Preliminary Toll Feasibility Assessment

For

ARKANSAS MAJOR CORRIDOR PROJECTS

Prepared For
ARKANSAS STATE HIGHWAY AND
TRANSPORTATION DEPARTMENT

WILBUR SMITH ASSOCIATES

In Association With
HNTB CORPORATION
GARVER ENGINEERS, INC.
SALOMON SMITH BARNEY, INC.

May 2001

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May 31, 2001

Mr. Steve Teague, P.E.
Assistant Chief Engineer for Planning
Arkansas State Highway and Transportation Department
P.O. Box 2261
Little Rock, AR 72203

Re: Preliminary Toll Feasibility Assessment for Major Corridors

Dear Mr. Teague:

The project study team headed by Wilbur Smith Associates (WSA), which includes HNTB Corporation (HNTB), Garver Engineers (GE) and Salomon Smith Barney (SSB), is pleased to submit this second report of findings for the remaining Major Corridors being analyzed as part of The Innovative Financing Program for tolled highways in Arkansas. The study requirements included a submission of findings for these eight (8) Major Corridors subsequent to the submission of a Technical Memorandum for the four (4) Congressionally Designated High Priority Corridors submitted earlier, for consideration by the Arkansas State Highway and Transportation Department (AHTD) as toll facilities.

Included in this Technical Memorandum are tabulations and narrative descriptions of each of the eight (8) Major Corridors and the resultant traffic and toll revenue estimates from development of each project as a toll facility. It should be recognized that each of the projects was developed as if they were stand-alone projects opened at the same time (without any phasing or variation in opening dates) under an assumed toll collection system which included evaluation of both open-barrier and closed-barrier collection. Electronic Toll Collection (ETC) was assumed in use on each project under both system scenarios. Toll increases were programmed every 10 years (2015, 2025, 2035) through the forecast period to maintain a toll consistent with the future value of money and inflation.

The eight Major Corridors that were evaluated and are presented in this report include the following:

- Proposed Highway 49;
- Proposed Highway 65 North;
- Proposed Highway 65/82;
- Proposed Highway 67;
- Proposed Highway 79;
- Proposed Highway 167;
- Proposed Highway North Belt, and;
- Proposed Hot Springs Bypass.

Presented below is a brief description of each of the projects along with the information used in the development of the facility as a toll project. Tabulations are shown for traffic and toll revenue, as well as operation and maintenance costs for the toll facilities themselves. Finally, capital costs to construct each of the projects within the state are shown. All of this information was then input into a financial planning tool developed by SSB for evaluation of the financial feasibility of each of the projects on a stand-alone basis. This information is discussed in the final section of this document.

PROJECT DESCRIPTIONS

WSA personnel conducted an extensive route reconnaissance effort to familiarize themselves with each of the remaining eight Major Corridors. All relevant routes within the project corridors were driven. Information gathered on each of the projects included the number of lanes, signing, traffic control as well as roadside topography. This effort allowed a verification of data received from the files of AHTD. This data was used as input to the development of a synthetic highway network/model for Highways 49, 65 North, 65/82, 67, 79, 167 and the Hot Springs Bypass, and the traffic simulation model used in preparing the forecast estimates for the North Belt Freeway. The location of the eight Major Corridors is depicted in Figure 1. A brief description follows of the physical characteristics of each corridor, as well as an indication of potential interchange locations and toll collection facilities along each project.

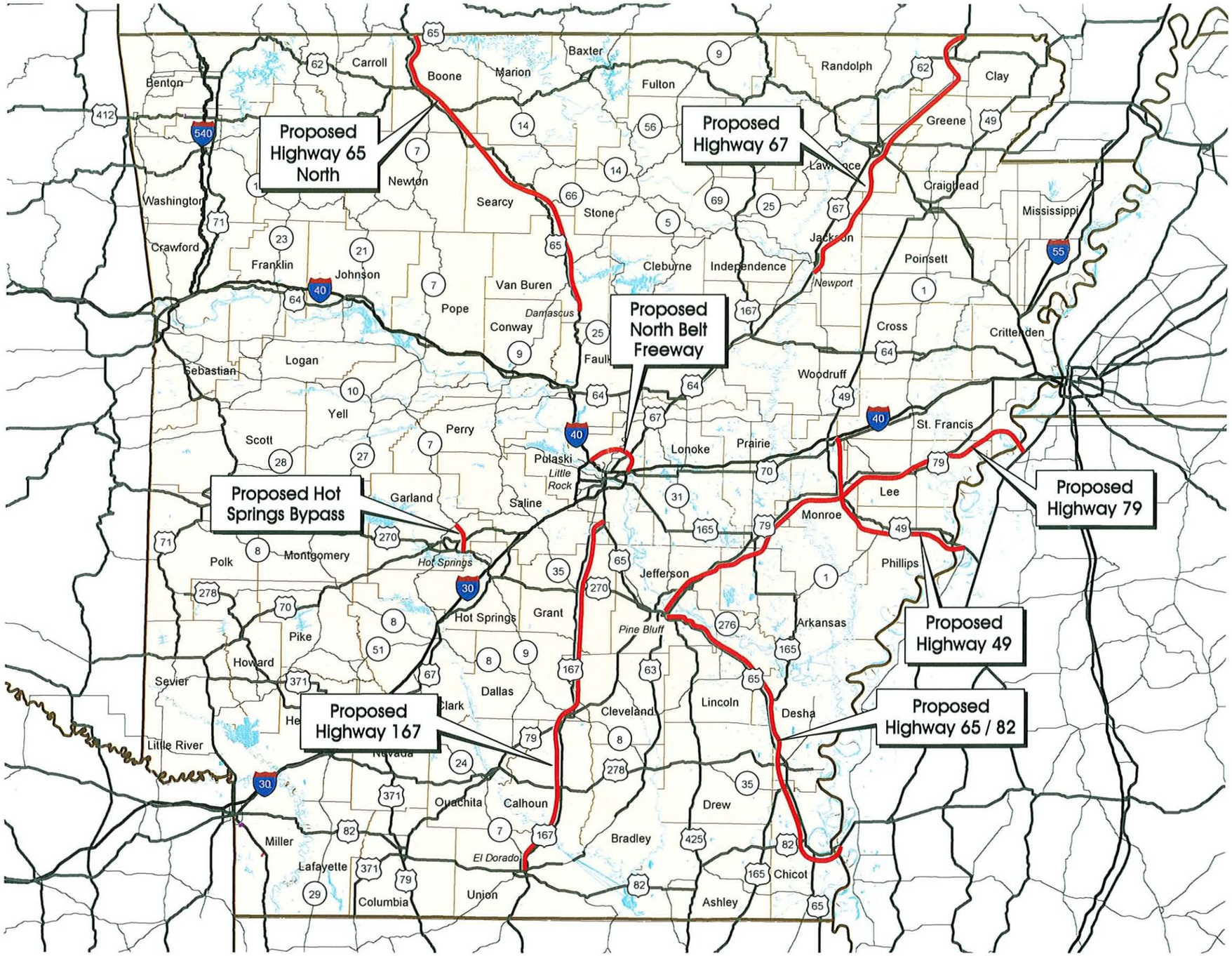
PROPOSED HIGHWAY 49 IMPROVEMENT CORRIDOR

Existing U.S. 49 runs from its junction with U.S. 62 in Piggott in the northeast corner of the state to the Arkansas/Mississippi state line at Helena, a distance of approximately 184 miles. This study impacts only that portion of existing U.S. 49 from I-40 in Brinkley, Arkansas to the Mississippi state line at Helena, Arkansas, a distance of approximately 57.4 miles.

