



PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):	<input type="text" value="Paul H. Judd"/>
b. Date of initial estimate:	<input type="text" value="8/11/2010"/>
c. Date of latest estimate revision (this estimate):	<input type="text" value="8/11/2010"/>
d. Date of Design Start:	<input type="text" value="1/1/2011"/>
e. Date of Construction Start:	<input type="text" value="2/1/2012"/>
f. Level of estimate development:	<input type="text" value="...."/> ▼
g. Route name or number:	<input type="text" value="Durango Drive"/>
h. Project Title:	<input type="text" value="215 Beltway"/>
i. Project length (miles):	<input type="text" value="2.5"/>
j. District:	<input type="checkbox"/> Note: <input type="text" value="....."/> ▼
k. Predominant County:	<input type="text" value="....."/> ▼
l. Is this project located in an Urban or Rural area?	<input type="checkbox"/> Note: <input type="text" value="Urban"/> ▼
m. NDOT Project Manager:	<input type="text" value="Denis Cederburg"/>
n. Is location in mountainous or rocky terrain? (choose Yes or No)	<input type="checkbox"/> Note: <input type="text" value=".."/> ▼

SECTION I - ROADWAY CONSTRUCTION

1- What Primary Type of Project is this?

New Roadway Construction ▼

2- Will the predominant paving type be concrete or asphalt?

Note: ▼

3- Will the drainage be primarily an open or closed system?

Note: ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

4- Have you input all applicable typical sections on the estimates page?

Yes No

If No, what type of typical section has not been quantified.

You may enter two rows of information in each of the 4 cells below.

SECTION II - GRADE SEPARATIONS (BRIDGES)

5- Are there any bridges on this project?

No

SECTION III - WALLS

6- Are there any walls on this project?

Yes No

Is the site in an urban area or near subdivisions?

These walls are in addition to the walls automatically calculated for bridge approaches.

SECTION IV - TYPICAL INTERCHANGES

7- Are there any interchanges on this project?

Yes No

If there are interchanges that have not been quantified. Please describe.

You may enter two rows of information in each of the 4 cells below.

SECTION V - SIGNALIZED INTERSECTIONS

8- Are there any signalized intersections.

Yes No

SECTION VI - DEMOLITION

9- Is there any demolition?

Yes No

10- Please add any other demolition items that are not listed on the estimate spreadsheet in the blue rows at the bottom of Section VI.

SECTION VII - ADDITIONAL ITEMS

11- Are you ready to review and input Additional Items?

If so press icon at right.

If you do not know a scope for additional items (lighting, signage, fiber optics, etc.), use the "Default Factor Percentage" at the top of Section VII in the estimate spreadsheet.

Please add any additional items on the spreadsheet that are unique from the listed additional items.

SECTION VIII - STANDARD PERCENTAGES

12- Are you ready to review the Standard Percentage Adders?

Note:

13- If change to standard percentages outside of range provided, describe reasons:

SECTION IX - RIGHT-OF-WAY ACQUISITION

14- Will there be Right-Of-Way (ROW) Acquisition costs?

Yes No

SECTION X - ENVIRONMENTAL CONSIDERATIONS

15- Will there be Environmental Consideration costs?

Yes No

ESTIMATE BASIS, ASSUMPTIONS & EXCLUSIONS

16- Please list any assumptions made in preparing the estimate Note:

17- Please list any exclusions made in preparing the estimate Note:

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Construct six lane major arterial roadway with street lighting, storm drain, traffic

19- Do you want to review the estimate input sheet?
If so press icon at right.

20- Are you ready to print the Draft Estimate?

<input checked="" type="radio"/> Yes <input type="radio"/> No

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$5,211,216
SECTION II - BRIDGES		
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		\$880,000
SECTION VI - DEMOLITION		\$314,966
SECTION VII - ADDITIONAL ITEMS		\$8,793,608
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$7,916,754
TOTAL PRESENT DAY CONSTRUCTION COST		\$23,116,544
TOTAL CONSTRUCTION COST	2012	\$23,810,040
TOTAL CONSTRUCTION & ENGINEERING	2012	\$26,720,015
SECTION IX - RIGHT-OF-WAY (ROW) COSTS	2012	\$1,158,750
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2012	
GRAND TOTAL PROJECT COST		\$27,878,765

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL CONSTRUCTION COST	\$23,810,040	\$21,650,000	\$23,820,000
TOTAL PROJECT COST	\$27,878,765	\$25,450,000	\$27,880,000

Estimate prepared by:	Paul H. Judd
Date of initial estimate:	August 11, 2010
Date of latest estimate revision:	August 11, 2010
Route name or number:	Durango Drive
Project Title:	Durango Drive - Hacienda Avenue to 215 Beltway
Project length (in miles):	2.5
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Denis Cederburg

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

<i>NOTE: Cells with bold blue letters are for user input. All other cells are protected, and cannot be changed.</i>				
ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,518,811	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,869,319	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,777,164	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,532,923	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,273,061	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$191,624	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$105,651	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$107,505	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$89,859	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$359,424	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$373,768	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$282,650	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$162,944	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$497,593	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$437,759	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,522,545	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$9,462,759	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$2,052,980	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,763,778	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,670,546	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$270,013	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$148,795	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - CONCRETE	0	EA	\$149,347	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$124,877	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$506,704	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$526,808	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - CONCRETE	0	EA	\$393,259	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$226,434	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$791,750	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$598,150	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,415,417	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$12,550,609	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,433,795	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$6,059,335	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,716,205	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$791,750	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$598,150	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,432,605	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,943,050	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,367,812	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,791,938	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,261,692	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,076,670	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,582,917	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,856,628	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,484,199	\$0

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$3,578,492	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$3,945,229	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$2,738,739	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,368,141	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,110,872	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,854,586	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$446,217	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$623,687	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$729,066	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$945,122	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,155,864	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,467,979	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,873,751	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	2.500	MI	\$2,084,486	\$5,211,216
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,914,314	\$0
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	0	LF		
MILLING THICKNESS	0.00	IN		
PLANTMIX RESURFACING THICKNESS	0.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.00	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$3,474	\$0
TYPICAL RESURFACING SECTION 2				
RESURFACING WIDTH	0	LF		
MILLING THICKNESS	0.00	IN		
PLANTMIX RESURFACING THICKNESS	0.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.00	IN		
TOTAL LANES	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$0
TYPICAL RESURFACING SECTION 3				
RESURFACING WIDTH	0	LF		
MILLING THICKNESS	0.00	IN		
PLANTMIX RESURFACING THICKNESS	0.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.00	IN		
TOTAL LANES	0	EA		

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$0
TYPICAL RESURFACING SECTION 4				
RESURFACING WIDTH	0	LF		
MILLING THICKNESS	0.00	IN		
PLANTMIX RESURFACING THICKNESS	0.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.00	IN		
TOTAL LANES	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$0
SUBTOTAL - ROADWAY			\$5,211,216	

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION II - BRIDGES				
CLICK HERE FOR GUIDANCE ON BRIDGE SELECTION CRITERIA				
NEW UNDIVIDED RURAL CROSSING				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
NEW UNDIVIDED RURAL CROSSING				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
NEW UNDIVIDED RURAL CROSSING				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
NEW DIVIDED RURAL CROSSING				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	0.0	FT		
MEDIAN WIDTH	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
NEW DIVIDED OR UNDIVIDED URBAN CROSSING WITH WALLS				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	0.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
WIDEN EXISTING UNDIVIDED RURAL CROSSING				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0

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Durango Drive - Hacienda Avenue to 215 Beltway

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
WIDEN EXISTING DIVIDED RURAL CROSSING				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT INCLUDING MEDIAN)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE - CONVERT 2:1 SLOPES TO VERTICAL SIDES with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE - CONVERT 2:1 SLOPES TO VERTICAL SIDES with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE - EXISTING VERTICAL SIDES with SLOPE PAVEMENT ABUTMENT	1	LS	\$0	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

NOTE: Cells with bold blue letters are for user input. All other cells are protected, and cannot be changed.				
ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

