



LEVEL 2 ALTERNATIVE SCREENING PROCESS AND RESULTS TECHNICAL REPORT

Prepared for:



Prepared by:



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CONTENTS

1.	LEVEL 2 ALTERNATIVE DEVELOPMENT AND SCREENING SUMMARY	1
1.1.	Level 2 Screening Criteria.....	1
1.1.2.	Summary of Level 2 Screening Criteria Analyses for Project Goals	4
2.	LEVEL 2 ALTERNATIVE DEVELOPMENT	5
3.	LEVEL 2 ANALYSIS	6
4.	PUBLIC AND STAKEHOLDER ENGAGEMENT	8
5.	ENDORSEMENT.....	8

APPENDICES

Appendix D.1. Level 2 Screening Evaluation Summary

Appendix D.2. Level 2 Screening Evaluation Detailed Results

Appendix D.3. Level 2 Alternative Exhibits

Appendix D.4. Level 2 Design Criteria

Appendix D.5. Level 2 Cost Estimates

Appendix D.6. Technical Advisory Group Meeting #3 Summary (December 14, 2022)

Appendix D.7. Community Advisory Group Meeting #3 Summary (December 14, 2022)

1. LEVEL 2 ALTERNATIVE DEVELOPMENT AND SCREENING SUMMARY

In Level 1, the project team screened concepts to determine how well they addressed project needs. The results of the Level 1 screening identified concepts to be carried into Level 2; that process is documented in the *Level 1 Alternative Development, Screening Process and Results Technical Report* (Level 1 analysis) dated October 25, 2022. The Level 2 alternative development and screening process built upon findings from the Level 1 process to develop three corridor-wide alternatives and combine the most promising elements of the Level 1 concepts. The results of the Level 2 screening will be a set of recommendations discussed in the Implementation Plan section of the PEL report.

1.1. LEVEL 2 SCREENING CRITERIA

Before beginning the Level 2 process, the project team developed more detailed screening criteria and applied a process using quantitative analysis to assess how well the alternatives met the project needs – as well as qualitative and quantitative analyses to assess how well they addressed the project goals. The Level 2 Screening Criteria and method of analysis for projects and goals listed below were reviewed by FHWA, and they concurred with it on November 9, 2022.

1.1.1. Summary of Level 2 Screening Criteria Analyses for Project Needs

- **Increase Safety for All Users:**

Regional Vehicular Movements

- For each alternative, quantify interchange spacing, gore separation, and ramp lengths along I-64.
- Where available, for each alternative, apply the appropriate CMFs (Crash Modification Factors) to estimate the potential reduction in crashes. Additionally, quantify the lane alignments, intersection reconfigurations, and traffic control enhancements within the local road network for each alternative.
- Apply the appropriate CMFs to estimate potential reduction in crashes, where available.

Bicycle and Pedestrian

- Qualitatively assess bicycle and pedestrian safety by comparing alternatives at hotspots identified during the existing conditions exercise based on a high-level understanding of the configuration and assumed controls.

- **Improve Transportation System with Intuitive Navigation To, From, and Across I-64**

I-64 Access

- Measure the distance, estimate travel time to and from destinations for the alternative, and compare these results against the No Build (Maintenance Only) scenario for interchange configurations.

- Compare alternatives against the No Build (Maintenance Only) scenario and determine the number of turning movements required to reach a destination (to and from).
- Identify potential impacts on signage and wayfinding.

Interstate and Local Network Interface

- Identify how many roadways are impacted by access points and ramps consolidated to a single roadway and compare across all alternatives.
- Compare the alternative versus the No Build (Maintenance Only) scenario using AASHTO/MoDOT standards as a basis; the emphasis should be placed on gore-to-gore measurements.
- Evaluate if the exits are in the same order as the local roads and if motorists enter and exit I-64 from the same intersection.

• Reduce the Barrier Effect of I-64 on Bicycle, Pedestrian, and Transit Users

Support Other Entity's Bicycle and Pedestrian Plans

- Compare the alternative to the No Build (Maintenance Only) scenario to determine the number of I-64 crossings and the total mileage of pedestrian and bicycle facilities by facility type.
- Compare the alternative to the No Build (Maintenance Only) scenario using the scoring methodology of pedestrian and bicycle connectivity ratio.
- Compare the alternative to the No Build (Maintenance Only) scenario concerning the complexity of bicycle and pedestrian interaction with traffic flow (ramp terminals, roundabouts, signalized intersections).

Transit Access and Effectiveness

- Assess transit access based on how many people and how many transit-dependent people can walk 10 mins or less to a transit line; the emphasis should be placed on high-quality lines.
- Conduct a qualitative assessment of proposed transit performance improvements (higher transit speed, lower travel time, better reliability/OTP, access to popular destinations).

• Optimize Bridge Maintenance by Improving Structural Conditions to Maintain a Good State of Repair

Structure Repair

- Calculate the number of bridges that, after 2050, would need a full replacement for their next major rehabilitation.

Reduce Structures

- Quantify the square footage of the bridge deck in the alternative.
- Quantify the number of existing functionally obsolete bridges that the alternative would replace.
- Quantify the number of new walls or area of new walls required.

• Maintain Interstate Function, Operations, and Capacity for the Future

Capacity

- Compare speed, density, and throughput for the I-64 mainline to the No Build (Maintenance Only) scenario.
- Compare the alternative to the No Build (Maintenance Only) scenario to determine the difference in vehicular delay, queue lengths, Volume over Capacity (v/c), and Level of Service (LOS) for I-64 ramp terminals.
- Compare the alternative to the No Build (Maintenance Only) scenario to determine overall LOS for intersections (non-I-64).

Freight

- Conduct a comparison between the alternative and the No Build (Maintenance Only) scenario for the complexity of heavy vehicle interaction with traffic flow – ramp terminals, roundabouts, and signalized intersections.
- Identify the number of improvements to roadway geometry, including bridge clearance, ramp curvature, lateral clearance, bridge load restrictions, and standard shoulder widths (inside/outside).

• Environmental Resource Protection

Environmental Resources

- Conduct a qualitative and quantitative assessment of notable benefits and impacts on differentiating environmental resources, as applicable:
 - Air Quality
 - Wetlands and Waters of the U.S.
 - Noise
 - Floodplains

Social and Built Environment

- Conduct a qualitative and quantitative assessment of notable benefits and impacts on differentiating social and built resources, as applicable:
 - Socioeconomic and Environmental Justice

- Hazardous Materials
- Historic Resources
- Parks and Recreation

1.1.2. Summary of Level 2 Screening Criteria Analyses for Project Goals

- **Project Goals**

Right-size I-64 to Reduce the Highway Footprint and Reuse the Space to Benefit the Community

- Evaluate the overall footprint of the I-64 right-of-way, mainline, interchanges, ramps, and roadways that primarily deliver traffic to and from ramps.
- Estimate the type of reuse that might occur in the excess right-of-way and rate it based on how well it integrates with adjacent land uses.

Support Improved Land Use Near Transit Stations and Trails

- Evaluate whether the alternative adds or removes any constraints or provides new access and use of transit stations, stops, or trails within the study area.
- Identify vehicle-based or mixed-use development typologies for areas of planned development.

Improve Equitable Outcomes – Protect Community Assets

- Evaluate whether the alternative adds or removes any constraints to access and use of schools, hospitals, or libraries within the study area.

Improve Equitable Outcomes - Improve the Quality of Life

- Evaluate whether the alternative improves multimodal access and connectivity to and from employers, commercial hubs, groceries, and parks for residents and workers within the study area.

Improve Equitable Outcomes - Improved Access to Underserved Communities

- Evaluate whether the alternative improves multimodal access and connectivity, particularly to underserved neighborhoods, and ensure that improvements to underserved neighborhoods are substantial when compared to communities that have historically been better served.

Coordinate with Regional Partners to Enhance the Connectivity, Safety, and Comfort of the Local Transportation Network

- Evaluate whether the alternative integrates well into the local transportation network by creating new connections, overlaps with existing partner investments and initiatives, or creates opportunities for regional partners to enhance connectivity, safety, and travel comfort within the study area.

Integrate Bicycle and Pedestrian Facility Design Best Practices into Project Designs

- Assess how well the alternative would meet standards based on AASHTO's Bike and Pedestrian Guides.

- Identify areas that could exceed AASHTO standards by referencing NACTO Urban Bikeway Design Guide and NACTO Urban Street Design Guide as a resource guide for Best Practices.

Consolidate Access Points from the Interstate to a Local system

- Compare the total number of ramps (on and off), to and from I-64, between the alternative and the No Build (Maintenance Only) scenario.
- Identify the number of roadways impacted by access points and ramps consolidated to a single roadway, and compare across alternatives.

Invest in Projects that Provide Good Cost-benefit Improvements

- Compare the order of magnitude of the cost against the level of benefit that the alternative provides relative to the four needs.

Integrate Ecology Best Practices into Project Designs and Right-of-way Use

- For any unencumbered right-of-way, assess the potential for that property to be rehabilitated with natural landscaping and stormwater management.

Integrate Improved Aesthetics and Visual Environment into Project Designs

- For any unencumbered right-of-way, assess property and infrastructure potential to improve beautification, placemaking, and inviting infrastructure in locations readily visible or accessible by the community.
- For new proposed infrastructure, assess potential aesthetic and visual impacts and opportunities for beautification and placemaking.

2. LEVEL 2 ALTERNATIVE DEVELOPMENT

The project team reviewed the results of the Level 1 screening, which analyzed the 17 Level 1 alternatives – this included six concepts for the western interchange complex and 11 concepts for the eastern interchange complex. Alternatives 4 and 5 were recommended to move forward from the western interchange complex. Alternatives 7, 8, and 9 (a combination of elements from 3, 5, and 9) were recommended to move forward from the eastern interchange complex. Based on the Level 1 analysis, individual elements of the other alternatives provided a benefit that also carried into the Level 2 alternatives.

The project team took the primary elements of the “carried forward” concepts, combined them into three alternatives, and made modifications to improve the findings of the Level 1 process. Alternatives were also refined to meet the Level 2 Design Criteria for geometrics. While the Level 1 concepts were developed separately for the western and eastern interchange areas, the Level 2 alternatives considered corridor-wide improvements which necessitated piecing the interchange improvements together to create the three corridor alternatives for Level 2.

Due to traffic operations between the two interchange locations being independent, there was the flexibility to create corridor-wide alternatives. The project team met with extended MoDOT staff on September 1, 2022, to discuss the creation of these alternatives. Alternative #1 included improvements that were the least amount of change to the operations of the corridor, and Alternative #3 had the greatest change, particularly on the western interchange complex. This

flexibility also allowed the Level 2 analysis to test various elements to determine if there was a fatal flaw. For example, Alternative #3 is the only alternative that considers the removal of the left-hand on-ramp from Vandeventer Ave. to WB I-64. There were concerns based on existing analysis of the corridor that there may be adverse impacts to the weaving movements between the Vandeventer Ave. on-ramp, Boyle Ave. on-ramp, and the Kingshighway Blvd. exit to the west. Testing both processes allowed the project team to see if there were any differences in the operations and safety measures.

3. LEVEL 2 ANALYSIS

The three alternatives were analyzed against the criteria listed above to understand how well they achieve the project's needs and goals. The following documents contain detailed information and analysis that provided the basis of the data used:

- Traffic Safety & Multimodal Alternatives Analysis Technical Memorandum
- Community Benefits Assessment of Alternatives Technical Memorandum

While some alternatives performed better than others in certain areas, all three build alternatives met the purpose and need and are considered reasonable alternatives to advance toward NEPA for further study and refinement. The relative strengths and weaknesses of Level 2 alternatives are summarized here and are further developed in the Implementation chapter of the Future64 PEL report. Appendix E of the Future64 PEL report includes the Level 2 screening matrix for the No Build (Maintenance Only) Alternative and the Level 2 corridor alternatives.

3.1. NO BUILD ALTERNATIVE

Pros:

- Increases the amount of bicycle and pedestrian-separated facilities.
- With the involvement of partnering agencies, bicycle and pedestrian facilities will likely exceed AASHTO standards and could be built using NACTO-based guidance.

Cons:

- There are no safety improvements.
- Decreases the likelihood of released land which could be repurposed.
- Does not have any positive influence on operations.
- Does not consolidate any access points.
- Does not remove any existing constraints for access to transit stations.

3.2. ALTERNATIVE 1

Pros:

- Moderate improvements to safety.
- Moderate improvements to walking and bicycle sheds.
- Scores high for Providing logical access to the perpendicular street grid.
- Moderate opportunities for redevelopment near the Grand Blvd. interchange.

- Scores high for opportunities to incorporate green infrastructure near Grand Blvd.
- Additional bicycle and pedestrian facilities that will meet or exceed the current AASHTO Bike and Pedestrian guides.
- Facilitates consolidation at some of the existing access points.

Cons:

- Transit performance would generally be unaffected.
- Does not reduce the number of MoDOT-maintained bridges or walls.
- Assuming an at-grade intersection at Grand Blvd. and Forest Park Ave., ramps would experience congestion, and excessive delays could potentially spill back onto I-64.

3.3. ALTERNATIVE 2

Alternative Pros:

- Scores high for facilitates connectivity for transit users and people walking and biking across the interstate within the study area.
- Scores high for transit performance as it would improve with the inclusion of bus-only lanes along the Grand Blvd. corridor.
- No operational concerns along I-64.
- Scores high for enhanced connectivity by increasing facility density near with new connections on Theresa Ave, Scott Ave and other corridors.
- Scores high for opportunities to improve beautification, placemaking and inviting infrastructure due to the Boyle Ave. Bridge widening and a new bridge over the railroad tracks at Theresa Ave. with companion bicycle and pedestrian facilities, the Bernard St connection to Grand Blvd, new bus and bike lanes on Grand Blvd provide opportunity for “complete street” design.

Additional bicycle and pedestrian facilities that will meet or exceed the current AASHTO Bike and Pedestrian guides.

Alternative Cons:

- Does not reduce MoDOT-maintained bridges and walls.
- Scores low on increasing access to Community assets.
- Scores low on improving multimodal access and connectivity for local residents and workers.
- Scores low on providing access used by underserved communities.

3.4. ALTERNATIVE 3

Alternative Pros:

- Scores high for vehicular safety with improved interchange spacing, improved acceleration and deceleration lengths, decreased access points, and right-in/right-out on Grand Blvd. at Council Plaza.
- No operational concerns along I-64.
- Scores high for improving the safety of non-vehicular users by creating separated facilities and grade separation at some of the projected high-volume crossings.
- Scores high for providing logical access to the street grid and all traffic movements at interchanges signed along the corridor.

- Scores high for facilitating connectivity for transit users by creating fewer vehicle interactions with the removal of the Compton Ave./Market St. ramps separated facilities at Grand Blvd. and the grade separation of the outer road with Tower Grove Ave. The existing Tower Grove Bridge being repurposed for only bicycles and pedestrians also contributes.
- Scores high for reducing the overall footprint allowing for trail and transit-oriented development, additional connectivity to community assets, and improves multimodal access to employers and other hubs to the residents and underserved community within the study area.
- Additional bicycle and pedestrian facilities that will meet or exceed the current AASHTO Bike and Pedestrian guides.
- Scores high for consolidating access relative to the other two alternatives. Scores high for cost-benefit analysis relative to other two alternatives.

Alternative Cons:

- Would increase traffic on Grand Blvd. which could increase travel times and decrease the reliability of the 70 Grand MetroBus route.
- Does not reduce the total number of MoDOT-maintained structures and adds additional structures and retaining walls.

4. PUBLIC AND STAKEHOLDER ENGAGEMENT

The Level 2 Alternatives and screening results were shared with the public and stakeholders for review and comment. They were presented to the Steering Committee on December 7, 2022. The alternatives were also presented to the Community Advisory Group (CAG) and Technical Advisory Group (TAG), which met separately on December 14, 2022. The TAG asked clarifying questions about the screening results for bicycle and pedestrian safety and interstate function and operations. The CAG and TAG also provided suggestions for improving the existing alternatives, which will be considered in developing the Implementation Plan section of the final Future64 report. Discussion details with CAG and TAG can be found in the meeting's summary in Appendix D.6 and D.7. Finally, the Level 2 Alternatives were also shared with the general public at an in-person public meeting on January 18, 2023, and via an online public meeting that ran from January 18, 2023, through February 1, 2023. **Both public meeting formats featured informational boards and maps of the three alternatives. A total of 158 people attended the in person public meetings and 49 completed comment forms. An additional 183 comments were submitted online resulting in 232 total comments.**

5. ENDORSEMENT

This technical report was provided to FHWA on February 20, 2023, and FHWA endorsed the Level 2 alternative development and screening process on XX date.

Appendix D.1. Level 2 Screening Evaluation Summary

Needs	Criteria	No Build	Alternative 1	Alternative 2	Alternative 3
Increase Safety for All Users	Regional Vehicular Movements	✖	○	○	✓
	Bicycle and pedestrian Movements	○	○	○	✓
Improve Transportation with Intuitive Navigation To, From, and Across I-64	I-64 Access	✖	○	○	○
	Interstate and Local Network Interface	✖	✓	○	✓
Reduce the Barrier Effect to Bicycle, Pedestrian, and Transit Users	Support Other Entities' Bicycle and Pedestrian Plans	✖	○	✓	✓
	Transit Access and Effectiveness	✖	✖	✓	✖
Optimize Bridge Maintenance by Improving Structural Conditions to Maintain a Good State of Repair	Structure Repair	✖	○	○	○
	Reduce Structures	✖	✖	✖	✖
Maintain Interstate Function, operations, and Capacity for the Future	Capacity	✖	✖	✓	✓
	Freight	✖	○	○	○
Environmental Resource Protection	Environmental Resources	✖	○	○	○
	Social and Built Environment	○	○	○	○

Key: ✖ Low/Least ○ Moderate ✓ High/Best

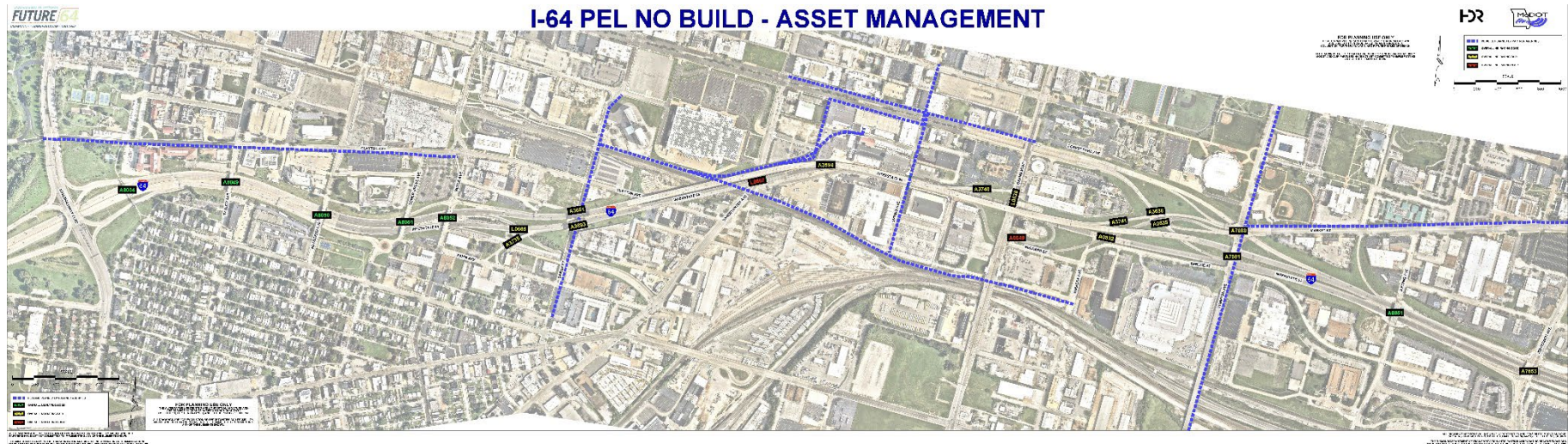
	Criteria	No Build	Alternative #1	Alternative #2	Alternative #3
Project Goals	Right-size I-64	✖	○	○	✓
	Support Improved Land Use Near Transit Stations and Trails	✖	○	○	✓
	Protect Community Assets	✖	○	✖	✓
	Improve Quality of Life	✖	○	✖	✓
	Improve Access to Underserved Communities	✖	○	✖	✓
	Coordinate to Enhance Local Transportation Network	○	○	✓	○
	Bicycle and Pedestrian Best Management Practices	○	○	○	✓
	Consolidate access points from Interstate to Local System	✖	○	○	✓
	Cost-Benefit	✖	○	○	✓
	Integrate Ecology Best Practices into Design and Right-of-Way	✖	✓	○	○
	Integrate Improved Aesthetics into Project Designs	✖	○	✓	○

Key: ✖ Low/Least ○ Moderate ✓ High/Best

Appendix D.2. Level 2 Screening Evaluation Detailed Results

Note: The detailed results are documented in Appendix E of the Future64 PEL Report.

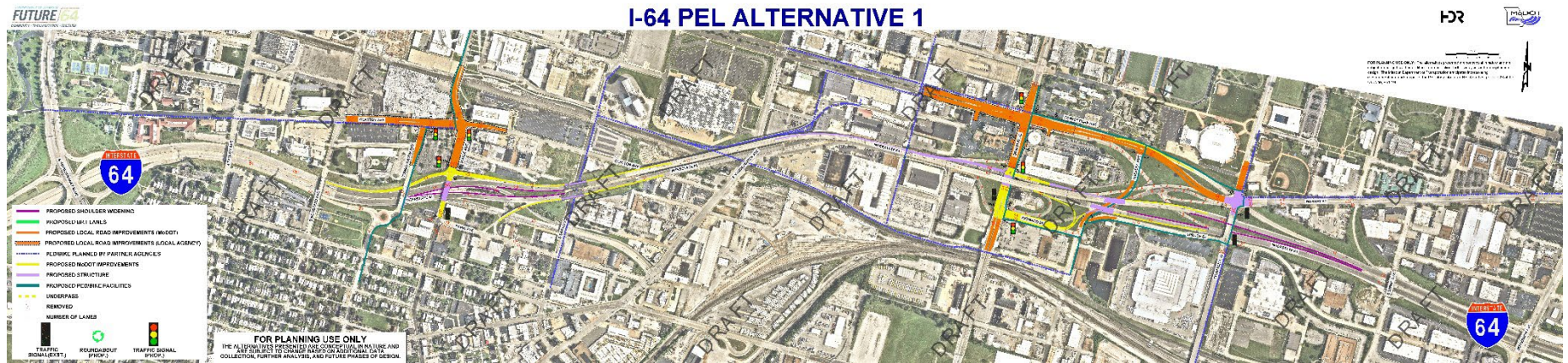
Appendix D.3. Level 2 Alternative Exhibits



Corridor **No Build (Maintenance Only)** reflects the following improvements along the corridor:

- The City of St. Louis and other partnering agencies are implementing the currently planned bicycle and pedestrian improvements within the corridor limits.
- Rehabilitating or replacing the following bridges:
 - A3735 – EB I-64 on-ramp from Papin St. over EB I-64 ramp to Vandeventer Ave.
 - L0669 – EB I-64 over Vandeventer Ave., WB I-64 on-ramp
 - A3651 – WB I-64 over Sarah St.
 - A3893 – EB I-64 over Sarah St.
 - L0667 – EB I-64
 - A3594 – WB I-64
 - A3740 – WB I-64 on-ramp from Grand Blvd. over fill

- L0638 – Grand Blvd. over I-64
- A0549 – EB I-64 off-loop ramp to Grand Blvd.
- A3741 – WB I-64 on-ramp from Market St. over fill
- A0832 – EB I-64 over Market St.
- A3636 – WB I-64 on-ramp from Market St. over Forest Park Ave.
- A0835 – EB I-64 off-ramp to Market St. over Forest Park Ave.

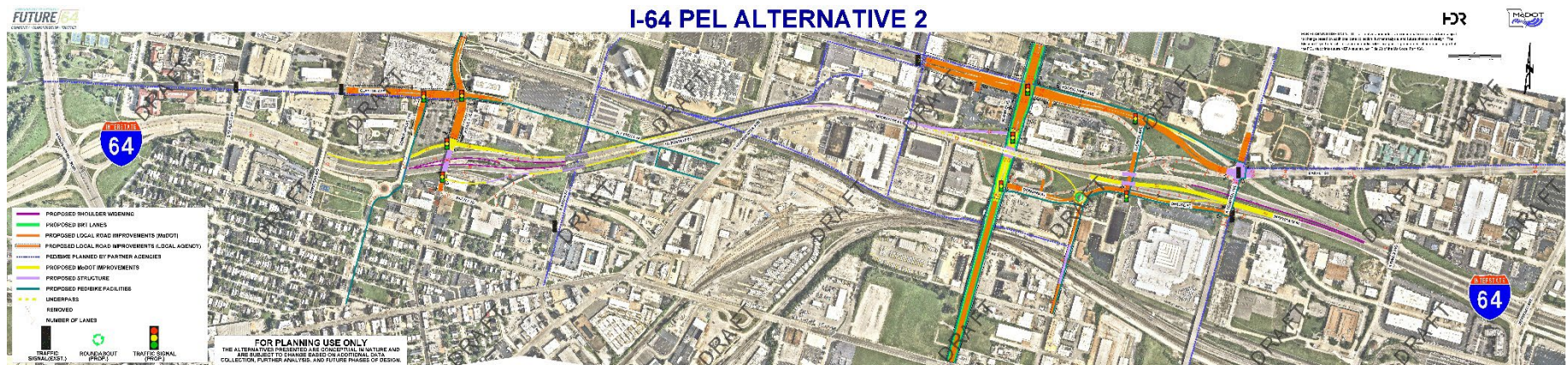


Corridor **Alternative #1** reflects the following improvements along the corridor:

- Widening the existing WB I-64 off-ramp to Boyle Ave. and lengthening the deceleration lane to provide additional stacking capacity and deceleration length.
- Lengthening the existing acceleration lane for EB traffic merging onto I-64 from Papin St.
- Widening the existing on-ramp to WB I-64 from Boyle Ave. (at the current on-ramp location) to provide a two-lane on-ramp.
- Reconstruction of Boyle Ave. from Papin St. north to the MetroLink tracks, including the overpass of I-64, to accommodate additional lanes.
- Reconstruction of Clayton Ave. between Newstead Ave. and Boyle Ave. to accommodate additional lanes.
- Widening Tower Grove Ave. to accommodate an additional left turn lane.
- Provision a WB off-ramp from I-64 to Grand Blvd. with extended deceleration length.
- Relocation and widening to two lanes of the existing WB I-64 on-ramp from Grand Blvd. to align with the proposed WB I-64 off-ramp with an extended acceleration lane; ramp terminal to be signalized.

- Removal of the existing EB loop ramp from I-64 to Grand Blvd. and replace it with a curved off-ramp that would meet design standards and effectively provide up to 900 feet of deceleration length.
- Provision of an EB on-ramp from Grand Blvd. to I-64 that would be integrated into a signalized intersection along Grand Blvd. with the reconfigured EB off-ramp.
- Reconstruction of the grade-separated intersection of Forest Park Ave. with Grand Blvd. to an at-grade signalized intersection. Lane additions to all four legs of the intersection.
- Provision additional lanes along Grand Blvd. between Forest Park Ave. and the railroad overpass.
- Extension of Theresa Ave. from Scott Ave. to realigned Forest Park Ave.
- Removal of the following existing ramps:
 - The EB I-64 off-ramp to Market St./Bernard St.
 - The I-64 EB on-ramp from Forest Park Ave. (left-hand ramp).
 - The WB I-64 on-ramp from Market St./Compton Ave.
 - The EB Forest Park Ave. to Market St./Compton Ave. ramp.
- Reconstruction of Forest Park Ave. and the Market St./Compton Ave. intersection to accommodate the removal of the above ramps and the extension of Forest Park Ave.
- Widening of the inside shoulders along I-64 between Tower Grove Ave. and Sarah St. and between Theresa Ave. (extended) and Ewing Ave.
- Provision of all bicycle and pedway facilities reflected in the No Build (Maintenance Only) scenario and 0.8 mile of additional facilities at the following locations – reflective of approximately 12.8 miles of bicycle and pedestrian committed, likely, and potential projects.
 - Tower Grove Ave. via a separate structure parallel to the Tower Grove Ave. overpass at I-64, extending north of Clayton Ave. via Boyle Ave.

- Grand Blvd. to the north of Forest Park Ave.
- Forest Park Ave. between Grand Blvd. and Market St./Compton Ave.
- Theresa Ave. between Scott Ave. and Forest Park Ave.
- Bernard/Spruce St. between Grand Blvd. and Compton Ave.

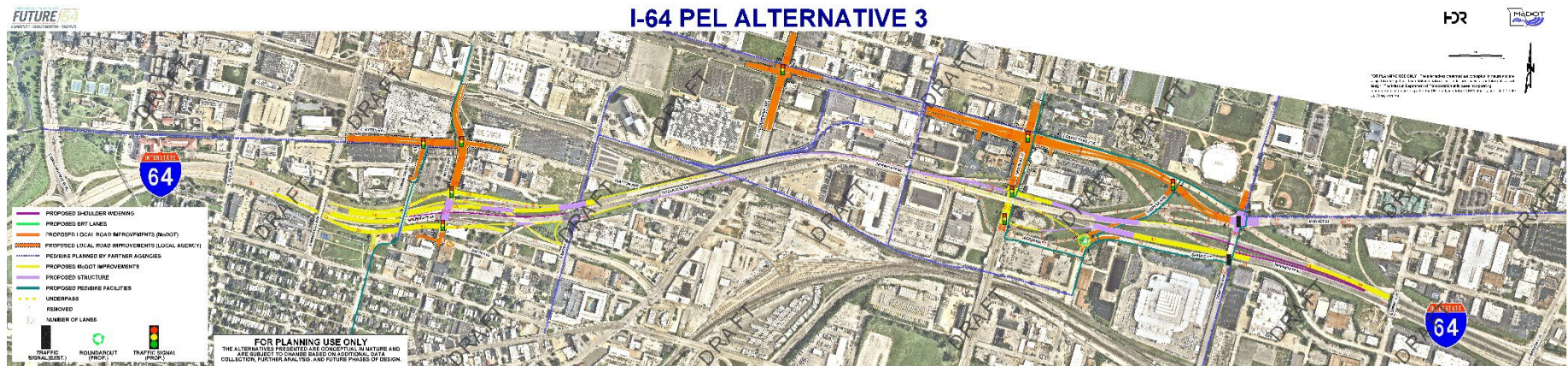


Corridor **Alternative #2** reflects the following improvements along the corridor:

- Widening the existing WB I-64 off-ramp to Boyle Ave. and lengthening the deceleration lane to provide additional stacking capacity and deceleration length.
- Widening the existing on-ramp to WB I-64 from Boyle Ave. (at the current on-ramp location) to provide a two-lane on-ramp.

- Relocation of the EB I-64 on-ramp from Papin St. to Boyle Ave, including lengthening the acceleration lane on EB I-64; ramp terminal to be signalized.
- Removal of the existing traffic signal at Papin St. and Boyle Ave.
- Reconstruction of Boyle Ave. from Papin St. north to the MetroLink tracks, including the overpass of I-64, to accommodate additional lanes.
- Reconstruction of Clayton Ave. between Newstead Ave. and Boyle Ave. to accommodate additional lanes.
- Widening of Tower Grove Ave. to accommodate an additional left turn lane.
- Widening the existing WB I-64 on-ramp from Grand Blvd. to accommodate two lanes with extended acceleration length; installing a traffic signal at the ramp terminal.
- Removal of the existing EB loop ramp from I-64 at Grand Blvd. and replacement with an off-ramp that would intersect the proposed roundabout of Bernard St./Theresa Ave./Spruce St., east of Grand Blvd.
- Reconstruction of Bernard St. to intersect Grand Blvd. at-grade with a signal south of I-64.
- Provision of an EB slip on-ramp to I-64 from a one-way Spruce St., east of the proposed Theresa Ave. extension.
- Realignment of existing EB I-64 from the beginning of Bridge No. A0832 to 650 feet east of Compton Ave.
- Reconstruction of the grade-separated intersection of Forest Park Ave. with Grand Blvd. to an at-grade signalized intersection. Lane additions to all four legs of the intersection.
- Provision additional lanes along Grand Blvd. between Forest Park Ave. and Bernard St.
- Extension of Theresa Ave. from its current terminus south of the railroad (via grade separation) north to realigned Forest Park Ave., effectively providing a continuous connection between Chouteau Ave. and Forest Park Ave.
- Removal of the following existing ramps:

- The EB I-64 off-ramp to Market St./Bernard St.
- The I-64 EB on-ramp from Forest Park Ave. (left-hand ramp)
- The WB I-64 on-ramp from Market St./Compton Ave.
- The EB Forest Park Ave. to Market St./Compton Ave. ramp
- Reconstruction of the Forest Park Ave. and Market St./Compton Ave. intersection to accommodate the removal of the above ramps and the extension of Forest Park Ave.
- Widening the inside shoulders along I-64 between Tower Grove Ave. and Sarah St. and between Theresa Ave. (extended) and Ewing Ave.
- Provision of all bicycle and pedway facilities reflected in the No Build (Maintenance Only) scenario as well as 1.5 miles of additional facilities at the following locations – reflective of approximately 13.5 miles of bicycle and pedestrian committed, likely, and potential projects:
 - Tower Grove Ave. across I-64, extending north of Clayton Ave. via Boyle Ave.
 - Grand Blvd. to the north of Forest Park Ave., with multi-use paths provided via parallel structures adjacent to the Grand Blvd. bridge.
 - Forest Park Ave. between Grand Blvd. and Market St./Compton Ave.
 - Theresa Ave. between Scott Ave. and Forest Park Ave.
 - Bernard St./Spruce St. between Grand Blvd. and Compton Ave.
- Provision of Bus-Only Lane accommodations along both sides of Grand Blvd. between Forest Park Ave. and Chouteau Ave. to allow for potential future BRT operation of the 70 Grand service line.



Corridor **Alternative #3** reflects the following improvements along the corridor:

- Widening the existing WB I-64 off-ramp to Boyle Ave. and lengthening the deceleration lane to provide additional stacking capacity and deceleration length.
- Widening the existing on-ramp to WB I-64 from Boyle Ave. (at the current on-ramp location) to provide a two-lane on-ramp.
- Removal of the existing EB I-64 off-ramp to Tower Grove Ave. roundabout and the EB I-64 on-ramp from Papin St.
- Provision a new one-way EB outer roadway along the south side of I-64, providing access to Tower Grove Ave. to the south, Boyle Ave. (signalized), Vandeventer Ave. and terminating as an EB on-ramp to I-64 east of Boyle Ave.
- Relocation of WB I-64 on-ramp from Vandeventer Ave. to a right-sided merge condition.
- Realignment of WB I-64 from Newstead Ave. to Sarah St.
- Addition of a ramp from Vandeventer Ave. to the proposed EB outer road, facilitating access from Vandeventer Ave. to EB I-64.
- Reconstruction of Boyle Ave. from Papin St. north to the MetroLink tracks, including the overpass of I-64, to accommodate additional lanes.

- Reconstruction of Clayton Ave. between Newstead Ave. and Boyle Ave. to accommodate additional lanes.
- Cul-de-sac on Papin St. east of Boyle Ave. and removal of the existing traffic signal.
- Closure of Tower Grove Ave. between Stix ECC and Elementary School and the proposed outer road to vehicular traffic.
- Provision of a WB off-ramp from I-64 to Grand Blvd. with extended declaration length.
- Relocation and widening to two lanes of the existing WB I-64 on-ramp from Grand Blvd. to align with the proposed WB I-64 off-ramp with an extended acceleration lane; ramp terminal to be signalized.
- Removal of the existing EB loop ramp from I-64 at Grand Blvd. and replacement with an off-ramp that would intersect the proposed roundabout of Theresa Ave./Spruce St., east of Grand Blvd.
- Provision of an EB I-64 on-ramp from Grand Blvd. that would be “braided/grade-separated” with the proposed off-ramp from EB I-64. The ramp terminal of the proposed on-ramp with Grand Blvd. would be signalized.
- Bernard St. would be removed.
- Reconstruction of the grade-separated intersection of Forest Park Ave. with Grand Blvd. to an at-grade signalized intersection. Lane additions to all four legs of the intersection.
- Provision of additional lanes along Grand Blvd. between Forest Park Ave. and the proposed EB I-64 on-ramp.
- Extension of Theresa Ave. from its current terminus at Scott Ave. north to realigned Forest Park Ave., with the provision of a roundabout at its intersection with Spruce St. and the proposed EB off-ramp from I-64.
- Removal of the following existing ramps:
 - The EB I-64 off-ramp to Market St./Bernard St.
 - The I-64 EB on-ramp from Forest Park Ave. (left-hand ramp)
 - The WB I-64 off-ramp to Forest Park Ave.

- The WB I-64 on-ramp from Market St./Compton Ave.
- The EB Forest Park Ave. to Market St./Compton Ave. ramp.
- Reconstruction of the Forest Park Ave. and Market St./Compton Ave. intersection to accommodate the removal of the above ramps and the extension of Forest Park Ave.
- Widening of the inside shoulders along I-64 between Tower Grove Ave. and Sarah St. and between Theresa Ave. (extended) and Ewing Ave.
- Provision of all bicycle and pedway facilities reflected in the No Build (Maintenance Only) scenario as well as 0.8 miles of additional facilities at the following locations – reflective of approximately 12.8 miles of bicycle and pedestrian committed, likely, and potential projects:
 - Grade-separated bicycle and pedway crossing of Tower Grove Ave. at the proposed outer road
 - Repurpose the existing Tower Grove Ave. I-64 overpass to bicycle, pedway, and no auto traffic.
 - Tower Grove Ave. across I-64, extending north of Clayton Ave. via Boyle Ave.
 - Grand Blvd. to the north of Forest Park Ave.
 - Forest Park Ave. between Grand Blvd. and Market St./Compton Ave.
 - Theresa Ave. between Scott Ave. and Forest Park Ave.
 - Bernard St./Spruce St. between Grand Blvd. and Compton Ave.

Appendix D.4. Level 2 Design Criteria

I-64


LOCATION		I-64		EXIT RAMPS		ENTRANCE RAMPS		LOOP RAMPS		SOURCE
FUNCTIONAL CLASSIFICATION		Interstate		Diamond Ramp-Urban		Diamond Ramp-Urban		Loop Ramp-Urban		
		Standard	Proposed	Standard	Proposed	Standard	Proposed	Standard	Proposed	
DESIGN VEHICLE		WB-67		WB-67		WB-67		WB-67		MoDOT EPG 233.4.9
DESIGN SPEED (mph) (MINIMUM)	Level	55	55	40	50	50	50	30	20 Min.	MoDOT EPG 230.1, EPG 234.2, & 234.5 Greenbook Table 10-1 Greenbook 10.9.6.2.4
TYPICAL SECTION (SHEET #)		D-61	D-61F	D-50H	D-50H	D-50H	D-50H	D-51	D-51	MoDOT D Sheets
LANE WIDTH (ft)		12	12	12	12	12	12	18	18 > 400' 22< 400'	MoDOT EPG 231.3 MoDOT D Sheets
CROSS SLOPE (%)		2	2	2	2	2	2	2	2	MoDOT D Sheets
SUPERELEVATION RATE (%) (MAXIMUM)		8	8	8*	8*	8*	8*	8*	8*	MoDOT Standard Plan 203.22 MoDOT EPG 234.2 & 234.5. * 6% maximum if ramp is on structure
SUPERELEVATION RUNOFF LENGTH (ft)		L1=204/ L2=306	L1=204/ L2=306	204	204	204	204	204	204	MoDOT Standard Plan 203.22
SUPERELEVATION PIVOT POINT LOCATION		Inside EOP		Baseline		Baseline		Baseline		MoDOT Standard Plan 203.21K MoDOT D Sheets
SPIRAL CURVE MAX RADIUS (ft)		1531	1531	N/A	N/A	N/A	N/A	N/A	N/A	MoDOT Standard Plan 203.21K
SPIRAL CURVE MIN LENGTH (ft)		See source	See Source	N/A	N/A	N/A	N/A	N/A	N/A	MoDOT Standard Plan 203.21K & 203.22 Greenbook 3.3.8.4.3
SPIRAL TANGENT RUNOUT LENGTH (FT)		40	40	N/A	N/A	N/A	N/A	N/A	N/A	Table 3-21 AASHTO Greenbook
SHOULDER WIDTH (ft) (INSIDE;OUTSIDE)		4;10	10	4;6-8	4;6-8	4;6-8	4;8	4;6-8	4;8	MoDOT 231.4 Shoulder Width MoDOT D Sheets
SHOULDER CROSS SLOPE (%)		2		2		2		2		MoDOT D Sheets
SHY DISTANCE TO BARRIER (ft) (MIN)		2		2		2		2		MODOT 231.4 Shoulder Width
SLOPES (H:V)	BACKSLOPE	3:1		3:1		3:1		3:1		MoDOT D Sheets
	FILLSLOPE <= 4' HEIGHT	6:1		6:1		6:1		6:1		
	FILLSLOPE > 4' HEIGHT	3:1		3:1		3:1		3:1		
	FORESLOPE	6:1 - 4:1	4:1	6:1 - 4:1	4:1	6:1 - 4:1	4:1	6:1 - 4:1	4:1	Table 3-1 AASHTO Roadside Design Guide
CLEAR ZONE (FT)		32' Foreslope 24' Backslope	32' Foreslope 24' Backslope	See source		See source		See source		Table 3-1 AASHTO Roadside Design Guide RDG Section 3.3.6
CURVATURE, RADIUS (MIN)		960	960	758 1920*	758 1920*	758 1920*	758 1920*	758 1920*	758 1920*	Tables 3-7 & 3- 10 AASHTO Greenbook * 6% maximum superelevation when ramp is on structure
GRADE (%) (MAXIMUM) (MINIMUM=0.5% ALL ROADS)		4% Max	4% Max	3-5%	5% Max	3-5%	5% Max	See source	5% Max	Tables 8-1 & 10-2 AASHTO Greenbook, "Level" Terrain
STOPPING SIGHT DIST (FT) LEVEL RDWY (MIN DESIRABLE)		495	495	425	425	425	425	See source		Table 3-1 AASHTO Greenbook
STOPPING SIGHT DIST (FT) ON DOWNGRADE 3-6 %		See source		See source		See source		See source		Table 3-2 AASHTO Greenbook
STOPPING SIGHT DIST (FT) ON UPGRADE 3-6%		See source		See source		See source		See source		Table 3-2 AASHTO Greenbook
CREST VERTICAL CURVE (SSD)		495	495	425	425	425	425	See source		Table 3-35 AASHTO Greenbook
SAG VERTICAL CURVE (K VALUE)		115	115	96	96	96	96	See source		Table 3-37 AASHTO Greenbook
VERTICAL CLEARANCE (FT)	Over Railroad	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	MoDOT EPG 751.1.2.6
	Over Interstate	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	MoDOT EPG 751.1.2.6
	Over State Route	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	MoDOT EPG 751.1.2.6
	Over All Others	15'-6"	16'-6"	15'-6"	15'-6"	15'-6"	15'-6"	15'-6"	15'-6"	MoDOT EPG 751.1.2.6 (Designated Commercial Zone)
BASELINE LOCATION		CL MED		Right EOP		Right EOP		Right EOP		MoDOT D Sheets
PGL LOCATION		Inside EOP		Right EOP		Right EOP		Right EOP		MoDOT D Sheets

LOCATION		South or North Outer Rd if present in Concept		SOURCE
FUNCTIONAL CLASSIFICATION		Major Collector		See Note
		Standard	Proposed	
DESIGN VEHICLE		WB-67		MoDOT EPG 233.4.9
DESIGN SPEED (mph) (MINIMUM)	Level	35	35	MoDOT EPG 230.1
LANE WIDTH (ft)		11 ft (min.) / 12ft (pref.)	12	MoDOT EPG 231.3
CROSS SLOPE (%)		2		Section 3.3.3.1 AASHTO Greenbook
SUPERELEVATION RATE (%) (MAXIMUM)		4		MoDOT EPG 230.1.4 Superelevation
SUPERELEVATION PIVOT POINT LOCATION		Centerline		MoDOT Standard Plan 203.20
SHOULDER WIDTH (ft) (INSIDE;OUTSIDE)		2-10	4	MoDOT EPG 231.4.1
SHOULDER CROSS SLOPE (%)		2-6	2	Section 4.4.3 AASHTO Greenbook
ADD'L SHY DISTANCE TO BARRIER (ft) (MIN)		2		MoDOT EPG 231.4 Shoulder Width
SIDEWALK (WIDTH (ft);SLOPE (%))		6' BOC 5' with offset; 2%Max., 1% Min.		Standard width applied from: MoDOT Standard Plan 608.10 Future detailed design shall meet minimum standards from references above with the goal of exceeding these standards by applying NACTO Guidelines when possible.
BIKE LANE		4' (On Paved Shoulder)	6' (Adjacent to Curb)	Standard width applied from: MoDOT Standard Plan 608.10 AASHTO 2012 4th Edition Guide for the Development of Bicycle Facilities Future detailed design shall meet minimum standards from references above with the goal of exceeding these standards by applying NACTO Guidelines when possible.
CURB AND GUTTER TYPE		Type B (Barrier)		MoDOT EPG 609
SLOPES (H:V)	BACKSLOPE	4:1 OR FLATTER	4:1 OR FLATTER	Roadside Design Guide 3.2.1
	FILLSLOPE	4:1 OR FLATTER	4:1 OR FLATTER	Roadside Design Guide 3.2.1
	FORESLOPE	4:1 OR FLATTER	4:1 OR FLATTER	Roadside Design Guide 3.2.1
CLEAR ZONE (FT)		See Source		Table 3-1 AASHTO Roadside Design Guide
CURVATURE, RADIUS (MIN)		371	371	Table 3-7 AASHTO Greenbook
GRADE (%) (MAXIMUM) (MINIMUM=0.5% ALL ROADS)		9%	5%	Table 6-7 AASHTO Greenbook
STOPPING SIGHT DISTANCE (FT) (MIN DESIRABLE)		250	250	Table 3-1 AASHTO Greenbook
CREST VERTICAL CURVE (SSD)		250	250	Table 3-35 AASHTO Greenbook
SAG VERTICAL CURVE (K VALUE)		49	49	Table 3-37 AASHTO Greenbook
VERTICAL CLEARANCE (FT)	Over Railroad	23 ' 23'-4" UPRR 23'-6" BNSF	23 ' 23'-4" UPRR 23'-6" BNSF	MoDOT EPG 751.1.2.6
	Over Interstate	16'-6"	16'-6"	MoDOT EPG 751.1.2.6
	Over State Route	16'-6" 15'-6" (ADT<1700)	16'-6"	MoDOT EPG 751.1.2.6
	Over All Others	15'-6"	15'-6"	MoDOT EPG 751.1.2.6 (Designated Commercial Zone)
BASELINE LOCATION		Centerline		MoDOT EPG 230
PGL LOCATION		Centerline		MoDOT EPG 230

NOTE:
Spruce Street is in MoDOT ROW.