Proposed Highway 49 constructed as a four-lane, controlled-access toll facility on new alignment, would begin at an interchange with I-40 east of Brinkley and extend in a south/southeast orientation to the town of Marvell, a distance of approximately 42 miles. The proposed project would then proceed in an easterly direction until it approaches the western border of West Helena, where it would proceed in a southeasterly direction, terminating at U.S. 49 east of the Mississippi River in Mississippi. The proposed project, including a new bridge over the Mississippi River and connection with U.S. 49 in Mississippi is approximately 58 miles in length.

Highway 49 will include 12 interchanges, 8 of which will be tolled in one direction under the closed-barrier scenario. The proposed facility will also include three mainline toll plazas along its 58 miles.

Recent studies within the project corridor included the Delta Parkway Initiative Study completed in May 2000 which recommended a new bridge over the Mississippi River be constructed along with widening a nine mile segment of U.S. 49 to four lanes from Marvell to Walnut Corner. It



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LOCATION MAP – MAJOR CORRIDORS

FIGURE 1

was also recommended that passing lanes be constructed and pavement resurfaced wherever appropriate.

PROPOSED HIGHWAY 65 NORTH IMPROVEMENT CORRIDOR

Proposed Highway 65 North (65N) extends in a north/northwest orientation for approximately 96.5 miles from Damascus, Arkansas to the Missouri state line. The proposed highway would be constructed as a four lane, divided, access-controlled tolled highway almost entirely on new alignment. A seven mile segment from approximately one mile south of Burlington, Arkansas to the Missouri state line would utilize the existing U.S. 65 multi-lane divided highway which would be upgraded to a controlled access facility. The proposed project bypasses the towns of Clinton, Leslie, Marshall and Harrison.

Highway 65 will include 10 interchanges, 6 of which will be tolled in one direction under the closed barrier scenario. Three mainline toll plazas are proposed along the 97.5 mile highway; the first between Highways 16 and 66 south of Leslie; the second between Highways 74 and 65 south of Pindall, and the third between U.S. 62 and Highway 7 south of Harrison.

Previous studies conducted within the study corridor include an Environmental Assessment (EA) dated June 1994 for the section in Boone County from U.S. 62 north to the Missouri state line. The EA recommended improving U.S. 65 to a four-lane facility on new alignment.

PROPOSED HIGHWAY 65/82 IMPROVEMENT CORRIDOR

Proposed Highway 65/82 is oriented in a south/southeast direction from I-530 in Pine Bluff, Arkansas to a connection with U.S. 82 in Mississippi, a distance of approximately 89.4 miles. The proposed Highway 65/82 would be constructed as a four lane, divided toll highway with full access control. Approximately 50.0 of the 89.4 mile project will be constructed on new alignment. Project on new alignment will occur principally in the vicinity of cities such as Pine Bluff, Dumas, McGehee and Lake Village. The remaining 39.4 miles will consist of the addition of two lanes to the existing roadway, along with conversion to a full access control highway. Along segments where existing U.S. 65 will be upgraded, frontage roads will be constructed to provide existing residences and business with a toll-free alternative route. Included as part of the proposed project are bypasses of the towns of Dumas/Mitchellville, McGehee and Lake Village.

Highway 65/82 will include 22 local access interchanges, 16 of which will be tolled in one direction under the closed-barrier scenario. Also included along the 89.4 mile facility will be 4 mainline toll plazas.

A 1984 report entitled, Southeast Arkansas Corridor Planning Study, prepared by the Planning Division of the AHTD, evaluated improvement alternatives for U.S. 65. Improvements included widening the existing highway, a Dumas bypass, and other lesser projects to enhance the safe functioning of the road, and freeways on a new alignment. This study concluded that a freeway facility on a new alignment was at that time not warranted.

PROPOSED HIGHWAY 67 IMPROVEMENT CORRIDOR

Proposed Highway 67 extends in a north/northeast direction from an interchange with Highway 14 south of Newport, Arkansas to the Missouri state line, a distance of approximately 83.8 miles. The proposed Highway 67 would be constructed as a four-lane, divided toll highway with full access control. Approximately 73.4 of the 83.8 mile project would be constructed on new alignment. Project on new alignment will begin from the interchange with Highway 980 northeast of Newport, Arkansas and end at existing U.S. 67 approximately 5.0 miles south of the Missouri state line. Project on existing alignment will include the 5.4 mile section beginning at the southern terminus at Highway 14 and ending at Highway 980. This section, the Newport Bypass, is currently a four-lane, divided highway with full access control. The last five miles of the project on existing alignment from Highway 328 north to the Missouri state line will be upgraded to a four-lane, divided highway with full access control.

Proposed Highway 67 will include 13 local access interchanges, 9 of which will be tolled in one direction under the closed-barrier scenario. Included along the 83.8 mile facility will be 3 mainline toll plazas.

Previous studies include a Final Environmental Impact Statement (FEIS) with Federal Highway Administration approval dated April 1994, which proposes to construct a four-lane divided highway with full control of access between Newport and Walnut Ridge/Hoxie. The selected alternative begins on new location from the Newport Bypass at Highway 980, then proceeds north to the proposed Walnut Ridge/Hoxie Bypass. A U.S. 67 Corridor Study from Walnut Ridge to the Missouri state line, dated February 1996, was prepared by the AHTD which recommended a new alignment for U.S. 67 with a four-lane freeway cross section.

PROPOSED HIGHWAY 79 IMPROVEMENT CORRIDOR

Proposed Highway 79 is oriented in a northeast direction extending from U.S. 65 on the east side of Pine Bluff, Arkansas to a connection with U.S. 61 in Mississippi, a distance of approximately 122.9 miles. The proposed project would be constructed as a four-lane divided toll highway with full access control, entirely on new alignment.

Proposed Highway 79 will include 21 local access interchanges, 16 of which will be tolled in one direction under the closed-barrier scenario. Also included along the 122.9 mile facility will be 4 mainline toll plazas.

The study team is not aware of any recent planning studies, environmental assessments or environmental impact statements prepared for improvements within the Highway 79 corridor.

PROPOSED HIGHWAY 167 IMPROVEMENT CORRIDOR

Proposed Highway 167 is oriented in a south/southwest direction from an interchange with I-530 in the north to, and including, the El Dorado Bypass in the south, a distance of approximately 104.3 miles. The proposed highway would be constructed as a four-lane, divided toll highway with full access control, on new alignment. Frontage/service roads would be constructed where needed.

Excluding the five toll-free interchanges on the existing El Dorado Bypass, the proposed Highway 167 will include 15 local access interchanges, 9 of which will be tolled in one direction. Also included along the 104.3 mile facility will be 4 mainline toll plazas. However, none of these mainline plazas are located along the 5.3 mile El Dorado Bypass. This means that, under the closed barrier scenario, that trips made on the Bypass from U.S. 167 in the north to U.S. 82 in the south are toll-free.

Proposed North Belt Improvement Corridor

The proposed North Belt Freeway constructed as a four-lane, divided toll highway with full access control on new alignment in northern Pulaski County would begin on the west at the I-40/I-430 Interchange. Traveling northeast across Camp Robinson, the project loops around the North Little Rock metropolitan area to an interchange at U.S. 67/167 in Jacksonville. The proposed highway then travels in a southerly direction for approximately 4 miles to its terminus at the I-40/I-440 Interchange. The total length of the project is 16.8 miles.

The proposed North Belt Freeway toll highway would include eight interchanges, four of which would be tolled in one direction under the closed barrier scenario. The proposed facility would also include two mainline toll plazas. The project has two major segments. The first, from the I-40/I-430 interchange on the west to U.S. 67/167 on the east includes one mainline and three ramp toll plazas. The second, from U.S. 67/167 to I-40/I-440, includes one mainline toll plaza, and one ramp plaza. This four mile section is currently under construction and is expected to be completed by early 2003.

