

APPENDIX H

COST ESTIMATES

Introduction

This appendix contains supportive data for the conceptual cost estimates for the six I-71 access alternatives recommended for further study.

For each interchange alternative there are three documents as follows:

Initially, is a spread sheet with the calculation of the quantities of commonly used units of construction.

These quantities were limited to major cost categories such as, bridge construction and replacement, retaining wall construction and replacement as well as pavement and shoulder construction.

Secondly these quantities were entered into the Ohio Department of Transportations' Estimator TM Program to provide updated unit cost information and arrive at a 2005 conceptual cost estimate. This included a 30% design contingency for items not included in the quantity take off such as utility relocation, lighting and traffic control etc.

Lastly the 2005 conceptual cost estimate was entered into the Ohio Department of Transportations' Project Inflation Calculator Spreadsheet which provides an inflated cost estimate with low, medium and high ranges of inflation applied for the year of construction specified. In this case the I-71 access alternatives have been assumed to begin construction in FY 2015.

Cost for Right of Way acquisition have been based on the most recent valuation of the affected parcels by the Hamilton County Auditor and do not reflect all costs associated with acquisition including, legal services, site assessments, and relocation mitigation expenses. A 3.5% annual inflation rate was assumed for the appreciation of the affected parcels per instructions from staff at ODOT District 8.

Conceptual Costs for the addition of mainline capacity (additional lane in each direction) on I-71 was calculated separately in a stand alone spreadsheet as shown.

**OKI Uptown Transportation Study
Estimated Construction Quantities
OPTION BR-1**

PAVEMENT & SHOULDER

	L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi		L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi
I-71 SB				0	0	0.00	I-71 NB				0	0	0.00
				0	0	0.00					0	0	0.00
MLK SB Exit Ramp	2600	16	9	7,200	1	0.66	MLK NB Entrance Ramp	2900	16	9	8,100	1	0.73
	500	20	0	1,100	2	0.16					0	0	0.00
MLK SB Entrance Ramp	2700	16	9	7,500	1	0.68	MLK NB Exit Ramp	3300	16	9	9,200	1	0.83
				0	0	0.00		200	8	0	200	1	0.03
Service Rd SB				0	0	0.00	Service Rd NB				0	0	0.00
				0	0	0.00					0	0	0.00
TM SB Exit Ramp	3200	16	9	8,900	1	0.81	TM NB Entrance Ramp	2900	16	9	8,100	1	0.73
	600	20	0	1,300	2	0.19		700	8	0	600	1	0.09
TM SB Entrance Ramp	2600	16	9	7,200	1	0.66	TM NB Exit Ramp	1900	16	9	5,300	1	0.48
				0	0	0.00		500	20	0	1,100	2	0.16
TM Connector SB side	800	36	5	3,600	3	0.45	TM Connector NB side	700	24	5	2,300	2	0.27
Relocated Whittier	400	24	5	1,300	2	0.15					0	0	0.00
Fredonia	300	36	5	1,400	3	0.17					0	0	0.00
MLK	1200	96	5	13,500	8	1.82					0	0	0.00
Tuxedo	700	36	5	3,200	3	0.40					0	0	0.00
Taft Rd	1600	48	5	9,400	4	1.21					0	0	0.00

Total New Pavt & Shdr Area

100,500 SY
10.7 Lane*Miles

BRIDGES

	L (ft)	W (ft)	New A (SF)		L (ft)	W (ft)	Removal A (SF)
Woodburn			0	Woodburn			0
Victory Prkwy			0	Victory Prkwy			0
Gilbert-Blair Connection			0	Gilbert-Blair Connection			0
Fredonia	100	70	7,000	Fredonia			0
RR			0	RR	280	30	8,400
MLK	390	110	42,900	MLK	710	80	56,800
Lincoln			0	Lincoln	240	60	14,400
Tuxedo	490	60	29,400				0
Oak			0	Oak	260	60	15,600
Taft	170	120	20,400	Taft	340	60	20,400
McMillan	380	60	22,800	McMillan	270	60	16,200
McGregor	300	60	18,000	McGregor	310	60	18,600
NB MLK Entrance	140	40	5,600				
NB Taft Entrance	100	48	4,800				
SB MLK Entrance	140	40	5,600				
			0				
			0				
			0				
			0				
Total New Bridge Area (SF)			156,500	Total Removed Bridge Area (SF)			150,400

