Appendix C

PROJECT:	Litchfield-West Gardiner, Babcock Bridge #2029	WIN:		23094.00			
Alternative 1:	Iternative 1: Bridge Replacement: Steel Beams with CIP Deck on Integral Abutments with Piles						
	Construction Type: Bridge Closure with Temporary Bridge						KCN
							\$627.000
ABUTMENTS		2	EA	×	\$142,000.00	=	\$284,000
PILES		<u>10</u>	EA	×	\$20,500.00	=	\$205,000
COFFERDAMS		2	EA	×	\$30,000.00	=	\$60,000
STRUCTURAL E	EXCAVATION & BORROW	<u>3,870</u>	СҮ	×	<u>\$50.00</u>	=	<u>\$194,000</u>
PLAIN RIPRAP		<u>2,000</u>	СҮ	×	<u>\$65.00</u>	=	<u>\$130,000</u>
EXISTING BRID	GE REMOVAL	<u>550</u>	СҮ	×	<u>\$470.00</u>	=	<u>\$259,000</u>
DETOUR AND/	OR TEMPORARY BRIDGE	<u>1</u>	LS	×	<u>\$311,000.00</u>	=	<u>\$311,000</u>
REHABILITATIO	ON CONTINGENCIES				<u>N/A</u>	=	<u>\$0</u>
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) <u>10%</u>						=	<u>\$207,000</u>
MOBILIZATION <u>10%</u>						=	<u>\$207,000</u>
	_	¢2,400,000					
			3		SCIORE SUBIUTAL	-	\$2,490,000
APPROACHES 450 LF × \$600.00						=	\$270,000
MISCELLANEO	US				<u>7%</u>	=	<u>\$19,000</u>
MOBILIZATION	1				<u>10%</u>	=	<u>\$27,000</u>
						I	
			API	PRC	DACHES SUBTOTAL	=	\$320,000
TOTAL CONSTRUCTION COST							\$2,810,000
PRELIMINARY ENGINEERING 10%						=	\$285,000
RIGHT OF WAY						=	<u>\$15,000</u>
CONSTRUCTION ENGINEERING <u>10%</u>						=	<u>\$290,000</u>
OTHER:						=	<u>\$0</u>
TOTAL PROJECT COST							\$3,400,000

Alternative 1a

PROJECT:	Deer Isle-Stonington, Mill Hill Bridge #3063				WIN:		22356.00
Alternative 1a:	Superstructure Replacement: NEXT Beams						
	Closure with Off Site Detour				ESTIMATED BY:		ТАТ
	Deck Area: 48' x 31.33' = 1,504 SF						
SUPERSTRUCT	URE	1,504	SF	×	\$ 174.00	=	\$262,000
SUBSTRUCTUR	E	168	СҮ	×	\$ 2,965.00	=	\$499,000
STRUCTURAL E	EXCAVATION & BORROW	240	СҮ	×	\$ 50.00	=	\$12,000
RIPRAP		<u>1,210</u>	СҮ	×	\$ 100.00	=	<u>\$121,000</u>
EXISTING BRID	GE REMOVAL	<u>1</u>	LS	×	<u>\$ 156,000.00</u>	=	<u>\$156,000</u>
PORTABLE CHA	ANGEABLE MESSAGE SIGNS	2	EA	×	\$ 5,000.00	=	<u>\$10,000</u>
DREDGE SPOIL	S	<u>470</u>	т	×	\$ 115.00	=	<u>\$55,000</u>
REHABILITATIO	ON CONTINGENCIES				<u>10%</u>	=	<u>\$112,000</u>
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) <u>10%</u>						=	<u>\$112,000</u>
MOBILIZATION <u>10%</u>						=	<u>\$134,000</u>
			S	TRL	ICTURE SUBTOTAL	=	\$1,480,000
		552	IF	×	\$ 538.00	=	\$297.000
3 ADDITIONAL	CULVERTS - SOUTH APPROACH	<u>552</u>	LS	×	\$ 24,000.00	=	\$24,000
MISCELLANEO	US			1	<u> </u>	=	\$23,000
MOBILIZATION	1				<u>10%</u>	=	\$35,000
						1	
			API	PRC	DACHES SUBTOTAL	=	\$380,000