The FEIS for the 12.6 mile section of the North Belt Freeway from I-40/I-430 to U.S. 67/167 entitled, U.S. Highway 67-I-40 West, Pulaski County, Arkansas, has been completed (April 1994). The FEIS for the four mile section from U.S. 67/167 to I-40/I-440 was also completed (March 1985).

Proposed Hot Springs Bypass Improvement Corridor

The proposed project is located east of Hot Springs in Garland County. The Bypass would be constructed on new alignment as a four-lane toll highway with full access control traveling to the north connecting U.S. 270 to Highways 5/7, a distance of approximately 7.9 miles.

In addition to interchanges with Highways 5/7 at the project's northern terminus and U.S. 270 at the southern terminus, one intermediate interchange at U.S. 70 has been planned. Of the three interchanges, only the ramps to and from the south at U.S. 70 would contain ramp toll plazas under the closed-barrier scenario. One mainline toll plaza is proposed between the U.S. 70 and Highways 5/7 Interchanges.

An EA for the 2.5 mile section of the Bypass from U.S. 270 east to U.S. 70 east was approved in June 1989. A planning study prepared by the AHTD for the 5.4 mile section from U.S. 70 east to the junction of Highways 5/7 was completed in October 1994.

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PROJECT METHODOLOGY

This section describes the two-prong methodological approach used to forecast travel demand within each of the eight Major Corridors. A computer traffic simulation model was utilized to forecast traffic volumes under toll-free and toll scenarios for the proposed North Belt Freeway. The other seven projects utilized a manual assignment process for the traffic demand analysis.

The computer traffic simulation model used to develop traffic estimates for a tolled North Belt facility was provided by the AHTD. For this study, WSA was provided with the latest traffic networks and trip tables for years 1990 and 2025, and via interpolation and extrapolation, WSA developed trip tables and made traffic assignments for years 1999, 2005, 2015 and 2035. Traffic assignments were made assuming a toll-free and a tolled project. Several toll rates were used in the model simulation for year 1999 to estimate the optimum toll rate. Once this was determined, traffic assignments for future years were completed using the optimum toll rate.

A manual toll diversion analysis was utilized to develop the traffic volume estimates for the remaining seven Major Corridors as tolled highway. The diversion analysis utilized for each of the project corridors estimates the potential number of trips that would use a proposed toll facility. The potential market of trips was identified by examining 1999 average daily traffic (ADT) volumes on the existing routes as well as other parallel routes in each of the Major Corridors which would serve as alternate roads to the proposed projects. The 1999 traffic volumes were supplied by the AHTD.

Major origins and destinations were identified along each project corridor, and the total potential universe of trips for each project was disaggregated into discrete movements between the identified origins and destinations. For each movement in a corridor, the cost of making the trip on the project was compared to the cost of making the trip via the alternative existing road network. These costs associated with trip making consist of three items: the distance traveled, the time it takes to make the trip, and any toll costs associated with the trip. All costs are expressed in dollars by applying a value of time and a cost per-mile to the travel-time and the distance, respectively. A percentage of trips on the alternate road are diverted onto the project based on a cost ratio that compares the cost of the trip on the project to the cost of the trip on the existing road.

Toll plazas on each of the facilities were located based on a review of 1999 ADT volumes, interchange spacing and optimum efficiency. Toll collection was analyzed under two scenarios, a closed-barrier and an open-barrier system. Under the closed-barrier system, toll plazas are placed along selected mainline segments and ramp locations resulting in all travel movements paying a toll, with few exceptions. Under an open-barrier system, movements are tolled only through mainline plazas. There are no ramp plazas. Under this system of toll collection, the construction costs are reduced with a proportionately smaller reduction in toll revenues.

A review was made of per-mile toll rates for passenger cars and commercial vehicles now charged on comparable turnpikes in neighboring Oklahoma and nearby Kansas. Several unique

toll schedules were developed for each project ranging from $0.04 to $0.12 per-mile for passenger cars, with commercial vehicle rates proportionately higher ranging from $0.09 to $0.27 per-mile. A very cursory toll sensitivity test was conducted based on the alternate toll schedules.

Potential trips on any of the projects are partly dependent on the toll rates. Different toll rates were tested on each of the projects. Using these rates, assignments were made once the potential trips on each of the projects were identified at 1999 levels. Future traffic volumes were then developed at 2005 and 2025 levels. Growth rates were determined by analyzing historic traffic growth rates on various roads in each of the project corridors, and the economic potential for increased traffic growth. In addition, induced trips were then added to the project. These are trips that are not currently being made in the corridor, but are generated due to the influence of a significant roadway improvement that improves mobility in the area. Based on these growth rates, traffic estimates were developed for the forecast period (2005 through 2045).

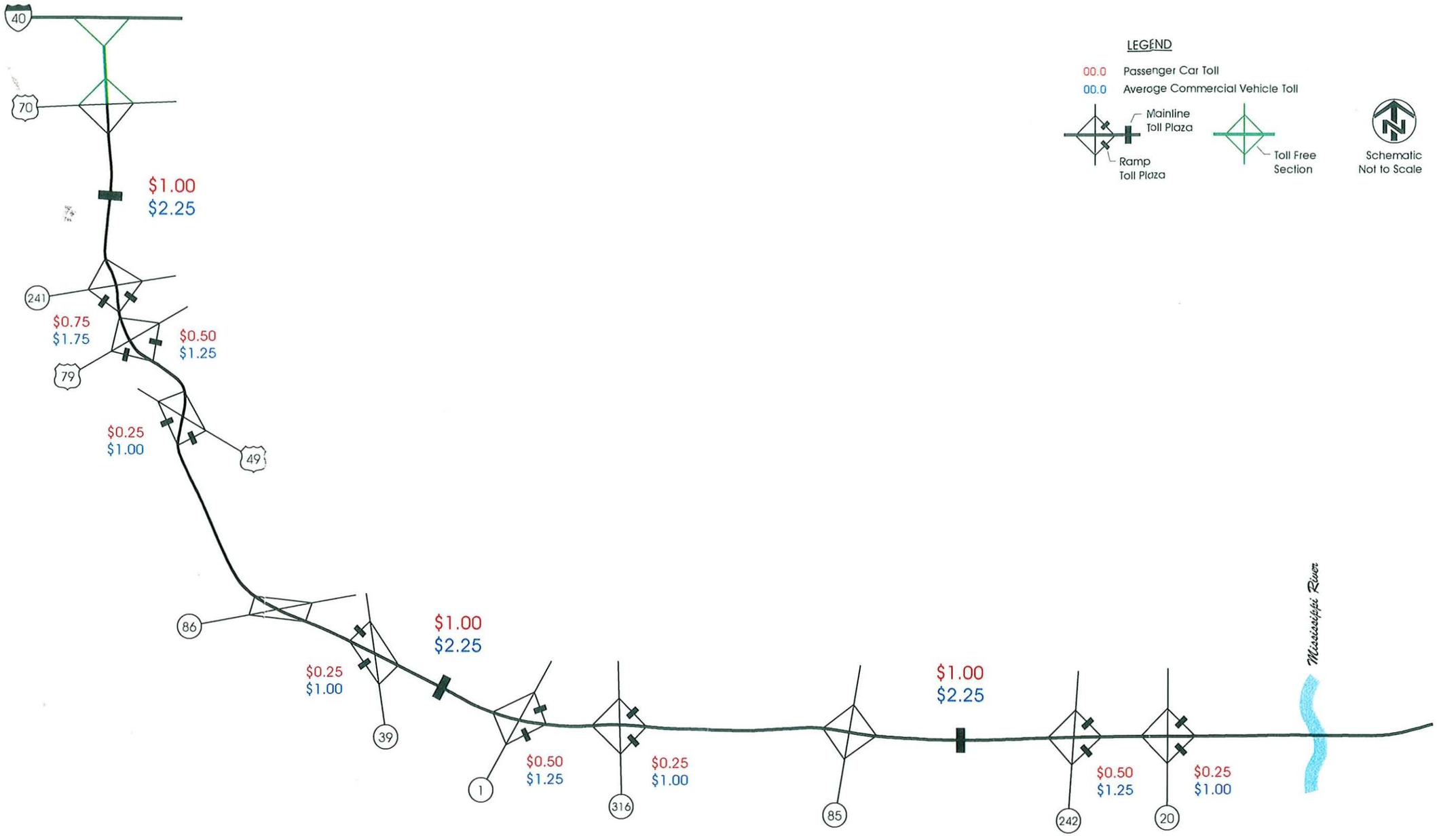
PROPOSED TOLL COLLECTION CONCEPTS AND TOLLS