WALLS

	L (ft)	H (ft)	A (SF)		L (ft)	H (ft)	A (SF)
SB Side	2200	20	44,000	NB Side	600	20	12,000
Total Retaining Wall Exposed Face Area (SF)							56,000

OKI Uptown Transportation Study
 Estimated Construction Quantities
 OPTION S-2a

PAVEMENT & SHOULDERS													
	L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi		L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi
I-71 SB	3300	12	12	8,800	1	0.63	I-71 NB	3000	12	12	8,000	1	0.57
				0	0	0.00					0	0	0.00
MLK SB Exit Ramp	2700	24	9	9,900	2	1.02	MLK NB Entrance Ramp	3000	24	9	11,000	2	1.14
	600	36	0	2,400	3	0.34					0	0	0.00
MLK SB Entrance Ramp				0	0	0.00	MLK NB Exit Ramp				0	0	0.00
				0	0	0.00					0	0	0.00
Service Rd SB	2600	60	5	18,800	5	2.46	Service Rd NB				0	0	0.00
	600	12	0	800	1	0.11					0	0	0.00
TM SB Exit Ramp				0	0	0.00	TM NB Entrance Ramp				0	0	0.00
				0	0	0.00					0	0	0.00
TM SB Entrance Ramp	2600	16	9	7,200	1	0.66	TM NB Exit Ramp	2900	16	9	8,100	1	0.73
				0	0	0.00		500	8	0	400	1	0.06
TM Connector SB side	600	24	5	1,900	2	0.23	TM Connector NB side	400	48	5	2,400	4	0.30
					0	0.00						0	0.00
Relocated Whittier	400	24	5	1,300	2	0.15						0	0.00
MLK	800	96	5	9,000	8	1.21						0	0.00
					0	0.00						0	0.00
					0	0.00						0	0.00
Total Pavt & Shdr Area													90,000 SY
													9.6 Lane*Miles

BRIDGES

	L (ft)	W (ft)	New A (SF)		L (ft)	W (ft)	Removal A (SF)
Woodburn	100	60	6,000	Woodburn			0
Victory Prkwy	220	40	8,800	Victory Prkwy			0
Gilbert-Blair Connection			0	Gilbert-Blair Connection			0
Fredonia	80	70	5,600	Fredonia			0
RR			0	RR	280	30	8,400
MLK	710	40	28,400	MLK			0
Lincoln	100	60	6,000	Lincoln			0
			0				0
Oak	125	60	7,500	Oak			0
Taft	270	84	22,700	Taft	340	60	20,400
McMillan	300	72	21,600	McMillan	270	60	16,200
McGregor	300	60	18,000	McGregor	310	60	18,600
NB MLK Entrance 1	270	48	13,000				
NB MLK Entrance 2	130	48	6,200				
Connector TM	250	72	18,000				
			0				
			0				
			0				
			0				
Total New Bridge Area (SF)			161,800	Total Removed Bridge Area (SF)			63,600

WALLS

	L (ft)	H (ft)	A (SF)		L (ft)	H (ft)	A (SF)
SB Side	3700	20	74,000	NB Side	400	20	8,000
Total Retaining Wall Exposed Face Area (SF)							82,000