LOCATION		Market/Forest Park Ave/Grand		SOURCE
FUNCTIONAL CLASSIFICATION		Minor Arterial		MoDOT Functional Classification Map
		Standard	Proposed	
DESIGN VEHICLE		WB-67		MoDOT EPG 233.4.9
DESIGN SPEED (mph) (MINIMUM)	Level	35	35	MoDOT EPG 230.1
LANE WIDTH (ft)		11 (min.) 12 (pref.)	12 (Match Existing)	MoDOT EPG 231.3
BRT LANE WIDTH (ft)		NA	11 (Curbside)	NACTO Urban Street Design Guide https://nacto.org/publication/urban-street-design-guide/street-design-elements/transit-streets/dedicated-curbside-offset-bus-lanes/
CROSS SLOPE (%)		2		Section 3.3.3.1 of AASHTO Greenbook
SUPERELEVATION RATE (%) (MAXIMUM)		4		MODOT 230.1.4 Superelevation, Section 3.3.6.2 of AASHTO Greenbook
SUPERELEVATION PIVOT POINT LOCATION		Centerline		MoDOT Standard Plan 203.20
SHOULDER WIDTH (ft)		N/A	N/A	MoDOT EPG 231.4.1
SHOULDER CROSS SLOPE (%)		N/A	N/A	Section 4.4.3 AASHTO Greenbook
BARRIER TYPE (MEDIAN;OUTSIDE)		N/A	N/A	MoDOT EPG 617 Traffic Barrier
CURB AND GUTTER TYPE		Type B		MoDOT Standard Plan 609.00
SIDEWALK (WIDTH (ft);SLOPE (%))		6' BOC 5' with offset; 2%Max., 1% Min.		Standard width applied from: MoDOT Standard Plan 608.10 Future detailed design shall meet minimum standards from references above with the goal of exceeding these standards by applying NACTO Guidelines when possible.
BIKE LANE		4' (On Paved Shoulder)	6' (Adjacent to Curb)	Standard width applied from: MoDOT Standard Plan 608.10 AASHTO 2012 4th Edition Guide for the Development of Bicycle Facilities Future detailed design shall meet minimum standards from references above with the goal of exceeding these standards by applying NACTO Guidelines when possible.
SLOPES (H:V)	BACKSLOPE	4:1 OR FLATTER	4:1 OR FLATTER	Roadside Design Guide 3.2.1
	FILLSLOPE	4:1 OR FLATTER	4:1 OR FLATTER	Roadside Design Guide 3.2.1
	FORESLOPE	4:1 OR FLATTER	4:1 OR FLATTER	Roadside Design Guide 3.2.1
CLEAR ZONE (FT)		See Source		Table 3-1 AASHTO Roadside Design Guide
CURVATURE, RADIUS (MIN)		371	371	MoDOT Standard Plan 203.22
GRADE (%) (MAXIMUM) (MINIMUM=0.5% ALL ROADS)		7%	5%	Table 6-7 AASHTO Greenbook
STOPPING SIGHT DISTANCE (FT) (MIN DESIRABLE)		250	250	Table 3-1 AASHTO Greenbook
CREST VERTICAL CURVE (SSD VALUE)		29	29	Table 3-35 AASHTO Greenbook
SAG VERTICAL CURVE (K VALUE)		49	49	Table 3-37 AASHTO Greenbook
BASELINE LOCATION		Centerline		MoDOT EPG 230
PGL LOCATION		Centerline		MoDOT EPG 230

Appendix D.5. Level 2 Cost Estimates

Project: I-64 PEL - WEST + EAST			
Number: J6I3585			
Estimated By: TF, KJ, JR	Date:	11/29/2022	
Checked By: EW	Date:	1/27/2023	
The unit costs shown in this estimate represent an opinion of probable costs prepared in good faith and with reasonable care. CDI has no control over the costs of construction labor, materials, or equipment, nor over the competitive bidding or negotiation methods and does not make any commitment or assume any duty to assure that bids or negotiated prices will not vary from this estimate of unit costs.			



PROJECT	PROJECT DESCRIPTION	COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	NOTES
COMBINED WEST + EAST + NO-BUILD TOTALS		FREEWAY	\$ 21,800,000	\$ 21,700,000	\$ 44,000,000	
		RAMP	\$ 8,500,000	\$ 8,900,000	\$ 13,000,000	
		LOCAL - MODOT	\$ 5,900,000	\$ 8,600,000	\$ 8,900,000	
		LOCAL AGENCY	\$ 17,000,000	\$ 40,200,000	\$ 20,100,000	
		BRIDGE	\$ 45,400,000	\$ 42,200,000	\$ 64,500,000	
		MAJOR UTILITY RELOCATION (MoDOT)	\$ 500,000	\$ 400,000	\$ 600,000	
		MAJOR UTILITY RELOCATION (LOCAL AGENCY)	\$ 300,000	\$ 300,000	\$ 300,000	
		EXIST. BRIDGE REHAB OR REPLACEMENT	\$ 90,000,000	\$ 90,000,000	\$ 90,000,000	L0669, A3651 A3893, A0832 L0667, A3594
				TOTAL	\$ 189,400,000	\$ 212,300,000

ALTERNATIVE TOTALS		MODOT	\$ 82,100,000	\$ 81,800,000	\$ 131,000,000	
		EX BRIDGE REHAB OR REPLACEMENT	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	L0669 A3651 A3893 A0832
		EX MAJOR BRIDGE REHAB OR REPLACEMENT	\$ 88,000,000	\$ 88,000,000	\$ 88,000,000	L0667 (Replace) A3594 (Rehab)
		MoDOT SubTotal	\$ 172,100,000	\$ 171,800,000	\$ 221,000,000	
		LOCAL AGENCIES	\$ 17,300,000	\$ 40,500,000	\$ 20,400,000	
		LOCAL AGENCIES SubTotal	\$ 17,300,000	\$ 40,500,000	\$ 20,400,000	
		TOTAL		\$ 189,400,000	\$ 212,300,000	\$ 241,400,000

Project: I-64 PEL - WEST + EAST

Number: J6I3585

Estimated By: TF, KJ, JR

Checked By: EW

Date:

11/29/2022

Date:

1/27/2023



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PROJECT	PROJECT DESCRIPTION	COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	NOTES
1	<u>WEST</u> Alt 1 & Alt 2- Proposed Shared Use facility over I-64 Paralleling Tower Grove Avenue. Alt 3 - Widen existing shoulder east bound I-64 <u>EAST</u> Alt 1 and Alt 3 - Widening of existing shoulders east bound and west bound near the Compton Overpass. Alt 2- Adding an additional lane to the on ramp to west bound I-64 from Grand Blvd.	FREEWAY	\$ 2,000,000	\$ 400,000	\$ 2,700,000	
		RAMP	\$ -	\$ -	\$ -	
		LOCAL - MODOT	\$ -	\$ -	\$ 200,000	
		LOCAL AGENCY	\$ -	\$ -	\$ -	
		BRIDGE	\$ 1,600,000	\$ 18,900,000	\$ -	
		Subtotal	\$ 3,600,000	\$ 19,300,000	\$ 2,900,000	
2	<u>WEST</u> Alt 1 - Lengthening of I-64 east bound ramp acceleration lane. Widening of A3893. Alt 2 - Widen existing shoulder east bound I-64. Alt 3 - Improvements to Local road system Clayton Ave along with Intersections at Tower Grove and Boyle Ave. <u>EAST</u> Alt 1 and Alt 3 - Reconstructing the Forest Park Ave & Grand Blvd intersection At-grade replacing existing Grand bridge over I-64. Adding turn lanes at ramp terminals and intersections. Alt 2 - Widening of existing shoulders east bound and west bound near the Compton Overpass.	FREEWAY	\$ 2,700,000	\$ 3,400,000	\$ 5,800,000	
		RAMP	\$ -	\$ -	\$ -	
		LOCAL - MODOT	\$ 1,300,000	\$ -	\$ 2,800,000	
		LOCAL AGENCY	\$ 9,200,000	\$ -	\$ 18,800,000	
		BRIDGE	\$ 6,100,000	\$ 900,000	\$ 3,700,000	
		Subtotal	\$ 19,300,000	\$ 4,300,000	\$ 31,100,000	
3	<u>WEST</u> Alt 1 - Widening of shoulders on eastbound and westbound I-64 and I-64 west bound on ramp from Vandeventer. Alt 2- Relocation of Papin Ave ramp to eastbound I-64 to intersection with Boyle lengthening acceleration lane. Alt 3 - Widening of Boyle on Ramp to I-64 to 2 lanes lengthening of I-64 off ramp to Boyle deceleration lane and widening, widening bridge A8052 to 4 lanes. <u>EAST</u> Alt 1 and Alt 3 - Realigning the I-64 west bound on ramp and off ramp to create signalized intersection at Grand Blvd. Alt 2 - Reconstructing the Forest Park Ave & Grand Blvd intersection At-grade replacing existing Grand bridge over I-64. Adding turn lanes at ramp terminals and intersections. Reconfiguring the existing Grand Blvd bridge from Compton to north of Forest Park Ave to carry a dedicated bus lane in each direction. Parallel structure carrying a shared use path is also included in this project.	FREEWAY	\$ 5,700,000	\$ 2,000,000	\$ 10,900,000	
		RAMP	\$ 800,000	\$ 700,000	\$ 3,400,000	
		LOCAL - MODOT	\$ -	\$ 2,000,000	\$ -	
		LOCAL AGENCY	\$ 1,400,000	\$ 28,300,000	\$ -	
		BRIDGE	\$ 26,700,000	\$ 14,100,000	\$ 31,800,000	
		Subtotal	\$ 34,600,000	\$ 47,100,000	\$ 46,100,000	

Project: **I-64 PEL - WEST + EAST**
Number: J6I3585
Estimated By: TF, KJ, JR
Checked By: EW

Date: 11/29/2022
Date: 1/27/2023



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PROJECT	PROJECT DESCRIPTION	COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	NOTES
4	<u>WEST</u> Alt 1 & Alt 2 - Improvements to Local road system Clayton Ave along with Intersections at Tower Grove and Boyle Ave. Alt 3 - Combine Boyle and Vandeventer east bound exit to existing Boyle exit creating a collector distributor one-way outer road south of interchange. Grade separation at Tower Grove Ave and at grade intersection with Boyle road continues east of Boyle allowing exit to Vandeventer or access to east bound I-64. Alternative also includes loop connection from Vandeventer Ramps to east bound I-64. <u>EAST</u> Alt 1 - Reconfiguring east bound ramps to access at Grand in the south east quadrant of the interchange. Left entrance to eastbound I-64 replaced with right entrance with reconfiguration of Ramps. Alt 2 - Reconfiguring east bound ramps to access at Grand in the south east quadrant of the interchange. Creating a one-way outer rd on Spruce with a slip ramp to east bound I-64. Realigning Forest Park Ave to create a four legged intersection at Market and providing a north/south connection via Theresa Ave from Forest Park Ave to Spruce St. Alt 3 - Reconfiguring east bound ramps to access at Grand in the south east quadrant of the interchange. Realigning Forest Park Ave to create a four legged intersection at Market and providing a north/south connection via Theresa Ave from Forest Park Ave to Spruce St. Providing a shared-use path connection from Grand to Theresa on the south side of the Interchange.	FREEWAY	\$ 4,200,000	\$ 9,100,000	\$ 24,600,000	
		RAMP	\$ 4,100,000	\$ 5,700,000	\$ 9,600,000	
		LOCAL - MODOT	\$ 100,000	\$ 6,400,000	\$ 5,900,000	
		LOCAL AGENCY	\$ 4,800,000	\$ 6,200,000	\$ 1,300,000	
		BRIDGE	\$ 1,900,000	\$ 3,600,000	\$ 29,000,000	
		Subtotal	\$ 15,100,000	\$ 31,000,000	\$ 70,400,000	
5	<u>WEST</u> Alt 1 & Alt 2 - Widening of Boyle on Ramp to I-64 to 2 lanes lengthening of I-64 off ramp to Boyle deceleration lane and widening, widening bridge A8052 to 4 lanes. <u>EAST</u> Alt 1 - Realignment of Forest Park Ave to create a four legged intersection at Compton. Addition of north/south connection at Theresa across the interstate. Alt 2 - New rail road crossing at Theresa.	FREEWAY	\$ 7,200,000	\$ 6,800,000	\$ -	
		RAMP	\$ 3,600,000	\$ 2,500,000	\$ -	
		LOCAL - MODOT	\$ 4,500,000	\$ 200,000	\$ -	
		LOCAL AGENCY	\$ 1,600,000	\$ 5,700,000	\$ -	
		BRIDGE	\$ 9,100,000	\$ 4,700,000	\$ -	
		Subtotal	\$ 26,000,000	\$ 19,900,000	\$ -	

Project: **I-64 PEL - WEST**
 Number: J6I3585
 Estimated By: TF, KJ, JR
 Checked By: EW

Date: 11/29/2022
 Date: 1/20/2023



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PROJECT	PROJECT DESCRIPTION	COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	NOTES
1	Alt 1 & Alt 2- Proposed Shared Use facility over I-64 Paralleling Tower Grove Avenue. Alt 3 - Widen existing shoulder east bound I-64	FREEWAY	\$ -	\$ 400,000	\$ 700,000	
		RAMP	\$ -	\$ -	\$ -	
		LOCAL - MODOT	\$ -	\$ -	\$ -	
		LOCAL AGENCY	\$ -	\$ -	\$ -	
		BRIDGE	\$ 1,600,000	\$ 900,000	\$ -	
		Subtotal	\$ 1,600,000	\$ 1,300,000	\$ 700,000	
2	Alt 1 - Lengthening of I-64 east bound ramp acceleration lane. Widening of A3893. Alt 2 - Widen existing shoulder east bound I-64. Alt 3 - Improvements to Local road system Clayton Ave along with Intersections at Tower Grove and Boyle Ave.	FREEWAY	\$ 400,000	\$ 1,000,000	\$ 1,900,000	
		RAMP	\$ -	\$ -	\$ -	
		LOCAL - MODOT	\$ -	\$ -	\$ 200,000	
		LOCAL AGENCY	\$ -	\$ -	\$ 6,100,000	
		BRIDGE	\$ 2,400,000	\$ -	\$ -	
		Subtotal	\$ 2,800,000	\$ 1,000,000	\$ 8,200,000	
3	Alt 1 - Widening of shoulders on eastbound and westbound I-64 and I-64 west bound on ramp from Vandeventer. Alt 2- Relocation of Papin Ave ramp to eastbound I-64 to intersection with Boyle lengthening acceleration lane. Alt 3 - Widening of Boyle on Ramp to I-64 to 2 lanes lengthening of I-64 off ramp to Boyle deceleration lane and widening, widening bridge A8052 to 4 lanes.	FREEWAY	\$ 1,000,000	\$ 2,000,000	\$ 6,100,000	
		RAMP	\$ -	\$ 700,000	\$ 2,500,000	
		LOCAL - MODOT	\$ -	\$ -	\$ -	
		LOCAL AGENCY	\$ 1,400,000	\$ -	\$ -	
		BRIDGE	\$ -	\$ 3,100,000	\$ 6,000,000	
		Subtotal	\$ 2,400,000	\$ 5,800,000	\$ 14,600,000	
4	Alt 1 & Alt 2- Improvements to Local road system Clayton Ave along with Intersections at Tower Grove and Boyle Ave. Alt 3 - Combine Boyle and Vandeventer east bound exit to existing Boyle exit creating a collector distributor one-way outer road south of interchange. Grade separation at Tower Grove Ave and at grade intersection with Boyle road continues east of Boyle allowing exit to Vandeventer or access to east bound I-64. Alternative also includes loop connection from Vandeventer Ramps to east bound I-64.	FREEWAY	\$ -	\$ -	\$ 14,200,000	
		RAMP	\$ -	\$ -	\$ 8,400,000	
		LOCAL - MODOT	\$ -	\$ -	\$ 700,000	
		LOCAL AGENCY	\$ 4,800,000	\$ 6,200,000	\$ -	
		BRIDGE	\$ -	\$ -	\$ 22,000,000	
		Subtotal	\$ 4,800,000	\$ 6,200,000	\$ 45,300,000	

Project: **I-64 PEL - WEST**
 Number: J613585
 Estimated By: TF, KJ, JR
 Checked By: EW

Date: 11/29/2022
 Date: 1/20/2023



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PROJECT	PROJECT DESCRIPTION	COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	NOTES
5	Alt 1 & Alt 2 - Widening of Boyle on Ramp to I-64 to 2 lanes lengthening of I-64 off ramp to Boyle deceleration lane and widening, widening bridge A8052 to 4 lanes.	FREEWAY	\$ 6,500,000	\$ 4,700,000	\$ -	
		RAMP	\$ 2,500,000	\$ 2,500,000	\$ -	
		LOCAL - MODOT	\$ 400,000	\$ 200,000	\$ -	
		LOCAL AGENCY	\$ -	\$ -	\$ -	
		BRIDGE	\$ 8,700,000	\$ 4,700,000	\$ -	
		Subtotal	\$ 18,100,000	\$ 12,100,000	\$ -	
WEST TOTALS		FREEWAY	\$ 7,900,000	\$ 8,100,000	\$ 22,900,000	
		RAMP	\$ 2,500,000	\$ 3,200,000	\$ 10,900,000	
		LOCAL - MODOT	\$ 400,000	\$ 200,000	\$ 900,000	
		LOCAL AGENCY	\$ 6,200,000	\$ 6,200,000	\$ 6,100,000	
		BRIDGE	\$ 12,700,000	\$ 8,700,000	\$ 28,000,000	
		MAJOR UTILITY RELOCATION (MoDOT)	\$ 500,000	\$ 400,000	\$ 600,000	
		MAJOR UTILITY RELOCATION (LOCAL AGENCY)	\$ -	\$ -	\$ -	
		TOTAL	\$ 30,200,000	\$ 26,800,000	\$ 69,400,000	

Project: **I-64 PEL - EAST**
Number: J6I3585
Estimated By: TF, JR, KJ
Checked By: KJ/EW

Date: 12/1/2022
Date: 1/20/2023



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PROJECT	PROJECT DESCRIPTION	COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	NOTES
1	Alt 1 and Alt 3 - Widening of existing shoulders east bound and west bound near the Compton Overpass. Alt 2 - Adding an additional lane to the on ramp to west bound I-64 from Grand Blvd.	FREEWAY	\$ 2,000,000	\$ -	\$ 2,100,000	
		RAMP	\$ -	\$ -	\$ -	
		LOCAL - MODOT	\$ -	\$ -	\$ 200,000	
		LOCAL AGENCY	\$ -	\$ -	\$ -	
		BRIDGE	\$ -	\$ 17,900,000	\$ -	
		Subtotal	\$ 2,000,000	\$ 17,900,000	\$ 2,300,000	
2	Alt 1 and Alt 3 - Reconstructing the Forest Park Ave & Grand Blvd intersection At-grade replacing existing Grand bridge over I-64. Adding turn lanes at ramp terminals and intersections. Alt 2 - Widening of existing shoulders east bound and west bound near the Compton Overpass.	FREEWAY	\$ 2,300,000	\$ 2,300,000	\$ 3,900,000	
		RAMP	\$ -	\$ -	\$ -	
		LOCAL - MODOT	\$ 1,300,000	\$ -	\$ 2,600,000	
		LOCAL AGENCY	\$ 9,200,000	\$ -	\$ 12,700,000	
		BRIDGE	\$ 3,700,000	\$ 900,000	\$ 3,700,000	
		Subtotal	\$ 16,500,000	\$ 3,200,000	\$ 22,900,000	
3	Alt 1 and Alt 3 - Realigning the I-64 west bound on ramp and off ramp to create signalized intersection at Grand Blvd. Alt 2 - Reconstructing the Forest Park Ave & Grand Blvd intersection At-grade replacing existing Grand bridge over I-64. Adding turn lanes at ramp terminals and intersections. Reconfiguring the existing Grand Blvd bridge from Compton to north of Forest Park Ave to carry a dedicated bus lane in each direction. Parallel structure carrying a shared use path is also included in this project.	FREEWAY	\$ 4,600,000	\$ -	\$ 4,800,000	
		RAMP	\$ 800,000	\$ -	\$ 800,000	
		LOCAL - MODOT	\$ -	\$ 2,000,000	\$ -	
		LOCAL AGENCY	\$ -	\$ 28,300,000	\$ -	
		BRIDGE	\$ 26,700,000	\$ 11,000,000	\$ 25,800,000	
		Subtotal	\$ 32,100,000	\$ 41,300,000	\$ 31,400,000	
4	Alt 1 - Reconfiguring east bound ramps to access at Grand in the south east quadrant of the interchange. Left entrance to eastbound I-64 replaced with right entrance with reconfiguration of Ramps. Alt 2 - Reconfiguring east bound ramps to access at Grand in the south east quadrant of the interchange. Creating a one-way outer rd on Spruce with a slip ramp to east bound I-64. Realigning Forest Park Ave to create a four legged intersection at Market and providing a north/south connection via Theresa Ave from Forest Park Ave to Spruce St. Alt 3 - Reconfiguring east bound ramps to access at Grand in the south east quadrant of the interchange. Realigning Forest Park Ave to create a four legged intersection at Market and providing a north/south connection via Theresa Ave from Forest Park Ave to Spruce St. Providing a shared-use path connection from Grand to Theresa on the south side of the Interchange.	FREEWAY	\$ 4,200,000	\$ 9,100,000	\$ 10,400,000	
		RAMP	\$ 4,100,000	\$ 5,700,000	\$ 1,200,000	
		LOCAL - MODOT	\$ 100,000	\$ 6,400,000	\$ 5,100,000	
		LOCAL AGENCY	\$ -	\$ -	\$ 1,300,000	
		BRIDGE	\$ 1,900,000	\$ 3,600,000	\$ 7,000,000	
		Subtotal	\$ 10,300,000	\$ 24,800,000	\$ 25,000,000	

Project: **I-64 PEL - EAST**
 Number: J613585
 Estimated By: TF, JR, KJ
 Checked By: KJ/EW

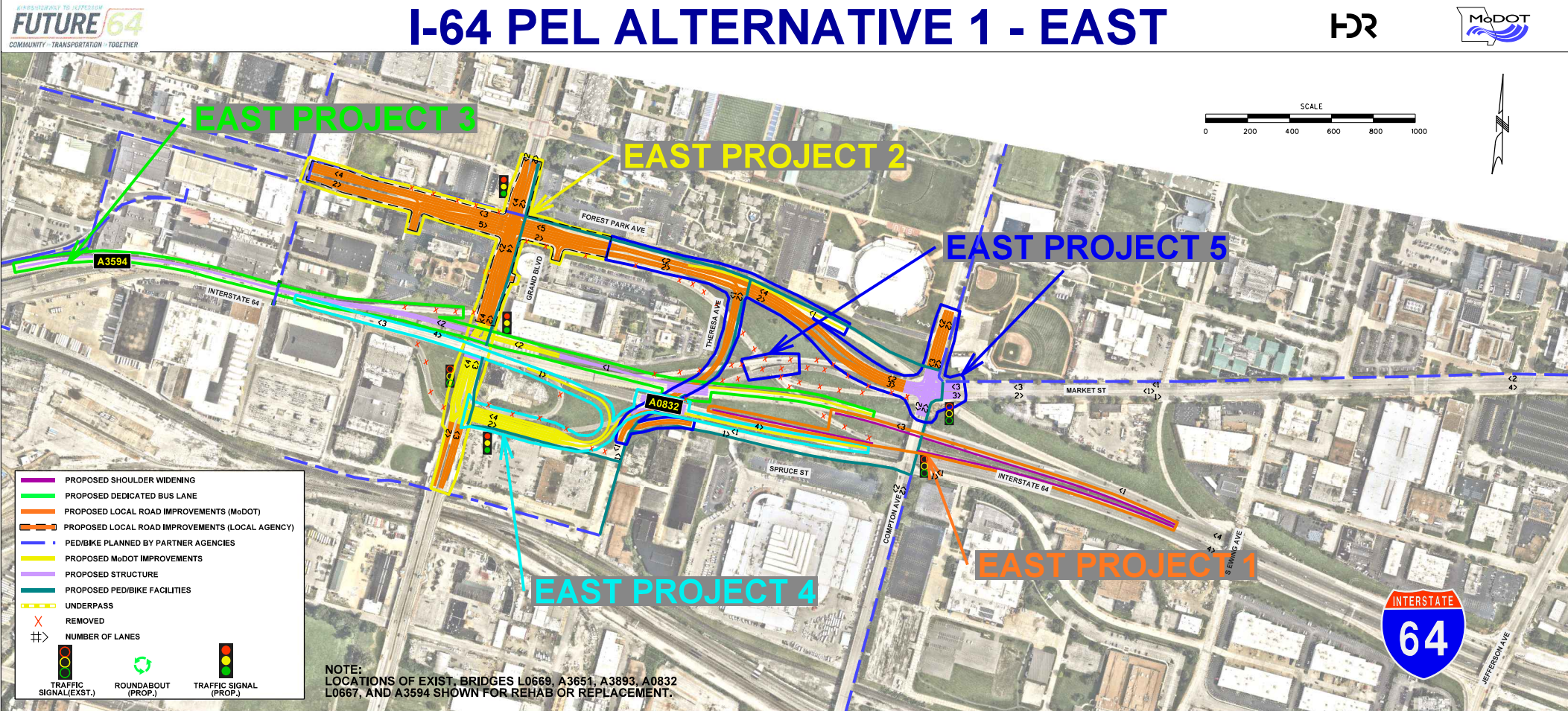
Date: 12/1/2022
 Date: 1/20/2023



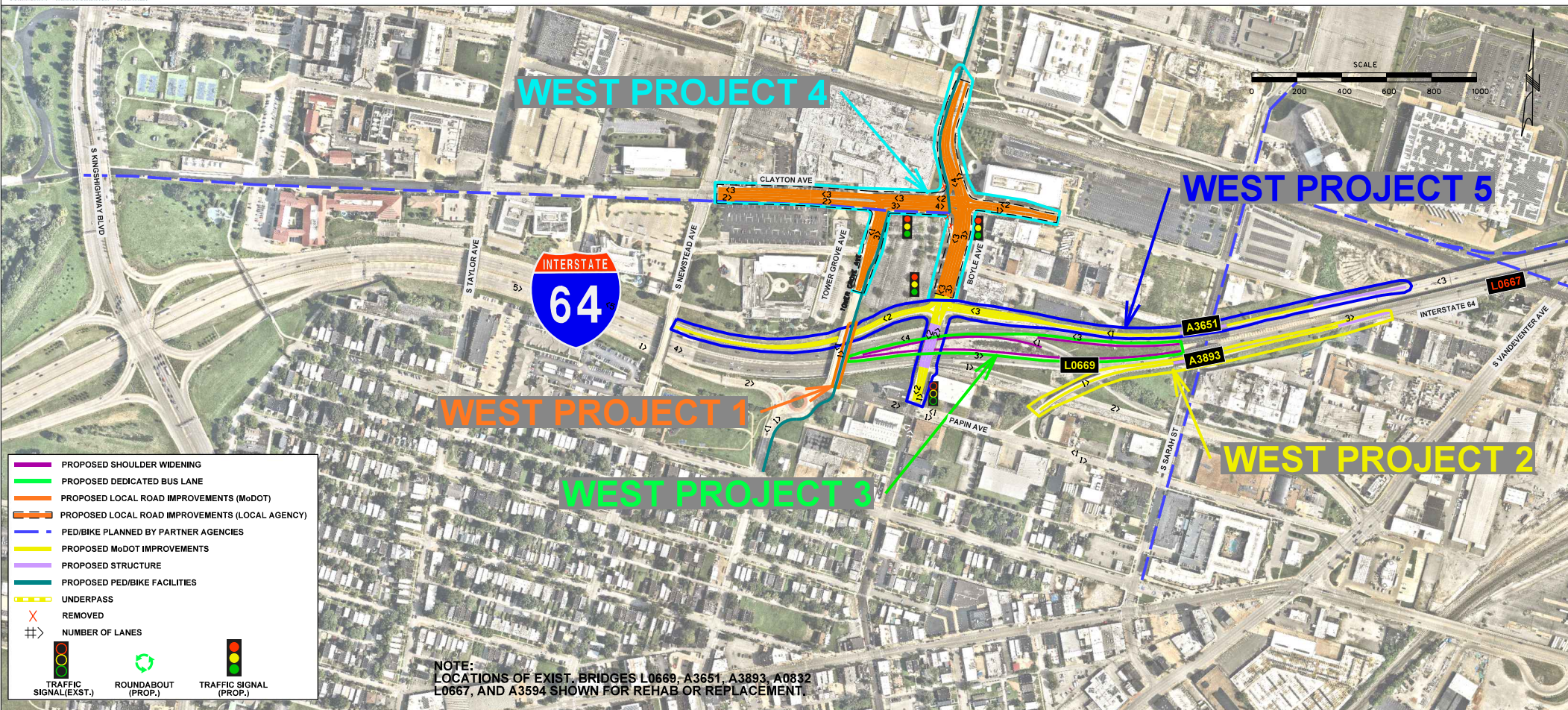
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PROJECT	PROJECT DESCRIPTION	COST CATEGORY	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	NOTES
5	Alt 1 - Realignment of Forest Park Ave to create a four legged intersection at Compton. Addition of north/south connection at Theresa across the interstate. Alt 2 - New rail road crossing at Theresa.	FREEWAY	\$ 700,000	\$ 2,100,000	\$ -	
		RAMP	\$ 1,100,000	\$ -	\$ -	
		LOCAL - MODOT	\$ 4,000,000	\$ -	\$ -	
		LOCAL AGENCY	\$ 1,600,000	\$ 5,700,000	\$ -	
		BRIDGE	\$ 400,000	\$ -	\$ -	
		Subtotal	\$ 7,800,000	\$ 7,800,000	\$ -	
EAST TOTALS		FREEWAY	\$ 13,800,000	\$ 13,500,000	\$ 21,200,000	
		RAMP	\$ 6,000,000	\$ 5,700,000	\$ 2,000,000	
		LOCAL - MODOT	\$ 5,400,000	\$ 8,400,000	\$ 7,900,000	
		LOCAL AGENCY	\$ 10,800,000	\$ 34,000,000	\$ 14,000,000	
		BRIDGE	\$ 32,700,000	\$ 33,400,000	\$ 36,500,000	
		MAJOR UTILITY RELOCATION (MoDOT)	\$ 800,000	\$ 1,100,000	\$ 1,700,000	
		MAJOR UTILITY RELOCATION (LOCAL AGENCY)	\$ 300,000	\$ 300,000	\$ 300,000	
		TOTAL	\$ 69,800,000	\$ 96,400,000	\$ 83,600,000	

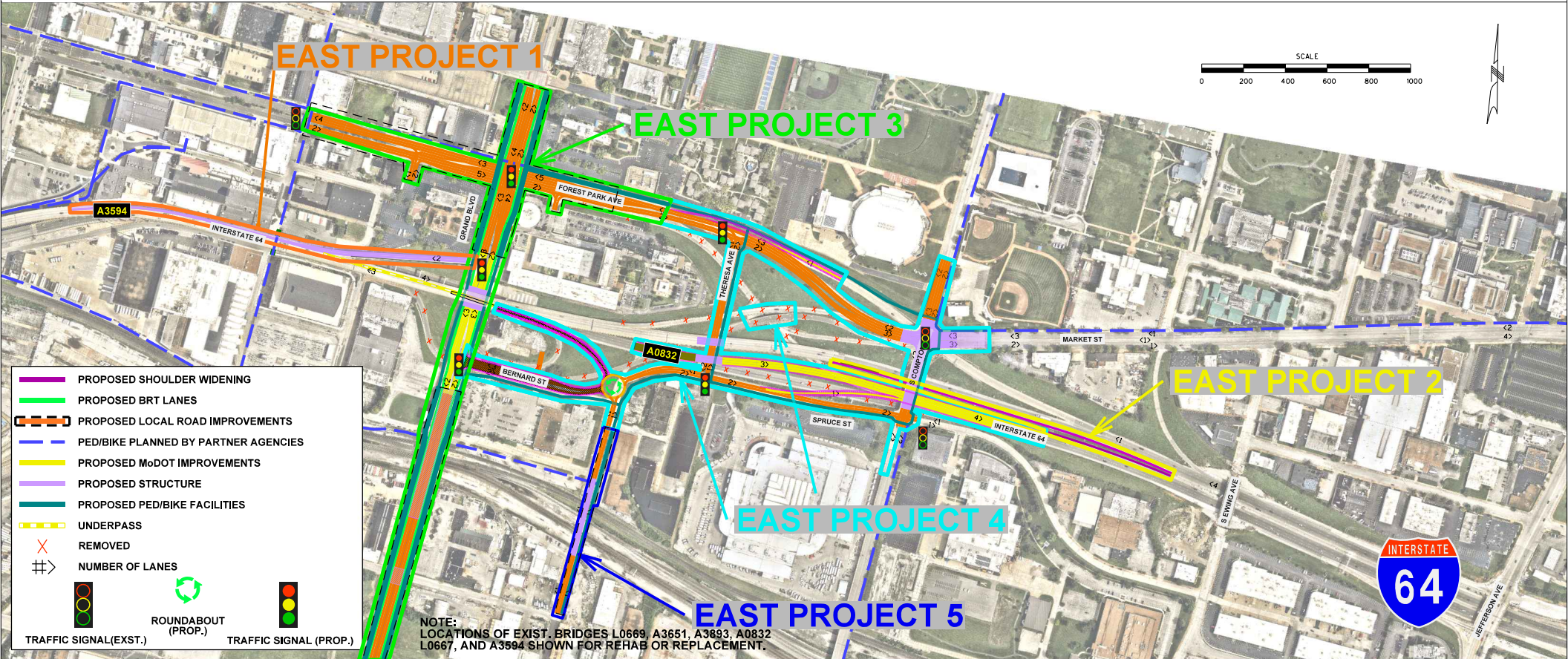
APPENDIX



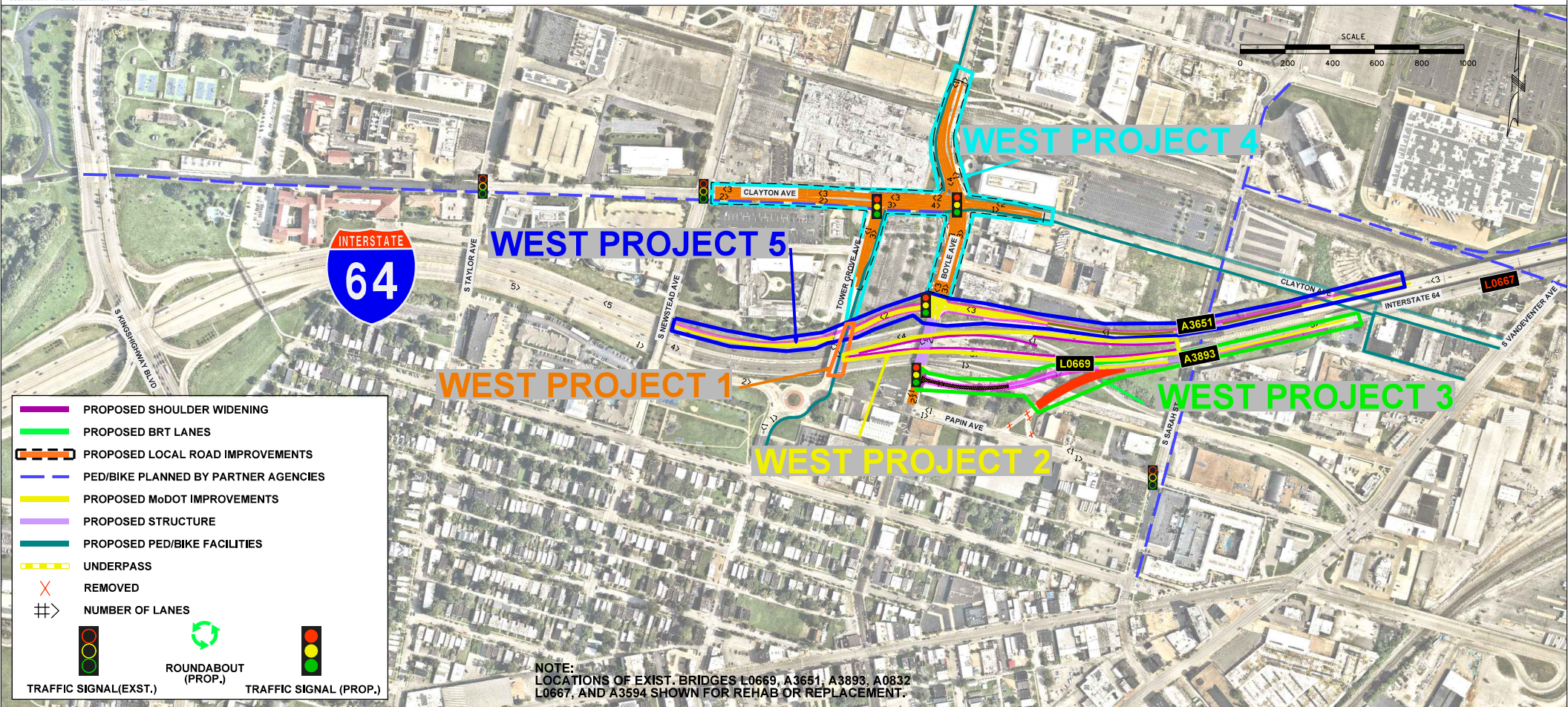
I-64 PEL ALTERNATIVE 1 - WEST



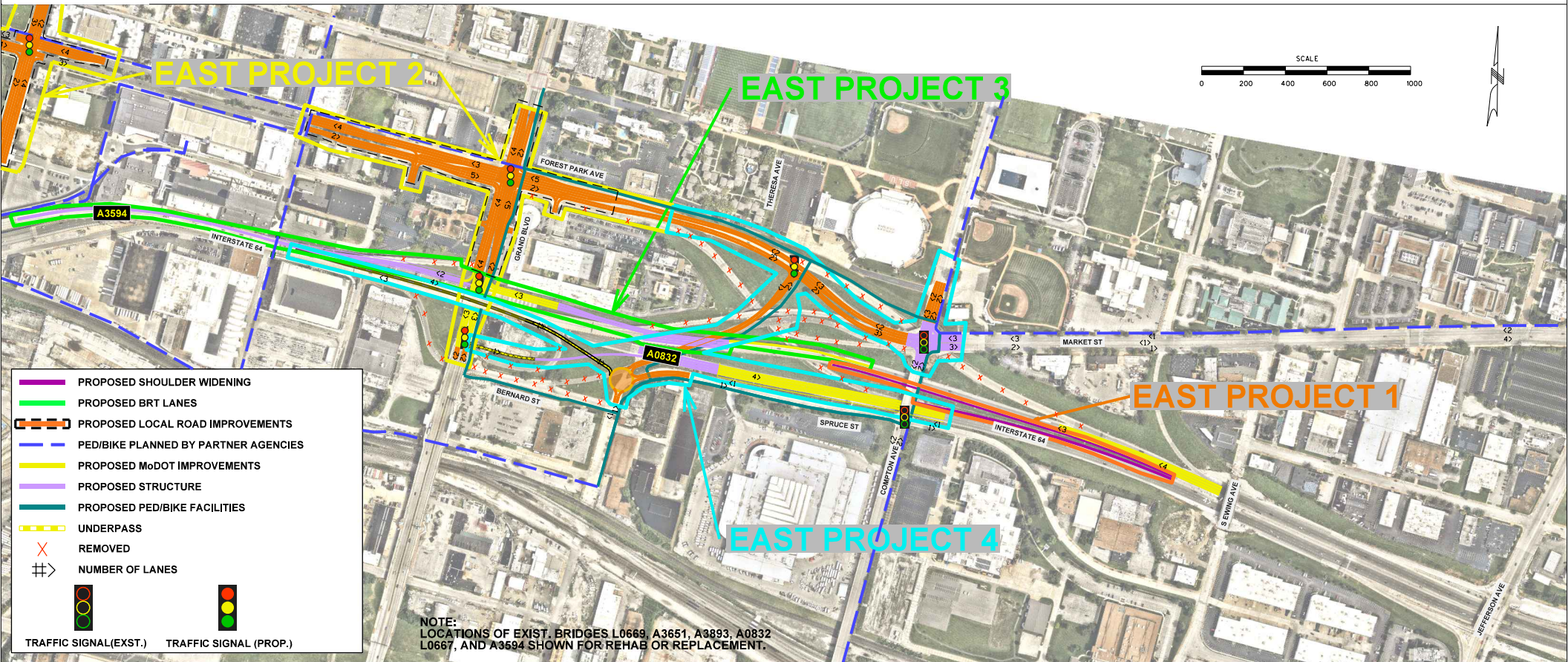
I-64 PEL ALTERNATIVE 2 - EAST



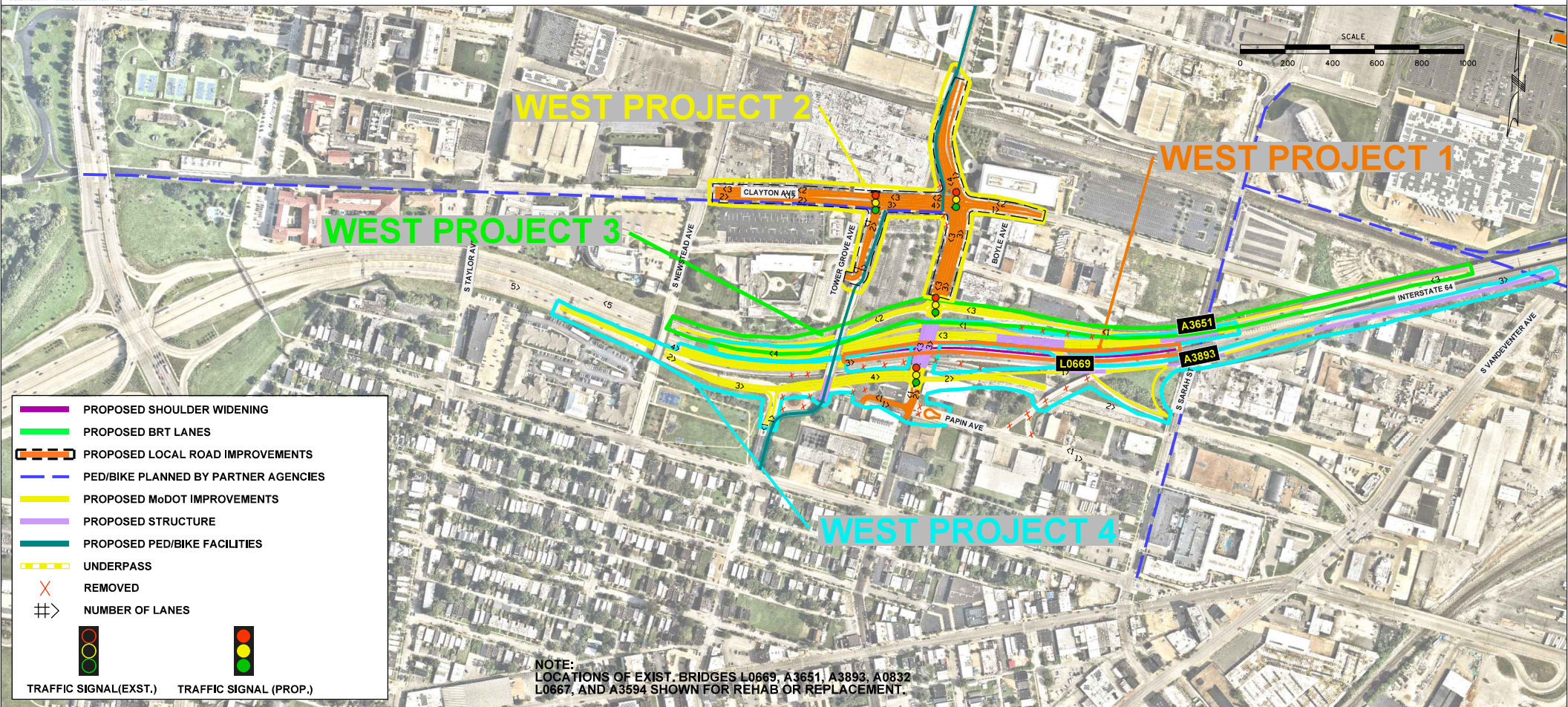
I-64 PEL ALTERNATIVE 2 - WEST



I-64 PEL ALTERNATIVE 3 - EAST



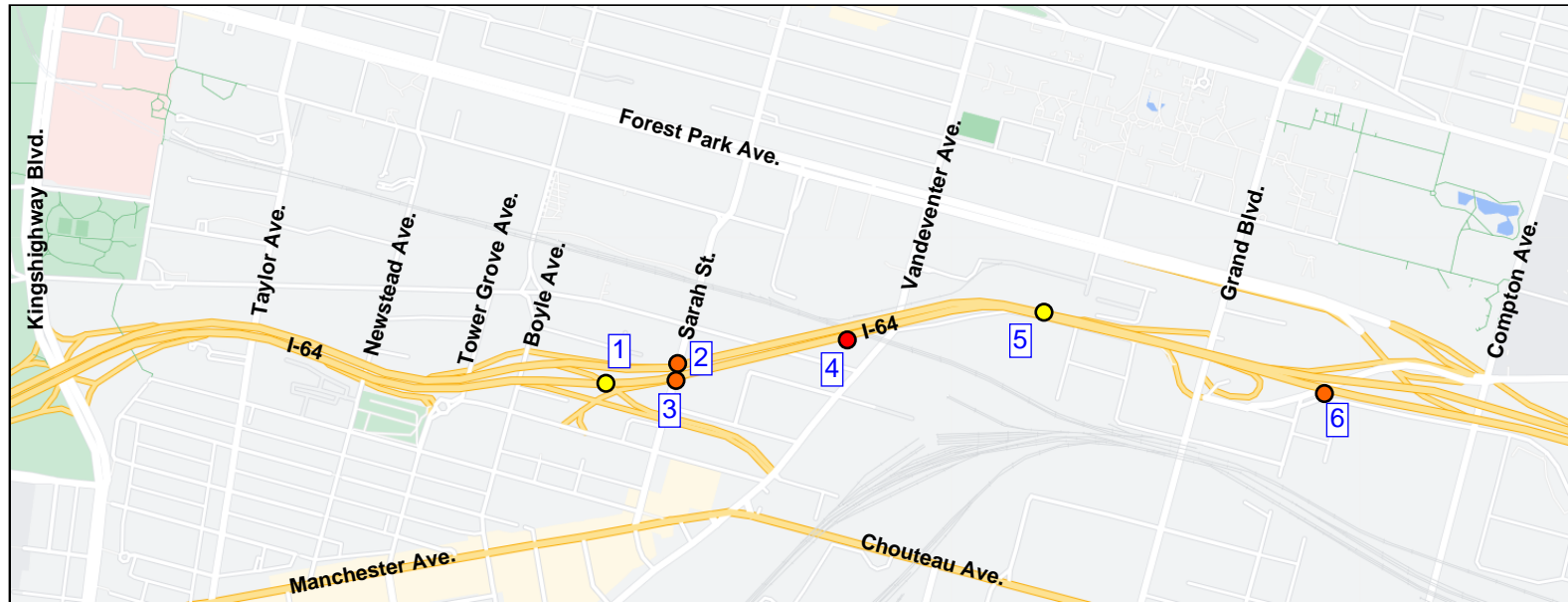
I-64 PEL ALTERNATIVE 3 - WEST



Date: 12/08/2022

J6I3585 - I-64 PEL Study

Bridge Rehabilitation/Replacement Summary



Exist. Deck Rating

- 9 - Excellent
- 8 - Very Good
- 7 - Good
- 6 - Satisfactory
- 5 - Fair
- 4 - Poor