As discussed previously, the eight Major Corridor projects were analyzed with two toll collection system alternatives; the first, a closed-barrier system, and the second, an open-barrier system. Proposed toll collection locations were identified for each of the corridor projects under both toll collection system alternatives. Passenger car tolls, as well as average commercial vehicle tolls were then calculated for each mainline and ramp toll plaza location to determine the overall sensitivity to tolls under the various per-mile toll rates tested. Based on this analysis an "optimum" per-mile toll rate was determined at year 2005 levels for the eight Major Corridor projects.

Subsequent to calculating these "optimum" toll rates, toll increases at 10-year increments were implemented recognizing a 3 percent per year inflation rate. This section presents schematic diagrams indicating the locations of mainline and ramp toll plazas, along with passenger car and average commercial vehicle tolls for each of the eight Major Corridor project configurations (see Figures 2 through 9). In addition, passenger car and average commercial vehicle tolls assuming toll increases at 10-year intervals are presented in Tables 1 through 8 for each of the Major Corridor projects.

PROPOSED HIGHWAY 49 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed Highway 49 are presented in Figure 2. Under a closed-barrier system of toll collection, Highway 49 would incorporate 3 mainline toll plazas and position ramp toll plazas at 8 of its 12 interchange locations, as shown in Figure 2. Passenger cars will be assessed a toll of $1.00 at each mainline plaza and commercial vehicles an average toll of $2.25, equaling a through trip toll charge of $3.00 for passenger cars and $6.75 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.052 and $0.118, respectively.



LEGEND

00.0 Passenger Car Toll

00.0 Average Commercial Vehicle Toll

Mainline Toll Plaza

Ramp Toll Plaza

Toll Free Section

Schematic Not to Scale

WSA

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TOLL COLLECTION CONCEPTS AND TOLLS – PROPOSED HIGHWAY 49

FIGURE 2

Passenger car tolls at ramp plaza locations range from a low of $0.25 to a high of $0.75. Average commercial vehicle tolls range between $1.00 and $1.75 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along Highway 49 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

As shown in Figure 2, proposed Highway 49 would provide toll-free travel along a selected portion of the facility. This section is located along the portion of proposed Highway 49 between U.S. 70 and I-40 and was left toll-free to accommodate motorists wishing to access the existing interstate facility via the project with the opportunity to enter and/or exit the proposed project prior to paying a toll.

Table 1 presents proposed Highway 49 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $1.00 in 2005 and $2.50 in 2035 with average commercial vehicle tolls ranging between $2.25 and $5.75, respectively. These tolls translate to passenger car through trip per-mile toll rates of $0.052 in 2005, increasing to $0.065 in 2015, to $0.091 in 2025, and finally reaching $0.130 by 2035. Commercial vehicle per-mile toll rates equal $0.118, $0.144, $0.209 and $0.300 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED HIGHWAY 65 NORTH IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for Highway 65 North (65N) are presented in Figure 3. Under a closed-barrier system of toll collection, Highway 65N would incorporate 3 mainline toll plazas and position ramp toll plazas at 6 of its 10 interchange locations, as shown in Figure 3. Passenger cars will be assessed a toll of $1.75 at each mainline plaza and commercial vehicles an average of $4.00, equaling a through trip toll charge of $5.25 for passenger cars and $12.00 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.054 and $0.123, respectively.

Passenger car tolls at ramp plaza locations range from a low of $0.25 to a high of $1.00. Average commercial vehicle tolls range between $1.00 and $2.25 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along proposed Highway 65N and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

Table 2 presents proposed Highway 65N passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $1.75 in 2005 and $4.25 in 2035 with average commercial vehicle tolls ranging between $4.00 and $9.50, respectfully. These tolls translate to passenger car through trip per-mile toll rates of $0.054 in 2005, increasing to $0.069 in 2015, to $0.100 in 2025 and finally reaching $0.131 by 2035. Commercial vehicle per-mile toll rates equal $0.123, $0.154, $0.223 and $0.292 in 2005, 2015, 2025 and 2035, respectively.

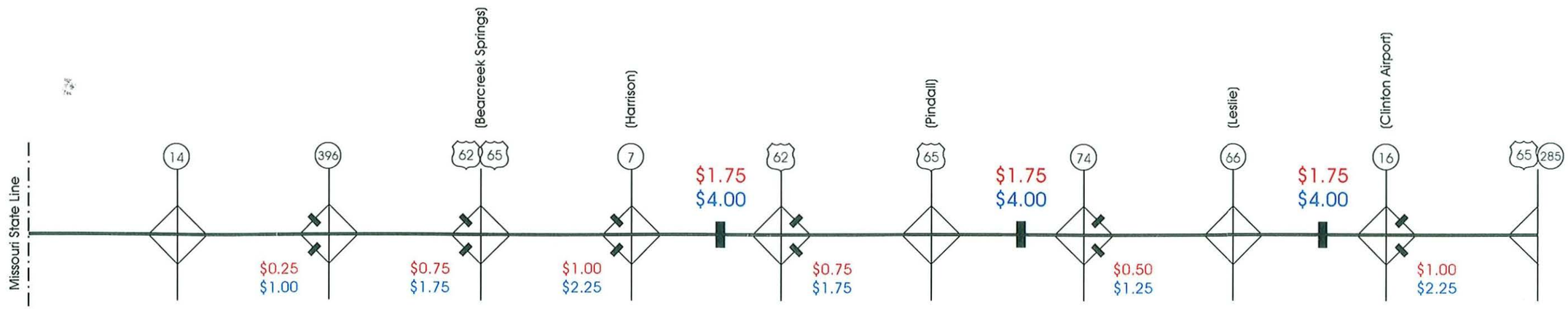
Table 1
Proposed Schedule of Tolls
Proposed Highway 49

Closed-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Mainline Plaza South of U.S. 70	$1.00	$2.25	$1.25	$2.75	$1.75	$4.00	$2.50	$5.75
S.H. 241 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
U.S. 79 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
U.S. 49 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 39 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
Mainline Plaza West of S.H.1	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
S.H. 1 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 316 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
Mainline Plaza East of S.H. 85	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
S.H. 242 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 20 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25

Open-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Mainline Plaza South of U.S. 70	$1.00	$2.25	$1.25	$2.75	$1.75	$4.00	$2.50	$5.75
Mainline Plaza West of S.H.1	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
Mainline Plaza East of S.H. 85	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75



LEGEND

00.0 Passenger Car Toll

00.0 Average Commercial Vehicle Toll

Mainline Toll Plaza

Ramp Toll Plaza

N

Schematic
Not to Scale

WSA

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TOLL COLLECTION CONCEPTS AND TOLLS – PROPOSED HIGHWAY 65 NORTH

FIGURE 3

Table 2
Proposed Schedule of Tolls
Proposed Highway 65N

Closed-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
S.H. 396 Ramps	$0.25	$1.00	$0.25	$1.00	$0.50	$1.25	$0.50	$1.25
U.S. 62/65 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
S.H. 7 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
Mainline Plaza South of S.H. 7	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
U.S. 62 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
Mainline Plaza South of U.S. 65	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
S.H.74 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of S.H. 66	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
S.H. 16 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75

Open-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Mainline Plaza South of S.H. 7	$1.75	$4.00	$2.25	$5.00	$3.25	$7.25	$4.25	$9.50
Mainline Plaza South of U.S. 65	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
Mainline Plaza South of S.H. 66	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50

PROPOSED HIGHWAY 65/82 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed Highway 65/82 are presented in Figure 4. Under a closed-barrier system of toll collection proposed Highway 65 would incorporate 4 mainline toll plaza and position ramp toll plazas at 16 of its 22 interchange locations, as shown in Figure 4. Passenger cars will be assessed a toll of $1.25 at each mainline plaza and commercial vehicles an average of $2.75 equaling a through trip toll charge of $5.00 for passenger cars and $11.00 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.056 and $0.123, respectively.

