Partial Redeck of TH 52 Bridge over TH 94.
- Bridge Modification of TH 94 Bridge over Railroad (east of TH 52)

Project History:

The Lafayette Bridge was built in 1968. The span over the Mississippi River is considered fracture critical. The project will replace the river bridge and redeck the TH 52 bridges over Plato Blvd and TH 94.

Mn/DOT in partnership with St. Paul and a citizen's committee have looked at alternatives for alleviating congestion and enhancing traffic safety for the connections to East 7th Street and TH 94. The preferred alternative (also recommended by a value engineering study in 9/08) is shown.

Project Benefits:

- Replace a fracture critical bridge
- Provide a reliable river crossing
- Improve mobility
- Address traffic safety at East 7th Street
- Provide a new pedestrian crossing over the Mississippi River

Project Risks:

- Probable environmental contamination
- Permits required from FAA, Coast Guard
- Location of CCLRT maintenance facility
- Relocation of utilities – Xcel transmission lines, sanitary sewer station, etc.
- Bridge type – designing for both steel and concrete
- R/W – buying transportation easements for businesses presently located under Bridge.

Total Project Cost Estimate (millions)

Date entered into STIP: November 21, 2008

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 193.5	\$ 183.4
Other Construction elements:	\$ 8.1	\$ 5.8
Engineering:	\$ 42.8	\$ 34.1
<u>Right of Way:</u>	\$ 16.2	\$ 17.3

Total: \$ 260.6 \$ 234.8

Cost Estimate adjusted to mid-year of construction (2012)

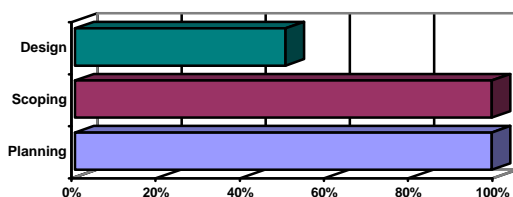
Recent Changes and Updates:

- **Funding:** Funded through Bridge Replacement program in STIP (FY2011) (unchanged).
- **Schedule:** Letting date in October 2010 (unchanged).
- **Cost:** Design at about 50%. Tightened up risk on many items; included the pedestrian trail in the bridge estimate; reduced anti-icing system to match reduced system at the north end of the bridge; reduced utility costs - (the watermain has been eliminated, reduced Xcel relocation costs); increased costs for retaining walls, grading items building removals, and right-of-way.

Key Cost Estimate Assumptions:

- Proceeding with the layout recommended by CRAVE Study with North End option that ties into proposed local road system that St. Paul will be constructing at a later date.

Design Completed (Scale 0-100%):



Minnesota Department of Transportation
 Metro District
 1500 West County Road B-2
 Roseville, MN 55113
 (651) 234-7500

District Engineer: Scott McBride
Project Manager: Joey Lundquist

Original date of posting: 12/19/2008

Revised: 01/11/2010

This Project Planning Report is stored in EDMS Doc #651372

RECOMMENDED BY:

Josephine Lundquist

Joey Lundquist, Project Manager (Scoping)

01/11/10

Date

APPROVED BY:

Tim Quinn, Assistant District Engineer

Date

Project Type: Preservation New Construction Reconstruction

Detailed Need Statement:

The Lafayette Bridge was constructed in 1968 using the standard design, detailing and fabrication methods of the late 1960's. Like many bridges of that era, it has developed a history of steel fatigue problems which don't pose an immediate safety risk but require the attention of Mn/DOT's bridge inspectors.

Additionally, the main spans over the Mississippi River are considered "fracture critical", which means that key structural components (i.e. the supporting steel girders) can not be taken out of service without removing the entire bridge from service.

Mn/DOT has determined that it is necessary to address these structural sufficiency concerns and to meet future traffic demands for the Lafayette Bridge.

Detailed Purpose Statement:

The primary purpose of the project is to replace the current bridge with a new bridge, in the same corridor, that meets current geometric and structural standards and has a 100-year design life. Other project objectives include improving traffic safety on TH 52 within the project limits, reducing congestion at the TH 52/TH 94 interchange area, and address the use of the proposed bridge for other modes of travel including bicycling, walking, transit (buses) and/or future LRT in the corridor.

Project Scoping Description: (see project elements for specific project details):

Replacement of existing TH 52 Lafayette Bridge with twin bridges spanning the Mississippi River including bridge approaches and ramp modifications from Plato Blvd to 7th Street.