OKI Uptown Transportation Study
 Estimated Construction Quantities
 OPTION S-3

PAVEMENT & SHOULDERS

	L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi		L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi
I-71 SB	3300	12	12	8,800	1	0.63	I-71 NB	3000	12	12	8,000	1	0.57
				0	0	0.00					0	0	0.00
MLK SB Exit Ramp	1800	24	9	6,600	2	0.68	MLK NB Entrance Ramp	1900	24	9	7,000	2	0.72
	700	36	0	2,800	3	0.40					0	0	0.00
MLK SB Entrance Ramp				0	0	0.00	MLK NB Exit Ramp				0	0	0.00
				0	0	0.00					0	0	0.00
Service Rd SB	2600	36	5	11,800	3	1.48	Service Rd NB	2700	24	5	8,700	2	1.02
	400	12	0	500	1	0.08		200	24		500	2	0.08
TM SB Exit Ramp				0	0	0.00	TM NB Entrance Ramp				0	0	0.00
				0	0	0.00					0	0	0.00
TM SB Entrance Ramp	2600	16	9	7,200	1	0.66	TM NB Exit Ramp	1900	16	9	5,300	1	0.48
				0	0	0.00		500	20	0	1,100	2	0.16
TM Connector SB side	800	36	5	3,600	3	0.45	TM Connector NB side	700	24	5	2,300	2	0.27
				0	0	0.00					0	0	0.00
Relocated Whittier	400	24	5	1,300	2	0.15					0	0	0.00
Fredonia	300	36	5	1,400	3	0.17					0	0	0.00
MLK	1200	96	5	13,500	8	1.82					0	0	0.00
Taft Rd	1600	48	5	9,400	4	1.21					0	0	0.00
Total Pavt & Shdr Area							99,800 SY						
							11.0 Lane*Miles						

BRIDGES

	L (ft)	W (ft)	New A (SF)		L (ft)	W (ft)	Removal A (SF)
Woodburn	100	60	6,000	Woodburn			0
Victory Prkwy	220	40	8,800	Victory Prkwy			0
Gilbert-Blair Connection			0	Gilbert-Blair Connection			0
Fredonia RR	80	70	5,600	Fredonia RR	280	30	8,400
MLK	390	110	42,900	MLK	710	80	56,800
Lincoln	290	60	17,400	Lincoln	240	60	14,400
			0				0
Oak	310	60	18,600	Oak	260	60	15,600
Taft	170	120	20,400	Taft	340	60	20,400
McMillan	380	60	22,800	McMillan	270	60	16,200
McGregor	300	60	18,000	McGregor	310	60	18,600
NB MLK Entrance	140	40	5,600				
			0				
			0				
			0				
			0				
			0				
			0				
			0				
Total New Bridge Area (SF)			166,100	Total Removed Bridge Area (SF)			150,400

WALLS

	L (ft)	H (ft)	A (SF)		L (ft)	H (ft)	A (SF)
SB Side	3700	20	74,000	NB Side	1900	20	38,000
Total Retaining Wall Exposed Face Area (SF)			112,000				

**OKI Uptown Transportation Study
Estimated Construction Quantities
OPTION MLK-2 & TM-7**

PAVEMENT & SHOULDERS													
	L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi		L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi
I-71 SB					0	0.00	I-71 NB					0	0.00
					0	0.00						0	0.00
MLK SB Exit Ramp	3700	16	9	10,300	1	0.93	MLK NB Entrance Ramp	3200	16	9	8,900	1	0.93
	500	20	0	1,100	2	0.16				0	0	0	0.00
MLK SB Entrance Ramp	3500	16	9	9,700	1	0.88	MLK NB Exit Ramp	2000	16	9	5,600	1	0.88
			0	0	0	0.00		200	8	0	200	1	0.00
Service Rd SB				0	0	0.00	Service Rd NB				0	0	0.00
				0	0	0.00				0	0	0	0.00
TM SB Exit Ramp	2200	16	9	6,100	1	0.56	TM NB Entrance Ramp	2600	16	9	7,200	1	0.56
	600	20	0	1,300	2	0.19				0	0	0	0.00
TM SB Entrance Ramp	2600	16	9	7,200	1	0.66	TM NB Exit Ramp	3000	16	9	8,300	1	0.66
			0	0	0	0.00		700	8	0	600	1	0.00
TM Connector SB side	600	24	5	1,900	2	0.23	TM Connector NB side	600	36	5	2,700	3	0.23
					0	0.00						0	0.00
Relocated Whittier	1100	24	5	3,500	2	0.42						0	0.00
MLK	1500	96	5	16,800	8	2.27						0	0.00
Taft Rd	1200	48	5	7,100	4	0.91						0	0.00
					0	0.00						0	0.00
Total Pavt & Shdr Area							98,500 SY						
							10.4 Lane*Miles						