Passenger car tolls at ramp plaza locations range from a low of $0.25 to a high of $0.75. Average commercial vehicle tolls range between $1.00 and $1.75 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along proposed Highway 65/82 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

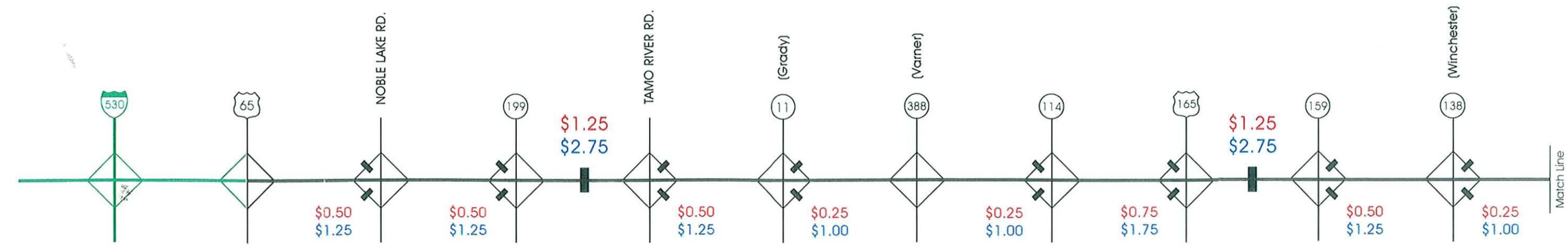
As shown in Figure 4, Proposed Highway 65/82 would provide toll-free travel along a selected portion located between I-530 and the U.S. 65/U.S. 425 junction. Toll-free travel is allowed in this section to allow motorists wishing to access the existing interstate facility via the project the opportunity to enter and/or exit the proposed project prior to paying a toll.

Table 3 presents proposed Highway 65/82 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $1.25 in 2005 and $3.00 in 2035, with average commercial vehicle tolls ranging between $2.75 and $6.75, respectively. These tolls translate to passenger car through trip per-mile toll rates of $0.056 in 2005, increasing to $0.078 in 2015, to $0.101 in 2025 and finally reaching $0.134 by 2035. Commercial vehicle per-mile toll rates equal $0.123, $0.179, $0.224 and $0.302 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED HIGHWAY 67 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed Highway 67 are presented in Figure 5. Under a closed-barrier system of toll collection Highway 67 would incorporate 3 mainline toll plazas and position ramp toll plazas at 9 of its 13 interchange locations, as shown in Figure 5. Passenger cars will be assessed a toll of $1.50 at each mainline plaza and commercial vehicles an average toll of $3.50 equaling a through trip toll charge of $4.50 for passenger cars and $10.50 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.054 and $0.125, respectively.

Passenger car tolls at ramp plaza locations range from a low of $0.25 to a high of $1.00. Average commercial vehicle tolls range between $1.00 and $2.25 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along Highway 67 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.



LEGEND

00.0 Passenger Car Toll

00.0 Average Commercial Vehicle Toll

Mainline Toll Plaza

Ramp Toll Plaza

Toll Free Section

Schematic Not to Scale

WSA

WILBUR SMITH ASSOCIATES

TOLL COLLECTION CONCEPTS AND TOLLS – PROPOSED HIGHWAY 65 / 82

FIGURE 4

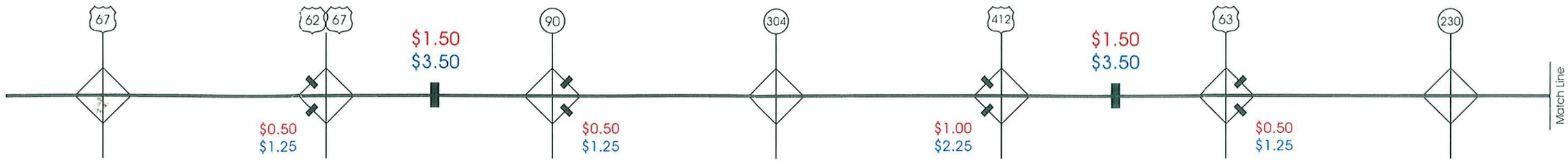
Table 3
Proposed Schedule of Tolls
Proposed Highway 65/82

Closed-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Noble Lake Road Ramps	$0.50	$1.25	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75
S.H. 199 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of S.H. 199	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
Tamo River Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 11 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 114 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
U.S. 165 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
Mainline Plaza North of S.H. 159	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
S.H. 159 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 138 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 4 Ramps (McGehee)	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
U.S. 165 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
Mainline Plaza South of U.S. 165	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
S.H. 35 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 208 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
U.S. 82 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H.159 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
U.S. 65 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of U.S. 65	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
S.H. 142 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25

Open-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Mainline Plaza South of S.H. 199	$1.25	$2.75	$1.75	$4.00	$2.25	$5.00	$3.00	$6.75
Mainline Plaza North of S.H. 159	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
Mainline Plaza South of U.S. 165	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
Mainline Plaza South of U.S. 65	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75



LEGEND

00.0 Passenger Car Toll

00.0 Average Commercial Vehicle Toll

Mainline Toll Plaza

Ramp Toll Plaza

N

Schematic
Not to Scale

WSA

WILBUR SMITH ASSOCIATES

TOLL COLLECTION CONCEPTS AND TOLLS – PROPOSED HIGHWAY 67

FIGURE 5

Table 4 presents proposed Highway 67 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $1.50 in 2005 and $3.75 in 2035, with average commercial vehicle tolls ranging between $3.50 and $8.50, respectively. These tolls translate to passenger car through trip per-mile toll rates of $0.054 in 2005, increasing to $0.072 in 2015, to $0.098 in 2025 and finally reaching $0.134 by 2035. Commercial vehicle per-mile toll rates equal $0.125, $0.161, $0.224 and $0.304 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED HIGHWAY 79 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for Highway 79 are presented in Figure 6. Under a closed-barrier system of toll collection Highway 79 would incorporate 4 mainline toll plazas and position ramp toll plazas at 16 of its 21 interchange locations, as shown in Figure 6. Passenger cars will be assessed a toll of $1.75 at each mainline plaza and commercial vehicles an average of $4.00 equaling a through trip toll charge of $7.00 for passenger cars and $16.00 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.057 and $0.130, respectively.

Passenger car tolls at ramp plaza locations range from a low of $0.25 to a high of $1.00. Average commercial vehicle tolls range between $1.00 and $2.25 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along proposed Highway 79 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

Table 5 presents proposed Highway 79 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $1.75 in 2005 and $4.25 in 2035, with average commercial vehicle tolls ranging between $4.00 and $9.50, respectively. These tolls translate to passenger car through trip per-mile toll rates of $0.057 in 2005, increasing to $0.073 in 2015, to $0.106 in 2025 and finally reaching $0.138 by 2035. Commercial vehicle per-mile toll rates equal $0.130, $0.163, $0.236 and $0.309 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED HIGHWAY 167 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed Highway 167 are presented in Figure 7. Under a closed-barrier system of toll collection proposed Highway 167 would incorporate 4 mainline toll plaza and position ramp toll plazas at 9 of its 20 interchange locations, as shown in Figure 7. Passenger cars will be assessed a toll of $1.25 at each mainline plaza and commercial vehicles an average of $2.75 equaling a through trip toll charge of $5.00 for passenger cars and $11.00 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.048 and $0.105, respectively.