#	Bridge No.	Route & Feature Crossed	Built	Structure Type	25 Yr Rehab	Replacement
1	L0669	EB I-64 over Vandeventer WB I-64 On-Ramp	1956	Simple WF Beam Spans	\$918,327	
2	A3651	WB I-64 over Sarah	1981	Continuous P/S Concrete I-Girders	\$743,998	
3	A3893	EB I-64 over Sarah	1982	P/S Concrete I-Girders	\$471,620	
4	L0667	EB I-64	1956	Continuous Steel Plate Girder Spans		\$43,984,446
5	A3594	WB I-64	1982	Continuous Steel Plate Girder Spans	\$44,344,750	
6	A0832	EB I-64 over Market	1963	Continuous Concrete Box Girder Spans	\$896,643	

Engineer's Cost Estimate

Project: **I-64 PEL - WEST**
 Number: J613585
 Estimated By: TF
 Checked By: EW/KJ

Date: 11/29/2022
 Date: 1/20/2023



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Alternative 1 - Freeway Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvments	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

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Checked By: EW/KJ

Date:

11/29/2022

Date:

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Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Freeway Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	819	CUYD	\$ 50.00	\$ 40,948.15	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	1,228	SQYD	\$ 130.00	\$ 159,697.78	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 200,646	% of Roadway Const.	15%	\$ 30,097	
Removal of Improvements	\$ 200,646	% of Const.	10%	\$ 20,065	
Traffic Control- Signing and Pavement Marking	\$ 200,646	% of Const.	2%	\$ 4,013	
MOT During Construction	\$ 200,646	% of Const.	6%	\$ 12,039	
Enhancements	\$ 200,646	% of Const.	2%	\$ 4,013	
Surveying	\$ 200,646	% of Const.	1%	\$ 2,006	
Mobilization	\$ 200,646	% of Const.	6%	\$ 12,039	
Engineering Design	\$ 200,646	% of Const.	10%	\$ 20,065	
Construction Management and Administration	\$ 200,646	% of Const.	10%	\$ 20,065	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Contingency					
Contingency	\$ 325,046.40	% of Subtotal of Above	20%	\$ 65,009.28	
Total Engineering & Construction Cost				\$ 390,055.68	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 390,055.68	

Project: I-64 PEL - WEST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Freeway Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	2,170	CUYD	\$ 50.00	\$ 108,488.89	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	3,255	SQYD	\$ 130.00	\$ 423,106.67	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 531,596	% of Roadway Const.	15%	\$ 79,739	
Removal of Improvements	\$ 531,596	% of Const.	10%	\$ 53,160	
Traffic Control- Signing and Pavement Marking	\$ 531,596	% of Const.	2%	\$ 10,632	
MOT During Construction	\$ 531,596	% of Const.	6%	\$ 31,896	
Enhancements	\$ 531,596	% of Const.	2%	\$ 10,632	
Surveying	\$ 531,596	% of Const.	1%	\$ 5,316	
Mobilization	\$ 531,596	% of Const.	6%	\$ 31,896	
Engineering Design	\$ 531,596	% of Const.	10%	\$ 53,160	
Construction Management and Administration	\$ 531,596	% of Const.	10%	\$ 53,160	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

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Contingency					
Contingency	\$ 861,184.80	% of Subtotal of Above	20%	\$ 172,236.96	
Total Engineering & Construction Cost				\$ 1,033,421.76	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,033,421.76	

Project: I-64 PEL - WEST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

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Alternative 1 - Freeway Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

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Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Freeway Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	2,972	CUYD	\$ 50.00	\$ 148,581.48	
Erosion Control	0.63	Mile	\$ 300,000.00	\$ 188,693.18	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	4,457	SQYD	\$ 130.00	\$ 579,467.78	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	0.63	Mile	\$ 350,000.00	\$ 220,142.05	
Interchanges					
Lighting and Signing	1.00	EA	\$ 600,000.00	\$ 600,000.00	
Signalization	1.00	EA	\$ 350,000.00	\$ 350,000.00	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps		SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	2,450	SQFT	\$ 85.00	\$ 208,250.00	I-64 On-Ramp from Boyle
Sound Walls	7,520.00	SQFT	\$ 100.00	\$ 752,000.00	
Utility Relocation					
Corridor Utility Relocation	0.63	Mile	\$ 500,000.00	\$ 314,488.64	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	3,361,623	% of Roadway Const.	15%	\$ 504,243	
Removal of Improvements	3,361,623	% of Const.	10%	\$ 336,162	
Traffic Control- Signing and Pavement Marking	3,361,623	% of Const.	2%	\$ 67,232	
MOT During Construction	3,361,623	% of Const.	6%	\$ 201,697	
Enhancements	3,361,623	% of Const.	2%	\$ 67,232	
Surveying	3,361,623	% of Const.	1%	\$ 33,616	
Mobilization	3,361,623	% of Const.	6%	\$ 201,697	
Engineering Design	3,361,623	% of Const.	10%	\$ 336,162	
Construction Management and Administration	3,361,623	% of Const.	10%	\$ 336,162	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Contingency					
Contingency	\$ 5,445,829.46	% of Subtotal of Above	20%	\$ 1,089,165.89	
Total Engineering & Construction Cost				\$ 6,534,995.35	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 6,534,995.35	

Engineer's Cost Estimate

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Alternative 1 - Ramps Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Alternative 1 - Ramps Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

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Alternative 1 - Ramps Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

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Alternative 1 - Ramps Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Alternative 1 - Ramps Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	14,531	CUYD	\$ 50.00	\$ 726,555.56	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	4,359	SQYD	\$ 130.00	\$ 566,713.33	
Miscellaneous Costs					
Drainage	\$ 1,293,269	% of Roadway Const.	15%	\$ 193,990	
Removal of Improvements	\$ 1,293,269	% of Const.	10%	\$ 129,327	
Traffic Control- Signing and Pavement Marking	\$ 1,293,269	% of Const.	2%	\$ 25,865	
MOT During Construction	\$ 1,293,269	% of Const.	6%	\$ 77,596	
Enhancements	\$ 1,293,269	% of Const.	2%	\$ 25,865	
Surveying	\$ 1,293,269	% of Const.	1%	\$ 12,933	
Erosion Control	\$ 1,293,269	% of Const.	1%	\$ 12,933	
Mobilization	\$ 1,293,269	% of Const.	6%	\$ 77,596	
Engineering Design	\$ 1,293,269	% of Const.	10%	\$ 129,327	
Construction Management and Administration	\$ 1,293,269	% of Const.	10%	\$ 129,327	
Contingency					
Contingency	\$ 2,108,028.29	% of Subtotal of Above	20%	\$ 421,605.66	
Total Engineering & Construction Cost				\$ 2,529,633.95	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,529,633.95	

Engineer's Cost Estimate



Project: **I-64 PEL - WEST**

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023

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Alternative 1 - Local MoDOT Road Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

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Alternative 1 - Local MoDOT Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

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Alternative 1 - Local MoDOT Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

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Date:

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Alternative 1 - Local MoDOT Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Local MoDOT Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	989	CUYD	\$ 50.00	\$ 49,451.85	
Erosion Control	0.09	Mile	\$ 300,000.00	\$ 27,727.27	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	1,484	SQYD	\$ 90.00	\$ 133,520.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	308	SQYD	\$ 65.00	\$ 19,998.33	
Miscellaneous Costs					
Drainage	\$ 230,697	% of Roadway Const	15%	\$ 34,605	
Removal of Improvements	\$ 230,697	% of Const.	10%	\$ 23,070	
Traffic Control- Signing and Pavement Marking	\$ 230,697	% of Const.	2%	\$ 4,614	
MOT During Construction	\$ 230,697	% of Const.	6%	\$ 13,842	
Enhancements	\$ 230,697	% of Const.	2%	\$ 4,614	
Surveying	\$ 230,697	% of Const.	1%	\$ 2,307	
Mobilization	\$ 230,697	% of Const.	6%	\$ 13,842	
Engineering Design	\$ 230,697	% of Const.	10%	\$ 23,070	
Construction Management and Administration	\$ 230,697	% of Const.	10%	\$ 23,070	
Contingency					
Contingency	\$ 373,729.88	% of Subtotal of Above	20%	\$ 74,745.98	
Total Engineering & Construction Cost				\$ 448,475.86	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 448,475.86	

Engineer's Cost Estimate



Project: **I-64 PEL - WEST**

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023

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Alternative 1 - Local Agency Road Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

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Alternative 1 - Local Agency Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps		SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Alternative 1 - Local Agency Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	2	EA	\$ 350,000	\$ 700,000	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 700,000	% of Roadway Const.	15%	\$ 105,000	
Removal of Improvements	\$ 700,000	% of Const.	10%	\$ 70,000	
Traffic Control- Signing and Pavement Marking	\$ 700,000	% of Const.	2%	\$ 14,000	
MOT During Construction	\$ 700,000	% of Const.	6%	\$ 42,000	
Enhancements	\$ 700,000	% of Const.	2%	\$ 14,000	
Surveying	\$ 700,000	% of Const.	1%	\$ 7,000	
Mobilization	\$ 700,000	% of Const.	6%	\$ 42,000	
Engineering Design	\$ 700,000	% of Const.	10%	\$ 70,000	
Construction Management and Administration	\$ 700,000	% of Const.	10%	\$ 70,000	
Contingency					
Contingency	\$ 1,134,000.00	% of Subtotal of Above	20%	\$ 226,800.00	
Total Engineering & Construction Cost				\$ 1,360,800.00	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,360,800.00	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Alternative 1 - Local Agency Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	11,612	CUYD	\$ 50.00	\$ 580,585.19	
Erosion Control	0.55	Mile	\$ 300,000.00	\$ 165,170.45	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	17,418	SQYD	\$ 90.00	\$ 1,567,580.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	2,214	SQYD	\$ 65.00	\$ 143,931.67	
Miscellaneous Costs					
Drainage	\$ 2,457,267	% of Roadway Const.	15%	\$ 368,590	
Removal of Improvements	\$ 2,457,267	% of Const.	10%	\$ 245,727	
Traffic Control- Signing and Pavement Marking	\$ 2,457,267	% of Const.	2%	\$ 49,145	
MOT During Construction	\$ 2,457,267	% of Const.	6%	\$ 147,436	
Enhancements	\$ 2,457,267	% of Const.	2%	\$ 49,145	
Surveying	\$ 2,457,267	% of Const.	1%	\$ 24,573	
Mobilization	\$ 2,457,267	% of Const.	6%	\$ 147,436	
Engineering Design	\$ 2,457,267	% of Const.	10%	\$ 245,727	
Construction Management and Administration	\$ 2,457,267	% of Const.	10%	\$ 245,727	
Contingency					
Contingency	\$ 3,980,773.04	% of Subtotal of Above	20%	\$ 796,154.61	
Total Engineering & Construction Cost				\$ 4,776,927.64	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 4,776,927.64	

Project: I-64 PEL - WEST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date:

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Alternative 1 - Local Agency Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: **I-64 PEL - WEST**
 Number: J6I3585
 Estimated By: TF
 Checked By: EW/KJ

Date: 11/29/2022
 Date: 1/20/2023



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Alternative 1 - Bridge Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	3,563	SQFT	\$ 275.00	\$ 979,825.00	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 979,825	% of Const.	2%	\$ 19,597	
MOT During Construction	\$ 979,825	% of Const.	6%	\$ 58,790	
Enhancements	\$ 979,825	% of Const.	2%	\$ 19,597	
Surveying	\$ 979,825	% of Const.	1%	\$ 9,798	
Mobilization	\$ 979,825	% of Const.	6%	\$ 58,790	
Engineering Design	\$ 979,825	% of Const.	10%	\$ 97,983	
Construction Management and Administration	\$ 979,825	% of Const.	10%	\$ 97,983	
Contingency					
Contingency	\$ 1,342,360.25	% of Subtotal of Above	20%	\$ 268,472.05	
Total Engineering & Construction Cost				\$ 1,610,832.30	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,610,832.30	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Bridge Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Bridge Widening	4,757	SQFT	\$ 300.00	\$ 1,427,100.00	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	Widening Increased cost
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	1,057	SQFT	\$ 20.00	\$ 21,140.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 1,448,240	% of Const.	2%	\$ 28,965	
MOT During Construction	\$ 1,448,240	% of Const.	6%	\$ 86,894	
Enhancements	\$ 1,448,240	% of Const.	2%	\$ 28,965	
Surveying	\$ 1,448,240	% of Const.	1%	\$ 14,482	
Mobilization	\$ 1,448,240	% of Const.	6%	\$ 86,894	
Engineering Design	\$ 1,448,240	% of Const.	10%	\$ 144,824	
Construction Management and Administration	\$ 1,448,240	% of Const.	10%	\$ 144,824	
Contingency					
Contingency	\$ 1,984,088.80	% of Subtotal of Above	20%	\$ 396,817.76	
Total Engineering & Construction Cost				\$ 2,380,906.56	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,380,906.56	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Bridge Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Alternative 1 - Bridge Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Bridge Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Bridge Widening	17,257	SQFT	\$ 300.00	\$ 5,177,100.00	
Cross Road Bridges		SQFT	\$ 160.00	\$ -	Increased Cost Widening existing Bridges
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	5,184	SQFT	\$ 20.00	\$ 103,680.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 5,280,780	% of Const.	2%	\$ 105,616	
MOT During Construction	\$ 5,280,780	% of Const.	6%	\$ 316,847	
Enhancements	\$ 5,280,780	% of Const.	2%	\$ 105,616	
Surveying	\$ 5,280,780	% of Const.	1%	\$ 52,808	
Mobilization	\$ 5,280,780	% of Const.	6%	\$ 316,847	
Engineering Design	\$ 5,280,780	% of Const.	10%	\$ 528,078	
Construction Management and Administration	\$ 5,280,780	% of Const.	10%	\$ 528,078	
Contingency					
Contingency	\$ 7,234,668.60	% of Subtotal of Above	20%	\$ 1,446,933.72	
Total Engineering & Construction Cost				\$ 8,681,602.32	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 8,681,602.32	

Engineer's Cost Estimate



Project: I-64 PEL - WEST

Number: J613585

Estimated By: TF

Checked By: EW

Date: 11/29/2022

Date: 1/20/2023

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*does not include ROW costs

Alternative 1 - Total Cost* (Project 1)

	Subtotal
Alternative 1 Freeway	\$ -
Alternative 1 Ramps	\$ -
Alternative 1 Local Roads	\$ -
Alternative 1 Local Agency Roads	\$ -
Alternative 1 Bridges	\$ 1,610,832.30
Alternative 1 (Project 1) Total Cost	\$ 1,610,832.30

Alternative 1 - Total Cost* (Project 2)

	Subtotal
Alternative 1 Freeway	\$ 390,055.68
Alternative 1 Ramps	\$ -
Alternative 1 Local Roads	\$ -
Alternative 1 Local Agency Roads	\$ -
Alternative 1 Bridges	\$ 2,380,906.56
Alternative 1 (Project 2) Total Cost	\$ 2,770,962.24

Alternative 1 - Total Cost* (Project 3)

	Subtotal
Alternative 1 Freeway	\$ 1,033,421.76
Alternative 1 Ramps	\$ -
Alternative 1 Local Roads	\$ -
Alternative 1 Local Agency Roads	\$ 1,360,800.00
Alternative 1 Bridges	\$ -
Alternative 1 (Project 3) Total Cost	\$ 2,394,221.76

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: TF

Checked By: EW

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Total Cost* (Project 4)

Alternative 1 Freeway	\$	-
Alternative 1 Ramps	\$	-
Alternative 1 Local Roads	\$	-
Alternative 1 Local Agency Roads	\$	4,776,927.64
Alternative 1 Bridges	\$	-
Alternative 1 (Project 4) Total Cost	\$	4,776,927.64

Alternative 1 - Total Cost* (Project 5)

		Subtotal
Alternative 1 Freeway	\$	6,534,995.35
Alternative 1 Ramps	\$	2,529,633.95
Alternative 1 Local Roads	\$	448,475.86
Alternative 1 Local Agency Roads	\$	-
Alternative 1 Bridges	\$	8,681,602.32
Alternative 1 (Project 5) Total Cost	\$	18,194,707.48

Engineer's Cost Estimate

Project: I-64 PEL - WEST			
Number: J6I3585			
Estimated By: KJ	Date: 11/30/2022		
Checked By: EW/KJ	Date: 1/20/2023		
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Alternative 2 - Freeway Cost (Project 1)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization	-	EA	\$ 350,000.00	\$ -		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	2,450	SQFT	\$ 85.00	\$ 208,250.00	I-64 On-Ramp from Boyle.	
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ 208,250	% of Roadway Const.	15%	\$ 31,238		
Removal of Improvements	\$ 208,250	% of Const.	10%	\$ 20,825		
Traffic Control- Signing and Pavement Marking	\$ 208,250	% of Const.	2%	\$ 4,165		
MOT During Construction	\$ 208,250	% of Const.	6%	\$ 12,495		
Enhancements	\$ 208,250	% of Const.	2%	\$ 4,165		
Surveying	\$ 208,250	% of Const.	1%	\$ 2,083		
Mobilization	\$ 208,250	% of Const.	6%	\$ 12,495		
Engineering Design	\$ 208,250	% of Const.	10%	\$ 20,825		
Construction Management and Administration	\$ 208,250	% of Const.	10%	\$ 20,825		
Contingency						
Contingency	\$ 337,365.00	% of Subtotal of Above	20%	\$ 67,473.00		
Total Engineering & Construction Cost				\$ 404,838.00		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ 404,838.00		

Project: I-64 PEL - WEST
Number: J613585
Estimated By: KJ
Checked By: EW/KJ

Date: 11/30/2022
Date: 1/20/2023



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Alternative 2 - Freeway Cost (Project 2)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	2,170	CUYD	\$ 50.00	\$ 108,490.21		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	29292.3555	SQYD	\$ 130.00	\$ 423,111.80		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization	-	EA	\$ 350,000.00	\$ -		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	-	SQFT	\$ 85.00	\$ -		
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ 531,602	% of Roadway Const.	15%	\$ 79,740		
Removal of Improvements	\$ 531,602	% of Const.	10%	\$ 53,160		
Traffic Control- Signing and Pavement Marking	\$ 531,602	% of Const.	2%	\$ 10,632		
MOT During Construction	\$ 531,602	% of Const.	6%	\$ 31,896		
Enhancements	\$ 531,602	% of Const.	2%	\$ 10,632		
Surveying	\$ 531,602	% of Const.	1%	\$ 5,316		
Mobilization	\$ 531,602	% of Const.	6%	\$ 31,896		
Engineering Design	\$ 531,602	% of Const.	10%	\$ 53,160		
Construction Management and Administration	\$ 531,602	% of Const.	10%	\$ 53,160		
Contingency						
Contingency	\$ 861,195.25	% of Subtotal of Above	20%	\$ 172,239.05		
Total Engineering & Construction Cost				\$ 1,033,434.30		
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost				\$ 1,033,434.30		

Project: I-64 PEL - WEST
Number: J613585
Estimated By: KJ
Checked By: EW/KJ


Date: 11/30/2022
Date: 1/20/2023



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Alternative 2 - Freeway Cost (Project 3)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	1,360	CUYD	\$ 50.00	\$ 68,016.49		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	18364.4511	SQYD	\$ 130.00	\$ 265,264.29		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization	2.00	EA	\$ 350,000.00	\$ 700,000.00		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	-	SQFT	\$ 85.00	\$ -		
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ 1,033,281	% of Roadway Const.	15%	\$ 154,992		
Removal of Improvements	\$ 1,033,281	% of Const.	10%	\$ 103,328		
Traffic Control- Signing and Pavement Marking	\$ 1,033,281	% of Const.	2%	\$ 20,666		
MOT During Construction	\$ 1,033,281	% of Const.	6%	\$ 61,997		
Enhancements	\$ 1,033,281	% of Const.	2%	\$ 20,666		
Surveying	\$ 1,033,281	% of Const.	1%	\$ 10,333		
Mobilization	\$ 1,033,281	% of Const.	6%	\$ 61,997		
Engineering Design	\$ 1,033,281	% of Const.	10%	\$ 103,328		
Construction Management and Administration	\$ 1,033,281	% of Const.	10%	\$ 103,328		
Contingency						
Contingency	\$ 1,673,914.86	% of Subtotal of Above	20%	\$ 334,782.97		
Total Engineering & Construction Cost				\$ 2,008,697.83		
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost				\$ 2,008,697.83		

Project: I-64 PEL - WEST Number: J613585 Estimated By: KJ Checked By: EW/KJ	Date: 11/30/2022 Date: 1/20/2023
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Alternative 2 - Freeway Cost (Project 4)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST
Number: J613585
Estimated By: KJ
Checked By: EW/KJ

Date: 11/30/2022
Date: 1/20/2023




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Alternative 2 - Freeway Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	2,968	CUYD	\$ 50.00	\$ 148,377.26	
Erosion Control 3321.2559	0.63	Mile	\$ 300,000.00	\$ 188,707.72	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 40061.8601	4,451	SQYD	\$ 130.00	\$ 578,671.31	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting 3321.2559	0.63	Mile	\$ 350,000.00	\$ 220,159.01	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	2,450	SQFT	\$ 85.00	\$ 208,250.00	
Sound Walls	7,520.00	SQFT	\$ 100.00	\$ 752,000.00	
Utility Relocation					
Corridor Utility Relocation 3321.2559	0.63	Mile	\$ 500,000.00	\$ 314,512.87	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 2,410,678	% of Roadway Const.	15%	\$ 361,602	
Removal of Improvements	\$ 2,410,678	% of Const.	10%	\$ 241,068	
Traffic Control- Signing and Pavement Marking	\$ 2,410,678	% of Const.	2%	\$ 48,214	
MOT During Construction	\$ 2,410,678	% of Const.	6%	\$ 144,641	
Enhancements	\$ 2,410,678	% of Const.	2%	\$ 48,214	
Surveying	\$ 2,410,678	% of Const.	1%	\$ 24,107	
Mobilization	\$ 2,410,678	% of Const.	6%	\$ 144,641	
Engineering Design	\$ 2,410,678	% of Const.	10%	\$ 241,068	
Construction Management and Administration	\$ 2,410,678	% of Const.	10%	\$ 241,068	
Contingency					
Contingency	\$ 3,905,298.64	% of Subtotal of Above	20%	\$ 781,059.73	
Total Engineering & Construction Cost				\$ 4,686,358.37	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 4,686,358.37	

Engineer's Cost Estimate

Project: I-64 PEL - WEST			
Number: J6I3585			
Estimated By: KJ			
Checked By: EW/KJ		Date: 11/30/2022	Date: 1/20/2023
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Alternative 2 - Ramps Cost (Project 1)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Pavement and Base						
Ramps						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -		
Miscellaneous Costs						
Drainage	\$ -	% of Roadway Const.	15%	\$ -		
Removal of Improvements	\$ -	% of Const.	10%	\$ -		
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -		
MOT During Construction	\$ -	% of Const.	6%	\$ -		
Enhancements	\$ -	% of Const.	2%	\$ -		
Surveying	\$ -	% of Const.	1%	\$ -		
Erosion Control	\$ -	% of Const.	1%	\$ -		
Mobilization	\$ -	% of Const.	6%	\$ -		
Engineering Design	\$ -	% of Const.	10%	\$ -		
Construction Management and Administration	\$ -	% of Const.	10%	\$ -		
Contingency						
Contingency	\$ -	% of Subtotal of Above	20%	\$ -		
Total Engineering & Construction Cost				\$ -		
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost				\$ -		

Project: **I-64 PEL - WEST**
Number: J6I3585
Estimated By: KJ
Checked By: EW/KJ

Date: 11/30/2022
Date: 1/20/2023



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Alternative 2 - Ramps Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Ramps Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	4,190	CUYD	\$ 50.00	\$ 209,480.65	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	11311.9553	SQYD	\$ 130.00	\$ 163,394.91	
Miscellaneous Costs					
Drainage	\$ 372,876	% of Roadway Con	15%	\$ 55,931	
Removal of Improvements	\$ 372,876	% of Const.	10%	\$ 37,288	
Traffic Control- Signing and Pavement Marking	\$ 372,876	% of Const.	2%	\$ 7,458	
MOT During Construction	\$ 372,876	% of Const.	6%	\$ 22,373	
Enhancements	\$ 372,876	% of Const.	2%	\$ 7,458	
Surveying	\$ 372,876	% of Const.	1%	\$ 3,729	
Erosion Control	\$ 372,876	% of Const.	1%	\$ 3,729	
Mobilization	\$ 372,876	% of Const.	6%	\$ 22,373	
Engineering Design	\$ 372,876	% of Const.	10%	\$ 37,288	
Construction Management and Administration	\$ 372,876	% of Const.	10%	\$ 37,288	
Contingency					
Contingency	\$ 607,787.17	% of Subtotal of Above	20%	\$ 121,557.43	
Total Engineering & Construction Cost				\$ 729,344.60	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 729,344.60	

Project: **I-64 PEL - WEST**
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Date: 11/30/2022
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Alternative 2 - Ramps Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Ramps Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	14,434	CUYD	\$ 50.00	\$ 721,682.40	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 38970.8497	4,330	SQYD	\$ 130.00	\$ 562,912.27	
Miscellaneous Costs					
Drainage	\$ 1,284,595	% of Roadway Con	15%	\$ 192,689	
Removal of Improvements	\$ 1,284,595	% of Const.	10%	\$ 128,459	
Traffic Control- Signing and Pavement Marking	\$ 1,284,595	% of Const.	2%	\$ 25,692	
MOT During Construction	\$ 1,284,595	% of Const.	6%	\$ 77,076	
Enhancements	\$ 1,284,595	% of Const.	2%	\$ 25,692	
Surveying	\$ 1,284,595	% of Const.	1%	\$ 12,846	
Erosion Control	\$ 1,284,595	% of Const.	1%	\$ 12,846	
Mobilization	\$ 1,284,595	% of Const.	6%	\$ 77,076	
Engineering Design	\$ 1,284,595	% of Const.	10%	\$ 128,459	
Construction Management and Administration	\$ 1,284,595	% of Const.	10%	\$ 128,459	
Contingency					
Contingency	\$ 2,093,889.32	% of Subtotal of Above	20%	\$ 418,777.86	
Total Engineering & Construction Cost				\$ 2,512,667.18	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,512,667.18	

Engineer's Cost Estimate

Project: **I-64 PEL - WEST**

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

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Alternative 2 - Local MoDOT Road Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Local MoDOT Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: **I-64 PEL - WEST**
 Number: J6I3585
 Estimated By: KJ
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Date: 11/30/2022
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Alternative 2 - Local MoDOT Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Local MoDOT Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: **I-64 PEL - WEST**
 Number: J6I3585
 Estimated By: KJ
 Checked By: EW/KJ


Date: 11/30/2022
 Date: 1/20/2023



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Alternative 2 - Local MoDOT Road Cost (Project 5)						
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage						
	Mainline Earthwork (Excavation and Embankment)	545	CUYD	\$ 50.00	\$ 27,250.87	
	Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base						
Local Road						
	8- Inch Medium Duty PCCP w/ Rock Fill Base	7357.7359	SQYD	\$ 90.00	\$ 73,577.36	
	Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road						
	Signalization	-	EA	\$ 350,000	\$ -	
	Sidewalk/ Bike Trail & Curb Ramps	347.4658	SQYD	\$ 65.00	\$ 2,509.48	
Miscellaneous Costs						
	Drainage	\$ 103,338	% of Roadway Const	15%	\$ 15,501	
	Removal of Improvements	\$ 103,338	% of Const.	10%	\$ 10,334	
	Traffic Control- Signing and Pavement Marking	\$ 103,338	% of Const.	2%	\$ 2,067	
	MOT During Construction	\$ 103,338	% of Const.	6%	\$ 6,200	
	Enhancements	\$ 103,338	% of Const.	2%	\$ 2,067	
	Surveying	\$ 103,338	% of Const.	1%	\$ 1,033	
	Mobilization	\$ 103,338	% of Const.	6%	\$ 6,200	
	Engineering Design	\$ 103,338	% of Const.	10%	\$ 10,334	
	Construction Management and Administration	\$ 103,338	% of Const.	10%	\$ 10,334	
Contingency						
	Contingency	\$ 167,407.09	% of Subtotal of Above	20%	\$ 33,481.42	
Total Engineering & Construction Cost					\$ 200,888.50	
Right-of-Way Costs						
	Right-of-Way					To be provided by MoDOT
Total Cost					\$ 200,888.50	

Engineer's Cost Estimate

Project: I-64 PEL - WEST					
Number: J6I3585					
Estimated By: KJ					
Checked By: EW/KJ			Date:	11/30/2022	
			Date:	1/20/2023	
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Alternative 2 - Local Agency Road Cost (Project 1)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Local Agency Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Local Agency Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Local Agency Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	11,556	CUYD	\$ 50.00	\$ 577,778.32	
Erosion Control	2907.5336	Mile	\$ 300,000.00	\$ 165,200.77	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	156000.1465	SQYD	\$ 90.00	\$ 1,560,001.47	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	2	EA	\$ 350,000	\$ 700,000	
Sidewalk/ Bike Trail & Curb Ramps	23623.831	SQYD	\$ 65.00	\$ 170,616.56	
Miscellaneous Costs					
Drainage	\$ 3,173,597	% of Roadway Const	15%	\$ 476,040	
Removal of Improvements	\$ 3,173,597	% of Const.	10%	\$ 317,360	
Traffic Control- Signing and Pavement Marking	\$ 3,173,597	% of Const.	2%	\$ 63,472	
MOT During Construction	\$ 3,173,597	% of Const.	6%	\$ 190,416	
Enhancements	\$ 3,173,597	% of Const.	2%	\$ 63,472	
Surveying	\$ 3,173,597	% of Const.	1%	\$ 31,736	
Mobilization	\$ 3,173,597	% of Const.	6%	\$ 190,416	
Engineering Design	\$ 3,173,597	% of Const.	10%	\$ 317,360	
Construction Management and Administration	\$ 3,173,597	% of Const.	10%	\$ 317,360	
Contingency					
Contingency	\$ 5,141,227.33	% of Subtotal of Above	20%	\$ 1,028,245.47	
Total Engineering & Construction Cost				\$ 6,169,472.79	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 6,169,472.79	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023




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Alternative 2 - Local Agency Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	0	CUYD	\$ 50.00	\$ -	
Erosion Control	0.00	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	0	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	0	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	0	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - WEST			
Number: J6I3585			
Estimated By: KJ			
Checked By: EW/KJ		Date: 11/30/2022	
		Date: 1/20/2023	
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Alternative 2 - Bridge Cost (Project 1)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	3,562	SQFT	\$ 160.00	\$ 569,920.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 569,920	% of Const.	2%	\$ 11,398	
MOT During Construction	\$ 569,920	% of Const.	6%	\$ 34,195	
Enhancements	\$ 569,920	% of Const.	2%	\$ 11,398	
Surveying	\$ 569,920	% of Const.	1%	\$ 5,699	
Mobilization	\$ 569,920	% of Const.	6%	\$ 34,195	
Engineering Design	\$ 569,920	% of Const.	10%	\$ 56,992	
Construction Management and Administration	\$ 569,920	% of Const.	10%	\$ 56,992	
Contingency					
Contingency	\$ 780,790.40	% of Subtotal of Above	20%	\$ 156,158.08	
Total Engineering & Construction Cost				\$ 936,948.48	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 936,948.48	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date:

11/30/2022

Date:

1/20/2023



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Alternative 2 - Bridge Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Bridge Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	10,545	SQFT	\$ 160.00	\$ 1,687,200.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	8,957	SQFT	\$ 20.00	\$ 179,144.66	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 1,866,345	% of Const.	2%	\$ 37,327	
MOT During Construction	\$ 1,866,345	% of Const.	6%	\$ 111,981	
Enhancements	\$ 1,866,345	% of Const.	2%	\$ 37,327	
Surveying	\$ 1,866,345	% of Const.	1%	\$ 18,663	
Mobilization	\$ 1,866,345	% of Const.	6%	\$ 111,981	
Engineering Design	\$ 1,866,345	% of Const.	10%	\$ 186,634	
Construction Management and Administration	\$ 1,866,345	% of Const.	10%	\$ 186,634	
Contingency					
Contingency	\$ 2,556,892.18	% of Subtotal of Above	20%	\$ 511,378.44	
Total Engineering & Construction Cost				\$ 3,068,270.62	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 3,068,270.62	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date:

11/30/2022

Date:

1/20/2023



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Alternative 2 - Bridge Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Bridge Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	17,257	SQFT	\$ 160.00	\$ 2,761,120.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	5,185	SQFT	\$ 20.00	\$ 103,700.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 2,864,820	% of Const.	2%	\$ 57,296	
MOT During Construction	\$ 2,864,820	% of Const.	6%	\$ 171,889	
Enhancements	\$ 2,864,820	% of Const.	2%	\$ 57,296	
Surveying	\$ 2,864,820	% of Const.	1%	\$ 28,648	
Mobilization	\$ 2,864,820	% of Const.	6%	\$ 171,889	
Engineering Design	\$ 2,864,820	% of Const.	10%	\$ 286,482	
Construction Management and Administration	\$ 2,864,820	% of Const.	10%	\$ 286,482	
Contingency					
Contingency	\$ 3,924,803.40	% of Subtotal of Above	20%	\$ 784,960.68	
Total Engineering & Construction Cost				\$ 4,709,764.08	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 4,709,764.08	

Engineer's Cost Estimate

Project: I-64 PEL - WEST

Number: J613585

Estimated By: KJ

Checked By: EW

Date: 11/30/2022

Date: 1/20/2023



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*does not include ROW costs

Alternative 2 - Total Cost* (Project 1)

	Subtotal
Alternative 2 Freeway	\$ 404,838.00
Alternative 2 Ramps	\$ -
Alternative 2 Local Roads	\$ -
Alternative 2 Local Agency Roads	\$ -
Alternative 2 Bridges	\$ 936,948.48
Alternative 2 (Project 1) Total Cost	\$ 1,341,786.48

Alternative 2 - Total Cost* (Project 2)

	Subtotal
Alternative 2 Freeway	\$ 1,033,434.30
Alternative 2 Ramps	\$ -
Alternative 2 Local Roads	\$ -
Alternative 2 Local Agency Roads	\$ -
Alternative 2 Bridges	\$ -
Alternative 2 (Project 2) Total Cost	\$ 1,033,434.30

Alternative 2 - Total Cost* (Project 3)

	Subtotal
Alternative 2 Freeway	\$ 2,008,697.83
Alternative 2 Ramps	\$ 729,344.60
Alternative 2 Local Roads	\$ -
Alternative 2 Local Agency Roads	\$ -
Alternative 2 Bridges	\$ 3,068,270.62
Alternative 2 (Project 3) Total Cost	\$ 5,806,313.05

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 11/30/2022

Date: 1/20/2023



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Alternative 2 - Total Cost* (Project 4)

Alternative 2 Freeway	\$	-
Alternative 2 Ramps	\$	-
Alternative 2 Local Roads	\$	-
Alternative 2 Local Agency Roads	\$	6,169,472.79
Alternative 2 Bridges	\$	-
Alternative 2 (Project 4) Total Cost	\$	6,169,472.79

Alternative 2 - Total Cost* (Project 5)

		Subtotal
Alternative 2 Freeway	\$	4,686,358.37
Alternative 2 Ramps	\$	2,512,667.18
Alternative 2 Local Roads	\$	200,888.50
Alternative 2 Local Agency Roads	\$	-
Alternative 2 Bridges	\$	4,709,764.08
Alternative 2 (Project 5) Total Cost	\$	12,109,678.13

Engineer's Cost Estimate

Project: I-64 PEL - WEST			
Number: J6I3585			
Estimated By: JR	Date: 11/30/2022		
Checked By: EW/KJ	Date: 1/20/2023		
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Alternative 3 - Freeway Cost (Project 1)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	1,072	CUYD	\$ 50.00	\$ 53,596.30		
Erosion Control	1437	Mile	\$ 300,000.00	\$ 81,647.73		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	14471	SQYD	\$ 130.00	\$ 209,025.56		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization	-	EA	\$ 350,000.00	\$ -		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	-	SQFT	\$ 85.00	\$ -		
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ 344,270	% of Roadway Const.	15%	\$ 51,640		
Removal of Improvements	\$ 344,270	% of Const.	10%	\$ 34,427		
Traffic Control- Signing and Pavement Marking	\$ 344,270	% of Const.	2%	\$ 6,885		
MOT During Construction	\$ 344,270	% of Const.	6%	\$ 20,656		
Enhancements	\$ 344,270	% of Const.	2%	\$ 6,885		
Surveying	\$ 344,270	% of Const.	1%	\$ 3,443		
Mobilization	\$ 344,270	% of Const.	6%	\$ 20,656		
Engineering Design	\$ 344,270	% of Const.	10%	\$ 34,427		
Construction Management and Administration	\$ 344,270	% of Const.	10%	\$ 34,427		
Contingency						
Contingency	\$ 557,716.72	% of Subtotal of Above	20%	\$ 111,543.34		
Total Engineering & Construction Cost				\$ 669,260.06		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ 669,260.06		

Project: I-64 PEL - WEST
Number: J613585
Estimated By: JR
Checked By: EW/KJ

Date: 11/30/2022
Date: 1/20/2023

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Alternative 3 - Freeway Cost (Project 2)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization 2	2	EA	\$ 350,000.00	\$ 700,000.00		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps 0	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	-	SQFT	\$ 85.00	\$ -		
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation 2814	0.53	Mile	\$ 500,000.00	\$ 266,477.27		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ 966,477	% of Roadway Const.	15%	\$ 144,972		
Removal of Improvements	\$ 966,477	% of Const.	10%	\$ 96,648		
Traffic Control- Signing and Pavement Marking	\$ 966,477	% of Const.	2%	\$ 19,330		
MOT During Construction	\$ 966,477	% of Const.	6%	\$ 57,989		
Enhancements	\$ 966,477	% of Const.	2%	\$ 19,330		
Surveying	\$ 966,477	% of Const.	1%	\$ 9,665		
Mobilization	\$ 966,477	% of Const.	6%	\$ 57,989		
Engineering Design	\$ 966,477	% of Const.	10%	\$ 96,648		
Construction Management and Administration	\$ 966,477	% of Const.	10%	\$ 96,648		
Contingency						
Contingency	\$ 1,565,693.18	% of Subtotal of Above	20%	\$ 313,138.64		
Total Engineering & Construction Cost				\$ 1,878,831.82		
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost				\$ 1,878,831.82		

Project: I-64 PEL - WEST
Number: J613585
Estimated By: JR
Checked By: EW/KJ

Date: 11/30/2022
Date: 1/20/2023

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Alternative 3 - Freeway Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	3,007	CUYD	\$ 50.00	\$ 150,366.67	
Erosion Control	0.69	Mile	\$ 300,000.00	\$ 206,761.36	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	4,511	SQYD	\$ 130.00	\$ 586,430.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	0.69	Mile	\$ 350,000.00	\$ 241,221.59	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	1	EA	\$ 350,000.00	\$ 350,000.00	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	0	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	2,450	SQFT	\$ 85.00	\$ 208,250.00	EB I-64 On Ramp Boyle Wall
Sound Walls	7,250.00	SQFT	\$ 100.00	\$ 725,000.00	
Utility Relocation					
Corridor Utility Relocation	0.69	Mile	\$ 500,000.00	\$ 344,602.27	
ITS Relocation and Improvements	0.69	Mile	\$ 450,000.00	\$ 310,142.05	
Miscellaneous Costs					
Drainage	\$ 3,122,774	% of Roadway Const.	15%	\$ 468,416	
Removal of Improvements	\$ 3,122,774	% of Const.	10%	\$ 312,277	
Traffic Control- Signing and Pavement Marking	\$ 3,122,774	% of Const.	2%	\$ 62,455	
MOT During Construction	\$ 3,122,774	% of Const.	6%	\$ 187,366	
Enhancements	\$ 3,122,774	% of Const.	2%	\$ 62,455	
Surveying	\$ 3,122,774	% of Const.	1%	\$ 31,228	
Mobilization	\$ 3,122,774	% of Const.	6%	\$ 187,366	
Engineering Design	\$ 3,122,774	% of Const.	10%	\$ 312,277	
Construction Management and Administration	\$ 3,122,774	% of Const.	10%	\$ 312,277	
Contingency					
Contingency	\$ 5,058,893.78	% of Subtotal of Above	20%	\$ 1,011,778.76	
Total Engineering & Construction Cost				\$ 6,070,672.54	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 6,070,672.54	

Project: **I-64 PEL - WEST**
 Number: J613585
 Estimated By: JR
 Checked By: EW/KJ

Date: 11/30/2022
 Date: 1/20/2023

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Alternative 3 - Freeway Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	12,208	CUYD	\$ 50.00	\$ 610,407.41	
Erosion Control 4516	0.86	Mile	\$ 300,000.00	\$ 256,590.91	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 164810	18,312	SQYD	\$ 130.00	\$ 2,380,588.89	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting 4516	0.86	Mile	\$ 350,000.00	\$ 299,356.06	
Interchanges					
Lighting and Signing 1	1.00	EA	\$ 600,000.00	\$ 600,000.00	
Signalization 1	1	EA	\$ 350,000.00	\$ 350,000.00	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps 0	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	13,290	SQFT	\$ 85.00	\$ 1,129,650.00	TB-Boyle EB I-64 Wall, TB PED Bridge Wall, Vandeventer 64 EB On Ramp Wall
Sound Walls	8,740.00	SQFT	\$ 100.00	\$ 874,000.00	
Utility Relocation					
Corridor Utility Relocation 4516	0.86	Mile	\$ 500,000.00	\$ 427,651.52	
ITS Relocation and Improvements 4516	0.86	Mile	\$ 450,000.00	\$ 384,886.36	
Miscellaneous Costs					
Drainage	\$ 7,313,131	% of Roadway Const.	15%	\$ 1,096,970	
Removal of Improvements	\$ 7,313,131	% of Const.	10%	\$ 731,313	
Traffic Control- Signing and Pavement Marking	\$ 7,313,131	% of Const.	2%	\$ 146,263	
MOT During Construction	\$ 7,313,131	% of Const.	6%	\$ 438,788	
Enhancements	\$ 7,313,131	% of Const.	2%	\$ 146,263	
Surveying	\$ 7,313,131	% of Const.	1%	\$ 73,131	
Mobilization	\$ 7,313,131	% of Const.	6%	\$ 438,788	
Engineering Design	\$ 7,313,131	% of Const.	10%	\$ 731,313	
Construction Management and Administration	\$ 7,313,131	% of Const.	10%	\$ 731,313	
Contingency					
Contingency	\$ 11,847,272.45	% of Subtotal of Above	20%	\$ 2,369,454.49	
Total Engineering & Construction Cost				\$ 14,216,726.95	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 14,216,726.95	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date:

11/30/2022


Date:

1/20/2023



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Project: I-64 PEL - WEST Number: J613585 Estimated By: JR Checked By: EW/KJ	Date: 11/30/2022 Date: 1/20/2023
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Alternative 3 - Freeway Cost (Project 5)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - WEST					
Number: J6I3585					
Estimated By: JR		Date:		11/30/2022	
Checked By: EW/KJ		Date:		1/20/2023	
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Alternative 3 - Ramps Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 3 - Ramps Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

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Alternative 3 - Ramps Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	14,529	CUYD	\$ 50.00	\$ 726,444.44	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 39228	4,359	SQYD	\$ 130.00	\$ 566,626.67	
Miscellaneous Costs					
Drainage	\$ 1,293,071	% of Roadway Con	15%	\$ 193,961	
Removal of Improvements	\$ 1,293,071	% of Const.	10%	\$ 129,307	
Traffic Control- Signing and Pavement Marking	\$ 1,293,071	% of Const.	2%	\$ 25,861	
MOT During Construction	\$ 1,293,071	% of Const.	6%	\$ 77,584	
Enhancements	\$ 1,293,071	% of Const.	2%	\$ 25,861	
Surveying	\$ 1,293,071	% of Const.	1%	\$ 12,931	
Erosion Control	\$ 1,293,071	% of Const.	1%	\$ 12,931	
Mobilization	\$ 1,293,071	% of Const.	6%	\$ 77,584	
Engineering Design	\$ 1,293,071	% of Const.	10%	\$ 129,307	
Construction Management and Administration	\$ 1,293,071	% of Const.	10%	\$ 129,307	
Contingency					
Contingency	\$ 2,107,705.91	% of Subtotal of Above	20%	\$ 421,541.18	
Total Engineering & Construction Cost				\$ 2,529,247.09	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,529,247.09	