TOTAL CONSTRUCTION COST						=	\$1,860,000
PRELIMINARY	ENGINEERING					=	\$265.000
RIGHT OF WAY	,					=	\$25,000
					=	\$170,000	
						 T	1
TOTAL PROJECT COST							\$2,320,000

PROJECT:	OJECT: Greenbush, Boom Bridge #3587				WIN:		21727.00	
Alternative 1:	Alternative 1: Bridge Replacement:125' single span steel bridge							
	Maintain a single lane of traffic on temporary detour						MHW	
	Deck Area: 125' x 39.34' = 4918 SF							
SUPERSTRUCT	URE: Galvanized welded steel beams	4,918	SF	×	<u>\$170.00</u>	=	\$836,000	
ABUTMENTS: Integral abuments with piles to bedrock 4,918 SF ×						=	<u>\$320,000</u>	
PIER: N/A		<u>0</u>	SF	×	<u>\$0.00</u>	=	<u>\$0</u>	
COFFERDAMS	: (for removing existing piers)	<u>3</u>	EA	×	<u>\$15,000.00</u>	=	\$45,000	
COFFERDAMS	(for integral abutments and riprap)	2	EA	×	<u>\$15,000.00</u>	=	\$30,000	
STRUCTURAL	EXCAVATION & BORROW	<u>1,000</u>	СҮ	×	<u>\$40.00</u>	=	\$40,000	
PLAIN RIPRAP		<u>900</u>	СҮ	×	<u>\$87.00</u>	=	\$79,000	
EXISTING BRID	DGE REMOVAL	<u>3,250</u>	SF	×	<u>\$52.00</u>	=	<u>\$169,000</u>	
TEMPORARY WALLS & TRAFFIC SIGNALS						=	<u>\$150,000</u>	
REHABILITATI	ON CONTINGENCIES				<u>N/A</u>	=	<u>\$0</u>	
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 7%							<u>\$117,000</u>	
MOBILIZATION 10%							<u>\$167,000</u>	
			S	ſRU	CTURE SUBTOTAL	=	\$1,960,000	
APPROACHES: Full Reconstruction 630 LF × \$850.00							\$536,000	
APPROACHES:	: Mill and Overlay	<u>109</u>	LF	×	<u>\$140.00</u>	=	\$16,000	
MISCELLANEO	US				<u>7%</u>	=	\$39,000	
MOBILIZATIO	N				<u>10%</u>	=	<u>\$56,000</u>	
			APF	PRO	ACHES SUBTOTAL	=	\$650,000	
		TOTAL	CON	NST	RUCTION COST	=	\$2,610,000	
PRELIMINARY ENGINEERING: <u>16%</u>							\$430,000	
RIGHT OF WAY							<u>\$15,000</u>	
CONSTRUCTION ENGINEERING 13%						=	<u>\$345,000</u>	
OTHER:							\$0	
		т	ΟΤΑ	LP	ROJECT COST	=	\$3,400.000	
						L	+-,,	

Preferred Alternative (Hybrid)

Alternative 2: Bridge Strenghtening and Repair: One-Lane Closure, Maintaining Traffic During Construction Deck Area: 366' x 26' = 9,516 SF ESTIMATED BY: MFS SUPERSTRUCTURE: 9,516 SF \$ 100.00 \$869,500 ABUTMENTS 2 EA \$ 2,000.00 \$4,000 PIERS 3 EA \$ 2,000.00 \$40,000 ORFERDAMS 0 EA N/A \$2,000.00 \$500 STRUCTURAL EXCAVATION & BORROW 1 CV \$500,000 \$500 PLAIN RIPRAP 0 CY N/A \$2,000,00 \$2,500 PLAIN RIPRAP 0 CY \$2,000,00 \$2,500 \$2,507,800,00 \$2,502,800 PLAIN RIPRAP 0 CY \$2,507,800,00 \$5,502,800,00 \$2,558,800,00 \$2,502,800 SUPERSTRUCTURE REHABILITATION 50 SF \$2,230,00 \$2,509,000 \$2,509,000 SUPERSTRUCTURE REHABILITATION 50 SF \$2,2,30,00 \$2,509,000 \$2,509,000 SUPERSTRUCTURE REHABILITATION 50 SF \$2,2,30,00 \$2,509,000 \$2,509,000 MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 100% \$2,709,000 \$2,709,000 M	PROJECT:	Southport-Townsend Gut Bridge #2789	•		·	WIN:		21751.00