At the north end of the project the road alignment on NB TH 52 will be altered to bring the local traffic off first with a connection that will go east, then north under I-94, then west again

to connect into East 7th Street from the north. The ramp to WB 94 will follow a similar route to go under I-94 and come up to I-94 from the east. The EB 94 ramp will depart last. This alteration will allow for a future St. Paul connection to Warner Road.

This form was completed by: **Joey Lundquist** Date: **01/11/10**
 Functional Group that initiated this project: **Planning or Bridge ?**
 Name of Function Group person that initiated this project: **??**

Project Location:

HWY	From:	Ref Point	To:	Ref Point
TH52	Plato Blvd	130.02	East 7 th Street	131.07

HWY	Bridge Num:	Feature bridge is over / under:	Ref Point
TH52	62017	SB 52 bridge over Mississippi River, Warner Rd, Kellogg Blvd	130.35 to 130.99
TH52	62018	NB 52 bridge over Mississippi River, Warner Rd, Kellogg Blvd	130.35 to 130.99
TH52	62019	SB Ramp from TH 94 EB	130.99
TH52	62024	NB Ramp to EB TH 94	130.99
TH52	62806	TH 52 over TH 94	131.024

Counties: Ramsey
Cities: St. Paul
Length of Project: 1.05 miles
Letting Date or Target Fiscal Year: October 22, 2010
Project Charge ID: T54180

Cost Estimate at Time of Project Planning Report Approval *

Project Construction Cost (from Cost Estimate): \$160,265,090 *
Project Risk Cost (from LWD Cost Estimate): \$ 3,953,981 *
Total Project Cost (Construction + Risk): \$ 164,219,071 *

Project R/W Cost: \$16,000,000 *

* - These costs are in 2010 dollars.

File(s) documenting the project construction cost are located at:
 S: \Design\052\6244\030\Pre\Cost

Specific Project Element Details

<u>Elements</u>	<u>Included (yes/no)</u>	<u>Quantities, Location or other Element Comments</u>
Mobilization	Yes	Normal LWD amounts
Removals / Salvage	Yes	Normal LWD amounts (extra line item for contamination mitigation)
Grading	Yes	Normal LWD amounts
Aggregates	Yes	Normal LWD amounts
Paving (Bit. & Conc.)	Yes	Assumed TH 52 pavement depth of 10.5" and ramp depths at 11"
Shoulder Paving	Yes	Assumed shoulder depth of 7"
Bridges	Yes	Includes 2 river spans Br# 62017 SB, Br# 62018 NB; each with 2-12' lanes, 1-12' auxiliary lane, and 6' shoulders inside and 12' shoulders outside, and 12' bicycle/ped trail on NB bridge. Partial Redeck of SB bridge over I-94 # 62881 . Modification of I-94 Bridge over Railroad (east of TH52).
Drainage / Water Resources	Yes	Normal LWD estimate amounts plus the inclusion of \$2.7 million for river bridge drainage needs and ponds
Turf / Erosion	Yes	Normal LWD amounts
Traffic Control	Yes	Normal LWD amounts for project of this scope and size
Traffic & Temporary Signals	Yes	Modify signal system at the intersection of East 7 th Street and TH 52, modified signal system at Kittson and East 7 th Street. Total \$400,000
Guard Rail	Yes	Normal LWD amounts
Non-Paving Conc. Items	Yes	Normal LWD amounts
Signing	Yes	Normal LWD amounts
Lighting	Yes	Estimated ornamental lighting about \$1.7M as part of aesthetic improvements. Additional \$670,000 for other lighting.
Retaining Walls	Yes	Included \$2,600,000 at several locations
Noise Walls	No	Not anticipated
Overhead Sign Bridges	Yes	Overhead signs on bridge - \$520,000 (from Mike Weiss)
Lane Markings – Types and Amounts	Yes	Normal LWD amounts
TMC / Incident Management	No	Included \$150,000 for revising TMS systems at East 7 th St and TH52

<u>Elements</u>	<u>Included (yes/no)</u>	<u>Quantities, Location or other Element Comments</u>
Bridge Anti-Icing System	Yes	Estimated cost of \$1,740,000 for north end of NB Lafayette Bridge plus curves at North end of NB Bridge including all of Loop A to WB 94.
Bridge River Foundation for Future Expansion	No	Design of footings will not preclude future footings for possible future LRT bridge.
Utilities	Yes	Estimate assumes normal LWD amount of utilities. Also, includes \$1,000,000 for Xcel power line tower relocation, and \$500,000 to relocate Sanitary Sewer Dump Station
Bridge Aesthetics	Yes	Included 3% of bridge cost for bridge aesthetics for the river and approach spans (\$2,100,000 outside of the aesthetic costs built into the bridge costs)
Right of Way	Yes	Estimated \$16 million for parcel acquisitions (12/09 est)
Railroad Agreement	Yes	Estimated \$2.165 million for railroad agreement (12/09 est)
Local Share	No	Possible St. Paul's share for bridge aesthetics and other project elements

Costs shown are for mid-point of construction based on draft LWD estimate dated: 01/11/10.