<i>NOTE: Cells with bold blue letters are for user input. All other cells are protected, and cannot be changed.</i>				
ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	0.0	FT		
BRIDGE WIDENING WIDTH	0.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	0.0	FT		
NUMBER OF SIDES WIDENED	0	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	0.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$175	\$0
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$0	\$0
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$36	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

NOTE: Cells with bold blue letters are for user input. All other cells are protected, and cannot be changed.				
ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SOUND WALLS WRITE SOUND WALL DESCRIPTION HERE				
SOUND WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
SOUND WALL	0	SF	\$25	\$0
SOUND WALLS WRITE SOUND WALL DESCRIPTION HERE				
SOUND WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
SOUND WALL	0	SF	\$25	\$0
SOUND WALLS WRITE SOUND WALL DESCRIPTION HERE				
SOUND WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
SOUND WALL	0	SF	\$25	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

<i>NOTE: Cells with bold blue letters are for user input. All other cells are protected, and cannot be changed.</i>				
ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
TEMPORARY WALLS WRITE TEMPORARY WALL DESCRIPTION HERE				
TEMPORARY SHEET PILING	0	SF	\$20	\$0
TEMPORARY RETAINING WALLS	0	SF	\$15	\$0
TEMPORARY WALLS WRITE TEMPORARY WALL DESCRIPTION HERE				
TEMPORARY SHEET PILING	0	SF	\$20	\$0
TEMPORARY RETAINING WALLS	0	SF	\$15	\$0
TEMPORARY WALLS WRITE TEMPORARY WALL DESCRIPTION HERE				
TEMPORARY SHEET PILING	0	SF	\$20	\$0
TEMPORARY RETAINING WALLS	0	SF	\$15	\$0
SUBTOTAL - WALLS				\$0
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RAMP)	0	EA	\$13,026,823	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$5,096,292	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$28,389,482	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$146,816,740	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
Durango Drive at Russell and Sunset				
NUMBER OF LANES - ROADWAY 1	6	LN		
NUMBER OF LANES - ROADWAY 2	6	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	2	EA	\$240,000	\$480,000
Durango Drive at Patrick and Hacienda				
NUMBER OF LANES - ROADWAY 1	4	LN		
NUMBER OF LANES - ROADWAY 2	6	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	2	EA	\$200,000	\$400,000
WRITE INTERSECTION DESCRIPTION HERE				
NUMBER OF LANES - ROADWAY 1	0	LN		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
WRITE INTERSECTION DESCRIPTION HERE				
NUMBER OF LANES - ROADWAY 1	0	LN		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
WRITE INTERSECTION DESCRIPTION HERE				
NUMBER OF LANES - ROADWAY 1	0	LN		

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$880,000	

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

<i>NOTE: Cells with bold blue letters are for user input. All other cells are protected, and cannot be changed.</i>				
ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$84,580	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$144,995	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$225,545	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	2.300	MI	\$136,942	\$314,966
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$674,860	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$912,162	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,268,736	\$0
DEMOLISH BRIDGE	0	SF	\$35	\$0
BUILDING DEMOLITION (SINGLE FAMILY HOUSES)	0	EA	\$5,000	\$0
BUILDING DEMOLITION (SMALL BUILDINGS - STEEL, MASONRY OR WOOD)	0	SF	\$5.00	\$0
BUILDING DEMOLITION (SMALL BUILDINGS - CONCRETE)	0	SF	\$8.00	\$0
MANUALLY INPUT ANY ADDITIONAL DEMOLITION ITEMS ON THE LINES BELOW				
WRITE DESCRIPTION OF DEMOLITION ITEM HERE	0		\$0	\$0
WRITE DESCRIPTION OF DEMOLITION ITEM HERE	0		\$0	\$0
WRITE DESCRIPTION OF DEMOLITION ITEM HERE	0		\$0	\$0
SUBTOTAL - DEMOLITION				\$314,966
SECTION VII - ADDITIONAL ITEMS				
DEFAULT FACTOR FOR ADDITIONAL ITEMS	0%	%	\$6,406,182	\$0
ON PROJECTS WITH SIGNIFICANT STRUCTURAL COSTS, USE A LOWER DEFAULT FACTOR				
CLICK HERE FOR SUGGESTED DEFAULT FACTOR PERCENTAGES				
IT IS NOT NECESSARY TO BREAK OUT ADDITIONAL ITEMS BELOW IF USING THE DEFAULT FACTOR FOR ADDITIONAL ITEMS				
OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 150' SPACING) (MAINLINE)	0.000	MI	\$300,893	\$0
OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 150' SPACING) (RAMPS)	0.000	MI	\$300,893	\$0
OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 150' SPACING)	2.300	MI	\$601,786	\$1,384,108
OVERHEAD LIGHTING (INCLUDES WIRING)	0	EA	\$8,597	\$0
HI MAST LIGHTING (INCLUDES WIRING) (1 SIDE, 300' SPACING)	0.000	MI	\$409,884	\$0
HI MAST LIGHTING (INCLUDES WIRING)	0	EA	\$22,771	\$0
OVERHEAD TRUSS SIGNS (2 DIRECTIONS)	0	EA	\$250,000	\$0
OVERHEAD TRUSS SIGNS (1 DIRECTION)	0	EA	\$150,000	\$0
OVERHEAD CANTILEVER SIGNS	0	EA	\$50,000	\$0
BRIDGE MOUNTED SIGNS	0	EA	\$10,000	\$0
MULTI POST SIGNS	0	EA	\$5,000	\$0
DYNAMIC MESSAGE SIGN - LARGE	0	EA	\$145,000	\$0
DYNAMIC MESSAGE SIGN - MEDIUM	0	EA	\$95,000	\$0
DYNAMIC MESSAGE SIGN - SMALL	0	EA	\$45,000	\$0
CHAIN LINK FENCE (6' HIGH)	0	LF	\$16	\$0
CHAIN LINK FENCE (10' HIGH)	0	LF	\$27	\$0
6' SWING GATE	0	EA	\$900	\$0
12' DOUBLE SWING GATE	0	EA	\$1,100	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
24' SLIDING GATE	0	EA	\$3,000	\$0
FIBER OPTIC SYSTEM - RURAL - 1 SIDE OF ROAD ONLY	2.500	MI	\$172,000	\$430,000
FIBER OPTIC SYSTEM - URBAN - 1 SIDE OF ROAD ONLY	0.000	MI	\$225,000	\$0
CCTV CAMERA SITE - STANDARD POLE	3	EA	\$38,500	\$115,500
CCTV CAMERA SITE - HIGH POLE	0	EA	\$78,000	\$0
OFF-SITE DRAINAGE CONNECTIONS	400	LF	\$500	\$200,000
CONCRETE BOX CULVERTS	5,400	LF	\$1,200	\$6,480,000
CONCRETE BARRIER WALL (MEDIAN)	0	LF	\$49	\$0
RELOCATE UTILITIES	0.000	MI	\$0	\$0
ROAD SAFETY AUDIT				
LANE DEPARTURES				
RUMBLE STRIPS	0.000	MI	\$539	\$0
GUARDRAILS	0	LF	\$34	\$0
MEDIAN CONCRETE BARRIER RAIL	0	LF	\$49	\$0
ATTENUATORS	0	EA	\$32,700	\$0
CABLE BARRIER WITH 1 MEDIAN OPENING PER MILE	0	LF	\$19	\$0
ROUNDBABOUTS				
ROUNDBABOUT INNER CIRCLE RADIUS	50	LF		
ROUNDBABOUT PAVEMENT WIDTH	30	LF		
PEDESTRIANS				
SIDEWALKS	4,000	SY	\$34	\$136,000
ADA RAMPS	24	EA	\$2,000	\$48,000
MANUALLY INPUT ANY ADDITIONAL ITEMS ON THE LINES BELOW				
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
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ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
ADDITIONAL ITEM	1		\$0	\$0
ADDITIONAL ITEM	0		\$0	\$0
SUBTOTAL - ADDITIONAL ITEMS			\$8,793,608	