Alternative 2: Bridge Strenghtening and Repair: One-Lane Closure, Maintaining Traffic During Construction Deck Area: 366' x 26' = 9,516 SF ESTIMATED BY: MFS SUPERSTRUCTURE: 9,516 SF \$ \$ 100.00 = \$869,500 ABUTMENTS 2 EA × \$ 2,000.00 = \$869,500 PIERS 3 EA × \$ 13,840.00 = \$44,000 COFFERDAMS 0 EA × \$ 13,840.00 = \$44,000 PIERS 3 EA × \$ 13,840.00 = \$500.00 = \$500.00 COFFERDAMS 0 EA × N/A = \$250.00 = \$500.00 = \$500.00 = \$500.00 = \$500.00 = \$500.00 = \$500.00 = \$500.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00 = \$500.80.00								
One-Lane Closure, Maintaining Traffic During Construction Deck Area: 366' x 26' = 9,516 SF ESTIMATED BY: MFS SUPERSTRUCTURE: 9,516 SF × \$ 100.00 = \$ 2869,500 ABUTMENTS 2 EA × \$ 2,000.00 = \$ 240,000 PIERS 2 EA × \$ 2,000.00 = \$ 441,500 COFFERDAMS 0 EA × \$ 1,000 = \$ 5200 STRUCTURAL EXCAVATION & BORROW 1 CY × \$ 500.00 = \$ 5202 PLAIN RIPRAP 0 CY × N/A = \$ \$ 520,800.00 = \$ \$ 520,800.00 = \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Alternative 2:	ernative 2: Bridge Strenghtening and Repair:						
Deck Area: 366' x 26' = 9,516 SF SUPERSTRUCTURE: 9,516 SF × \$ 100.00 = \$869,500 ABUTMENTS 2 EA × \$ 2,000.00 = \$40,000 PIERS 3 EA × \$ 13,840.000 = \$41,500 COFFERDAMS 0 EA × \$ \$13,840.000 = \$541,500 COFFERDAMS 0 EA × \$ \$300,000 = \$541,500 COFFERDAMS 0 EA × \$ \$500,000 = \$540,000 STRUCTURAL EXCAVATION & BORROW 1 CY × \$ \$500,000 = \$550,000 PLAIN RIPRAP 0 CY × MXA = \$527,800.00 = \$550,800.00 = \$550,800.00 = \$5369,500.00 = \$5369,500.00 \$54,625,480.00 \$ 4,625,480.00 \$ 4,625,480.00 \$ 4,625,480.00 \$ 2,21		One-Lane Closure, Maintaining Traffic During Construction						MFS
SUPERSTRUCTURE: 9.516 SF × \$ 100.00 = \$ 589.50 ABUTMENTS 2 EA × \$ 13.840.00 = \$ 54.000 PIERS 3 EA × \$ 13.840.00 = \$ 541.500 COFFERDAMS 0 EA × N/A = \$ 550 STRUCTURAL EXCAVATION & BORROW 1 CY × \$ 500.00 = \$ 550 PLAIN RIPRAP 0 CY × N/A = \$ \$ 507.800 = \$ \$ 507.800 = \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		Deck Area: 366' x 26' = 9,516 SF						
ABUTMENTS 2 EA × \$ 2,000.00 = \$ 44,000 PIERS 3 EA × \$ 13,840.00 = \$ 241,500 COFFERDAMS Q EA × M/A = \$ 2500 STRUCTURAL EXCAVATION & BORROW 1 CY × \$ 500.00 = \$ 5500 PLAIN RIPRAP Q CY × M/A = \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	SUPERSTRUCTURE: 9,516 SF ×					\$ 100.00	=	<u>\$869,500</u>
