



Southern Nevada Traffic Study

Appendix M. COST ESTIMATES

October 2018

Prepared for



Prepared by HDR



ESTIMATED PROBABLE CONSTRUCTION COSTS

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SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$4,253,499
SECTION II - BRIDGES		
SECTION III - WALLS		\$1,308,400
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$855,291
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$4,202,331
TOTAL PRESENT DAY CONSTRUCTION COST		\$10,860,531
TOTAL ESCALATED CONSTRUCTION COST	2019	\$10,860,531
TOTAL CONSTRUCTION & ENGINEERING	2019	\$12,711,822
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$381,355
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$381,355
GRAND TOTAL PROJECT COST		\$13,474,531

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$10,900,000	\$10,100,000	\$12,000,000
TOTAL PROJECT COST	\$13,500,000	\$12,600,000	\$15,000,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	CC215
Project Title:	CC215 Base
Project length (in miles):	0.9
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

Add lanes where grinding is needed on existing pavement is included in "Concrete Slab Repair" item
Soundwalls are assumed to be 16 feet tall
For widening to 1 lane where the concrete lane is already there, striping cost was considered instead of add 1 lane.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Additional General Purpose Lane (both directions)

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

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Base

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	1.504	MI	\$2,808,562	\$4,224,077
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Base

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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
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	8.552	MI	\$3,440	\$29,422
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		
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			\$4,253,499	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Base

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Base

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SOUND WALLS				
WRITE SOUND WALL DESCRIPTION HERE				
SOUND WALL LENGTH	3,271	LF		
BEGINNING HEIGHT	16	FT		
ENDING HEIGHT	16	FT		
SOUND WALL	52,336	SF	\$25	\$1,308,400
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
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			\$1,308,400	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Base

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$6,417,190
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$64,172
TRAFFIC CONTROL	10.0%			\$641,719
ROADSIDE SAFETY	3.0%			\$192,516
LANDSCAPING / AESTHETICS.....	3.0%			\$192,516
SUB-TOTAL MOBILIZATION				\$7,508,112
	7.0%			\$525,568
SUB-TOTAL TIME-RELATED OVERHEAD				\$8,033,680
	3.0%			\$241,010
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$8,274,691
	25.0%			\$2,068,673
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$10,343,363
	5.0%			\$517,168
TOTAL PRESENT DAY CONSTRUCTION COST				\$10,860,531
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$10,860,531
PRELIMINARY ENGINEERING (PRESENT DAY COST)				
	8.0%			\$868,843
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)				
	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)				
	6.0%			\$651,632
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)				
	1.0%			\$108,605
ADMINISTRATION (PRESENT DAY COST)				
	1.0%			\$108,605
LEGAL (PRESENT DAY COST)				
	1.0%			\$108,605
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)				
	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR				
	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				
				\$1,851,290
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$12,711,822
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$12,711,822	\$381,355
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
				\$381,355
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR				
	3.0%			\$381,355
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				
				\$381,355
GRAND TOTAL PROJECT COST				\$13,474,531

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #91

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$7,718,204
SECTION II - BRIDGES		\$3,530,507
SECTION III - WALLS		\$833,536
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$4,548,337
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$10,890,627
TOTAL PRESENT DAY CONSTRUCTION COST		\$28,145,807
TOTAL ESCALATED CONSTRUCTION COST	2019	\$28,145,807
TOTAL CONSTRUCTION & ENGINEERING	2019	\$32,935,594
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$988,068
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$988,068
GRAND TOTAL PROJECT COST		\$34,911,730

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$28,100,000	\$25,300,000	\$31,200,000
TOTAL PROJECT COST	\$34,900,000	\$31,600,000	\$39,000,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	CC215
Project Title:	CC215 Idea #91
Project length (in miles):	0.9
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Braided Ramps between Sunset and Russell NB only

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

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #91

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.428	MI	\$1,434,908	\$614,141
2 - LANE HIGHWAY RAMP	0.412	MI	\$2,156,323	\$888,405
3 - LANE HIGHWAY RAMP	0.454	MI	\$2,854,146	\$1,295,782
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.104	MI	\$470,994	\$48,983
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	1.811	MI	\$2,682,539	\$4,858,079
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #91

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	24	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.058	MI	\$220,935	\$12,814
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		
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			\$7,718,204	
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				
CC-215 NB OFF RAMP TO RUSSELL OVER CC-215 ON RAMP				
BRIDGE LENGTH	346.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	9,342	SF	\$150	\$1,401,300
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$395,993	\$395,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST**CC215 Idea #91**

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #91

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$3,530,507	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	1,046	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	14,644	SF	\$57	\$833,536
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #91

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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
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			\$833,536	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$16,630,585
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$166,306
TRAFFIC CONTROL	10.0%			\$1,663,059
ROADSIDE SAFETY	3.0%			\$498,918
LANDSCAPING / AESTHETICS.....	3.0%			\$498,918
SUB-TOTAL MOBILIZATION	7.0%			\$19,457,785
				\$1,362,045
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$20,819,829
				\$624,595
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$21,444,424
				\$5,361,106
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$26,805,530
				\$1,340,277
TOTAL PRESENT DAY CONSTRUCTION COST				\$28,145,807
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$28,145,807
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$2,251,665
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$1,688,748
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$281,458
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$281,458
LEGAL (PRESENT DAY COST)	1.0%			\$281,458
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$4,789,787
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$32,935,594
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$32,935,594	\$988,068
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$988,068
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$988,068
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$988,068
GRAND TOTAL PROJECT COST				\$34,911,730

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #92

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$3,513,859
SECTION II - BRIDGES		\$3,133,607
SECTION III - WALLS		\$625,551
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$4,016,553
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$7,393,034
TOTAL PRESENT DAY CONSTRUCTION COST		\$19,106,606
TOTAL ESCALATED CONSTRUCTION COST	2019	\$19,106,606
TOTAL CONSTRUCTION & ENGINEERING	2019	\$26,121,609
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$783,648
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$783,648
GRAND TOTAL PROJECT COST		\$27,688,906

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$19,100,000	\$17,000,000	\$21,200,000
TOTAL PROJECT COST	\$27,700,000	\$25,000,000	\$30,900,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	CC215
Project Title:	CC215 Idea #92
Project length (in miles):	0.9
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Braided Ramps between Durango and Buffalo EB only

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

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #92

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	1.003	MI	\$1,434,908	\$1,439,213
2 - LANE HIGHWAY RAMP	0.344	MI	\$2,156,323	\$741,775
3 - LANE HIGHWAY RAMP	0.123	MI	\$2,854,146	\$351,060
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.123	MI	\$470,994	\$57,932
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.337	MI	\$2,682,539	\$904,016
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #92

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	18	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.119	MI	\$166,917	\$19,863
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		
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			\$3,513,859	
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				
CC-215 EB ON-RAMP OVER OFF RAMP TO BUFFALO				
BRIDGE LENGTH	248.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,696	SF	\$150	\$1,004,400
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$395,993	\$395,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$3,133,607	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	785	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,990	SF	\$57	\$625,551
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #92

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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
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			\$625,551	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #92

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$11,289,569
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$112,896
TRAFFIC CONTROL	10.0%			\$1,128,957
ROADSIDE SAFETY	3.0%			\$338,687
LANDSCAPING / AESTHETICS.....	3.0%			\$338,687
SUB-TOTAL MOBILIZATION	7.0%			\$13,208,796 \$924,616
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$14,133,412 \$424,002
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$14,557,414 \$3,639,354
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$18,196,768 \$909,838
TOTAL PRESENT DAY CONSTRUCTION COST				\$19,106,606
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				2019 \$19,106,606
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$1,528,528
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$3,766,880			\$3,766,880
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$1,146,396
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$191,066
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$191,066
LEGAL (PRESENT DAY COST)	1.0%			\$191,066
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$7,015,003
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				2019 \$26,121,609
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$26,121,609	\$783,648
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$783,648
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$783,648
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$783,648
GRAND TOTAL PROJECT COST				\$27,688,906

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #93

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$7,415,895
SECTION II - BRIDGES		\$5,449,897
SECTION III - WALLS		\$3,501,491
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$5,263,093
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$14,164,767
TOTAL PRESENT DAY CONSTRUCTION COST		\$36,607,514
TOTAL ESCALATED CONSTRUCTION COST	2019	\$36,607,514
TOTAL CONSTRUCTION & ENGINEERING	2019	\$51,045,877
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,531,376
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,531,376
GRAND TOTAL PROJECT COST		\$54,108,629

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$36,600,000	\$32,800,000	\$40,300,000
TOTAL PROJECT COST	\$54,100,000	\$49,200,000	\$60,200,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	CC215
Project Title:	CC215 Idea #93
Project length (in miles):	0.8
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Braided Ramps between Rainbow and Buffalo both directions

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

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #93

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	2.049	MI	\$1,434,908	\$2,940,127
2 - LANE HIGHWAY RAMP	0.704	MI	\$2,156,323	\$1,518,051
3 - LANE HIGHWAY RAMP	0.449	MI	\$2,854,146	\$1,281,512
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.204	MI	\$470,994	\$96,083
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.584	MI	\$2,682,539	\$1,566,603
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #93

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	18	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.081	MI	\$166,917	\$13,520
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		
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			\$7,415,895	
SECTION II - BRIDGES				
CLICK HERE FOR GUIDANCE ON BRIDGE SELECTION CRITERIA				
NEW UNDIVIDED RURAL CROSSING				
CC-215 WB ON RAMP OVER OFF RAMP TO BUFFALO				
BRIDGE LENGTH	252.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,804	SF	\$150	\$1,020,600
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$959,540	\$959,540
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				
CC-215 EB ON RAMP OVER OFF RAMP TO RAINBOW				
BRIDGE LENGTH	331.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	8,937	SF	\$150	\$1,340,550
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$395,993	\$395,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #93

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #93

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$5,449,897	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
Walls bridge approach on WB side				
MSE WALL LENGTH	2,418	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	33,852	SF	\$57	\$1,926,856
MECHANICALLY STABILIZED EARTH WALLS				
WALLS ON EB SIDE				
MSE WALL LENGTH	861	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	12,054	SF	\$57	\$686,114
MECHANICALLY STABILIZED EARTH WALLS				
WALLS ON WB SIDE				
MSE WALL LENGTH	1,115	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	15,610	SF	\$57	\$888,521
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #93

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
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
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			\$3,501,491	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #93

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$21,630,376
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$216,304
TRAFFIC CONTROL	10.0%			\$2,163,038
ROADSIDE SAFETY	3.0%			\$648,911
LANDSCAPING / AESTHETICS.....	3.0%			\$648,911
SUB-TOTAL MOBILIZATION	7.0%			\$25,307,540
				\$1,771,528
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$27,079,068
				\$812,372
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$27,891,440
				\$6,972,860
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$34,864,299
				\$1,743,215
TOTAL PRESENT DAY CONSTRUCTION COST				\$36,607,514
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$36,607,514
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$2,928,601
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$8,215,085			\$8,215,085
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$2,196,451
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$366,075
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$366,075
LEGAL (PRESENT DAY COST)	1.0%			\$366,075
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$14,438,362
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$51,045,877
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$51,045,877	\$1,531,376
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,531,376
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,531,376
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,531,376
GRAND TOTAL PROJECT COST				\$54,108,629

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #94

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$7,431,989
SECTION II - BRIDGES		\$8,223,330
SECTION III - WALLS		\$6,613,193
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$6,460,277
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$18,813,200
TOTAL PRESENT DAY CONSTRUCTION COST		\$48,620,957
TOTAL ESCALATED CONSTRUCTION COST	2019	\$48,620,957
TOTAL CONSTRUCTION & ENGINEERING	2019	\$70,448,757
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$2,113,463
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$2,113,463
GRAND TOTAL PROJECT COST		\$74,675,683

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$48,600,000	\$43,500,000	\$53,200,000
TOTAL PROJECT COST	\$74,700,000	\$67,900,000	\$82,900,000

Estimate prepared by:	Anita Busch
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	CC215
Project Title:	CC215 Idea #94
Project length (in miles):	1.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Braided ramp between Rainbow and Jones both directions

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

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #94

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	1.740	MI	\$1,434,908	\$2,496,166
2 - LANE HIGHWAY RAMP	2.289	MI	\$2,156,323	\$4,935,823
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #94

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$7,431,989	
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				
ON-RAMP CC-215 WB AT JONES BLVD OVER RAINBOW BLVD EXIT RAMP				
BRIDGE LENGTH	889.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	24,003	SF	\$150	\$3,600,450
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,709,042	\$1,709,042
NEW DIVIDED RURAL CROSSING				
ON-RAMP CC-215 EB AT RAINBOW BLVD OVER JONES BLVD EXIT RAMP				
BRIDGE LENGTH	288.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	7,776	SF	\$150	\$1,166,400
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,747,437	\$1,747,437
NEW DIVIDED OR UNDIVIDED URBAN CROSSING WITH WALLS				
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, 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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #94

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$8,223,330	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WALLS ON WB SIDE				
MSE WALL LENGTH	7,841	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	94,092	SF	\$57	\$5,355,717
MECHANICALLY STABILIZED EARTH WALLS				
WALLS ON EB SIDE				
MSE WALL LENGTH	1,841	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	22,092	SF	\$57	\$1,257,477
MECHANICALLY STABILIZED EARTH WALLS				
MSE WALL LENGTH	0	LF		
BEGINNING HEIGHT	0	FT		
ENDING HEIGHT	0	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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
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			\$6,613,193	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #94

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$28,728,789
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$287,288
TRAFFIC CONTROL	10.0%			\$2,872,879
ROADSIDE SAFETY	3.0%			\$861,864
LANDSCAPING / AESTHETICS.....	3.0%			\$861,864
SUB-TOTAL MOBILIZATION	7.0%			\$33,612,683
				\$2,352,688
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$35,965,571
				\$1,078,967
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$37,044,538
				\$9,261,135
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$46,305,673
				\$2,315,284
TOTAL PRESENT DAY CONSTRUCTION COST				\$48,620,957
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$48,620,957
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$3,889,677
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$13,562,238			\$13,562,238
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$2,917,257
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$486,210
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$486,210
LEGAL (PRESENT DAY COST)	1.0%			\$486,210
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$21,827,801
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$70,448,757
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$70,448,757	\$2,113,463
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$2,113,463
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$2,113,463
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$2,113,463
GRAND TOTAL PROJECT COST				\$74,675,683

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #95

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$6,087,856
SECTION II - BRIDGES		\$7,178,430
SECTION III - WALLS		\$7,666,441
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$4,459,909
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$16,628,502
TOTAL PRESENT DAY CONSTRUCTION COST		\$42,974,809
TOTAL ESCALATED CONSTRUCTION COST	2019	\$42,974,809
TOTAL CONSTRUCTION & ENGINEERING	2019	\$66,351,764
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,990,553
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,990,553
GRAND TOTAL PROJECT COST		\$70,332,870

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$43,000,000	\$38,600,000	\$46,800,000
TOTAL PROJECT COST	\$70,300,000	\$64,200,000	\$77,900,000

Estimate prepared by:	Anita Busch
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	CC215
Project Title:	CC215 Idea #95
Project length (in miles):	1.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Braided ramp between Jones and Decatur both directions

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

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #95

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	2.321	MI	\$1,434,908	\$3,330,135
2 - LANE HIGHWAY RAMP	1.279	MI	\$2,156,323	\$2,757,721
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #95

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$6,087,856	
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				
OFF-RAMP CC-215 WB AT JONES BLVD OVER DECATUR BLVD ENTRANCE RAMP				
BRIDGE LENGTH	438.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	11,826	SF	\$150	\$1,773,900
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,709,042	\$1,709,042
NEW DIVIDED RURAL CROSSING				
ON-RAMP CC-215 EB AT JONES BLVD OVER DECATUR BLVD EXIT RAMP				
BRIDGE LENGTH	481.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	12,987	SF	\$150	\$1,948,050
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,747,437	\$1,747,437
NEW DIVIDED OR UNDIVIDED URBAN CROSSING WITH WALLS				
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, 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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

CC215 Idea #95

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$7,178,430	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WALLS ON WB SIDE				
MSE WALL LENGTH	5,835	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	70,020	SF	\$57	\$3,985,538
MECHANICALLY STABILIZED EARTH WALLS				
WALLS ON EB SIDE				
MSE WALL LENGTH	5,389	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	64,668	SF	\$57	\$3,680,903
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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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
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			\$7,666,441	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$25,392,636
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$253,926
TRAFFIC CONTROL	10.0%			\$2,539,264
ROADSIDE SAFETY	3.0%			\$761,779
LANDSCAPING / AESTHETICS.....	3.0%			\$761,779
SUB-TOTAL MOBILIZATION	7.0%			\$29,709,384
				\$2,079,657
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$31,789,041
				\$953,671
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$32,742,712
				\$8,185,678
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$40,928,390
				\$2,046,419
TOTAL PRESENT DAY CONSTRUCTION COST				\$42,974,809
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$42,974,809
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$3,437,985
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$16,071,237			\$16,071,237
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$2,578,489
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$429,748
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$429,748
LEGAL (PRESENT DAY COST)	1.0%			\$429,748
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$23,376,955
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$66,351,764
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$66,351,764	\$1,990,553
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,990,553
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,990,553
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,990,553
GRAND TOTAL PROJECT COST				\$70,332,870

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$4,824,064
SECTION II - BRIDGES		\$17,077,813
SECTION III - WALLS		\$2,794,658
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$4,318,880
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$19,000,899
TOTAL PRESENT DAY CONSTRUCTION COST		\$49,106,047
TOTAL ESCALATED CONSTRUCTION COST	2019	\$49,106,047
TOTAL CONSTRUCTION & ENGINEERING	2019	\$57,459,075
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,723,772
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,723,772
GRAND TOTAL PROJECT COST		\$60,906,620

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$49,100,000	\$42,100,000	\$52,900,000
TOTAL PROJECT COST	\$60,900,000	\$53,200,000	\$66,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Idea #5 & #10 COMBINED
Project length (in miles):	0.8
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Widen the I-15 NB/Las Vegas Blvd to CC-215 WB ramp from 1 to 2 lanes. Draft the CC-215 WB Decatur Blvd on-ramp and the I-15 on-ramp to CC-215 WB