Project: I-64 PEL - WEST

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Date: 11/30/2022

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Alternative 3 - Ramps Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	48,341	CUYD	\$ 50.00	\$ 2,417,074.07	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 130522	14,502	SQYD	\$ 130.00	\$ 1,885,317.78	
Miscellaneous Costs					
Drainage	\$ 4,302,392	% of Roadway Con	15%	\$ 645,359	
Removal of Improvements	\$ 4,302,392	% of Const.	10%	\$ 430,239	
Traffic Control- Signing and Pavement Marking	\$ 4,302,392	% of Const.	2%	\$ 86,048	
MOT During Construction	\$ 4,302,392	% of Const.	6%	\$ 258,144	
Enhancements	\$ 4,302,392	% of Const.	2%	\$ 86,048	
Surveying	\$ 4,302,392	% of Const.	1%	\$ 43,024	
Erosion Control	\$ 4,302,392	% of Const.	1%	\$ 43,024	
Mobilization	\$ 4,302,392	% of Const.	6%	\$ 258,144	
Engineering Design	\$ 4,302,392	% of Const.	10%	\$ 430,239	
Construction Management and Administration	\$ 4,302,392	% of Const.	10%	\$ 430,239	
Contingency					
Contingency	\$ 7,012,898.72	% of Subtotal of Above	20%	\$ 1,402,579.74	
Total Engineering & Construction Cost				\$ 8,415,478.46	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 8,415,478.46	

Project: I-64 PEL - WEST

Number: J6I3585

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Date: 11/30/2022

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Alternative 3 - Ramps Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: **I-64 PEL - WEST**

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 3 - Local MoDOT Road Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 3 - Local MoDOT Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	545	CUYD	\$ 50.00	\$ 27,251.85	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base 7358	818	SQYD	\$ 90.00	\$ 73,580.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 100,832	% of Roadway Const	15%	\$ 15,125	
Removal of Improvements	\$ 100,832	% of Const.	10%	\$ 10,083	
Traffic Control- Signing and Pavement Marking	\$ 100,832	% of Const.	2%	\$ 2,017	
MOT During Construction	\$ 100,832	% of Const.	6%	\$ 6,050	
Enhancements	\$ 100,832	% of Const.	2%	\$ 2,017	
Surveying	\$ 100,832	% of Const.	1%	\$ 1,008	
Mobilization	\$ 100,832	% of Const.	6%	\$ 6,050	
Engineering Design	\$ 100,832	% of Const.	10%	\$ 10,083	
Construction Management and Administration	\$ 100,832	% of Const.	10%	\$ 10,083	
Contingency					
Contingency	\$ 163,347.60	% of Subtotal of Above	20%	\$ 32,669.52	
Total Engineering & Construction Cost				\$ 196,017.12	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 196,017.12	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 3 - Local MoDOT Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 3 - Local MoDOT Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	1,768	CUYD	\$ 50.00	\$ 88,392.59	
Erosion Control 1010	0.19	Mile	\$ 300,000.00	\$ 57,386.36	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base 23866	2,652	SQYD	\$ 90.00	\$ 238,660.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 384,439	% of Roadway Const	15%	\$ 57,666	
Removal of Improvements	\$ 384,439	% of Const.	10%	\$ 38,444	
Traffic Control- Signing and Pavement Marking	\$ 384,439	% of Const.	2%	\$ 7,689	
MOT During Construction	\$ 384,439	% of Const.	6%	\$ 23,066	
Enhancements	\$ 384,439	% of Const.	2%	\$ 7,689	
Surveying	\$ 384,439	% of Const.	1%	\$ 3,844	
Mobilization	\$ 384,439	% of Const.	6%	\$ 23,066	
Engineering Design	\$ 384,439	% of Const.	10%	\$ 38,444	
Construction Management and Administration	\$ 384,439	% of Const.	10%	\$ 38,444	
Contingency					
Contingency	\$ 622,791.11	% of Subtotal of Above	20%	\$ 124,558.22	
Total Engineering & Construction Cost				\$ 747,349.33	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 747,349.33	

Project: I-64 PEL - WEST

Number: J6I3585

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Checked By: EW/KJ

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Alternative 3 - Local MoDOT Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - WEST					
Number: J6I3585					
Estimated By: JR					
Checked By: EW/KJ			Date:	11/30/2022	
			Date:	1/20/2023	
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Alternative 3 - Local Agency Road Cost (Project 1)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

Date: 1/20/2023



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Alternative 3 - Local Agency Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	11,223	CUYD	\$ 50.00	\$ 561,166.67	
Erosion Control	2814 0.53	Mile	\$ 300,000.00	\$ 159,886.36	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	151515	SQYD	\$ 90.00	\$ 1,515,150.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	2	EA	\$ 350,000	\$ 700,000	
Sidewalk/ Bike Trail & Curb Ramps	29733	SQYD	\$ 65.00	\$ 214,738.33	
Miscellaneous Costs					
Drainage	\$ 3,150,941	% of Roadway Const	15%	\$ 472,641	
Removal of Improvements	\$ 3,150,941	% of Const.	10%	\$ 315,094	
Traffic Control- Signing and Pavement Marking	\$ 3,150,941	% of Const.	2%	\$ 63,019	
MOT During Construction	\$ 3,150,941	% of Const.	6%	\$ 189,056	
Enhancements	\$ 3,150,941	% of Const.	2%	\$ 63,019	
Surveying	\$ 3,150,941	% of Const.	1%	\$ 31,509	
Mobilization	\$ 3,150,941	% of Const.	6%	\$ 189,056	
Engineering Design	\$ 3,150,941	% of Const.	10%	\$ 315,094	
Construction Management and Administration	\$ 3,150,941	% of Const.	10%	\$ 315,094	
Contingency					
Contingency	\$ 5,104,525.01	% of Subtotal of Above	20%	\$ 1,020,905.00	
Total Engineering & Construction Cost				\$ 6,125,430.01	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 6,125,430.01	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

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Alternative 3 - Local Agency Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

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Alternative 3 - Local Agency Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 11/30/2022

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Alternative 3 - Local Agency Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - WEST Number: J613585 Estimated By: JR Checked By: EW/KJ	Date: 11/30/2022 Date: 1/20/2023
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Alternative 3 - Bridge Cost (Project 1)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Structures						
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -		
Box Culverts	-	SQFT	\$ 200.00	\$ -		
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -		
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -		
Bridge Removal	-	SQFT	\$ 20.00	\$ -		
Miscellaneous Costs						
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -		
MOT During Construction	\$ -	% of Const.	6%	\$ -		
Enhancements	\$ -	% of Const.	2%	\$ -		
Surveying	\$ -	% of Const.	1%	\$ -		
Mobilization	\$ -	% of Const.	6%	\$ -		
Engineering Design	\$ -	% of Const.	10%	\$ -		
Construction Management and Administration	\$ -	% of Const.	10%	\$ -		
Contingency						
Contingency	\$ -	% of Subtotal of Above	20%	\$ -		
Total Engineering & Construction Cost				\$ -		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ -		

Project: I-64 PEL - WEST

Number: J6I3585

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Checked By: EW/KJ

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Alternative 3 - Bridge Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - WEST

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Alternative 3 - Bridge Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	12,030	SQFT	\$ 300.00	\$ 3,609,000.00	Widening Existing
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	2,675	SQFT	\$ 20.00	\$ 53,500.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 3,662,500	% of Const.	2%	\$ 73,250	
MOT During Construction	\$ 3,662,500	% of Const.	6%	\$ 219,750	
Enhancements	\$ 3,662,500	% of Const.	2%	\$ 73,250	
Surveying	\$ 3,662,500	% of Const.	1%	\$ 36,625	
Mobilization	\$ 3,662,500	% of Const.	6%	\$ 219,750	
Engineering Design	\$ 3,662,500	% of Const.	10%	\$ 366,250	
Construction Management and Administration	\$ 3,662,500	% of Const.	10%	\$ 366,250	
Contingency					
Contingency	\$ 5,017,625.00	% of Subtotal of Above	20%	\$ 1,003,525.00	
Total Engineering & Construction Cost				\$ 6,021,150.00	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 6,021,150.00	

Project: I-64 PEL - WEST

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Alternative 3 - Bridge Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	1,624	SQFT	\$ 275.00	\$ 446,600.00	
Widening Existing Structure	33,074	SQFT	\$ 300.00	\$ 9,922,200.00	
Cross Road Bridges	17,044	SQFT	\$ 160.00	\$ 2,727,040.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	13,620	SQFT	\$ 20.00	\$ 272,400.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 13,368,240	% of Const.	2%	\$ 267,365	
MOT During Construction	\$ 13,368,240	% of Const.	6%	\$ 802,094	
Enhancements	\$ 13,368,240	% of Const.	2%	\$ 267,365	
Surveying	\$ 13,368,240	% of Const.	1%	\$ 133,682	
Mobilization	\$ 13,368,240	% of Const.	6%	\$ 802,094	
Engineering Design	\$ 13,368,240	% of Const.	10%	\$ 1,336,824	
Construction Management and Administration	\$ 13,368,240	% of Const.	10%	\$ 1,336,824	
Contingency					
Contingency	\$ 18,314,488.80	% of Subtotal of Above	20%	\$ 3,662,897.76	
Total Engineering & Construction Cost				\$ 21,977,386.56	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 21,977,386.56	

Project: I-64 PEL - WEST

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Alternative 3 - Bridge Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - WEST

Number: J613585

Estimated By: JR

Checked By: EW

Date: 11/30/2022

Date: 1/20/2023



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*does not include ROW costs

Alternative 3 - Total Cost* (Project 1)

	Subtotal
Alternative 3 Freeway	\$ 669,260.06
Alternative 3 Ramps	\$ -
Alternative 3 Local Roads	\$ -
Alternative 3 Local Agency Roads	\$ -
Alternative 3 Bridges	\$ -
Alternative 3 (Project 1) Total Cost	\$ 669,260.06

Alternative 3 - Total Cost* (Project 2)

	Subtotal
Alternative 3 Freeway	\$ 1,878,831.82
Alternative 3 Ramps	\$ -
Alternative 3 Local Roads	\$ 196,017.12
Alternative 3 Local Agency Roads	\$ 6,125,430.01
Alternative 3 Bridges	\$ -
Alternative 3 (Project 2) Total Cost	\$ 8,200,278.95

Alternative 3 - Total Cost* (Project 3)

	Subtotal
Alternative 3 Freeway	\$ 6,070,672.54
Alternative 3 Ramps	\$ 2,529,247.09
Alternative 3 Local Roads	\$ -
Alternative 3 Local Agency Roads	\$ -
Alternative 3 Bridges	\$ 6,021,150.00
Alternative 3 (Project 3) Total Cost	\$ 14,621,069.63

Project: I-64 PEL - WEST

Number: J6I3585

Estimated By: JR

Checked By: EW

Date:

11/30/2022

Date:

1/20/2023



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Alternative 3 - Total Cost* (Project 4)

Alternative 3 Freeway	\$	14,216,726.95
Alternative 3 Ramps	\$	8,415,478.46
Alternative 3 Local Roads	\$	747,349.33
Alternative 3 Local Agency Roads	\$	-
Alternative 3 Bridges	\$	21,977,386.56
Alternative 3 (Project 4) Total Cost	\$	45,356,941.30

Alternative 3 - Total Cost* (Project 5)

	Subtotal	
Alternative 3 Freeway	\$	-
Alternative 3 Ramps	\$	-
Alternative 3 Local Roads	\$	-
Alternative 3 Local Agency Roads	\$	-
Alternative 3 Bridges	\$	-
Alternative 3 (Project 5) Total Cost	\$	-

Engineer's Cost Estimate



Project: **I-64 PEL - EAST**

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023

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Alternative 1 - Freeway Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	2,802	CUYD	\$ 50.00	\$ 140,114.81	
Erosion Control	0.43	Mile	\$ 300,000.00	\$ 130,056.82	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	4,203	SQYD	\$ 130.00	\$ 546,447.78	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	0.43	Mile	\$ 500,000.00	\$ 216,761.36	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 1,033,381	% of Roadway Const.	15%	\$ 155,007	
Removal of Improvements	\$ 1,033,381	% of Const.	10%	\$ 103,338	
Traffic Control- Signing and Pavement Marking	\$ 1,033,381	% of Const.	2%	\$ 20,668	
MOT During Construction	\$ 1,033,381	% of Const.	6%	\$ 62,003	
Enhancements	\$ 1,033,381	% of Const.	2%	\$ 20,668	
Surveying	\$ 1,033,381	% of Const.	1%	\$ 10,334	
Mobilization	\$ 1,033,381	% of Const.	6%	\$ 62,003	
Engineering Design	\$ 1,033,381	% of Const.	10%	\$ 103,338	
Construction Management and Administration	\$ 1,033,381	% of Const.	10%	\$ 103,338	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

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Contingency					
Contingency	\$ 1,674,076.85	% of Subtotal of Above	20%	\$ 334,815.37	
Total Engineering & Construction Cost				\$ 2,008,892.23	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,008,892.23	

Project: I-64 PEL - EAST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Alternative 1 - Freeway Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	1	EA	\$ 600,000.00	\$ 600,000.00	
Signalization	2	EA	\$ 350,000.00	\$ 700,000.00	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvments	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 1,033,381	% of Roadway Const.	15%	\$ 155,007	
Removal of Improvements	\$ 1,033,381	% of Const.	10%	\$ 103,338	
Traffic Control- Signing and Pavement Marking	\$ 1,033,381	% of Const.	2%	\$ 20,668	
MOT During Construction	\$ 1,033,381	% of Const.	6%	\$ 62,003	
Enhancements	\$ 1,033,381	% of Const.	2%	\$ 20,668	
Surveying	\$ 1,033,381	% of Const.	1%	\$ 10,334	
Mobilization	\$ 1,033,381	% of Const.	6%	\$ 62,003	
Engineering Design	\$ 1,033,381	% of Const.	10%	\$ 103,338	
Construction Management and Administration	\$ 1,033,381	% of Const.	10%	\$ 103,338	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

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Contingency					
Contingency	\$ 1,940,696.08	% of Subtotal of Above	20%	\$ 388,139.22	
Total Engineering & Construction Cost				\$ 2,328,835.30	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,328,835.30	

Project: I-64 PEL - EAST

Number: J613585

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Checked By: EW/KJ

Date:

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Alternative 1 - Freeway Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	22,656	CUYD	\$ 50.00	\$ 1,132,800.00	
Erosion Control	0.78	Mile	\$ 300,000.00	\$ 235,113.64	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	4,531	SQYD	\$ 130.00	\$ 589,030.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	0.78	Mile	\$ 350,000.00	\$ 274,299.24	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps		SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	6,900	SQFT	\$ 85.00	\$ 586,500.00	WB I-64 Grand Off Ramp
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	0.78	Mile	\$ 500,000.00	\$ 391,856.06	
ITS Relocation and Improvments	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 1,033,381	% of Roadway Const.	15%	\$ 155,007	
Removal of Improvements	\$ 1,033,381	% of Const.	10%	\$ 103,338	
Traffic Control- Signing and Pavement Marking	\$ 1,033,381	% of Const.	2%	\$ 20,668	
MOT During Construction	\$ 1,033,381	% of Const.	6%	\$ 62,003	
Enhancements	\$ 1,033,381	% of Const.	2%	\$ 20,668	
Surveying	\$ 1,033,381	% of Const.	1%	\$ 10,334	
Mobilization	\$ 1,033,381	% of Const.	6%	\$ 62,003	
Engineering Design	\$ 1,033,381	% of Const.	10%	\$ 103,338	
Construction Management and Administration	\$ 1,033,381	% of Const.	10%	\$ 103,338	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

Date:

1/20/2023



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Contingency					
Contingency	\$ 3,850,295.02	% of Subtotal of Above	20%	\$ 770,059.00	
Total Engineering & Construction Cost				\$ 4,620,354.02	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 4,620,354.02	

Project: I-64 PEL - EAST

Number: J6I3585

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Alternative 1 - Freeway Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	3,387	CUYD	\$ 50.00	\$ 169,325.93	
Erosion Control	0.53	Mile	\$ 300,000.00	\$ 159,147.73	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	5,080	SQYD	\$ 130.00	\$ 660,371.11	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	0.53	Mile	\$ 350,000.00	\$ 185,672.35	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	19,140	SQFT	\$ 85.00	\$ 1,626,900.00	Spruce Wall and Bernard St. Wall
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	0.53	Mile	\$ 500,000.00	\$ 265,246.21	
ITS Relocation and Improvments	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 3,066,663	% of Roadway Const.	15%	\$ 459,999	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date:

11/29/2022

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1/20/2023



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Contingency					
Contingency	\$ 3,526,662.82	% of Subtotal of Above	20%	\$ 705,332.56	
Total Engineering & Construction Cost				\$ 4,231,995.39	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 4,231,995.39	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Freeway Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	1	EA	\$ 350,000.00	\$ 350,000.00	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvments	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 350,000	% of Roadway Const.	15%	\$ 52,500	
Removal of Improvements	\$ 350,000	% of Const.	10%	\$ 35,000	
Traffic Control- Signing and Pavement Marking	\$ 350,000	% of Const.	2%	\$ 7,000	
MOT During Construction	\$ 350,000	% of Const.	6%	\$ 21,000	
Enhancements	\$ 350,000	% of Const.	2%	\$ 7,000	
Surveying	\$ 350,000	% of Const.	1%	\$ 3,500	
Mobilization	\$ 350,000	% of Const.	6%	\$ 21,000	
Engineering Design	\$ 350,000	% of Const.	10%	\$ 35,000	
Construction Management and Administration	\$ 350,000	% of Const.	10%	\$ 35,000	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Contingency					
Contingency	\$ 567,000.00	% of Subtotal of Above	20%	\$ 113,400.00	
Total Engineering & Construction Cost				\$ 680,400.00	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 680,400.00	

Engineer's Cost Estimate

Project: I-64 PEL - EAST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Ramps Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Alternative 1 - Ramps Cost (Project 2)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Alternative 1 - Ramps Cost (Project 3)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	4,736	CUYD	\$ 50.00	\$ 236,814.81	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	1,421	SQYD	\$ 130.00	\$ 184,715.56	
Miscellaneous Costs					
Drainage	\$ 421,530	% of Roadway Const.	15%	\$ 63,230	
Removal of Improvements	\$ 421,530	% of Const.	10%	\$ 42,153	
Traffic Control- Signing and Pavement Marking	\$ 421,530	% of Const.	2%	\$ 8,431	
MOT During Construction	\$ 421,530	% of Const.	6%	\$ 25,292	
Enhancements	\$ 421,530	% of Const.	2%	\$ 8,431	
Surveying	\$ 421,530	% of Const.	1%	\$ 4,215	
Erosion Control	\$ 421,530	% of Const.	1%	\$ 4,215	
Mobilization	\$ 421,530	% of Const.	6%	\$ 25,292	
Engineering Design	\$ 421,530	% of Const.	10%	\$ 42,153	
Construction Management and Administration	\$ 421,530	% of Const.	10%	\$ 42,153	
Contingency					
Contingency	\$ 687,094.50	% of Subtotal of Above	20%	\$ 137,418.90	
Total Engineering & Construction Cost				\$ 824,513.40	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 824,513.40	

Alternative 1 - Ramps Cost (Project 4)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	23,287	CUYD	\$ 50.00	\$ 1,164,351.85	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	6,986	SQYD	\$ 130.00	\$ 908,194.44	
Miscellaneous Costs					
Drainage	\$ 2,072,546	% of Roadway Const.	15%	\$ 310,882	
Removal of Improvements	\$ 2,072,546	% of Const.	10%	\$ 207,255	
Traffic Control- Signing and Pavement Marking	\$ 2,072,546	% of Const.	2%	\$ 41,451	
MOT During Construction	\$ 2,072,546	% of Const.	6%	\$ 124,353	
Enhancements	\$ 2,072,546	% of Const.	2%	\$ 41,451	
Surveying	\$ 2,072,546	% of Const.	1%	\$ 20,725	
Erosion Control	\$ 2,072,546	% of Const.	1%	\$ 20,725	
Mobilization	\$ 2,072,546	% of Const.	6%	\$ 124,353	
Engineering Design	\$ 2,072,546	% of Const.	10%	\$ 207,255	
Construction Management and Administration	\$ 2,072,546	% of Const.	10%	\$ 207,255	
Contingency					
Contingency	\$ 3,378,250.46	% of Subtotal of Above	20%	\$ 675,650.09	
Total Engineering & Construction Cost				\$ 4,053,900.56	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 4,053,900.56	

Alternative 1 - Ramps Cost (Project 5)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	6,371	CUYD	\$ 50.00	\$ 318,537.04	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	1,911	SQYD	\$ 130.00	\$ 248,458.89	
Miscellaneous Costs					
Drainage	\$ 566,996	% of Roadway Const.	15%	\$ 85,049	
Removal of Improvements	\$ 566,996	% of Const.	10%	\$ 56,700	
Traffic Control- Signing and Pavement Marking	\$ 566,996	% of Const.	2%	\$ 11,340	
MOT During Construction	\$ 566,996	% of Const.	6%	\$ 34,020	
Enhancements	\$ 566,996	% of Const.	2%	\$ 11,340	
Surveying	\$ 566,996	% of Const.	1%	\$ 5,670	
Erosion Control	\$ 566,996	% of Const.	1%	\$ 5,670	
Mobilization	\$ 566,996	% of Const.	6%	\$ 34,020	
Engineering Design	\$ 566,996	% of Const.	10%	\$ 56,700	
Construction Management and Administration	\$ 566,996	% of Const.	10%	\$ 56,700	
Contingency					
Contingency	\$ 924,203.36	% of Subtotal of Above	20%	\$ 184,840.67	
Total Engineering & Construction Cost				\$ 1,109,044.03	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,109,044.03	

Engineer's Cost Estimate

Project: I-64 PEL - EAST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Local MoDOT Road Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

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Alternative 1 - Local MoDOT Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	2,631	CUYD	\$ 50.00	\$ 131,537.04	
Erosion Control	0.15	Mile	\$ 300,000.00	\$ 46,250.00	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	3,946	SQYD	\$ 90.00	\$ 355,150.00	
Permanent Concrete Barrier (B/C/D)	1,000	LF	\$ 120.00	\$ 120,000.00	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	613	SQYD	\$ 65.00	\$ 39,816.11	
Miscellaneous Costs					
Drainage	\$ 692,753	% of Roadway Const.	15%	\$ 103,913	
Removal of Improvements	\$ 692,753	% of Const.	10%	\$ 69,275	
Traffic Control- Signing and Pavement Marking	\$ 692,753	% of Const.	2%	\$ 13,855	
MOT During Construction	\$ 692,753	% of Const.	6%	\$ 41,565	
Enhancements	\$ 692,753	% of Const.	2%	\$ 13,855	
Surveying	\$ 692,753	% of Const.	1%	\$ 6,928	
Mobilization	\$ 692,753	% of Const.	6%	\$ 41,565	
Engineering Design	\$ 692,753	% of Const.	10%	\$ 69,275	
Construction Management and Administration	\$ 692,753	% of Const.	10%	\$ 69,275	
Contingency					
Contingency	\$ 1,122,260.10	% of Subtotal of Above	20%	\$ 224,452.02	
Total Engineering & Construction Cost				\$ 1,346,712.12	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,346,712.12	

Project: I-64 PEL - EAST

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Date: 11/29/2022

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Alternative 1 - Local MoDOT Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

Number: J613585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

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Alternative 1 - Local MoDOT Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	825	SQYD	\$ 65.00	\$ 53,603.33	
Miscellaneous Costs					
Drainage	\$ 53,603	% of Roadway Const.	15%	\$ 8,041	
Removal of Improvements	\$ 53,603	% of Const.	10%	\$ 5,360	
Traffic Control- Signing and Pavement Marking	\$ 53,603	% of Const.	2%	\$ 1,072	
MOT During Construction	\$ 53,603	% of Const.	6%	\$ 3,216	
Enhancements	\$ 53,603	% of Const.	2%	\$ 1,072	
Surveying	\$ 53,603	% of Const.	1%	\$ 536	
Mobilization	\$ 53,603	% of Const.	6%	\$ 3,216	
Engineering Design	\$ 53,603	% of Const.	10%	\$ 5,360	
Construction Management and Administration	\$ 53,603	% of Const.	10%	\$ 5,360	
Contingency					
Contingency	\$ 86,837.40	% of Subtotal of Above	20%	\$ 17,367.48	
Total Engineering & Construction Cost				\$ 104,204.88	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 104,204.88	

Project: I-64 PEL - EAST

Number: J613585

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Date: 11/29/2022

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Alternative 1 - Local MoDOT Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	9314	CUYD	\$ 50.00	\$ 465,692.59	
Erosion Control	0.55	Mile	\$ 300,000.00	\$ 163,522.73	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	13971	SQYD	\$ 90.00	\$ 1,257,370.00	
Permanent Concrete Barrier (B/C/D)		LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	2980	SQYD	\$ 65.00	\$ 193,671.11	
Miscellaneous Costs					
Drainage	\$ 2,080,256	% of Roadway Con	15%	\$ 312,038	
Removal of Improvements	\$ 2,080,256	% of Const.	10%	\$ 208,026	
Traffic Control- Signing and Pavement Marking	\$ 2,080,256	% of Const.	2%	\$ 41,605	
MOT During Construction	\$ 2,080,256	% of Const.	6%	\$ 124,815	
Enhancements	\$ 2,080,256	% of Const.	2%	\$ 41,605	
Surveying	\$ 2,080,256	% of Const.	1%	\$ 20,803	
Mobilization	\$ 2,080,256	% of Const.	6%	\$ 124,815	
Engineering Design	\$ 2,080,256	% of Const.	10%	\$ 208,026	
Construction Management and Administration	\$ 2,080,256	% of Const.	10%	\$ 208,026	
Contingency					
Contingency	\$ 3,370,015.42	% of Subtotal of Above	20%	\$ 674,003.08	
Total Engineering & Construction Cost				\$ 4,044,018.50	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 4,044,018.50	

Engineer's Cost Estimate

Project: **I-64 PEL - EAST**
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Alternative 1 - Local Agency Road Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST
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Alternative 1 - Local Agency Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	34,367	CUYD	\$ 50.00	\$ 1,718,333.33	
Erosion Control	0.43	Mile	\$ 300,000.00	\$ 129,886.36	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	20,717	SQYD	\$ 90.00	\$ 1,864,500.00	
Permanent Concrete Barrier (B/C/D)	4,000	LF	\$ 120.00	\$ 480,000.00	
Local Road					
Signalization	1	EA	\$ 350,000	\$ 350,000	
Sidewalk/ Bike Trail & Curb Ramps	1,681	SQYD	\$ 65.00	\$ 109,250.56	
Miscellaneous Costs					
Drainage	\$ 4,651,970	% of Roadway Con	15%	\$ 697,796	
Removal of Improvements	\$ 4,651,970	% of Const.	10%	\$ 565,197	Added 100K to account for Grand Bridge Demo
Traffic Control- Signing and Pavement Marking	\$ 4,651,970	% of Const.	2%	\$ 93,039	
MOT During Construction	\$ 4,651,970	% of Const.	6%	\$ 279,118	
Enhancements	\$ 4,651,970	% of Const.	2%	\$ 93,039	
Surveying	\$ 4,651,970	% of Const.	1%	\$ 46,520	
Mobilization	\$ 4,651,970	% of Const.	6%	\$ 279,118	
Engineering Design	\$ 4,651,970	% of Const.	10%	\$ 465,197	
Construction Management and Administration	\$ 4,651,970	% of Const.	10%	\$ 465,197	
Contingency					
Contingency	\$ 7,636,191.81	% of Subtotal of Above	20%	\$ 1,527,238.36	
Total Engineering & Construction Cost				\$ 9,163,430.17	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 9,163,430.17	

Project: I-64 PEL - EAST
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Alternative 1 - Local Agency Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST
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Alternative 1 - Local Agency Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST
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Alternative 1 - Local Agency Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	1,233	CUYD	\$ 50.00	\$ 61,651.85	
Erosion Control	0.06	Mile	\$ 300,000.00	\$ 16,534.09	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	1,850	SQYD	\$ 90.00	\$ 166,460.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	1	EA	\$ 350,000	\$ 350,000	
Sidewalk/ Bike Trail & Curb Ramps	3,444	SQYD	\$ 65.00	\$ 223,888.89	
Miscellaneous Costs					
Drainage	\$ 818,535	% of Roadway Con	15%	\$ 122,780	
Removal of Improvements	\$ 818,535	% of Const.	10%	\$ 81,853	
Traffic Control- Signing and Pavement Marking	\$ 818,535	% of Const.	2%	\$ 16,371	
MOT During Construction	\$ 818,535	% of Const.	6%	\$ 49,112	
Enhancements	\$ 818,535	% of Const.	2%	\$ 16,371	
Surveying	\$ 818,535	% of Const.	1%	\$ 8,185	
Mobilization	\$ 818,535	% of Const.	6%	\$ 49,112	
Engineering Design	\$ 818,535	% of Const.	10%	\$ 81,853	
Construction Management and Administration	\$ 818,535	% of Const.	10%	\$ 81,853	
Contingency					
Contingency	\$ 1,326,026.43	% of Subtotal of Above	20%	\$ 265,205.29	
Total Engineering & Construction Cost				\$ 1,591,231.71	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,591,231.71	

Engineer's Cost Estimate

Project: **I-64 PEL - EAST**
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Alternative 1 - Bridge Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

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Date: 11/29/2022

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Alternative 1 - Bridge Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	11,040	SQFT	\$ 160.00	\$ 1,766,400.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	23,538	SQFT	\$ 20.00	\$ 470,760.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 2,237,160	% of Const.	2%	\$ 44,743	
MOT During Construction	\$ 2,237,160	% of Const.	6%	\$ 134,230	
Enhancements	\$ 2,237,160	% of Const.	2%	\$ 44,743	
Surveying	\$ 2,237,160	% of Const.	1%	\$ 22,372	
Mobilization	\$ 2,237,160	% of Const.	6%	\$ 134,230	
Engineering Design	\$ 2,237,160	% of Const.	10%	\$ 223,716	
Construction Management and Administration	\$ 2,237,160	% of Const.	10%	\$ 223,716	
Contingency					
Contingency	\$ 3,064,909.20	% of Subtotal of Above	20%	\$ 612,981.84	
Total Engineering & Construction Cost				\$ 3,677,891.04	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 3,677,891.04	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Bridge Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Widening Existing Bridge	29,377	SQFT	\$ 300.00	\$ 8,813,100.00	
Cross Road Bridges	39,357	SQFT	\$ 160.00	\$ 6,297,120.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	57,437	SQFT	\$ 20.00	\$ 1,148,740.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 16,258,960	% of Const.	2%	\$ 325,179	
MOT During Construction	\$ 16,258,960	% of Const.	6%	\$ 975,538	
Enhancements	\$ 16,258,960	% of Const.	2%	\$ 325,179	
Surveying	\$ 16,258,960	% of Const.	1%	\$ 162,590	
Mobilization	\$ 16,258,960	% of Const.	6%	\$ 975,538	
Engineering Design	\$ 16,258,960	% of Const.	10%	\$ 1,625,896	
Construction Management and Administration	\$ 16,258,960	% of Const.	10%	\$ 1,625,896	
Contingency					
Contingency	\$ 22,274,775.20	% of Subtotal of Above	20%	\$ 4,454,955.04	
Total Engineering & Construction Cost				\$ 26,729,730.24	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 26,729,730.24	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Bridge Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	7,277	SQFT	\$ 160.00	\$ 1,164,320.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal		SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 1,164,320	% of Const.	2%	\$ 23,286	
MOT During Construction	\$ 1,164,320	% of Const.	6%	\$ 69,859	
Enhancements	\$ 1,164,320	% of Const.	2%	\$ 23,286	
Surveying	\$ 1,164,320	% of Const.	1%	\$ 11,643	
Mobilization	\$ 1,164,320	% of Const.	6%	\$ 69,859	
Engineering Design	\$ 1,164,320	% of Const.	10%	\$ 116,432	
Construction Management and Administration	\$ 1,164,320	% of Const.	10%	\$ 116,432	
Contingency					
Contingency	\$ 1,595,118.40	% of Subtotal of Above	20%	\$ 319,023.68	
Total Engineering & Construction Cost				\$ 1,914,142.08	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,914,142.08	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW/KJ

Date: 11/29/2022

Date: 1/20/2023



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Alternative 1 - Bridge Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	12,608	SQFT	\$ 20.00	\$ 252,160.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 252,160	% of Const.	2%	\$ 5,043	
MOT During Construction	\$ 252,160	% of Const.	6%	\$ 15,130	
Enhancements	\$ 252,160	% of Const.	2%	\$ 5,043	
Surveying	\$ 252,160	% of Const.	1%	\$ 2,522	
Mobilization	\$ 252,160	% of Const.	6%	\$ 15,130	
Engineering Design	\$ 252,160	% of Const.	10%	\$ 25,216	
Construction Management and Administration	\$ 252,160	% of Const.	10%	\$ 25,216	
Contingency					
Contingency	\$ 345,459.20	% of Subtotal of Above	20%	\$ 69,091.84	
Total Engineering & Construction Cost				\$ 414,551.04	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 414,551.04	

Engineer's Cost Estimate

Project: I-64 PEL - EAST

Number: J613585

Estimated By: TF

Checked By: EW

Date: 11/29/2022

Date: 12/1/2022



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*does not include ROW costs

Alternative 1 - Total Cost* (Project 1)

	Subtotal
Alternative 1 Freeway	\$ 2,008,892.23
Alternative 1 Ramps	\$ -
Alternative 1 Local Roads	\$ -
Alternative 1 Local Agency Roads	\$ -
Alternative 1 Bridges	\$ -
Alternative 1 (Project 1) Total Cost	\$ 2,008,892.23

Alternative 1 - Total Cost* (Project 2)

	Subtotal
Alternative 1 Freeway	\$ 2,328,835.30
Alternative 1 Ramps	\$ -
Alternative 1 Local Roads	\$ 1,346,712.12
Alternative 1 Local Agency Roads	\$ 9,163,430.17
Alternative 1 Bridges	\$ 3,677,891.04
Alternative 1 (Project 2) Total Cost	\$ 16,516,868.63

Alternative 1 - Total Cost* (Project 3)

	Subtotal
Alternative 1 Freeway	\$ 4,620,354.02
Alternative 1 Ramps	\$ 824,513.40
Alternative 1 Local Roads	\$ -
Alternative 1 Local Agency Roads	\$ -
Alternative 1 Bridges	\$ 26,729,730.24
Alternative 1 (Project 3) Total Cost	\$ 32,174,597.67

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: TF

Checked By: EW

Date: 11/29/2022

Date: 12/1/2022



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Alternative 1 - Total Cost* (Project 4)

Alternative 1 Freeway	\$	4,231,995.39
Alternative 1 Ramps	\$	4,053,900.56
Alternative 1 Local Roads	\$	104,204.88
Alternative 1 Local Agency Roads	\$	-
Alternative 1 Bridges	\$	1,914,142.08
Alternative 1 (Project 4) Total Cost	\$	10,304,242.90

Alternative 1 - Total Cost* (Project 5)

	Subtotal	
Alternative 1 Freeway	\$	680,400.00
Alternative 1 Ramps	\$	1,109,044.03
Alternative 1 Local Roads	\$	4,044,018.50
Alternative 1 Local Agency Roads	\$	1,591,231.71
Alternative 1 Bridges	\$	414,551.04
Alternative 1 (Project 5) Total Cost	\$	7,839,245.29

Engineer's Cost Estimate

Project: **I-64 PEL - EAST**

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date:

12/1/2022

Date:

1/20/2023



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Alternative 2 - Freeway Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)		CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	


Project: **I-64 PEL - EAST**
Number: J613585
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Checked By: EW

Date: 12/1/2022
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Alternative 2 - Freeway Cost (Project 2)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	17,544	CUYD	\$ 50.00	\$ 877,212.96		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	22340	SQYD	\$ 130.00	\$ 322,688.89		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization	-	EA	\$ 350,000.00	\$ -		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	-	SQFT	\$ 85.00	\$ -		
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ 1,199,902	% of Roadway Const.	15%	\$ 179,985		
Removal of Improvements	\$ 1,199,902	% of Const.	10%	\$ 119,990		
Traffic Control- Signing and Pavement Marking	\$ 1,199,902	% of Const.	2%	\$ 23,998		
MOT During Construction	\$ 1,199,902	% of Const.	6%	\$ 71,994		
Enhancements	\$ 1,199,902	% of Const.	2%	\$ 23,998		
Surveying	\$ 1,199,902	% of Const.	1%	\$ 11,999		
Mobilization	\$ 1,199,902	% of Const.	6%	\$ 71,994		
Engineering Design	\$ 1,199,902	% of Const.	10%	\$ 119,990		
Construction Management and Administration	\$ 1,199,902	% of Const.	10%	\$ 119,990		
Contingency						
Contingency	\$ 1,943,841.00	% of Subtotal of Above	20%	\$ 388,768.20		
Total Engineering & Construction Cost				\$ 2,332,609.20		
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost				\$ 2,332,609.20		

Project: I-64 PEL - EAST Number: J613585 Estimated By: KJ Checked By: EW		Date: 12/1/2022 Date: 1/20/2023	
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Alternative 2 - Freeway Cost (Project 3)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization	-	EA	\$ 350,000.00	\$ -		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	-	SQFT	\$ 85.00	\$ -		
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ -	% of Roadway Const.	15%	\$ -		
Removal of Improvements	\$ -	% of Const.	10%	\$ -		
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -		
MOT During Construction	\$ -	% of Const.	6%	\$ -		
Enhancements	\$ -	% of Const.	2%	\$ -		
Surveying	\$ -	% of Const.	1%	\$ -		
Mobilization	\$ -	% of Const.	6%	\$ -		
Engineering Design	\$ -	% of Const.	10%	\$ -		
Construction Management and Administration	\$ -	% of Const.	10%	\$ -		
Contingency						
Contingency	\$ -	% of Subtotal of Above	20%	\$ -		
Total Engineering & Construction Cost				\$ -		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ -		

Project: I-64 PEL - EAST Number: J613585 Estimated By: KJ Checked By: EW	Date: 12/1/2022 Date: 1/20/2023
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Alternative 2 - Freeway Cost (Project 4)						
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage						
	Mainline Earthwork (Excavation and Embankment)	7,811	CUYD	\$ 50.00	\$ 390,568.52	
	Erosion Control	5678.7086	Mile	\$ 300,000.00	\$ 322,653.90	
Pavement and Base						
	Mainline I-64					
	10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	105453.5	SQYD	\$ 130.00	\$ 1,523,217.22	
	Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads						
	8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting						
	Highway Lighting	5678.7086	Mile	\$ 350,000.00	\$ 376,429.55	
Interchanges						
	Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
	Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads						
	Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls						
	MSE Walls	18,300	SQFT	\$ 85.00	\$ 1,555,500.00	
	Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation						
	Corridor Utility Relocation	5678.7086	Mile	\$ 500,000.00	\$ 537,756.50	
	ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs						
	Drainage	\$ 4,706,126	% of Roadway Const.	15%	\$ 705,919	
	Removal of Improvements	\$ 4,706,126	% of Const.	10%	\$ 470,613	
	Traffic Control- Signing and Pavement Marking	\$ 4,706,126	% of Const.	2%	\$ 94,123	
	MOT During Construction	\$ 4,706,126	% of Const.	6%	\$ 282,368	
	Enhancements	\$ 4,706,126	% of Const.	2%	\$ 94,123	
	Surveying	\$ 4,706,126	% of Const.	1%	\$ 47,061	
	Mobilization	\$ 4,706,126	% of Const.	6%	\$ 282,368	
	Engineering Design	\$ 4,706,126	% of Const.	10%	\$ 470,613	
	Construction Management and Administration	\$ 4,706,126	% of Const.	10%	\$ 470,613	
Contingency						
	Contingency	\$ 7,623,923.60	% of Subtotal of Above	20%	\$ 1,524,784.72	
Total Engineering & Construction Cost					\$ 9,148,708.33	
Right-of-Way Costs						
	Right-of-Way					To be provided by MoDOT
Total Cost					\$ 9,148,708.33	

Project: I-64 PEL - EAST
 Number: J613585
 Estimated By: KJ
 Checked By: EW


Date: 12/1/2022
 Date: 1/20/2023



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Alternative 2 - Freeway Cost (Project 5)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing	-	EA	\$ 600,000.00	\$ -		
Signalization	-	EA	\$ 350,000.00	\$ -		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	12,950	SQFT	\$ 85.00	\$ 1,100,750.00	Theresa wrap around Walls	
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -		
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -		
Miscellaneous Costs						
Drainage	\$ 1,100,750	% of Roadway Const.	15%	\$ 165,113		
Removal of Improvements	\$ 1,100,750	% of Const.	10%	\$ 110,075		
Traffic Control- Signing and Pavement Marking	\$ 1,100,750	% of Const.	2%	\$ 22,015		
MOT During Construction	\$ 1,100,750	% of Const.	6%	\$ 66,045		
Enhancements	\$ 1,100,750	% of Const.	2%	\$ 22,015		
Surveying	\$ 1,100,750	% of Const.	1%	\$ 11,008		
Mobilization	\$ 1,100,750	% of Const.	6%	\$ 66,045		
Engineering Design	\$ 1,100,750	% of Const.	10%	\$ 110,075		
Construction Management and Administration	\$ 1,100,750	% of Const.	10%	\$ 110,075		
Contingency						
Contingency	\$ 1,783,215.00	% of Subtotal of Above	20%	\$ 356,643.00		
Total Engineering & Construction Cost				\$ 2,139,858.00		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ 2,139,858.00		

Engineer's Cost Estimate

Project: I-64 PEL - EAST					
Number: J6I3585					
Estimated By: KJ		Date:		12/1/2022	
Checked By: EW		Date:		1/20/2023	
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Alternative 2 - Ramps Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 0	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Ramps Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Ramps Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Ramps Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	32,817	CUYD	\$ 50.00	\$ 1,640,870.37	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 88607	9,845	SQYD	\$ 130.00	\$ 1,279,878.89	
Miscellaneous Costs					
Drainage	\$ 2,920,749	% of Roadway Con	15%	\$ 438,112	
Removal of Improvements	\$ 2,920,749	% of Const.	10%	\$ 292,075	
Traffic Control- Signing and Pavement Marking	\$ 2,920,749	% of Const.	2%	\$ 58,415	
MOT During Construction	\$ 2,920,749	% of Const.	6%	\$ 175,245	
Enhancements	\$ 2,920,749	% of Const.	2%	\$ 58,415	
Surveying	\$ 2,920,749	% of Const.	1%	\$ 29,207	
Erosion Control	\$ 2,920,749	% of Const.	1%	\$ 29,207	
Mobilization	\$ 2,920,749	% of Const.	6%	\$ 175,245	
Engineering Design	\$ 2,920,749	% of Const.	10%	\$ 292,075	
Construction Management and Administration	\$ 2,920,749	% of Const.	10%	\$ 292,075	
Contingency					
Contingency	\$ 4,760,821.29	% of Subtotal of Above	20%	\$ 952,164.26	
Total Engineering & Construction Cost				\$ 5,712,985.55	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 5,712,985.55	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

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Alternative 2 - Ramps Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - EAST					
Number: J6I3585					
Estimated By: KJ		Date:	12/1/2022		
Checked By: EW		Date:	1/20/2023	<i>The unit costs shown in this estimate represent an opinion of probable costs prepared in good faith and with reasonable care. CDI has no control over the costs of construction labor, materials, or equipment, nor over the competitive bidding or negotiation methods and does not make any commitment or assume any duty to assure that bids or negotiated prices will not vary from this estimate of unit costs.</i>	



Alternative 2 - Local MoDOT Road Cost (Project 1)						
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)		-	CUYD	\$ 50.00	\$ -	
Erosion Control		-	Mile	\$ 300,000.00	\$ -	
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base		-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)		-	LF	\$ 120.00	\$ -	
Local Road						
Signalization		-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps		-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs						
Drainage		\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements		\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking		\$ -	% of Const.	2%	\$ -	
MOT During Construction		\$ -	% of Const.	6%	\$ -	
Enhancements		\$ -	% of Const.	2%	\$ -	
Surveying		\$ -	% of Const.	1%	\$ -	
Mobilization		\$ -	% of Const.	6%	\$ -	
Engineering Design		\$ -	% of Const.	10%	\$ -	
Construction Management and Administration		\$ -	% of Const.	10%	\$ -	
Contingency						
Contingency		\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost					\$ -	
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost					\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

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Alternative 2 - Local MoDOT Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Local MoDOT Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	2,750	CUYD	\$ 50.00	\$ 137,477.78	
Erosion Control	676.3222	Mile	\$ 300,000.00	\$ 38,427.40	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	37119	SQYD	\$ 90.00	\$ 371,190.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	1	EA	\$ 350,000	\$ 350,000	
Sidewalk/ Bike Trail & Curb Ramps	15200	SQYD	\$ 65.00	\$ 109,777.78	
Miscellaneous Costs					
Drainage	\$ 1,006,873	% of Roadway Const	15%	\$ 151,031	
Removal of Improvements	\$ 1,006,873	% of Const.	10%	\$ 100,687	
Traffic Control- Signing and Pavement Marking	\$ 1,006,873	% of Const.	2%	\$ 20,137	
MOT During Construction	\$ 1,006,873	% of Const.	6%	\$ 60,412	
Enhancements	\$ 1,006,873	% of Const.	2%	\$ 20,137	
Surveying	\$ 1,006,873	% of Const.	1%	\$ 10,069	
Mobilization	\$ 1,006,873	% of Const.	6%	\$ 60,412	
Engineering Design	\$ 1,006,873	% of Const.	10%	\$ 100,687	
Construction Management and Administration	\$ 1,006,873	% of Const.	10%	\$ 100,687	
Contingency					
Contingency	\$ 1,631,134.18	% of Subtotal of Above	20%	\$ 326,226.84	
Total Engineering & Construction Cost				\$ 1,957,361.02	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,957,361.02	

Project: I-64 PEL - EAST

Number: J6I3585

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Date: 12/1/2022

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Alternative 2 - Local MoDOT Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	10,755	CUYD	\$ 50.00	\$ 537,733.33	
Erosion Control	3258.3545	Mile	\$ 300,000.00	\$ 185,133.78	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	145191	SQYD	\$ 90.00	\$ 1,451,880.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	2	EA	\$ 350,000	\$ 700,000	
Sidewalk/ Bike Trail & Curb Ramps	57106	SQYD	\$ 65.00	\$ 412,432.22	
Miscellaneous Costs					
Drainage	\$ 3,287,179	% of Roadway Const	15%	\$ 493,077	
Removal of Improvements	\$ 3,287,179	% of Const.	10%	\$ 328,718	
Traffic Control- Signing and Pavement Marking	\$ 3,287,179	% of Const.	2%	\$ 65,744	
MOT During Construction	\$ 3,287,179	% of Const.	6%	\$ 197,231	
Enhancements	\$ 3,287,179	% of Const.	2%	\$ 65,744	
Surveying	\$ 3,287,179	% of Const.	1%	\$ 32,872	
Mobilization	\$ 3,287,179	% of Const.	6%	\$ 197,231	
Engineering Design	\$ 3,287,179	% of Const.	10%	\$ 328,718	
Construction Management and Administration	\$ 3,287,179	% of Const.	10%	\$ 328,718	
Contingency					
Contingency	\$ 5,325,230.52	% of Subtotal of Above	20%	\$ 1,065,046.10	
Total Engineering & Construction Cost				\$ 6,390,276.63	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 6,390,276.63	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Local MoDOT Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	0	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	0	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project:	I-64 PEL - EAST				
Number:	J6I3585				
Estimated By:	KJ	Date:	12/1/2022		
Checked By:	EW	Date:	1/20/2023		
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Alternative 2 - Local Agency Road Cost (Project 1)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST
 Number: J613585
 Estimated By: KJ
 Checked By: EW