PIERS 3 EA × \$ 13,840.00 = \$\$41,500 COFFERDAMS 0 EA × N/A = \$\$2500 STRUCTURAL EXCAVATION & BORROW 1 CY × \$ \$500.00 = \$\$500 PLAIN RIPRAP 0 CY × N/A = \$\$200 PLAIN RIPRAP 0 CY × N/A = \$\$200 MECHANICAL REPAIRS AND UPGRADES 1 LS × \$\$558,800.00 = \$\$558,800.00 = \$\$558,800 = \$\$269,500.00 \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 = \$\$369,500.00 \$\$4,625,480.00 = \$\$2709,000 \$\$709,000 \$\$709,000 \$\$709,000 \$\$709,000 \$\$709,000 \$\$709,000	ABUTMENTS		2	EA	×	\$ 2,000.00	=	<u>\$4,000</u>
COFFERDAMS 0 EA × N/A = \$ \$ STRUCTURAL EXCAVATION & BORROW 1 CY × \$ <th>PIERS</th> <th></th> <th><u>3</u></th> <th>EA</th> <th>×</th> <th>\$ 13,840.00</th> <th>=</th> <th><u>\$41,500</u></th>	PIERS		<u>3</u>	EA	×	\$ 13,840.00	=	<u>\$41,500</u>
STRUCTURAL EXCAVATION & BORROW 1 CY × \$ 5000 = \$ 5000 PLAIN RIPRAP 0 CY × N/A = \$ 5000 MECHANICAL REPAIRS AND UPGRADES 1 LIS × \$ 5507,800,00 = \$ 5507,800 ELECTRICAL REPAIRS AND UPGRADES 1 LIS × \$ 5558,800,00 = \$ 5588,800 ELECTRICAL REPAIRS AND UPGRADES 1 LIS × \$ 5558,800,00 = \$ 5369,500 SUPERSTRUCTURE REHABILITATION 500 SF × \$ 2,230,00 = \$ 111,500 FENDER SYSTEM 1 LIS \$ 4,625,480,000 \$ 4,625,480 \$ 4,625,480 MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 10% = \$ 5709,000 \$ 5709,000 MOBILIZATION 10% = \$ 5709,000 \$ 5709,000 \$ 5709,000 \$ 5709,000 MISCELLANEOUS 50.00 LF × \$ 440,00 \$ 21,555,00 MISCELLANEOUS 7% = \$ 22,000 \$ 33,000 MISCELLANEOUS 7% = \$ 22,000 \$ 33,000	COFFERDAMS		<u>0</u>	EA	×	<u>N/A</u>	=	<u>\$0</u>
PLAIN RIPRAP 0 CY × N/A = 52 MECHANICAL REPAIRS AND UPGRADES 1 LS × \$507,800.00 = \$507,800.00 ELECTRICAL REPAIRS AND UPGRADES 1 LS × \$558,800.00 = \$558,800.00 ELECTRICAL REPAIRS AND UPGRADES 1 LS × \$558,800.00 = \$558,800.00 CELECTRICAL REPAIRS AND UPGRADES 1 LS × \$558,800.00 = \$558,800.00 STRFUCTURE REHABILITATION 500 SF × \$2,2230.00 = \$111,500 FENDER SYSTEM 1 LS \$4,625,480.00 \$4,625,480.00 \$4,625,480.00 \$4,625,480.00 \$4,625,480.00 \$4,625,480.00 \$4,625,480.00 \$4,625,480.00 \$5,709,000 \$5,7	STRUCTURAL E	EXCAVATION & BORROW	<u>1</u>	СҮ	×	\$ 500.00	=	<u>\$500</u>
MECHANICAL REPAIRS AND UPGRADES 1 1 x \$507,800,00 = \$507,800 ELECTRICAL REPAIRS AND UPGRADES 1 LS x \$558,800,00 = \$558,800 TRAFFIC SAFETY IMPROVEMENTS 1 LS x \$369,500,00 = \$369,500 SUPERSTRUCTURE REHABILITATION 50 SF x \$2,230,00 = \$111,500 FENDER SYSTEM 1 LS \$4,625,480,00 \$4,625,480 \$4,625,480 MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 10% = \$709,000 MOBILIZATION 10% = \$2709,000 MISCELLANEOUS TOTAL CURE SUBTOTAL = \$8,510,000 