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	1.361	MI	\$1,434,908	\$1,952,910
2 - LANE HIGHWAY RAMP	0.542	MI	\$2,156,323	\$1,168,727
3 - LANE HIGHWAY RAMP	0.260	MI	\$2,854,146	\$742,078
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.358	MI	\$2,682,539	\$960,349
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$4,824,064	
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				
OFF-RAMP TO DECATUR OVER CC-215 WB ON-RAMP				
BRIDGE LENGTH	1,100.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	40.5	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	50.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	44,550	SF	\$150	\$6,682,500
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,717,563	\$1,717,563
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	129,278	SF	\$57	\$7,358,475

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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				
CC-215 OVER UPRR				
BRIDGE LENGTH	240.0	FT		
BRIDGE WIDENING WIDTH	13.5	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	3,240	SF	\$175	\$567,000
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	\$160,137	\$160,137
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$17,077,813	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	3,507	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	49,098	SF	\$57	\$2,794,658
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	\$57	\$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	\$57	\$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	\$57	\$0

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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
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			\$2,794,658	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$29,015,416
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$290,154
TRAFFIC CONTROL	10.0%			\$2,901,542
ROADSIDE SAFETY	3.0%			\$870,462
LANDSCAPING / AESTHETICS.....	3.0%			\$870,462
SUB-TOTAL MOBILIZATION	7.0%			\$33,948,037
				\$2,376,363
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$36,324,399
				\$1,089,732
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$37,414,131
				\$9,353,533
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$46,767,664
				\$2,338,383
TOTAL PRESENT DAY CONSTRUCTION COST				\$49,106,047
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				2019 \$49,106,047
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$3,928,484
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$2,946,363
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$491,060
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$491,060
LEGAL (PRESENT DAY COST)	1.0%			\$491,060
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$8,353,028
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				2019 \$57,459,075
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$57,459,075	\$1,723,772
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,723,772
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,723,772
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,723,772
GRAND TOTAL PROJECT COST				\$60,906,620

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$981,343
SECTION II - BRIDGES		\$45,755,077
SECTION III - WALLS		\$1,402,655
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$4,299,651
SECTION VII - ADDITIONAL ITEMS		\$21,293,146
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$48,283,709
TOTAL PRESENT DAY CONSTRUCTION COST		\$124,784,731
TOTAL ESCALATED CONSTRUCTION COST	2019	\$124,784,731
TOTAL CONSTRUCTION & ENGINEERING	2019	\$146,003,135
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$4,380,094
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$4,380,094
GRAND TOTAL PROJECT COST		\$154,763,323

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$124,800,000	\$105,800,000	\$135,400,000
TOTAL PROJECT COST	\$154,800,000	\$134,000,000	\$169,900,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	Henderson System Interchange
Project Title:	Henderson System Interchange Alt #1
Project length (in miles):	1.2
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

Separate wizard estimate was done for EB 215 to SB 315 bridge with height of 24'. Please see "Wizard Headers Alternative 1 - BRIDGE ONLY - EB215 TO SB315" for details. The bridge estimate noted above is added as Additional Item in this estimate.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Free flow condition. Braid the two ramps from I-215 so that the eastbound to northbound movement takes off from the right hand side of the ramp merges with the single lane westbound to northbound ramp that eventually merges two lanes with I-515 just

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?

Yes No

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.150	MI	\$1,434,908	\$215,236
2 - LANE HIGHWAY RAMP	0.206	MI	\$2,156,323	\$444,203
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.120	MI	\$2,682,539	\$321,905
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$981,343	
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				
EB 215 TO NB 95				
BRIDGE LENGTH	3,924.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	50.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	S	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	153,036	SF	\$240	\$36,728,640
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,667,962	\$1,667,962
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	129,278	SF	\$57	\$7,358,475

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$45,755,077	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	1,072	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	15,008	SF	\$57	\$854,255
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1

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				
I-215 EB TO US95 NB RAMP				
SOUND WALL LENGTH	1,828	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	21,936	SF	\$25	\$548,400
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
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			\$1,402,655	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.316	MI	\$29,260	\$9,246
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$0
DEMOLISH BRIDGE	122,583	SF	\$35	\$4,290,405
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			\$4,299,651	

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$73,731,874
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$737,319
TRAFFIC CONTROL	10.0%			\$7,373,187
ROADSIDE SAFETY	3.0%			\$2,211,956
LANDSCAPING / AESTHETICS.....	3.0%			\$2,211,956
SUB-TOTAL MOBILIZATION	7.0%			\$86,266,292
				\$6,038,640
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$92,304,933
				\$2,769,148
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$95,074,081
				\$23,768,520
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$118,842,601
				\$5,942,130
TOTAL PRESENT DAY CONSTRUCTION COST				\$124,784,731
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$124,784,731
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$9,982,778
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$7,487,084
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$1,247,847
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$1,247,847
LEGAL (PRESENT DAY COST)	1.0%			\$1,247,847
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$21,218,404
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$146,003,135
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$146,003,135	\$4,380,094
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$4,380,094
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$4,380,094
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$4,380,094
GRAND TOTAL PROJECT COST				\$154,763,323

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		
SECTION II - BRIDGES		\$13,427,337
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$2,014,101
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$10,655,595
TOTAL PRESENT DAY CONSTRUCTION COST		\$28,416,769
TOTAL ESCALATED CONSTRUCTION COST	2019	\$28,416,769
TOTAL CONSTRUCTION & ENGINEERING	2019	\$33,252,620
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$997,579
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$997,579
GRAND TOTAL PROJECT COST		\$35,247,777

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$28,400,000	\$22,000,000	\$28,300,000
TOTAL PROJECT COST	\$35,200,000	\$28,400,000	\$36,200,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	Henderson System Interchange
Project Title:	Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY
Project length (in miles):	1.2
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

 Note:

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

 Note:

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

 Yes No

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?

Is the site in an urban area or near subdivisions?

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

 Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

THIS ESTIMATE IS ONLY FOR BRIDGE EB 215 TO SB 515.
This estimate is included in the Wizard Henderson Alternative 1 as "Additional Item"

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

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$0	
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				
EB 215 TO SB 515				
BRIDGE LENGTH	1,914.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	74,646	SF	\$150	\$11,196,900
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$497,223	\$497,223
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$13,427,337	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SOUND WALLS				
I-215 EB TO US95 NB RAMP				
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
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 &	0	EA	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #1 - EB215 TO SB515 BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$15,441,437
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$154,414
TRAFFIC CONTROL	10.0%			\$1,544,144
ROADSIDE SAFETY	3.0%			\$463,243
LANDSCAPING / AESTHETICS.....	3.0%			\$463,243
SUB-TOTAL MOBILIZATION	7.0%			\$18,066,482
				\$1,264,654
SUB-TOTAL TIME-RELATED OVERHEAD	12.0%			\$19,331,135
				\$2,319,736
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$21,650,872
				\$5,412,718
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$27,063,589
				\$1,353,179
TOTAL PRESENT DAY CONSTRUCTION COST				\$28,416,769
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$28,416,769
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$2,273,342
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$1,705,006
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$284,168
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$284,168
LEGAL (PRESENT DAY COST)	1.0%			\$284,168
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$4,835,851
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$33,252,620
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$33,252,620	\$997,579
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$997,579
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$997,579
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$997,579
GRAND TOTAL PROJECT COST				\$35,247,777

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$10,482,505
SECTION II - BRIDGES		\$16,248,291
SECTION III - WALLS		\$5,065,784
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		\$550,000
SECTION VI - DEMOLITION		\$3,328,988
SECTION VII - ADDITIONAL ITEMS		\$43,009,294
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$51,527,200
TOTAL PRESENT DAY CONSTRUCTION COST		\$133,167,229
TOTAL ESCALATED CONSTRUCTION COST	2019	\$133,167,229
TOTAL CONSTRUCTION & ENGINEERING	2019	\$165,030,658
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$4,950,920
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$4,950,920
GRAND TOTAL PROJECT COST		\$174,932,497

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$133,200,000	\$118,600,000	\$149,600,000
TOTAL PROJECT COST	\$174,900,000	\$157,800,000	\$197,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	Henderson System Interchange
Project Title:	Henderson System Interchange Alt #2
Project length (in miles):	2.1
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

Chlorine plant R/W is not included as part of this estimate.
Separate wizard estimate was done for steel bridges crossing R-15, crossing
RR, NB & SB 05 to WB 215. Please see "Wizard Henderson Alternative 2
The bridge estimate noted above is added as Additional Item in this estimate.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Modified rotary.

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

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.694	MI	\$1,434,908	\$995,826
2 - LANE HIGHWAY RAMP	0.957	MI	\$2,156,323	\$2,063,601
3 - LANE HIGHWAY RAMP	1.183	MI	\$2,854,146	\$3,376,455
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.537	MI	\$470,994	\$252,924
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.260	MI	\$11,205,773	\$2,913,501
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.334	MI	\$755,586	\$252,366
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.195	MI	\$2,682,539	\$523,095
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	58	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	4	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.195	MI	\$537,115	\$104,737
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		
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			\$10,482,505	
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				
BRIDGE CROSSING THE CHLORINE PLANT (WB)				
BRIDGE LENGTH	947.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	63.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	59,661	SF	\$150	\$8,949,150
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	3	LS	\$699,833	\$2,099,499
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	91,350	SF	\$57	\$5,199,642

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$16,248,291	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
TOTAL				
MSE WALL LENGTH	4,364	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	61,096	SF	\$57	\$3,477,584
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2

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				
TOTAL				
SOUND WALL LENGTH	5,294	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	63,528	SF	\$25	\$1,588,200
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
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			\$5,065,784	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
I-215 EB / SB ROAD (SW INTERSECTION)				
NUMBER OF LANES - ROADWAY 1	3	LN		
NUMBER OF LANES - ROADWAY 2	2	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	1	EA	\$110,000	\$110,000
LAKE MEAD EB / US95 OFF RAMP NB (SE INTERSECTION)				
NUMBER OF LANES - ROADWAY 1	4	LN		
NUMBER OF LANES - ROADWAY 2	2	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	1	EA	\$132,000	\$132,000
LAKE MEAD WB / US95 ON RAMP NB (NE INTERSECTION)				
NUMBER OF LANES - ROADWAY 1	4	LN		
NUMBER OF LANES - ROADWAY 2	3	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	1	EA	\$154,000	\$154,000
I-215 ON RAMP WB / US95 OFF RAMP SB (NW INTERSECTION)				
NUMBER OF LANES - ROADWAY 1	4	LN		
NUMBER OF LANES - ROADWAY 2	3	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	1	EA	\$154,000	\$154,000
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$550,000	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.278	MI	\$29,260	\$8,134
DEMOLISH 2 LANE RAMP	0.610	MI	\$50,161	\$30,598
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$0
DEMOLISH BRIDGE	93,293	SF	\$35	\$3,265,255
BUILDING DEMOLITION (SINGLE FAMILY HOUSES)	5	EA	\$5,000	\$25,000
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			\$3,328,988	

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$78,684,862
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$786,849
TRAFFIC CONTROL	10.0%			\$7,868,486
ROADSIDE SAFETY	3.0%			\$2,360,546
LANDSCAPING / AESTHETICS.....	3.0%			\$2,360,546
SUB-TOTAL MOBILIZATION	7.0%			\$92,061,288
				\$6,444,290
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$98,505,579
				\$2,955,167
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$101,460,746
				\$25,365,186
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$126,825,932
				\$6,341,297
TOTAL PRESENT DAY CONSTRUCTION COST				\$133,167,229
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$133,167,229
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$10,653,378
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$9,225,000			\$9,225,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$7,990,034
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$1,331,672
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$1,331,672
LEGAL (PRESENT DAY COST)	1.0%			\$1,331,672
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$31,863,429
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$165,030,658
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$165,030,658	\$4,950,920
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$4,950,920
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$4,950,920
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$4,950,920
GRAND TOTAL PROJECT COST				\$174,932,497

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		
SECTION II - BRIDGES		\$31,490,437
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$4,723,566
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$23,714,932
TOTAL PRESENT DAY CONSTRUCTION COST		\$61,289,025
TOTAL ESCALATED CONSTRUCTION COST	2019	\$61,289,025
TOTAL CONSTRUCTION & ENGINEERING	2019	\$71,713,159
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$2,151,395
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$2,151,395
GRAND TOTAL PROJECT COST		\$76,015,948

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$61,300,000	\$50,400,000	\$65,100,000
TOTAL PROJECT COST	\$76,000,000	\$64,300,000	\$82,000,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	Henderson System Interchange
Project Title:	Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BR
Project length (in miles):	2.1
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

THIS ESTIMATE IS ONLY FOR THE BRIDGE NB & SB 95 TO WB 215.
This estimate is included in the Wizard Henderson Alternative 2 as "Additional Item"

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Modified rotary.

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?

Yes No

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BRIDGE ONLY

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BRIDGE ONLY

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$0	
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				
2 BRIDGES : NB & SB 95 TO WB 215				
BRIDGE LENGTH	2,400.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	50.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	S	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	93,600	SF	\$240	\$22,464,000
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,667,962	\$1,667,962
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	129,278	SF	\$57	\$7,358,475

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BRIDGE ONLY

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$31,490,437	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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
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	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
I-215 EB / SB ROAD (SW INTERSECTION)				
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
LAKE MEAD EB / US95 OFF RAMP NB (SE INTERSECTION)				
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
LAKE MEAD WB / US95 ON RAMP NB (NE INTERSECTION)				
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
I-215 ON RAMP WB / US95 OFF RAMP SB (NW INTERSECTION)				
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
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - NB&SB95 TO WB215 BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$36,214,003
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$362,140
TRAFFIC CONTROL	10.0%			\$3,621,400
ROADSIDE SAFETY	3.0%			\$1,086,420
LANDSCAPING / AESTHETICS.....	3.0%			\$1,086,420
SUB-TOTAL MOBILIZATION	7.0%			\$42,370,384
				\$2,965,927
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$45,336,310
				\$1,360,089
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$46,696,400
				\$11,674,100
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$58,370,500
				\$2,918,525
TOTAL PRESENT DAY CONSTRUCTION COST				\$61,289,025
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$61,289,025
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$4,903,122
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$3,677,341
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$612,890
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$612,890
LEGAL (PRESENT DAY COST)	1.0%			\$612,890
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$10,424,134
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$71,713,159
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$71,713,159	\$2,151,395
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$2,151,395
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$2,151,395
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$2,151,395
GRAND TOTAL PROJECT COST				\$76,015,948

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		
SECTION II - BRIDGES		\$6,167,522
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$925,128
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$4,644,660
TOTAL PRESENT DAY CONSTRUCTION COST		\$12,003,689
TOTAL ESCALATED CONSTRUCTION COST	2019	\$12,003,689
TOTAL CONSTRUCTION & ENGINEERING	2019	\$14,049,316
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$421,479
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$421,479
GRAND TOTAL PROJECT COST		\$14,892,275

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$12,000,000	\$9,900,000	\$12,700,000
TOTAL PROJECT COST	\$14,900,000	\$12,600,000	\$16,100,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	Henderson System Interchange
Project Title:	Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE
Project length (in miles):	2.1
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

THIS ESTIMATE IS ONLY FOR THE BRIDGES CROSSING I-515 AND RR.
This estimate is included in the Wizard Henderson Alternative 2 as "Additional Item"

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Modified rotary.

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?

Yes No

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE ONLY

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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				\$0
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				
2 BRIDGES : CROSSING I-515 AND CROSSING RR				
BRIDGE LENGTH	496.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	51.5	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	25,544	SF	\$150	\$3,831,600
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$602,708	\$602,708
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE ONLY

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE ONLY

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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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$6,167,522	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE ONLY

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
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	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
I-215 EB / SB ROAD (SW INTERSECTION)				
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
LAKE MEAD EB / US95 OFF RAMP NB (SE INTERSECTION)				
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
LAKE MEAD WB / US95 ON RAMP NB (NE INTERSECTION)				
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
I-215 ON RAMP WB / US95 OFF RAMP SB (NW INTERSECTION)				
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
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

Henderson System Interchange Alt #2 - XING I515 & RR BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$7,092,650
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$70,927
TRAFFIC CONTROL	10.0%			\$709,265
ROADSIDE SAFETY	3.0%			\$212,780
LANDSCAPING / AESTHETICS.....	3.0%			\$212,780
SUB-TOTAL MOBILIZATION				\$8,298,401
	7.0%			\$580,888
SUB-TOTAL TIME-RELATED OVERHEAD				\$8,879,289
	3.0%			\$266,379
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$9,145,668
	25.0%			\$2,286,417
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$11,432,084
	5.0%			\$571,604
TOTAL PRESENT DAY CONSTRUCTION COST				\$12,003,689
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$12,003,689
PRELIMINARY ENGINEERING (PRESENT DAY COST)				
	8.0%			\$960,295
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)				
	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)				
	6.0%			\$720,221
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)				
	1.0%			\$120,037
ADMINISTRATION (PRESENT DAY COST)				
	1.0%			\$120,037
LEGAL (PRESENT DAY COST)				
	1.0%			\$120,037
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)				
	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR				
	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				
				\$2,045,627
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$14,049,316
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$14,049,316	\$421,479
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
				\$421,479
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR				
	3.0%			\$421,479
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				
				\$421,479
GRAND TOTAL PROJECT COST				\$14,892,275

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$21,959,021
SECTION II - BRIDGES		\$9,633,320
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		\$104,048,520
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$6,655,250
SECTION VII - ADDITIONAL ITEMS		\$51,344,417
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$126,806,528
TOTAL PRESENT DAY CONSTRUCTION COST		\$327,719,613
TOTAL ESCALATED CONSTRUCTION COST	2019	\$327,719,613
TOTAL CONSTRUCTION & ENGINEERING	2019	\$353,942,182
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	
GRAND TOTAL PROJECT COST		\$353,942,182

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$327,700,000	\$299,900,000	\$371,500,000
TOTAL PROJECT COST	\$353,900,000	\$324,300,000	\$400,900,000

Estimate prepared by:	Jack Sjostrom
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Base
Project length (in miles):	1.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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.