BRIDGES							
	L (ft)	W (ft)	New A (SF)		L (ft)	W (ft)	Removal A (SF)
Woodburn			0	Woodburn			0
Victory Prkwy			0	Victory Prkwy			0
Gilbert-Blair Connection			0	Gilbert-Blair Connection			0
Fredonia			0	Fredonia	260	70	18,200
RR			0	RR	280	30	8,400
MLK	710	40	28,400	MLK			0
Lincoln			0	Lincoln			0
			0				0
Oak	130	60	7,800	Oak			0
Taft	270	72	19,400	Taft	340	60	20,400
McMillan	270	72	19,400	McMillan	270	60	16,200
McGregor	300	60	18,000	McGregor	310	60	18,600
Total Bridge Area (SF)			93,000				81,800

WALLS							
	L (ft)	H (ft)	A (SF)		L (ft)	H (ft)	A (SF)
SB Side	2200	20	44,000	NB Side	0	20	0
Total Retaining Wall Exposed Face Area (SF)			44,000				

OKI Uptown Transportation Study
 Estimated Construction Quantities
 OPTION MLK-6a & TM-7

PAVEMENT & SHOULDERS													
	L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi		L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi
I-71 SB				0	0	0.00	I-71 NB				0	0	0.00
				0	0	0.00					0	0	0.00
MLK SB Exit Ramp	2500	16	9	6,900	1	0.63	MLK NB Entrance Ramp	1700	16	9	4,700	1	0.43
	500	8	0	400	1	0.06		3600	16	9	10,000	1	0.91
MLK SB Entrance Ramp	3400	16	9	9,400	1	0.86	MLK NB Exit Ramp	2600	16	9	7,200	1	0.66
			0	0	0	0.00		500	8	0	400	1	0.06
Service Rd SB				0	0	0.00	Service Rd NB				0	0	0.00
				0	0	0.00					0	0	0.00
TM SB Exit Ramp	2200	16	9	6,100	1	0.56	TM NB Entrance Ramp	2600	16	9	7,200	1	0.66
	600	20	0	1,300	2	0.19				0	0	0	0.00
TM SB Entrance Ramp	2600	16	9	7,200	1	0.66	TM NB Exit Ramp	3000	16	9	8,300	1	0.76
			0	0	0	0.00		700	8	0	600	1	0.09
TM Connector SB side	600	24	5	1,900	2	0.23	TM Connector NB side	600	36	5	2,700	3	0.34
				0	0	0.00					0	0	0.00
Relocated Whittier MLK	1100	24	5	3,500	2	0.42					0	0	0.00
	1800	96	5	20,200	8	2.73					0	0	0.00
				0	0	0.00					0	0	0.00
				0	0	0.00					0	0	0.00
Total Pavt & Shdr Area							98,000 SY						
							10.2 Lane*Miles						

BRIDGES							
	L (ft)	W (ft)	New A (SF)		L (ft)	W (ft)	Removal A (SF)
Woodburn			0	Woodburn			0
Victory Prkwy			0	Victory Prkwy			0
Gilbert-Blair Connection			0	Gilbert-Blair Connection			0
Fredonia RR			0	Fredonia RR	260	70	18,200
MLK	710	30	21,300	MLK	280	30	8,400
Lincoln			0	Lincoln			0
			0				0
Oak	130	60	7,800	Oak			0
Taft	270	72	19,400	Taft	340	60	20,400
McMillan	270	72	19,400	McMillan	270	60	16,200
McGregor	300	60	18,000	McGregor	310	60	18,600
MLK exit 1	260	40	10,400				
MLK exit 2	260	90	23,400				
MLK exit 3	500	72	36,000				
MLK entr E	300	48	14,400				
MLK entr ES	350	40	14,000				
MLK entr EN	270	40	10,800				
MLK entr WN	230	40	9,200				
Total New Bridge Area (SF)			204,100	Total Removed Bridge Area (SF)			81,800

WALLS							
	L (ft)	H (ft)	A (SF)		L (ft)	H (ft)	A (SF)
SB Side	2300	20	46,000	NB Side	500	20	10,000
Total Retaining Wall Exposed Face Area (SF)							56,000

OKI Uptown Transportation Study
 Estimated Construction Quantities
 OPTION TM-7 Only