APPROACHES 50.00 LF × \$440,00 \$2,21,555,000 MOBILIZATION 10% = \$2,000 \$30,000 MOBILIZATION 10% = \$2,000 MOBILIZATION 10% = \$30,000 MOBILIZATION 10% = \$30,000 MISCELLANEOUS 7% = \$30,000 RIGHT ON 10% <t< th=""><th>PLAIN RIPRAP</th><th></th><th><u>0</u></th><th>СҮ</th><th>×</th><th><u>N/A</u></th><th>=</th><th><u>\$0</u></th></t<>	PLAIN RIPRAP		<u>0</u>	СҮ	×	<u>N/A</u>	=	<u>\$0</u>
ELECTRICAL REPAIRS AND UPGRADES 1 LS × \$558,800.00 = \$558,800.00 TRAFFIC SAFETY IMPROVEMENTS 1 LS × \$_369,500.00 = \$3369,500.00 SUPERSTRUCTURE REHABILITATION 50 SF × \$_2,230.00 = \$_111,500 FENDER SYSTEM 1 LS \$_4,625,480.00 .\$_4,625,480 .\$_4,625,480 MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 10% = \$709,000 MOBILIZATION 10% = \$709,000 MOBILIZATION 10% = \$21,555,00 MISCELLANEOUS 50.00 LF × \$_440.00 = \$_21,555,00 MISCELLANEOUS 50.00 LF × \$_440.00 = \$_21,555,00 MOBILIZATION 10% = \$_21,000 \$_33,000 <	MECHANICAL	REPAIRS AND UPGRADES	<u>1</u>	LS	×	<u>\$507,800.00</u>	=	<u>\$507,800</u>
TRAFFIC SAFETY IMPROVEMENTS 1 LS × \$369,500,00 = \$3369,500 SUPERSTRUCTURE REHABILITATION 50 SF × \$230,00 = \$111,500 FENDER SYSTEM 1 LS \$4625,480,00 \$4625,480 \$4625,480 MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 10% = \$709,000 MOBILIZATION 10% = \$709,000 MOBILIZATION 50.00 LF × \$440,00 = \$709,000 MOBILIZATION 50.00 LF × \$440,00 = \$321,555,000 MISCELLANEOUS 50.00 LF × \$440,00 = \$321,555,000 MISCELLANEOUS 7% = \$32,000 10% = \$33,000 \$	ELECTRICAL RE	PAIRS AND UPGRADES	<u>1</u>	LS	×	<u>\$558,800.00</u>	=	<u>\$558,800</u>
SUPERSTRUCTURE REHABILITATION 50 SF × \$ 2,230.00 = \$ 111,500 FENDER SYSTEM 1 LS \$ 4,625,480.00 \$ 4,625,480.00 MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 10% = \$ \$ 709,000 MOBILIZATION 10% = \$ \$ 709,000 MOBILIZATION 10% = \$ \$ 709,000 APPROACHES 50.00 LF × \$ 440.00 = \$ \$ 709,000 MISCELLANEOUS 50.00 LF × \$ 440.00 = \$ 21,555.00 MISCELLANEOUS 50.00 LF × \$ 440.00 = \$ 21,555.00 MOBILIZATION 10% = \$ \$ 30,000 \$ \$ 33,000 MOBILIZATION 10% = \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	TRAFFIC SAFET	TY IMPROVEMENTS	<u>1</u>	LS	×	<u>\$ 369,500.00</u>	Ш	<u>\$369,500</u>
FENDER SYSTEM 1 LS \$ 4,625,48.00 \$ 4,625,48.00 MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 10% = \$709,000 MOBILIZATION 10% = \$709,000 MOBILIZATION 10% = \$709,000 MOBILIZATION 10% = \$709,000 MOBILIZATION 10% = \$209,000 APPROACHES 50.00 LF × \$440.00 = \$21,555.00 MISCELLANEOUS 7% = \$22,000 \$21,555.00 MOBILIZATION 10% = \$22,000 MOBILIZATION 10% = \$30,000 MOBILIZATION 10% = \$30,000 MOBILIZATION 10% = \$30,000 PRELIMINARY ENGINEERING 12% = \$1,030,000 RIGHT OF WAY = \$2 \$1,030,000 CONSTRUCTION ENGINEERING 12% = \$1,030,000 OTHER (DAMAGE RELATED ITEMS): = \$2 \$1,030,000	SUPERSTRUCT	URE REHABILITATION	<u>50</u>	SF	×	\$ 2,230.00	Π	\$ 111,500