System to System interchange reconstruction at I-15 and I-215, final revised configuration undetermined

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

For purposes of this estimate, an additional lane is estimated on I-15 from Sloan to Pecos in both directions. It was assumed that the existing system of the existing interchange at I-15 will be able to accommodate the added volume at the bridge crossing, with full ROW. Estimate does not include accommodations/estimates for space required for HOV direct connector ramps/bridges, etc.

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

No ROW acquisition is included in the estimate. The estimate does not include adjustment of walls/structures at the currently no-cost state initiated strip interchange near overpasses at I-15, I-25, I-40, I-405, I-405 NB, I-405 SB, Blue Diamond, Warm Springs, Russell Road.

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Additional general purpose lane (both directions)

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?

Yes No

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	18.125	MI	\$1,211,532	\$21,959,021
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-15/I-215 Base**

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$21,959,021	
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				
Sunset Bridge over I-15				
BRIDGE LENGTH	625.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	63.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	5.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	S	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	39,375	SF	\$240	\$9,450,000
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$126,115	\$126,115
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	1,005	SF	\$57	\$57,205

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Base

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Base

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$9,633,320	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Base

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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0.75	EA	\$138,731,360	\$104,048,520
SUBTOTAL - INTERCHANGES				\$104,048,520
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$0
DEMOLISH BRIDGE	190,150	SF	\$35	\$6,655,250
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				\$6,655,250

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Base

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$193,640,527
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$1,936,405
TRAFFIC CONTROL	10.0%			\$19,364,053
ROADSIDE SAFETY	3.0%			\$5,809,216
LANDSCAPING / AESTHETICS.....	3.0%			\$5,809,216
SUB-TOTAL MOBILIZATION	7.0%			\$226,559,417
				\$15,859,159
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$242,418,576
				\$7,272,557
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$249,691,133
				\$62,422,783
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$312,113,917
				\$15,605,696
TOTAL PRESENT DAY CONSTRUCTION COST				\$327,719,613
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$327,719,613
PRELIMINARY ENGINEERING (PRESENT DAY COST)	0.0%			\$0
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$19,663,177
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	0.0%			\$0
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$3,277,196
LEGAL (PRESENT DAY COST)	1.0%			\$3,277,196
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$26,222,569
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$353,942,182
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.00	Percentage	\$353,942,182	\$0
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$0
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	0.0%			\$0
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$0
GRAND TOTAL PROJECT COST				\$353,942,182

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #3

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$2,509,326
SECTION II - BRIDGES		\$2,249,705
SECTION III - WALLS		\$2,061,585
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$1,023,093
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$5,136,495
TOTAL PRESENT DAY CONSTRUCTION COST		\$13,274,790
TOTAL ESCALATED CONSTRUCTION COST	2019	\$13,274,790
TOTAL CONSTRUCTION & ENGINEERING	2019	\$15,536,504
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$466,095
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$466,095
GRAND TOTAL PROJECT COST		\$16,468,695

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$13,300,000	\$11,900,000	\$14,400,000
TOTAL PROJECT COST	\$16,500,000	\$14,900,000	\$18,100,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Idea #3
Project length (in miles):	1.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

There will be a design exception for the shoulder widths at Sunset Bridge and at UPRR Bridge (2' inside shoulder & 2' outside shoulder)

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Widen the 2-lane sections of the I-15 NB CD road to 3 lanes.

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #3

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.061	MI	\$1,434,908	\$87,529
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.903	MI	\$2,682,539	\$2,421,797
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #3

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$2,509,326	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-15/I-215 Idea #3**

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 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
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				
I-15 NB/CD over I-15 NB/I-215 WB OFF RAMP				
BRIDGE LENGTH	131.0	FT		
BRIDGE WIDENING WIDTH	12.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	1,572	SF	\$175	\$275,100
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	\$174,712	\$174,712
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
NBCD over I-215 WB / I-15 NB ON RAMP				
BRIDGE LENGTH	426.0	FT		
BRIDGE WIDENING WIDTH	5.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	2,130	SF	\$175	\$372,750
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	\$242,866	\$242,866
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #3

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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$2,249,705	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
Wall along I-15 NBCD (RT Side)				
MSE WALL LENGTH	2,124	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	25,488	SF	\$57	\$1,450,777
MECHANICALLY STABILIZED EARTH WALLS				
Wall along I-15 NBCD (LT Side)				
MSE WALL LENGTH	3,577	LF		
BEGINNING HEIGHT	3	FT		
ENDING HEIGHT	3	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,731	SF	\$57	\$610,809
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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #3

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
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			\$2,061,585	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST**I-15/I-215 Idea #3**

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$7,843,709
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$78,437
TRAFFIC CONTROL	10.0%			\$784,371
ROADSIDE SAFETY	3.0%			\$235,311
LANDSCAPING / AESTHETICS.....	3.0%			\$235,311
SUB-TOTAL MOBILIZATION	7.0%			\$9,177,140
				\$642,400
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$9,819,540
				\$294,586
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$10,114,126
				\$2,528,531
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$12,642,657
				\$632,133
TOTAL PRESENT DAY CONSTRUCTION COST				\$13,274,790
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$13,274,790
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$1,061,983
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$796,487
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$132,748
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$132,748
LEGAL (PRESENT DAY COST)	1.0%			\$132,748
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$2,261,714
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$15,536,504
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$15,536,504	\$466,095
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$466,095
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$466,095
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$466,095
GRAND TOTAL PROJECT COST				\$16,468,695

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #4

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,381,508
SECTION II - BRIDGES		\$1,144,712
SECTION III - WALLS		\$150,269
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$401,473
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$2,263,676
TOTAL PRESENT DAY CONSTRUCTION COST		\$5,457,238
TOTAL ESCALATED CONSTRUCTION COST	2019	\$5,457,238
TOTAL CONSTRUCTION & ENGINEERING	2019	\$6,389,968
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$191,699
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$191,699
GRAND TOTAL PROJECT COST		\$6,773,366

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$5,500,000	\$4,800,000	\$5,900,000
TOTAL PROJECT COST	\$6,800,000	\$6,100,000	\$7,500,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Idea #4
Project length (in miles):	0.8
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Widen CC-215 EB to I-15 NB ramp from one to two lanes.

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #4

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.515	MI	\$2,682,539	\$1,381,508
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #4

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$1,381,508	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-15/I-215 Idea #4**

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 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
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				
I-15 NB/CD over I-215				
BRIDGE LENGTH	285.0	FT		
BRIDGE WIDENING WIDTH	6.5	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	1,853	SF	\$175	\$324,275
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	\$228,299	\$228,299
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #4

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$1,144,712	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
Wall along I-15 NB/CD				
MSE WALL LENGTH	220	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	2,640	SF	\$57	\$150,269
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #4

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
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			\$150,269	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST**I-15/I-215 Idea #4**

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$3,077,962
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$30,780
TRAFFIC CONTROL	10.0%			\$307,796
ROADSIDE SAFETY	3.0%			\$92,339
LANDSCAPING / AESTHETICS.....	3.0%			\$92,339
SUB-TOTAL MOBILIZATION				\$3,601,216
	7.0%			\$252,085
SUB-TOTAL TIME-RELATED OVERHEAD				\$3,853,301
	3.0%			\$115,599
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$3,968,900
	25.0%			\$992,225
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$4,961,125
	10.0%			\$496,113
TOTAL PRESENT DAY CONSTRUCTION COST				\$5,457,238
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				2019
				\$5,457,238
PRELIMINARY ENGINEERING (PRESENT DAY COST)				
	8.0%			\$436,579
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)				
	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)				
	6.0%			\$327,434
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)				
	1.0%			\$54,572
ADMINISTRATION (PRESENT DAY COST)				
	1.0%			\$54,572
LEGAL (PRESENT DAY COST)				
	1.0%			\$54,572
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)				
	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR				
	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				
				\$932,730
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				2019
				\$6,389,968
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$6,389,968	\$191,699
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
				\$191,699
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR				
	3.0%			\$191,699
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				
				\$191,699
GRAND TOTAL PROJECT COST				\$6,773,366

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$4,824,064
SECTION II - BRIDGES		\$17,077,813
SECTION III - WALLS		\$2,794,658
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$4,318,880
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$19,000,899
TOTAL PRESENT DAY CONSTRUCTION COST		\$49,106,047
TOTAL ESCALATED CONSTRUCTION COST	2019	\$49,106,047
TOTAL CONSTRUCTION & ENGINEERING	2019	\$57,459,075
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,723,772
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,723,772
GRAND TOTAL PROJECT COST		\$60,906,620

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$49,100,000	\$42,100,000	\$52,900,000
TOTAL PROJECT COST	\$60,900,000	\$53,200,000	\$66,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Idea #5 & #10 COMBINED
Project length (in miles):	0.8
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Widen the I-15 NB/Las Vegas Blvd to CC-215 WB ramp from 1 to 2 lanes. Draft the CC-215 WB Decatur Blvd on-ramp and the I-15 on-ramp to CC-215 WB

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	1.361	MI	\$1,434,908	\$1,952,910
2 - LANE HIGHWAY RAMP	0.542	MI	\$2,156,323	\$1,168,727
3 - LANE HIGHWAY RAMP	0.260	MI	\$2,854,146	\$742,078
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.358	MI	\$2,682,539	\$960,349
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$4,824,064	
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				
OFF-RAMP TO DECATUR OVER CC-215 WB ON-RAMP				
BRIDGE LENGTH	1,100.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	40.5	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	50.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	44,550	SF	\$150	\$6,682,500
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,717,563	\$1,717,563
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	129,278	SF	\$57	\$7,358,475

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

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 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
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				
CC-215 OVER UPRR				
BRIDGE LENGTH	240.0	FT		
BRIDGE WIDENING WIDTH	13.5	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	3,240	SF	\$175	\$567,000
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	\$160,137	\$160,137
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$17,077,813	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	3,507	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	49,098	SF	\$57	\$2,794,658
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

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
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			\$2,794,658	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #5 & #10 COMBINED

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$29,015,416
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$290,154
TRAFFIC CONTROL	10.0%			\$2,901,542
ROADSIDE SAFETY	3.0%			\$870,462
LANDSCAPING / AESTHETICS.....	3.0%			\$870,462
SUB-TOTAL MOBILIZATION	7.0%			\$33,948,037
				\$2,376,363
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$36,324,399
				\$1,089,732
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$37,414,131
				\$9,353,533
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$46,767,664
				\$2,338,383
TOTAL PRESENT DAY CONSTRUCTION COST				\$49,106,047
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				2019
				\$49,106,047
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$3,928,484
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$2,946,363
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$491,060
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$491,060
LEGAL (PRESENT DAY COST)	1.0%			\$491,060
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$8,353,028
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				2019
				\$57,459,075
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$57,459,075	\$1,723,772
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,723,772
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,723,772
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,723,772
GRAND TOTAL PROJECT COST				\$60,906,620

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #7

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,303,714
SECTION II - BRIDGES		
SECTION III - WALLS		\$254,205
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$283,688
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$1,502,820
TOTAL PRESENT DAY CONSTRUCTION COST		\$3,413,592
TOTAL ESCALATED CONSTRUCTION COST	2019	\$3,413,592
TOTAL CONSTRUCTION & ENGINEERING	2019	\$3,998,903
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$119,967
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$119,967
GRAND TOTAL PROJECT COST		\$4,238,837

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$3,400,000	\$3,200,000	\$3,800,000
TOTAL PROJECT COST	\$4,200,000	\$4,000,000	\$4,700,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Idea #7
Project length (in miles):	0.4
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

 Note:

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

 Note:

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

 Yes No

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?

Is the site in an urban area or near subdivisions?

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

 Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Upgrade the NB Silverado Ranch Blvd off-ramp from 1-lane to 2-lane.

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #7

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.486	MI	\$2,682,539	\$1,303,714
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #7

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$1,303,714	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #7

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #7

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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
Wall along the off ramp at Silverado Ranch				
MSE WALL LENGTH	319	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	4,466	SF	\$57	\$254,205
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #7

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
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			\$254,205	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST**I-15/I-215 Idea #7**

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$1,841,607
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$18,416
TRAFFIC CONTROL	10.0%			\$184,161
ROADSIDE SAFETY	3.0%			\$55,248
LANDSCAPING / AESTHETICS.....	3.0%			\$55,248
SUB-TOTAL MOBILIZATION				\$2,154,680
	7.0%			\$150,828
SUB-TOTAL TIME-RELATED OVERHEAD				\$2,305,507
	3.0%			\$69,165
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$2,374,673
	25.0%			\$593,668
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$2,968,341
	15.0%			\$445,251
TOTAL PRESENT DAY CONSTRUCTION COST				\$3,413,592
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				2019
				\$3,413,592
SECTION VIII - STANDARD PERCENTAGE ADDERS				
PRELIMINARY ENGINEERING (PRESENT DAY COST)				\$273,087
	8.0%			
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)				\$5,000
	\$5,000			
FINAL ENGINEERING (PRESENT DAY COST)				\$204,816
	6.0%			
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)				\$34,136
	1.0%			
ADMINISTRATION (PRESENT DAY COST)				\$34,136
	1.0%			
LEGAL (PRESENT DAY COST)				\$34,136
	1.0%			
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)				\$0
	0.0%			
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR				\$0
	2019	@	0.00%	
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$585,311
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				2019
				\$3,998,903
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$3,998,903	\$119,967
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
				\$119,967
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR				\$119,967
	3.0%			
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....				\$0
	2019	@	0.00%	
TOTAL MITIGATION COST (ESCALATED)				\$119,967
GRAND TOTAL PROJECT COST				\$4,238,837

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #9

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$2,247,839
SECTION II - BRIDGES		
SECTION III - WALLS		\$3,158,263
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$1,290,915
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$4,385,577
TOTAL PRESENT DAY CONSTRUCTION COST		\$11,334,114
TOTAL ESCALATED CONSTRUCTION COST	2019	\$11,334,114
TOTAL CONSTRUCTION & ENGINEERING	2019	\$13,265,914
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$397,977
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$397,977
GRAND TOTAL PROJECT COST		\$14,061,869

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$11,300,000	\$10,600,000	\$12,500,000
TOTAL PROJECT COST	\$14,100,000	\$13,200,000	\$15,600,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Idea #9
Project length (in miles):	0.9
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Assume a shoulder design exception at both Sunset and UPRR bridges to avoid replacing the bridges. CD Road inside and outside shoulders are 4' and 8' respectively except at Sunset, the inside and outside shoulder is 2' and at the UPRR, the outside shoulder is 2'.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Widen the 2-lane sections of the I-15 SB CD road to 3 lanes.

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #9

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.830	MI	\$2,682,539	\$2,226,508
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #9

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
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	14	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	3	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.155	MI	\$137,620	\$21,331
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		
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			\$2,247,839	
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				
BRIDGE AT SUNSET RD (DESIGN EXCEPTION)				
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				
BRIDGE AT UPRR (DESIGN EXCEPTION)				
BRIDGE LENGTH	0.0	FT		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #9

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #9

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
Walls along I15 SB CD NORTH OF TECO AVE				
MSE WALL LENGTH	3,665	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	51,310	SF	\$57	\$2,920,565
MECHANICALLY STABILIZED EARTH WALLS				
Walls along I15 SB CD SOUTH OF TECO AVE				
MSE WALL LENGTH	1,044	LF		
BEGINNING HEIGHT	3	FT		
ENDING HEIGHT	5	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	4,176	SF	\$57	\$237,698
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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #9

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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
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			\$3,158,263	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #9

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$6,697,017
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$66,970
TRAFFIC CONTROL	10.0%			\$669,702
ROADSIDE SAFETY	3.0%			\$200,911
LANDSCAPING / AESTHETICS.....	3.0%			\$200,911
SUB-TOTAL MOBILIZATION	7.0%			\$7,835,510
				\$548,486
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$8,383,996
				\$251,520
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$8,635,516
				\$2,158,879
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$10,794,395
				\$539,720
TOTAL PRESENT DAY CONSTRUCTION COST				\$11,334,114
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$11,334,114
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$906,729
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$680,047
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$113,341
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$113,341
LEGAL (PRESENT DAY COST)	1.0%			\$113,341
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$1,931,799
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$13,265,914
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$13,265,914	\$397,977
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$397,977
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$397,977
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$397,977
GRAND TOTAL PROJECT COST				\$14,061,869

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #11

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,453,936
SECTION II - BRIDGES		
SECTION III - WALLS		\$799,157
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$337,964
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$1,905,584
TOTAL PRESENT DAY CONSTRUCTION COST		\$4,593,953
TOTAL ESCALATED CONSTRUCTION COST	2019	\$4,593,953
TOTAL CONSTRUCTION & ENGINEERING	2019	\$5,550,575
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$166,517
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$166,517
GRAND TOTAL PROJECT COST		\$5,883,610

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$4,600,000	\$4,300,000	\$5,100,000
TOTAL PROJECT COST	\$5,900,000	\$5,500,000	\$6,500,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-15/I-215
Project Title:	I-15/I-215 Idea #11
Project length (in miles):	0.5
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Upgrade the northbound Silverado Ranch Blvd on-ramp from one lane to two lanes and include an acceleration lane on I-15.