PAVEMENT & SHOULDER													
	L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi		L (ft)	Pavt W	Shdr W	A (SY)	# Lanes	Lane*Mi
TM SB Exit Ramp	2200	16	9	6,100	1	0.56	TM NB Entrance Ramp	2600	16	9	7,200	1	0.49
	600	20	0	1,300	2	0.19				0	0	0	0.00
TM SB Entrance Ramp	2600	16	9	7,200	1	0.66	TM NB Exit Ramp	3000	16	9	8,300	1	0.76
			0	0	0	0.00		700	8	0	600	1	0.09
TM Connector SB side	600	24	5	1,900	2	0.23	TM Connector NB side	600	36	5	2,700	3	0.34
					0	0.00						0	0.00
Relocated Whittier	1100	24	5	3,500	2	0.42						0	0.00
MLK	1500	96	5	16,800	8	2.27						0	0.00
Taft Rd	1200	48	5	7,100	4	0.91						0	0.00
					0	0.00						0	0.00
Total Pavt & Shdr Area							62,700 SY 6.9 Lane*Miles						

BRIDGES			New			Removal		
	L (ft)	W (ft)	A (SF)		L (ft)	W (ft)	A (SF)	
Oak	130	60	7,800	Oak			0	
Taft	270	72	19,400	Taft	340	60	20,400	
McMillan	270	72	19,400	McMillan	270	60	16,200	
McGregor	300	60	18,000	McGregor	310	60	18,600	
Total Bridge Area (SF)	64,600						55,200	

WALLS			New			Removal		
	L (ft)	H (ft)	A (SF)		L (ft)	H (ft)	A (SF)	
SB Side	2200	20	44,000	NB Side	0	20	0	
Total Retaining Wall Exposed Face Area (SF)	44,000							

Estimate BR-1

Estimated Cost: \$41,505,000.00

Contingency: 0.00%

Estimated Total: \$41,505,000.00

OKI Uptown Study - Option BR-1

Letting Date: 06/06/06

Spec Year: 05

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type: 448 ON 301

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Prepared by Dan Schwartz on 06/06/06

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Group 0001: Roadway					
0114		10.70	MILE	\$1,000,000.00000	\$10,700,000.00
Roadway/Pavement					
				Total for Group 0001:	\$10,700,000.00
Group 0002: Retaining Walls					
0111		56,000.00	SF	\$60.00000	\$3,360,000.00
Retaining Wall(s)					
				Total for Group 0002:	\$3,360,000.00
Group 0003: Bridge(s)					
0112		156,500.00	SF	\$90.00000	\$14,085,000.00
New Bridge Structure(s)					
0113		150,400.00	SF	\$25.00000	\$3,760,000.00
Removal of Existing Bridge Structure(s)					
				Total for Group 0003:	\$17,845,000.00
Group 0004: Design Contingency					
0110		1.00	LS	\$9,600,000.00000	\$9,600,000.00
Design Contingency of 30%					
				Total for Group 0004:	\$9,600,000.00

Project Inflation Calculator:

Today's Date
October 11, 2006

Last Update: August 9, 2006

ENTER VALUES in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date
(mm/dd/yyyy)

7/1/2006

Start Date:

Enter Construction Mid-Point Date:

(can't exceed 07/01/2015)
(mm/dd/yyyy)

7/1/2015

Construction Mid-Point Date:

Starting Dollar Amount:

\$ 42,000,000.00

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

108

Months

Inflation - Start to Mid-Point of Construction:

(Compounded Yearly)

Inflated Dollar Amount:

74.9%

High

\$

73,469,299.70

56.3%

Mid

\$

65,636,641.25

38.8%

Low

\$

58,300,205.18

Predicted Cost Inflation Table:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	7.0%	6.0%	5.5%	5.5%	5.0%	5.0%	5.0%	5.0%
Mid	11.5%	6.0%	4.5%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Low	8.0%	4.0%	3.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%

Inflationary Compounded Growth:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	22.0%	29.3%	36.4%	43.9%	51.1%	58.7%	66.6%	74.9%
Mid	11.5%	18.2%	23.5%	28.4%	33.6%	38.9%	44.5%	50.3%	56.3%
Low	8.0%	12.3%	16.3%	19.7%	23.3%	27.0%	30.8%	34.8%	38.8%