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) 10% = \$709,000 MOBILIZATION 10% = \$709,000 STRUCTURE SUBTOTAL = \$709,000 APPROACHES STRUCTURE SUBTOTAL = \$\$21,555.000 MISCELLANEOUS 7% = \$21,555.000 MISCELLANEOUS 7% = \$22,000 MOBILIZATION 10% = \$22,000 MOBILIZATION 10% = \$22,000 MOBILIZATION 10% = \$33,000 TOTAL CONSTRUCTION COST PRELIMINARY ENGINEERING 12% = \$10,030,000 RELIMINARY ENGINEERING 12% = \$1,030,000 CONSTRUCTION ENGINEERING 12% = \$1,030,000 TOTAL PROJECT COST = \$10,030,000 TOTAL PROJECT COST = \$10,000,000	FENDER SYSTE	Μ	1	LS		\$ 4,625,480.00		\$ 4,625,480
MOBILIZATION 10% = \$709,000 STRUCTURE SUBTOTAL = \$8,510,000 APPROACHES 50.00 LF × \$ 440.00 = \$ 21,555.00 MISCELLANEOUS 7% = \$2,000 MOBILIZATION 10% = \$ 21,555.00 MOBILIZATION 7% = \$ 2,000 MOBILIZATION 10% = \$ 33,000 PRELIMINARY ENGINEERING 10% = \$ 330,000 PRELIMINARY ENGINEERING 12% = \$ 1,030,000 RIGHT OF WAY = \$ 20,000,000 \$ 20,000 OTHER (DAMAGE RELATED ITEMS): = \$ 20,000,000 \$ 20,000	MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) <u>10</u>						П	<u>\$709,000</u>
STRUCTURE SUBTOTAL = \$8,510,000 APPROACHES 50.00 LF × \$ 440.00 = \$ 21,555.00 MISCELLANEOUS 7% = \$ 20,000 10% = \$ 21,555.00 MOBILIZATION 10% = \$ 21,055.00 10% = \$ 21,055.00 MOBILIZATION 10% = \$ 21,050.00 10% = \$ 33,000 MOBILIZATION 10% = \$ 30,000 10% = \$ 30,000 PRELIMINARY ENGINEERING 12% = \$ 1,030,000 12% = \$ 21,030,000 RIGHT OF WAY = 12% = \$ 21,030,000 2 5 1,030,	MOBILIZATION	N				<u>10%</u>	=	<u>\$709,000</u>
STRUCTORE SUBTOTAL = \$38,510,000 APPROACHES 50.00 LF × \$440.00 = \$21,555.00 MISCELLANEOUS 7% = \$2,000 10% = \$2,000 MOBILIZATION 10% = \$30,000 10% = \$30,000 APPROACHES SUBTOTAL = \$30,000 10% = \$30,000 TOTAL CONSTRUCTION COST = \$8,540,000 PRELIMINARY ENGINEERING 12% = \$1,030,000 RIGHT OF WAY = \$2 CONSTRUCTION ENGINEERING 12% = \$1,030,000 OTHER (DAMAGE RELATED ITEMS): = \$2 \$1,030,000 \$1,030,000								ća 510.000
APPROACHES 50.00 LF × \$ 440.00 = \$ 21,555.00 MISCELLANEOUS 7% = \$2,000 MOBILIZATION 10% = \$3,000 MOBILIZATION 10% = \$30,000 APPROACHES SUBTOTAL = \$30,000 PRELIMINARY ENGINEERING 12% = \$1,030,000 RIGHT OF WAY = \$2 \$1,030,000 OTHER (DAMAGE RELATED ITEMS): = \$2 \$10,600,000 TOTAL PROJECT COST = \$10,600,000 \$10,600,000				3	IKU	CIURE SUBIUTAL	=	\$8,510,000