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #11

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.542	MI	\$2,682,539	\$1,453,936
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #11

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$1,453,936	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-15/I-215 Idea #11**

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #11

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
Silverado Ranch - I-15NB on ramp				
MSE WALL LENGTH	1,170	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	14,040	SF	\$57	\$799,157
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #11

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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
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			\$799,157	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-15/I-215 Idea #11

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$2,591,057
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$25,911
TRAFFIC CONTROL	10.0%			\$259,106
ROADSIDE SAFETY	3.0%			\$77,732
LANDSCAPING / AESTHETICS.....	3.0%			\$77,732
SUB-TOTAL MOBILIZATION				\$3,031,537
	7.0%			\$212,208
SUB-TOTAL TIME-RELATED OVERHEAD				\$3,243,744
	3.0%			\$97,312
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$3,341,057
	25.0%			\$835,264
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$4,176,321
	10.0%			\$417,632
TOTAL PRESENT DAY CONSTRUCTION COST				\$4,593,953
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$4,593,953
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$4,593,953
SECTION VIII - STANDARD PERCENTAGE ADDERS				
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$367,516
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$175,650			\$175,650
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$275,637
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$45,940
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$45,940
LEGAL (PRESENT DAY COST)	1.0%			\$45,940
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$956,622
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$5,550,575
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$5,550,575	\$166,517
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$166,517
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$166,517
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$166,517
GRAND TOTAL PROJECT COST				\$5,883,610

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$12,925,254
SECTION II - BRIDGES		\$8,650,164
SECTION III - WALLS		\$1,490,354
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$183,360
SECTION VII - ADDITIONAL ITEMS		\$4,869,599
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$18,413,700
TOTAL PRESENT DAY CONSTRUCTION COST		\$47,588,486
TOTAL ESCALATED CONSTRUCTION COST	2019	\$47,588,486
TOTAL CONSTRUCTION & ENGINEERING	2019	\$55,683,529
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,670,506
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,670,506
GRAND TOTAL PROJECT COST		\$59,024,541

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$47,600,000	\$42,300,000	\$52,100,000
TOTAL PROJECT COST	\$59,000,000	\$53,100,000	\$65,300,000

Estimate prepared by:	Anita Busch
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-215
Project Title:	I-215 Base
Project length (in miles):	0.6
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Shoulder exception at Windmill and Wigwam bridge to avoid replacing the bridge

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Add 1 GP lane to existing 3 lanes in each direction

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	6.360	MI	\$961,035	\$6,112,180
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	5.544	MI	\$1,228,910	\$6,813,074
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Base

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$12,925,254	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-215 Base**

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
I-215 OVER PEBBLE ST (WIDEN TO THE INSIDE X 2)				
BRIDGE LENGTH	280.0	FT		
BRIDGE WIDENING WIDTH	24.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	122.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	146.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,720	SF	\$175	\$1,176,000
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$564,492	\$564,492
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
I-215 OVER SPENCER STREET (WIDEN TO THE INSIDE X 2)				
BRIDGE LENGTH	250.0	FT		
BRIDGE WIDENING WIDTH	24.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	136.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	160.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,000	SF	\$175	\$1,050,000
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$564,492	\$564,492
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
I-215 OVER EASTERN AVE (WIDEN TO THE INSIDE X 2)				
BRIDGE LENGTH	250.0	FT		
BRIDGE WIDENING WIDTH	24.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	120.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	149.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,000	SF	\$175	\$1,050,000
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$619,196	\$619,196
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
I-215 OVER PECOS STREET (WIDEN TO THE INSIDE X 2)				
BRIDGE LENGTH	275.0	FT		
BRIDGE WIDENING WIDTH	24.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	120.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	144.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,600	SF	\$175	\$1,155,000
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$564,492	\$564,492
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
I-215 OVER GIBSON STREET (WIDEN TO THE OUTSIDE X 2)				
BRIDGE LENGTH	275.0	FT		
BRIDGE WIDENING WIDTH	27.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	122.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	149.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	7,425	SF	\$175	\$1,299,375
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1	LS	\$607,118	\$607,118
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
SUBTOTAL - BRIDGES			\$8,650,164	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
Retaining Walls at GIBSON ON I-215 WB				
MSE WALL LENGTH	1,572	LF		
BEGINNING HEIGHT	6	FT		
ENDING HEIGHT	6	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	9,432	SF	\$57	\$536,869
MECHANICALLY STABILIZED EARTH WALLS				
Retaining Walls at GIBSON ON I-215 EB				
MSE WALL LENGTH	1,411	LF		
BEGINNING HEIGHT	6	FT		
ENDING HEIGHT	6	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	8,466	SF	\$57	\$481,885
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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SOUND WALLS				
Soundwall at GIBSON RD				
SOUND WALL LENGTH	1,572	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	18,864	SF	\$25	\$471,600
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
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			\$1,490,354	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				
REMOVE RETAINING WALLS AT GIBSON RD	0	LF	\$50	\$0
REMOVE SOUNDWALLS AT GIBSON RD	1,572	LF	\$50	\$78,600
REMOVE 5 INCH AC SHOULDER BOTH DIRECTIONS	5,820	CUYD	\$18	\$104,760
SUBTOTAL - DEMOLITION			\$183,360	

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Base

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$28,118,731
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$281,187
TRAFFIC CONTROL	10.0%			\$2,811,873
ROADSIDE SAFETY	3.0%			\$843,562
LANDSCAPING / AESTHETICS.....	3.0%			\$843,562
SUB-TOTAL MOBILIZATION	7.0%			\$32,898,915
				\$2,302,924
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$35,201,839
				\$1,056,055
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$36,257,894
				\$9,064,474
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$45,322,368
				\$2,266,118
TOTAL PRESENT DAY CONSTRUCTION COST				\$47,588,486
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$47,588,486
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$3,807,079
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$2,855,309
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$475,885
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$475,885
LEGAL (PRESENT DAY COST)	1.0%			\$475,885
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$8,095,043
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$55,683,529
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$55,683,529	\$1,670,506
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,670,506
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,670,506
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,670,506
GRAND TOTAL PROJECT COST				\$59,024,541

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 3

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$4,528,126
SECTION II - BRIDGES		\$3,759,702
SECTION III - WALLS		\$1,886,700
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$1,526,179
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$7,662,271
TOTAL PRESENT DAY CONSTRUCTION COST		\$19,802,422
TOTAL ESCALATED CONSTRUCTION COST	2019	\$19,802,422
TOTAL CONSTRUCTION & ENGINEERING	2019	\$23,173,834
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$695,215
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$695,215
GRAND TOTAL PROJECT COST		\$24,564,264

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$19,800,000	\$17,700,000	\$21,600,000
TOTAL PROJECT COST	\$24,600,000	\$22,100,000	\$27,000,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-215
Project Title:	I-215 Idea 3
Project length (in miles):	0.6
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Auxiliary Lanes between Eastern and Windmill (both directions)

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 3

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	1.688	MI	\$2,682,539	\$4,528,126
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 3

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$4,528,126	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-215 Idea 3**

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 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
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				
I-215 OVER SPENCER ST				
BRIDGE LENGTH	500.0	FT		
BRIDGE WIDENING WIDTH	12.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,000	SF	\$175	\$1,050,000
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	\$174,712	\$174,712
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
I-215 OVER PEBBLE RD				
BRIDGE LENGTH	560.0	FT		
BRIDGE WIDENING WIDTH	12.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,720	SF	\$175	\$1,176,000
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	\$174,712	\$174,712
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 3

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$3,759,702	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 3

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	6,289	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	75,468	SF	\$25	\$1,886,700
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
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			\$1,886,700	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 3

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$11,700,708
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$117,007
TRAFFIC CONTROL	10.0%			\$1,170,071
ROADSIDE SAFETY	3.0%			\$351,021
LANDSCAPING / AESTHETICS.....	3.0%			\$351,021
SUB-TOTAL MOBILIZATION	7.0%			\$13,689,828
				\$958,288
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$14,648,116
				\$439,443
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$15,087,560
				\$3,771,890
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$18,859,450
				\$942,972
TOTAL PRESENT DAY CONSTRUCTION COST				\$19,802,422
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$19,802,422
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$1,584,194
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$1,188,145
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$198,024
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$198,024
LEGAL (PRESENT DAY COST)	1.0%			\$198,024
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$3,371,412
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$23,173,834
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$23,173,834	\$695,215
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$695,215
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$695,215
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$695,215
GRAND TOTAL PROJECT COST				\$24,564,264

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 4

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$469,444
SECTION II - BRIDGES		
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$70,417
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$440,547
TOTAL PRESENT DAY CONSTRUCTION COST		\$1,000,683
TOTAL ESCALATED CONSTRUCTION COST	2019	\$1,000,683
TOTAL CONSTRUCTION & ENGINEERING	2019	\$1,175,800
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$35,274
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$35,274
GRAND TOTAL PROJECT COST		\$1,246,348

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$1,000,000	\$900,000	\$1,100,000
TOTAL PROJECT COST	\$1,200,000	\$1,200,000	\$1,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-215
Project Title:	I-215 Idea 4
Project length (in miles):	0.6
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Two lane off-ramps to Eastern Ave (eastbound)

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 4

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.175	MI	\$2,682,539	\$469,444
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 4

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$469,444	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-215 Idea 4**

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 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
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				
I-15 NB/CD over I-15 NB/I-215 WB OFF RAMP				
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	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
NBCD over I-215 WB / I-15 NB ON RAMP				
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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 4

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 4

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 4

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$539,861
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$5,399
TRAFFIC CONTROL	10.0%			\$53,986
ROADSIDE SAFETY	3.0%			\$16,196
LANDSCAPING / AESTHETICS.....	3.0%			\$16,196
SUB-TOTAL MOBILIZATION	7.0%			\$631,637
				\$44,215
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$675,852
				\$20,276
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$696,128
				\$174,032
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	15.0%			\$870,160
				\$130,524
TOTAL PRESENT DAY CONSTRUCTION COST				\$1,000,683
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$1,000,683
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$80,055
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$60,041
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$10,007
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$10,007
LEGAL (PRESENT DAY COST)	1.0%			\$10,007
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$175,116
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$1,175,800
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$1,175,800	\$35,274
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$35,274
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$35,274
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$35,274
GRAND TOTAL PROJECT COST				\$1,246,348

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 6

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$2,194,317
SECTION II - BRIDGES		
SECTION III - WALLS		\$1,984,670
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$626,848
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$3,147,127
TOTAL PRESENT DAY CONSTRUCTION COST		\$8,133,455
TOTAL ESCALATED CONSTRUCTION COST	2019	\$8,133,455
TOTAL CONSTRUCTION & ENGINEERING	2019	\$9,521,142
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$285,634
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$285,634
GRAND TOTAL PROJECT COST		\$10,092,411

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$8,100,000	\$7,600,000	\$9,000,000
TOTAL PROJECT COST	\$10,100,000	\$9,500,000	\$11,200,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-215
Project Title:	I-215 Idea 6
Project length (in miles):	0.6
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Auxiliary Lanes between Eastern and Pecos (both directions)

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 6

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.818	MI	\$2,682,539	\$2,194,317
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 6

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$2,194,317	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-215 Idea 6**

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 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
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				
I-15 NB/C/D over I-15 NB/I-215 WB OFF RAMP				
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	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
NBCD over I-215 WB / I-15 NB ON RAMP				
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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 6

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
RET WALLS ON EB SIDE				
MSE WALL LENGTH	1,352	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	16,224	SF	\$57	\$923,470
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 6

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				
Replace existing soundwall in conflict with roadway widening				
SOUND WALL LENGTH	3,032	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
SOUND WALL	42,448	SF	\$25	\$1,061,200
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
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			\$1,984,670	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 6

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$4,805,835
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$48,058
TRAFFIC CONTROL	10.0%			\$480,584
ROADSIDE SAFETY	3.0%			\$144,175
LANDSCAPING / AESTHETICS.....	3.0%			\$144,175
SUB-TOTAL MOBILIZATION	7.0%			\$5,622,827
				\$393,598
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$6,016,425
				\$180,493
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$6,196,918
				\$1,549,230
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$7,746,148
				\$387,307
TOTAL PRESENT DAY CONSTRUCTION COST				\$8,133,455

CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
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TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$8,133,455
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PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$650,676
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$488,007
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$81,335
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$81,335
LEGAL (PRESENT DAY COST)	1.0%			\$81,335
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$1,387,687

TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$9,521,142
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SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$9,521,142	\$285,634
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$285,634

SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$285,634
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$285,634

GRAND TOTAL PROJECT COST				\$10,092,411
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SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$10,689,724
SECTION II - BRIDGES		\$16,748,280
SECTION III - WALLS		\$8,088,566
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$12,074,984
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$31,172,130
TOTAL PRESENT DAY CONSTRUCTION COST		\$80,561,456
TOTAL ESCALATED CONSTRUCTION COST	2019	\$80,561,456
TOTAL CONSTRUCTION & ENGINEERING	2019	\$94,261,903
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$2,827,857
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$2,827,857
GRAND TOTAL PROJECT COST		\$99,917,617

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$80,600,000	\$71,300,000	\$88,200,000
TOTAL PROJECT COST	\$99,900,000	\$89,500,000	\$110,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-215
Project Title:	I-215 Idea 12
Project length (in miles):	1.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

Separate Wizard estimate was done for Arroyo Grande bridge. Please see
 "Wizard I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY"
 The bridge estimate noted above is added as Additional Item in this estimate.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Braided Ramps between Pecos and Green Valley (both directions)
 Braided Ramps between Valle Verde and Stephanie (both directions)

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?

Yes No

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	3.556	MI	\$1,434,908	\$5,102,533
2 - LANE HIGHWAY RAMP	1.084	MI	\$2,156,323	\$2,337,454
3 - LANE HIGHWAY RAMP	0.257	MI	\$2,854,146	\$733,515
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.938	MI	\$2,682,539	\$2,516,222
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-215 Idea 12**

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$10,689,724	
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	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				
ALL BRIDGES				
BRIDGE LENGTH	1,700.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	45,900	SF	\$150	\$6,885,000
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	4	LS	\$395,993	\$1,583,972
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	121,800	SF	\$57	\$6,932,856

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12

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 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
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				
I-215 OVER PECOS WB SIDE				
BRIDGE LENGTH	276.0	FT		
BRIDGE WIDENING WIDTH	12.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	3,312	SF	\$175	\$579,600
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	\$174,712	\$174,712
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$16,748,280	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	7,179	LF		
BEGINNING HEIGHT	18	FT		
ENDING HEIGHT	18	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	129,222	SF	\$57	\$7,355,316
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SOUND WALLS				
WRITE SOUND WALL DESCRIPTION HERE				
SOUND WALL LENGTH	2,095	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
SOUND WALL	29,330	SF	\$25	\$733,250
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
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			\$8,088,566	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$47,601,554
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$476,016
TRAFFIC CONTROL	10.0%			\$4,760,155
ROADSIDE SAFETY	3.0%			\$1,428,047
LANDSCAPING / AESTHETICS.....	3.0%			\$1,428,047
SUB-TOTAL MOBILIZATION				\$55,693,818
	7.0%			\$3,898,567
SUB-TOTAL TIME-RELATED OVERHEAD				\$59,592,385
	3.0%			\$1,787,772
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$61,380,157
	25.0%			\$15,345,039
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$76,725,196
	5.0%			\$3,836,260
TOTAL PRESENT DAY CONSTRUCTION COST				\$80,561,456
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$80,561,456
SECTION VIII - STANDARD PERCENTAGE ADDERS				
SUB-TOTAL PRELIMINARY ENGINEERING (PRESENT DAY COST)				\$6,444,916
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	8.0%			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	\$5,000			\$4,833,687
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	6.0%			\$805,615
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$805,615
LEGAL (PRESENT DAY COST)	1.0%			\$805,615
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	1.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	0.0%			\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)	2019	@	0.00%	\$13,700,447
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$94,261,903
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$94,261,903	\$2,827,857
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				\$2,827,857
ENVIRONMENTAL CONSIDERATION COST FACTOR				
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)	3.0%			\$0
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$2,827,857
TOTAL MITIGATION COST (ESCALATED)				\$2,827,857
GRAND TOTAL PROJECT COST				\$99,917,617

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		
SECTION II - BRIDGES		\$4,060,398
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$669,585
SECTION VII - ADDITIONAL ITEMS		\$709,497
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$3,562,073
TOTAL PRESENT DAY CONSTRUCTION COST		\$9,205,844
TOTAL ESCALATED CONSTRUCTION COST	2019	\$9,205,844
TOTAL CONSTRUCTION & ENGINEERING	2019	\$10,775,837
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$323,275
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$323,275
GRAND TOTAL PROJECT COST		\$11,422,387

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$9,200,000	\$7,700,000	\$9,800,000
TOTAL PROJECT COST	\$11,400,000	\$9,800,000	\$12,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-215
Project Title:	I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY
Project length (in miles):	1.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

 Note:

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

 Note:

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

 Yes No

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?

Is the site in an urban area or near subdivisions?

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

 Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

THIS ESTIMATE IS FOR REMOVAL AND REPLACEMENT OF ARROYO GRANDE BRIDGE ONLY.
This estimate is included in the Wizard I-215 Idea 12 as "Additional Item".

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$0	
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	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				
ARROYO GRANDE BRIDGE				
BRIDGE LENGTH	332.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	79.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	3.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	26,228	SF	\$150	\$3,934,200
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$126,198	\$126,198
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$4,060,398	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY

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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$0
DEMOLISH BRIDGE	19,131	SF	\$35	\$669,585
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				\$669,585

ESTIMATED PROBABLE CONSTRUCTION COST

I-215 Idea 12 - ARROYO GRANDE BRIDGE ONLY

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$5,439,480
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$54,395
TRAFFIC CONTROL	10.0%			\$543,948
ROADSIDE SAFETY	3.0%			\$163,184
LANDSCAPING / AESTHETICS.....	3.0%			\$163,184
SUB-TOTAL MOBILIZATION	7.0%			\$6,364,192
				\$445,493
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$6,809,686
				\$204,291
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$7,013,976
				\$1,753,494
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$8,767,470
				\$438,374
TOTAL PRESENT DAY CONSTRUCTION COST				\$9,205,844
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$9,205,844
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$736,467
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$552,351
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$92,058
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$92,058
LEGAL (PRESENT DAY COST)	1.0%			\$92,058
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$1,569,993
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$10,775,837
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$10,775,837	\$323,275
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$323,275
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$323,275
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$323,275
GRAND TOTAL PROJECT COST				\$11,422,387

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Base (2040 Design Build)

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$25,899,511
SECTION II - BRIDGES		\$246,130,297
SECTION III - WALLS		\$37,546,093
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$39,356,856
SECTION VII - ADDITIONAL ITEMS		\$52,339,914
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$262,775,541
TOTAL PRESENT DAY CONSTRUCTION COST		\$679,118,810
TOTAL ESCALATED CONSTRUCTION COST	2019	\$679,118,810
TOTAL CONSTRUCTION & ENGINEERING	2019	\$805,104,107
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$24,153,123
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$24,153,123
GRAND TOTAL PROJECT COST		\$853,410,354

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$679,100,000	\$580,900,000	\$729,300,000
TOTAL PROJECT COST	\$853,400,000	\$744,900,000	\$929,500,000

Estimate prepared by:	Anita Busch
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-515N
Project Title:	I-515N Base (2040 Design Build)
Project length (in miles):	1.4
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Cost of ROW acquisition assumed at \$45/SF

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Adding GP lane in each direction on I-515N, from Wyoming Avenue to MLK.