Passenger car tolls at ramp plaza locations range from a low of $0.25 to a high of $0.75. Average commercial vehicle tolls range between $1.00 and $1.75 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned

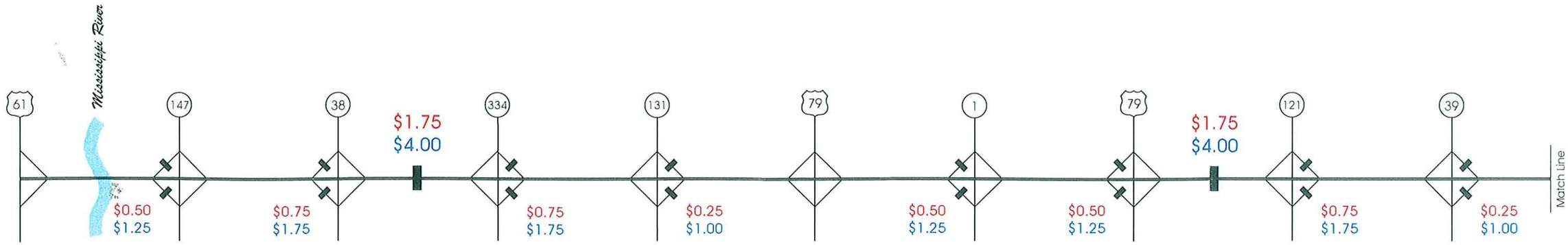
Table 4
Proposed Schedule of Tolls
Proposed Highway 67

Closed-Barrier Toll Collection System

Toll Plaza	Year 2005 Passenger Car	Year 2005 Commercial Vehicle	Year 2015 Passenger Car	Year 2015 Commercial Vehicle	Year 2025 Passenger Car	Year 2025 Commercial Vehicle	Year 2035 Passenger Car	Year 2035 Commercial Vehicle
U.S. 62/67 Ramps	$0.50	$1.25	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75
Mainline Plaza South of U.S. 62/67	1.50	3.50	2.00	4.50	2.75	6.25	3.75	8.50
S.H 90 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
U.S. 412 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
Mainline Plaza South of U.S. 412	1.50	3.50	2.00	4.50	2.75	6.25	3.75	8.50
U.S. 63 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H 226 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H 37 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
Mainline Plaza South of S.H. 37	1.50	3.50	2.00	4.50	2.75	6.25	3.75	8.50
S.H. 980 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 384 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 17 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25

Open-Barrier Toll Collection System

Toll Plaza	Year 2005 Passenger Car	Year 2005 Commercial Vehicle	Year 2015 Passenger Car	Year 2015 Commercial Vehicle	Year 2025 Passenger Car	Year 2025 Commercial Vehicle	Year 2035 Passenger Car	Year 2035 Commercial Vehicle
Mainline Plaza South of U.S. 62/67	$1.50	$3.50	$2.00	$4.50	$2.75	$6.25	$3.75	$8.50
Mainline Plaza South of U.S. 412	1.50	3.50	2.00	4.50	2.75	6.25	3.75	8.50
Mainline Plaza South of S.H. 37	1.50	3.50	2.00	4.50	2.75	6.25	3.75	8.50



LEGEND

00.0 Passenger Car Toll

00.0 Average Commercial Vehicle Toll

Mainline Toll Plaza

Ramp Toll Plaza

Schematic
Not to Scale

WSA

WILBUR SMITH ASSOCIATES

TOLL COLLECTION CONCEPTS AND TOLLS – PROPOSED HIGHWAY 79

FIGURE 6

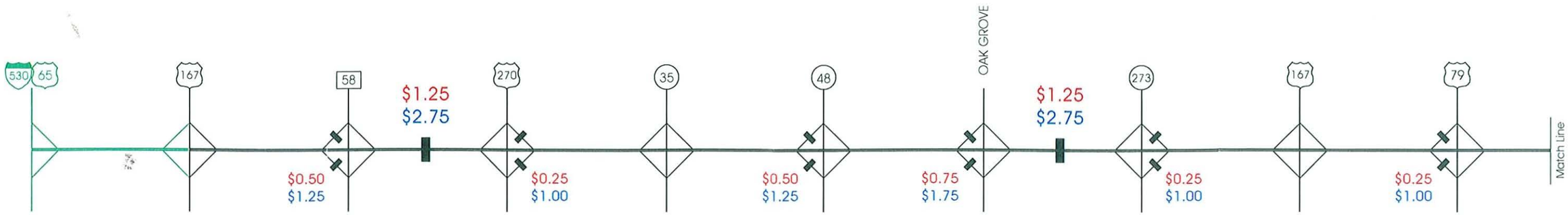
Table 5
Proposed Schedule of Tolls
Proposed Highway 79

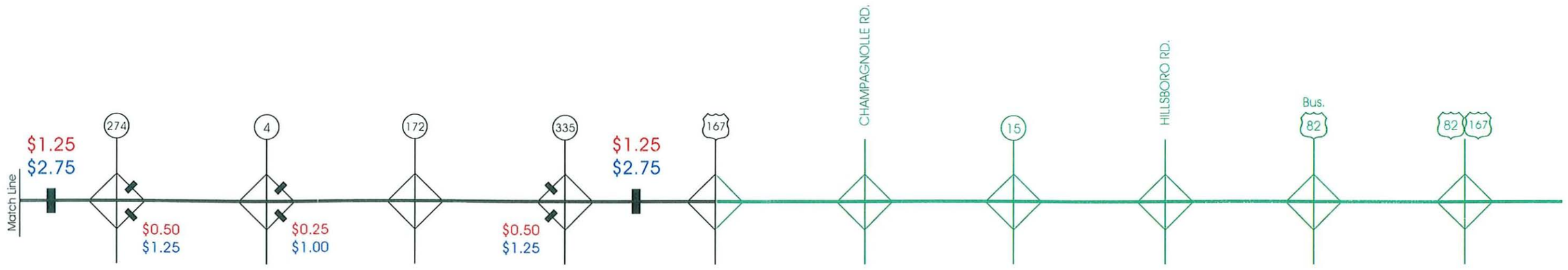
Closed-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
S.H. 147 Ramps	$0.50	$1.25	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75
S.H. 38 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
Mainline Plaza South of S.H. 38	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
S.H. 334 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
S.H. 131 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 1 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
U.S. 79 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza North of S.H. 121	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
S.H. 121 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
S.H. 39 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 17 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 86 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of S.H. 86	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
S.H. 33 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
S.H. 146 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 343 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H.152 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of S.H. 152	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
U.S. 79 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
U.S. 79B Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75

Open-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Mainline Plaza South of S.H. 38	$1.75	$4.00	$2.25	$5.00	$3.25	$7.25	$4.25	$9.50
Mainline Plaza North of S.H. 121	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
Mainline Plaza South of S.H. 86	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50
Mainline Plaza South of S.H. 152	1.75	4.00	2.25	5.00	3.25	7.25	4.25	9.50





LEGEND

00.0 Passenger Car Toll

00.0 Average Commercial Vehicle Toll

Schematic
Not to Scale

WILBUR SMITH ASSOCIATES

TOLL COLLECTION CONCEPTS AND TOLLS – PROPOSED HIGHWAY 167

FIGURE 7

along proposed Highway 167 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

As shown in Figure 7, Proposed Highway 167 would provide toll-free travel along a selected portion of the facility. This section is located along the portion of Highway 167 as the El Dorado Bypass between U.S. 167 and U.S. 82 around El Dorado. Toll-free travel is allowed in this section due to the frequency of existing interchanges as well as the increased costs associated with reconstructing these existing interchanges to accommodate toll collection.

