

Figure 7-1 Preliminary Capital Cost Summary (3-Lane Continuity)

	Section limits	Mainline Cost	Interchange Cost	Total
Downtown Dayton	STA 27+40 TO 129+00	\$184,600,000	Included in Mainline Cost	\$184,600,000
Steve Whalen	STA 129+00 TO 156+00	By others	By others	By Others
Smithville	STA 156+00 TO 230+00	\$44,100,000	\$5,700,000	\$49,800,000
Woodman	STA 230+00 TO 280+00	\$28,800,000	\$6,800,000	\$35,600,000
Spinning	STA 280+00 TO 300+00	\$11,100,000	Not Applicable	\$11,100,000
I-675	STA 300+00 TO 372+25	\$42,800,000	\$17,100,000	\$59,900,000
Grand Total	6.5 Miles	\$310,000,000	\$30,000,000	\$340,000,000

Notes:

1. The resale value of potential abandoned right of way is not included
2. Unit cost is based on the Summary of Total Contracts Awarded for the Calendar Year 2001 by ODOT
3. Numbers may not add due to rounding

Figure 7-2 Mainline Capital Cost Estimate (3-Lane Continuity)

US 35 Mainline Preliminary Capital Cost Estimates (3-lane Continuity)					
DESCRIPTION	DAYTON DOWNTOWN COST	SMITHVILLE COST	WOODMAN COST	SPINNING COST	I-675 COST
ROADWAY	\$11,767,000	\$3,083,000	\$1,903,000	\$706,000	\$3,408,000
EROSION CONTROL	\$1,177,000	\$308,000	\$190,000	\$71,000	\$341,000
PAVEMENT	\$8,336,000	\$4,776,000	\$3,166,000	\$1,248,000	\$4,337,000
DRAINAGE	\$6,306,000	\$2,504,000	\$1,604,000	\$643,000	\$2,459,000
TRAFFIC CONTROL	\$5,264,000	\$1,258,000	\$819,000	\$316,000	\$1,193,000
MAINTENANCE OF TRAFFIC	\$5,264,000	\$1,258,000	\$819,000	\$316,000	\$1,193,000
SIGNALIZATION	\$431,000	\$0	\$0	\$0	\$0
LIGHTING	\$585,000	\$222,000	\$150,000	\$60,000	\$217,000
LANDSCAPE	\$1,053,000	\$252,000	\$164,000	\$63,000	\$239,000
STRUCTURE	\$77,703,000	\$14,492,000	\$9,526,000	\$3,655,000	\$13,306,000
MISCELLANEOUS	\$135,000	\$95,000	\$95,000	\$75,000	\$120,000
SUBTOTAL	\$118,021,000	\$28,248,000	\$18,436,000	\$7,153,000	\$26,813,000
UTILITY	\$5,264,000	\$1,258,000	\$819,000	\$316,000	\$1,193,000
RIGHT-OF-WAY	\$805,800.00	\$118,500	\$118,500		\$734,700
SUB TOTAL RIGHT-OF-WAY & UTILITY	\$6,069,800	\$1,376,500	\$937,500	\$316,000	\$1,927,700
CONTINGENCY 25%	\$31,023,000	\$7,406,000	\$4,843,000	\$1,867,000	\$7,185,000
CONSTRUCTION COST	\$155,113,800	\$37,030,500	\$24,216,500	\$9,336,000	\$35,925,700
DESIGN FEE, 11% OF CONSTRUCTION COST	\$17,063,000	\$4,073,000	\$2,664,000	\$1,027,000	\$3,952,000
CM FEE, 5% OF CONSTRUCTION COST	\$7,756,000	\$1,852,000	\$1,211,000	\$467,000	\$1,796,000
PROJECT ADMIN, 3% OF CONSTRUCTION COST	\$4,653,000	\$1,111,000	\$726,000	\$280,000	\$1,078,000
DESIGN & CONSTRUCTURE MANAGEMENT	\$29,472,000	\$7,036,000	\$4,601,000	\$1,774,000	\$6,826,000
TOTAL	\$184,600,000	\$44,100,000	\$28,800,000	\$11,100,000	\$42,800,000
GRAND TOTAL					\$310,000,000

Notes:

1. Numbers may not add due to rounding

Figure 7-3 Interchange Preliminary Capital Cost Estimate (3/4 Lane Continuity)

DESCRIPTION	SMITHVILLE	WOODMAN	I-675
ROADWAY	\$800,000	\$630,000	\$1,421,000
EROSION CONTROL	\$80,000	\$63,000	\$142,000
PAVEMENT	\$733,000	\$1,057,000	\$2,184,000
DRAINAGE	\$1,330,000	\$1,107,000	\$1,605,000
TRAFFIC CONTROL	\$147,000	\$181,000	\$464,000
MAINTENANCE OF TRAFFIC	\$147,000	\$181,000	\$742,000
SIGNALIZATION	\$140,000	\$160,000	\$0
LIGHTING	\$130,000	\$80,000	\$250,000
LANDSCAPE	\$59,000	\$72,000	\$186,000
STRUCTURE	\$0	\$763,000	\$3,925,000
MISCELLANEOUS	\$90,000	\$90,000	\$90,000
SUBTOTAL	\$3,656,000	\$4,384,000	\$11,009,000
UTILITY	\$147,000	\$181,000	\$464,000
RIGHT-OF-WAY	\$0	\$0	\$0
SUBTOTAL RIGHT-OF-WAY & UTILITY	\$147,000	\$181,000	\$464,000
CONTINGENCY 25%	\$951,000	\$1,141,000	\$2,868,000
CONSTRUCTION COST	\$4,754,000	\$5,706,000	\$14,341,000
DESIGN FEE, 11% OF CONSTR. COST	\$520,000	\$628,000	\$1,577,000
CONSTR. MANAGEMENT, 5% OF CONSTR. COST	\$240,000	\$285,000	\$717,000
PROJECT ADMIN., 3% OF CONSTR. COST	\$140,000	\$171,000	\$430,000
DESIGN, CONSTR. MAN., PROJ. ADMIN.	\$900,000	\$1,084,000	\$2,724,000
TOTAL	\$5,700,000	\$6,800,000	\$17,100,000
GRAND TOTAL			\$30,000,000

Notes:

1. Numbers may not add due to rounding

Figure 7-4 Preliminary Capital Cost Summary (4-Lane Continuity)

	Section limits	Mainline Cost	Interchange Cost	Total
Downtown Dayton	STA 27+40 TO 129+00	\$187,100,000	Included in Mainline Cost	\$187,100,000
Steve Whalen	STA 129+00 TO 156+00	By others	By others	By Others
Smithville	STA 156+00 TO 230+00	\$46,700,000	\$5,700,000	\$52,400,000
Woodman	STA 230+00 TO 280+00	\$30,800,000	\$6,800,000	\$37,600,000
Spinning	STA 280+00 TO 300+00	\$11,900,000	Not Applicable	\$11,900,000
I-675	STA 300+00 TO 372+25	\$43,500,000	\$17,100,000	\$60,600,000
Grand Total	6.5 Miles	\$320,000,000	\$30,000,000	\$350,000,000

Notes:

1. The resale value of potential abandoned right of way is not included
2. Unit cost is based on the Summary of Total Contracts Awarded for the Calendar Year 2001 by ODOT
3. Numbers may not add due to rounding

Figure 7-5 Mainline Capital Cost Summary (4-Lane Continuity)