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Base (2040 Design Build)

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.968	MI	\$1,434,908	\$1,388,991
2 - LANE HIGHWAY RAMP	1.555	MI	\$2,156,323	\$3,353,082
3 - LANE HIGHWAY RAMP	1.138	MI	\$2,854,146	\$3,246,591
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.574	MI	\$470,994	\$270,350
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	4.442	MI	\$2,682,539	\$11,915,840
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.840	MI	\$3,362,941	\$2,824,871
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.717	MI	\$4,044,332	\$2,899,786
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Base (2040 Design Build)

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$25,899,511	
SECTION II - BRIDGES				
CLICK HERE FOR GUIDANCE ON BRIDGE SELECTION CRITERIA				
NEW UNDIVIDED RURAL CROSSING				
VIADUCT NB RAMP AT LAS VEGAS BLVD				
BRIDGE LENGTH	394.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	54.0	FT		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	21,276	SF	\$150	\$3,191,400
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1.0	LS	\$196,690	\$196,690
NEW UNDIVIDED RURAL CROSSING				
VIADUCT SB ON-RAMP AT LAS VEGAS BLVD				
BRIDGE LENGTH	742.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	28,938	SF	\$150	\$4,340,700
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	0.5	LS	\$156,606	\$78,303
NEW UNDIVIDED RURAL CROSSING				
VIADUCT SB OFF-RAMP AT LAS VEGAS BLVD				
BRIDGE LENGTH	612.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	16,524	SF	\$150	\$2,478,600
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1.0	LS	\$143,005	\$143,005
NEW DIVIDED RURAL CROSSING				
VIADUCT SB OFF RAMP AT CASINO CENTER DR				
BRIDGE LENGTH	404.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH	0.0	FT		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	15,756	SF	\$150	\$2,363,400
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1.0	LS	\$181,948	\$181,948
NEW DIVIDED OR UNDIVIDED URBAN CROSSING WITH WALLS				
REPLACE THE WHOLE VIADUCT FROM EASTERN TO UPRR				
BRIDGE LENGTH	8,300.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	177.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	1,469,100	SF	\$150	\$220,365,000
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$465,851	\$465,851
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Base (2040 Design Build)

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
WIDEN EXISTING UNDIVIDED RURAL CROSSING				
WYOMING BRIDGE				
BRIDGE LENGTH	193.0	FT		
BRIDGE WIDENING WIDTH	27.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	160.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	187.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	5,211	SF	\$175	\$911,925
STEEL BEAM BRIDGE	0	SF	\$275	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1.00	LS	\$652,340	\$652,340
WIDEN EXISTING DIVIDED RURAL CROSSING				
CHARLESTON BRIDGE				
BRIDGE LENGTH	190.0	FT		
BRIDGE WIDENING WIDTH	27.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT INCLUDING MEDIAN)	123.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	150.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	5,130	SF	\$175	\$897,750
STEEL BEAM BRIDGE	0	SF	\$275	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1.00	LS	\$652,340	\$652,340
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
STEWART BRIDGE				
BRIDGE LENGTH	302.0	FT		
BRIDGE WIDENING WIDTH	51.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	257.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	308.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	9.0	LF		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	15,402	SF	\$175	\$2,695,350
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	1.0	LS	\$183,985	\$183,985
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
PECOS BRIDGE				
BRIDGE LENGTH	162.0	FT		
BRIDGE WIDENING WIDTH	51.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	130.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	181.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	9.0	LF		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	8,262	SF	\$175	\$1,445,850
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	0.5	LS	\$183,985	\$91,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Base (2040 Design Build)

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
MOJAVE BRIDGE				
BRIDGE LENGTH	155.0	FT		
BRIDGE WIDENING WIDTH	51.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	122.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	173.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	9.0	LF		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	7,905	SF	\$175	\$1,383,375
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	0.5	LS	\$183,985	\$91,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
BRIDGE AT 28 TH STREET				
BRIDGE LENGTH	110.0	FT		
BRIDGE WIDENING WIDTH	39.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	149.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	188.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	10.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	4,290	SF	\$175	\$750,750
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	0.5	LS	\$173,815	\$86,908
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
EASTERN AVE BRIDGE				
BRIDGE LENGTH	190.0	FT		
BRIDGE WIDENING WIDTH	39.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	123.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	162.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	10.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	7,410	SF	\$175	\$1,296,750
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	0.5	LS	\$173,815	\$86,908
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 OR 2 SIDES, LOW WALLS				
CITY PARKWAY BRIDGE				
BRIDGE LENGTH	150.0	FT		
BRIDGE WIDENING WIDTH	39.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	134.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	163.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
HEIGHT OF WALL AT TOE	0.0	LF		
BRIDGE HEIGHT	9.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	5,850	SF	\$175	\$1,023,750
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE with SLOPE PAVEMENT ABUTMENT & LOW WALLS	0.5	LS	\$146,871	\$73,436
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
SUBTOTAL - BRIDGES				\$246,130,297
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
RETAINING WALLS AT CITY PARKWAY				
MSE WALL LENGTH	2,514	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,168	SF	\$57	\$1,717,163
MECHANICALLY STABILIZED EARTH WALLS				
RETAINING WALLS AT CASINO CENTER DR				
MSE WALL LENGTH	1,201	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	14,412	SF	\$57	\$820,331
MECHANICALLY STABILIZED EARTH WALLS				
RETAINING WALLS AT LAS VEGAS BLVD				
MSE WALL LENGTH	1,360	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	16,320	SF	\$57	\$928,934
MECHANICALLY STABILIZED EARTH WALLS				
RETAINING WALLS FROM WYOMING TO EASTERN				
MSE WALL LENGTH	28,697	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	401,758	SF	\$57	\$22,868,065

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Base (2040 Design Build)

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SOUND WALLS				
SOUNDWALL AT CHARLESTON				
SOUND WALL LENGTH	8,020	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	96,240	SF	\$25	\$2,406,000
SOUND WALLS				
SOUNDWALLS BETWEEN EASTERN AND CHARLESTON				
SOUND WALL LENGTH	14,515	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	174,180	SF	\$25	\$4,354,500
SOUND WALLS				
SOUNDWALL AT EASTERN AND BETWEEN EASTERN AND LV BLVD				
SOUND WALL LENGTH	14,837	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	178,044	SF	\$25	\$4,451,100
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			\$37,546,093	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$0
DEMOLISH BRIDGE	1,241,275	SF	\$30	\$37,238,256
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				
REMOVE RETAINING WALLS	5,000	LF	\$50	\$250,000
REMOVE SOUNDWALLS	37,372	LF	\$50	\$1,868,600
WRITE DESCRIPTION OF DEMOLITION ITEM HERE	0		\$0	\$0
SUBTOTAL - DEMOLITION			\$39,356,856	

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Base (2040 Design Build)

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$401,272,671
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$4,012,727
TRAFFIC CONTROL	10.0%			\$40,127,267
ROADSIDE SAFETY	3.0%			\$12,038,180
LANDSCAPING / AESTHETICS.....	3.0%			\$12,038,180
SUB-TOTAL MOBILIZATION				\$469,489,026
	7.0%			\$32,864,232
SUB-TOTAL TIME-RELATED OVERHEAD				\$502,353,257
	3.0%			\$15,070,598
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$517,423,855
	25.0%			\$129,355,964
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$646,779,819
	5.0%			\$32,338,991
TOTAL PRESENT DAY CONSTRUCTION COST				\$679,118,810
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$679,118,810
PRELIMINARY ENGINEERING (PRESENT DAY COST)				
	8.0%			\$54,329,505
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$10,535,100			\$10,535,100
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$40,747,129
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$6,791,188
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$6,791,188
LEGAL (PRESENT DAY COST)	1.0%			\$6,791,188
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$125,985,298
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$805,104,107
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$805,104,107	\$24,153,123
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
				\$24,153,123
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR				
	3.0%			\$24,153,123
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$24,153,123
GRAND TOTAL PROJECT COST				\$853,410,354

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 2

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$3,346,948
SECTION II - BRIDGES		\$42,472,708
SECTION III - WALLS		\$7,409,618
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$7,984,391
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$40,086,093
TOTAL PRESENT DAY CONSTRUCTION COST		\$103,598,760
TOTAL ESCALATED CONSTRUCTION COST	2019	\$103,598,760
TOTAL CONSTRUCTION & ENGINEERING	2019	\$134,973,214
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$4,049,196
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$4,049,196
GRAND TOTAL PROJECT COST		\$143,071,606

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$103,600,000	\$87,700,000	\$110,700,000
TOTAL PROJECT COST	\$143,100,000	\$124,700,000	\$155,700,000

Estimate prepared by:	Anita Busch
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-515N
Project Title:	I-515N Idea 2
Project length (in miles):	1.4
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Cost of ROW acquisition assumed at \$45/SF

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

NBCD Road starting East of Las Vegas Blvd and tying into the I-15 ramps (2 lane exit West of Las Vegas Blvd and slip ramps from Las Vegas Blvd and Casino Ctr Blvd to CD Road)

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 2

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.975	MI	\$1,434,908	\$1,399,179
2 - LANE HIGHWAY RAMP	0.529	MI	\$2,156,323	\$1,139,832
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.295	MI	\$2,682,539	\$791,349
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 2

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
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	14	LF		
MILLING THICKNESS	1.00	IN		
PLANTMIX RESURFACING THICKNESS	1.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	2	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.161	MI	\$102,966	\$16,588
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		
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			\$3,346,948	
SECTION II - BRIDGES				
CLICK HERE FOR GUIDANCE ON BRIDGE SELECTION CRITERIA				
NEW UNDIVIDED RURAL CROSSING				
BRIDGE OVER UPRR				
BRIDGE LENGTH	478.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	64.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	30,592	SF	\$150	\$4,588,800
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,313,308	\$1,313,308
NEW UNDIVIDED RURAL CROSSING				
BRIDGE OVER MAIN ST				
BRIDGE LENGTH	138.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	3,726	SF	\$150	\$558,900
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$959,540	\$959,540
NEW UNDIVIDED RURAL CROSSING				
BRIDGE AT I-15 SB OFF RAMP				
BRIDGE LENGTH	992.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	43.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	42,656	SF	\$150	\$6,398,400
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,973,401	\$1,973,401
NEW DIVIDED RURAL CROSSING				
BRIDGE OVER CITY PARKWAY				
BRIDGE LENGTH	118.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	31.0	FT		
MEDIAN WIDTH	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	3,658	SF	\$150	\$548,700
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,816,290	\$1,816,290
NEW UNDIVIDED OR UNDIVIDED URBAN CROSSING WITH WALLS				
BRIDGES ALONG CD ROAD (2 TOTAL)				
BRIDGE LENGTH	3,016.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	43.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	129,688	SF	\$150	\$19,453,200
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$530,966	\$530,966
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 2

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 UNDIVIDED RURAL CROSSING				
WRITE BRIDGE DESCRIPTION HERE				
BRIDGE LENGTH	1,153.0	FT		
BRIDGE WIDENING WIDTH	6.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	33.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	39.0	FT		
NUMBER OF SIDES WIDENED	1	EA		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,918	SF	\$175	\$1,210,650
STEEL BEAM BRIDGE	0	SF	\$275	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,387,339	\$1,387,339
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 2

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$42,472,708	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	10,848	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	130,176	SF	\$57	\$7,409,618
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 2

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
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			\$7,409,618	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 2

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$61,213,665
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$612,137
TRAFFIC CONTROL	10.0%			\$6,121,366
ROADSIDE SAFETY	3.0%			\$1,836,410
LANDSCAPING / AESTHETICS.....	3.0%			\$1,836,410
SUB-TOTAL MOBILIZATION	7.0%			\$71,619,988
				\$5,013,399
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$76,633,387
				\$2,299,002
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$78,932,388
				\$19,733,097
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$98,665,485
				\$4,933,274
TOTAL PRESENT DAY CONSTRUCTION COST				\$103,598,760
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$103,598,760
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$8,287,901
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$13,762,665			\$13,762,665
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$6,215,926
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$1,035,988
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$1,035,988
LEGAL (PRESENT DAY COST)	1.0%			\$1,035,988
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$31,374,454
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$134,973,214
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$134,973,214	\$4,049,196
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$4,049,196
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$4,049,196
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$4,049,196
GRAND TOTAL PROJECT COST				\$143,071,606

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 3

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$5,079,553
SECTION II - BRIDGES		\$40,901,015
SECTION III - WALLS		\$7,928,728
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$8,086,394
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$40,598,208
TOTAL PRESENT DAY CONSTRUCTION COST		\$104,922,271
TOTAL ESCALATED CONSTRUCTION COST	2019	\$104,922,271
TOTAL CONSTRUCTION & ENGINEERING	2019	\$125,534,252
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$3,766,028
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$3,766,028
GRAND TOTAL PROJECT COST		\$133,066,307

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$104,900,000	\$89,300,000	\$112,300,000
TOTAL PROJECT COST	\$133,100,000	\$115,800,000	\$144,600,000

Estimate prepared by:	Anita Busch
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-515N
Project Title:	I-515N Idea 3
Project length (in miles):	1.4
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Cost of ROW acquisition assumed at \$45/SF
Estimate doesn't include replacing the existing viaduct on I-515 SB but only widening it.
Estimate doesn't include replacing the drainage box along I-515 SB.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

SBCD Road starting East I-15 tying into Casino Ctr. Blvd and Las Vegas Blvd
(2 lane exit E of I-15 to Casino Ctr Blvd & LV Blvd & 2 lane slip ramps from Casino
Blvd and Las Vegas Blvd to CD road)

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 3

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.202	MI	\$1,434,908	\$289,134
2 - LANE HIGHWAY RAMP	1.152	MI	\$2,156,323	\$2,484,947
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.477	MI	\$2,682,539	\$1,278,767
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.305	MI	\$3,362,941	\$1,026,706
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 3

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$5,079,553	
SECTION II - BRIDGES				
CLICK HERE FOR GUIDANCE ON BRIDGE SELECTION CRITERIA				
NEW UNDIVIDED RURAL CROSSING				
I-515SB OFF RAMP OVER I-15 ON RAMP				
BRIDGE LENGTH	276.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	43.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	11,868	SF	\$150	\$1,780,200
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,112,566	\$1,112,566
NEW UNDIVIDED RURAL CROSSING				
BRIDGE ALONG I-515 SB CD				
BRIDGE LENGTH	1,241.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	65.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	80,665	SF	\$150	\$12,099,750
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,322,882	\$1,322,882
NEW UNDIVIDED RURAL CROSSING				
BRIDGE ALONG I-515S CD ROAD 2				
BRIDGE LENGTH	717.0	FT		
BRIDGE WIDTH (FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	27,963	SF	\$150	\$4,194,450
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,907,273	\$1,907,273
NEW DIVIDED RURAL CROSSING				
BRIDGE OVER CITY PKWY N				
BRIDGE LENGTH	152.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	5,928	SF	\$150	\$889,200
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,953,844	\$1,953,844
NEW DIVIDED OR UNDIVIDED URBAN CROSSING WITH WALLS				
BRIDGE OVER CITY PKWY S				
BRIDGE LENGTH	152.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	43.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,536	SF	\$150	\$980,400
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$530,966	\$530,966
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST**I-515N Idea 3**

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 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
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	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
WIDEN I-515SB AT CITY PARKWAY				
BRIDGE LENGTH	152.0	FT		
BRIDGE WIDENING WIDTH	36.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	5,472	SF	\$175	\$957,600
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	\$334,022	\$334,022
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
WIDEN I-515SB (5-6 LANES)				
BRIDGE LENGTH	2,113.0	FT		
BRIDGE WIDENING WIDTH	25.5	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	53,882	SF	\$175	\$9,429,350
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE - EXISTING VERTICAL SIDES with SLOPE PAVEMENT ABUTMENT	1	LS	\$491,021	\$491,021
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 3

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$40,901,015	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	11,608	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	139,296	SF	\$57	\$7,928,728
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 3

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
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			\$7,928,728	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-515N Idea 3

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$61,995,691
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$619,957
TRAFFIC CONTROL	10.0%			\$6,199,569
ROADSIDE SAFETY	3.0%			\$1,859,871
LANDSCAPING / AESTHETICS.....	3.0%			\$1,859,871
SUB-TOTAL MOBILIZATION				\$72,534,958
	7.0%			\$5,077,447
SUB-TOTAL TIME-RELATED OVERHEAD				\$77,612,406
	3.0%			\$2,328,372
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$79,940,778
	25.0%			\$19,985,194
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$99,925,972
	5.0%			\$4,996,299
TOTAL PRESENT DAY CONSTRUCTION COST				\$104,922,271
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$104,922,271
SECTION VIII - STANDARD PERCENTAGE ADDERS				
PRELIMINARY ENGINEERING (PRESENT DAY COST)				\$8,393,782
	8.0%			
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)				\$2,775,195
	\$2,775,195			
FINAL ENGINEERING (PRESENT DAY COST)				\$6,295,336
	6.0%			
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)				\$1,049,223
	1.0%			
ADMINISTRATION (PRESENT DAY COST)				\$1,049,223
	1.0%			
LEGAL (PRESENT DAY COST)				\$1,049,223
	1.0%			
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)				\$0
	0.0%			
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR				
	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$20,611,981
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$125,534,252
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$125,534,252	\$3,766,028
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
				\$3,766,028
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR				\$3,766,028
	3.0%			
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$3,766,028
GRAND TOTAL PROJECT COST				\$133,066,307

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$55,026,930
SECTION II - BRIDGES		\$10,836,991
SECTION III - WALLS		\$25,392,731
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$13,688,498
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$68,723,889
TOTAL PRESENT DAY CONSTRUCTION COST		\$177,610,463
TOTAL ESCALATED CONSTRUCTION COST	2019	\$177,610,463
TOTAL CONSTRUCTION & ENGINEERING	2019	\$207,809,242
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$6,234,277
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$6,234,277
GRAND TOTAL PROJECT COST		\$220,277,797

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$177,600,000	\$163,400,000	\$195,300,000
TOTAL PROJECT COST	\$220,300,000	\$203,600,000	\$244,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-515
Project Title:	I-515 Base
Project length (in miles):	2.2
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

Design exception may be needed for reduced shoulder on bridge over US-315/Lake Mead retaining wall and sound wall that are part of the one lane widening might overlap with the walls included in Idone 1 and 22 already included in ideas estimate are also included in this estimate with the assumption that these ideas

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Additional General Purpose lane (both directions)
Limits from I-515/I-215 Interchange to East of Eastern (after 28th St. bridge).