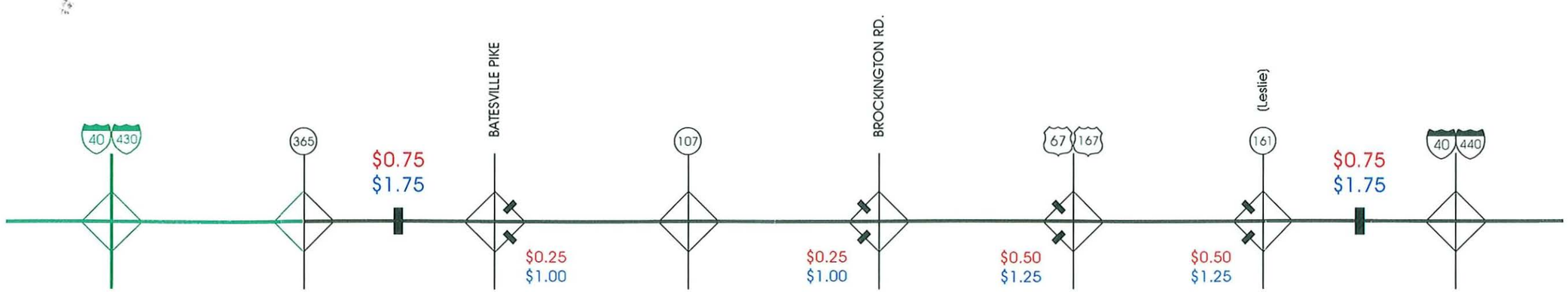
Table 6 presents proposed Highway 167 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $1.25 in 2005 and $3.00 in 2035, with average commercial vehicle tolls ranging between $2.75 and $6.75, respectively. These tolls translate to passenger car through trip per-mile toll rates of $0.048 in 2005, increasing to $0.067 in 2015, to $0.086 in 2025 and finally reaching $0.115 by 2035. Commercial vehicle per-mile toll rates equal $0.105, $0.153, $0.192 and $0.259 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED NORTH BELT IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed North Belt are presented in Figure 8. Under a closed-barrier system of toll collection proposed North Belt would incorporate 2 mainline toll plazas and position ramp toll plazas at 4 of its 8 interchange locations, as shown in Figure 8. Passenger cars will be assessed a toll of $0.75 at each mainline plaza and commercial vehicles an average toll of $1.75 equaling a through trip toll charge of $1.50 for passenger cars and $3.50 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.089 and $0.208, respectively. These per-mile rates are somewhat higher than those on the more rural projects due to the urban nature of this facility. A much higher portion of motorists traveling to urban areas such as Little Rock are oriented there for work or business which carry a much higher value-of-time thus allowing a higher per-mile toll rate to be assessed.

Passenger car tolls at ramp plaza locations range from a low of $0.25 to a high of $0.50. Average commercial vehicle tolls range between $1.00 and $1.25 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along North Belt and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

As shown in Figure 8, the proposed North Belt would provide toll-free travel along a selected portion of the facility located in the area where the proposed facility intersects with I-40 northwest of Little Rock. This section is left toll-free to accommodate motorists wishing to access the existing interstate facility via the project prior to paying a toll. While an interstate connection exists in the section of the proposed facility located east of Little Rock, it was deemed necessary to toll that portion of the facility in order to capture motorists wishing to travel to destinations northeast of Little Rock.



LEGEND

00.0 Passenger Car Toll

00.0 Average Commercial Vehicle Toll

Mainline Toll Plaza

Ramp Toll Plaza

Toll Free Section

Schematic Not to Scale

WSA

WILBUR SMITH ASSOCIATES

TOLL COLLECTION CONCEPTS AND TOLLS – PROPOSED NORTH BELT

FIGURE 8

Table 6
Proposed Schedule of Tolls
Proposed Highway 167

Closed-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
C.R. 58 Ramps	$0.50	$1.25	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75
Mainline Plaza North of U.S. 270	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
U.S. 270 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 48 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Oakgrove Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
Mainline Plaza North of S.H. 273	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
S.H. 273 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
U.S. 79 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
Mainline Plaza South of U.S. 79	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
S.H. 274 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 4 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 335 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of S.H. 335	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75

Open-Barrier Toll Collection System

Toll Plaza	Year 2005		Year 2015		Year 2025		Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Mainline Plaza North of U.S. 270	$1.25	$2.75	$1.75	$4.00	$2.25	$5.00	$3.00	$6.75
Mainline Plaza North of S.H. 273	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
Mainline Plaza South of U.S. 79	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
Mainline Plaza South of S.H. 335	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75

Table 7 presents proposed North Belt passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $0.75 in 2005 and $1.75 in 2035, with average commercial vehicle tolls ranging between $1.75 and $4.00, respectively. These tolls translate to passenger car through trip per-mile toll rates of $0.089 in 2005, increasing to $0.119 in 2015, to $0.149 in 2025 and finally reaching $0.208 by 2035. Commercial vehicle per-mile toll rates equal $0.208, $0.268, $0.327 and $0.476 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED HOT SPRINGS BYPASS IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for the Hot Springs Bypass are presented in Figure 9. Under a closed-barrier system of toll collection the Hot Springs Bypass would incorporate 1 mainline toll plaza and position ramp toll plazas at 1 of its 3 interchange locations, as shown in Figure 9. Passenger cars will be assessed a toll of $0.50 at the mainline plaza and commercial vehicles an average of $1.25 equaling a through trip toll charge of $0.50 for passenger cars and $1.25 for commercial vehicles. These tolls translate to through trip per-mile rates of $0.063 and $0.158, respectively.

Under the open-barrier system of toll collection only the mainline toll plaza would be positioned along the proposed Hot Springs Bypass and would assess the same toll assumed under the closed-barrier system. The ramp toll plazas would be eliminated.

Table 8 presents proposed Hot Springs Bypass passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3 percent per year. Mainline passenger car tolls range between $0.50 in 2005 and $1.25 in 2035, with average commercial vehicle tolls ranging between $1.25 and $2.75, respectively. These tolls translate to passenger car through trip per-mile toll rates of $0.063 in 2005, increasing to $0.095 in 2015, to $0.127 in 2025 and finally reaching $0.158 by 2035. Commercial vehicle per-mile toll rates equal $0.158, $0.222, $0.285 and $0.348 in 2005, 2015, 2025 and 2035, respectively.

ESTIMATED TRAFFIC AND TOLL REVENUE

Estimates of average daily traffic and annual toll revenue were developed for each of the eight Major Corridor projects for opening-year 2005 and design-year 2025. Estimated traffic and toll revenue were calculated assuming both a closed and open-barrier system of toll collection. All proposed facilities assumed an opening date of January 1, 2005 and 24-hour toll collection at all toll plaza locations. The results of the estimated traffic and toll revenue analysis is provided subsequently in Tables 9 through 16. The estimates for opening-year 2005 presented in these tables do not reflect "ramp up," an observed occurrence in the initial years of newly opened facilities. In addition, estimates of 2005 average daily traffic are presented for each facility in Figures 10 through 17. Truck percentages for the Major Corridor projects are based on county and route classification counts provided by AHTD. Truck percentages were calculated by averaging truck percentages over the total length of each proposed facility.