List of Attachments:

Attachment Name	DM Hyperlink

ESTIMATE FOR: TH 52 LAFAYETTE RIVER BRIDGE REPLACEMENT

VALIDATED ESTIMATE DATE 01/12/10

ESTIMATE

MSD PROJ. ID: 504

ESTIMATE DATE 01/11/10

GRADING, SURFACING, DRAINAGE, UTILITIES, NOISE WALLS, RETAINING WALLS, TMC,
AND BRIDGE NO'S. 62017, 62018 and 62881
SP 6244-30 TH 52, LETTING DATE / YEAR: 10/22/2010
LOCATED ON TH 52 FROM PLATO BLVD. TO 7th ST. in St. PAUL

ESTIMATE COMPLETED BY :
STEPHEN JONES / JOEY LUNDQUIST

PROJECT SCOPE

HIGHWAY MAINLINE IMPROVEMENTS DESCRIPTION:

SIDE STREET IMPROVEMENT DESCRIPTION:

INTERSECTION IMPROVEMENTS DESCRIPTION (SIGNALS, GEOMETRIC, INTERCHANGES)

PROJECT ROADWAY COST CALCULATIONS

ROADWAY	LOCATION (FROM/TO)	AREA (square feet)	DEPTH (inch)	LWD FACTOR	LWD COST MULTIPLIER	CONST. COST
TH 52 SB MAINLINE	STA. 186+35 TO STA. 201+00 (Bridge 62017 to Bridge 62027)	35,134	10.5	5.82	\$205,000	\$1,193,100
TH 52 SB INSIDE SHOULDER	STA. 186+35 TO STA. 201+00 (Bridge 62017 to Bridge 62027)	15,684	7.0	1.73	\$205,000	\$354,650
TH 52 SB OUTSIDE SHOULDER	STA. 186+35 TO STA. 199+82 (Bridge 62017 to Bridge 62027)	13,480	7.0	1.48	\$205,000	\$303,400
TH 52 SB MAINLINE	STA. 184+65 TO STA. 184+89 (Bridge 62027 to south end of project)	576	10.5	0.09	\$205,000	\$18,450
TH 52 SB INSIDE SHOULDER	STA. 184+65 TO STA. 184+89 (Bridge 62027 to south end of project)	201	7.0	0.02	\$205,000	\$4,100
TH 52 SB OUTSIDE SHOULDER	STA. 184+65 TO STA. 184+89 (Bridge 62027 to south end of project)	240	7.0	0.02	\$205,000	\$4,100
TH 52 SB MAINLINE	STA. 233+11 TO STA. 235+62 (Bridge 62017 to north end of project)	575	10.5	0.09	\$205,000	\$18,450
TH 52 SB INSIDE SHOULDER	STA. 233+11 TO STA. 235+62 (Bridge 62017 to north end of project)	201	7.0	0.02	\$205,000	\$4,100
TH 52 SB OUTSIDE SHOULDER	STA. 233+11 TO STA. 235+62 (Bridge 62017 to north end of project)	240	7.0	0.02	\$205,000	\$4,100
TH 52 NB MAINLINE	STA. 186+35 TO STA. 200+93 (Bridge 62027 to Bridge 62018)	34,995	10.5	5.79	\$205,000	\$1,186,950
TH 52 NB INSIDE SHOULDER	STA. 186+35 TO STA. 200+93 (Bridge 62027 to Bridge 62018)	14,837	7.0	1.63	\$205,000	\$334,150
TH 52 NB OUTSIDE SHOULDER	STA. 186+35 TO STA. 196+67 (Bridge 62027 to Bridge 62018)	10,314	7.0	1.13	\$205,000	\$231,650
TH 52 NB MAINLINE	STA. 184+65 TO STA. 184+89 (Bridge 62027 to south end of project)	575	10.5	0.09	\$205,000	\$18,450
TH 52 NB INSIDE SHOULDER	STA. 184+65 TO STA. 184+89 (Bridge 62027 to south end of project)	201	7.0	0.02	\$205,000	\$4,100
TH 52 NB OUTSIDE SHOULDER	STA. 184+65 TO STA. 184+89 (Bridge 62027 to south end of project)	240	7.0	0.02	\$205,000	\$4,100
LOOP 7	NB TH 52 to 7th St.	137,328	11.0	23.84	\$205,000	\$4,887,200
LOOP 7 SHOULDERS	NB TH 52 to 7th St.	4,851	7.0	0.53	\$205,000	\$108,650
RAMP E	NB TH 52 to EB I-94	12,476	11.0	2.16	\$205,000	\$442,800
LOOP A	NB TH 52 to WB I-94	49,565	11.0	8.60	\$205,000	\$1,763,000
RAMP D	EB I-94 to SB TH 52	6,747	11.0	1.17	\$205,000	\$239,850
RAMP J-2	Plato Blvd. to NB TH 52	24,580	11.0	4.26	\$205,000	\$873,300
RAMP J-2 SHOULDER	Plato Blvd. to NB TH 52	2,131	7.0	0.23	\$205,000	\$47,150
RAMP I-3	SB TH 52 to Plato Blvd.	15,628	11.0	2.71	\$205,000	\$555,550
NEED MORE LINES? ADD ADDITIONAL ROWS HERE (HIGHLIGHT THIS LINE, RIGHT CLICK, SELECT INSERT)						\$0
		380,797	0.0	61.47	\$205,000	\$12,601,350