Estimate S-2a

Estimated Cost: \$34,787,000.00

Contingency: 0.00%

Estimated Total: \$34,787,000.00

OKI Uptown Study - Option S-2a

Letting Date: 06/06/06

Spec Year: 05

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type: 448 ON 301

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Prepared by Dan Schwartz on 06/06/06

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Group 0001: Roadway					
0114		8.40	MILE	\$1,000,000.00000	\$8,400,000.00
Roadway/Pavement					
				Total for Group 0001: \$8,400,000.00	
Group 0002: Retaining Walls					
0111		82,000.00	SF	\$60.00000	\$4,920,000.00
Retaining Wall(s)					
				Total for Group 0002: \$4,920,000.00	
Group 0003: Bridge(s)					
0112		147,300.00	SF	\$90.00000	\$13,257,000.00
New Bridge Structure(s)					
0113		8,400.00	SF	\$25.00000	\$210,000.00
Removal of Existing Bridge Structure(s)					
				Total for Group 0003: \$13,467,000.00	
Group 0004: Design Contingency					
0110		1.00	LS	\$8,000,000.00000	\$8,000,000.00
Design Contingency of 30%					
				Total for Group 0004: \$8,000,000.00	

Project Inflation Calculator:

Today's Date
October 11, 2006

Last Update: August 9, 2006

ENTER VALUES in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date
(mm/dd/yyyy)

7/1/2006

Start Date:

Enter Construction Mid-Point Date:

(can't exceed 07/01/2015)
(mm/dd/yyyy)

7/1/2015

Construction Mid-Point Date:

Starting Dollar Amount:

\$ 40,000,000.00

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

108

Months

Inflation - Start to Mid-Point of Construction:

(Compounded Yearly)

Inflated Dollar Amount:

74.9%

High

\$

69,970,761.62

56.3%

Mid

\$

62,511,086.90

38.8%

Low

\$

55,524,004.93

Predicted Cost Inflation Table:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	7.0%	6.0%	5.5%	5.5%	5.0%	5.0%	5.0%	5.0%
Mid	11.5%	6.0%	4.5%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Low	8.0%	4.0%	3.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%

Inflationary Compounded Growth:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	22.0%	29.3%	36.4%	43.9%	51.1%	58.7%	66.6%	74.9%
Mid	11.5%	18.2%	23.5%	28.4%	33.6%	38.9%	44.5%	50.3%	56.3%
Low	8.0%	12.3%	16.3%	19.7%	23.3%	27.0%	30.8%	34.8%	38.8%

Project Inflation Calculator:

Today's Date
October 11, 2006

Last Update: August 9, 2006

ENTER VALUES in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date
(mm/dd/yyyy)

7/1/2006

Start Date:

Enter Construction Mid-Point Date:

(can't exceed 07/01/2015)
(mm/dd/yyyy)

7/1/2015

Construction Mid-Point Date:

Starting Dollar Amount:

\$ 47,000,000.00

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

108 Months

Inflation - Start to Mid-Point of Construction:

(Compounded Yearly)

Inflated Dollar Amount:

74.9%	High
56.3%	Mid
38.8%	Low

\$ 82,215,644.90
\$ 73,450,527.11
\$ 65,240,705.80

Predicted Cost Inflation Table:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	7.0%	6.0%	5.5%	5.5%	5.0%	5.0%	5.0%	5.0%
Mid	11.5%	6.0%	4.5%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Low	8.0%	4.0%	3.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%

Inflationary Compounded Growth:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	22.0%	29.3%	36.4%	43.9%	51.1%	58.7%	66.6%	74.9%
Mid	11.5%	18.2%	23.5%	28.4%	33.6%	38.9%	44.5%	50.3%	56.3%
Low	8.0%	12.3%	16.3%	19.7%	23.3%	27.0%	30.8%	34.8%	38.8%