MISCELLANEOUS 7% = \$2,000 MOBILIZATION 10% = \$3,000 APPROACHES SUBTOTAL APPROACHES SUBTOTAL = \$30,000 TOTAL CONSTRUCTION COST PRELIMINARY ENGINEERING 12% = \$1,030,000 RIGHT OF WAY = \$2 \$2 CONSTRUCTION ENGINEERING 12% = \$1,030,000 OTHER (DAMAGE RELATED ITEMS): = \$2 \$1,030,000 TOTAL PROJECT COST = \$10,600,000	APPROACHES		50.00	LF	×	\$ 440.00	=	\$ 21,555.00
MOBILIZATION 10% = \$3,000 APPROACHES SUBTOTAL = \$30,000 TOTAL CONSTRUCTION COST = \$30,000 PRELIMINARY ENGINEERING 12% = \$8,540,000 RIGHT OF WAY = \$1,030,000 CONSTRUCTION ENGINEERING 12% = \$10,000,000 OTHER (DAMAGE RELATED ITEMS): = \$2 TOTAL PROJECT COST = \$10,600,000	MISCELLANEO	US				<u>7%</u>	Ш	<u>\$2,000</u>
APPROACHES SUBTOTAL = \$30,000 TOTAL CONSTRUCTION COST = \$8,540,000 PRELIMINARY ENGINEERING 12% = \$1,030,000 RIGHT OF WAY = \$20 \$1,030,000 CONSTRUCTION ENGINEERING 12% = \$10,000,000 OTHER (DAMAGE RELATED ITEMS): = \$10,600,000	MOBILIZATION	N				<u>10%</u>	Ш	<u>\$3,000</u>
TOTAL CONSTRUCTION COST = \$8,540,000 PRELIMINARY ENGINEERING 12% = \$1,030,000 RIGHT OF WAY = \$0 \$0 CONSTRUCTION ENGINEERING 12% = \$1,030,000 OTHER (DAMAGE RELATED ITEMS): = \$10,600,000 TOTAL PROJECT COST = \$10,600,000				API	PRO	ACHES SUBTOTAL	=	\$30,000
PRELIMINARY ENGINEERING 12% = \$1,030,000 RIGHT OF WAY = \$0 CONSTRUCTION ENGINEERING 12% = \$0 OTHER (DAMAGE RELATED ITEMS): = \$0 \$0 TOTAL PROJECT COST = \$10,600,000			τοται	COI	ISI		_	\$8 540 000
PRELIMINARY ENGINEERING 12% =\$1,030,000RIGHT OF WAY=\$000000000000000000000000000000000000								<i>40,340,000</i>
RIGHT OF WAY=\$0CONSTRUCTION ENGINEERING12%=\$1,030,000OTHER (DAMAGE RELATED ITEMS):=\$0\$0TOTAL PROJECT COST =\$10,600,000	PRELIMINARY ENGINEERING 12%						=	<u>\$1,030,000</u>
CONSTRUCTION ENGINEERING 12% =\$1,030,000OTHER (DAMAGE RELATED ITEMS):=\$000000000000000000000000000000000000	RIGHT OF WAY						П	<u>\$0</u>
OTHER (DAMAGE RELATED ITEMS): TOTAL PROJECT COST = \$10,600,000	CONSTRUCTION ENGINEERING <u>12%</u>						Ш	<u>\$1,030,000</u>
	OTHER (DAMAGE RELATED ITEMS):							<u>\$0</u>
			т	ОТА	LP	ROJECT COST	=	\$10,600,000

PROJECT:	: Milo, Old Toll Bridge #2867				WIN:		20502.00	
Alternative 1:	tive 1: Bridge Replacement: New bridge built downstream							
	Maintain a single lane of traffic on the existing	bridge			ESTIMATED BY:		MHW	
	Deck Area: 275' x 37.34' = 10,269 SF							
SUPERSTRUCT	URE:Galvanized & Haunched welded steel							
beams		<u>10,269</u>	SF	×	<u>\$175.00</u>	=	<u>\$1,797,000</u>	
ABUTMENTS: I	ntegral abuments	<u>10,269</u>	SF	×	<u>\$38.00</u>	=	<u>\$391,000</u>	