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Base

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	20.513	MI	\$2,682,539	\$55,026,930
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Base

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$55,026,930	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-515 Base**

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 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
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				
3 BRIDGES: US-95 OVER CC-21/LAKE MEAD, FLAMINGO & VIKING				
BRIDGE LENGTH	1,655.0	FT		
BRIDGE WIDENING WIDTH	4.0	FT		
BRIDGE HEIGHT	5.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	6,620	SF	\$175	\$1,158,500
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE - CONVERT 2:1 SLOPES TO VERTICAL SIDES with SLOPE PAVEMENT ABUTMENT	3	LS	\$7,334	\$22,002
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
7 BRIDGES: OVER RR, SUNSET, TROPICANA, DESERT INN, BOULDER, FLAMINGO ARROYO TRAIL & SAHARA				
BRIDGE LENGTH	2,758.0	FT		
BRIDGE WIDENING WIDTH	12.0	FT		
BRIDGE HEIGHT	5.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	33,096	SF	\$175	\$5,791,800
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE - CONVERT 2:1 SLOPES TO VERTICAL SIDES with SLOPE PAVEMENT ABUTMENT	7	LS	\$22,002	\$154,014
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$0
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
5 BRIDGES: WARM SPRINGS, GIBSON, WASH, MTN VISTA & TWAIN				
BRIDGE LENGTH	2,068.0	FT		
BRIDGE WIDENING WIDTH	10.0	FT		
BRIDGE HEIGHT	5.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	20,680	SF	\$175	\$3,619,000
STEEL BEAM BRIDGE	0	SF	\$275	\$0
WIDENED BRIDGE APPROACH - CLOSED DRAINAGE - EXISTING VERTICAL SIDES with SLOPE PAVEMENT ABUTMENT	5	LS	\$18,335	\$91,675
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-515 Base**

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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$10,836,991	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
BY NB I-515 NORTH OF RR AND BY SOUTH OF LAKE MEAD				
MSE WALL LENGTH	2,788	LF		
BEGINNING HEIGHT	8	FT		
ENDING HEIGHT	8	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	22,304	SF	\$57	\$1,269,544
MECHANICALLY STABILIZED EARTH WALLS				
BY RESIDENTIAL AREA NB SIDE BETWEEN TROPICANA AND FLAMINGO				
MSE WALL LENGTH	1,220	LF		
BEGINNING HEIGHT	18	FT		
ENDING HEIGHT	18	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	21,960	SF	\$57	\$1,249,963
MECHANICALLY STABILIZED EARTH WALLS				
ALL OTHER RETAINING WALLS				
MSE WALL LENGTH	13,267	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	185,738	SF	\$57	\$10,572,207
MECHANICALLY STABILIZED EARTH WALLS				
WALLS BY IDEA 23				
MSE WALL LENGTH	2,234	LF		
BEGINNING HEIGHT	18	FT		
ENDING HEIGHT	18	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	40,212	SF	\$57	\$2,288,867

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Base

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				
ALL OTHER SOUND WALLS				
SOUND WALL LENGTH	21,149	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
SOUND WALL	296,086	SF	\$25	\$7,402,150
SOUND WALLS				
WALLS BY IDEA 1				
SOUND WALL LENGTH	8,700	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	104,400	SF	\$25	\$2,610,000
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
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			\$25,392,731	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$104,945,150
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$1,049,451
TRAFFIC CONTROL	10.0%			\$10,494,515
ROADSIDE SAFETY	3.0%			\$3,148,354
LANDSCAPING / AESTHETICS.....	3.0%			\$3,148,354
SUB-TOTAL MOBILIZATION	7.0%			\$122,785,825
				\$8,595,008
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$131,380,833
				\$3,941,425
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$135,322,258
				\$33,830,564
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$169,152,822
				\$8,457,641
TOTAL PRESENT DAY CONSTRUCTION COST				\$177,610,463
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$177,610,463
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$14,208,837
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$10,656,628
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$1,776,105
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$1,776,105
LEGAL (PRESENT DAY COST)	1.0%			\$1,776,105
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$30,198,779
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$207,809,242
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$207,809,242	\$6,234,277
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$6,234,277
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$6,234,277
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$6,234,277
GRAND TOTAL PROJECT COST				\$220,277,797

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #1

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$8,777,269
SECTION II - BRIDGES		\$8,051,207
SECTION III - WALLS		\$2,610,000
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$2,915,771
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$15,425,884
TOTAL PRESENT DAY CONSTRUCTION COST		\$41,138,365
TOTAL ESCALATED CONSTRUCTION COST	2019	\$41,138,365
TOTAL CONSTRUCTION & ENGINEERING	2019	\$48,136,888
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,444,107
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,444,107
GRAND TOTAL PROJECT COST		\$51,025,101

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$41,100,000	\$34,300,000	\$42,000,000
TOTAL PROJECT COST	\$51,000,000	\$43,600,000	\$53,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-515
Project Title:	I-515 Idea #1
Project length (in miles):	2.2
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.

Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.

Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Auxiliary Lanes between Russell to Tropicana (both directions).

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #1

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	3.272	MI	\$2,682,539	\$8,777,269
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #1

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$8,777,269	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-515 Idea #1**

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 UNDIVIDED RURAL CROSSING				
I-515 OVER MOUNTAIN VISTA ST and WASH				
BRIDGE LENGTH	339.0	FT		
BRIDGE WIDENING WIDTH	27.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	142.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	169.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	9,153	SF	\$175	\$1,601,775
STEEL BEAM BRIDGE	0	SF	\$275	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	2	LS	\$3,224,716	\$6,449,432
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #1

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$8,051,207	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #1

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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				
South side soundwall replacement				
SOUND WALL LENGTH	4,000	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	48,000	SF	\$25	\$1,200,000
SOUND WALLS				
North side soundwall replacement				
SOUND WALL LENGTH	4,700	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	56,400	SF	\$25	\$1,410,000
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			\$2,610,000	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #1

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$22,354,248
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$223,542
TRAFFIC CONTROL	10.0%			\$2,235,425
ROADSIDE SAFETY	3.0%			\$670,627
LANDSCAPING / AESTHETICS.....	3.0%			\$670,627
SUB-TOTAL MOBILIZATION	7.0%			\$26,154,470
				\$1,830,813
SUB-TOTAL TIME-RELATED OVERHEAD	12.0%			\$27,985,283
				\$3,358,234
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$31,343,516
				\$7,835,879
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$39,179,396
				\$1,958,970
TOTAL PRESENT DAY CONSTRUCTION COST				\$41,138,365
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$41,138,365
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$3,291,069
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$2,468,302
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$411,384
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$411,384
LEGAL (PRESENT DAY COST)	1.0%			\$411,384
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$6,998,522
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$48,136,888
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$48,136,888	\$1,444,107
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,444,107
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,444,107
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,444,107
GRAND TOTAL PROJECT COST				\$51,025,101

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #22

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$13,031,776
SECTION II - BRIDGES		\$13,137,574
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$3,925,402
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$20,767,335
TOTAL PRESENT DAY CONSTRUCTION COST		\$55,383,162
TOTAL ESCALATED CONSTRUCTION COST	2019	\$55,383,162
TOTAL CONSTRUCTION & ENGINEERING	2019	\$64,803,299
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,944,099
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,944,099
GRAND TOTAL PROJECT COST		\$68,691,497

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$55,400,000	\$45,500,000	\$56,500,000
TOTAL PROJECT COST	\$68,700,000	\$58,000,000	\$71,800,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-515
Project Title:	I-515 Idea #22
Project length (in miles):	3.2
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Auxiliary Lanes between Auto Show and Russell (both directions).
Two lane northbound on-ramp from Auto Show.

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #22

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	4.858	MI	\$2,682,539	\$13,031,776
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #22

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$13,031,776	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #22

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 UNDIVIDED RURAL CROSSING				
I-515 OVER SUNSET RD, GIBSON RD AND WARM SPRINGS RD				
BRIDGE LENGTH	733.0	FT		
BRIDGE WIDENING WIDTH	27.0	FT		
TOTAL EXISTING APPROACH WIDTH (OUT-TO-OUT)	142.0	FT		
TOTAL NEW APPROACH WIDTH (OUT-TO-OUT)	169.0	FT		
NUMBER OF SIDES WIDENED	2	EA		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	19,791	SF	\$175	\$3,463,425
STEEL BEAM BRIDGE	0	SF	\$275	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	3	LS	\$3,224,716	\$9,674,149
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #22

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$13,137,574	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #22

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #22

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$30,094,752
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$300,948
TRAFFIC CONTROL	10.0%			\$3,009,475
ROADSIDE SAFETY	3.0%			\$902,843
LANDSCAPING / AESTHETICS.....	3.0%			\$902,843
SUB-TOTAL MOBILIZATION	7.0%			\$35,210,860
				\$2,464,760
SUB-TOTAL TIME-RELATED OVERHEAD	12.0%			\$37,675,620
				\$4,521,074
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$42,196,695
				\$10,549,174
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$52,745,869
				\$2,637,293
TOTAL PRESENT DAY CONSTRUCTION COST				\$55,383,162
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$55,383,162
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$4,430,653
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$3,322,990
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$553,832
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$553,832
LEGAL (PRESENT DAY COST)	1.0%			\$553,832
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$9,420,138
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$64,803,299
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$64,803,299	\$1,944,099
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,944,099
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,944,099
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,944,099
GRAND TOTAL PROJECT COST				\$68,691,497

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #23

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$3,870,465
SECTION II - BRIDGES		\$6,973,436
SECTION III - WALLS		\$3,393,229
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$2,135,569
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$10,721,749
TOTAL PRESENT DAY CONSTRUCTION COST		\$27,709,357
TOTAL ESCALATED CONSTRUCTION COST	2019	\$27,709,357
TOTAL CONSTRUCTION & ENGINEERING	2019	\$34,946,547
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,048,396
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,048,396
GRAND TOTAL PROJECT COST		\$37,043,340

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$27,700,000	\$24,400,000	\$30,000,000
TOTAL PROJECT COST	\$37,000,000	\$33,200,000	\$40,600,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	I-515
Project Title:	I-515 Idea #23
Project length (in miles):	1.2
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Concrete

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Braided Ramps between Flamingo and Tropicana (southbound).

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

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #23

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	1.064	MI	\$1,434,908	\$1,526,742
2 - LANE HIGHWAY RAMP	0.186	MI	\$2,156,323	\$401,076
3 - LANE HIGHWAY RAMP	0.102	MI	\$2,854,146	\$291,123
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.055	MI	\$470,994	\$25,905
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.606	MI	\$2,682,539	\$1,625,619
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**I-515 Idea #23**

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$3,870,465	
SECTION II - BRIDGES				
CLICK HERE FOR GUIDANCE ON BRIDGE SELECTION CRITERIA				
NEW UNDIVIDED RURAL CROSSING				
I-515 SB ON RAMP OVER TROPICANA OFF RAMP				
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				
2 BRIDGES: I-515 OVER TROP AND OVER FLAMINGO				
BRIDGE LENGTH	806.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	21,762	SF	\$150	\$3,264,300
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$395,993	\$395,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST**I-515 Idea #23**

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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				
I-515 OVER TROPICANA				
BRIDGE LENGTH	186.0	FT		
BRIDGE WIDENING WIDTH	26.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	4,836	SF	\$175	\$846,300
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	\$141,490	\$141,490
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,403	SF	\$57	\$592,139
WIDEN EXISTING URBAN INTERSTATE TO THE OUTSIDE - 1 SIDE ONLY				
I-515 OVER FLAMINGO				
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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #23

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$6,973,436	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	2,651	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	37,114	SF	\$57	\$2,112,529
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #23

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 WALL DESCRIPTION HERE				
SOUND WALL LENGTH	4,269	LF		
BEGINNING HEIGHT	12	FT		
ENDING HEIGHT	12	FT		
SOUND WALL	51,228	SF	\$25	\$1,280,700
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
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			\$3,393,229	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,402,929	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

I-515 Idea #23

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$16,372,699
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$163,727
TRAFFIC CONTROL	10.0%			\$1,637,270
ROADSIDE SAFETY	3.0%			\$491,181
LANDSCAPING / AESTHETICS.....	3.0%			\$491,181
SUB-TOTAL MOBILIZATION	7.0%			\$19,156,057
				\$1,340,924
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$20,496,981
				\$614,909
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$21,111,891
				\$5,277,973
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$26,389,863
				\$1,319,493
TOTAL PRESENT DAY CONSTRUCTION COST				\$27,709,357
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$27,709,357
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$2,216,749
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$2,526,600			\$2,526,600
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$1,662,561
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$277,094
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$277,094
LEGAL (PRESENT DAY COST)	1.0%			\$277,094
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$7,237,191
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$34,946,547
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$34,946,547	\$1,048,396
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$1,048,396
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,048,396
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,048,396
GRAND TOTAL PROJECT COST				\$37,043,340

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$11,157,616
SECTION II - BRIDGES		\$1,682,012
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$17,107,238
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$19,610,864
TOTAL PRESENT DAY CONSTRUCTION COST		\$50,682,445
TOTAL ESCALATED CONSTRUCTION COST	2019	\$50,682,445
TOTAL CONSTRUCTION & ENGINEERING	2019	\$59,303,461
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$1,779,104
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$1,779,104
GRAND TOTAL PROJECT COST		\$62,861,669

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$50,700,000	\$45,900,000	\$57,600,000
TOTAL PROJECT COST	\$62,900,000	\$57,400,000	\$71,600,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Base
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Asphalt ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Open ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:
Continue to type all assumptions used, even if they do not show in the box.

Cost added to account for the difference between cost for Type I A median barrier and the cost for Type A barrier used in the computations tab for roadway widening

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Add a GP Lane in each direction throughout Summerlin Pkwy.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.093	MI	\$1,724,177	\$160,348
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.227	MI	\$663,822	\$150,688
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	4.327	MI	\$1,874,789	\$8,112,213
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**SP Base****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
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.249	MI	\$2,645,611	\$658,757
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.313	MI	\$3,169,148	\$991,943
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	24	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	1.403	MI	\$220,935	\$309,972
TYPICAL RESURFACING SECTION 2				
RESURFACING WIDTH	36	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	2	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	1.198	MI	\$332,285	\$398,078
TYPICAL RESURFACING SECTION 3				
RESURFACING WIDTH	48	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	3	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.485	MI	\$443,693	\$215,191
TYPICAL RESURFACING SECTION 4				
RESURFACING WIDTH	60	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	4	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.289	MI	\$555,106	\$160,426
SUBTOTAL - ROADWAY			\$11,157,616	
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				

ESTIMATED PROBABLE CONSTRUCTION COST**SP Base****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
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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				
SP OVER CC-215				
BRIDGE LENGTH	374.0	FT		
BRIDGE WIDENING WIDTH	25.0	FT		
BRIDGE HEIGHT	5.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	9,350	SF	\$175	\$1,636,250
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	\$45,762	\$45,762
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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		

ESTIMATED PROBABLE CONSTRUCTION COST**SP Base****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
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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

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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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES				\$1,682,012
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				

ESTIMATED PROBABLE CONSTRUCTION COST**SP Base**

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

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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
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	\$12,105,431	\$0
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$4,731,538	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$25,945,158	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VII - ADDITIONAL ITEMS				
DEFAULT FACTOR FOR ADDITIONAL ITEMS	15%	%	\$12,839,628	\$1,925,944
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 PERCENTAGE FACTOR FOR ADDITIONAL ITEMS ABOVE				
OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 150' SPACING) (MAINLINE)	0.000	MI	\$219,956	\$0
OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 150' SPACING) (RAMPS)	0.000	MI	\$219,956	\$0
OVERHEAD LIGHTING (INCLUDES WIRING) (2 SIDES, 150' SPACING)	0.000	MI	\$439,912	\$0
OVERHEAD LIGHTING (INCLUDES WIRING)	0	EA	\$6,284	\$0
HI MAST LIGHTING (INCLUDES WIRING) (1 SIDE, 300' SPACING)	0.000	MI	\$393,037	\$0
HI MAST LIGHTING (INCLUDES WIRING)	0	EA	\$21,835	\$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	\$800	\$0
12' DOUBLE SWING GATE	0	EA	\$3,000	\$0
24' SLIDING GATE	0	EA	\$3,000	\$0
FIBER OPTIC SYSTEM - RURAL - 1 SIDE OF ROAD ONLY (DOUBLE LENGTH IF BOTH	0.000	MI	\$172,000	\$0
FIBER OPTIC SYSTEM - URBAN - 1 SIDE OF ROAD ONLY (DOUBLE LENGTH IF BOTH	0.000	MI	\$225,000	\$0
CCTV CAMERA SITE - STANDARD POLE	0	EA	\$38,500	\$0
CCTV CAMERA SITE - HIGH POLE	0	EA	\$78,000	\$0
RETENTION PONDS (INCLUDES EXCAVATION, BERMS, FENCING, GRASSING,	0.0	AC	\$223,947	\$0
OFF-SITE DRAINAGE CONNECTIONS	0	LF	\$500	\$0
CONCRETE BOX CULVERTS	0	LF	\$1,200	\$0
CONCRETE BARRIER WALL (MEDIAN)	0	LF	\$37	\$0
ROAD SAFETY AUDITS-SLOPE AUDITS				
LANE DEPARTURES				
RUMBLE STRIPS	0.000	MI	\$725	\$0
GUARDRAILS	0	LF	\$36	\$0
MEDIAN CONCRETE BARRIER RAIL	0	LF	\$37	\$0
ATTENUATORS	0	EA	\$25,167	\$0
CABLE BARRIER WITH 1 MEDIAN OPENING PER MILE	0	LF	\$21	\$0
SLOPE REPAIRS e.g. scaling, grading, cutbacks)	0.000	MI	\$1,000,000	\$0
ROUNDBABOUTS				
ROUNDBABOUT INNER CIRCLE RADIUS	50	LF		
ROUNDBABOUT PAVEMENT WIDTH	30	LF		
PEDESTRIANS				
SIDEWALKS	0	SY	\$63	\$0
ADA RAMPS	0	EA	\$2,000	\$0
CONCRETE SLAB REPAIR				
SAW AND SEAL CONCRETE SLAB REPLACEMENT				
SAW AND SEAL TRANSVERSE WEAKENED PLANE JOINTS	0	LF	\$2	\$0
SAW AND SEAL LONGITUDINAL WEAKENED PLANE JOINTS	0	LF	\$2	\$0
GRIND CONCRETE PAVEMENT	0	SY	\$3	\$0
RENT CHANGEABLE MESSAGE BOARD	0	EA	\$18,000	\$0
EPOXY PAVEMENT STRIPING (6-INCH BROKEN WHITE)	0.000	MI	\$1,200	\$0
EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	0.000	MI	\$1,251	\$0
EPOXY PAVEMENT STRIPING (8-INCH SOLID YELLOW)	0.000	MI	\$1,246	\$0
DOWEL BAR RETROFIT (includes all 3 components listed below) 2-lanes	0	EA	\$50	\$0
PATCHING MATERIAL	0	GAL	\$0	\$0
WHITE PIGMENTED CURING COMPOUND WAX BASED	0	GAL	\$0	\$0
JOINT SEALANT	0	LS	\$400,000	\$0
PERCENTAGE OF SLAB REPLACEMENT REQUIRED	0.000%			
SLAB REPLACEMENT	0	SY	\$250	\$0
MANUALLY INPUT ANY ADDITIONAL ITEMS ON THE LINES BELOW				