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
	Sub-total	for	3R	\$ -
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$15,199,790
EROSION CONTROL / TEMPORARY DRAINAGE	0.50%			\$75,999
TRAFFIC CONTROL	10.0%			\$1,519,979
ROADSIDE SAFETY	3.0%			\$455,994
LANDSCAPING / AESTHETICS.....	1.0%			\$151,998
SUB-TOTAL MOBILIZATION	5.0%			\$17,403,760 \$870,188
SUB-TOTAL TIME-RELATED OVERHEAD	0.0%			\$18,273,948 \$0
SUB-TOTAL CONTINGENCY	10.0%			\$18,273,948 \$1,827,395
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	15.0%			\$20,101,342 \$3,015,201
TOTAL PRESENT DAY CONSTRUCTION COST				\$23,116,544
CONSTRUCTION ESCALATION TO YEAR - (projected start year)	2012	@	3.00%	\$693,496
TOTAL CONSTRUCTION COST ESCALATED TO.....	2012			\$23,810,040
PRELIMINARY ENGINEERING (PRESENT DAY COST)	3.0%			\$693,496
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	7.0%			\$1,618,158
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	0.2%			\$46,233
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$231,165
LEGAL (PRESENT DAY COST)	1.0%			\$231,165
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2012	@	3.00%	\$84,757
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$2,909,975
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2012			\$26,720,015
SECTION IX - RIGHT-OF-WAY (ROW) COSTS				

ESTIMATED PROBABLE CONSTRUCTION COST

Durango Drive - Hacienda Avenue to 215 Beltway

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
RIGHT - OF - WAY (PRESENT DAY COST)	2.5	ACRES @	\$450,000	\$1,125,000
CONTACT THE NDOT RIGHT-OF-WAY DEPARTMENT FOR THIS COST INFORMATION				
ESCALATION TO YEAR.....	2012	@	3.00%	\$33,750
TOTAL RIGHT - OF - WAY COST (ESCALATED)				\$1,158,750
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	0.0%			\$0
ESCALATION TO YEAR.....	2012	@	3.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$0
GRAND TOTAL PROJECT COST				\$27,878,765

{ Agency Name }
{ Project Description }

Executive Summary

Contact Information

{Name}, {Title}

{Address}

{Phone Number}

[Project Description]

In one or two sentences define the scope of the proposed project.

Total Estimated Project Cost

\$27,878,765

[Need]

What is the problem you are trying to solve? How severe is it?

[Solution]

Explain how you want to solve this problem. You don't need to get into too much detail. Concisely communicate your solution to the above-stated need

[Issues or Concerns]

Briefly list the current and future potential issues or concerns.

This page is included to show the proper NDOT Executive Summary format.

Everything except the estimated project cost must be manually entered.

Route:

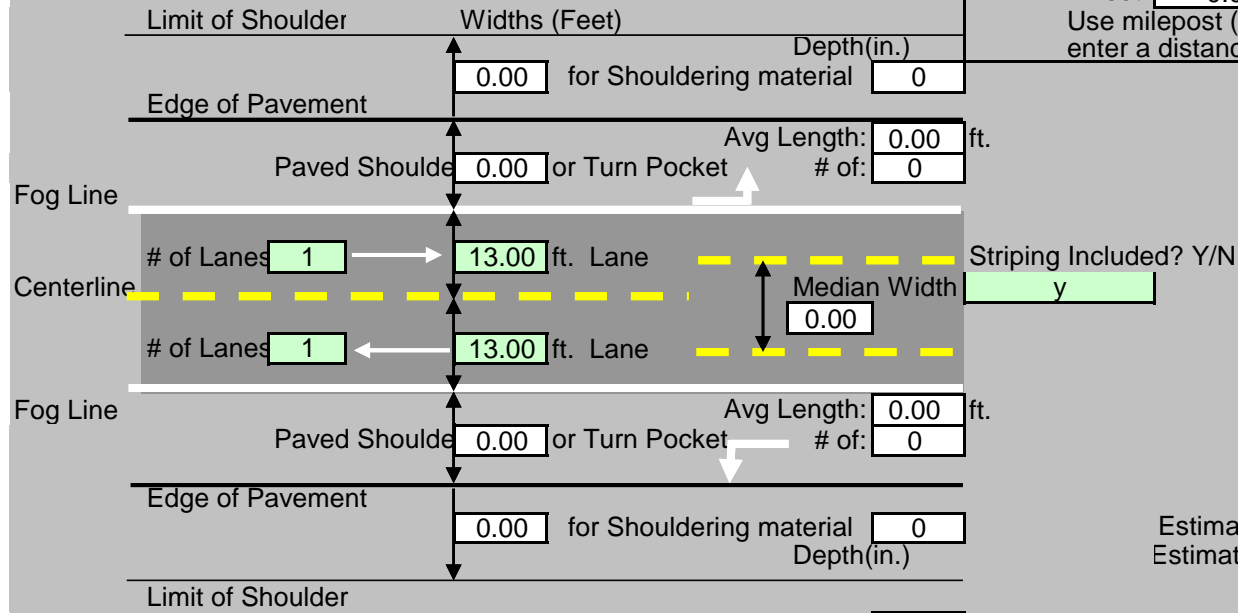
Project Limits: From: To:
 Mileposts: -
 Miles:
 Feet:
 Use milepost (if known), otherwise enter a distance in miles and/or feet

Median/Turn Pocket Lengths (in miles.tenths)

0.00	0.00	0.00
0.00	0.00	0.00
0.00	0.00	0.00
0.00	0.00	0.00
0.00	0.00	0.00
0.00	0.00	0.00

1/10th mile = 528 ft.
 1/100th mile = 52.8 ft.

Note: white boxes are to be filled in, as necessary



Projected Strategy: 0 - None
 select from pull-down

CIR Depth: 0 inches
 Overlay Depth: 0 inches

Markings & Thermoplastic

	# of	Typ. Marking	# of
Crosswalks:	<input type="text"/>	AHEAD	<input type="text"/>
Stop Bars:	<input type="text"/>	EXIT	<input type="text"/>
Turn Arrows:	<input type="text"/>	MPH	<input type="text"/>
Straight Arrows:	<input type="text"/>	PED	<input type="text"/>
Turn/Straights:	<input type="text"/>	SCHOOL	<input type="text"/>
3-Way Arrows:	<input type="text"/>	STOP	<input type="text"/>
Exit Arrows:	<input type="text"/>	XING	<input type="text"/>
Wrong Ways:	<input type="text"/>	YIELD	<input type="text"/>
Merge Arrows:	<input type="text"/>	HOV	<input type="text"/>
Bike Lanes:	<input type="text"/>	ONLY	<input type="text"/>
Estimated Raised Reflective:	<input type="text"/>		<input type="text"/>
Estimated Raised NonReflec:	<input type="text"/>		<input type="text"/>

Strategy Estimate:

\$0.00

ENGINEERS ESTIMATE

8/16/2010 16:04

0 - None

strategy
route

Item	Quantity	Unit	Description	Unit Price	Amount
109 0000	0	FA	FORCE ACCOUNT / EXTRA WORK	\$0.00	\$0.00
202 0000	0	EA	REMOVE RAISED PAVEMENT MARKERS	\$1.00	\$0.00
307 0500	0	TON	SHOULDERING MATERIAL	\$5.91	\$0.00
402 0660	0	SY	PLANTMIXING MISCELLANEOUS AREAS	\$25.00	\$0.00
402 6000	0	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$71.92	\$0.00
404 0553	0	TON	LIME (COLD RECYCLE)	\$150.00	\$0.00
404 0570	0	TON	EMULSIFIED ASPHALT, TYPE CMS-2S (CIR)	\$500.00	\$0.00
404 0571	0	TON	EMULSIFIED ASPHALT, TYPE CMS-2S (DILUTED) (CIR)	\$500.00	\$0.00
404 0580	0	SY	RECYCLED BITUMINOUS SURFACE (DEPTH)	\$3.00	\$0.00
404 0584	0	TON	PREMIXED BITUMINOUS PAVING MATERIAL	\$70.00	\$0.00
404 0608	0	TON	HAUL AND PLACE PREMIXED BITUMIN. PAVING MAT.	\$20.00	\$0.00
405 0516	0	TON	EMULSIFIED ASPHALT, TYPE SS-1H (TACK) (DILUTED)	\$550.00	\$0.00
406 0536	0	TON	SAND BLOTTER	\$44.00	\$0.00
407 05XX	0	TON	EMULSIFIED ASPHALT, TYPE (FOG) (DILUTED) (CHIP)	\$500.00	\$0.00
408 05XX	0	TON	EMULSIFIED ASPHALT, TYPE (CHIP SET)	\$500.00	\$0.00
408 0616	0	TON	SCREENINGS, THREE-EIGHTS INCH	\$50.00	\$0.00
408 06XX	0	TON	SCREENINGS, ONE-HALF INCH	\$50.00	\$0.00
408 0700	0	SY	MICROSURFACING, TYPE 3	\$4.00	\$0.00
624 0021	0	LS	TRAFFIC CONTROL	\$0.00	\$0.00
628 0004	0	LS	MOBILIZATION	\$0.00	\$0.00
632 0848	0	MILE	WATER-BORNE PAVEMENT STRIPING	\$2,500.00	\$0.00
634 1000	0	SF	THERMOPLASTIC PAVMNT MARKING (VARIES)	\$12.00	\$0.00
634 1101	0	LF	THERMOPLASTIC PAVMNT MARKING (24" SOLID WHITE)	\$9.00	\$0.00
637 0003	0	LS	TEMPORARY POLLUTION CONTROL	\$500.00	\$0.00
637 0090	0	LS	DUST CONTROL	\$1,000.00	\$0.00
Subtotal					\$0.00

Assumptions: for estimate

Change these amounts

140	RAP Density (lbs/ft^3)
241	Oil (gal/ton)
1.50%	Lime (by mass)
1.50%	Emulsified Asphalt (by mass)
0.1	Diluted asphalt (gal/sq yd)
12	Sand Blotter (lbs/sq yd)
1.957	Dense-Grade Plantmix Wet (tons/yd^3) (PG64-28NV)
0.05	Tack (gal/sq yd)
0.10%	Dust \$1000 + (% of construction items)(if set to 0, unit price will = \$1,000)
\$500	Temp Pollution Control is checked for low priority
5%	Mobilization
10.00%	Traffic Control
0.45	Chip Oil (gal/sq yd)
0.15	Chip Fog (gal/sq yd)
28	Chip Application rate (lbs/sq yd)
0.70%	Force Account / Extra Work

ROUTE: None

LENGTH: From MP: 0.00 To MP: 0.00 Total Length 0.00 feet

Notes

Notes

STRATEGY: 0 - None

Notes

Notes

RECOMMENDATIONS:

ITEMS OF WORK:

COMMENTS:

Coldmix \$102 CY
Fog Seal \$0.30 SY

SECTION VIII: STANDARD PERCENTAGE ADDERS (C)

ADDER	MIN	MAX
Erosion Control / Temporary Drainage	0.5%	1.0%
Traffic Control		
Urban - New Construction	5.0%	8.0%
Urban - Widening / Reconstruction	5.0%	10.0%
Rural - New Construction	1.0%	5.0%
Rural - Widening / Reconstruction	5.0%	8.0%
Urban Expressway - New Construction	5.0%	10.0%
Rural Expressway - New Construction	2.0%	5.0%
Urban Expressway - Widening / Reconstruction	8.0%	15.0%
Rural Expressway - Widening / Reconstruction	7.0%	10.0%
Roadside Safety	1.0%	5.0%
Landscaping	0.0%	3.0%
Mobilization	8.0%	10.0%
Time Related Overhead	0.0%	20.0%
Contingency		
Preliminary Estimate	25.0%	30.0%
STIP Estimate	20.0%	25.0%
PAE Estimate	15.0%	20.0%
Award Estimate	3.0%	10.0%
Final Estimate	0.0%	5.0%
Construction Engineering & Inspection	12.0%	18.0%
Preliminary Engineering	3.0%	5.0%
Final Engineering	5.0%	7.0%

Environmental Assessment	0.5%	1.0%
Administration	0.5%	1.0%
Legal	0.5%	1.0%

Section VII: DEFAULT FACTOR FOR ADDITIONAL ITEMS - SI

Project Type	Minimum %	Maximum %
	<i>NOTE: On projects with</i>	
Urban - New Construction	10.0%	15.0%
Urban - Widening / Reconstruction	10.0%	15.0%
Rural - New Construction	1.0%	5.0%
Rural - Widening / Reconstruction	1.0%	5.0%
Urban Expressway - New Construction	10.0%	15.0%
Rural Expressway - New Construction	5.0%	10.0%
Urban Expressway - Widening / Reconstruction	10.0%	15.0%
Rural Expressway - Widening / Reconstruction	5.0%	10.0%
RETURN TO ESTIMATE PAGE		

RETURN TO ESTIMATE PAGE

GUIDELINES

EXPLANATION

Includes temporary pollution control, noise abatement, dust control, silt fence, inlet protection and gravel bags.

This includes construction signs, barricades, arrow boards, portable concrete barrier walls, detours, temporary pavement, temporary signals, flagging, traffic control supervision and uniformed traffic control officers.

New roadway alignment in an urban location, includes crossings of existing roadways.

Widening or reconstruction of an existing urban roadway under traffic. Must maintain traffic flow through staged construction or temporary pavement.

New roadway alignment in a rural location, includes few crossings of existing roadways.

Widening or reconstruction of an existing rural roadway under traffic. Must maintain traffic flow through staged construction or temporary pavement.

New expressway alignment in an urban location, includes bridges over existing roadways.

New expressway alignment in a rural location, includes bridges over existing roadways.

Widening or reconstruction of an existing urban expressway under traffic. Must maintain traffic flow through staged construction or temporary pavement.

Widening or reconstruction of an existing rural expressway under traffic. Must maintain traffic flow through staged construction or temporary pavement.

Many items typically included under roadside safety, such as guardrail and barrier walls, are included in the typical cost-per-mile.

NDOT maximum allowable is 3%

Includes mobilizing and demobilizing equipment, office and yard set-up, permitting, labor supervision, project management, etc.

This tool is designed to prepare estimates primarily at the STIP level.

NDOT or NDOT Consultant field inspectors and owner's representatives.

Includes drainage, pollution, hazardous material, wildlife, plant, historical, archeological conditions studies.

JGGESTED PERCENTAGES

Items included as "Additional Items"

significant structure costs, use minimum percentages.

Roadway lighting, ITS, major signing, utility relocation, box culverts, off-site drainage

Roadway lighting, ITS, major signing, utility relocation, box culverts, off-site drainage

Utility relocation, box culverts, off-site drainage

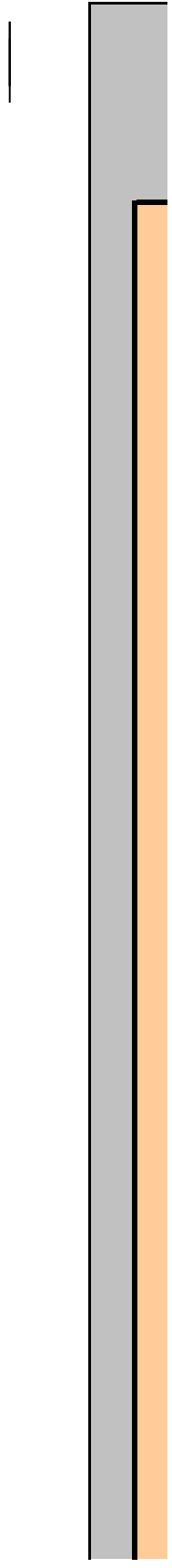
Utility relocation, box culverts, off-site drainage