PROJECT BRIDGE COST CALCULATIONS

LOCATION	BRIDGE NUMBER	LENGTH (FEET)	WIDTH (FEET)	SQUARE FEET	\$/SQ FT	COST
NB TH 52- Southern Approach Span	62018	0.0	0.0	39,874	\$250	\$9,968,500
NB TH 52- River Span	62018	0.0	0.0	65,985	\$400	\$26,394,000
NB TH 52- Northern Approach Span	62018	0.0	0.0	82,870	\$250	\$20,717,500
NB TH 52 - Ped Trail Southern Approach Span	62018			9,068	\$250	\$2,267,000
NB TH 52 - Ped Trail River Span	62018			15,970	\$400	\$6,388,000
NB TH 52 - Ped Trail Northern Approach Span	62018			17,760	\$250	\$4,440,000
SB TH 52 - Southern Approach Span	62017	0.0	0.0	40,586	\$250	\$10,146,500
SB TH 52 - River Span	62017	0.0	0.0	65,102	\$400	\$26,040,800
SB TH 52 - Northern Approach Span	62017	0.0	0.0	90,752	\$250	\$22,688,000
TH 52 over I-94 - re-deck/modification of bridge, as per Bridge Office	62881					\$1,500,000
TH 94 over BNSF railroad - pier modification						\$1,500,000
NEED MORE LINES? ADD ADDITIONAL ROWS HERE (HIGHLIGHT THIS LINE, RIGHT CLICK, SELECT INSERT)						\$0
		0.0	0.0	0	\$0	\$0
BRIDGE COST TOTALS						\$132,050,300