PIER: Mass typ	e pier	<u>10,269</u>	SF	×	<u>\$50.00</u>	=	<u>\$514,000</u>	
COFFERDAMS	(for removing existing piers)	<u>3</u>	EA	×	<u>\$25,000.00</u>	=	\$75,000	
COFFERDAM fo	or new pier	<u>1</u>	EA	×	<u>\$175,000.00</u>	=	<u>\$175,000</u>	
STRUCTURAL E	EXCAVATION & BORROW	<u>1,500</u>	СҮ	×	<u>\$40.00</u>	=	<u>\$60,000</u>	
PLAIN RIPRAP		<u>900</u>	СҮ	×	<u>\$80.00</u>	=	<u>\$72,000</u>	
EXISTING BRID	GE REMOVAL	<u>7,416</u>	SF	×	<u>\$52.00</u>	=	<u>\$386,000</u>	
TEMPORARY V	<u>\$125,000.00</u>	=	<u>\$125,000</u>					
REHABILITATIO	ON CONTINGENCIES				<u>N/A</u>	=	<u>\$0</u>	
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.)						=	<u>\$216,000</u>	
MOBILIZATION						=	<u>\$360,000</u>	
							¢4 175 000	
			3		CTORE SOBIOTAL	-	\$4,175,000	
APPROACHES		<u>1125</u>	LF	×	<u>\$850.00</u>	=	<u>\$957,000</u>	
MISCELLANEO	US				<u>6%</u>	=	<u>\$58,000</u>	
MOBILIZATION	J				<u>10%</u>	=	<u>\$96,000</u>	
			APF	PRO	ACHES SUBTOTAL	=	\$1,115,000	
						<u> </u>	I	
TOTAL CONSTRUCTION COST							\$5,290,000	
PRELIMINARY ENGINEERING: includes archaeology work 18%						=	\$975,000	
RIGHT OF WAY						=	\$25,000	
CONSTRUCTION ENGINEERING						=	\$710,000	
OTHER:	OTHER:						<u>\$0</u>	
		TC	JTA	LP	ROJECT COST	=	\$7,000,000	

PROJECT:	JECT: Bridgewater, Whitney Bridge #2942			WIN:		24783.00	
Alternative 1:	Bridge Replacement: Single span-Next Beams						
	Staged Construction				ESTIMATED BY:		MHW
	Deck Area: 60' x 52.42' = 2,665 SF						
SUPERSTRUCT	URE: Next Beams	2.665	SF	×	\$235.00	=	\$627.000
ABUTMENTS:	Integral abutments with possible rock sockets	2.665	SF	×	\$130.00	=	\$347.000
PIERS: N/A		0	EA	×		=	\$0
COFFERDAMS		2	EA	×	\$40,000.00	=	\$80,000
STRUCTURAL E	EXCAVATION & BORROW	1,500	СҮ	×	\$53.00	=	\$80,000
PLAIN RIPRAP		750	СҮ	×	<u>\$80.00</u>	=	\$60,000
EXISTING BRID	OGE REMOVAL	<u>1,734</u>	SF	×	<u>\$47.00</u>	=	\$82,000
TRAFFIC SIGN	ALS (3) and TEMPORARY WALLS	1	LS	×	<u>\$150,000.00</u>	=	\$150,000
REHABILITATIO	ON CONTINGENCIES			-	<u>N/A</u>	=	<u>\$0</u>
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.) <u>10%</u>						=	<u>\$143,000</u>
MOBILIZATION						Ш	<u>\$143,000</u>
	STRUCTURE SUBTOTAL						
APPROACHES 400 LF × 5						=	<u>\$340,000</u>
MISCELLANEO	US				<u>10%</u>	=	<u>\$34,000</u>
MOBILIZATION	V				<u>10%</u>	=	<u>\$34,000</u>
					-		·
			AP	PRC	OACHES SUBTOTAL	=	\$410,000
TOTAL CONSTRUCTION COST							\$2,130,000
PRELIMINARY	ENGINEERING				<u>15%</u>	=	\$325,000
RIGHT OF WAY						=	<u>\$20,000</u>
CONSTRUCTION ENGINEERING						=	\$325,000
OTHER:							<u>\$0</u>
							ć2.000.000
		10	JIA	LP	KUJECI CUSI	=	\$2,800,000