Date: 12/1/2022
 Date: 1/20/2023



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Alternative 2 - Local Agency Road Cost (Project 2)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Local Road						
Signalization	-	EA	\$ 350,000	\$ -		
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Miscellaneous Costs						
Drainage	\$ -	% of Roadway Const	15%	\$ -		
Removal of Improvements	\$ -	% of Const.	10%	\$ -		
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -		
MOT During Construction	\$ -	% of Const.	6%	\$ -		
Enhancements	\$ -	% of Const.	2%	\$ -		
Surveying	\$ -	% of Const.	1%	\$ -		
Mobilization	\$ -	% of Const.	6%	\$ -		
Engineering Design	\$ -	% of Const.	10%	\$ -		
Construction Management and Administration	\$ -	% of Const.	10%	\$ -		
Contingency						
Contingency	\$ -	% of Subtotal of Above	20%	\$ -		
Total Engineering & Construction Cost				\$ -		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ -		

Project: I-64 PEL - EAST
 Number: J613585
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Alternative 2 - Local Agency Road Cost (Project 3)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)	38,170	CUYD	\$ 50.00	\$ 1,908,518.52		
Erosion Control	3644.4268	Mile	\$ 300,000.00	\$ 207,069.70		
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base	237800	SQYD	\$ 90.00	\$ 2,378,000.00		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Local Road						
Signalization	1	EA	\$ 350,000	\$ 350,000		
Sidewalk/ Bike Trail & Curb Ramps	26247	SQYD	\$ 65.00	\$ 189,561.67		
Enhancements to Existing bus Stations on Grand	2	EA	\$ 300,000.00	\$ 600,000.00		
Structures						
Pedestrian/Bike Bridge - Local Agency	32,140	SQFT	\$ 275.00	\$ 8,838,500.00		
Miscellaneous Costs						
Drainage	\$ 14,471,650	% of Roadway Const	15%	\$ 2,170,747		
Removal of Improvements	\$ 14,471,650	% of Const.	10%	\$ 1,547,165	Added 100K to account for Grand Bridge Der	
Traffic Control- Signing and Pavement Marking	\$ 14,471,650	% of Const.	2%	\$ 289,433		
MOT During Construction	\$ 14,471,650	% of Const.	6%	\$ 868,299		
Enhancements	\$ 14,471,650	% of Const.	2%	\$ 289,433		
Surveying	\$ 14,471,650	% of Const.	1%	\$ 144,716		
Mobilization	\$ 14,471,650	% of Const.	6%	\$ 868,299		
Engineering Design	\$ 14,471,650	% of Const.	10%	\$ 1,447,165		
Construction Management and Administration	\$ 14,471,650	% of Const.	10%	\$ 1,447,165		
Contingency						
Contingency	\$ 23,544,072.82	% of Subtotal of Above	20%	\$ 4,708,814.56		
Total Engineering & Construction Cost				\$ 28,252,887.39		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ 28,252,887.39		

Project: I-64 PEL - EAST
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Alternative 2 - Local Agency Road Cost (Project 4)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Local Road						
Signalization	-	EA	\$ 350,000	\$ -		
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Miscellaneous Costs						
Drainage	\$ -	% of Roadway Const	15%	\$ -		
Removal of Improvements	\$ -	% of Const.	10%	\$ -		
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -		
MOT During Construction	\$ -	% of Const.	6%	\$ -		
Enhancements	\$ -	% of Const.	2%	\$ -		
Surveying	\$ -	% of Const.	1%	\$ -		
Mobilization	\$ -	% of Const.	6%	\$ -		
Engineering Design	\$ -	% of Const.	10%	\$ -		
Construction Management and Administration	\$ -	% of Const.	10%	\$ -		
Contingency						
Contingency	\$ -	% of Subtotal of Above	20%	\$ -		
Total Engineering & Construction Cost				\$ -		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ -		

Project: I-64 PEL - EAST
 Number: J613585
 Estimated By: KJ
 Checked By: EW


Date: 12/1/2022
 Date: 1/20/2023



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Alternative 2 - Local Agency Road Cost (Project 5)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)	959	CUYD	\$ 50.00	\$ 47,967.52		
Erosion Control	539.7471	Mile	\$ 300,000.00	\$ 30,667.45		
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base	12951.2296	SQYD	\$ 90.00	\$ 129,512.30		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Local Road						
Signalization	-	EA	\$ 350,000	\$ -		
Sidewalk/ Bike Trail & Curb Ramps	4641.514	SQYD	\$ 65.00	\$ 33,522.05		
Structures						
Cross Road Bridges - Local Agency	16,940	SQFT	\$ 160.00	\$ 2,710,400.00		
Miscellaneous Costs						
Drainage	\$ 2,952,069	% of Roadway Const	15%	\$ 442,810		
Removal of Improvements	\$ 2,952,069	% of Const.	10%	\$ 295,207		
Traffic Control- Signing and Pavement Marking	\$ 2,952,069	% of Const.	2%	\$ 59,041		
MOT During Construction	\$ 2,952,069	% of Const.	6%	\$ 177,124		
Enhancements	\$ 2,952,069	% of Const.	2%	\$ 59,041		
Surveying	\$ 2,952,069	% of Const.	1%	\$ 29,521		
Mobilization	\$ 2,952,069	% of Const.	6%	\$ 177,124		
Engineering Design	\$ 2,952,069	% of Const.	10%	\$ 295,207		
Construction Management and Administration	\$ 2,952,069	% of Const.	10%	\$ 295,207		
Contingency						
Contingency	\$ 4,782,352.28	% of Subtotal of Above	20%	\$ 956,470.46		
Total Engineering & Construction Cost				\$ 5,738,822.73		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ 5,738,822.73		

Engineer's Cost Estimate

Project: I-64 PEL - EAST			
Number: J6I3585			
Estimated By: KJ	Date: 12/1/2022		
Checked By: EW	Date: 1/20/2023		
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Alternative 2 - Bridge Cost (Project 1)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Structures						
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -		
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -		
Bridge Widening	21,951	SQFT	\$ 300.00	\$ 6,585,300.00		
Cross Road Bridges - MoDOT	24,642	SQFT	\$ 160.00	\$ 3,942,720.00		
Cross Road Bridges - Local Agency	-	SQFT	\$ 160.00	\$ -		
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -		
Bridge Removal	19,118	SQFT	\$ 20.00	\$ 382,360.00		
Miscellaneous Costs						
Traffic Control- Signing and Pavement Marking	\$ 10,910,380	% of Const.	2%	\$ 218,208		
MOT During Construction	\$ 10,910,380	% of Const.	6%	\$ 654,623		
Enhancements	\$ 10,910,380	% of Const.	2%	\$ 218,208		
Surveying	\$ 10,910,380	% of Const.	1%	\$ 109,104		
Mobilization	\$ 10,910,380	% of Const.	6%	\$ 654,623		
Engineering Design	\$ 10,910,380	% of Const.	10%	\$ 1,091,038		
Construction Management and Administration	\$ 10,910,380	% of Const.	10%	\$ 1,091,038		
Contingency						
Contingency	\$ 14,947,220.60	% of Subtotal of Above	20%	\$ 2,989,444.12		
Total Engineering & Construction Cost				\$ 17,936,664.72		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ 17,936,664.72		

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Bridge Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges - MoDOT	-	SQFT	\$ 160.00	\$ -	
Cross Road Bridges - Local Agency	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	28,170	SQFT	\$ 20.00	\$ 563,400.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 563,400	% of Const.	2%	\$ 11,268	
MOT During Construction	\$ 563,400	% of Const.	6%	\$ 33,804	
Enhancements	\$ 563,400	% of Const.	2%	\$ 11,268	
Surveying	\$ 563,400	% of Const.	1%	\$ 5,634	
Mobilization	\$ 563,400	% of Const.	6%	\$ 33,804	
Engineering Design	\$ 563,400	% of Const.	10%	\$ 56,340	
Construction Management and Administration	\$ 563,400	% of Const.	10%	\$ 56,340	
Contingency					
Contingency	\$ 771,858.00	% of Subtotal of Above	20%	\$ 154,371.60	
Total Engineering & Construction Cost				\$ 926,229.60	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 926,229.60	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

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Alternative 2 - Bridge Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	16,191	SQFT	\$ 275.00	\$ 4,452,525.00	
Pedestrian/Bike Bridge - Local Agency	29,955	SQFT	\$ 275.00		See LAG Road Cost Tab for Cost
Box Culverts	-	SQFT	\$ 200.00		
Cross Road Bridges - MoDOT	11,040	SQFT	\$ 160.00	\$ 1,766,400.00	
Cross Road Bridges - Local Agency	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	23,538	SQFT	\$ 20.00	\$ 470,760.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 6,689,685	% of Const.	2%	\$ 133,794	
MOT During Construction	\$ 6,689,685	% of Const.	6%	\$ 401,381	
Enhancements	\$ 6,689,685	% of Const.	2%	\$ 133,794	
Surveying	\$ 6,689,685	% of Const.	1%	\$ 66,897	
Mobilization	\$ 6,689,685	% of Const.	6%	\$ 401,381	
Engineering Design	\$ 6,689,685	% of Const.	10%	\$ 668,969	
Construction Management and Administration	\$ 6,689,685	% of Const.	10%	\$ 668,969	
Contingency					
Contingency	\$ 9,164,868.45	% of Subtotal of Above	20%	\$ 1,832,973.69	
Total Engineering & Construction Cost				\$ 10,997,842.14	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 10,997,842.14	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Bridge Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges - MoDOT	6,577	SQFT	\$ 160.00	\$ 1,052,320.00	
Cross Road Bridges - Local Agency	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	58,000	SQFT	\$ 20.00	\$ 1,160,000.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 2,212,320	% of Const.	2%	\$ 44,246	
MOT During Construction	\$ 2,212,320	% of Const.	6%	\$ 132,739	
Enhancements	\$ 2,212,320	% of Const.	2%	\$ 44,246	
Surveying	\$ 2,212,320	% of Const.	1%	\$ 22,123	
Mobilization	\$ 2,212,320	% of Const.	6%	\$ 132,739	
Engineering Design	\$ 2,212,320	% of Const.	10%	\$ 221,232	
Construction Management and Administration	\$ 2,212,320	% of Const.	10%	\$ 221,232	
Contingency					
Contingency	\$ 3,030,878.40	% of Subtotal of Above	20%	\$ 606,175.68	
Total Engineering & Construction Cost				\$ 3,637,054.08	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 3,637,054.08	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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Alternative 2 - Bridge Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge - MoDOT	-	SQFT	\$ 275.00	\$ -	
Pedestrian/Bike Bridge - Local Agency	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges - MoDOT	-	SQFT	\$ 160.00	\$ -	
Cross Road Bridges - Local Agency	16,940	SQFT	\$ 160.00	\$ -	See LAG Road Cost Tab for Cost
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - EAST

Number: J613585

Estimated By: KJ

Checked By: EW

Date: 12/1/2022

Date: 1/20/2023



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*does not include ROW costs

Alternative 2 - Total Cost* (Project 1)

	Subtotal
Alternative 2 Freeway	\$ -
Alternative 2 Ramps	\$ -
Alternative 2 Local Roads	\$ -
Alternative 2 Local Agency Roads	\$ -
Alternative 2 Bridges	\$ 17,936,664.72
Alternative 2 (Project 1) Total Cost	\$ 17,936,664.72

Alternative 2 - Total Cost* (Project 2)

	Subtotal
Alternative 2 Freeway	\$ 2,332,609.20
Alternative 2 Ramps	\$ -
Alternative 2 Local Roads	\$ -
Alternative 2 Local Agency Roads	\$ -
Alternative 2 Bridges	\$ 926,229.60
Alternative 2 (Project 2) Total Cost	\$ 3,258,838.80

Alternative 2 - Total Cost* (Project 3)

	Subtotal
Alternative 2 Freeway	\$ -
Alternative 2 Ramps	\$ -
Alternative 2 Local Roads	\$ 1,957,361.02
Alternative 2 Local Agency Roads	\$ 28,252,887.39
Alternative 2 Bridges	\$ 10,997,842.14
Alternative 2 (Project 3) Total Cost	\$ 41,208,090.55

Project: **I-64 PEL - EAST**

Number: J6I3585

Estimated By: KJ

Checked By: EW

Date:

12/1/2022

Date:

1/20/2023



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Alternative 2 - Total Cost* (Project 4)

Alternative 2 Freeway	\$	9,148,708.33
Alternative 2 Ramps	\$	5,712,985.55
Alternative 2 Local Roads	\$	6,390,276.63
Alternative 2 Local Agency Roads	\$	-
Alternative 2 Bridges	\$	3,637,054.08
Alternative 2 (Project 4) Total Cost	\$	24,889,024.58

Alternative 2 - Total Cost* (Project 5)

	Subtotal	
Alternative 2 Freeway	\$	2,139,858.00
Alternative 2 Ramps	\$	-
Alternative 2 Local Roads	\$	-
Alternative 2 Local Agency Roads	\$	5,738,822.73
Alternative 2 Bridges	\$	-
Alternative 2 (Project 5) Total Cost	\$	7,878,680.73

Engineer's Cost Estimate



Project: **I-64 PEL - EAST**

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date:

11/30/2022

Date:

1/20/2023

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Alternative 3 - Freeway Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	2,222	CUYD	\$ 50.00	\$ 111,122.22	
Erosion Control 1710	0.32	Mile	\$ 300,000.00	\$ 97,159.09	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base 30003	3,334	SQYD	\$ 130.00	\$ 433,376.67	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting 1710	0.32	Mile	\$ 350,000.00	\$ 113,352.27	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps 0	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation 1710	0.32	Mile	\$ 500,000.00	\$ 161,931.82	
ITS Relocation and Improvements 1710	0.32	Mile	\$ 450,000.00	\$ 145,738.64	
Miscellaneous Costs					
Drainage	\$ 1,062,681	% of Roadway Const.	15%	\$ 159,402	
Removal of Improvements	\$ 1,062,681	% of Const.	10%	\$ 106,268	
Traffic Control- Signing and Pavement Marking	\$ 1,062,681	% of Const.	2%	\$ 21,254	
MOT During Construction	\$ 1,062,681	% of Const.	6%	\$ 63,761	
Enhancements	\$ 1,062,681	% of Const.	2%	\$ 21,254	
Surveying	\$ 1,062,681	% of Const.	1%	\$ 10,627	
Mobilization	\$ 1,062,681	% of Const.	6%	\$ 63,761	
Engineering Design	\$ 1,062,681	% of Const.	10%	\$ 106,268	
Construction Management and Administration	\$ 1,062,681	% of Const.	10%	\$ 106,268	
Contingency					
Contingency	\$ 1,721,542.75	% of Subtotal of Above	20%	\$ 344,308.55	
Total Engineering & Construction Cost				\$ 2,065,851.29	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,065,851.29	

Project: I-64 PEL - EAST
Number: J613585
Estimated By: JR
Checked By: EW/KJ

Date: 11/30/2022
Date: 1/20/2023



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Alternative 3 - Freeway Cost (Project 2)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control 3020	0.57	Mile	\$ 300,000.00	\$ 171,590.91		
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -		
Highway Lighting						
Highway Lighting	-	Mile	\$ 350,000.00	\$ -		
Interchanges						
Lighting and Signing 1	1	EA	\$ 600,000.00	\$ 600,000.00		
Signalization 2	2	EA	\$ 350,000.00	\$ 700,000.00		
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps 0	-	SQYD	\$ 65.00	\$ -		
Walls						
MSE Walls	-	SQFT	\$ 85.00	\$ -		
Sound Walls	-	SQFT	\$ 100.00	\$ -		
Utility Relocation						
Corridor Utility Relocation 3020	0.57	Mile	\$ 500,000.00	\$ 285,984.85		
ITS Relocation and Improvements 3020	0.57	Mile	\$ 450,000.00	\$ 257,386.36		
Miscellaneous Costs						
Drainage	\$ 2,014,962	% of Roadway Const.	15%	\$ 302,244		
Removal of Improvements	\$ 2,014,962	% of Const.	10%	\$ 201,496		
Traffic Control- Signing and Pavement Marking	\$ 2,014,962	% of Const.	2%	\$ 40,299		
MOT During Construction	\$ 2,014,962	% of Const.	6%	\$ 120,898		
Enhancements	\$ 2,014,962	% of Const.	2%	\$ 40,299		
Surveying	\$ 2,014,962	% of Const.	1%	\$ 20,150		
Mobilization	\$ 2,014,962	% of Const.	6%	\$ 120,898		
Engineering Design	\$ 2,014,962	% of Const.	10%	\$ 201,496		
Construction Management and Administration	\$ 2,014,962	% of Const.	10%	\$ 201,496		
Contingency						
Contingency	\$ 3,264,238.64	% of Subtotal of Above	20%	\$ 652,847.73		
Total Engineering & Construction Cost				\$ 3,917,086.36		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ 3,917,086.36		

Project: I-64 PEL - EAST
Number: J613585
Estimated By: JR
Checked By: EW/KJ


Date: 11/30/2022
Date: 1/20/2023



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Alternative 3 - Freeway Cost (Project 3)						
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)		8,389	CUYD	\$ 50.00	\$ 419,444.44	
Erosion Control	4135	0.78	Mile	\$ 300,000.00	\$ 234,943.18	
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	15100	1,678	SQYD	\$ 130.00	\$ 218,111.11	
Permanent Concrete Barrier (B/C/D)		-	LF	\$ 120.00	\$ -	
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base		-	SQYD	\$ 90.00	\$ -	
Highway Lighting						
Highway Lighting	4135	0.78	Mile	\$ 350,000.00	\$ 274,100.38	
Interchanges						
Lighting and Signing		-	EA	\$ 600,000.00	\$ -	
Signalization		-	EA	\$ 350,000.00	\$ -	
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	0	-	SQYD	\$ 65.00	\$ -	
Walls						
MSE Walls		6,900	SQFT	\$ 85.00	\$ 586,500.00	I-64 WB off Ramp to Grand
Sound Walls		-	SQFT	\$ 100.00	\$ -	
Utility Relocation						
Corridor Utility Relocation	4135	0.78	Mile	\$ 500,000.00	\$ 391,571.97	
ITS Relocation and Improvements	4135	0.78	Mile	\$ 450,000.00	\$ 352,414.77	
Miscellaneous Costs						
Drainage		\$ 2,477,086	% of Roadway Const.	15%	\$ 371,563	
Removal of Improvements		\$ 2,477,086	% of Const.	10%	\$ 247,709	
Traffic Control- Signing and Pavement Marking		\$ 2,477,086	% of Const.	2%	\$ 49,542	
MOT During Construction		\$ 2,477,086	% of Const.	6%	\$ 148,625	
Enhancements		\$ 2,477,086	% of Const.	2%	\$ 49,542	
Surveying		\$ 2,477,086	% of Const.	1%	\$ 24,771	
Mobilization		\$ 2,477,086	% of Const.	6%	\$ 148,625	
Engineering Design		\$ 2,477,086	% of Const.	10%	\$ 247,709	
Construction Management and Administration		\$ 2,477,086	% of Const.	10%	\$ 247,709	
Contingency						
Contingency		\$ 4,012,879.09	% of Subtotal of Above	20%	\$ 802,575.82	
Total Engineering & Construction Cost					\$ 4,815,454.91	
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost					\$ 4,815,454.91	

Project: I-64 PEL - EAST Number: J613585 Estimated By: JR Checked By: EW/KJ	Date: 11/30/2022 Date: 1/20/2023
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Alternative 3 - Freeway Cost (Project 4)						
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage						
Mainline Earthwork (Excavation and Embankment)		9,960	CUYD	\$ 50.00	\$ 497,985.19	
Erosion Control	4599	0.87	Mile	\$ 300,000.00	\$ 261,306.82	
Pavement and Base						
Mainline I-64						
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	134456	14,940	SQYD	\$ 130.00	\$ 1,942,142.22	
Permanent Concrete Barrier (B/C/D)		-	LF	\$ 120.00	\$ -	
Outer- Roads						
8- Inch Medium Duty PCCP w/ Rock Base		-	SQYD	\$ 90.00	\$ -	
Highway Lighting						
Highway Lighting	4516	0.86	Mile	\$ 350,000.00	\$ 299,356.06	
Interchanges						
Lighting and Signing		-	EA	\$ 600,000.00	\$ -	
Signalization	2	2	EA	\$ 350,000.00	\$ 700,000.00	
Outer- Roads						
Sidewalk/ Bike Trail & Curb Ramps	0	-	SQYD	\$ 65.00	\$ -	
Walls						
MSE Walls		9,540	SQFT	\$ 85.00	\$ 810,900.00	Spruce
Sound Walls		-	SQFT	\$ 100.00	\$ -	
Utility Relocation						
Corridor Utility Relocation	4599	0.87	Mile	\$ 500,000.00	\$ 435,511.36	
ITS Relocation and Improvements	4599	0.87	Mile	\$ 450,000.00	\$ 391,960.23	
Miscellaneous Costs						
Drainage		\$ 5,339,162	% of Roadway Const.	15%	\$ 800,874	
Removal of Improvements		\$ 5,339,162	% of Const.	10%	\$ 533,916	
Traffic Control- Signing and Pavement Marking		\$ 5,339,162	% of Const.	2%	\$ 106,783	
MOT During Construction		\$ 5,339,162	% of Const.	6%	\$ 320,350	
Enhancements		\$ 5,339,162	% of Const.	2%	\$ 106,783	
Surveying		\$ 5,339,162	% of Const.	1%	\$ 53,392	
Mobilization		\$ 5,339,162	% of Const.	6%	\$ 320,350	
Engineering Design		\$ 5,339,162	% of Const.	10%	\$ 533,916	
Construction Management and Administration		\$ 5,339,162	% of Const.	10%	\$ 533,916	
Contingency						
Contingency		\$ 8,649,442.24	% of Subtotal of Above	20%	\$ 1,729,888.45	
Total Engineering & Construction Cost					\$ 10,379,330.69	
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost					\$ 10,379,330.69	

Project: I-64 PEL - EAST
Number: J613585
Estimated By: JR
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Date: 11/30/2022
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Alternative 3 - Freeway Cost (Project 5)					
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Mainline I-64					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Outer- Roads					
8- Inch Medium Duty PCCP w/ Rock Base	-	SQYD	\$ 90.00	\$ -	
Highway Lighting					
Highway Lighting	-	Mile	\$ 350,000.00	\$ -	
Interchanges					
Lighting and Signing	-	EA	\$ 600,000.00	\$ -	
Signalization	-	EA	\$ 350,000.00	\$ -	
Outer- Roads					
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Walls					
MSE Walls	-	SQFT	\$ 85.00	\$ -	
Sound Walls	-	SQFT	\$ 100.00	\$ -	
Utility Relocation					
Corridor Utility Relocation	-	Mile	\$ 500,000.00	\$ -	
ITS Relocation and Improvements	-	Mile	\$ 450,000.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - EAST					
Number: J6I3585					
Estimated By: JR		Date: 11/30/2022			
Checked By: EW/KJ		Date: 1/20/2023			
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Alternative 3 - Ramps Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const.	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

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Checked By: EW/KJ

Date: 11/30/2022

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Alternative 3 - Ramps Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

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Alternative 3 - Ramps Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	4,736	CUYD	\$ 50.00	\$ 236,814.81	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	1,421	SQYD	\$ 130.00	\$ 184,715.56	
Miscellaneous Costs					
Drainage	\$ 421,530	% of Roadway Const.	15%	\$ 63,230	
Removal of Improvements	\$ 421,530	% of Const.	10%	\$ 42,153	
Traffic Control- Signing and Pavement Marking	\$ 421,530	% of Const.	2%	\$ 8,431	
MOT During Construction	\$ 421,530	% of Const.	6%	\$ 25,292	
Enhancements	\$ 421,530	% of Const.	2%	\$ 8,431	
Surveying	\$ 421,530	% of Const.	1%	\$ 4,215	
Erosion Control	\$ 421,530	% of Const.	1%	\$ 4,215	
Mobilization	\$ 421,530	% of Const.	6%	\$ 25,292	
Engineering Design	\$ 421,530	% of Const.	10%	\$ 42,153	
Construction Management and Administration	\$ 421,530	% of Const.	10%	\$ 42,153	
Contingency					
Contingency	\$ 687,094.50	% of Subtotal of Above	20%	\$ 137,418.90	
Total Engineering & Construction Cost				\$ 824,513.40	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 824,513.40	

Project: I-64 PEL - EAST

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Alternative 3 - Ramps Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	6,824	CUYD	\$ 50.00	\$ 341,222.22	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	18426	SQYD	\$ 130.00	\$ 266,153.33	
Miscellaneous Costs					
Drainage	\$ 607,376	% of Roadway Const.	15%	\$ 91,106	
Removal of Improvements	\$ 607,376	% of Const.	10%	\$ 60,738	
Traffic Control- Signing and Pavement Marking	\$ 607,376	% of Const.	2%	\$ 12,148	
MOT During Construction	\$ 607,376	% of Const.	6%	\$ 36,443	
Enhancements	\$ 607,376	% of Const.	2%	\$ 12,148	
Surveying	\$ 607,376	% of Const.	1%	\$ 6,074	
Erosion Control	\$ 607,376	% of Const.	1%	\$ 6,074	
Mobilization	\$ 607,376	% of Const.	6%	\$ 36,443	
Engineering Design	\$ 607,376	% of Const.	10%	\$ 60,738	
Construction Management and Administration	\$ 607,376	% of Const.	10%	\$ 60,738	
Contingency					
Contingency	\$ 990,022.16	% of Subtotal of Above	20%	\$ 198,004.43	
Total Engineering & Construction Cost				\$ 1,188,026.59	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 1,188,026.59	

Project: I-64 PEL - EAST

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Alternative 3 - Ramps Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Ramp Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Pavement and Base					
Ramps					
10.5- Inch Heavy Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 130.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Erosion Control	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: **I-64 PEL - EAST**

Number: J6I3585

Estimated By: JR

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Alternative 3 - Local MoDOT Road Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	1,000	LF	\$ 120.00	\$ 120,000.00	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ 120,000	% of Roadway Const	15%	\$ 18,000	
Removal of Improvements	\$ 120,000	% of Const.	10%	\$ 12,000	
Traffic Control- Signing and Pavement Marking	\$ 120,000	% of Const.	2%	\$ 2,400	
MOT During Construction	\$ 120,000	% of Const.	6%	\$ 7,200	
Enhancements	\$ 120,000	% of Const.	2%	\$ 2,400	
Surveying	\$ 120,000	% of Const.	1%	\$ 1,200	
Mobilization	\$ 120,000	% of Const.	6%	\$ 7,200	
Engineering Design	\$ 120,000	% of Const.	10%	\$ 12,000	
Construction Management and Administration	\$ 120,000	% of Const.	10%	\$ 12,000	
Contingency					
Contingency	\$ 194,400.00	% of Subtotal of Above	20%	\$ 38,880.00	
Total Engineering & Construction Cost				\$ 233,280.00	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 233,280.00	

Project: I-64 PEL - EAST

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Alternative 3 - Local MoDOT Road Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	3,143	CUYD	\$ 50.00	\$ 157,162.96	
Erosion Control	743	Mile	\$ 300,000.00	\$ 42,215.91	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	42434	SQYD	\$ 90.00	\$ 424,340.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	2	EA	\$ 350,000	\$ 700,000	
Sidewalk/ Bike Trail & Curb Ramps	5307	SQYD	\$ 65.00	\$ 38,328.33	
Miscellaneous Costs					
Drainage	\$ 1,362,047	% of Roadway Const	15%	\$ 204,307	
Removal of Improvements	\$ 1,362,047	% of Const.	10%	\$ 136,205	
Traffic Control- Signing and Pavement Marking	\$ 1,362,047	% of Const.	2%	\$ 27,241	
MOT During Construction	\$ 1,362,047	% of Const.	6%	\$ 81,723	
Enhancements	\$ 1,362,047	% of Const.	2%	\$ 27,241	
Surveying	\$ 1,362,047	% of Const.	1%	\$ 13,620	
Mobilization	\$ 1,362,047	% of Const.	6%	\$ 81,723	
Engineering Design	\$ 1,362,047	% of Const.	10%	\$ 136,205	
Construction Management and Administration	\$ 1,362,047	% of Const.	10%	\$ 136,205	
Contingency					
Contingency	\$ 2,206,516.47	% of Subtotal of Above	20%	\$ 441,303.29	
Total Engineering & Construction Cost				\$ 2,647,819.77	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 2,647,819.77	

Project: I-64 PEL - EAST

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Alternative 3 - Local MoDOT Road Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

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Alternative 3 - Local MoDOT Road Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	8,738	CUYD	\$ 50.00	\$ 436,885.19	
Erosion Control	2969	Mile	\$ 300,000.00	\$ 168,693.18	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	117959	SQYD	\$ 90.00	\$ 1,179,590.00	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	2	EA	\$ 350,000	\$ 700,000	
Sidewalk/ Bike Trail & Curb Ramps	22467	SQYD	\$ 65.00	\$ 162,261.67	
Miscellaneous Costs					
Drainage	\$ 2,647,430	% of Roadway Const	15%	\$ 397,115	
Removal of Improvements	\$ 2,647,430	% of Const.	10%	\$ 264,743	
Traffic Control- Signing and Pavement Marking	\$ 2,647,430	% of Const.	2%	\$ 52,949	
MOT During Construction	\$ 2,647,430	% of Const.	6%	\$ 158,846	
Enhancements	\$ 2,647,430	% of Const.	2%	\$ 52,949	
Surveying	\$ 2,647,430	% of Const.	1%	\$ 26,474	
Mobilization	\$ 2,647,430	% of Const.	6%	\$ 158,846	
Engineering Design	\$ 2,647,430	% of Const.	10%	\$ 264,743	
Construction Management and Administration	\$ 2,647,430	% of Const.	10%	\$ 264,743	
Contingency					
Contingency	\$ 4,288,836.65	% of Subtotal of Above	20%	\$ 857,767.33	
Total Engineering & Construction Cost				\$ 5,146,603.99	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 5,146,603.99	

Project: I-64 PEL - EAST

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Alternative 3 - Local MoDOT Road Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage					
Mainline Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -	
Erosion Control	-	Mile	\$ 300,000.00	\$ -	
Pavement and Base					
Local Road					
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -	
Local Road					
Signalization	-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs					
Drainage	\$ -	% of Roadway Const	15%	\$ -	
Removal of Improvements	\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	


Engineer's Cost Estimate

Project: I-64 PEL - EAST			
Number: J613585			
Estimated By: JR			
Checked By: EW/KJ		Date: 11/30/2022	Date: 1/20/2023
The unit costs shown in this estimate represent an opinion of probable costs prepared in good faith and with reasonable care. CDI has no control over the costs of construction labor, materials, or equipment, nor over the competitive bidding or negotiation methods and does not make any commitment or assume any duty to assure that bids or negotiated prices will not vary from this estimate of unit costs.			


Alternative 3 - Local Agency Road Cost (Project 1)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -		
Permanent Concrete Barrier (B/C/D)	-	LF	\$ 120.00	\$ -		
Local Road						
Signalization	-	EA	\$ 350,000	\$ -		
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Miscellaneous Costs						
Drainage	\$ -	% of Roadway Con	15%	\$ -		
Removal of Improvements	\$ -	% of Const.	10%	\$ -		
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -		
MOT During Construction	\$ -	% of Const.	6%	\$ -		
Enhancements	\$ -	% of Const.	2%	\$ -		
Surveying	\$ -	% of Const.	1%	\$ -		
Mobilization	\$ -	% of Const.	6%	\$ -		
Engineering Design	\$ -	% of Const.	10%	\$ -		
Construction Management and Administration	\$ -	% of Const.	10%	\$ -		
Contingency						
Contingency	\$ -	% of Subtotal of Above	20%	\$ -		
Total Engineering & Construction Cost				\$ -		
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost				\$ -		

Project: I-64 PEL - EAST Number: J613585 Estimated By: JR Checked By: EW/KJ		Date: 11/30/2022 Date: 1/20/2023	
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Alternative 3 - Local Agency Road Cost (Project 2)						
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)		42,220	CUYD	\$ 50.00	\$ 2,110,988.89	
Erosion Control		3932	1	\$ 300,000.00	\$ 223,409.09	
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base		292467	32,496	\$ 90.00	\$ 2,924,670.00	
Permanent Concrete Barrier (B/C/D)			4,000	\$ 120.00	\$ 480,000.00	
Local Road						
Signalization			2	\$ 350,000	\$ 700,000	
Sidewalk/ Bike Trail & Curb Ramps		13789	1,532	\$ 65.00	\$ 99,587.22	
Miscellaneous Costs						
Drainage		\$ 6,538,655	% of Roadway Con	15%	\$ 980,798	
Removal of Improvements		\$ 6,538,655	% of Const.	10%	\$ 653,866	
Traffic Control- Signing and Pavement Marking		\$ 6,538,655	% of Const.	2%	\$ 130,773	
MOT During Construction		\$ 6,538,655	% of Const.	6%	\$ 392,319	
Enhancements		\$ 6,538,655	% of Const.	2%	\$ 130,773	
Surveying		\$ 6,538,655	% of Const.	1%	\$ 65,387	
Mobilization		\$ 6,538,655	% of Const.	6%	\$ 392,319	
Engineering Design		\$ 6,538,655	% of Const.	10%	\$ 653,866	
Construction Management and Administration		\$ 6,538,655	% of Const.	10%	\$ 653,866	
Contingency						
Contingency		\$ 10,592,621.43	% of Subtotal of Above	20%	\$ 2,118,524.29	
Total Engineering & Construction Cost					\$ 12,711,145.71	
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost					\$ 12,711,145.71	


Project: I-64 PEL - EAST Number: J613585 Estimated By: JR Checked By: EW/KJ		Date: 11/30/2022 Date: 1/20/2023	
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Alternative 3 - Local Agency Road Cost (Project 3)						
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)		-	CUYD	\$ 50.00	\$ -	
Erosion Control		-	Mile	\$ 300,000.00	\$ -	
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base		-	SQYD	\$ 90.00	\$ -	
Permanent Concrete Barrier (B/C/D)		-	LF	\$ 120.00	\$ -	
Local Road						
Signalization		-	EA	\$ 350,000	\$ -	
Sidewalk/ Bike Trail & Curb Ramps		-	SQYD	\$ 65.00	\$ -	
Miscellaneous Costs						
Drainage		\$ -	% of Roadway Con	15%	\$ -	
Removal of Improvements		\$ -	% of Const.	10%	\$ -	
Traffic Control- Signing and Pavement Marking		\$ -	% of Const.	2%	\$ -	
MOT During Construction		\$ -	% of Const.	6%	\$ -	
Enhancements		\$ -	% of Const.	2%	\$ -	
Surveying		\$ -	% of Const.	1%	\$ -	
Mobilization		\$ -	% of Const.	6%	\$ -	
Engineering Design		\$ -	% of Const.	10%	\$ -	
Construction Management and Administration		\$ -	% of Const.	10%	\$ -	
Contingency						
Contingency		\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost					\$ -	
Right-of-Way Costs						
Right-of-Way						To be provided by MoDOT
Total Cost					\$ -	

Project: I-64 PEL - EAST Number: J613585 Estimated By: JR Checked By: EW/KJ		Date: 11/30/2022 Date: 1/20/2023	
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Alternative 3 - Local Agency Road Cost (Project 4)							
Item		Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage							
Local Road Earthwork (Excavation and Embankment)		1,233	CUYD	\$ 50.00	\$ 61,651.85		
Erosion Control		292	0.055 Mile	\$ 300,000.00	\$ 16,590.91		
Pavement and Base							
Local Road							
8- Inch Medium Duty PCCP w/ Rock Fill Base		16646	1,850 SQYD	\$ 90.00	\$ 166,460.00		
Permanent Concrete Barrier (B/C/D)			- LF	\$ 120.00	\$ -		
Local Road							
Signalization			- EA	\$ 350,000	\$ -		
Sidewalk/ Bike Trail & Curb Ramps		52974	5,886 SQYD	\$ 65.00	\$ 382,590.00		
Miscellaneous Costs							
Drainage			\$ 627,293	% of Roadway Const.	15%	\$ 94,094	
Removal of Improvements			\$ 627,293	% of Const.	10%	\$ 162,729	Added 100K to account for Grand Bridge Deck
Traffic Control- Signing and Pavement Marking			\$ 627,293	% of Const.	2%	\$ 12,546	
MOT During Construction			\$ 627,293	% of Const.	6%	\$ 37,638	
Enhancements			\$ 627,293	% of Const.	2%	\$ 12,546	
Surveying			\$ 627,293	% of Const.	1%	\$ 6,273	
Mobilization			\$ 627,293	% of Const.	6%	\$ 37,638	
Engineering Design			\$ 627,293	% of Const.	10%	\$ 62,729	
Construction Management and Administration			\$ 627,293	% of Const.	10%	\$ 62,729	
Contingency							
Contingency			\$ 1,116,214.27	% of Subtotal of Above	20%	\$ 223,242.85	
Total Engineering & Construction Cost					\$ 1,339,457.13		
Right-of-Way Costs							
Right-of-Way							To be provided by MoDOT
Total Cost					\$ 1,339,457.13		

Project: I-64 PEL - EAST Number: J613585 Estimated By: JR Checked By: EW/KJ	Date: 11/30/2022 Date: 1/20/2023
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Alternative 3 - Local Agency Road Cost (Project 5)						
Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks	
Grading and Drainage						
Local Road Earthwork (Excavation and Embankment)	-	CUYD	\$ 50.00	\$ -		
Erosion Control	-	Mile	\$ 300,000.00	\$ -		
Pavement and Base						
Local Road						
8- Inch Medium Duty PCCP w/ Rock Fill Base	-	SQYD	\$ 90.00	\$ -		
Permanent Concrete Barrier (B/C/D)		LF	\$ 120.00	\$ -		
Local Road						
Signalization	-	EA	\$ 350,000	\$ -		
Sidewalk/ Bike Trail & Curb Ramps	-	SQYD	\$ 65.00	\$ -		
Miscellaneous Costs						
Drainage	\$ -	% of Roadway Con	15%	\$ -		
Removal of Improvements	\$ -	% of Const.	10%	\$ -		
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -		
MOT During Construction	\$ -	% of Const.	6%	\$ -		
Enhancements	\$ -	% of Const.	2%	\$ -		
Surveying	\$ -	% of Const.	1%	\$ -		
Mobilization	\$ -	% of Const.	6%	\$ -		
Engineering Design	\$ -	% of Const.	10%	\$ -		
Construction Management and Administration	\$ -	% of Const.	10%	\$ -		
Contingency						
Contingency	\$ -	% of Subtotal of Above	20%	\$ -		
Total Engineering & Construction Cost				\$ -		
Right-of-Way Costs						
Right-of-Way					To be provided by MoDOT	
Total Cost				\$ -		

Engineer's Cost Estimate

Project: **I-64 PEL - EAST**
 Number: J613585
 Estimated By: JR
 Checked By: EW/KJ

Date: 12/5/2022
 Date: 1/20/2023



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Alternative 3 - Bridge Cost (Project 1)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date:

12/5/2022

Date:

1/20/2023



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Alternative 3 - Bridge Cost (Project 2)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	11,040	SQFT	\$ 160.00	\$ 1,766,400.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	23,538	SQFT	\$ 20.00	\$ 470,760.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 2,237,160	% of Const.	2%	\$ 44,743	
MOT During Construction	\$ 2,237,160	% of Const.	6%	\$ 134,230	
Enhancements	\$ 2,237,160	% of Const.	2%	\$ 44,743	
Surveying	\$ 2,237,160	% of Const.	1%	\$ 22,372	
Mobilization	\$ 2,237,160	% of Const.	6%	\$ 134,230	
Engineering Design	\$ 2,237,160	% of Const.	10%	\$ 223,716	
Construction Management and Administration	\$ 2,237,160	% of Const.	10%	\$ 223,716	
Contingency					
Contingency	\$ 3,064,909.20	% of Subtotal of Above	20%	\$ 612,981.84	
Total Engineering & Construction Cost				\$ 3,677,891.04	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 3,677,891.04	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 12/5/2022

Date: 1/20/2023



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Alternative 3 - Bridge Cost (Project 3)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Widening Existing Structure	29,377	SQFT	\$ 300.00	\$ 8,813,100.00	
Cross Road Bridges	39,357	SQFT	\$ 160.00	\$ 6,297,120.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	29,269	SQFT	\$ 20.00	\$ 585,380.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 15,695,600	% of Const.	2%	\$ 313,912	
MOT During Construction	\$ 15,695,600	% of Const.	6%	\$ 941,736	
Enhancements	\$ 15,695,600	% of Const.	2%	\$ 313,912	
Surveying	\$ 15,695,600	% of Const.	1%	\$ 156,956	
Mobilization	\$ 15,695,600	% of Const.	6%	\$ 941,736	
Engineering Design	\$ 15,695,600	% of Const.	10%	\$ 1,569,560	
Construction Management and Administration	\$ 15,695,600	% of Const.	10%	\$ 1,569,560	
Contingency					
Contingency	\$ 21,502,972.00	% of Subtotal of Above	20%	\$ 4,300,594.40	
Total Engineering & Construction Cost				\$ 25,803,566.40	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 25,803,566.40	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date: 12/5/2022

Date: 1/20/2023



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Alternative 3 - Bridge Cost (Project 4)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge		SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	21,290	SQFT	\$ 160.00	\$ 3,406,400.00	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	43,654	SQFT	\$ 20.00	\$ 873,080.00	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ 4,279,480	% of Const.	2%	\$ 85,590	
MOT During Construction	\$ 4,279,480	% of Const.	6%	\$ 256,769	
Enhancements	\$ 4,279,480	% of Const.	2%	\$ 85,590	
Surveying	\$ 4,279,480	% of Const.	1%	\$ 42,795	
Mobilization	\$ 4,279,480	% of Const.	6%	\$ 256,769	
Engineering Design	\$ 4,279,480	% of Const.	10%	\$ 427,948	
Construction Management and Administration	\$ 4,279,480	% of Const.	10%	\$ 427,948	
Contingency					
Contingency	\$ 5,862,887.60	% of Subtotal of Above	20%	\$ 1,172,577.52	
Total Engineering & Construction Cost				\$ 7,035,465.12	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ 7,035,465.12	

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: JR

Checked By: EW/KJ

Date:

12/5/2022

Date:

1/20/2023



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Alternative 3 - Bridge Cost (Project 5)

Item	Estimated Quantity	Unit	\$/Unit or % (2022 Dollars)	Extended Price (\$)	Remarks
Structures					
Pedestrian/Bike Bridge	-	SQFT	\$ 275.00	\$ -	
Box Culverts	-	SQFT	\$ 200.00	\$ -	
Cross Road Bridges	-	SQFT	\$ 160.00	\$ -	
Flyover - Curved Steel Bridges	-	SQFT	\$ 350.00	\$ -	
Bridge Removal	-	SQFT	\$ 20.00	\$ -	
Miscellaneous Costs					
Traffic Control- Signing and Pavement Marking	\$ -	% of Const.	2%	\$ -	
MOT During Construction	\$ -	% of Const.	6%	\$ -	
Enhancements	\$ -	% of Const.	2%	\$ -	
Surveying	\$ -	% of Const.	1%	\$ -	
Mobilization	\$ -	% of Const.	6%	\$ -	
Engineering Design	\$ -	% of Const.	10%	\$ -	
Construction Management and Administration	\$ -	% of Const.	10%	\$ -	
Contingency					
Contingency	\$ -	% of Subtotal of Above	20%	\$ -	
Total Engineering & Construction Cost				\$ -	
Right-of-Way Costs					
Right-of-Way					To be provided by MoDOT
Total Cost				\$ -	

Engineer's Cost Estimate

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: JR

Checked By: EW

Date: 12/5/2022

Date: 1/20/2023



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*does not include ROW costs

Alternative 3 - Total Cost* (Project 1)

	Subtotal
Alternative 3 Freeway	\$ 2,065,851.29
Alternative 3 Ramps	\$ -
Alternative 3 Local Roads	\$ 233,280.00
Alternative 3 Local Agency Roads	\$ -
Alternative 3 Bridges	\$ -
Alternative 3 (Project 1) Total Cost	\$ 2,299,131.29

Alternative 3 - Total Cost* (Project 2)

	Subtotal
Alternative 3 Freeway	\$ 3,917,086.36
Alternative 3 Ramps	\$ -
Alternative 3 Local Roads	\$ 2,647,819.77
Alternative 3 Local Agency Roads	\$ 12,711,145.71
Alternative 3 Bridges	\$ 3,677,891.04
Alternative 3 (Project 2) Total Cost	\$ 22,953,942.88

Alternative 3 - Total Cost* (Project 3)

	Subtotal
Alternative 3 Freeway	\$ 4,815,454.91
Alternative 3 Ramps	\$ 824,513.40
Alternative 3 Local Roads	\$ -
Alternative 3 Local Agency Roads	\$ -
Alternative 3 Bridges	\$ 25,803,566.40
Alternative 3 (Project 3) Total Cost	\$ 31,443,534.71

Project: I-64 PEL - EAST

Number: J6I3585

Estimated By: JR

Checked By: EW

Date:

12/5/2022

Date:

1/20/2023



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Alternative 3 - Total Cost* (Project 4)

Alternative 3 Freeway	\$	10,379,330.69
Alternative 3 Ramps	\$	1,188,026.59
Alternative 3 Local Roads	\$	5,146,603.99
Alternative 3 Local Agency Roads	\$	1,339,457.13
Alternative 3 Bridges	\$	7,035,465.12
Alternative 3 (Project 4) Total Cost	\$	25,088,883.51

Alternative 3 - Total Cost* (Project 5)

	Subtotal	
Alternative 3 Freeway	\$	-
Alternative 3 Ramps	\$	-
Alternative 3 Local Roads	\$	-
Alternative 3 Local Agency Roads	\$	-
Alternative 3 Bridges	\$	-
Alternative 3 (Project 5) Total Cost	\$	-

Appendix D.6. Technical Advisory Group Meeting #3 Summary (December 14, 2022)



Future64 Study
Technical Advisory Group (TAG) Meeting #3
Wednesday, December 14, 2022
In person at Great Rivers Greenway
Prepared by Gabriela Bloom, Vector Communications

Overview

On December 14, 2022, the Missouri Department of Transportation hosted the third of three Technical Advisory Group meetings for the Future64 Study.