PROJECT COST TOTALS

CONSTRUCTION SUB-ITEM	PROJECT RISK DETAILS	% OF RISK	CONST. COST	CONST + RISK
ROADWAY COST (PAVEMENT)	RISK FOR:	3%	\$12,601,350	\$12,979,391
BRIDGE COST	RISK FOR: changes in materials costs	2%	\$132,050,300	\$134,691,306
BRIDGE ANTI ICING SYSTEM COST (from Metro Maintenance)	RISK FOR:	5%	\$1,740,000	\$1,827,000
BRIDGE AESTHETIC COST (from Bridge)	RISK FOR:	25%	\$2,100,000	\$2,625,000
DRAINAGE COSTS (from WRE) for bridges and road south of Lafayette	RISK FOR:	2%	\$2,780,000	\$2,835,600
RECONSTRUCT SANITARY SEWER PUMP STA. (from Metro Design)	RISK FOR:	5%	\$500,000	\$525,000
BRIDGE AND ROADWAY LIGHTING COST (from Metro Traffic)	RISK FOR: no risk as per Traffic	0%	\$670,000	\$670,000
SIGNAL SYSTEM COST (from Metro Traffic) \$250,000/system x 2 systems	RISK FOR: no risk as per Traffic	0%	\$500,000	\$500,000
SIGNING COSTS (from Metro Traffic) includes OH signs and 7th St. signing	RISK FOR: no risk as per Traffic	0%	\$520,000	\$520,000
RETAINING WALL COST (from Metro Design) \$75/sq. ft. x 44484 sq. ft.	RISK FOR: unknowns or minor changes necessary to retaining walls in final design	3%	\$3,336,300	\$3,436,389
TMS - TRAFFIC MANAGEMENT SYSTEM (from RTMC)	RISK FOR:	0%	\$150,000	\$150,000
PAVED TRAIL COSTS - 12 ft wide (45775 s.f. / (12*5280sq ft/mile) x \$160,000	RISK FOR: minor changes that may occur to alignment during refinement	2%	\$115,595	\$117,907
6" CONC. WALK COSTS - (11208 s.f. x \$3.31/s.f.)	RISK FOR:	0%	\$37,100	\$37,100
SELECT GRAN. BOR.MOD. 10% - north abutment fill, 5626 cu.yd. x \$12/cu.yd.	RISK FOR: unknown existing conditions that could change quantities	3%	\$67,516	\$69,541
COMMON BORROW - north abutment fill, 120,990 cu.yd. x \$7/cu. yd.	RISK FOR: unknown existing conditions that could change quantities	3%	\$846,929	\$872,337
SOIL REMEDIATION COST (from Metro Design)	RISK FOR: unknown quantity of soil under north abutment needs to be remediated	5%	\$2,000,000	\$2,100,000
BUILDING REMOVALS	RISK FOR:	5%	\$250,000	\$262,500
NEED MORE LINES? ADD ADDITIONAL ROWS HERE (HIGHLIGHT THIS LINE, RIGHT CLICK, SELECT INSERT)				\$0

PVMT. \$ / SQ FT	\$33.09
------------------	---------

ESTIMATED CONSTRUCTION COST \$160,265,090

LWD PORTION COST	OTHER COSTS
7.7%	92.1%

SUB-TOTAL (CONSTRUCTION + RISK) >>> \$164,219,071

OVERALL PROJECT RISK 2.47% \$3,953,981

ROADWAY ONLY	PVMT. \$ / MILE	\$ / LANE MILE
	\$12,601,350	\$3,150,338
TOTAL PROJECT	PROJ. \$ / MILE	\$164,219,071
	\$ / LANE MILE	\$41,054,768

RIGHT-OF-WAY COST	0%	\$16,000,000	\$16,000,000
RAILROAD AGREEMENT COST	25%	\$2,160,000	\$2,700,000
MAJOR UTILITY RELOCATION COST	5%	\$1,000,000	\$1,050,000
OTHER EXTERNAL PROJECT COST	0%	\$0	\$0

TOTAL PROJECT MILES	1
TOTAL PROJECT LANE MILES	4
TOTAL PROJECT AUX. LANE MILES	2

ESTIMATED PROJECT LANDSCAPE COST 0% \$750,000 \$750,000
(LANDSCAPING NOT INCLUDED IN TOTAL COST BUT IS A REMINDER FOR FUTURE PROGRAMMING NEEDS)

PROJECT ENGINEERING COSTS	
Pre-Letting 12% of Construction Cost	\$19,706,288
Construction 8% of Construction Cost	\$13,137,526
Engineering Total 20% of Construction	\$32,843,814