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
INCREASE COST TO ACCOUNT FOR TYPE FA BARRIER	4.327	MI	\$27,984	\$121,087
SP S2E FLYOVER	1	LS	\$15,060,207	\$15,060,207
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
ADDITIONAL ITEM	0		\$0	\$0
3R PROJECT TOTAL (SEE TAB "BID ITEMS" FOR INPUT)				\$0
SUBTOTAL - ADDITIONAL ITEMS			\$17,107,238	

ESTIMATED PROBABLE CONSTRUCTION COST

SP Base

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$29,946,866
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$299,469
TRAFFIC CONTROL	10.0%			\$2,994,687
ROADSIDE SAFETY	3.0%			\$898,406
LANDSCAPING / AESTHETICS.....	3.0%			\$898,406
SUB-TOTAL MOBILIZATION	7.0%			\$35,037,834 \$2,452,648
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$37,490,482 \$1,124,714
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$38,615,196 \$9,653,799
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$48,268,995 \$2,413,450
TOTAL PRESENT DAY CONSTRUCTION COST				\$50,682,445
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$50,682,445
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$4,054,596
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$3,040,947
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$506,824
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$506,824
LEGAL (PRESENT DAY COST)	1.0%			\$506,824
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$8,621,016
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$59,303,461
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$59,303,461	\$1,779,104
ESCALATION TO YEAR.....	2019	@	0.00%	\$0 \$1,779,104
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$1,779,104
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$1,779,104
GRAND TOTAL PROJECT COST				\$62,861,669

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

S2E flyover base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,230,841
SECTION II - BRIDGES		\$10,076,873
SECTION III - WALLS		\$1,782,266
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$5,852
SECTION VII - ADDITIONAL ITEMS		\$1,964,375
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$9,862,257
TOTAL PRESENT DAY CONSTRUCTION COST		\$25,488,080
TOTAL ESCALATED CONSTRUCTION COST	2019	\$25,488,080
TOTAL CONSTRUCTION & ENGINEERING	2019	\$29,826,054
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$894,782
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$894,782
GRAND TOTAL PROJECT COST		\$31,615,617

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$25,500,000	\$21,700,000	\$27,300,000
TOTAL PROJECT COST	\$31,600,000	\$27,400,000	\$34,300,000

Estimate prepared by:	Jack Sjostrom
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	S2E flyover base
Project length (in miles):	1.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.

Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.

Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

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?

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Asphalt ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Closed ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Summerlin Pkwy WB to CC 215 SB direct connector.

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

ESTIMATED PROBABLE CONSTRUCTION COST

S2E flyover base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.455	MI	\$2,707,850	\$1,230,841
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

S2E flyover base

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$1,230,841	
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				
CC-215 SB FLYOVER TO EB SP - Over CC-215				
BRIDGE LENGTH	600.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	S	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	23,400	SF	\$240	\$5,616,000
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	2	LS	\$497,223	\$994,445
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	60,900	SF	\$57	\$3,466,428

ESTIMATED PROBABLE CONSTRUCTION COST

S2E flyover base

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

S2E flyover base

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$10,076,873	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
CUT Wall along West side of ramp west of CC-215 (Must be soil nail, adjusted unit price)				
MSE WALL LENGTH	730	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,220	SF	\$85	\$868,700
MECHANICALLY STABILIZED EARTH WALLS				
MSE walls at east end, between bridges				
MSE WALL LENGTH	210	LF		
BEGINNING HEIGHT	25	FT		
ENDING HEIGHT	25	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	5,250	SF	\$57	\$298,830
MECHANICALLY STABILIZED EARTH WALLS				
MSE walls beyond bridge walls east end				
MSE WALL LENGTH	1,200	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	4	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	10,800	SF	\$57	\$614,736
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

S2E flyover base

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
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			\$1,782,266	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,881,060	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,507,167	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.200	MI	\$29,260	\$5,852
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$5,852	

ESTIMATED PROBABLE CONSTRUCTION COST

S2E flyover base

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$15,060,207
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$150,602
TRAFFIC CONTROL	10.0%			\$1,506,021
ROADSIDE SAFETY	3.0%			\$451,806
LANDSCAPING / AESTHETICS.....	3.0%			\$451,806
SUB-TOTAL MOBILIZATION				\$17,620,443
	7.0%			\$1,233,431
SUB-TOTAL TIME-RELATED OVERHEAD				\$18,853,874
	3.0%			\$565,616
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$19,419,490
	25.0%			\$4,854,872
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$24,274,362
	5.0%			\$1,213,718
TOTAL PRESENT DAY CONSTRUCTION COST				\$25,488,080
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)				
	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$25,488,080
SECTION VIII - STANDARD PERCENTAGE ADDERS				
SUB-TOTAL PRELIMINARY ENGINEERING (PRESENT DAY COST)				\$2,039,046
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	8.0%			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	\$5,000			\$1,529,285
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	6.0%			\$254,881
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$254,881
LEGAL (PRESENT DAY COST)	1.0%			\$254,881
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	1.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	0.0%			\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)	2019	@	0.00%	\$4,337,974
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$29,826,054
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$29,826,054	\$894,782
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				\$894,782
ENVIRONMENTAL CONSIDERATION COST FACTOR				
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)	3.0%			\$894,782
ESCALATION TO YEAR.....				
	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$894,782
GRAND TOTAL PROJECT COST				\$31,615,617

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #3

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,073,075
SECTION II - BRIDGES		\$3,809,957
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$732,455
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$3,677,331
TOTAL PRESENT DAY CONSTRUCTION COST		\$9,503,719
TOTAL ESCALATED CONSTRUCTION COST	2019	\$9,503,719
TOTAL CONSTRUCTION & ENGINEERING	2019	\$11,124,351
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$333,731
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$333,731
GRAND TOTAL PROJECT COST		\$11,791,812

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$9,500,000	\$8,000,000	\$10,200,000
TOTAL PROJECT COST	\$11,800,000	\$10,200,000	\$12,800,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Alt #3
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

 Note:

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

 Note:

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

 Yes No

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?

Is the site in an urban area or near subdivisions?

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

 Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

Soundwalls might be needed on the EB side. This is not included in this estimate.
Ramp going under Tenaya bridge might need design exception to reduce the shoulder to fit.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Braiding Rainbow Blvd Off-Ramp and Buffalo Dr On-Ramp in EB direction.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #3

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.591	MI	\$1,434,908	\$848,031
2 - LANE HIGHWAY RAMP	0.085	MI	\$2,156,323	\$183,287
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #3

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
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	24	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.189	MI	\$220,935	\$41,757
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		
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			\$1,073,075	
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				
SP EB TO RAINBOW OFF-RAMP OVER BUFFALO ON-RAMP				
BRIDGE LENGTH	415.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	11,205	SF	\$150	\$1,680,750
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$395,993	\$395,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST**SP Alt #3**

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #3

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$3,809,957	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #3

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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #3

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$5,615,487
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$56,155
TRAFFIC CONTROL	10.0%			\$561,549
ROADSIDE SAFETY	3.0%			\$168,465
LANDSCAPING / AESTHETICS.....	3.0%			\$168,465
SUB-TOTAL MOBILIZATION	7.0%			\$6,570,120
				\$459,908
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$7,030,028
				\$210,901
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$7,240,929
				\$1,810,232
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$9,051,161
				\$452,558
TOTAL PRESENT DAY CONSTRUCTION COST				\$9,503,719
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$9,503,719
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$760,298
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$570,223
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$95,037
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$95,037
LEGAL (PRESENT DAY COST)	1.0%			\$95,037
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$1,620,632
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$11,124,351
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$11,124,351	\$333,731
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$333,731
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$333,731
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$333,731
GRAND TOTAL PROJECT COST				\$11,791,812

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #5

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,531,882
SECTION II - BRIDGES		\$12,549,277
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$2,112,174
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$10,604,290
TOTAL PRESENT DAY CONSTRUCTION COST		\$27,405,797
TOTAL ESCALATED CONSTRUCTION COST	2019	\$27,405,797
TOTAL CONSTRUCTION & ENGINEERING	2019	\$32,069,782
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$962,093
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$962,093
GRAND TOTAL PROJECT COST		\$33,993,969

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$27,400,000	\$22,800,000	\$29,200,000
TOTAL PROJECT COST	\$34,000,000	\$29,000,000	\$36,800,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Alt #5
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

 Note:

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

 Note:

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

 Yes No

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?

Is the site in an urban area or near subdivisions?

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

 Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Braiding Buffalo Dr Off-Ramp and Summerlin Pkwy in WB direction.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #5

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	1.014	MI	\$1,434,908	\$1,454,997
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #5

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
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	24	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.348	MI	\$220,935	\$76,885
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		
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			\$1,531,882	
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				
US-95 NB TO SUMMERLIN PKWY WB				
BRIDGE LENGTH	968.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	50.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	26,136	SF	\$150	\$3,920,400
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$1,270,402	\$1,270,402
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	129,278	SF	\$57	\$7,358,475

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #5

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #5

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$12,549,277	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #5

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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #5

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$16,193,333
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$161,933
TRAFFIC CONTROL	10.0%			\$1,619,333
ROADSIDE SAFETY	3.0%			\$485,800
LANDSCAPING / AESTHETICS.....	3.0%			\$485,800
SUB-TOTAL MOBILIZATION	7.0%			\$18,946,200
				\$1,326,234
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$20,272,434
				\$608,173
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$20,880,607
				\$5,220,152
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$26,100,759
				\$1,305,038
TOTAL PRESENT DAY CONSTRUCTION COST				\$27,405,797
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$27,405,797
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$2,192,464
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$1,644,348
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$274,058
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$274,058
LEGAL (PRESENT DAY COST)	1.0%			\$274,058
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$4,663,985
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$32,069,782
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$32,069,782	\$962,093
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$962,093
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$962,093
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$962,093
GRAND TOTAL PROJECT COST				\$33,993,969

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #6

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$890,119
SECTION II - BRIDGES		
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$15,420
SECTION VII - ADDITIONAL ITEMS		\$635,831
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$1,009,374
TOTAL PRESENT DAY CONSTRUCTION COST		\$2,608,633
TOTAL ESCALATED CONSTRUCTION COST	2019	\$2,608,633
TOTAL CONSTRUCTION & ENGINEERING	2019	\$3,057,101
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$91,713
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$91,713
GRAND TOTAL PROJECT COST		\$3,240,527

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$2,600,000	\$2,400,000	\$2,900,000
TOTAL PROJECT COST	\$3,200,000	\$3,000,000	\$3,700,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Alt #6
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

 Note:

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

 Note:

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

 Yes No

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?

Is the site in an urban area or near subdivisions?

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

 Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Converting Buffalo Dr Interchange to Tight Diamond Interchange.
Eliminate Buffalo NB to SP WB loop ramp.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #6

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.123	MI	\$2,156,323	\$265,228
3 - LANE HIGHWAY RAMP	0.216	MI	\$2,854,146	\$616,496
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #6

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
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	24	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.038	MI	\$220,935	\$8,396
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		
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			\$890,119	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #6

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #6

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #6

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.527	MI	\$29,260	\$15,420
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$15,420

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #6

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
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$1,541,370
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$15,414
TRAFFIC CONTROL	10.0%			\$154,137
ROADSIDE SAFETY	3.0%			\$46,241
LANDSCAPING / AESTHETICS.....	3.0%			\$46,241
SUB-TOTAL MOBILIZATION				\$1,803,403
	7.0%			\$126,238
SUB-TOTAL TIME-RELATED OVERHEAD				\$1,929,641
	3.0%			\$57,889
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)				\$1,987,530
	25.0%			\$496,883
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION				\$2,484,413
	5.0%			\$124,221
TOTAL PRESENT DAY CONSTRUCTION COST				\$2,608,633
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				2019 \$2,608,633
SECTION VIII - STANDARD PERCENTAGE ADDERS				
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$208,691
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$156,518
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$26,086
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$26,086
LEGAL (PRESENT DAY COST)	1.0%			\$26,086
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$448,468
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				2019 \$3,057,101
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	%percentage	\$3,057,101	\$91,713
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$91,713
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$91,713
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$91,713
GRAND TOTAL PROJECT COST				\$3,240,527

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #8

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,197,610
SECTION II - BRIDGES		\$6,807,477
SECTION III - WALLS		\$1,069,413
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$7,361,175
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$10,762,989
TOTAL PRESENT DAY CONSTRUCTION COST		\$27,815,938
TOTAL ESCALATED CONSTRUCTION COST	2019	\$27,815,938
TOTAL CONSTRUCTION & ENGINEERING	2019	\$32,549,647
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$976,489
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$976,489
GRAND TOTAL PROJECT COST		\$34,502,626

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$27,800,000	\$24,200,000	\$30,700,000
TOTAL PROJECT COST	\$34,500,000	\$30,500,000	\$38,400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Alt #8
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Asphalt

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Open

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Summerlin Pkwy WB to CC 215 SB direct connector.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #8

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,434,908	\$0
2 - LANE HIGHWAY RAMP	0.305	MI	\$2,156,323	\$657,679
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.086	MI	\$1,874,789	\$161,232
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.169	MI	\$2,240,826	\$378,700
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #8

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
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$1,197,610	
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				
SP WB FLYOVER TO CC215 SB				
BRIDGE LENGTH	489.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	S	TYPE		
CONCRETE BEAM BRIDGE	0	SF	\$150	\$0
STEEL BEAM BRIDGE	19,071	SF	\$240	\$4,577,040
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$497,223	\$497,223
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #8

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #8

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$6,807,477	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	1,342	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	18,788	SF	\$57	\$1,069,413
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**SP Alt #8**

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
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			\$1,069,413	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #8

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$16,435,675
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$164,357
TRAFFIC CONTROL	10.0%			\$1,643,567
ROADSIDE SAFETY	3.0%			\$493,070
LANDSCAPING / AESTHETICS.....	3.0%			\$493,070
SUB-TOTAL MOBILIZATION	7.0%			\$19,229,739
				\$1,346,082
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$20,575,821
				\$617,275
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$21,193,096
				\$5,298,274
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$26,491,369
				\$1,324,568
TOTAL PRESENT DAY CONSTRUCTION COST				\$27,815,938
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$27,815,938
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$2,225,275
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$1,668,956
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$278,159
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$278,159
LEGAL (PRESENT DAY COST)	1.0%			\$278,159
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$4,733,709
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$32,549,647
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$32,549,647	\$976,489
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$976,489
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$976,489
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$976,489
GRAND TOTAL PROJECT COST				\$34,502,626

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #9

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$149,249
SECTION II - BRIDGES		
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$22,387
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$140,062
TOTAL PRESENT DAY CONSTRUCTION COST		\$318,145
TOTAL ESCALATED CONSTRUCTION COST	2019	\$318,145
TOTAL CONSTRUCTION & ENGINEERING	2019	\$377,229
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$11,317
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$11,317
GRAND TOTAL PROJECT COST		\$399,863

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$300,000	\$300,000	\$400,000
TOTAL PROJECT COST	\$400,000	\$400,000	\$400,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Alt #9
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Asphalt

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Open

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Summerlin Pkwy EB to CC 215 SB free right-turn lane.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #9

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.088	MI	\$1,434,908	\$126,272
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,156,323	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$2,854,146	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**SP Alt #9**

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
ROADWAY RESURFACING				
ASPHALT PAVEMENT				
TYPICAL RESURFACING SECTION 1				
RESURFACING WIDTH	24	LF		
MILLING THICKNESS	2.00	IN		
PLANTMIX RESURFACING THICKNESS	2.00	IN		
OPEN GRADE PLANTMIX THICKNESS	0.75	IN		
TOTAL LANES	1	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.104	MI	\$220,935	\$22,977
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		
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			\$149,249	
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		
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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**SP Alt #9**

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #9

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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$0	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #9

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #9

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$171,637
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$1,716
TRAFFIC CONTROL	10.0%			\$17,164
ROADSIDE SAFETY	3.0%			\$5,149
LANDSCAPING / AESTHETICS.....	3.0%			\$5,149
SUB-TOTAL MOBILIZATION	7.0%			\$200,815
				\$14,057
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$214,872
				\$6,446
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$221,318
				\$55,329
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	15.0%			\$276,647
				\$41,497
TOTAL PRESENT DAY CONSTRUCTION COST				\$318,145
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$318,145
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$25,452
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$19,089
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$3,181
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$3,181
LEGAL (PRESENT DAY COST)	1.0%			\$3,181
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$59,085
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$377,229
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$377,229	\$11,317
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$11,317
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$11,317
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$11,317
GRAND TOTAL PROJECT COST				\$399,863

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #10

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$2,727,144
SECTION II - BRIDGES		\$4,096,587
SECTION III - WALLS		\$712,411
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		
SECTION VII - ADDITIONAL ITEMS		\$1,130,421
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$5,675,345
TOTAL PRESENT DAY CONSTRUCTION COST		\$14,667,398
TOTAL ESCALATED CONSTRUCTION COST	2019	\$14,667,398
TOTAL CONSTRUCTION & ENGINEERING	2019	\$17,165,856
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$514,976
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$514,976
GRAND TOTAL PROJECT COST		\$18,195,807

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$14,700,000	\$12,800,000	\$15,900,000
TOTAL PROJECT COST	\$18,200,000	\$16,100,000	\$19,900,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Alt #10
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening ▼

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Asphalt ▼

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Open ▼

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Exclusions are items that may be associated with this project, but have been specifically excluded.