Communication

An email was sent on October 13, 2022, to inform participants about the meeting. That primary email was followed up by a calendar invitation and three additional reminder emails via MailChimp. The committee received phone calls the week of the meeting to confirm attendance. Reminder emails were sent to meeting attendees with the pre-meeting documents.

After the meeting, on December 20, 2022, the committee received a follow-up thank you email with meeting documents.

See all email correspondences to invite, remind, and follow up with TAG members in Appendix A. Please find pre-meeting documents in Appendix B. The meeting presentation can be found in Appendix C.

Meeting Attendees

Name	Organization
Amy Parker	Metro ParaTransit
Brooks Goedeker	Midtown Redevelopment Group
Bryan Rogers	Metro
Christopher Peoples	Great Rivers Greenway
Collen Autry	Cortex
Donna Ware	BJC
Gerry Kaiser	SSM Health
Jamie Wilson	City of St. Louis
John Kohler	City of St. Louis
Kim Bakker	SSM Health
Lance Peterson	Metro
Paul Hubmann	East West Gateway Council of Governments
Scott Oglive	City of St. Louis
Steve Sobo	Washington University
Taylor March	Trailnet
Todd Antoine	Great Rivers Greenway

CONSULTANTS	
Name	Organization
Justin Carney	Development Strategies
Jessica Hochlan	HDR Inc.
Lou Kuelker	HDR Inc.
Jason Longsdorf	HDR Inc.

Andy Potthast	HDR Inc.
Kevin Neill	Lochmueller Group
Julie Nolfo	Lochmueller Group
Tom Blair	MoDOT
Aaron Groff	MoDOT
Shaun Tooley	MoDOT
Cindy Simmons	MoDOT
Jen Wade	MoDOT
Gabriela Bloom	Vector Communications
Chandra Taylor	Vector Communications

INVITED STAKEHOLDERS	
Name	Organization
Aimee Wehmeier	Paraquad
Amy Parker	Metro ParaTransit
Betherny Williams	City of St. Louis
Brian Phillips	Washington University Medical Campus
Brooks Goedeker	Midtown Redevelopment Group
Bryan Rogers	Metro
Catherine Werner	St. Louis City Sustainability Office
Chris Poehler	Bi-State Development
Christopher Peoples	Senior Project Manager
Collen Autry	Cortex
Donna Ware	BJC
Gerry Kaiser	SSM Health
Jamie Wilson	City of St. Louis
Jeff Buttler	Metro ParaTransit
Jessica Gershman	Bi-State Development
John Kohler	Planning and Programming Manager

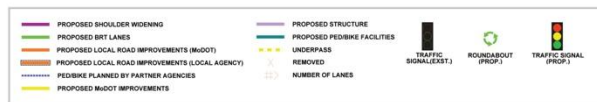
John Langa	Bi-State Development
Kim Bakker	SSM Health
Kim Cella	Citizens for Modern Transit
Lance Peterson	Metro
Michael Lucido	Saint Louis University Campus Operations
Michael Richards	SSM
Mike Foley	Citizens for Modern Transit
Paul Hubmann	East West Gateway Council of Governments
Rob Orr	St. Louis Development Corporation
Scott Oglive	City of St. Louis
Steve Sobo	Washington University
Taylor March	Trailnet
Todd Antoine	Great Rivers Greenway
Travis Wood	Citizens for Modern Transit
Trenise Winters	MetroBus
X	Metro ParaTransit

Minutes

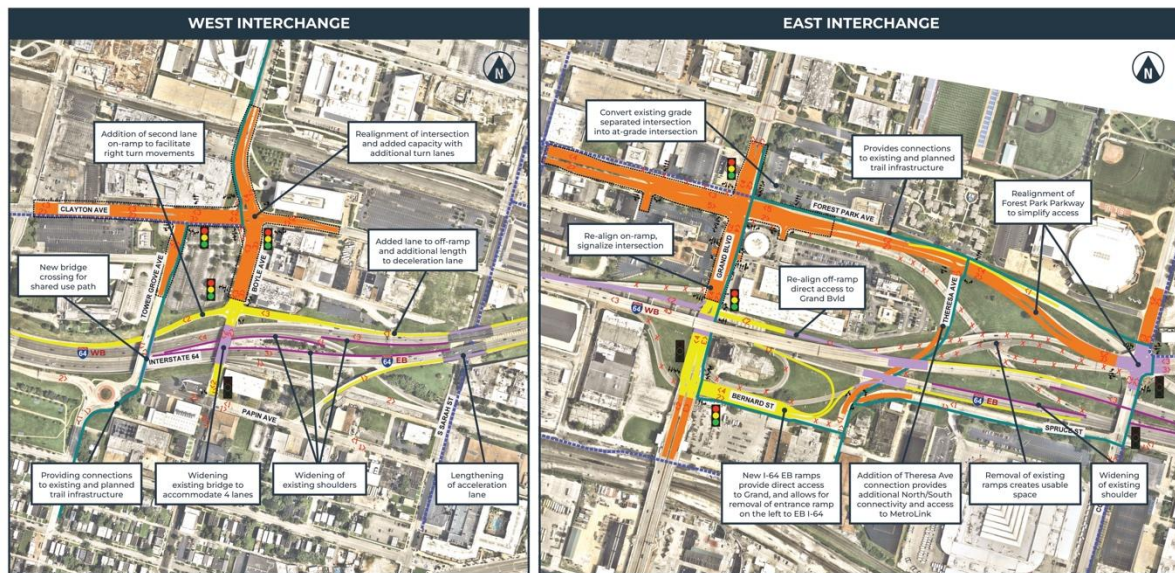
The meeting started at 11:30 a.m. Jen Wade of MoDOT opened the meeting and thanked members for attending. Shaun Tooley of MoDOT shared some welcoming remarks. Chandra Taylor of Vector Communications shared group introductions. Then, Andy Potthast of HDR provided PEL Study updates and the project timeline and study area, and an overview of what the project team has been doing since the July 2022 Technical Advisory Group (TAG) meeting.

Next, Lou Kuleker of HDR shared an overview of the three alternatives. Lou emphasized that though the three alternatives are being shared separately from one another, it is possible to incorporate aspects of all three to the final preferred alternative. TAG members had printed versions of the alternatives in front of them and could review the information more closely. TAG members had an opportunity to ask questions about all three alternatives.

I-64 PEL ALTERNATIVE 1



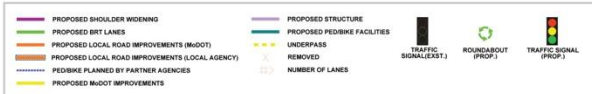
KINGS HIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY - TRANSPORTATION - TOGETHER



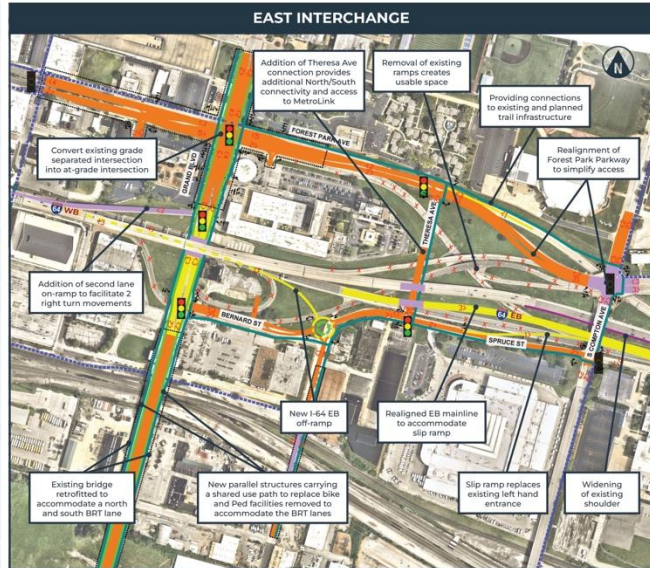
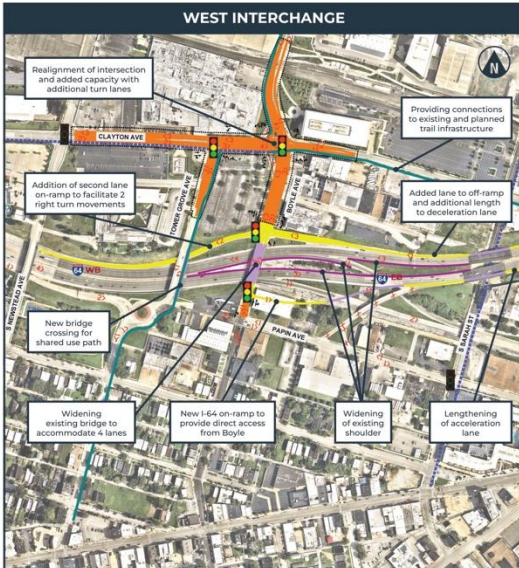
FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.



I-64 PEL ALTERNATIVE 2

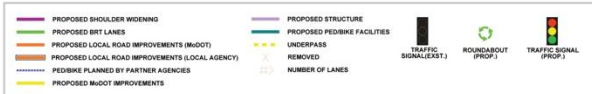


DRAFT - SUBJECT TO CHANGE

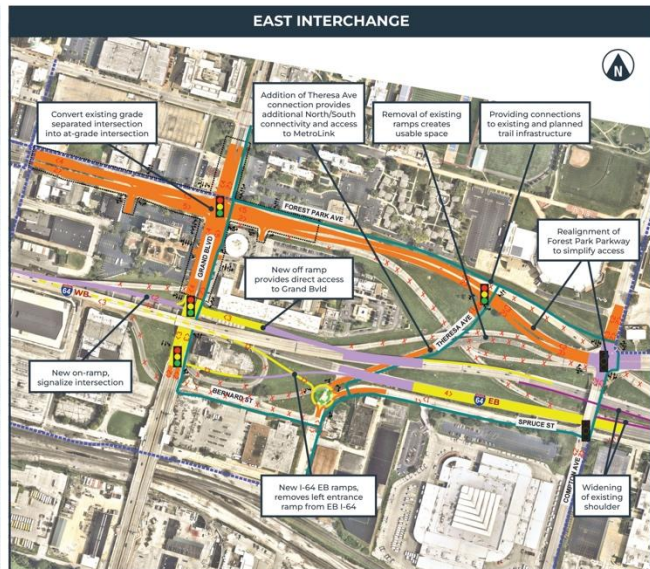
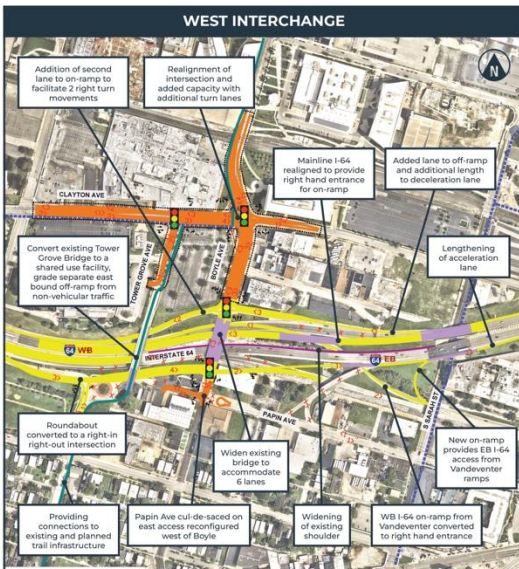


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I-64 PEL ALTERNATIVE 3



DRAFT - SUBJECT TO CHANGE



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Questions and comments shared about the three alternatives can be found in Appendix D.

Next, Jason Longsdorf with HDR introduced the initial screening results of each alternative. This included assessing the impact of each alternative along the same metrics and comparing these impacts with a “no build” option. Julie Nolfo and Kevin Neill of Lochmueller Group continued this discussion and went through each Need metric. Justin Carney of Development Strategies then went through the Goal metrics and compared each alternative. *Questions and comments shared about the initial screening results can be found in Appendix E.*

The TAG members broke off into three small groups to complete a small group exercise to discuss the three alternatives in detail. After breaking into groups, a project team member reported out on the group conversation. *Notes from the break-out groups can be found in Appendix F.*

After the break-out groups reported out, TAG members had the opportunity to ask additional questions and share additional comments with the project team. *Questions and comments can be found in Appendix G.*

Andy closed the meeting by thanking TAG members for being a part of the Future64 project. Andy shared that the PowerPoint would be distributed to TAG members after the meeting and questions and comments could be submitted via email to Chandra Taylor of Vector Communications at ctaylor@vectorstl.com.

Jen thanked everyone for their participation and time.

Andy adjourned the meeting at 1:30 p.m.

Following the Technical Advisory Group meeting, three comments were received from TAG members East West Gateway Council of Governments, Metro Transit, and Trailnet. *These comments can be found in Appendices H, I, and J.*

Appendix A: Email correspondences with TAG

12/21/22, 1:58 PM

Vector Communications Mail - Fwd: Future64 TAG Meeting #3



Gabriela Bloom <gbloom@vectorstl.com>

Fwd: Future64 TAG Meeting #3

1 message

Chandra Taylor <ctaylor@vectorstl.com>
To: Gabriela Bloom <gbloom@vectorstl.com>

Wed, Dec 21, 2022 at 12:58 PM

----- Forwarded message -----

From: **Chandra Taylor** <ctaylor@vectorstl.com>

Date: Thu, Oct 13, 2022 at 3:34 PM

Subject: Future64 TAG Meeting #3

To: Kohler, John <KohlerJ@stlouis-mo.gov>, <williamsbeth@stlouis-mo.gov>, <wilsonj@stlouis-mo.gov>, Ogilvie, Scott <ogilvies@stlouis-mo.gov>, <Orm@stlouis-mo.gov>, <planning@metrostlouis.org>, <engineering@metrostlouis.org>, Langa, John R. <jrlanga@bistatedev.org>, <metrobus@metrostlouis.org>, <paratransit@metrostlouis.org>, <adacoordinator@metrostlouis.org>, <adadirector@metrostlouis.org>, T. Christopher Peoples <tcpeoples@grgstl.org>, Todd Antoine <tantoine@grgstl.org>, <mvogl@grgstl.org>, <mvogl@grgstl.org>, Kim Cella <kcella@cmt-stl.org>, <mfoley@cmt-stl.org>, Taylor March <taylor@trailnet.org>, <awehmeier@paraquad.org>, Paul Hubbman <paul.hubbman@ewgateway.org>, <cautry@cortexstl.org>, <phillipb@wustl.edu>, <sobos@wustl.edu>, <donna.ware@bjc.org>, <lucidoma@slu.edu>, <bgoedeker@stlmrc.com>, <michael.richards@ssmhealth.com>, <WernerC@stlouis-mo.gov>

Cc: Hochlan, Jessica <Jessica.Hochlan@hdrinc.com>, Potthast, Andrew <Andrew.Potthast@hdrinc.com>, Longsdorf, Jason <Jason.Longsdorf@hdrinc.com>, Julie Nolfo <JNolfo@lochgroup.com>, Kevin Neill <kNeill@lochgroup.com>, Kuelker, Lou <Lou.Kuelker@hdrinc.com>, Rojan Thomas Joseph <rjoseph@development-strategies.com>, Padgett, Ylana <Ylana.Padgett@hdrinc.com>, <jonathan.deves@hdrinc.com>, Aaron J Groff <Aaron.Groff@modot.mo.gov>, Jennifer A. Wade <Jennifer.Wade@modot.mo.gov>, Kyle E. Grayson <Kyle.Grayson@modot.mo.gov>, THOMAS K BLAIR <Thomas.Blair@modot.mo.gov>, EDDIE WATKINS JR <Eddie.Watkins@modot.mo.gov>, Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>, Shaun E. Tooley <shaun.tooley@modot.mo.gov>, THOMAS J EVERS <Thomas.Evers@modot.mo.gov>, <Tyler.Lehde@modot.mo.gov>, <Cynthia.simmons@modot.mo.gov>

SAVE THE DATE

Please join the Future64 Study team for the last Technical Advisory Group meeting to discuss the selected alternatives and to provide feedback that'll help streamline the outcomes.

Who: Technical Advisory Group

When: Wednesday, December 14, 2022 at 12pm-2pm

Where: Great Rivers Greenway
Mississippi Room
3745 Foundry Way, Suite 253
St. Louis, Missouri 63110

What: This is an in person only event. More details to follow.

If you have questions, contact Chandra Taylor at ctaylor@vectorstl.com.

Thank you, and we look forward to seeing you again.

--

Chandra Z. Taylor

Consultant

Vector Communications

The Power House at Union Station

401 South 18th St.

Suite 325

St. Louis, MO 63103

(w) 314.621.5566 x102

<https://mail.google.com/mail/u/0/?ik=c08bd6bbe3&view=pt&search=all&permthid=thread-f%3A1752847361854549113&simpl=msg-f%3A1752847361854549113>

1/2

Benefits & Impacts of Alternatives TAG #3



Hello Technical Advisory Group:

The Missouri Department of Transportation thanks you for participating in the third and final Technical Advisory Group meeting for the Future64 PEL Study!

The project intentionally included community and technical experts that would provide insight into the study area. By volunteering your time, your help supported MoDOT through the early stages of enhancing the I-64 transportation system in the central corridor.

This email serves as a reminder that we'll meet again at a **NEW TIME**:

**December 14 11:30am - 1:30pm at Great Rivers Greenway
Mississippi Room
3745 Foundry Way Suite 253
St. Louis, MO 63110**
Light meal provided. This is an in-person meeting only.

During this time, you'll review three alternatives that were developed based on months-long analysis. The project team will ask for your feedback one more time before the alternatives are presented at the next public meeting in early 2023.

Again, thank you for continuing to share your insights and advice; we appreciate your support of the I-64 PEL study.

See you next month!

The Future64 Team



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FUTURE **64**
COMMUNITY ▶ TRANSPORTATION ▶ TOGETHER

Technical Advisory Group:

Please join us for the final advisory group presentation on December 14th from 11:30-1:30pm at Great Rivers Greenway. Since a light meal will be included reservations are needed by December 13th. The event is in-person only as there will be hands-on and interactive activities with the three alternatives.

[TAG RSVP](#)

During this meeting the project team will present three corridor improvement alternatives and how they were evaluated using the study's Purpose and Need. We value the feedback that you have provided which supported the development of these alternatives. Your input during this final advisory group meeting will shape the outcomes of the Future64 Study.

Please download and review the Purpose and Need document (attached). This provides the framework for the study and was developed based on analysis of the existing conditions and feedback from the stakeholder and public engagement efforts.

[Purpose and Need Flyer](#)

The second document to review is the list of evaluation criteria that is linked below. These questions were used to determine how well each alternative met the established needs and goals of the study. Please identify your top 3 questions by **December 12** if you would like to discuss during the meeting in the survey linked below.

Evaluation Criteria
Needs and Goals Survey

We appreciate the time and energy that you have invested in the Future64 Corridor and look forward to seeing you next week!



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



KINGSHIGHWAY TO JEFFERSON

FUTURE **64**

COMMUNITY ▶ TRANSPORTATION ▶ TOGETHER

Technical Advisory Group:

This is a reminder that we are holding the final Future64 TAG meeting December 14 11:30am-1:30pm at Great Rivers Greenway. Please RSVP for the meeting if you have not already responded.

[TAG RSVP](#)

We'll spend the meeting discussing the benefits and weaknesses of the three PEL corridor alternatives. You will have the opportunity to preview maps and become acquainted with the proposed enhancements, then give your input to the planning team. MoDOT is seeking feedback that will be used to evaluate and guide the final recommendations for the Future64 study. Please review and familiarize yourself with the alternatives to help facilitate discussion during the meeting.

[Alternative 1](#)

[Alternative 2](#)

[Alternative 3](#)

The study team has performed an initial evaluation of these alternatives based on the criteria that was established. We will be reviewing select criteria in more detail during the meeting to discuss the process that was used to formulate the initial rating. Attached is the initial results for your review ahead of the meeting.

Level 2 Screening Evaluation

We value the time and effort you put into the Future64 study and are eager to see you in person December 14!

Future64 Team



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



KINGSHIGHWAY TO JEFFERSON

FUTURE **64**

COMMUNITY ► TRANSPORTATION ► TOGETHER

Technical Advisory Group:

The Future64 team appreciates your participation in the I-64 PEL process, Your input helps ensure that the central corridor alternatives bring the most benefit to the community. Thank you all for bringing your expertise and experience to the table and engaging in such beneficial meaningful, and significant conversation during our meetings. We spent the most recent advisory group meeting discussing the benefits and weaknesses of the three PEL corridor alternatives and outlining the proposed enhancements, Your comments provided at the meeting will help shape the recommendations for the Alternatives in the PEL Document.

Please send any additional ideas you'd like the design team to consider to ctaylor@vectorstl.com. You have until December 23rd at the end of the day to leave a comment on the alternatives.

For your reference, the TAG meeting 3 presentation is provided. Review screening results and alternatives to help you make additional recommendations.

[TAG Presentation 3](#)

[Alternative 1](#)

[Alternative 2](#)

[Alternative 3](#)

[Strip Map 1](#)
[Strip Map 2](#)
[Strip Map 3](#)

[Level 2 Screening Evaluation](#)

Again, thank you from the Future64 team.



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



Appendix B: Pre-meeting materials

Future64 TAG Meeting #3 RSVP

* First Name

* Last Name

* Confirm your attendance

☐ Accept

☐ Decline

Done



KINGSHIGHWAY TO JEFFERSON **FUTURE 64** COMMUNITY ► TRANSPORTATION ► TOGETHER

PROJECT PURPOSE

The purpose of the reasonable transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

PROJECT NEEDS

The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.

Increase safety for all users

- Vehicles
- Bicycles
- Pedestrians



Improve transportation system with intuitive navigation to, from, and across I-64



Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit d users



Optimize bridge maintenance by improving structural conditions to maintain a good state of repair



Maintain Interstate function, operations, and capacity for the future



PROJECT GOALS

Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.



Right-size I-64 to reuse available space to benefit the community.



Support improved land use near transit stations and trails.



Improve equitable outcomes for disadvantaged communities.



Coordinate with regional partners to enhance the local transportation network.



Integrate bicycle and pedestrian facility design best practices into project designs.



Consolidate access points from interstate to local system.



Invest in projects that provide good cost benefit improvements.



Integrate ecology best practices into project designs and right-of-way use.



Integrate improved aesthetics and visual environment into project designs.

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

FUTURE64.COM

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	Increased safety for all users
Sub Need	Regional Vehicular Movements
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network and within the study area? Does the improvement address identified crash hot spots?
Sub Need	Bike/Ped
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?

Need	Improve transportation system with intuitive navigation to, from, and across I-64
Sub Need	I-64 Access
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept maintain access or provide access to current and known future destinations?
Sub Need	Interstate / Local Network interface
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users
Sub Need	Support other entities bike/ped plans
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?
Sub Need	Transit Access/Effectiveness
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept facilitate transit access and connectivity to other non-motorized modes and/or operations?

Need	Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
Sub Need	Structure Repair
Question(s) to ask:	<ul style="list-style-type: none"> After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?
Sub Need	Reduce Structures
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	Maintain Interstate function, operations, and capacity for the future
Sub Need	Capacity
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?
Sub Need	Freight
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?

Need	Environmental Resource Protection
Sub Need	Environmental Resources
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative impact environmental resources?
Sub Need	Social and Built Environment
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative impact social and built resources?

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Goals

Goal	Right-size I-64, to reduce the highway footprint and reuse the space to benefit the community.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative reduce the acreage of footprint of I-64 ROW, interchanges, and ramps? How much released land is viable for redevelopment (acres)?
Goal	Support improved land use near transit stations and trails.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative support transit and trail-oriented development?
Goal	Improve equitable outcomes: Protect community assets.
Question(s) to ask:	<ul style="list-style-type: none"> Does this alternative impact any community assets?
Goal	Improve equitable outcomes: Improve quality of life.
Question(s) to ask:	<ul style="list-style-type: none"> Does this alternative contribute to an improved quality of life for local residents and workers?
Goal	Improve equitable outcomes: Improved access to underserved communities.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative improve access to underserved communities?
Goal	Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative create opportunities to allow for coordinated enhancements in connectivity, safety, and comfort of travel by regional transportation and service delivery partners?
Goal	Integrate bicycle and pedestrian facility design best practices into project designs.
Question(s) to ask:	<ul style="list-style-type: none"> Are the proposed bicycle and pedestrian facilities designs considered best practices?
Goal	Consolidate access points from interstate to local system.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative consolidate access points from I-64 to the local system?
Goal	Invest in projects that provide good cost benefit improvements.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative have a good cost benefit?
Goal	Integrate ecology best practices into project designs and right-of-way use.

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Page 4 of 5

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Goals

Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative provide opportunities for green infrastructure, native plantings, and stormwater management?
Goal	Integrate improved aesthetics and visual environment into project designs.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative provide opportunities to improve beautification, placemaking, and inviting infrastructure?










Future64 Technical Advisory Group Survey

The project team is evaluating the alternatives against all of these needs and goals. We will not have time to address all of these in detail but want to do our best to address the ones of most interest to you. Please select the three you are most interested in hearing about:

1. Needs

	<input type="checkbox"/>	Safety for vehicles
	<input type="checkbox"/>	Safety for pedestrians and bikes
	<input type="checkbox"/>	Intuitive navigation for I-64 users
	<input type="checkbox"/>	Intuitive navigation for the local roadway network
	<input type="checkbox"/>	Reduced barrier effect for bikes, pedestrians, and transit user
	<input type="checkbox"/>	Bridge and structure maintenance
	<input type="checkbox"/>	Interstate capacity
	<input type="checkbox"/>	Freight movements
	<input type="checkbox"/>	Environmental resource protection
	<input type="checkbox"/>	Community resource protection

2. Goals

	<input type="checkbox"/>	Reduce highway footprint
	<input type="checkbox"/>	Improve land use near transit and trails
	<input type="checkbox"/>	Improve access to schools, hospitals and other community resources
	<input type="checkbox"/>	Improve access to underserved communities
	<input type="checkbox"/>	Improve opportunities for partner agencies to enhance local travel safety and comfort
	<input type="checkbox"/>	Allows for comfortable bicycle and pedestrian facilities
	<input type="checkbox"/>	Consolidates I-64 access points
	<input type="checkbox"/>	Good cost-benefit
	<input type="checkbox"/>	Provide opportunities for green infrastructure and native plantings



Provide opportunities to improve surrounding land use and placemaking elements

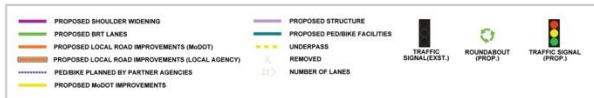
Done



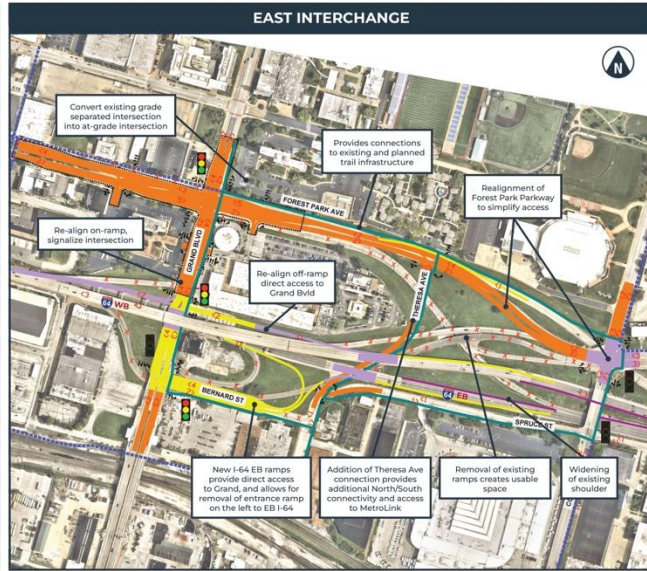
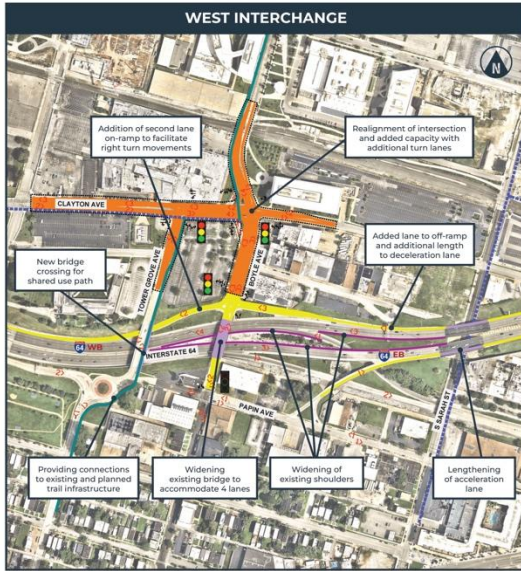
Powered by
SurveyMonkey

See how easy it is to [create a survey](#).

I-64 PEL ALTERNATIVE 1

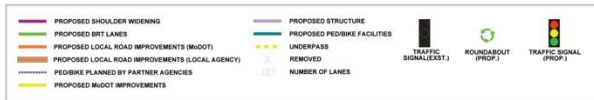


DRAFT - SUBJECT TO CHANGE

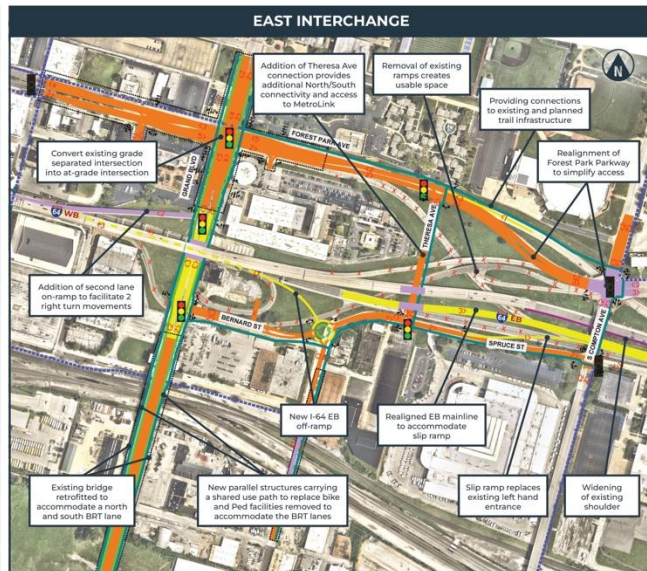


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I-64 PEL ALTERNATIVE 2

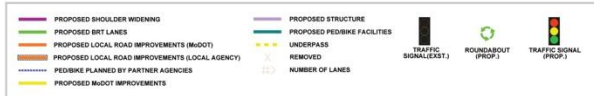


DRAFT - SUBJECT TO CHANGE

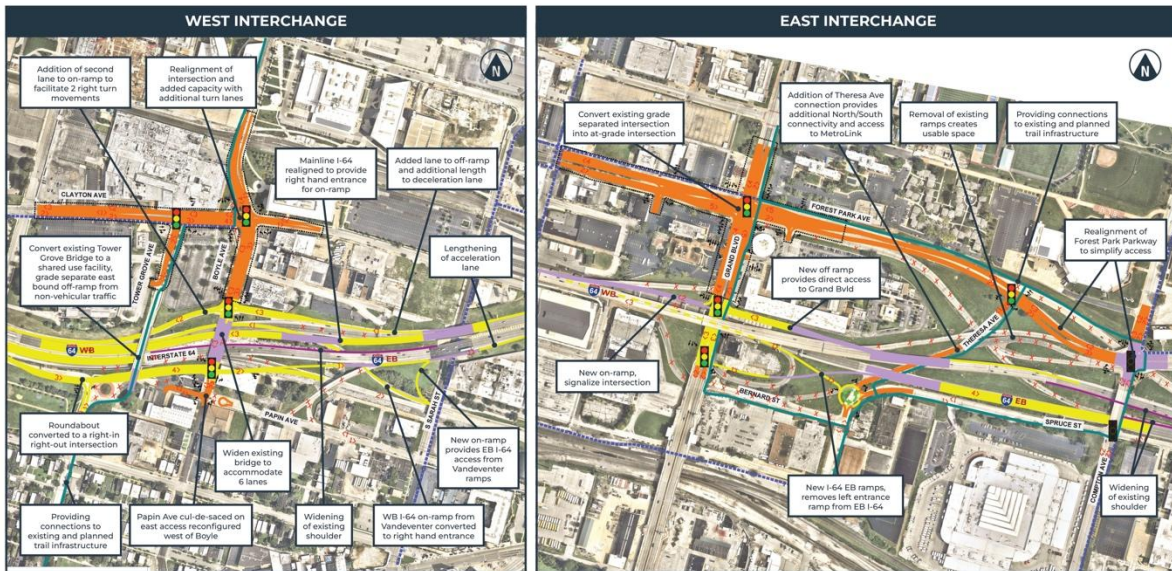


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I-64 PEL ALTERNATIVE 3



DRAFT - SUBJECT TO CHANGE



FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.



Future64 Level 2 Alternative Screening - Needs

Need	Increase safety for all users	
Sub Need	Regional Vehicular Movements	Bike/Ped
Question(s) to ask	Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network and within the study area? Does the improvement address identified crash hot spots?	Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	High/Best	High/Best

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network Interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network Interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

DRAFT: SUBJECT TO CHANGE

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future MoDOT NEPA studies, per Title 23 of the US Code, Part 168.

Need	Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users	
Sub Need	Support other entities bike/ped plans	Transit Access/Effectiveness
Question(s) to ask	Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?	Does the concept facilitate transit access and connectivity to other non motorized modes and/or operations?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	High/Best	High/Best
Alternative 3 Rating	High/Best	Least/Low

Need	Optimize bridge maintenance by improving structural conditions to maintain a good state of repair	
Sub Need	Structure Repair	Reduce Structures
Question(s) to ask	After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?	Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	Moderate	Least/Low

Need	Maintain interstate function, operations, and capacity for the future	
Sub Need	Capacity	Freight
Question(s) to ask	Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?	Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Least/Low	Moderate
Alternative 2 Rating	High/Best	Moderate
Alternative 3 Rating	High/Best	Moderate

Need	Environmental Resource Protection	
Sub Need	Environmental Resources	Social and Built Environment
Question(s) to ask	Does the alternative impact environmental resources?	Does the alternative impact social and built resources?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	Moderate

DRAFT: SUBJECT TO CHANGE

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future MoDOT NEPA studies, per Title 23 of the US Code, Part 168.

Future64 Level 2 Alternative Screening - Project Goals	
Project Goals	Right-size I-64, to reduce the highway footprint and reuse the space to benefit the community.
Question(s) to Ask	Does the alternative reduce the acreage of footprint of I-64 ROW, interchanges, and ramps? How much released land is viable for redevelopment (acres)?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Support improved land use near transit stations and trails.
Question(s) to Ask	Does the alternative support transit and trail oriented development?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Protect community assets
Question(s) to Ask	Does this alternative impact any community assets?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Improve quality of life
Question(s) to Ask	Does this alternative contribute to an improved quality of life for local residents and workers?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Improved access to underserved communities
Question(s) to Ask	Does the alternative improve access to underserved communities?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network.
Question(s) to Ask	Does the alternative create opportunities to allow for coordinated enhancements in connectivity, safety, and comfort of travel by regional transportation and service delivery partners?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	High/Best
Alternative 3 Rating	Moderate

Project Goals	Integrate bicycle and pedestrian facility design best practices into project designs
Question(s) to Ask	Are the proposed bicycle and pedestrian facilities designs considered best practices?
No Build Rating	Moderate
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Consolidate access points from interstate to local system
Question(s) to Ask	Does the alternative consolidate access points from I-64 to the local system?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Invest in projects that provide good cost benefit improvements
Question(s) to Ask	Does the alternative have a good cost benefit?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Integrate ecology best practices into project designs and right-of-way use.
Question(s) to Ask	Does the alternative provide opportunities for green infrastructure, native plantings and stormwater management?
No Build Rating	Least/Low
Alternative 1 Rating	High/Best
Alternative 2 Rating	Moderate
Alternative 3 Rating	Moderate

Project Goals	Integrate improved aesthetics and visual environment into project designs.
Question(s) to Ask	Does the alternative provide opportunities to improve beautification, placemaking, and inviting infrastructure?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	High/Best
Alternative 3 Rating	Moderate

DRAFT: SUBJECT TO CHANGE

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future MoDOT NEPA studies, per Title 23 of the US Code, Part 168.



Future64 Study

Advisory Group Meeting #3

December 14, 2022

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



Introductions

Project Recap

Overview of Alternatives

Initial Screening Results

Small Group Exercise – Benefits & Impacts of Alternatives

Round Robin Discussion

Where do we go from here?



Introductions



Study Recap - What's happened so far?





Advisory Group Meeting #1 – May 2022 Existing Conditions	Existing conditions: <ul style="list-style-type: none">• Growth of Corridor• Crash rates above statewide average• Existing access to/from I-64 is challenging• Bridges in need of repair/investment• Transportation investments needed to serve vulnerable population• I-64 creates a barrier effect for community and N-S connections• Lack of high-quality bicycle and pedestrian facilities
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PROJECT NEEDS

The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.

Increase safety for all users

- Vehicles
- Bicycles
- Pedestrians



Improve transportation system with intuitive navigation to, from, and across I-64



Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users



Optimize bridge maintenance by improving structural conditions to maintain a good state of repair



Maintain Interstate function, operations, and capacity for the future



Advisory Group Meeting #2 – July 2022 Level 1 Alternatives

- Corridor strategies
- High-level concepts for interchange improvements



- Shared initial screening results vs. needs
- Feedback was used to complete evaluation of level 1 concepts



Study Recap: What's happened since the last meeting

- Focused on Corridor Alternatives
- Received FHWA concurrence for level 1 screening and alternatives
- Developed level two screening criteria
- Development of level two corridor alternatives
- Analysis performed: traffic, safety, multimodal, and community benefits

PROJECT GOALS

Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.



Right-size I-64 to reuse available space to benefit the community.



Support improved land use near transit stations and trails.



Improve equitable outcomes for disadvantaged communities.



Coordinate with regional partners to enhance the local transportation network.



Integrate bicycle and pedestrian facility design best practices into project designs.



Consolidate access points from interstate to local system.



Invest in projects that provide good cost benefit improvements.

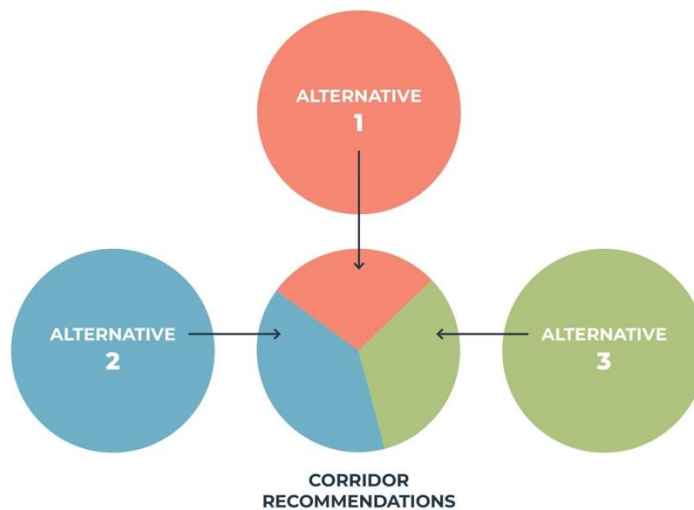


Integrate ecology best practices into project designs and right-of-way use.

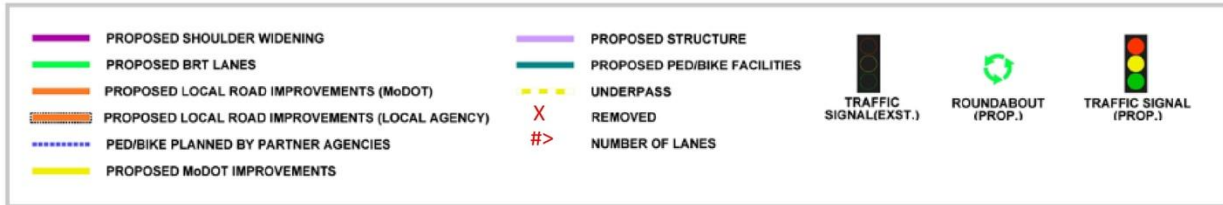


Integrate improved aesthetics and visual environment into project designs.

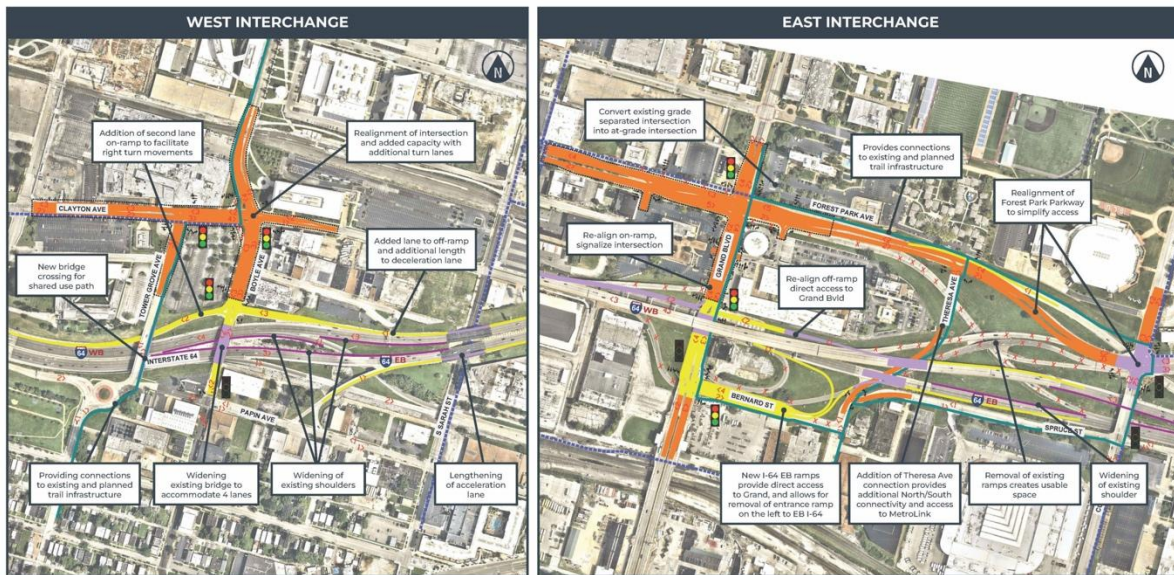
Overview of Alternatives



Map and Legend Overview



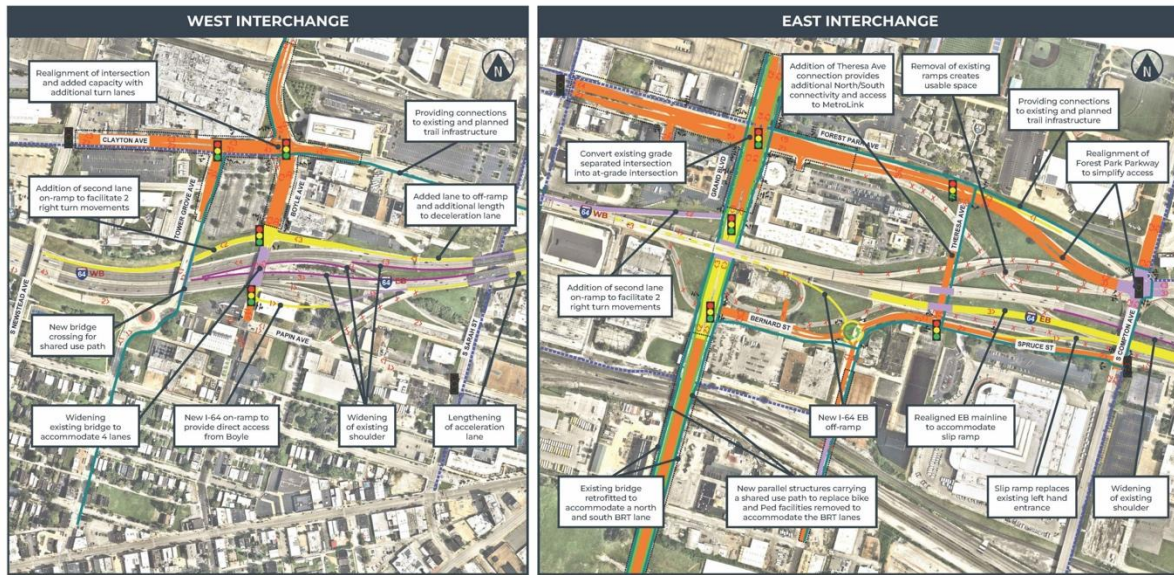
Alternative 1



FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.



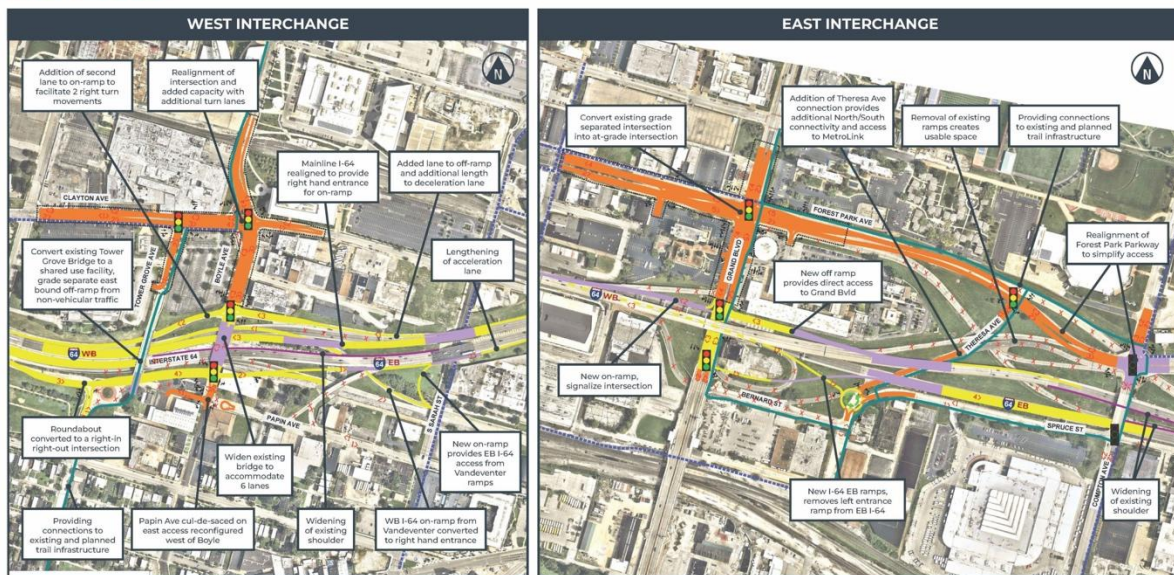
Alternative 2



FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.