TOTAL COST OF CONSTRUCTION, RISK, R-O-W, RAILROAD AGREEMENTS AND UTILITIES >>> \$183,379,071

DATE 1/11/2010 CURRENT PROJECT COST TOTAL (CONSTRUCTION + RISK + OTHER EXTERNAL COSTS) >>> \$183,969,071

DATE	SCOPING DATABASE INFLATION ADJUSTED COST	FISCAL YEAR	PERCENT INFLATION
		2011	0%

TOTAL PROJECT COST ESTIMATE SUMMARY DESIGN-BID-BUILD

SP 6244-30				Cost Summary					
TH 52	Project Length:	Project Description:	Estimate's Completion Date:		Letting Date:				
	1.05 miles	Lafayette Bridge Replacement	1/11/2010		10/22/2010				
DIVISION	GROUP	CATEGORY	DETAILS	PREVIOUSLY INCURRED EXPENSES	2010 ESTIMATED REMAINING EXPENSES	2010 CONTINGENCY	TOTAL (2009 year dollar)	MID-POINT OF CONSTRUCTION YEAR DOLLAR (WITH REMAINING EXPENSES & CONTINGENCY INFLATED)	
				EXPENSES					
Engineering	Pre-Letting	(12% of Construction Total)		\$6,410,604	\$12,821,207		\$19,231,811	\$20,278,021	
	Environmental Studies						\$0	\$0	
		Internal						\$0	
		External						\$0	
		Pre-design/project development						\$0	
		Internal						\$0	
		External						\$0	
		Detailed Design						\$0	
		Internal						\$0	
		External						\$0	
		Traffic Management						\$0	
		Internal						\$0	
		External						\$0	
		Comm/Public Involvement						\$0	
		Internal						\$0	
		External						\$0	
		R/W Engineering						\$0	
		Internal						\$0	
		External						\$0	
		Construction	(8% of Construction Total)			\$12,821,207		\$12,821,207	\$13,867,418
	Administration						\$0	\$0	
	Internal						\$0	\$0	
	External						\$0	\$0	
	Traffic Management						\$0	\$0	
	Internal						\$0	\$0	
	External						\$0	\$0	
ENGINEERING TOTAL (20 % of Construction Total)				\$6,410,604	\$25,642,414	\$0	\$32,053,018	\$34,145,439	
Right of Way	Standard Real Estate Purchase				\$16,000,000		\$16,000,000	\$17,305,600	
	Total Takes	(Insert Details)					\$0	\$0	
	Partial Takes						\$0	\$0	
	Relocation Costs						\$0	\$0	
	Residential	(Insert Details)					\$0	\$0	
ROW TOTAL				\$0	\$16,000,000	\$0	\$16,000,000	\$17,305,600	
Construction	Construction Cost				\$160,265,090	\$3,953,981	\$164,219,071	\$177,619,347	
	Project Construction Costs	(Insert Details)					\$0	\$0	
	Detours and Haul Roads	(Insert Details)					\$0	\$0	
	Construction Traffic Mgmt	Extraordinary Reinforcement					\$0	\$0	
		Incident Management					\$0	\$0	
	Const Comm/Public Involvement						\$0	\$0	
	Turn-Backs: Before						\$0	\$0	
	Landscaping						\$0	\$0	
	Environmental Mitigation						\$0	\$0	
	Environmental Clean-Up						\$0	\$0	
		(Insert Details)					\$0	\$0	
	Construction Letting				\$0	\$160,265,090	\$3,953,981	\$164,219,071	\$177,619,347
	Preconstruction Cost						\$0	\$0	
	Agreements						\$0	\$0	
	Utilities	Cost Tower Relocation			\$1,000,000		\$1,000,000	\$1,081,600	
		(Insert Details)					\$0	\$0	
	Railroad	Flagging Agreements			\$2,160,000	\$540,000	\$2,700,000	\$2,920,320	
	Environmental Mitigation						\$0	\$0	
	Environmental Clean-Up	IN CONSTRUCTION ESTIMATE					\$0	\$0	
	Pre-Letting Traffic Mgmt	Enforcement and Incident Mgmt					\$0	\$0	
Preconstruction Cost				\$0	\$3,160,000	\$540,000	\$3,700,000	\$4,001,920	
Post Letting Cost						\$0	\$0		
SA/Overruns	est at 1% of base			\$1,602,651		\$1,602,651	\$1,733,427		
Change Orders	(Insert Details)					\$0	\$0		
Incentives	(Insert Details)					\$0	\$0		
Construction Traffic Mgmt	Extraordinary Reinforcement					\$0	\$0		
	Incident Management					\$0	\$0		
Detours and Haul Roads	(Insert Details)					\$0	\$0		
Post Letting Cost				\$0	\$1,602,651	\$0	\$1,602,651	\$1,733,427	
Post Construction Cost						\$0	\$0		
Turn-Backs: After	(Insert Details)					\$0	\$0		
Landscaping	(Insert Details)					\$0	\$0		
Post Construction Cost				\$0	\$0	\$0	\$0	\$0	
Other Construction Elements				\$0	\$4,762,651	\$540,000	\$5,302,651	\$5,735,347	
				\$0	\$165,027,741				
CONSTRUCTION TOTAL				\$165,027,741		\$4,493,981	\$169,521,722	\$183,354,694	
Total Base Cost				\$213,080,759					
Contingency						\$4,493,981			
Total Project Cost Estimate							\$217,574,740	\$234,805,733	

Cumulative Inflation Factor Used	1.0816
Mid-Point of Construction year	2012

Updated January 23, 2009
 Updated December 02, 2009 - Inflation rates

Estimator: _____

Approval By: _____

Project Manager: _____

Print Name: _____

Title: _____

Date: _____