US 35 Mainline Preliminary Capital Cost Estimates (4-lane Continuity)					
DESCRIPTION	DAYTON DOWNTOWN COST	SMITHVILLE COST	WOODMAN COST	SPINNING COST	I-675 COST
ROADWAY	\$11,858,000	\$3,232,000	\$1,996,000	\$741,000	\$3,495,000
EROSION CONTROL	\$1,186,000	\$323,000	\$200,000	\$74,000	\$350,000
PAVEMENT	\$9,401,000	\$5,707,000	\$3,835,000	\$1,511,000	\$4,535,000
DRAINAGE	\$6,595,000	\$2,720,000	\$1,756,000	\$702,000	\$2,516,000
TRAFFIC CONTROL	\$5,337,000	\$1,330,000	\$874,000	\$340,000	\$1,213,000
MAINTENANCE OF TRAFFIC	\$5,337,000	\$1,330,000	\$874,000	\$340,000	\$1,213,000
SIGNALIZATION	\$431,000	\$0	\$0	\$0	\$0
LIGHTING	\$585,000	\$222,000	\$150,000	\$60,000	\$217,000
LANDSCAPE	\$1,067,000	\$266,000	\$175,000	\$68,000	\$243,000
STRUCTURE	\$77,703,000	\$14,612,000	\$9,688,000	\$3,765,000	\$13,366,000
MISCELLANEOUS	\$135,000	\$95,000	\$95,000	\$75,000	\$120,000
SUBTOTAL	\$119,635,000	\$29,837,000	\$19,643,000	\$7,676,000	\$27,268,000
UTILITY	\$5,337,000	\$1,330,000	\$874,000	\$340,000	\$1,213,000
RIGHT-OF-WAY	\$829,500.00	\$213,300	\$213,300		\$734,700
SUB TOTAL RIGHT-OF-WAY & UTILITY	\$6,166,500	\$1,543,300	\$1,087,300	\$340,000	\$1,947,700
CONTINGENCY 25%	\$31,450,000	\$7,845,000	\$5,183,000	\$2,004,000	\$7,304,000
CONSTRUCTION COST	\$157,251,500	\$39,225,300	\$25,913,300	\$10,020,000	\$36,519,700
DESIGN FEE, 11% OF CONSTRUCTION COST	\$17,298,000	\$4,315,000	\$2,850,000	\$1,102,000	\$4,017,000
CM FEE, 5% OF CONSTRUCTION COST	\$7,863,000	\$1,961,000	\$1,296,000	\$501,000	\$1,826,000
PROJECT ADMIN, 3% OF CONSTRUCTION COST	\$4,718,000	\$1,177,000	\$777,000	\$301,000	\$1,096,000
SUBTOTAL DESIGN & CONSTRUCTURE MANAGE	\$29,879,000	\$7,453,000	\$4,923,000	\$1,904,000	\$6,939,000
TOTAL	\$187,100,000	\$46,700,000	\$30,800,000	\$11,900,000	\$43,500,000
GRAND TOTAL					\$320,000,000

Notes:

1. Numbers may not add due to rounding

Figure 7-6 Interchange Preliminary Capital Cost Estimate (3/4 Lane Continuity)

DESCRIPTION	SMITHVILLE	WOODMAN	I-675
ROADWAY	\$800,000	\$630,000	\$1,421,000
EROSION CONTROL	\$80,000	\$63,000	\$142,000
PAVEMENT	\$733,000	\$1,057,000	\$2,184,000
DRAINAGE	\$1,330,000	\$1,107,000	\$1,605,000
TRAFFIC CONTROL	\$147,000	\$181,000	\$464,000
MAINTENANCE OF TRAFFIC	\$147,000	\$181,000	\$742,000
SIGNALIZATION	\$140,000	\$160,000	\$0
LIGHTING	\$130,000	\$80,000	\$250,000
LANDSCAPE	\$59,000	\$72,000	\$186,000
STRUCTURE	\$0	\$763,000	\$3,925,000
MISCELLANEOUS	\$90,000	\$90,000	\$90,000
SUBTOTAL	\$3,656,000	\$4,384,000	\$11,009,000
UTILITY	\$147,000	\$181,000	\$464,000
RIGHT-OF-WAY	\$0	\$0	\$0
SUBTOTAL RIGHT-OF-WAY & UTILITY	\$147,000	\$181,000	\$464,000
CONTINGENCY 25%	\$951,000	\$1,141,000	\$2,868,000
CONSTRUCTION COST	\$4,754,000	\$5,706,000	\$14,341,000
DESIGN FEE, 11% OF CONSTR. COST	\$520,000	\$628,000	\$1,577,000
CONSTR. MANAGEMENT, 5% OF CONSTR. COST	\$240,000	\$285,000	\$717,000
PROJECT ADMIN., 3% OF CONSTR. COST	\$140,000	\$171,000	\$430,000
DESIGN, CONSTR. MAN., PROJ. ADMIN.	\$900,000	\$1,084,000	\$2,724,000
TOTAL	\$5,700,000	\$6,800,000	\$17,100,000
GRAND TOTAL			\$30,000,000

Notes:

1. Numbers may not add due to rounding