Alternative 3



FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.



Estimated Costs

Bridge Repairs/Replacements to Extend Life Past 2050 = \$100M

	Alternative 1	Alternative 2	Alternative 3
Investment on MoDOT System	\$80M	\$96M	\$130M
Investment on Local System	\$16M	\$28M	\$19M
Bridge Repairs	\$90M	\$90M	\$90M

Current Funding FY22-FY26 = \$16M

MoDOT Unfunded Needs List

- Tier 1 - \$86M
- Tier 2 - \$24M

Initial Screening Results



Need – Safety for All Users

	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Moderate	Moderate	High
Congestion Reduction		√	√+	√+
Improved interchange spacing				√+
Reduction Access points		√	√+	√+
Removes Left Hand Entrance Ramps		√	√	√+
Improved Interchange Ramps		√	√	√
Improved Shoulders		√	√	√

Need – Safety for All Users: Bike/Ped

	NB	Alt1	Alt2	Alt 3
Performance Rating	Moderate	Moderate	Moderate	High
Planned Low Stress Improvements from GRG and City of STL	√	√	√	√
New Intersection at Forest Park and Grand		√-	√-	√-
New Separated Facilities Along Grand, Theresa and Forest Park		√	√	√
Clayton Ave Improvements			√+	
Grade Separation at Tower Grove and Conversion to Ped Only				√+

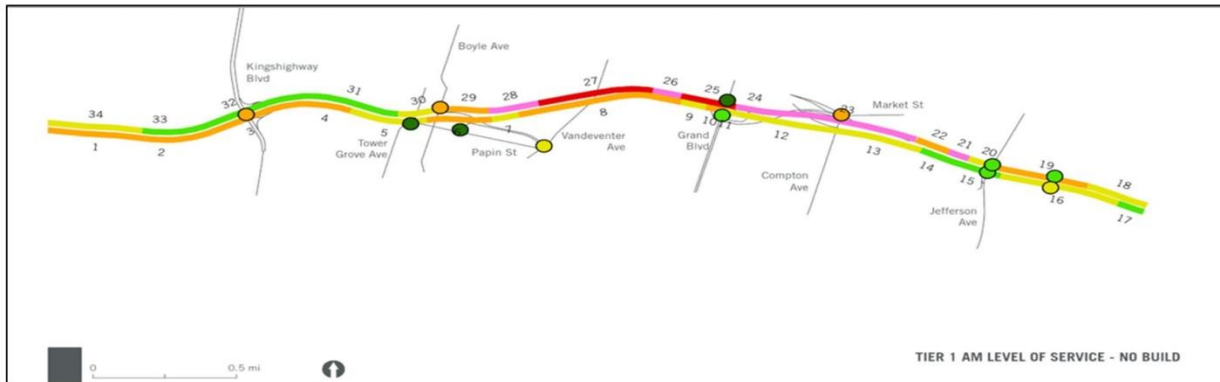
Need – Intuitive I-64 Access

	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Moderate	Moderate	Moderate
Removal of Market Street On and Off Ramp		√	√	√
Consolidated Access at Boyle		√	√	√
Consolidated Access at Grand Blvd		√	√	√
No Significant Travel Time Increases		√+	√+	√

Need – Reduced Barrier Effect

	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Moderate	High	High
Increase of more than 1 mile of new facilities			√	
Increased crossings of I-64		√	√	√
Increased grade separated crossings of RR			√	
Improved connectivity to Grand MetroLink Station		√	√	√

Need – Maintain Interstate Function, Operations and Capacity for Future



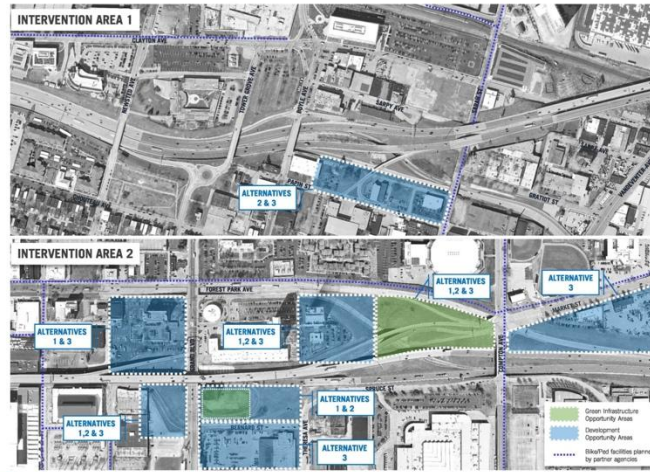
	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Low	High	High

Goal – Right-size I-64 to Reduce Highway Footprint

	NB	Alt1	Alt2	Alt 3
Performance Rating	N/A	Moderate	Moderate	High
Potential Released Acreage		6.5	7.1	10.7
Potential Redevelopment Acreage		14.7	14.8	30.8
Potential Residential Units		700	600	1800
Potential Commercial SQFT		25,000	12,000	58,000
Potential Developments with Transit Access		3	4	5
Potential Developments with Trail Access		3	4	6

Goal – Community Benefits of Alternatives

DEVELOPMENT & GREEN INFRASTRUCTURE OPPORTUNITY AREAS OPPORTUNITY AREAS RELEASED BY ALTERNATIVES



Goal – Improve Equitable Outcomes: Protect Community Assets

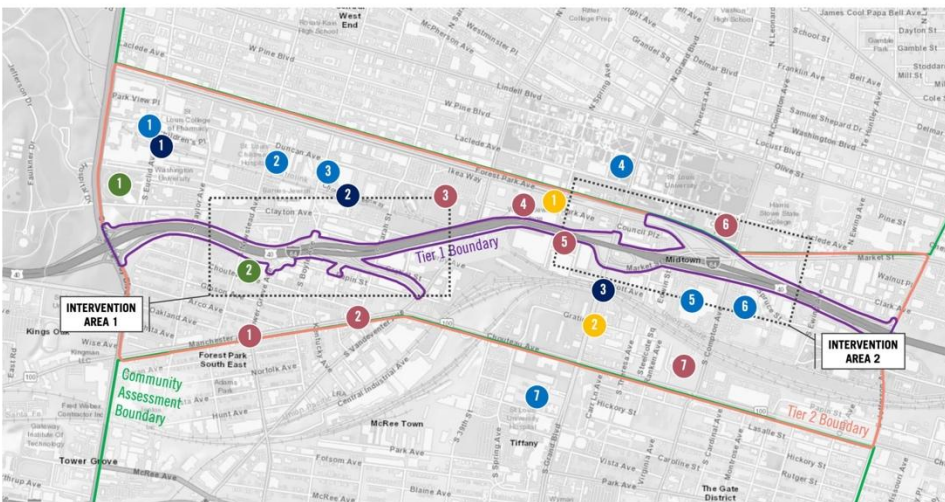


Goal – Improve Equitable Outcomes: Protect Community Assets

10 MIN WALK RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Marginal	High
Higher Education	Medium	Marginal	Medium
Hospitals	Marginal	Low	Low
Community Services	Low	Marginal	Low
Schools	Marginal	Marginal	Marginal
Other Community Assets	High	Medium	High
OVERALL SCORE	Medium	Low	Medium

10 MIN BIKE RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Low	Low
Higher Education	Low	Low	Low
Hospitals	Low	Low	Low
Community Services	Low	Low	Low
Schools	Marginal	Low	Low
Other Community Assets	Medium	Medium	Marginal
OVERALL SCORE	Low	Low	Low

Goal – Improve Equitable Outcomes – Improve Quality of Life



Goal – Improve Equitable Outcomes – Improve Quality of Life

10 MIN WALK RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Medium	Low	High
Commercial and Entertainment Destinations	Medium	Marginal	Medium
Groceries	High	Low	High
Parks	Marginal	Marginal	Low
OVERALL SCORE	Medium	Low	High

10 MIN BIKE RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Low	Low	Low
Commercial and Entertainment Destinations	Low	Low	Low
Groceries	Medium	Medium	Medium
Parks	Marginal	Marginal	Marginal
OVERALL SCORE	Low	Low	Low

Goal – Improve Equitable Outcomes – Improved Access to Underserved Communities

ALTERNATIVES RANKED FOR ACREAGE OF 10 MIN WALKSHED SERVING VULNERABLE AREAS			
Community Assets	Rank 1	Rank 2	Rank 3
Health Clinics	Alternative 3	Alternative 1	Alternative 2
Higher Education	Alternative 3	Alternative 1	Alternative 2
Hospitals	Marginal Variation		
Community Services	Alternative 3	Alternative 1	Alternative 2
Schools	Marginal Variation		
Other Community Services	Alternative 1	Alternative 3	Alternative 2
Quality Of Life	Rank 1	Rank 2	Rank 3
Major Employers	Alternative 3	Alternative 1	Alternative 2
Commercial and Entertainment Locations	Alternative 3	Alternative 1	Alternative 2
Parks	Alternative 3	Alternative 2	Alternative 1
Grocery Stores	Alternative 3	Alternative 1	Alternative 2
Transit Stops	Rank 1	Rank 2	Rank 3
Transit Stops	Alternative 1	Alternative 3	Alternative 2

Small Group Exercise

Benefits and Impacts of Alternatives



Benefits & Impacts of Each
Alternative:
Report Out

Round Robin Discussion

- Share your thoughts
 - What excites you most about the alternatives?
 - What should MoDOT focus on as the Future64 Study moves into the next phases of planning and project development?
 - Is there anything you can tell us to improve future PEL studies?

Where do we go from here?

- What happens with the feedback from these meetings?
- Meet with elected officials
- Public meeting – January 18, 2023
- PEL Report with Recommendations for Next Steps of Planning - April 2023



Thank You!

For more information, visit

www.future64.com

or

Email: Chandra Taylor

ctaylor@vectorstl.com



Appendix D: Questions & Comments about Alternatives

General

- How much time has your team spent watching the bikes?
 - o The project team has done site visits and documented bikes crossing over on the bike/ped bridges throughout the course of the project.
- Have you done counts? There is anecdotal information but not quantitative data. Is the team guessing? Where are the commuters going? Where are the boots on the ground to count people walking and biking?
 - o The project team worked closely with East West Gateway to extract data and account for 2050 shifts. All this is documented.
 - o A lot of information about this is available on the website, including quantitative data and the technical review process.
 - o The information presented tonight is a holistic picture of the alternatives.
- Can you walk us through that data? We need to spend time understanding the data before looking at alternatives.
 - o This is not going to be covered today. We can work with MoDOT to go through it with you.
- For a project this big, you would have spent several hours in a workshop before talking about alternatives at all.
 - o We are calling these “alternatives”. We have drawn up 15-16 ideas, ruled out ideas, assembled 3 “alternatives”. We wanted to look at a diversity of ideas. The “alternatives” are arranged to see as many elements as possible.
 - o The project team is still in the planning process. TAG members are involved in the planning process, and no decisions have been made so far.

Questions and comments about Alternative 1

- No comments/questions about Alternative 1

Questions and comments about Alternative 2

- Would Spruce be one-way going east?
 - o Yes, Spruce would be one-way from Theresa to Compton.

Questions and comments about Alternative 3

- No comments/questions about Alternative 3

Appendix E: Questions & Comments about Initial Screening Results

Safety Bike/Ped

- Forest Park Ave./Grand Blvd. received check minuses across the board. What is it currently?
 - o These are negative because of increased exposure and distance of crossings if Forest Park and Grand are at-grade. This intersection would be much bigger than it is today.
 - o This doesn't mean that an at-grade intersection doesn't work. We can do things that are more bike/ped friendly to improve this.
- Right now, is Forest Park Ave./Grand Blvd. lower or higher than check minus? Is doing nothing (no build) better than doing something?
 - o The check minus assumes that the intersection is built for 2050 projected vehicle capacity.
 - o Car capacity was put as the top priority because of the potential volume of traffic in 2050.
- Why do anything, then?
 - o When we look at these alternatives, we would see more emphasis for low-stress crossings. Having an at-grade intersection would be an improvement over what's there now. It's still an improvement but with inherent safety issues.
- Even though Forest Park Ave./Grand Blvd. is not part of the MoDOT system, that intersection impacts the situation on I-64.

Maintain Interstate Function, Operations and Capacity for Future

- Is the Forest Park Ave./Grand Blvd. footprint the same for at-grade?
 - o There are some differences in turn lanes that adjust the footprint slightly but in all three alternatives the footprint is big.
- St. Louis City, in partnership with Saint Louis University, is planning on updating the intersection at Forest Park Ave./Grand Blvd. However, this is updated by the City (at-grade or grade separated), it needs to be incorporated into the Future64 planning.
- How much growth is predicted for 2050?
 - o It varies depending on where you are. There are 30-40 known or likely hospital developments. Projections are based on East West Gateway's models.
- Forest Park Parkway volumes decline after the Forest Park/Grand intersection. When you look at overall vehicular growth and consider the at-grade intersection, local traffic will be diverted elsewhere to avoid this intersection.
 - o Yes, traffic volume dropped 20-30%. This information is available in the technical report.

Appendix F: Small Group Report-out Notes

Group 1

- Alt 3: Group has concerns if out-of-direction traffic is required at Grand. This could impact EMS access.
- Alt 3 at Boyle/Tower Grove Ave: Preference to keep Tower Grove Ave. as a facility for vehicles as well. Having both North-South connections helps draw traffic of Boyle.
- Because of change to access on Compton/Market, feedback about the Theresa connection is vital, especially for events at Chaifetz Arena. Coming in/exiting events at the same time could be a big challenge
- It would be good to have Theresa go all the way to Chouteau, especially as more development comes to Grand.
- There is a desire to keep Forest Park Ave./Grand Blvd. grade separated but look for other ways to make it easier for bike/ped to move across the intersection safely

Group 2

- Compton over I-64 needs separated bike/ped
- Compton/Forest Park is high stress bike/ped area
- Boyle Ave “joy” (north of I-64)
 - o Safety/pedestrians
 - o Reduces volume?
- Highlight bus rapid transit on Grand
- Alt 2: One-way operations at Spruce impacts Metro’s operation facilities. If it’s a one-way, this reduces options.
- Alt 1: No easy access for vehicles to get to Metrolink station
- Keeping Forest Park and Grand separated
 - o High disabled population
 - o Bike/ped facilities
- Curiosity about keeping Forest Park Ave./Grand Blvd. grade separated. Why is that still an option?
 - o There is concern about all six lanes of traffic up to grade. Students live there and walk there. Right now, they cross two lanes of traffic, on ramp, and exit ramp. When you bring another four lanes up, people in cars don’t stop.
 - o Students often disobey turn signals, impacting traffic.
- Forest Park Ave./Grand Blvd: Needs to be a consideration on how to make an at-grade intersection safer, more lanes across, more pedestrian refuges.
- Forest Park Ave./Grand Blvd: Another issue is people trapped in the intersection. There is still merit to analyze this as existing configuration, more welcoming and safe. Not a traffic benefit to add all the traffic lanes in there.
- Forest Park Ave./Grand Blvd: Not yet convinced at at-grade is the answer, specifically when you consider pedestrian safety. Need to think about the amount of foot traffic.
- Spring St. is a major Brickline north-south connection, a lot of bike/ped connections there. Not just connection along Grand. Spring will be another bike/ped area. Concern that if nothing there to slow people down off I-64, this could be an issue.

- We still have some data about separated interchange. It's reflected in the north-bound data.
- Forest Park Ave./Grand Blvd: City has approved having mid-block crossing between Element Hotel and here. Having another light at Forest Park Ave. will help send a signal to slow down, prioritize pedestrians crossing safely.

Group 3

- Labels: Revise labels from BRT to bus lanes on alternatives and graphics for Jan. 18th public meeting / Jan. 13th Mayor / Cabinet meeting
- Labels: Revise labels to make it easier to see Theresa crossing on Alternative 2 for Jan. 18th public meeting / Jan. 13th Mayor / Cabinet meeting
- Concern about access to land uses along Forest Park Avenue
- Concern with access to property containing Anheuser Busch sign at southeast corner of Grand and I-64
 - Only one of the three alternatives has land-use access issues
- Impact to land use along Forest Park Ave. was an issue. Is there a way to do a gut check on the impact on existing land uses or off-system roads? Identifying the issues that may come up or beneficial outcomes?
- Theresa crossing needs to be more visible.
- Coordination is needed to make improvements work at Clayton/Boyle. Further analysis is needed.
- Have railroads been at the table at all?
 - No.
- Supportive of Theresa crossing railroad tracks but needs further analysis after this study
- Desire for ramp alternative to stairs and elevator at Grand MetroLink station area because elevator is out of commission so often and people with disabilities would like a spiraling ramp option < further analysis but not MoDOT
- City wants to have additional coordination on how to study and invest together on how local/MoDOT roadways work together such as Boyle/64 interchange

Appendix G: Additional Questions and Comments

- The City is going to be resurfacing Grand. There needs to be a greater conversation about what restriping the lanes will be like, especially by Chouteau. The City is working with WSP to figure out what the new lines are going to look like. This effort needs to be incorporated into the Future64 conversations.
- In addition to many students walking/biking along Forest Park Ave./Grand Blvd. intersection, there is also a high concentration of people with disabilities who need a usable pedestrian crossing.
- Build bike facilities so they don't collect debris, causing bikes to swerve into traffic.
- In light of what's been discussed at Forest Park Ave./Grand Blvd., will this effort open a reanalysis about keeping the underpass? Or is it a strong recommendation that this become an at-grade intersection?
 - o A lot of the discussion today covered the benefits and shortcomings of Forest Park Ave./Grand Blvd. becoming an at-grade intersection. There needs to be further analysis in future studies and phases.
 - o The Future64 team is not refining the alternatives after this process. We are collecting feedback to make the final recommendations for what the next study starts from.
- Is there another study after this? Everyone's input will go into potential suggestions that go forward to another study?
 - o The purpose of PEL Study is to help develop recommendations and implementation plan. This does not provide MoDOT clearance to build the project. It narrows down alternatives. Elements from Alternatives 1, 2, and 3 will continue to be analyzed. Pieces of each alternative may move forward.
 - o All this information moves forward into some type of NEPA approval process/environmental approval.
 - o For elements that are in the City's right of way, there's more flexibility. Alternatives in this plan are not determinative of what happens in the City infrastructure. We can make informed but independent decisions about City infrastructure. The environmental process is far more significant for highway elements than for City infrastructure, depending on how it is funded.
 - o The City and SLU have some things to discuss about the Forest Park Ave./Grand Blvd. intersection. These discussions can happen in parallel. This intersection is not MoDOT's jurisdiction. MoDOT can function with what we think will be coming. The City has to decide what they're doing with that intersection. The City and MoDOT are engaged in this process together.
 - o The NEPA process isn't the only point of input. The City can do stakeholder and community engagement independent of MoDOT's work.
- Will we have the chance to see final designs before final decisions are made? I want another opportunity to see this before it's released.
 - o Through this process you know rationale of why some things were ruled out and pushed forward.
 - o Some of the things discussed today will happen in the next contract/project phase.

Appendix H: Comments submitted from East West Gateway Council of Governments

From: Paul Hubbman <paul.hubbman@ewgateway.org>

Sent: Tuesday, December 20, 2022 3:04 PM

To: ctaylor <ctaylor@vectorstl.com>

Cc: Marcie Meystrik <Marcie.Meystrik@ewgateway.org>; Potthast, Andrew <Andrew.Potthast@hdrinc.com>; Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>

Subject: I-64 PEL - some additional thoughts

Team,

Discussing internally and thinking a bit more about the project options, i'd like to submit the following additional thoughts:

1. On all three alternatives, the parking lot bordered by Tower Grove, Clayton, Boyle, and I-64 needs an enhanced, strong, greenway-type connection to whichever property it is serving (verify, but perhaps the building across Boyle????). It is a large lot presumably driving many pedestrian crossings at peak hours, and every leg of adjacent roadway is slated for additional vehicular lanes / longer pedestrian crossings.
2. In light of the concerns articulated by SLU staff about the at-grade proposal for the Grand / Forest Park intersection, we recommend that this intersection be evaluated in a way that includes not only vehicular movements, volume, and level of service, but also pedestrian volumes, level of service, and level of stress. The university generates significant pedestrian traffic at this location, and the intersection's capacity to safely and efficiently facilitate significant pedestrian traffic needs to be considered equally to moving vehicular traffic. Should grade separated options be considered, regardless of mode, pedestrian facilities need to be both practical and attractive. Pedestrian tunnels, for instance, are often dark and seem unsafe. Additionally, lengthy ramps for tunnels or bridges often discourage use because they force an indirect route, encouraging people to cross the road in an unsafe manner.
3. In light of the barrier effect goal of facilitating transit access, strategies to better connect to the potential Norths Side / South Side Jefferson alignment (at the east end of the study area) need to be thought through and included, particularly within the context of the bike / ped facility network in the area.
4. Also, and just to reiterate, consideration of the impacts of the off-system roadway modifications on existing land uses needs to be included in the end result. We do a lot of work to repair or mitigate negative consequences of roadway expansions or other modifications on existing uses and communities, usually well after the fact and at great cost. Identifying likely impacts (positive or negative) on existing properties and uses (as well as possible solutions) should be included in the discussion of the development impact of the various options.

Thanks again for all of your hard work and for facilitating such a productive conversation.

Enjoy your holidays.

Paul Hubbman

Appendix I: Comments submitted from Metro Transit

Metro Transit review of three Alternatives for I-64 project

	Alternatives		
	1	2	3
Keeps operational access from I-64 EB to Grand MetroLink Station	No	Yes	Yes
Keeps operational access from I-64 EB to Grand Ave.	Yes	Yes	Yes
Improves operational access from I-64 to Forest Park Ave	Yes	Yes	No
Improves operational access from Forest Park Ave to I-64	No	Yes	No
Improves operational access from Main Shop to I-64	No	Yes	No
Keeps easy operational access from I-64 EB to Main shop	No	Yes	No
Keeps easy operational access from I-64 WB to Main shop	No	Yes	Yes
Buses able to directly access Grand MetroLink Station and Grand Blvd. via Bernard	No	Yes	No
Keeps operational access Main shop to MetroLink Station	Yes	No	Yes

Below are Metro's comments:

These comments concern plans between Grand and Compton

Concern for the number of ramp and road connections intersecting Grand Blvd. which would impact transit rider safety and movement accessing Grand MetroLink station and associated bus stops on Grand Blvd.

Alternative 2 has most Yes but the concern with this plan is access between Main Shop and Grand MetroLink Station due to one way road on Spruce.

Metro uses access to Grand MetroLink from Main Shop for Security personal

If alternative 2 were selected Metro would like to see if an access road could be built between the Main Shop to just west of beginning one way road. This would be similar to one way reverse access between North County Transit Center and STL at FVCC and W. Florissant

Change the wording of "Proposed BRT" to "Dedicated Bus Lanes"

These alternatives enhance MetroLink station access for transit users.

However, these alternatives do not carry forward an at-grade midblock crossings recommended by the TAP published in 2021 for pedestrian and transit user safety.

Appendix J: Comments submitted from Trailnet

It's refreshing to see MoDOT undergo a process like this Planning and Environmental Linkages Study that recognizes and emphasizes more realistically the roles of other forms of mobility outside of cars. The Alternatives presented reflected a refreshing amount of consideration to the barrier that a major highway like I-64 can be to the communities it travels through. That being said, Trailnet has a few overall comments that we feel could benefit the project.

1. To only see dedicated bus lanes in one of the concepts was a disappointment, and it is our opinion that dedicated bus lanes should be considered regardless of which alternative concept is ultimately selected. The #70 Grand bus currently carries almost a fifth of the people traveling along Grand, and up until recent declines in ridership due to COVID and driver shortages, it carried as much as 10,000 people a day (close to half the people traffic on the corridor per MoDOT's 2021 AADT counts of 22,000 cars per day). Given the City of St. Louis's non-attainment status for air quality, East West Gateway Council of Governments focus on Transportation Equity and choice, and the ability of public transportation to address multiple converging challenges the city is facing (air quality issues, disparities in commute times outlined by the [City of St. Louis's Equity Indicators report](#), increasing traffic fatalities among people walking and biking, dangerous driving, an overall need for better bus service, and the positively disproportionate role that investing in transit facilities can have on lower income people) we strongly encourage MoDOT to integrate and recommend both dedicated lanes as well as transit signal priority on all the alternatives moving forward.
2. Of the alternatives presented we thought that the West Interchange of Alternative 1 appears to be the best for people walking and biking while still considering overall project costs and the desires of automobile users, while the East Interchange of 2 was a clear champion for people who are getting across the I-64 corridor by foot, bus, or bike.
3. We felt that the benefit and utility of a dedicated bike/pedestrian only bridge at Tower Grove in the West Interchange of Alternative 3 was a bit over emphasized by the Screening Document and ratings. By the time any projects from this PEL would be initiated, there will be a high quality low stress crossing of the corridor just two blocks East on Sarah Street, and the natural flow of people walking and biking will be clearly signed to show that as a preferred low stress route (this is shown on the concepts, but may not have been given significant enough weight as likely the preferred crossing for people on bikes) It's our opinion that a new shared use path bridge crossing (as shown in West Interchange 1 & 2) will be a significant addition and alternative, and by our assessment the one removed conflict point at Papin with Alternative 3 would likely be outweighed by the significantly wider crossing and potentially increased sound stress created from a much geographically larger Boyle configuration.

4. Regardless of whether Grand at Forest Park Parkway is Grade separated, or at grade, there is a need to make sure this interchange is flawlessly designed for bus service and people on foot. Also a key element is to mitigate the speed and kinetic energy of automobiles as they exit I-64 westbound here. Something the current configuration does poorly, and why crossing Forest Park Parkway at Spring feels so stressful and dangerous on foot. When these interchanges are updated, special consideration and emphasis should be placed on design and visual cues that show people driving that they are no longer on a highway.

We are encouraged by the conversations, and consideration shown in this process, and we look forward to additional opportunities to engage with MoDOT and others as projects and ideas move forward from this study. Thank you for including us in your review.

If you have any questions about the above comments, please don't hesitate to reach out to me or our team for clarification. I can also be reached by phone at 859-967-9260.



Taylor March (He/Him)
Director of Programs
317 North 11th Street, Suite 302
St. Louis, MO 63101
Phone: (314) 762-1759
Website: www.trailnet.org

Appendix D.7. Community Advisory Group Meeting #3 Summary (December 14, 2022)



Future64 Study
Community Advisory Group (CAG) Meeting #3
Wednesday, December 14, 2022

In person at Great Rivers Greenway
Prepared by Gabriela Bloom, Vector Communications

Overview

On December 14, 2022, the Missouri Department of Transportation hosted the third of three Community Advisory Group meetings for the Future64 Study.

Communication

An email was sent on October 13, 2022, to inform participants about the meeting. That primary email was followed up by a calendar invitation and three additional reminder emails via MailChimp. The committee received phone calls the week of the meeting to confirm attendance. Reminder emails were sent to meeting attendees with the pre-meeting documents.

After the meeting, on December 20, 2022, the committee received a follow-up thank you email with meeting documents.

See all email correspondences to invite, remind, and follow up with CAG members in Appendix A. Please find pre-meeting documents in Appendix B. The meeting presentation can be found in Appendix C.

Meeting Attendees

Name	Organization
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Imran Hanafi	Cathedral Square Special Business District
James Harris III	St. Louis Metropolitan Police Department, Fourth District
Rachel Witt	South Grand Community Improvement District

CONSULTANTS	
Name	Organization
Justin Carney	Development Strategies
Lou Kuelker	HDR Inc.
Andy Potthast	HDR Inc.
Kevin Neill	Lochmueller Group
Julie Nolfo	Lochmueller Group
Tom Blair	MoDOT
Aaron Groff	MoDOT
Shaun Tooley	MoDOT
Jen Wade	MoDOT
Gabriela Bloom	Vector Communications
Chandra Taylor	Vector Communications

INVITED STAKEHOLDERS

Name	Organization
Abdul-Kaba Abdullah	Park Central CDC
Audrey Ellermann	Covenant Blu Grand Center Neighborhood Association
Becky Reinhart	DeSales Community Housing Corporation
Bob Hilgemann	Botanical Heights Neighborhood Association
Brandon Robnett	Shaw Neighborhood Improvement Association
Bryan Rogers	Bi-State/Metro Transit
Dan Doelling	Forest Park Southeast Neighborhood Assoc
Darius Chapman	100 Black Men
David Nehrt-Flores	Deaconess Foundation
Debra Bagby	Barnes Jewish Hospital
Deidre Brown	GirlTrek: St. Louis
Dr. Pat Adegboyega	Gate District West Association
Elizabeth Goodwin	Rosati-Kain High School
Imran Hanafi	Cathedral Square Special Business District
James Harris	St. Louis Metropolitan Police Department, Fourth District
Jesse Arevelo	Barnes Jewish Hospital
Joel Oliver	Green Street St. Louis
Karen Meirink	Explore St. Louis / Visitors and Convention Bureau
Kate Haheer	CWE North CID
Kate Walter	Central West End Association
L. Criss	City of Saint Louis
Lance Knuckles	St. Louis Development Corporation
Linda Ngyuen	Tiffany Community Association
Matt Bauer	Green Street St. Louis
Mecca Baker	Gate District West Association
Michael Hamberg	Pier Properties Group
Miguel & Carla Alexander	JeffVanderLou Neighborhood Association
Monique Williams-Moore	Urban League of Metropolitan St. Louis

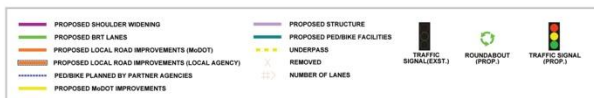
Opal Jones	Doorways
Patti Hill	Central West End Association
Rachel Witt	South Grand Community Improvement District
Sal Martinez	Employment Connection for St. Louis
Steve Smith	Lawrence Group
Sundy Whiteside	St. Louis Association of Community Organizations

Minutes

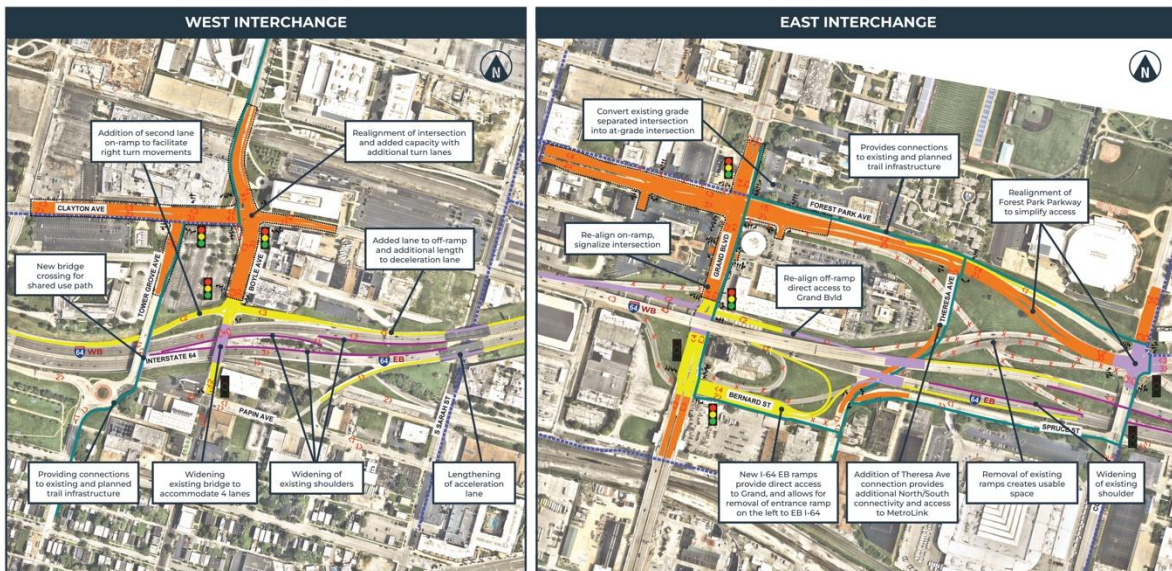
The meeting started at 4:30 p.m. Jen Wade of MoDOT opened the meeting and thanked members for attending. Shaun Tooley of MoDOT shared some welcoming remarks. Chandra Taylor of Vector Communications shared group introductions. Then, Andy Potthast of HDR provided PEL Study updates and the project timeline and study area, and an overview of what the project team has been doing since the July 2022 Community Advisory Group (CAG) meeting.

Next, Lou Kuleker of HDR shared an overview of the three alternatives. Lou emphasized that though the three alternatives are being shared separately from one another, it is possible to incorporate aspects of all three to the final preferred alternative. CAG members had printed versions of the alternatives in front of them and could review the information more closely. CAG members had an opportunity to ask questions about all three alternatives.

I-64 PEL ALTERNATIVE 1



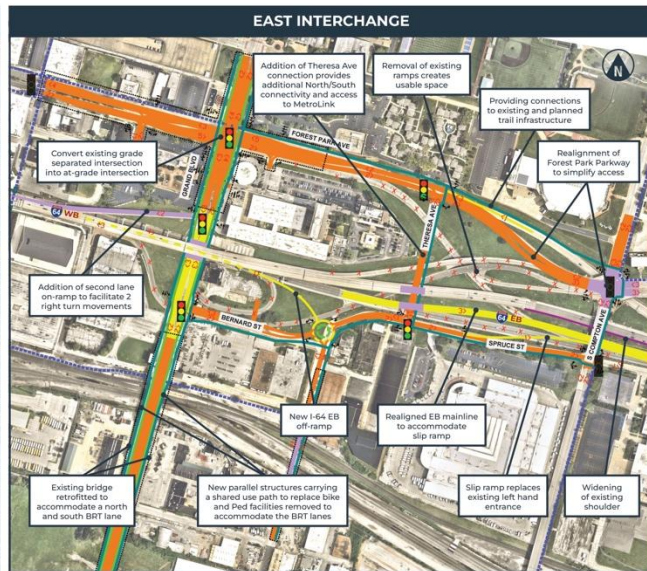
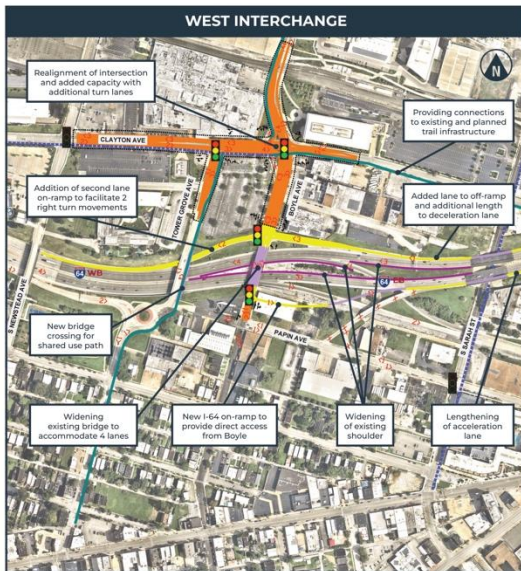
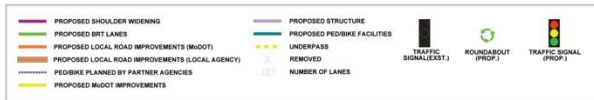
KINSHIP HIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY - TRANSPORTATION - TOGETHER



FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

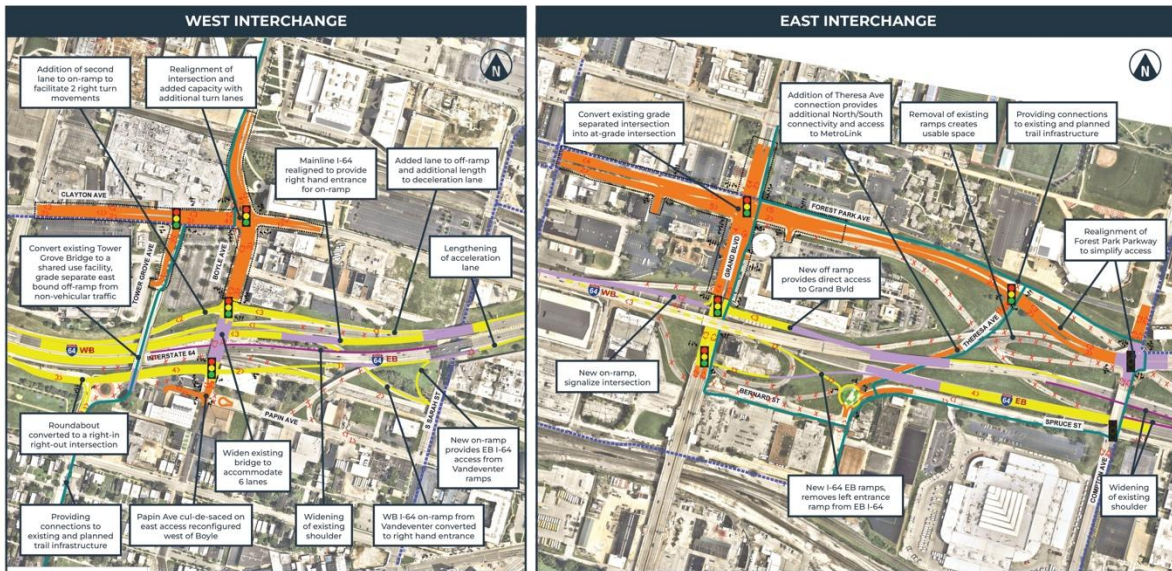
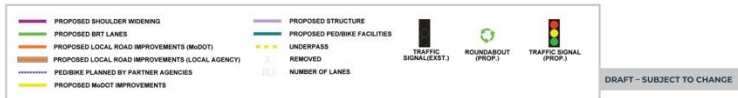


I-64 PEL ALTERNATIVE 2



FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

I-64 PEL ALTERNATIVE 3



FOR PLANNING USE ONLY: The alternatives presented are conceptual in nature and are subject to change based on additional data collection, further analysis, and future phases of design. The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

Questions and comments about the three alternatives can be found in Appendix D.

Next, Jason Longsdorf with HDR introduced the initial screening results of each alternative. This included assessing the impact of each alternative along the same metrics, and comparing these impacts with a “no build” option. Julie Nolfo and Kevin Neill of Lochmueller Group continued this discussion and went through each Need metric. Justin Carney of Development Strategies then went through the Goal metrics and compared each alternative.

The CAG members broke off into small groups to complete a small group exercise to discuss the three alternatives in detail. After breaking into groups, a project team member reported out on the group conversation. *Notes from the break-out groups can be found in Appendix E.*

After the break-out groups reported out, CAG members had the opportunity to ask additional questions and share additional comments with the project team. *Questions and comments can be found in Appendix F.*

Andy closed the meeting by thanking CAG members for being a part of the Future64 project. Andy shared that the PowerPoint would be distributed to CAG members after the meeting and

MoDOT Future64 CAG Meeting #3

questions and comments could be submitted via email to Chandra Taylor of Vector Communications at ctaylor@vectorstl.com.

Jen thanked everyone for their participation and time.

Andy adjourned the meeting at 6:30 p.m.

After the Community Advisory Group concluded, three (3) additional comments were received from Matt Bauer of Green Street, Will Smith of New + Found Company, and Michael Hamburg of Pier Properties. These comments can be found in Appendices G, H, and I, respectively.

Appendix A: Email correspondences with CAG

12/21/22, 1:57 PM

Vector Communications Mail - Fwd: Future64 CAG Meeting #3



Gabriela Bloom <gbloom@vectorstl.com>

Fwd: Future64 CAG Meeting #3

1 message

Chandra Taylor <ctaylor@vectorstl.com>
To: Gabriela Bloom <gbloom@vectorstl.com>

Wed, Dec 21, 2022 at 12:57 PM

----- Forwarded message -----

From: Chandra Taylor <ctaylor@vectorstl.com>

Date: Thu, Oct 13, 2022 at 3:52 PM

Subject: Future64 CAG Meeting #3

To: <Kate.Haher@cwenorthcid.com>, Mecca Baker <meccawov@gmail.com>, <cwea@thecwea.org>, <rfeder@cid.edu>, Sal <martinezs@employmentstl.org>, Forest Park Southeast <forestparksoutheast@gmail.com>, <botanicalheightsneighborhood@gmail.com>, Rachel Witt <rachel@southgrand.org>, <niapresident@shawstlouis.org>, <knucklesl@stlouis-mo.gov>, <jaharris@slmpd.org>, Audrey Ellermann <nurseauby@gmail.com>, <info@doorwayshousing.org>, <egoodwin@rosati-kain.org>, <achumbley@cortexstl.com>, <mwilliams@urbanleague-stl.org>, MiguelCarla Alexander <tilliescorner@gmail.com>, <Joel@greenstreetstl.com>, <kmeirink@explorestlouis.com>, <michael@pierpropertygroup.com>, <jesse.arevalo@bjc.org>, David Nehrt-Flores (davidn@deaconess.org) <davidn@deaconess.org>, Imran Hanafi <ihanafi@yahoo.com>, Will Strang <will@grandcenter.org>, Smith, Will <Will.smith@newandfound.com>, Smith, Steve <Steve.smith@thelawrencegroup.com>, Abdul-Kaba <Abdul@pcd-stl.org>, brodei225 <brodei225@aol.com>, <info@100blackmenstl.com>, Patti Hill <pdh@pattidhill.com>, <becky@desalescd.com>, <drpat555@gmail.com>, <matt@greenstreetstl.com>, <swhiteside@slaco-mo.org>, <tiffanycommassoc@gmail.com>

Cc: Hochlan, Jessica <Jessica.Hochlan@hdrinc.com>, Potthast, Andrew <Andrew.Potthast@hdrinc.com>, Longsdorf, Jason <Jason.Longsdorf@hdrinc.com>, Julie Nolfo <JNolfo@lochgroup.com>, Kevin Neill <KNeill@lochgroup.com>, Kuelker, Lou <Lou.Kuelker@hdrinc.com>, Rojan Thomas Joseph <rjoseph@development-strategies.com>, <jonathan.deves@hdrinc.com>, Padgett, Ylana <Ylana.Padgett@hdrinc.com>, Aaron J Groff <Aaron.Groff@modot.mo.gov>, Jennifer A. Wade <Jennifer.Wade@modot.mo.gov>, Kyle E. Grayson <Kyle.Grayson@modot.mo.gov>, THOMAS J EVERS <Thomas.Evers@modot.mo.gov>, THOMAS K BLAIR <Thomas.Blair@modot.mo.gov>, EDDIE WATKINS JR <Eddie.Watkins@modot.mo.gov>, Melissa Scheperle <Melissa.Scheperle@modot.mo.gov>, <Cynthia.simmons@modot.mo.gov>, Shaun E. Tooley <shaun.tooley@modot.mo.gov>, <Tyler.Lehde@modot.mo.gov>

SAVE THE DATE

Please join the Future64 Study team for the last Community Advisory Group meeting to discuss the selected alternatives and to provide feedback that'll help streamline the outcomes.

Who: Community Advisory Group

When: Wednesday, December 14, 2022 at 4:30pm-6:30pm

Where: Great Rivers Greenway
Mississippi Room
3745 Foundry Way, Suite 253
St. Louis, Missouri 63110

What: This is an in person only event. More details to follow.

If you have questions, contact Chandra Taylor at ctaylor@vectorstl.com.

Thank you, and we look forward to seeing you again.

--

Chandra Z. Taylor

<https://mail.google.com/mail/u/0/?ik=c08bd6bbe3&view=pt&search=all&permthid=thread-f%3A1752847332172933040&simpl=msg-f%3A1752847332172933040> 1/2

12/21/22, 1:57 PM

Vector Communications Mail - Fwd: Future64 CAG Meeting #3

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2/2



Benefits & Impacts of Alternatives CAG #3



Hello Community Advisory Group:

The Missouri Department of Transportation thanks you for participating in the third and final Community Advisory Group meeting for the Future64 PEL Study!

The project intentionally included community and technical experts that would provide insight into the study area. By volunteering your time, your help supported MoDOT through the early stages of enhancing the I-64 transportation system in the central corridor.

This email serves as a reminder that we'll meet again:

**December 14 4:30-6:30pm at Great Rivers Greenway
Mississippi Room
3745 Foundry Way Suite 253
St. Louis, MO 63110**

Light meal provided. This is an in-person meeting only.

During this time, you'll review three alternatives that were developed based on months-long analysis. The project team will ask for your feedback one more time before the alternatives are presented at the next public meeting in early 2023.

Again, thank you for continuing to share your insights and advice; we appreciate your support of the I-64 PEL study.

See you next month!

The Future64 Team



KINGSHIGHWAY TO JEFFERSON **FUTURE 64** COMMUNITY » TRANSPORTATION » TOGETHER

Community Advisory Group:

Please join us for the final advisory group presentation on December 14th from 4:30-6:30pm at Great Rivers Greenway. Since a light meal will be included reservations are needed by December 13th. The event is in-person only as there will be hands-on and interactive activities with the three alternatives.

[CAG RSVP](#)

During this meeting the project team will present three corridor improvement alternatives and how they were evaluated using the study's Purpose and Need. We value the feedback that you have provided which supported the development of these alternatives. Your input during this final advisory group meeting will shape the outcomes of the Future64 Study.

Please download and review the Purpose and Need document (attached). This provides the framework for the study and was developed based on analysis of the existing conditions and feedback from the stakeholder and public engagement efforts.

[Purpose and Need Flyer](#)

The second document to review is the list of evaluation criteria that is linked below. These questions were used to determine how well each alternative met the established needs and goals of the study. Please identify your top 3 questions by **December 12** if you would like to discuss during the meeting in the survey linked below.

[Evaluation Criteria Needs and Goals Survey](#)

We appreciate the time and energy that you have invested in the Future64 Corridor and look forward to seeing you next week!



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY » TRANSPORTATION » TOGETHER

Community Advisory Group:

This is a reminder that we are holding the final Future64 CAG meeting December 14 4:30-6:30pm at Great Rivers Greenway. Please RSVP for the meeting if you have not already responded.

[CAG RSVP](#)

We'll spend the meeting discussing the benefits and weaknesses of the three PEL corridor alternatives. You will have the opportunity to preview maps and become acquainted with the proposed enhancements, then give your input to the planning team. MoDOT is seeking feedback that will be used to evaluate and guide the final recommendations for the Future64 study. Please review and familiarize yourself with the alternatives to help facilitate discussion during the meeting.