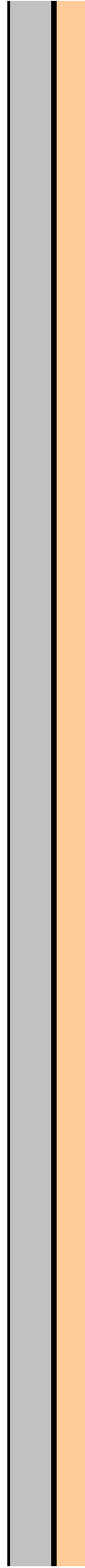
Roadway lighting, ITS, major signing, utility relocation, box culverts, off-site drainage

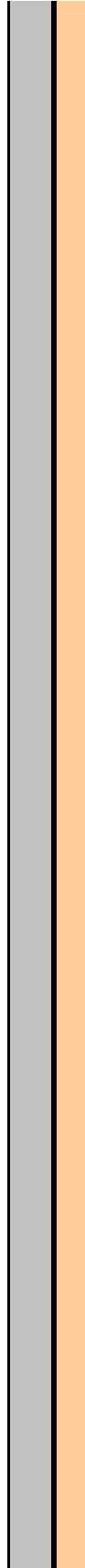
Roadway lighting, ITS, major signing, utility relocation, box culverts, off-site drainage

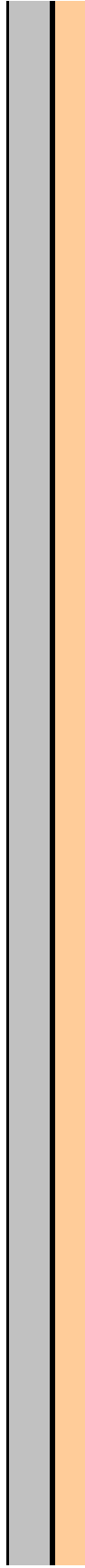
Roadway lighting, ITS, major signing, utility relocation, box culverts, off-site drainage

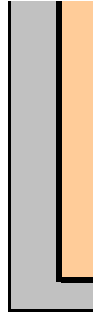
Roadway lighting, ITS, major signing, utility relocation, box culverts, off-site drainage











ESTIMATE PREPARATION ASSISTANCE TUTORIAL

This tutorial will instruct by giving step-by-step procedures for this estimate tool.

PROJECT ESTIMATE INFORMATION SECTION

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

Input or change information in the white cells only. Other cells are protected.

- a. Estimate prepared by - enter the user's name.
- b, c, d & e. Enter the dates.
- f. Level of estimate development. Press the drop-down menu and select the proper level.
- g & h. Enter the NDOT project number and title.
- i. Enter the total project length. This is for informational use only, and will not affect the estimate.
- j. Select the district in which the project is located. This will select the appropriate pricing history data base. Choosing "State" will select a statewide data base. Consult your PM or the NDOT Administrator, as statewide prices may be preferable.
- k. Choose the county the project will be located in from the drop-down menu. If more than one county, select the county where most of the work is located. This choice will not affect the estimate.
- l. Choose Urban or Rural area.
- m. Enter the NDOT project manager's name.
- n. Choose mountainous or rocky terrain. This choice will increase the unit prices for earthwork.

SECTION I - ROADWAY CONSTRUCTION

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

1. Select the predominant type of project from the drop-down menu.

2. Select the predominant type paving material from the drop-down menu.
3. Select the predominant type drainage. Open drainage is typically used in rural areas, and water flows from roadways into swales or ditches. Closed drainage is typically used in urban areas and water runoff flows into inlets that are connected by pipes.

After all three questions have been answered go to the gray go-to button. The gray go-to button will send you to the proper input sheet in the ESTIMATE tab. In the ESTIMATE tab enter quantities in the column with blue zeroes. Calculations will be automatic. Column I shows a list of typical section drawings available for view. Press the name for the drawing you want to view. When finished viewing the drawing, press the x to return to the ESTIMATE tab. Press "Return to Estimate Preparation Assistance" tab at upper right to continue.

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE

4. Have you input all necessary typical sections? It may be the specific typical you need was not available. If you select "No", list any types of typicals that were not input. This will let the estimate reviewer know that there are project costs that are not included. There is a note that reminds you that 8 rows of information is maximum. If more space is needed, enter your notes in a column to the right on this page. If the roadway section is complete, select Yes to go to the next section.

SECTION II - GRADE SEPARATIONS (BRIDGES)

RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE

5. Select "Yes" if there are bridges on the project. Otherwise, select "No" and go to the next section. Yes will take you to the bridges section. Select the proper type and fill in the quantities column. Select the guidance button for more information. There is a return button on the information page. Write the bridge descriptions (feature crossed) in the blue rows provided.

SECTION III - WALLS

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

6. Select "Yes" if there are walls on the project. Otherwise, select "No" and go to the next section.

Note that this section is for walls IN ADDITION TO those bridge retaining walls automatically calculated in the bridge section.

Write the walls locations (so reviewers can find them) in the blue rows provided, and input the lengths and heights.

SECTION IV- TYPICAL INTERCHANGES

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

7. Select "Yes" if there are interchanges on the project. Otherwise, select "No" and go to the next section.

SECTION V- SIGNALIZED INTERSECTIONS

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

8. Select "Yes" if there are signalized intersections on the project. Otherwise, select "No" and go to the next section.

Write the intersection descriptions (cross street names) in the blue rows provided.

Input the predominant number of lanes on each intersecting road, and the number of intersections of this configuration.

SECTION VI - DEMOLITION

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

9. Fill in demolition quantities. This section is for major demolition above and beyond the standard clearing and grubbing cost.

10. Fill in additional demolition in the blue rows provided.

SECTION VII - ADDITIONAL ITEMS

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

11. Press the button to input additional items, if any.

Select additional items and/or input additional items in the blue rows provided.

There is a yellow button for additional information.

SECTION VIII - STANDARD PERCENTAGE ADDERS

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

12. Press the "Standard Percentage Adders" button and fill in the quantities.

There is a button on the "Estimates" page that will take you to a help screen offering guidance on percentage selection.

13. Explain any percentages outside the recommended ranges in the space provided.

SECTION IX - RIGHT-OF-WAY ACQUISITION COSTS

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

14. Acreage and cost-per-acre must be input manually.

Consult NDOT ROW office for costs.

SECTION X - ENVIRONMENTAL CONSIDERATION COSTS

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

15. This must be input as a percentage factor. For guidance in factor selection, consult the NDOT project manager.

BASIS OF ESTIMATE, ASSUMPTIONS & EXCLUSIONS

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

16. List assumptions in the spaces provided.

Basis of the estimate explains the data available and used to prepare the estimate, such as a listing of the plans and documents provided.

Assumptions are a list of design and estimating criteria the estimator had to assume because the information was not available.

Such assumptions include, but are not limited to:

Choice of typical sections, if not supplied (number of lanes, drainage type, etc.).

Sources of unit prices, time period or geographic range of average prices.

Unit price impacts (overtime, night work, etc.).

Selection of additional items, such as lighting or major signing..

17. List exclusions in spaces provided.

Exclusions are a list of those items that could ultimately be included in the overall total project cost, but have not been included in this estimate.

Listing exclusions tells reviewers that this estimate may not fully reflect the final cost.

Such exclusions could include, but are not limited to:

Utility Relocation

Right-of-way Acquisition

Escalation to the appropriate years of the activities

Work to be performed under other contracts

SECTION XI - ESTIMATE COMPLETION

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

18. Spaces are provided for a description of the project. For example:
"This project consists of widening existing Elm Street from 2 to 4 lanes. Also included are drainage improvements, utility relocations and addition of a traffic signal at 3rd Street".

19. Review estimated probable construction cost by pressing the gray button.
This will show the factors affecting the price of the project at the bottom of the ESTIMATE sheet..

20. Are you ready to print the draft estimate?
Press Yes - typical print instructions are shown.
Press OK - the first sheet of **Estimate Preparation Assistance** should fill the page in portrait format.
Select Print at the top of the sheet - select YOUR local printer.
Select OK or Cancel if you decide not to print.
Do the same for SUMMARY and ESTIMATE.
Note that reformatting for your specific printer may be necessary.

