## TO BE USED FOR PRELIMINARY COST ESTIMATES ONLY **CHART UPDATED NOVEMBER 2010 (MAJOR UPDATE 2007)**

	GRADE AND DRAIN PER MILE COST X \$1000			00	BASE AND PAVE PER MILE COST X \$1000					
	2 LANE NEW CONSTRUCTION 4 LANE NEW CONSTRUCTION			CTION	2 LANE NEW CONSTRUCTION	4 LANE NEW CONSTRUCTION				
ZONE	F	R	Н	M	F	R	Н	M		
I	803	1177	1648	2077	1420	2104	2923	3975	1507	2731
II	720	983	1385	1690	1186	1720	2555	3574	1352	2418
III	609	762	1177	1385	919	1420	2171	2939	1220	2130
IV	651	1011	1454		1169	1754	2321		1412	2551
V	540	845	1274		969	1536	2037		1232	2286
VI	443	720	1094		785	1319	1837		1077	1684

BASE & SURFACE (4" SURFACE)	\$96	$YD^2$
GRADE AND DRAIN	\$38	$YD^2$
CURB AND GUTTER	\$15	L.F.
SIDEWALK	\$35	$YD^2$
STORM DRAIN	\$60	L.F.
INLETS	\$3,750	EΑ
BASE (ONLY)	\$15	$YD^2$
1" SURFACE (OVERLAY)	\$15	$YD^2$
8" CONCRETE PAVEMENT	\$50	$YD^2$
BORROW (IN-PLACE)	\$20	$YD^3$
SIGNALIZED INTERSECTION	\$150,000	EΑ
BARRIER RAIL	\$100	LF
TEMPORARY BARRIER RAIL	\$65	LF.
RETAINING WALL	\$40	FT <sup>2</sup>

G&D 2' BACK OF CURB OR BACK EDGE OF SIDEWALK

BP

1.4

1.1

1.5

1.8

1.9

0.75 1.3 1.7 0.75 0.75

**URBAN SECTION** 

	H - HILLY TERRAIN M - MOUNTAINOUS TERRAIN
20415	

F - FLAT TERRAIN

SIGNING		
INTERCHANGE (URBAN INTERSTATE)	\$60,000	EACH
INTERCHANGE (RURAL INTERSTATE)	\$70,000	EACH
INTERSECTION (4 LANE X 4 LANE)	\$40,000	EACH
INTERSECTION (4 LANE X 2 LANE)	\$30,000	EACH
INTERSECTION (2 LANE X 2 LANE)	\$20,000	EACH

\$30,000 MI

\$60,000 MI

\$12,500 MI

\$3,500 EACH

\$12,000 EACH

\$2,500 EACH

\$10,000 EACH

TRAFFIC HANDLING

ORD 2 BACK OF CORD OR BACK EDGE OF	OIDLWALK
B&P 1.5' BACK OF CURB	
Factors	
	GD
3-Lane**	1.2
5-Lane*	0.9
6-Lane*	1.3
7-Lane*	1.1
8-Lane*	1.6
2-Lane to 3-Lane**	0.85
2-Lane to 5-Lane**	1.1
2-Lane to 7-Lane**	1.4
16' Ramp**	0.85
Add 12' Lane**	0.85

COLBERT	TRAFF
	5 LANE (WIDEN TO ONE SIDE)
FRANKLIN LAMPENCE MORGAN ARSHALL DEKALE	5 LANE (WIDEN SYMMETRICAL)
	4 LANE ( 2 LANES EXISTING)
MARION VINSTON CULLNAM	EXISTING INTERSECTION
A R I O N TO CHEROKEE	CROSSOVERS
	NEW LOCATION INTERSECTION
LAMAR PAYETTE MALKER MALKER	ADVANCE WARNING SIGNS
DEFFERSON ST. CLAIMING	ADVANCE WARNING SIGNS
- Jan	UTIL
PICKENS THECOLORS	2 LANE RURAL
SHELOY PO SLAY BANGOLPH	2 LANE URBAN
	4 LANE RURAL
D I D O	4 LANE URBAN
CREENE COSA TALLAPOSA	4 LAINE URBAIN
[ ] W = 1	RIGHT O
SUNTER CE TERRY AUTAUGA ELHORE	2 LANE RURAL
MACON MACON	2 LANE URBAN
MARENGO DALLAS MONTOCHERY RUSSELLA	4 LANE RURAL
LONNOES LOULDER COL	4 LANE URBAN
V SECON PIKE GARBOUR	* UTILITY COST ESTIMATES FR
CLARKE OF STREET	ROW COSTS ESTIMATES FROM T
HONROE	JUST USE 1
Correll HENRY	
LINGUINIZE A POPULE   OALE	

ZONE MAP SHOWING SEPARATION

OF BID PRICES

UTILIT	TY COST*	
2 LANE RURAL	\$540,000	MILE
2 LANE URBAN	\$1,700,000	MILE
4 LANE RURAL	\$850,000	MILE
4 LANE URBAN	\$3,125,000	MILE

*Apply to 4-Lane New Location Cost	**Apply to 2-Lane New Loc	ation Cost
RAILRO	ADS	
SIGNALS	\$200,000	EA
CROSSING SURFACE	\$2,000	T.F.
RELOCATE TRACK	\$300	T.F.
SWITCHES	\$1,500	EA
R.R. BRIDGE OVER ROADWAY	\$5,000	L.F.

DDIDCES

	RIGHT OF WAY COST**	
LANE RURAL	\$550,000	MILE
LANE URBAN	\$1,500,000	MILE
LANE RURAL	\$1,400,000	MILE
LANE URBAN	\$2,900,000	MILE

*	UTILITY COST ESTIMATES FROM UTILITY SECTION	**
RO	OW COSTS ESTIMATES FROM THE ROW BUREAU IF TIME IS A FACT	OR,
	HIST LISE THE ABOVE DATA	

BRIDGES		
SMALL	\$85	FT <sup>2</sup>
RIVER	\$125	
CULVERT	\$325	YD <sup>3</sup> Concrete
REMOVE OLD BRIDGE	\$10	
DETOUR (26' WIDE)	\$50	
RIP RAP	\$30	$YD^2$
WIDENING	\$75	FT <sup>2</sup>
SECONDARY ROAD	S	
GRADE AND DRAIN	\$195,000	MI

ROW COSTS ESTIMATES FROM THE ROW BUREAU IF TIME IS A FACTOR
JUST USE THE ABOVE DATA.

ADDITIONAL OVERHEAD (add to subtotal for total construction cost)

1.3% ENGINEERING CONTROLS

	9.7% MOBILIZATION				
	15% E & I				
PRELIMINARY ENGINEERING IS 15% OF TOTAL CONSTRUCTION CO					
	BREAKDOWN FOR P.E. 3% FOR CORRIDOR STUDY				
	5% FOR SURVEY				
	FOU FOR ORADE AND DRAIN DUANG				

GRADE AND DRAIN		\$195,000	MI
BASE AND PAVE		\$110,000	MI
GRAVEL OVERLAY		\$8	$YD^2$
BASE AND PAVE OFF SITE DETOUR:			
	TRAVEL WAY	\$25	$YD^2$
	SHOULDERS	\$15	$YD^2$
REMOVE PAVEMENT		\$6	$YD^2$
REMOVE DETOUR		2 % G,D,B,&P COST	