[Alternative 1](#)

[Alternative 2](#)

[Alternative 3](#)

The study team has performed an initial evaluation of these alternatives based on the criteria that was established. We will be reviewing select criteria in more detail during the meeting to discuss the process that was used to formulate the initial rating. Attached is the initial results for your review ahead of the meeting.

[Level 2 Screening Evaluation](#)

We value the time and effort you put into the Future64 study and are eager to see you in person December 14!

Future64 Team



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



KINGSHIGHWAY TO JEFFERSON

FUTURE **64**

COMMUNITY ► TRANSPORTATION ► TOGETHER

Community Advisory Group:

The Future64 team appreciates your participation in the I-64 PEL process, Your input helps ensure that the central corridor alternatives bring the most benefit to the community. Thank you all for bringing your expertise and experience to the table and engaging in such beneficial meaningful, and significant conversation during our meetings. We spent the most recent advisory group meeting discussing the benefits and weaknesses of the three PEL corridor alternatives and outlining the proposed enhancements, Your comments provided at the meeting will help shape the recommendations for the Alternatives in the PEL Document.

Please send any additional ideas you'd like the design team to consider to ctaylor@vectorstl.com. You have until December 23rd at the end of the day to leave a comment on the alternatives.

For your reference, the CAG meeting 3 presentation is provided. Review screening results and alternatives to help you make additional recommendations.

[CAG Presentation 3](#)

[Alternative 1](#)

[Alternative 2](#)

[Alternative 3](#)

[Strip Map 1](#)

[Strip Map 2](#)

[Strip Map 3](#)

[Level 2 Screening Evaluation](#)

Again, thank you from the Future64 team.



The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



Appendix B: Pre-meeting materials

Future64 CAG Meeting #3 RSVP

* First Name

* Last Name

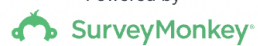
* Confirm your attendance

☐ Accept

☐ Decline

Done

Powered by



See how easy it is to [create a survey](#).



KINGSHIGHWAY TO JEFFERSON **FUTURE** 64

COMMUNITY ► TRANSPORTATION ► TOGETHER

PROJECT PURPOSE

The purpose of the reasonable transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave is to renew and modify the transportation system to have safe and reliable facilities for all users that improve access to destinations and support community vitality for the long term.

PROJECT NEEDS

The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.

Increase safety for all users

- Vehicles
- Bicycles
- Pedestrians



Improve transportation system with intuitive navigation to, from, and across I-64



Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users



Optimize bridge maintenance by improving structural conditions to maintain a good state of repair



Maintain Interstate function, operations, and capacity for the future



PROJECT GOALS

Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.



Right-size I-64 to reuse available space to benefit the community.



Support improved land use near transit stations and trails.



Improve equitable outcomes for disadvantaged communities.



Coordinate with regional partners to enhance the local transportation network.



Integrate bicycle and pedestrian facility design best practices into project designs.



Consolidate access points from interstate to local system.



Invest in projects that provide good cost benefit improvements.



Integrate ecology best practices into project designs and right-of-way use.



Integrate improved aesthetics and visual environment into project designs.

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168.

FUTURE64.COM

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	Increased safety for all users
Sub Need	Regional Vehicular Movements
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network and within the study area? Does the improvement address identified crash hot spots?
Sub Need	Bike/Ped
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?

Need	Improve transportation system with intuitive navigation to, from, and across I-64
Sub Need	I-64 Access
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept maintain access or provide access to current and known future destinations?
Sub Need	Interstate / Local Network interface
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users
Sub Need	Support other entities bike/ped plans
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?
Sub Need	Transit Access/Effectiveness
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept facilitate transit access and connectivity to other non-motorized modes and/or operations?

Need	Optimize bridge maintenance by improving structural conditions to maintain a good state of repair
Sub Need	Structure Repair
Question(s) to ask:	<ul style="list-style-type: none"> After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?
Sub Need	Reduce Structures
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Goals

Goal	Right-size I-64, to reduce the highway footprint and reuse the space to benefit the community.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative reduce the acreage of footprint of I-64 ROW, interchanges, and ramps? How much released land is viable for redevelopment (acres)?
Goal	Support improved land use near transit stations and trails.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative support transit and trail-oriented development?
Goal	Improve equitable outcomes: Protect community assets.
Question(s) to ask:	<ul style="list-style-type: none"> Does this alternative impact any community assets?
Goal	Improve equitable outcomes: Improve quality of life.
Question(s) to ask:	<ul style="list-style-type: none"> Does this alternative contribute to an improved quality of life for local residents and workers?
Goal	Improve equitable outcomes: Improved access to underserved communities.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative improve access to underserved communities?
Goal	Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative create opportunities to allow for coordinated enhancements in connectivity, safety, and comfort of travel by regional transportation and service delivery partners?
Goal	Integrate bicycle and pedestrian facility design best practices into project designs.
Question(s) to ask:	<ul style="list-style-type: none"> Are the proposed bicycle and pedestrian facilities designs considered best practices?
Goal	Consolidate access points from interstate to local system.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative consolidate access points from I-64 to the local system?
Goal	Invest in projects that provide good cost benefit improvements.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative have a good cost benefit?
Goal	Integrate ecology best practices into project designs and right-of-way use.

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168

Page 4 of 5



Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Goals

Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative provide opportunities for green infrastructure, native plantings, and stormwater management?
Goal	Integrate improved aesthetics and visual environment into project designs.
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative provide opportunities to improve beautification, placemaking, and inviting infrastructure?

Evaluation Criteria for Level 2 Alternatives

Evaluation Criteria Related to Identified Study Needs

Need	Maintain Interstate function, operations, and capacity for the future
Sub Need	Capacity
Question(s) to ask:	<ul style="list-style-type: none"> Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?
Sub Need	Freight
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?

Need	Environmental Resource Protection
Sub Need	Environmental Resources
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative impact environmental resources?
Sub Need	Social and Built Environment
Question(s) to ask:	<ul style="list-style-type: none"> Does the alternative impact social and built resources?

Future64 Community Advisory Group Survey

The project team is evaluating the alternatives against all of these needs and goals. We will not have time to address all of these in detail but want to do our best to address the ones of most interest to you. Please select the three you are most interested in hearing about:

1. Needs

<input type="checkbox"/>	<input type="checkbox"/>	Safety for vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Safety for pedestrians and bikes
<input type="checkbox"/>	<input type="checkbox"/>	Intuitive navigation for I-64 users
<input type="checkbox"/>	<input type="checkbox"/>	Intuitive navigation for the local roadway network
<input type="checkbox"/>	<input type="checkbox"/>	Reduced barrier effect for bikes, pedestrians, and transit user
<input type="checkbox"/>	<input type="checkbox"/>	Bridge and structure maintenance
<input type="checkbox"/>	<input type="checkbox"/>	Interstate capacity
<input type="checkbox"/>	<input type="checkbox"/>	Interstate capacity
<input type="checkbox"/>	<input type="checkbox"/>	Freight movements
<input type="checkbox"/>	<input type="checkbox"/>	Environmental resource protection
<input type="checkbox"/>	<input type="checkbox"/>	Community resource protection

2. Goals

<input type="checkbox"/>	<input type="checkbox"/>	Reduce highway footprint
<input type="checkbox"/>	<input type="checkbox"/>	Improve land use near transit and trails
<input type="checkbox"/>	<input type="checkbox"/>	Improve access to schools, hospitals and other community resources
<input type="checkbox"/>	<input type="checkbox"/>	Improve access to underserved communities
<input type="checkbox"/>	<input type="checkbox"/>	Improve opportunities for partner agencies to enhance local travel safety and comfort
<input type="checkbox"/>	<input type="checkbox"/>	Allows for comfortable bicycle and pedestrian facilities
<input type="checkbox"/>	<input type="checkbox"/>	Consolidates I-64 access points
<input type="checkbox"/>	<input type="checkbox"/>	Good cost-benefit
<input type="checkbox"/>	<input type="checkbox"/>	Provide opportunities for green infrastructure and native plantings



Provide opportunities to improve surrounding land use and placemaking elements

Done

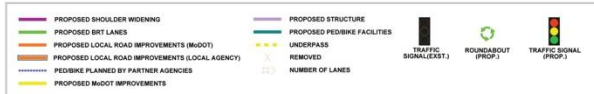
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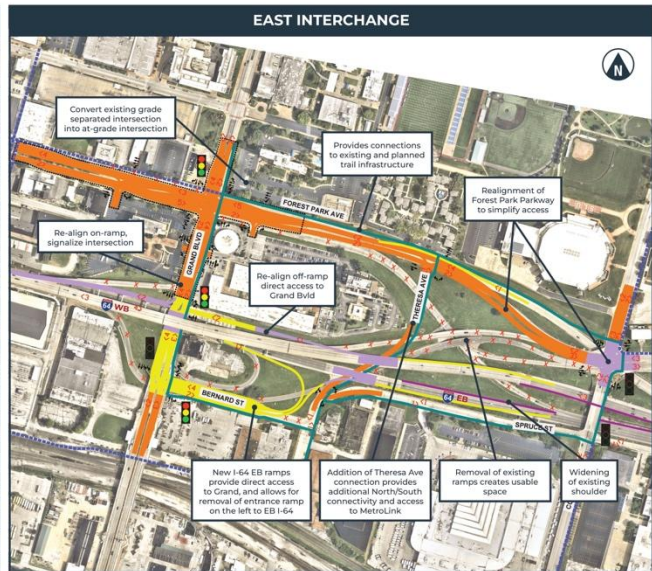
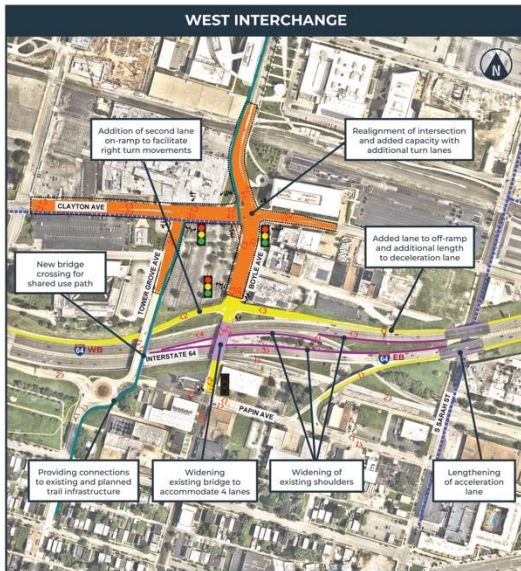
See how easy it is to [create a survey](#).

I-64 PEL ALTERNATIVE 1

KINGSHIGHWAY TO JEFFERSON
FUTURE 64
COMMUNITY - TRANSPORTATION - TOGETHER



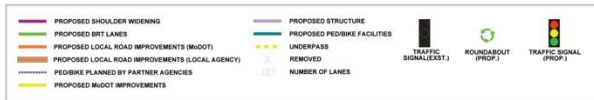
DRAFT - SUBJECT TO CHANGE



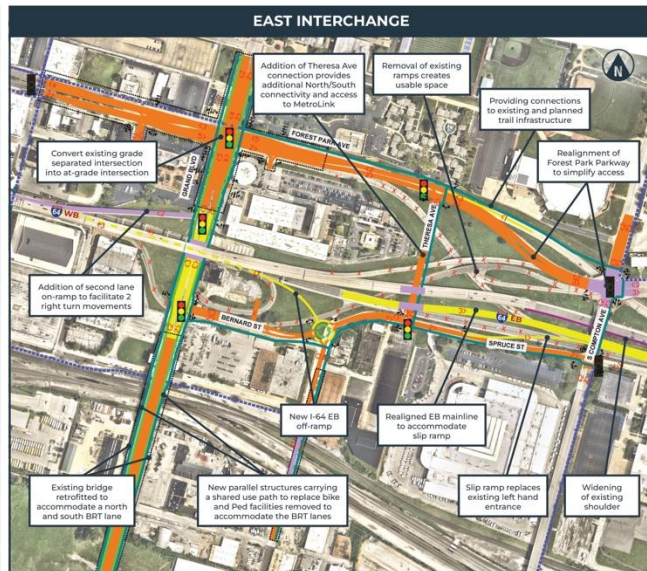
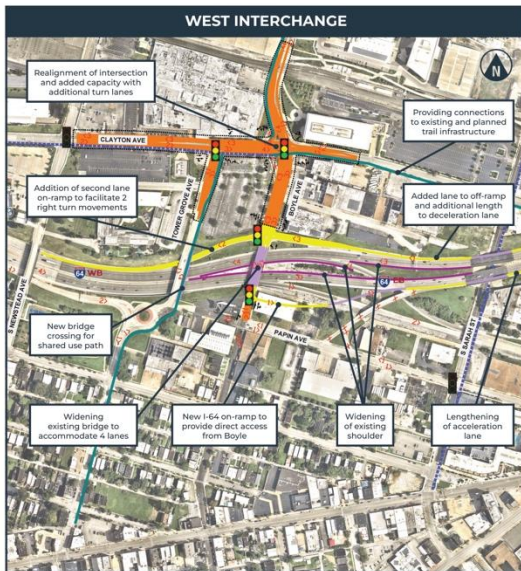
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I-64 PEL ALTERNATIVE 2

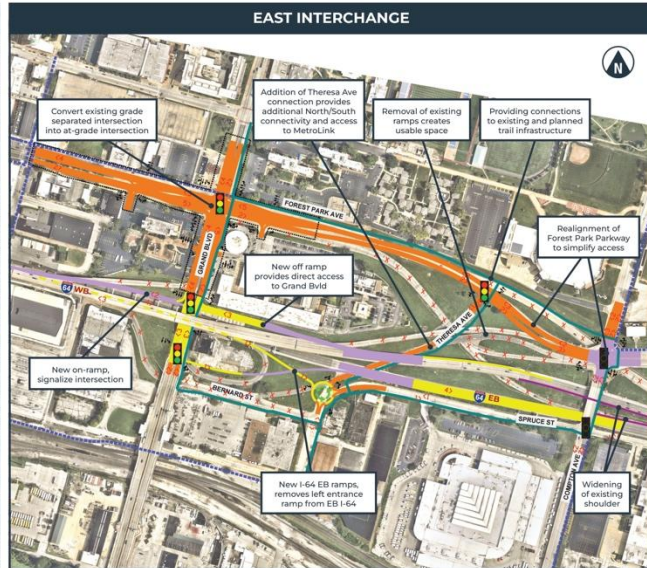
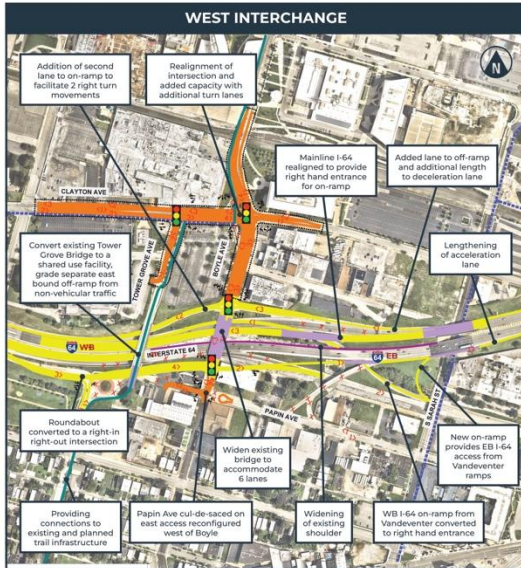
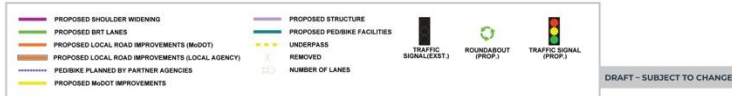


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I-64 PEL ALTERNATIVE 3



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Future64 Level 2 Alternative Screening - Needs

Need	Increase safety for all users	
Sub Need	Regional Vehicular Movements	Bike/Ped
Question(s) to ask	Does the concept improve safety on the I-64 mainline, ramps and/or ramp terminals? Does the concept improve safety within the local road network and within the study area? Does the improvement address identified crash hot spots?	Does the concept improve safety for people walking and biking and/or transit users across I-64 and throughout the study area?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	High/Best	High/Best

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

Need	Improve transportation system with intuitive navigation to, from, and across I-64	
Sub Need	I-64 Access	Interstate / Local Network interface
Question(s) to ask	Does the concept maintain access or provide access to current and known future destinations?	Does the concept provide logical access to the perpendicular street grid and provide for all traffic movements (on and off in both directions)?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	High/Best
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	High/Best

DRAFT: SUBJECT TO CHANGE

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Need	Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users	
Sub Need	Support other entities bike/ped plans	Transit Access/Effectiveness
Question(s) to ask	Does the concept facilitate connectivity for transit users and people walking and biking across I-64 and within the study area?	Does the concept facilitate transit access and connectivity to other non motorized modes and/or operations?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	High/Best	High/Best
Alternative 3 Rating	High/Best	Least/Low

Need	Optimize bridge maintenance by improving structural conditions to maintain a good state of repair	
Sub Need	Structure Repair	Reduce Structures
Question(s) to ask	After extending all MoDOT bridges to meet a life span of 2050 what is the total number of structures that would require replacement for their next major repair?	Does the alternative reduce the total number of MoDOT Maintained structures, including bridges and walls?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Moderate	Least/Low
Alternative 2 Rating	Moderate	Least/Low
Alternative 3 Rating	Moderate	Least/Low

Need	Maintain interstate function, operations, and capacity for the future	
Sub Need	Capacity	Freight
Question(s) to ask	Does the concept maintain capacity on I-64 mainline, ramps and/or ramp terminals?	Does the alternative have the potential to facilitate freight movements and improve maneuverability along, to, and from I-64?
No Build Rating	Least/Low	Least/Low
Alternative 1 Rating	Least/Low	Moderate
Alternative 2 Rating	High/Best	Moderate
Alternative 3 Rating	High/Best	Moderate

Need	Environmental Resource Protection	
Sub Need	Environmental Resources	Social and Built Environment
Question(s) to ask	Does the alternative impact environmental resources?	Does the alternative impact social and built resources?
No Build Rating	Least/Low	Moderate
Alternative 1 Rating	Moderate	Moderate
Alternative 2 Rating	Moderate	Moderate
Alternative 3 Rating	Moderate	Moderate

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Future64 Level 2 Alternative Screening - Project Goals	
Project Goals	Right-size I-64, to reduce the highway footprint and reuse the space to benefit the community.
Question(s) to Ask	Does the alternative reduce the acreage of footprint of I-64 ROW, interchanges, and ramps? How much released land is viable for redevelopment (acres)?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Support improved land use near transit stations and trails.
Question(s) to Ask	Does the alternative support transit and trail oriented development?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Protect community assets
Question(s) to Ask	Does this alternative impact any community assets?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Improve quality of life
Question(s) to Ask	Does this alternative contribute to an improved quality of life for local residents and workers?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Improve equitable outcomes: Improved access to underserved communities
Question(s) to Ask	Does the alternative improve access to underserved communities?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Least/Low
Alternative 3 Rating	High/Best

Project Goals	Coordinate with regional partners to enhance the connectivity, safety, and comfort of the local transportation network.
Question(s) to Ask	Does the alternative create opportunities to allow for coordinated enhancements in connectivity, safety, and comfort of travel by regional transportation and service delivery partners?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	High/Best
Alternative 3 Rating	Moderate

Project Goals	Integrate bicycle and pedestrian facility design best practices into project designs
Question(s) to Ask	Are the proposed bicycle and pedestrian facilities designs considered best practices?
No Build Rating	Moderate
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Consolidate access points from interstate to local system
Question(s) to Ask	Does the alternative consolidate access points from I-64 to the local system?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Invest in projects that provide good cost benefit improvements
Question(s) to Ask	Does the alternative have a good cost benefit?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	Moderate
Alternative 3 Rating	High/Best

Project Goals	Integrate ecology best practices into project designs and right-of-way use.
Question(s) to Ask	Does the alternative provide opportunities for green infrastructure, native plantings and stormwater management?
No Build Rating	Least/Low
Alternative 1 Rating	High/Best
Alternative 2 Rating	Moderate
Alternative 3 Rating	Moderate

Project Goals	Integrate improved aesthetics and visual environment into project designs.
Question(s) to Ask	Does the alternative provide opportunities to improve beautification, placemaking, and inviting infrastructure?
No Build Rating	Least/Low
Alternative 1 Rating	Moderate
Alternative 2 Rating	High/Best
Alternative 3 Rating	Moderate

DRAFT: SUBJECT TO CHANGE

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Future64 Study

Advisory Group Meeting #3

December 14, 2022

The Missouri Department of Transportation anticipates incorporating recommendations made as part of the PEL study into future NEPA studies, per Title 23 of the US Code, Part 168



Introductions

Project Recap

Overview of Alternatives

Initial Screening Results

Small Group Exercise – Benefits & Impacts of Alternatives

Round Robin Discussion

Where do we go from here?



Introductions



Study Recap - What's happened so far?





Advisory Group Meeting #1 – May 2022

Existing Conditions

Existing conditions:

- Growth of Corridor
- Crash rates above statewide average
- Existing access to/from I-64 is challenging
- Bridges in need of repair/investment
- Transportation investments needed to serve vulnerable population
- I-64 creates a barrier effect for community and N-S connections
- Lack of high-quality bicycle and pedestrian facilities



PROJECT NEEDS

The needs are the key problems and the causes of those problems that MoDOT is seeking to address with transportation improvements on I-64 between Kingshighway Blvd and Jefferson Ave.

Increase safety for all users

- Vehicles
- Bicycles
- Pedestrians



Improve transportation system with intuitive navigation to, from, and across I-64



Reduce the barrier effect of I-64 for bicycle, pedestrian, and transit users



Optimize bridge maintenance by improving structural conditions to maintain a good state of repair



Maintain Interstate function, operations, and capacity for the future



Advisory Group Meeting #2 – July 2022 Level 1 Alternatives

- Corridor strategies
- High-level concepts for interchange improvements



- Shared initial screening results vs. needs
- Feedback was used to complete evaluation of level 1 concepts



Study Recap: What's happened since the last meeting

- Focused on Corridor Alternatives
- Received FHWA concurrence for level 1 screening and alternatives
- Developed level two screening criteria
- Development of level two corridor alternatives
- Analysis performed: traffic, safety, multimodal, and community benefits

PROJECT GOALS

Project outcomes beyond the identified transportation needs are included as goals. The goals help balance environmental, transportation and other community values.



Right-size I-64 to reuse available space to benefit the community.



Support improved land use near transit stations and trails.



Improve equitable outcomes for disadvantaged communities.



Coordinate with regional partners to enhance the local transportation network.



Integrate bicycle and pedestrian facility design best practices into project designs.



Consolidate access points from interstate to local system.



Invest in projects that provide good cost benefit improvements.

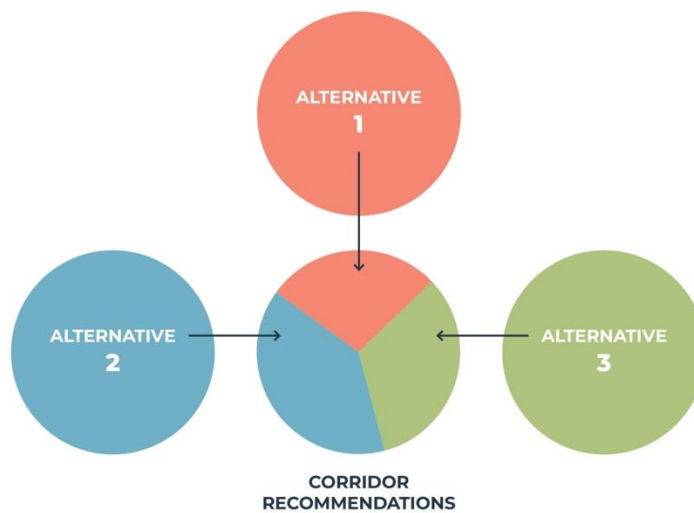


Integrate ecology best practices into project designs and right-of-way use.

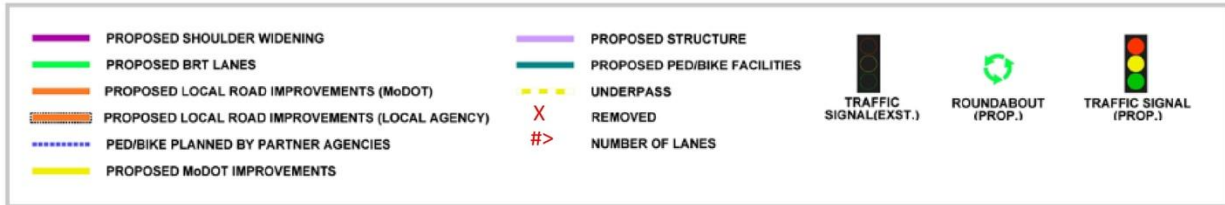


Integrate improved aesthetics and visual environment into project designs.

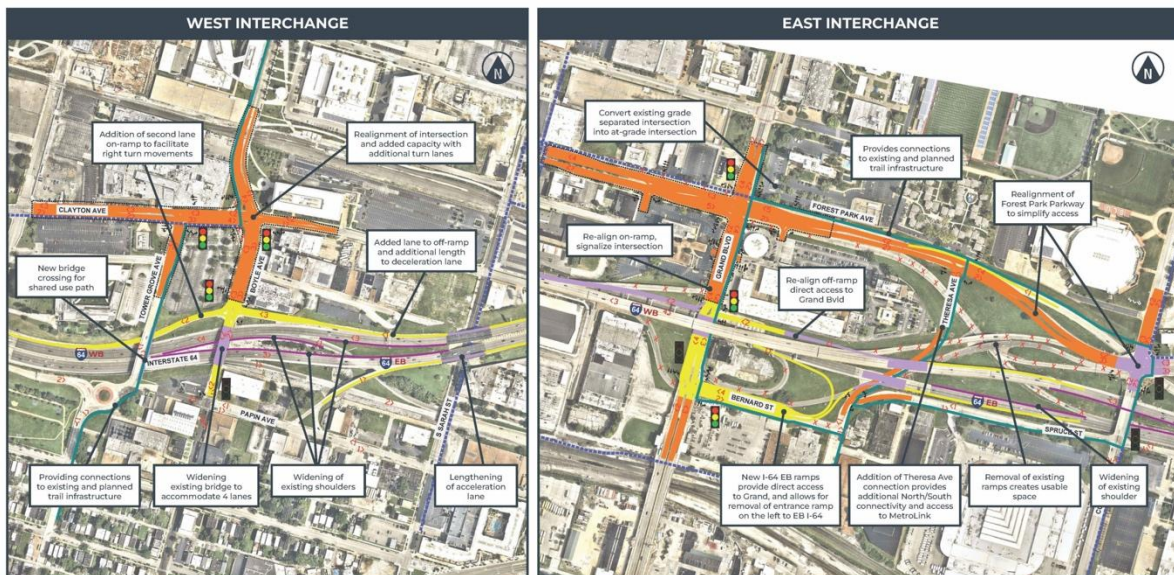
Overview of Alternatives



Map and Legend Overview



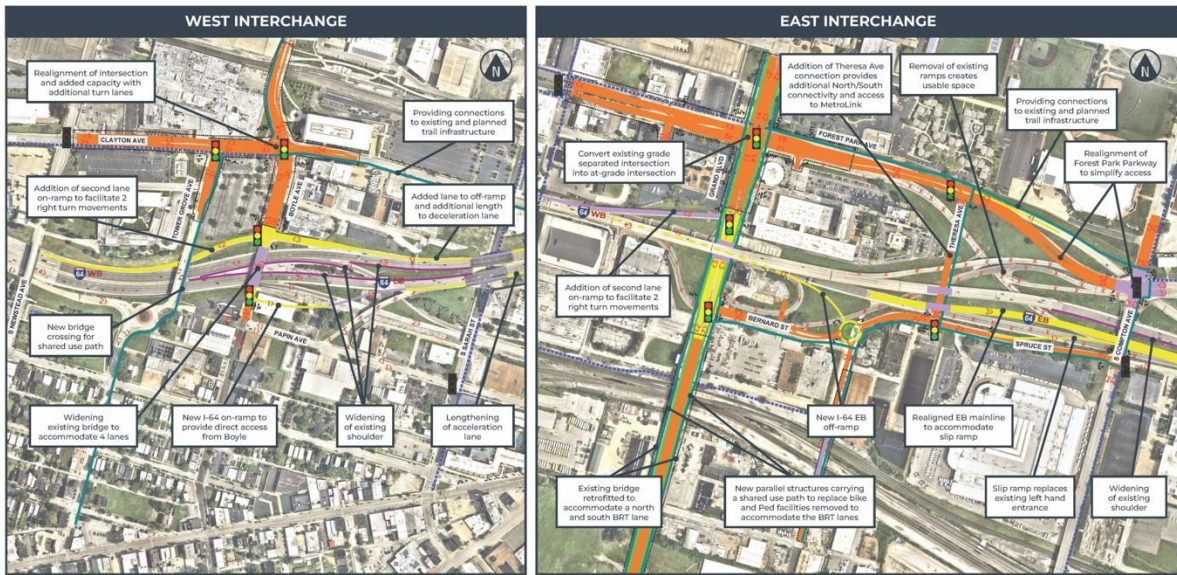
Alternative 1



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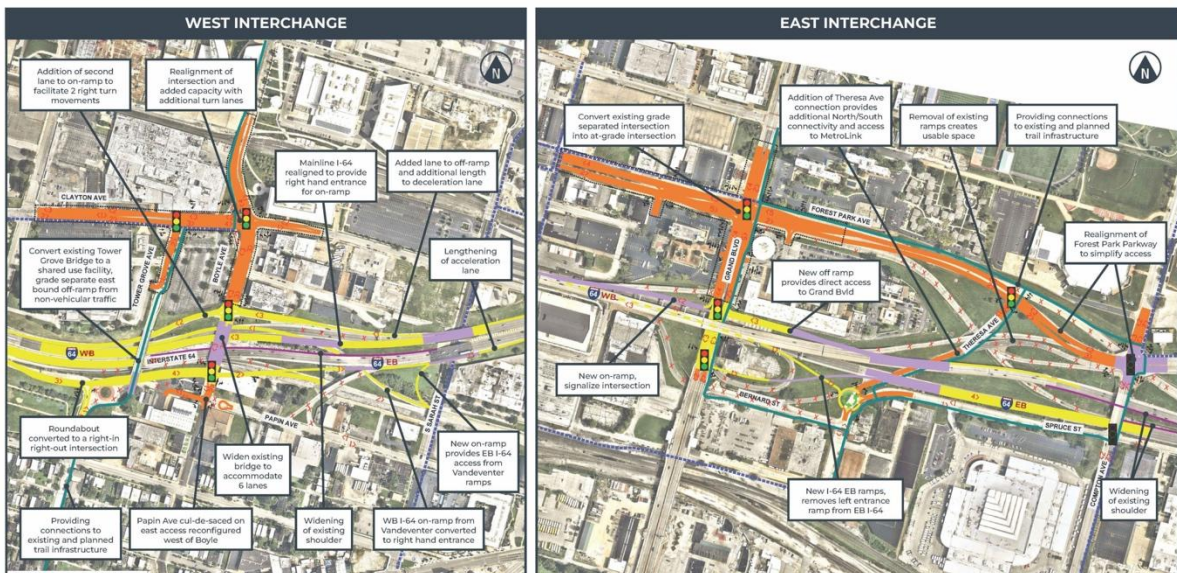
Alternative 2



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Alternative 3



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Estimated Costs

Bridge Repairs/Replacements to Extend Life Past 2050 = \$100M

	Alternative 1	Alternative 2	Alternative 3
Investment on MoDOT System	\$80M	\$96M	\$130M
Investment on Local System	\$16M	\$28M	\$19M
Bridge Repairs	\$90M	\$90M	\$90M

Current Funding FY22-FY26 = \$16M

MoDOT Unfunded Needs List

- Tier 1 - \$86M
- Tier 2 - \$24M

Initial Screening Results



Need – Safety for All Users

	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Moderate	Moderate	High
Congestion Reduction		√	√+	√+
Improved interchange spacing				√+
Reduction Access points		√	√+	√+
Removes Left Hand Entrance Ramps		√	√	√+
Improved Interchange Ramps		√	√	√
Improved Shoulders		√	√	√

Need – Safety for All Users: Bike/Ped

	NB	Alt1	Alt2	Alt 3
Performance Rating	Moderate	Moderate	Moderate	High
Planned Low Stress Improvements from GRG and City of STL	√	√	√	√
New Intersection at Forest Park and Grand		√-	√-	√-
New Separated Facilities Along Grand, Theresa and Forest Park		√	√	√
Clayton Ave Improvements			√+	
Grade Separation at Tower Grove and Conversion to Ped Only				√+

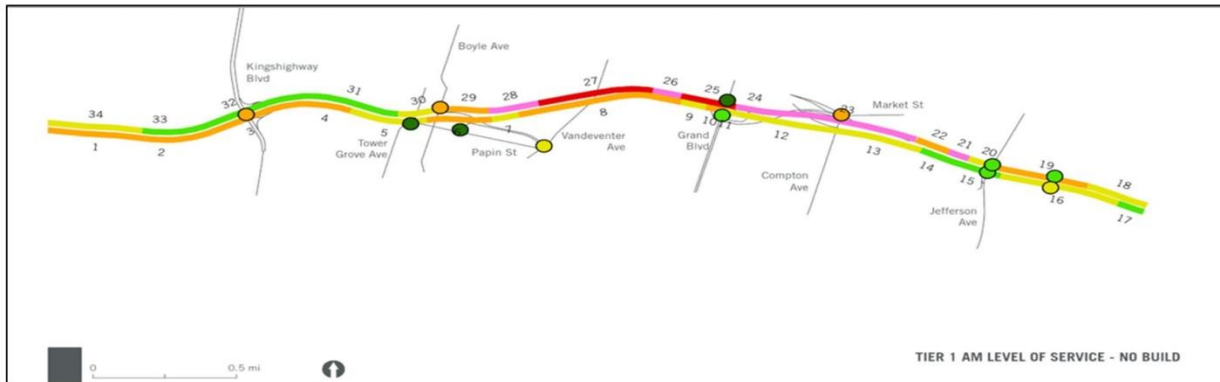
Need – Intuitive I-64 Access

	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Moderate	Moderate	Moderate
Removal of Market Street On and Off Ramp		√	√	√
Consolidated Access at Boyle		√	√	√
Consolidated Access at Grand Blvd		√	√	√
No Significant Travel Time Increases		√+	√+	√

Need – Reduced Barrier Effect

	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Moderate	High	High
Increase of more than 1 mile of new facilities			√	
Increased crossings of I-64		√	√	√
Increased grade separated crossings of RR			√	
Improved connectivity to Grand MetroLink Station		√	√	√

Need – Maintain Interstate Function, Operations and Capacity for Future



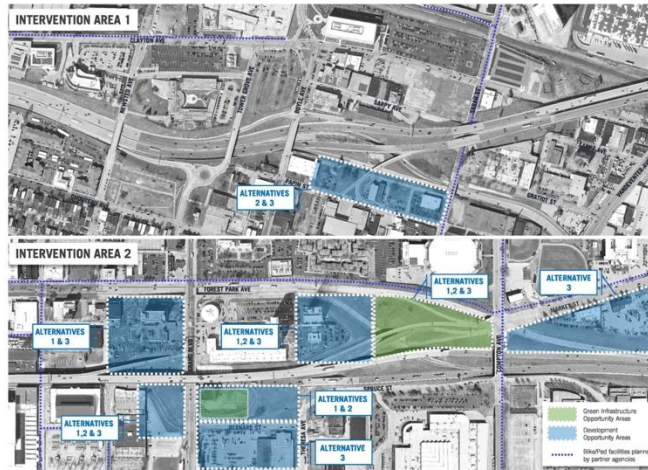
	NB	Alt1	Alt2	Alt 3
Performance Rating	Low	Low	High	High

Goal – Right-size I-64 to Reduce Highway Footprint

	NB	Alt1	Alt2	Alt 3
Performance Rating	N/A	Moderate	Moderate	High
Potential Released Acreage		6.5	7.1	10.7
Potential Redevelopment Acreage		14.7	14.8	30.8
Potential Residential Units		700	600	1800
Potential Commercial SQFT		25,000	12,000	58,000
Potential Developments with Transit Access		3	4	5
Potential Developments with Trail Access		3	4	6

Goal – Community Benefits of Alternatives

DEVELOPMENT & GREEN INFRASTRUCTURE OPPORTUNITY AREAS OPPORTUNITY AREAS RELEASED BY ALTERNATIVES



Goal – Improve Equitable Outcomes: Protect Community Assets

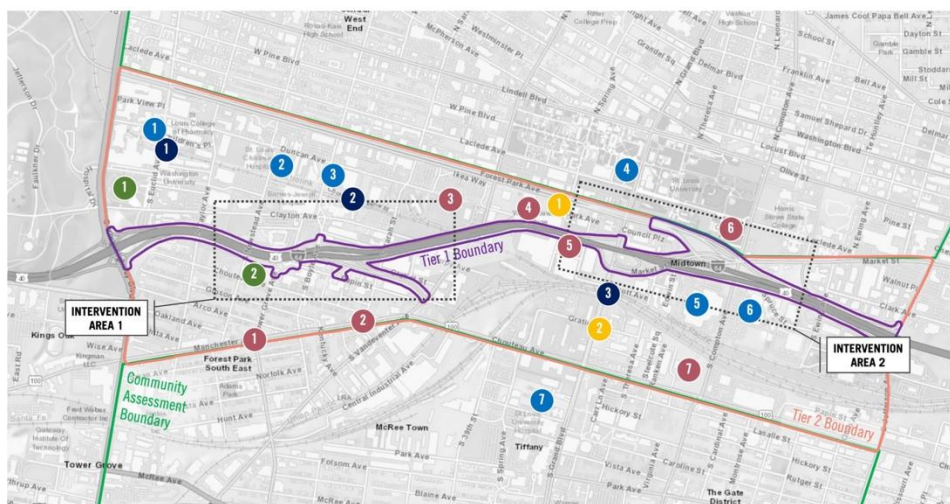


Goal – Improve Equitable Outcomes: Protect Community Assets

10 MIN WALK RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Marginal	High
Higher Education	Medium	Marginal	Medium
Hospitals	Marginal	Low	Low
Community Services	Low	Marginal	Low
Schools	Marginal	Marginal	Marginal
Other Community Assets	High	Medium	High
OVERALL SCORE	Medium	Low	Medium

10 MIN BIKE RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Health Clinics	Low	Low	Low
Higher Education	Low	Low	Low
Hospitals	Low	Low	Low
Community Services	Low	Low	Low
Schools	Marginal	Low	Low
Other Community Assets	Medium	Medium	Marginal
OVERALL SCORE	Low	Low	Low

Goal – Improve Equitable Outcomes – Improve Quality of Life



- Major Employers
- Commercial / Entertainment
- Grocery Stores
- Parks
- MetroLink

Goal – Improve Equitable Outcomes – Improve Quality of Life

10 MIN WALK RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Medium	Low	High
Commercial and Entertainment Destinations	Medium	Marginal	Medium
Groceries	High	Low	High
Parks	Marginal	Marginal	Low
OVERALL SCORE	Medium	Low	High

10 MIN BIKE RADIUS – OVERALL AVERAGES			
Destination Category	Alternative 1	Alternative 2	Alternative 3
Major Employers	Low	Low	Low
Commercial and Entertainment Destinations	Low	Low	Low
Groceries	Medium	Medium	Medium
Parks	Marginal	Marginal	Marginal
OVERALL SCORE	Low	Low	Low

Goal – Improve Equitable Outcomes – Improved Access to Underserved Communities

ALTERNATIVES RANKED FOR ACREAGE OF 10 MIN WALKSHED SERVING VULNERABLE AREAS			
Community Assets	Rank 1	Rank 2	Rank 3
Health Clinics	Alternative 3	Alternative 1	Alternative 2
Higher Education	Alternative 3	Alternative 1	Alternative 2
Hospitals	Marginal Variation		
Community Services	Alternative 3	Alternative 1	Alternative 2
Schools	Marginal Variation		
Other Community Services	Alternative 1	Alternative 3	Alternative 2
Quality Of Life	Rank 1	Rank 2	Rank 3
Major Employers	Alternative 3	Alternative 1	Alternative 2
Commercial and Entertainment Locations	Alternative 3	Alternative 1	Alternative 2
Parks	Alternative 3	Alternative 2	Alternative 1
Grocery Stores	Alternative 3	Alternative 1	Alternative 2
Transit Stops	Rank 1	Rank 2	Rank 3
Transit Stops	Alternative 1	Alternative 3	Alternative 2

Small Group Exercise

Benefits and Impacts of Alternatives



Benefits & Impacts of Each
Alternative:
Report Out

Round Robin Discussion

- Share your thoughts
 - What excites you most about the alternatives?
 - What should MoDOT focus on as the Future64 Study moves into the next phases of planning and project development?
 - Is there anything you can tell us to improve future PEL studies?

Where do we go from here?

- What happens with the feedback from these meetings?
- Meet with elected officials
- Public meeting – January 18, 2023
- PEL Report with Recommendations for Next Steps of Planning - April 2023



Thank You!

For more information, visit

www.future64.com

or

Email: Chandra Taylor

ctaylor@vectorstl.com



Appendix D: Questions & Comments about Alternatives

Questions and comments about Alternative 1

- Can you clarify what the at-grade intersection at Forest Park Ave. and Grand Ave. would be like?
 - An at-grade intersection at Forest Park Ave. and Grand Ave. would be similar to the Forest Park Parkway and Kingshighway Blvd. intersection.

Questions and comments about Alternative 2

- The new Ronald McDonald house will be built close to this footprint. Will it be affected in any way by this alternative?
 - No, this alternative should not impact the new Ronald McDonald house.
- Where are the Metrolink stations?
 - MoDOT team gestured on the map

Questions and comments about Alternative 3

- No comments/questions

Appendix E: Small Group Report-out Notes

- Vandeventer to E64 is good from north side
- Boyle is not used as much by neighbors/residents
- More congestion is coming in all models
- Forest Park/Grand
 - Options make it more pedestrian friendly
 - Keep focus on pedestrian experience
- Forest Park Southeast
 - West side – seeing downsides of putting more lanes on Clayton/Boyle
 - Concerns for speeding
 - Consider low-flow times, use whatever psychological tricks you can
- Ease of interstate access – public safety concerns, crime specifically
- Value in having mixed-use paths connected to roadway for less isolation, crime deterrent
- Westbound I-64 is congested – afternoon
- Need to *fix* Clayton/Skinker exit (WB 64) in order for this segment to function best.
- Climate change – we should be doing everything we can now (Trees, raingardens, detention)
- Desire link to cross Grand @ Metrolink
- EB on-ramp from Vandeventer – cause congestion?
 - Julie: No
- Paths for bike/ped near road helps slow down traffic
- Alternative 2
 - Theresa connection is helpful.
 - Like simplicity and uniqueness
 - Like dedicated bus lane
- WB on-ramps at Vandeventer/Boyle and off ramp at Kingshighway
 - Concern for weaving safety
- Alternative 3
 - SOR idea – encourages spreading?
 - Suburban idea
- Ped facilities into WUMC encourages parking in nearby neighborhoods – parked up
- When Fox or Symphony is letting out, traffic is terrible. Other ways out of Grand Center is good.
 - How does this impact *residents*?

Appendix F: Additional Questions and Comments

- Which alternative is the best to account for future growth?
 - All three alternatives account for future growth.

Appendix G: Comments submitted from Green Street

From: Matt Bauer <mbauer@greenstreetstl.com>
Sent: Friday, December 23, 2022 10:01 AM
To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>
Cc: Joel Oliver <joel@greenstreetstl.com>; Amanda Auer <aauer@greenstreetstl.com>
Subject: RE: Future64 PEL - Reminder due date for comments

I spoke with Amanda Auer here at Green Street who is the project developer for the Armory district has provided some specific feedback on the alternatives.

Overall, we have a strong preference for Alternative 2 which keeps the building/property at the southeast corner of the intersection of Grand and I-64 as an active and developable property. Development of that property along with our future plans for the southwest corner of that intersection (previously proposed 40 Grand project), would create a high-density transit oriented development cluster at this major intersection and entrance to SLU and Grand Center.

Thanks,

Matt Bauer
Development Manager | Green Street Real Estate Ventures

O: 314-390-9301 | C: 314-390-9301

Appendix H: Comments submitted from New + Found Company

Shaun,

Thank you for reaching out. A few comments below pertaining to the East Interchange:

- We have seen a dramatic increase in land value around City Foundry, which we believe will drive significant increased density
 - Our greater Foundry vision is a dense, walkable spine along I-64 all the way to Compton
 - Creating as much developable land along that spine will allow for efficient, cost effective, and subsequently affordable (and equitable) opportunities for development
- Expanding developable land immediately accessible to the Foundry campus would support greater walkable and bikeable density
 - Alternative 1 and 3 realignment of WB onramp to I-64 allow for increased developable land
- All three options do well to eliminate the immediately west of Compton ramps, however I would push Forrest Park Parkway – Compton access further North to create even more developable space
 - Prefer option 3 that eliminates I64 WB offramp to Forrest Park Parkway – not needed if EB off ramp to Grand established
 - The land immediately to the North and South of Forest Park Parkway at Compton will be hard to develop and create density in all three current alternatives
 - Potential reuse portion of the northern ramp – Alternative 3: swap demoed off ramp for new Forest Park Parkway route
- Grand currently is a very tough pedestrian experience
 - Support alternatives 2 around Bernard St preservation. Would push roundabout further north to create better developable land between highway and Bernard
 - Does option 2 have a road creating access to Steelcoat?
- Support option 2 of Therasa – creates better grid and slows traffic with lights

Happy to discuss further with anyone. This will be catalytic to the area.

Thank you for the work you are doing bringing this much needed change to the area.

Will Smith

M: 314.809.4501

Appendix I: Comment submitted from Pier Properties

From: Michael Hamburg <michael@pierpropertygroup.com>

Sent: Thursday, January 12, 2023 9:31 AM

To: Shaun E. Tooley <Shaun.Tooley@modot.mo.gov>

Subject: Re: Future64 PEL - Please submit comments

Shaun,

Sorry again for the delay. If it is not too late to voice some opinions, I am in strong support of Alternative 2 East Interchange's plan. We are partway through adding over 400 apartments, a Target and TopGolf near Theresa/Gratiot/Grand. Theresa used to be a great North/South connector and re-establishing this connection for bike, pedestrian, and vehicular traffic will be instrumental in stitching SLU's undergraduate and medical campuses as well as numerous new and future entertainment establishments. My only question on this option was where westbound traffic would exit 64 at Grand with the existing being removed.

Thanks,
Michael

MICHAEL HAMBURG | PIER PROPERTY GROUP

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