PRINT PREVIEW ONLY:

[RETURN TO ESTIMATE PREPARATION ASSISTANCE PAGE](#)

Press the Yes print button, OK, then NEXT as many times as required to come to the end of the preview.

You may print that preview without printing all of the others.

Press Close to go to the next print preview.

|

ROADWAY TYPICAL	BRIDGE WIDTH	MINIMI	
		OVER WATER	OVER ROADWAY CONCRETE
NEW CONSTRUCTION			
4 - LANE UNDIVIDED WITH 8' SHOULDERS	71	10	25
2 - LANE UNDIVIDED WITH 5' SHOULDERS	37	10	25
1 - LANE HIGHWAY RAMP	30	10	25
2 - LANE HIGHWAY RAMP	43	10	25
3 - LANE HIGHWAY RAMP	59	10	25
6 - LANE DIVIDED INTERSTATE	130	10	25
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	75	10	25
	97	10	25
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	51	10	25
ROADWAY WIDENING			
WIDEN 2 LANES TO 4	24	10	25
WIDEN 2 LANES TO 5	36	10	25
WIDEN 2 LANES TO 6	48	10	25
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	43	10	25
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	13	10	25
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	13	10	25
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	21	10	25
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	32	10	25
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	32	10	25
ADD 6' BIKE LANES TO EXISTING 4 LANES	12	10	25
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	28	10	25
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	24	10	25
ROADBED MODIFICATION WITH ASPHALT PAVEMENT			
ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	24	10	27

ESTIMATE OF QUANTITIES AND COST

ITEM NUMBER		QUANTITY	UNIT	UNIT PRICE	COST
202 0152	REMOVE MAILBOX	0.00	EACH	\$400.00	\$0.00
202 0356	REMOVAL OF HEADWALLS	0.00	EACH	\$1,227.37	\$0.00
202 0432	REMOVAL OF CATTLEGUARD	0.00	EACH	\$1,500.00	\$0.00
202 1020	REMOVE AND RESET GUARDRAIL	0.00	LINFT	\$10.00	\$0.00
202 1104	REMOVAL OF GUARDRAIL	0.00	LINFT	\$4.92	\$0.00
202 1152	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	0.00	SQYD	\$1.06	\$0.00
613 0007	REMOVAL OF CONCRETE SURFACE (COLD MILLING)	0.00	SQYD	\$25.00	\$0.00
202 1212	REMOVAL OF SIDEWALK	0.00	SQYD	\$14.56	\$0.00
202 1224	REMOVAL OF CURB AND GUTTER	0.00	LINFT	\$4.27	\$0.00
202 1292	REMOVAL OF BITUMINOUS SHOULDER DIKE	0.00	LINFT	\$6.75	\$0.00
202 1304	REMOVAL OF FENCE	0.00	LINFT	\$2.00	\$0.00
	REMOVAL OF DROP INLET	0.00	EACH	\$1,496.59	\$0.00
	REMOVAL OF CONCRETE BARRIER RAIL	0.00	LINFT	\$17.59	\$0.00
	REMOVAL OF STORM DRAIN PIPE	0.00	LINFT	\$50.80	\$0.00
	REMOVAL OF EMBANKMENT PROTECTOR	0.00	EACH	\$642.28	\$0.00
	REMOVE END SECTION	0.00	EACH	\$303.38	\$0.00
	REMOVAL OF BITUMINOUS SURFACE	0.00	SQYD	\$6.87	\$0.00
	REMOVAL OF SLOTTED DRAIN	0.00	LINFT	\$96.42	\$0.00
203 0540	BORROW EMBANKMENT	0.00	CUYD	\$15.91	\$0.00
	ROADWAY EXCAVATION	0.00	CUYD	\$10.05	\$0.00
206 0100	STRUCTURE EXCAVATION	0.00	CUYD	\$13.40	\$0.00
207 0504	GRANULAR BACKFILL	0.00	CUYD	\$27.38	\$0.00
214 0092	MAILBOX SYSTEM (SINGLE)	0.00	EACH	\$400.00	\$0.00
214 0096	MAILBOX SYSTEM (DOUBLE)	0.00	EACH	\$400.00	\$0.00
214 0100	MAILBOX SYSTEM (MULTIPLE)	0.00	EACH	\$400.00	\$0.00
302 0500	TYPE 1 CLASS B AGGREGATE BASE	0.00	TON	\$9.13	\$0.00
305 0532	PULVERIZE EXISTING SURFACE	0.00	SQYD	\$0.95	\$0.00
305 0516	PROCESSING FOR ROADBED MODIFICATION	0.00	SQYD	\$1.07	\$0.00
305 0548	PORTLAND CEMENT	0.00	TON	\$148.23	\$0.00
307 0500	SHOULDERING MATERIAL	0.00	TON	\$5.91	\$0.00
402 6002	PLANTMIX BITUMINOUS SURFACE AGGREGATE (TYPE 2) (COARSE) (WET)	0.00	TON	\$71.92	\$0.00
402 6004	PLANTMIX BITUMINOUS SURFACE AGGREGATE (TYPE 3) (WET)	0.00	TON	\$64.00	\$0.00
402 0660	PLANTMIXING MISCELLANEOUS AREAS	0.00	SQYD	\$15.00	\$0.00
402 0676	PLANTMIX BITUMINOUS SHOULDER DIKES	0.00	LINFT	\$5.00	\$0.00
402 0744	PAVEMENT REINFORCING FABRIC	0.00	SQYD	\$5.00	\$0.00
403 6000	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	0.00	TON	\$87.37	\$0.00
403 6002	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	0.00	TON	\$85.00	\$0.00
403 0558	MILLED RUMBLE STRIPS	0.00	MILE	\$539.02	\$0.00
404 0553	LIME (COLD RECYCLE)	0.00	TON	\$150.00	\$0.00
404 0576	RECYCLED BITUMINOUS SURFACE (2-INCH DEPTH)	0.00	SQYD	\$2.50	\$0.00
404 0580	RECYCLED BITUMINOUS SURFACE (3-INCH DEPTH)	0.00	SQYD	\$3.00	\$0.00
404 0570	EMULSIFIED ASPHALT, TYPE CMS-2S	0.00	TON	\$230.00	\$0.00