Estimate MLK-2 & TM-7

Estimated Cost: \$30,195,000.00

Contingency: 0.00%

Estimated Total: \$30,195,000.00

OKI Uptown Study - Option MLK-2 & TM-7

Letting Date: 06/06/06

Spec Year: 05

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type: 448 ON 301

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Prepared by Dan Schwartz on 06/06/06

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Group 0001: Roadway					
0114		7.20	MILE	\$1,000,000.00000	\$7,200,000.00
Roadway/Pavement					
				Total for Group 0001:	\$7,200,000.00
Group 0002: Retaining Walls					
0111		44,000.00	SF	\$60.00000	\$2,640,000.00
Retaining Wall(s)					
				Total for Group 0002:	\$2,640,000.00
Group 0003: Bridge(s)					
0112		141,000.00	SF	\$90.00000	\$12,690,000.00
New Bridge Structure(s)					
0113		26,600.00	SF	\$25.00000	\$665,000.00
Removal of Existing Bridge Structure(s)					
				Total for Group 0003:	\$13,355,000.00
Group 0004: Design Contingency					
0110		1.00	LS	\$7,000,000.00000	\$7,000,000.00
Design Contingency of 30%					
				Total for Group 0004:	\$7,000,000.00

Project Inflation Calculator:

Today's Date
October 11, 2006

Last Update: August 9, 2006

ENTER VALUES in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date
(mm/dd/yyyy)

7/1/2006

Start Date:

Enter Construction Mid-Point Date:

(can't exceed 07/01/2015)
(mm/dd/yyyy)

7/1/2015

Construction Mid-Point Date:

Starting Dollar Amount:

\$ 8,000,000.00

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

108

Months

Inflation - Start to Mid-Point of Construction:

(Compounded Yearly)

Inflated Dollar Amount:

74.9%

High

\$

13,994,152.32

56.3%

Mid

\$

12,502,217.38

38.8%

Low

\$

11,104,800.99

Predicted Cost Inflation Table:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	7.0%	6.0%	5.5%	5.5%	5.0%	5.0%	5.0%	5.0%
Mid	11.5%	6.0%	4.5%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Low	8.0%	4.0%	3.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%

Inflationary Compounded Growth:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	22.0%	29.3%	36.4%	43.9%	51.1%	58.7%	66.6%	74.9%
Mid	11.5%	18.2%	23.5%	28.4%	33.6%	38.9%	44.5%	50.3%	56.3%
Low	8.0%	12.3%	16.3%	19.7%	23.3%	27.0%	30.8%	34.8%	38.8%

Estimate MLK-6a & TM-7

Estimated Cost: \$39,065,000.00

Contingency: 0.00%

Estimated Total: \$39,065,000.00

OKI Uptown Study - Option MLK-6a & TM-7

Letting Date: 06/06/06

Spec Year: 05

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type: 448 ON 301

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Prepared by Dan Schwartz on 06/06/06

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					
Group 0001: Roadway					
0114		7.50	MILE	\$1,000,000.00000	\$7,500,000.00
Roadway/Pavement					
				Total for Group 0001:	\$7,500,000.00
Group 0002: Retaining Walls					
0111		56,000.00	SF	\$60.00000	\$3,360,000.00
Retaining Wall(s)					
				Total for Group 0002:	\$3,360,000.00
Group 0003: Bridge(s)					
0112		206,000.00	SF	\$90.00000	\$18,540,000.00
New Bridge Structure(s)					
0113		26,600.00	SF	\$25.00000	\$665,000.00
Removal of Existing Bridge Structure(s)					
				Total for Group 0003:	\$19,205,000.00
Group 0004: Design Contingency					
0110		1.00	LS	\$9,000,000.00000	\$9,000,000.00
Design Contingency of 30%					
				Total for Group 0004:	\$9,000,000.00

Project Inflation Calculator:

Today's Date
October 11, 2006

Last Update: August 9, 2006

ENTER VALUES in the Yellow Areas Only:

Estimation Start Date:

Less than or Equal to Today's Date
(mm/dd/yyyy)

7/1/2006

Start Date:

Enter Construction Mid-Point Date:

(can't exceed 07/01/2015)
(mm/dd/yyyy)

7/1/2015

Construction Mid-Point Date:

Starting Dollar Amount:

\$ 22,000,000.00

Estimated Dollar Amount:

Estimate Start Date to Construction Mid-Point Date:

108

Months

Inflation - Start to Mid-Point of Construction:

(Compounded Yearly)

Inflated Dollar Amount:

74.9%

High

\$

38,483,918.89

56.3%

Mid

\$

34,381,097.80

38.8%

Low

\$

30,538,202.71

Predicted Cost Inflation Table:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	7.0%	6.0%	5.5%	5.5%	5.0%	5.0%	5.0%	5.0%
Mid	11.5%	6.0%	4.5%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Low	8.0%	4.0%	3.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%

Inflationary Compounded Growth:

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
High	14.0%	22.0%	29.3%	36.4%	43.9%	51.1%	58.7%	66.6%	74.9%
Mid	11.5%	18.2%	23.5%	28.4%	33.6%	38.9%	44.5%	50.3%	56.3%
Low	8.0%	12.3%	16.3%	19.7%	23.3%	27.0%	30.8%	34.8%	38.8%

Estimate TM-7 Only

Estimated Cost: \$21,754,000.00

Contingency: 0.00%

Estimated Total: \$21,754,000.00

OKI Uptown Study - Option TM-7 Only

Letting Date: 06/06/06

Spec Year: 05

Unit System: E

Work Type: GEN CONST: INV LVS 2 OR MOR MAJ WRK TYPE

Highway Type: 448 ON 301

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Prepared by Dan Schwartz on 07/27/06

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0001: Roadway

0114	Roadway/Pavement	6.90	MILE	\$1,000,000.00000	\$6,900,000.00
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Total for Group 0001: \$6,900,000.00

Group 0002: Retaining Walls

0111	Retaining Wall(s)	44,000.00	SF	\$60.00000	\$2,640,000.00
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Total for Group 0002: \$2,640,000.00

Group 0003: Bridge(s)

0112	New Bridge Structure(s)	64,600.00	SF	\$90.00000	\$5,814,000.00
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0113	Removal of Existing Bridge Structure(s)	55,200.00	SF	\$25.00000	\$1,380,000.00
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Total for Group 0003: \$7,194,000.00

Group 0004: Design Contingency

0110	Design Contingency of 30%	1.00	LS	\$5,020,000.00000	\$5,020,000.00
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Total for Group 0004: \$5,020,000.00

Estimate Montgomery Ramp

Estimated Cost: \$3,508,000.00

Contingency: 0.00%

Estimated Total: \$3,508,000.00

OKI Uptown Study - Montgomery Ramp

Letting Date: 06/06/06

Spec Year: 05

Unit System: E

Work Type: GEN CONST: INVLVS 2 OR MOR MAJ WRK TYPE

Highway Type: 448 ON 301

Urban/Rural Type: URBAN CLASS

Season: SUMMER

County: HAMILTON

Prepared by Vanessa Fritsch on 09/12/06

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

Group 0001: Roadway

0114		0.50	MILE	\$1,000,000.00000	\$500,000.00
Roadway/Pavement					

Total for Group 0001: \$500,000.00

Group 0003: Bridge(s)

0112		19,200.00	SF	\$90.00000	\$1,728,000.00
New Bridge Structure(s)					

0113		19,200.00	SF	\$25.00000	\$480,000.00
Removal of Existing Bridge Structure(s)					

Total for Group 0003: \$2,208,000.00

Group 0004: Design Contingency

0110		1.00	LS	\$800,000.00000	\$800,000.00
Design Contingency of 30%					

Total for Group 0004: \$800,000.00

Description	Unit Cost	Quantity	Unit	Cost
lighting	\$35	10,560	LF	\$369,600
signs	\$150,000	2	EA	\$300,000
pavment marking	\$4	10,560	LF	\$42,240
noise walls	\$400	10,000	LF	\$4,000,000
portable concrete barrier	\$10	10,560	LF	\$211,200
pavment	\$236,000	4	MI	\$944,000
erosion control	\$50,000	1	LUMP SUM	\$50,000
bridges	\$90	8,000	SF	\$720,000
Total				\$6,637,040
30% Design Contingency				\$1,991,112
Total				\$8,628,152