Restripe on CC-215 not included in this estimate.

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Braiding Far Hills Off-Ramp and Summerlin Pkwy to CC 215 SB On-Ramp.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #10

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
SECTION I - ROADWAY CONSTRUCTION				
NEW ROADWAY CONSTRUCTION				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.431	MI	\$1,434,908	\$618,445
2 - LANE HIGHWAY RAMP	0.427	MI	\$2,156,323	\$920,750
3 - LANE HIGHWAY RAMP	0.107	MI	\$2,854,146	\$305,394
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.329	MI	\$2,682,539	\$882,555
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #10

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$2,727,144	
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				
SP TO CC-215 SB ON-RAMP OVER CC-215 SB TO FAR HILLS OFF-RAMP				
BRIDGE LENGTH	319.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	39.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	12,441	SF	\$150	\$1,866,150
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$497,223	\$497,223
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST**SP Alt #10**

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #10

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$4,096,587	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
MECHANICALLY STABILIZED EARTH WALLS				
WRITE WALL DESCRIPTION HERE				
MSE WALL LENGTH	894	LF		
BEGINNING HEIGHT	14	FT		
ENDING HEIGHT	14	FT		
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	12,516	SF	\$57	\$712,411
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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #10

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
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			\$712,411	
SECTION IV - TYPICAL INTERCHANGES				
RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (INCL CROSSROAD & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES			\$0	
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS			\$0	
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.000	MI	\$29,260	\$0
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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			\$0	

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #10

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$8,666,563
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$86,666
TRAFFIC CONTROL	10.0%			\$866,656
ROADSIDE SAFETY	3.0%			\$259,997
LANDSCAPING / AESTHETICS.....	3.0%			\$259,997
SUB-TOTAL MOBILIZATION	7.0%			\$10,139,879 \$709,792
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$10,849,670 \$325,490
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$11,175,160 \$2,793,790
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$13,968,950 \$698,448
TOTAL PRESENT DAY CONSTRUCTION COST				\$14,667,398
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....				\$14,667,398
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$1,173,392
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$880,044
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$146,674
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$146,674
LEGAL (PRESENT DAY COST)	1.0%			\$146,674
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$2,498,458
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....				\$17,165,856
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$17,165,856	\$514,976
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$514,976
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$514,976
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$514,976
GRAND TOTAL PROJECT COST				\$18,195,807

SUMMARY

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #11

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

SECTION	ESCALATED TO YEAR	TOTAL
SECTION I - ROADWAY CONSTRUCTION		\$1,957,663
SECTION II - BRIDGES		\$3,708,707
SECTION III - WALLS		
SECTION IV - TYPICAL INTERCHANGES		
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS		
SECTION VI - DEMOLITION		\$12,845
SECTION VII - ADDITIONAL ITEMS		\$851,882
SECTION VIII - STANDARD PERCENTAGE ADDERS		\$4,276,924
TOTAL PRESENT DAY CONSTRUCTION COST		\$11,053,310
TOTAL ESCALATED CONSTRUCTION COST	2019	\$11,053,310
TOTAL CONSTRUCTION & ENGINEERING	2019	\$12,937,373
SECTION IX - HYDRAULICS/STORM WATER COSTS	2019	\$388,121
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS	2019	\$388,121
GRAND TOTAL PROJECT COST		\$13,713,615

	CURRENT ESTIMATE	LOW RANGE	HIGH RANGE
TOTAL PRESENT DAY CONSTRUCTION COST	\$11,100,000	\$9,500,000	\$11,900,000
TOTAL PROJECT COST	\$13,700,000	\$12,000,000	\$15,000,000

Estimate prepared by:	Angelie Tiongson
Date of initial estimate:	January 1, 2019
Date of latest estimate revision:	January 1, 2019
Route name or number:	SP
Project Title:	SP Alt #11
Project length (in miles):	6.0
District price database used:	District 1
Predominant County:	Clark
NDOT project manager:	Jeff Lerud

PROJECT ESTIMATE INFORMATION

a. Estimate prepared by (user's name):

b. Date of initial estimate:

c. Date of latest estimate revision (this estimate):

d. Date of Design Start:

e. Date of Construction Start:

f. Level of estimate development:

g. NDOT project number:

h. Project Title:

i. Project length (miles):

j. District: Note:

Selection of a District will utilize the average unit prices for all bids received for that District over the past 1 year.
 Selection of "Statewide" will utilize the average unit prices Statewide for all bids received in the past year.

k. Predominant County:

l. Is this project located in an Urban or Rural area? Note:

Selection of urban or rural will assist with selection of estimate adders and typical right-of-way acquisition costs.

m. NDOT Project Manager:

n. Is location in mountainous or rocky terrain? (choose Yes or No) Note:

Selection will activate higher earthwork unit prices for these types of geography to account for greater earthwork quantities or more difficult excavation.
 Should significant earthwork quantities be anticipated, (greater than 3' average depth) please contact the Administrator.

ESTIMATE PREPARATION ASSISTANCE

SECTION I - ROADWAY CONSTRUCTION

2 1- What Primary Type of Project is this?

Roadway Widening

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

If you don't know the answer, for urban or interstate projects select "Concrete".
or if a rural project select "Asphalt".

Note: Asphalt

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

If you don't know the answer, for urban or interstate projects select "Closed" drainage
and for rural projects select "Open".

Note: Open

SECTION IA - ROADWAY CONSTRUCTION, CONT'D

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

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.

Yes No

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?

Is the site in an urban area or near subdivisions?

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

Yes No

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:

When reviewing the Standard Percentages, only make changes where applicable for the project in which you are working. Guidelines are available within the Estimate worksheet when reviewing the percentages.

13- If changes were made 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:

Continue to type all assumptions used, even if they do not show in the box.

Required retaining walls are included in the bridge cost.

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

SECTION XI - ESTIMATE COMPLETION

18- Please provide a written project scope description:

Braiding Far Hills On-Ramp with CC-215 Off-Ramp.

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

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #11

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$3,924,315	\$0
2 - LANE UNDIVIDED WITH 5' SHOULDERS	0.000	MI	\$2,401,238	\$0
1 - LANE HIGHWAY RAMP	0.416	MI	\$1,434,908	\$596,922
2 - LANE HIGHWAY RAMP	0.365	MI	\$2,156,323	\$787,058
3 - LANE HIGHWAY RAMP	0.201	MI	\$2,854,146	\$573,683
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$172,398	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$95,043	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$96,860	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$80,952	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$323,874	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$336,627	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE - PLANTMIX	0	EA	\$254,732	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$146,995	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$470,994	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$413,041	\$0
OPEN DRAINAGE				
CONCRETE PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$4,867,355	\$0
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$6,105,470	\$0
1 - LANE HIGHWAY RAMP	0.000	MI	\$1,702,485	\$0
2 - LANE HIGHWAY RAMP	0.000	MI	\$2,353,789	\$0
3 - LANE HIGHWAY RAMP	0.000	MI	\$3,195,124	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$246,001	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$135,549	\$0
TYPICAL AASHTO 1 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$136,076	\$0
TYPICAL AASHTO 1 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$113,769	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$462,161	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - MAINLINE LANES REMAIN SAME -	0	EA	\$480,319	\$0
TYPICAL AASHTO 2 LANE ON-RAMP TAPER W/GORE - ADD 1 MAINLINE LANE -	0	EA	\$358,398	\$0
TYPICAL AASHTO 2 LANE OFF-RAMP TAPER W/GORE - DROP 1 MAINLINE LANE -	0	EA	\$206,499	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
CLOSED DRAINAGE				
ASPHALT PAVEMENT				
4 - LANE UNDIVIDED WITH 8' SHOULDERS	0.000	MI	\$5,240,971	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
6 - LANE DIVIDED INTERSTATE	0.000	MI	\$11,205,773	\$0
4 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,217,294	\$0
4 - LANE DIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$5,948,029	\$0
2 - LANE UNDIVIDED URBAN STREET W/6' BIKE LANES	0.000	MI	\$3,660,521	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 1 PAVEMENT)	0.000	MI	\$755,586	\$0
COST PER ADDITIONAL 12' LANE (CATEGORY 2 PAVEMENT)	0.000	MI	\$561,986	\$0
ROADWAY WIDENING				
OPEN DRAINAGE				
ASPHALT PAVEMENT				
WIDEN 2 LANES TO 4	0.000	MI	\$2,112,660	\$0
WIDEN 2 LANES TO 5	0.000	MI	\$2,580,492	\$0
WIDEN 2 LANES TO 6	0.000	MI	\$3,002,853	\$0
WIDEN UNDIVIDED 2 LANES TO 4 LANE DIVIDED W/40' MEDIAN	0.000	MI	\$3,345,158	\$0
RAMP WIDENING WITH GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$1,160,587	\$0
RAMP WIDENING WITHOUT GUARDRAIL (ADD 1 LANE TO EXISTING 1 LANE)	0.000	MI	\$961,024	\$0
ADD 21' PASSING LANE TO EXISTING 2 LANES WITH 5' SHOULDERS	0.000	MI	\$1,418,174	\$0
ADD 2 LANES IN MEDIAN TO EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$1,874,789	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING 4 LANES DIVIDED INTERSTATE	0.000	MI	\$2,240,826	\$0
CLOSED DRAINAGE				
CONCRETE PAVEMENT				
ADD 6' BIKE LANES TO EXISTING 4 LANES	0.000	MI	\$4,626,658	\$0
ADD 1 - 14' LANE EACH DIRECTION TO EXISTING 2 LANES	0.000	MI	\$4,939,955	\$0
ADD 2 LANES ON 1 SIDE ONLY TO EXISTING 2 LANES	0.000	MI	\$3,248,248	\$0
ADD 1 LANE TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$2,682,539	\$0
ADD 2 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$3,362,941	\$0
ADD 3 LANES TO OUTSIDE OF EXISTING INTERSTATE	0.000	MI	\$4,044,332	\$0
OPEN DRAINAGE				
ROADBED MODIFICATION WITH ASPHALT PAVEMENT				
ROADBED MODIFICATION - 24' WIDE EXISTING ROADWAY	0.000	MI	\$468,532	\$0
ROADBED MODIFICATION - 34' WIDE EXISTING ROADWAY	0.000	MI	\$656,524	\$0
ROADBED MODIFICATION - 40' WIDE EXISTING ROADWAY	0.000	MI	\$767,334	\$0
ROADBED MODIFICATION - 52' WIDE EXISTING ROADWAY	0.000	MI	\$995,685	\$0
ROADBED MODIFICATION - 64' WIDE EXISTING ROADWAY	0.000	MI	\$1,217,291	\$0
WIDEN - ADD 2 LANES TO EXISTING 2 LANE UNDIVIDED	0.000	MI	\$1,490,093	\$0
WIDEN - ADD 2 LANES TO EXISTING 3 LANE UNDIVIDED	0.000	MI	\$1,916,583	\$0
WIDEN - ADD 2 LANES TO EXISTING 4 LANE UNDIVIDED	0.000	MI	\$2,138,182	\$0
WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED WITH ROADBED MODIFICATION	0.000	MI	\$2,799,660	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #11

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
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	0	EA		
TOTAL LENGTH OF THIS TYPICAL SECTION	0.000	MI	\$0	\$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		
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			\$1,957,663	
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				
FAR HILLS TO CC-215 NB ON-RAMP OVER CC-215 NB TO SP OFF-RAMP				
BRIDGE LENGTH	390.0	FT		
BRIDGE WIDTH (SUM OF BRIDGES' FULL DECK OUT-TO-OUT WIDTH)	27.0	FT		
MEDIAN WIDTH, WHEN APPLICABLE	0.0	FT		
BRIDGE HEIGHT	24.0	FT		
BRIDGE BEAM TYPE (C = CONCRETE, S = STEEL)	C	TYPE		
CONCRETE BEAM BRIDGE	10,530	SF	\$150	\$1,579,500
STEEL BEAM BRIDGE	0	SF	\$240	\$0
BRIDGE APPROACH - OPEN DRAINAGE with SLOPE PAVEMENT ABUTMENT	1	LS	\$395,993	\$395,993
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	30,450	SF	\$57	\$1,733,214

ESTIMATED PROBABLE CONSTRUCTION COST**SP Alt #11**

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 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
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	\$57	\$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	\$57	\$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
MECHANICALLY STABILIZED EARTH WALL (PRICE INCLUDES MSE BACKFILL)	0	SF	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST

SP Alt #11

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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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	\$57	\$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	\$57	\$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	\$57	\$0
SUBTOTAL - BRIDGES			\$3,708,707	
SECTION III - WALLS				
NOTE: Walls below are IN ADDITION to walls automatically calculated in the bridge approaches above.				
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	\$57	\$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	\$57	\$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	\$57	\$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	\$57	\$0

ESTIMATED PROBABLE CONSTRUCTION COST**SP Alt #11**

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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
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 & RURAL DIAMOND INTERCHANGE - CROSSROAD OVER MAINLINE (RAMPS ONLY)	0	EA	\$11,776,822	\$0
SINGLE POINT URBAN DIAMOND INTERCHANGE	0	EA	\$4,402,929	\$0
FULL DIRECTIONAL SYSTEMS INTERCHANGE	0	EA	\$25,945,158	\$0
	0	EA	\$138,731,360	\$0
SUBTOTAL - INTERCHANGES				\$0
SECTION V - SIGNAL SYSTEMS AT INTERSECTIONS				
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		
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		
NUMBER OF LANES - ROADWAY 2	0	LN		
NUMBER OF SIGNALIZED INTERSECTIONS OF THIS CONFIGURATION	0	EA	\$0	\$0
SUBTOTAL - SIGNALIZED INTERSECTIONS				\$0
SECTION VI - DEMOLITION				
DEMOLISH 1 LANE RAMP	0.439	MI	\$29,260	\$12,845
DEMOLISH 2 LANE RAMP	0.000	MI	\$50,161	\$0
DEMOLISH 3 LANE RAMP	0.000	MI	\$78,027	\$0
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.000	MI	\$47,375	\$0
DEMOLISH 2 LANE CLOSED DRAINAGE	0.000	MI	\$1,584,706	\$0
DEMOLISH 4 LANE CLOSED DRAINAGE DIVIDED	0.000	MI	\$1,714,231	\$0
DEMOLISH 6 LANE CLOSED DRAINAGE DIVIDED INTERSTATE	0.000	MI	\$1,852,312	\$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				\$12,845

ESTIMATED PROBABLE CONSTRUCTION COST

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ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
SECTION VIII - STANDARD PERCENTAGE ADDERS				
CLICK HERE FOR ADDER PERCENTAGE GUIDELINES				
SUB-TOTAL PRESENT DAY CONSTRUCTION COST				\$6,531,098
EROSION CONTROL / TEMPORARY DRAINAGE	1.00%			\$65,311
TRAFFIC CONTROL	10.0%			\$653,110
ROADSIDE SAFETY	3.0%			\$195,933
LANDSCAPING / AESTHETICS.....	3.0%			\$195,933
SUB-TOTAL MOBILIZATION	7.0%			\$7,641,384
				\$534,897
SUB-TOTAL TIME-RELATED OVERHEAD	3.0%			\$8,176,281
				\$245,288
SUB-TOTAL CONTINGENCY (not to be used without detailed explanation-accounted for in RISK percentages)	25.0%			\$8,421,570
				\$2,105,392
SUB-TOTAL CONSTRUCTION ENGINEERING & INSPECTION	5.0%			\$10,526,962
				\$526,348
TOTAL PRESENT DAY CONSTRUCTION COST				\$11,053,310
CONSTRUCTION ESCALATION TO YEAR - (projected mid-point of construction)	2019	@	0.00%	\$0
TOTAL CONSTRUCTION COST ESCALATED TO.....	2019			\$11,053,310
PRELIMINARY ENGINEERING (PRESENT DAY COST)	8.0%			\$884,265
PRELIMINARY R/W ENGINEERING (PRESENT DAY COST)	\$5,000			\$5,000
FINAL ENGINEERING (PRESENT DAY COST)	6.0%			\$663,199
ENVIRONMENTAL ASSESSMENT (PRESENT DAY COST)	1.0%			\$110,533
ADMINISTRATION (PRESENT DAY COST)	1.0%			\$110,533
LEGAL (PRESENT DAY COST)	1.0%			\$110,533
TRIBAL EMPLOYMENT RIGHTS ORDINANCE (TERO) (PRESENT DAY COST - 0%-3%)	0.0%			\$0
ENGINEERING AND ADMINISTRATION ESCALATION TO YEAR	2019	@	0.00%	\$0
TOTAL ENGINEERING / ADMINISTRATION / LEGAL COSTS (ESCALATED)				\$1,884,063
TOTAL CONSTRUCTION & ENGINEERING ESCALATED TO.....	2019			\$12,937,373
SECTION IX - HYDRAULICS/STORM WATER COSTS				
HYDRAULICS/STORM WATER	0.03	Percentage	\$12,937,373	\$388,121
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
				\$388,121
SECTION X - ENVIRONMENTAL CONSIDERATION COSTS				
ENVIRONMENTAL CONSIDERATION COST FACTOR	3.0%			\$388,121
CONTACT KENT STEELE AT NDOT FOR THIS COST INFORMATION (775-888-7010)				
ESCALATION TO YEAR.....	2019	@	0.00%	\$0
TOTAL MITIGATION COST (ESCALATED)				\$388,121
GRAND TOTAL PROJECT COST				\$13,713,615