ITEM NUMBER		QUANTITY	UNIT	UNIT PRICE	COST
405 0516	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	0.00	TON	\$462.50	\$0.00
406 0500	LIQUID ASPHALT, TYPE MC-70	0.00	TON	\$600.00	\$0.00
406 0508	LIQUID ASPHALT, TYPE MC-250	0.00	TON	\$400.00	\$0.00
406 0536	SAND BLOTTER	0.00	TON	\$25.00	\$0.00
408 0568	EMULSIFIED ASPHALT, TYPE CRS-2	0.00	TON	\$250.00	\$0.00
408 0636	SCREENINGS (1/2-INCH)	0.00	TON	\$30.00	\$0.00
408 0644	SCREENINGS (1/2-INCH) (IN STOCKPILE)	0.00	TON	\$20.00	\$0.00
4090560	SAW & SEAL TRANSVERSE WEAKENED PLANE JOINTS	0.00	LINFT	\$3.00	\$0.00
4090660	GRIND CONCRETE PAVEMENT	0.00	SQYD	\$4.00	\$0.00
502 0516	CLASS AA CONCRETE (MINOR)	0.00	CUYD	\$796.07	\$0.00
505 0500	REINFORCING STEEL	0.00	LB	\$1.03	\$0.00
609 0129	ADJUSTING MANHOLE COVERS (METHOD A)	0.00	EACH	\$600.00	\$0.00
609 0130	ADJUSTING MANHOLE COVERS (METHOD B)	0.00	EACH	\$800.00	\$0.00
609 0133	ADJUSTING VALVE COVERS (METHOD A)	0.00	EACH	\$400.00	\$0.00
609 0134	ADJUSTING VALVE COVERS (METHOD B)	0.00	EACH	\$500.00	\$0.00
613 0768	CLASS AA CONCRETE CURB AND GUTTER (TYPE 5)	0.00	LINFT	\$12.15	\$0.00
613 0960	CLASS AA CONCRETE RAMP (4-INCH)	0.00	SQYD	\$30.00	\$0.00
616 0504	TYPE A-3B FENCE	0.00	LINFT	\$2.50	\$0.00
617 0768	24-FT PRECAST CATTLE GUARD	0.00	EACH	\$10,000.00	\$0.00
617 0780	32-FT PRECAST CATTLE GUARD	0.00	EACH	\$14,000.00	\$0.00
617 0788	36-FT PRECAST CATTLE GUARD	0.00	EACH	\$16,000.00	\$0.00
617 0796	40-FT PRECAST CATTLE GUARD	0.00	EACH	\$17,000.00	\$0.00
618 0073	GUARDRAIL TERMINAL (FLARED)	0.00	EACH	\$2,000.00	\$0.00
618 0100	GUARDRAIL-BRIDGE RAIL CONNECTION (TRIPLE CORRUGATION)	0.00	EACH	\$1,200.00	\$0.00
618 0528	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	0.00	LINFT	\$23.86	\$0.00
619 0044	GUIDE POSTS (FLEXIBLE)	0.00	EACH	\$20.00	\$0.00
623 1020	2-INCH CONDUIT	0.00	LINFT	\$24.77	\$0.00
623 1724	LOOP DETECTOR (6FT X 6FT)	0.00	EACH	\$500.00	\$0.00
625 0512	RENT PORTABLE PRECAST CONCRETE BARRIER RAIL	0.00	LINFT	\$20.00	\$0.00
627 0508	PERMANENT SIGNS (GROUND MOUNTED)(METAL SUPPORTS)	0.00	SQFT	\$50.00	\$0.00
627 0532	PERMANENT SIGNS, REMOVE	0.00	SQFT	\$8.00	\$0.00
	HYDRAULICS (percentage)		LS LS		\$0.00
632 1140	EPOXY PAVEMENT STRIPING (BROKEN WHITE)	0.00	MILE	\$859.67	\$0.00
632 1152	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	0.00	MILE	\$4,000.00	\$0.00
632 1156	EPOXY PAVEMENT STRIPING (SOLID WHITE)	0.00	MILE	\$1,736.75	\$0.00
632 1160	EPOXY PAVEMENT STRIPING (SOLID YELLOW)	0.00	MILE	\$2,000.00	\$0.00
632 1124	EPOXY PAVEMENT STRIPING (8-INCH BROKEN WHITE)	0.00	MILE	\$2,000.00	\$0.00
632 1128	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	0.00	MILE	\$2,533.83	\$0.00
632 1132	EPOXY PAVEMENT STRIPING (8-INCH SOLID YELLOW)	0.00	MILE	\$3,500.00	\$0.00
633 0000	NON-REFLECTIVE PAVEMENT MARKERS	0.00	EACH	\$1.53	\$0.00
633 0004	REFLECTIVE PAVEMENT MARKERS	0.00	EACH	\$3.00	\$0.00
634 0620	PERMANENT PAVEMENT MARKING FILM (TYPE 2) (VARIES)	0.00	SQFT	\$10.00	\$0.00
634 0644	PERMANENT PAVEMENT MARKING FILM (TYPE 2) (12-INCH SOLID WHITE)	0.00	LINFT	\$10.00	\$0.00
636 0508	TEMPORARY PAINTED STRIPING (BROKEN WHITE)	0.00	MILE	\$400.00	\$0.00
636 0512	TEMPORARY PAINTED STRIPING (BROKEN YELLOW)	0.00	MILE	\$400.00	\$0.00
636 0520	TEMPORARY PAINTED STRIPING (DOUBLE SOLID YELLOW)	0.00	MILE	\$800.00	\$0.00
636 0528	TEMPORARY PAINTED STRIPING (BROKEN YELLOW W/ SOLID YELLOW)	0.00	MILE	\$700.00	\$0.00
636 0532	TEMPORARY PAINTED STRIPING (SOLID WHITE)	0.00	MILE	\$500.00	\$0.00
636 0536	TEMPORARY PAINTED STRIPING (SOLID YELLOW)	0.00	MILE	\$500.00	\$0.00
	Slope Flattening with paved shoulders				\$0.00
	Slope Flattening w/o paved shoulders				\$0.00

ITEM NUMBER	QUANTITY	UNIT	UNIT PRICE	COST
BRIDGE ESTIMATE				\$0.00
INCIDENTAL CONSTRUCTION COST 1%				\$0.00
				\$0.00

CONTRACT NO.	ROUTE	COUNTY	BEGIN MILEPOST	END MILEPOST	PROJECT TYPE
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Mile Post	Cumulative Miles County	Route	Station Line Number	Equation Line Number	Description	Cnty
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THEORETICALS

	TYPE	APPLICATION RATE				S.G.	DG	OG	
ASPHALT CEMENT (PLANTMIX SURFACE)	AC-20P	6	%			CARSON CITY	2.65	6	7.5
ASPHALT CEMENT (OPEN GRADE)	AC-20P	7.5	%			ELKO	2.65	6	7.5
Liquid ASPHALT (PRIME COAT BASE)	MC-70	0.28	GSY	253 gal/ton	0.000123 ton/sqft	FALLON	2.65	6	7.5
EMULSIFIED ASPHALT (TACK COAT OPEN GRADE)	SS-1H	0.06	GSY	240 gal/ton	2.778E-05 ton/sqft	GARDNERVILLE	2.65	6	7.5
EMULSIFIED ASPHALT (TACK COAT PLANTMIX)	SS-1H	0.04	GSY	240 gal/ton	1.852E-05 ton/sqft	LAS VEGAS	2.7	5.5	4.5
EMULSIFIED ASPHALT (TACK COAT EXISTING)	SS-1H	0.06	GSY	240 gal/ton	2.778E-05 ton/sqft	RENO	2.65	6	7.5
SEAL COAT:	MC-250	0.1	GSY	249 gal/ton	0.0004016 ton/sqyd	WINNEMUCCA	2.65	6	7.5
	SS-1H	0.12	GSY	249 gal/ton					
CURING SEAL	MC-250	0.2	GSY	249 gal/ton	0.0008032 ton/sqyd				
EMULSIFIED ASPHALT (TACK COAT - CHIP SEAL)	CRS-2H	0.45	GSY	240 gal/ton	0.0002083 ton/sqft				
EMULSIFIED ASPHALT (SEAL COAT - CHIP SEAL)	CRS-2H	0.12	GSY	240 gal/ton	5.556E-05 ton/sqft				
SAND BLOTTER		15	lb/SY						
SPECIFIC GRAVITY		2.65							
UNIT WEIGHT		138.50	lbs/cuft			SG	Unit Weight		
						2.35	124.50		
						2.40	127.00		
DENSE GRADE FACTOR	1.957 tons/CY			WET TONS		2.45	129.00		
						2.50	131.50		
OPEN-GRADE FACTOR	1.840 tons/CY			WET TONS		2.55	134.00		
						2.60	136.00		
						2.65	138.50		
						2.70	141.00		
						2.75	143.00		
						2.80	145.50		
						2.85	148.00		
						2.90	150.00		

CHIP SEAL=	<input type="checkbox"/>
C&G=	<input type="checkbox"/>
MILLING DEPTH= 0.0"	

PLANTMIX AGGREGATE BASE AND OPEN-GRADED AGGREGATE (Up to 3" Lift)

ALIGN. STATION	LENGTH (FT)	EXISTING WIDTH (FT)	DEPTH (IN)	LEFT SLOPE (IN)	RIGHT SLOPE (IN)	PLANTMIX VOLUME (CY)	PLANTMIX (TONS)	C
0		38	2	4.17	4.17			
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	
0	0.00	38	2	4.17	4.17	0.00	0.00	

0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00
0	0.00	38	2	4.17	4.17	0.00	0.00

0.00 FEET TOTALS 0.00 0.00
 0.00 MILES

For Different Material or after 3" PBS above (no more than 3")

ALIGN. STATION	LENGTH (FT)	EXISTING WIDTH (FT)	DEPTH (IN)	LEFT SLOPE (IN)	RIGHT SLOPE (IN)	PLANTMIX VOLUME (CY)	PLANTMIX (TONS)	SF
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00		
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00
0.00	0+00.00 #	0.00	38.00	0	0.00	0.00	0.00	0.00

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0.00	0.00	
	0.00	COLDMILL MATERIAL
	0.00	SHOULDER MATERIAL

SHOULDERING MATERIAL (TONS)	CHIP SEAL (TONS)
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0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
0	0+00.00	0.00	0.00	1	0.00	0.00	0.00	0.00
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0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
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0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0
0	0+00.00	0.00	38.00	0.00	0

BEGIN TRANSITION	275.00	0.00	0.00
END TRANSITION	275.00	0.00	0.00
BEGIN TRANSITION	0.00	0.00	0.00
END TRANSITION	0.00	0.00	0.00
BEGIN TRANSITION	0.00	0.00	0.00
END TRANSITION	0.00	0.00	0.00
BEGIN TRANSITION	0.00	0.00	0.00
END TRANSITION	0.00	0.00	0.00

TOTAL= 0.00 SY
ROUND UP= 0.00 SY

FALSE
FALSE

0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00
0+00.00	0.00	38.00	0.00	0	0+00.00	0.00	38.00	0.00

0.00 MI	0.00 SY	0.00
<u>0.00 MI</u>	<u>0.00 SY</u>	<u>0.00</u>

PORTLAND CEMENT = 0.00 TONS
0.00 TONS

HYDRATED LIME 1.5% = 0.00 TONS
0.00 TONS

CURING SEAL MC-250 = 0.00 TONS
0.00 TONS

RECYCLE AGENT CMS-2S 2% = 0.00 TONS
0.00 TONS

SAND BLOTTER = 0.00 TONS
0.00 TONS

SEAL COAT CMS-2S = 0.00 TONS
0.00 TONS

38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00
38.00	0.00

TOTAL= 0.00

UND UP= 0.00

LIQUID ASPHALT, MC-70	0.00	0 TONS
EMULSIFIED ASPHALT, SS-1H	0.00	0 TONS
PLANTMIX BITUMINOUS SURFACE AGGREGATE	0.00	0 TONS
PLANTMIX BITUMINOUS SURFACE AGG TYPE 3	0.00	0 TONS
PLANTMIX OPEN-GRADED SURFACING	0.00	0 TONS
SHOULDERING MATERIAL	0.00	0 TONS
SCREENINGS, 1/2-INCH	0.00	0 TONS
EMULSIFIED ASPHALT, CRS-2H	0.00	0 TONS
ASPHALT CEMENT	0.00	0 TONS
MINERAL FILLER	0.00	0 TONS
COLDMILLING	0.00	0.00 SQYD
SAW & SEAL	0.00	0.00 LINFT
PAVEMENT REINFORCING FABRIC	0.00	0.00 SQYD

Number of Intersections =	2 lane	4 lane	5 lane	6 lane	8 lane
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Cross walks =	2 lane	4 lane	5 lane	6 lane	8 lane
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
2 lane roadway	<input type="checkbox"/>	<input type="text"/>	Length in miles		
4 lane roadway	<input type="checkbox"/>	<input type="text"/>	Length in miles		
5 lane roadway	<input type="checkbox"/>	<input type="text"/>	Length in miles		
6 lane roadway	<input type="checkbox"/>	<input type="text"/>	Length in miles		
8 lane roadway	<input type="checkbox"/>	<input type="text"/>	Length in miles		
Centerline Rumble Strips	<input type="checkbox"/>				
Interstate	<input type="checkbox"/>				
Median	<input type="checkbox"/>				

PERMANENT PAVEMENT MARKING FILM (TYPE 2) (VARIES)	0.00 SQFT
PERMANENT PAVEMENT MARKING FILM (TYPE 2) (12-INCH SOLID WHITE)	0.00 LINFT

NON-REFLECTIVE PAVEMENT MARKERS	0.00 EACH
REFLECTIVE PAVEMENT MARKERS	0.00 EACH

PAINTED STRIPING (DOUBLE SOLID YELLOW)	0.00 MILES
PAINTED STRIPING (SOLID WHITE)	0.00 MILES
PAINTED STRIPING (BROKEN YELLOW)	0.00 MILES
PAINTED STRIPING (BROKEN W/ SOLID YELLOW)	0.00 MILES
PAINTED STRIPING (BROKEN WHITE)	0.00 MILES
PAINTED STRIPING (SOLID YELLOW)	0.00 MILES

TEMPORARY PAINTED STRIPING (DOUBLE SOLID YELLOW)	0.00 MILES
TEMPORARY PAINTED STRIPING (SOLID WHITE)	0.00 MILES
TEMPORARY PAINTED STRIPING (BROKEN YELLOW)	0.00 MILES
TEMPORARY PAINTED STRIPING (BROKEN W/ SOLID YELLOW)	0.00 MILES
TEMPORARY PAINTED STRIPING (BROKEN WHITE)	0.00 MILES
TEMPORARY PAINTED STRIPING (SOLID YELLOW)	0.00 MILES

Interstate	FALSE		
Divided Roadway	FALSE		
District 1 Urban	FALSE		
2 lane roadway	FALSE		
4 lane roadway	FALSE		
5 lane roadway	FALSE		
6 lane roadway	FALSE		
8 lane roadway	FALSE		
Square Feet of Markings film Varies per Intersection	=	0	
Square Feet of Markings film Varies per crosswalk	=	0	
PAVEMENT MARKING FILM 12" SOLID WHITE	=	0	
Solid Yellow	=	0	0

	2 Lane	4 Lane	5 Lane	6 Lane
DOUBLE SOLID YELLOW	0.00	0.00	0.00	0.00
SOLID WHITE	0.00	0.00	0.00	0.00
BROKEN YELLOW	0.00	0.00	0.00	0.00
BROKEN W/ SOLID YELLOW	0.00	0.00	0.00	0.00
BROKEN WHITE	0.00	0.00	0.00	0.00
SOLID YELLOW	0.00	0.00	0.00	0.00

8 Lane	Totals
0.00	0.00
0.00	0.00
0.00	0.00
0.00	0.00
0.00	0.00
0.00	0.00
0.00	0.00

PAVED APPROACHES

Qty	W (FT)	L (FT)	D (in)	AREA (SQFT)	VOLUME (CUFT)	PLANTMIX (TONS)	O. G. (TONS)	TACK COATS (TONS)
0	20.00	25	1.5	0.00	0.00	0.00	0.00	0.00
0	24.00	25	1.5	0.00	0.00	0.00	0.00	0.00
0	36.00	25	1.5	0.00	0.00	0.00	0.00	0.00
Total	0			0.00	0.00	0.00	0.00	0.00

TOTAL= 0.00
 ROUND UP= 0 sqyds

UNPAVED APPROACHES

Qty.

Total

GUIDEPOSTS TOTAL

Total

SIDEWALK RAMPS

RAMPS WITH LIP

26.67 SQYD/RAMP 0 0 REMOVE CONCRETE SURFACE

SIDEWALK WITHOUT RAMP

26.67 SQYD/RAMP 0 0 REMOVE SIDEWALK & SIDEWALK RAMP
 48.00 LNFT/RAMP 0 0 REMOVE CURB AND GUTTER AND NEW C&G

CURB AND GUTTER NO SIDEWALK

48.00 LNFT/RAMP 0 0 REMOVE CURB AND GUTTER AND NEW C&G
 26.67 SQYD/RAMP 0 0 SIDEWALK RAMP

PERMENANT SIGNS REMOVAL AND NEW

REMOVAL OF PERMANENT SIGNS	TOTAL	0 SQFT
	USE TOTAL	0 SQFT
PERMANENT SIGNS (METAL POLES) (GROUND MOUNTED)	TOTAL	0 SQFT
130% OF REMOVAL PER TRAFFIC - EXISTING SIGNS ARE MOST LIKELY TOO SMALL	USE TOTAL	0 SQFT