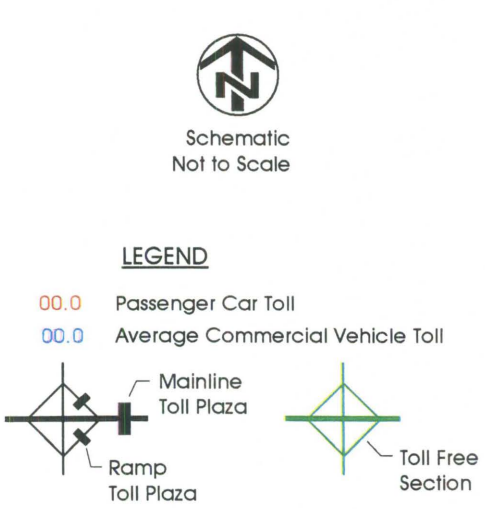
Table 7
Proposed Schedule of Tolls
Proposed North Belt

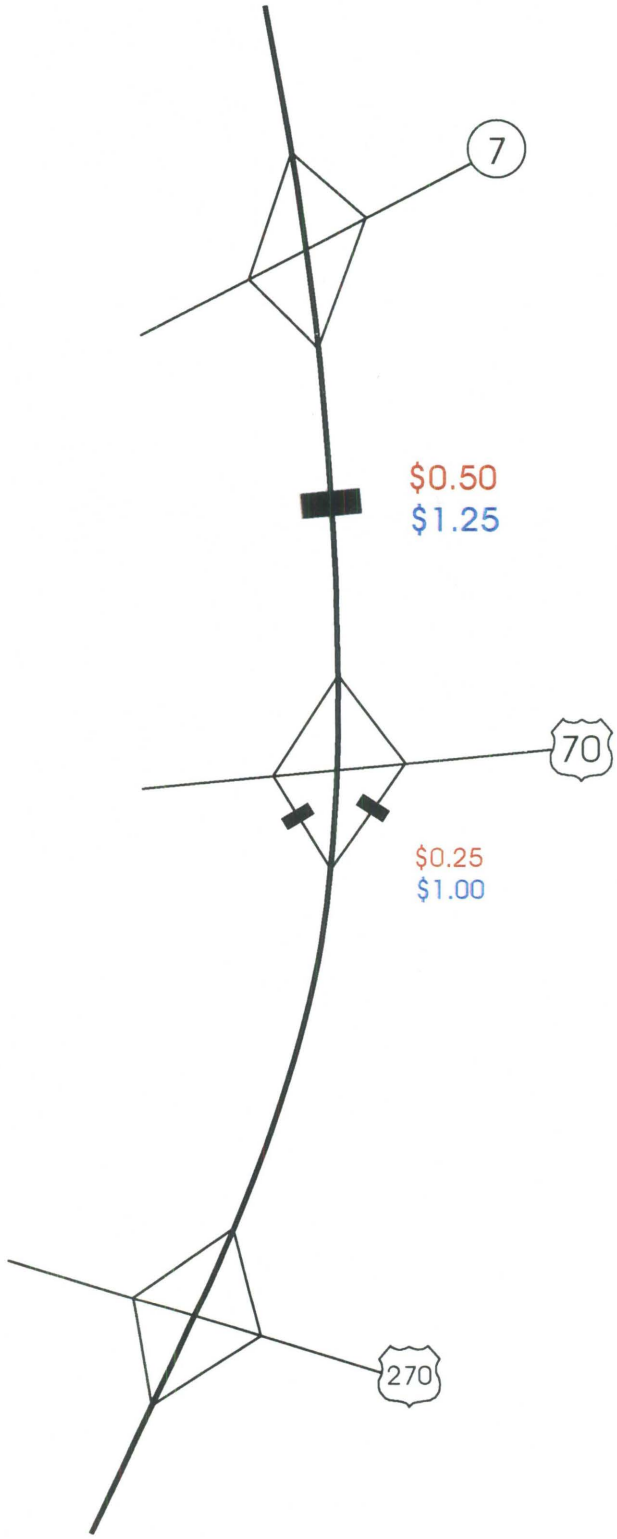
Closed-Barrier Toll Collection System

Toll Plaza	Year 2005 Passenger Car	Year 2005 Commercial Vehicle	Year 2015 Passenger Car	Year 2015 Commercial Vehicle	Year 2025 Passenger Car	Year 2025 Commercial Vehicle	Year 2035 Passenger Car	Year 2035 Commercial Vehicle
Mainline Plaza East of S.H. 365	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75	$1.75	$4.00
Batesville Pike Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
Brockington Road Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
U.S. 67/167 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 161 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza East of S.H. 161/167	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00

Open-Barrier Toll Collection System

Toll Plaza	Year 2005 Passenger Car	Year 2005 Commercial Vehicle	Year 2015 Passenger Car	Year 2015 Commercial Vehicle	Year 2025 Passenger Car	Year 2025 Commercial Vehicle	Year 2035 Passenger Car	Year 2035 Commercial Vehicle
Mainline Plaza East of S.H. 365	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75	$1.75	$4.00
Mainline Plaza East of S.H. 161/167	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00





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TOLL COLLECTION CONCEPTS AND TOLLS
PROPOSED HOT SPRINGS BYPASS

FIGURE 9

Table 8
Proposed Schedule of Tolls
Proposed Hot Springs Bypass

Closed-Barrier Toll Collection System

Toll Plaza	Year 2005 Passenger Car	Year 2005 Commercial Vehicle	Year 2015 Passenger Car	Year 2015 Commercial Vehicle	Year 2025 Passenger Car	Year 2025 Commercial Vehicle	Year 2035 Passenger Car	Year 2035 Commercial Vehicle
Mainline Plaza North of U.S. 70	$0.50	$1.25	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75
U.S 70 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25

Open-Barrier Toll Collection System

Toll Plaza	Year 2005 Passenger Car	Year 2005 Commercial Vehicle	Year 2015 Passenger Car	Year 2015 Commercial Vehicle	Year 2025 Passenger Car	Year 2025 Commercial Vehicle	Year 2035 Passenger Car	Year 2035 Commercial Vehicle
Mainline Plaza North of U.S. 70	$0.50	$1.25	$0.75	$1.75	$1.00	$2.25	$1.25	$2.75

PROPOSED HIGHWAY 49 IMPROVEMENT CORRIDOR

Presented in Table 9 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection system. The closed system collects toll revenue from motorists at eight ramp plazas and three mainline plazas, while the open-barrier system collects tolls at the three mainline plazas, only.

In year 2005, the project with a closed-barrier toll collection system is anticipated to generate an estimated $3.5 million annually in toll revenue from 11,100 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of $1.00. It also assumes that commercial vehicles will be levied proportionally higher tolls. The table also presents the average toll rate levied at each plaza, reflecting an estimate of 15.0 percent commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $12.0 million, an average annual percent change between 2005 and 2025 of 6.4 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to approximately 20,400. Estimated 2005 Average Daily Traffic Volumes are presented in Figure 10.

An open-barrier toll collection system on this project is expected to generate an estimated $2.6 million in annual toll revenue in year 2005, increasing to $9.3 million annually in year 2025. Average daily transactions will rise from 6,300 in 2005 to almost 12,200 by 2025.

PROPOSED HIGHWAY 65 NORTH IMPROVEMENT CORRIDOR

Presented in Table 10 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at six ramp plazas and three mainline plazas, while the open-barrier system collects tolls at the three mainline plazas, only.

In year 2005, the project with a closed-barrier toll collection system is expected to generate an estimated $11.9 million annually in toll revenue from 20,100 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of $1.75. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table also presents the average toll rate levied at each plaza, reflecting an estimate of 15.0 percent commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $42.4 million, an average annual percent change between 2005 and 2025 of 6.6 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to almost 38,800.

The open-barrier toll collection system shows anticipated revenue of $8.2 million in year 2005, increasing to $29.4 million by year 2025. Average daily transactions will rise from 10,800 in 2005 to approximately 20,900 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 11.

PROPOSED HIGHWAY 65/82 IMPROVEMENT CORRIDOR

Presented in Table 11 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection

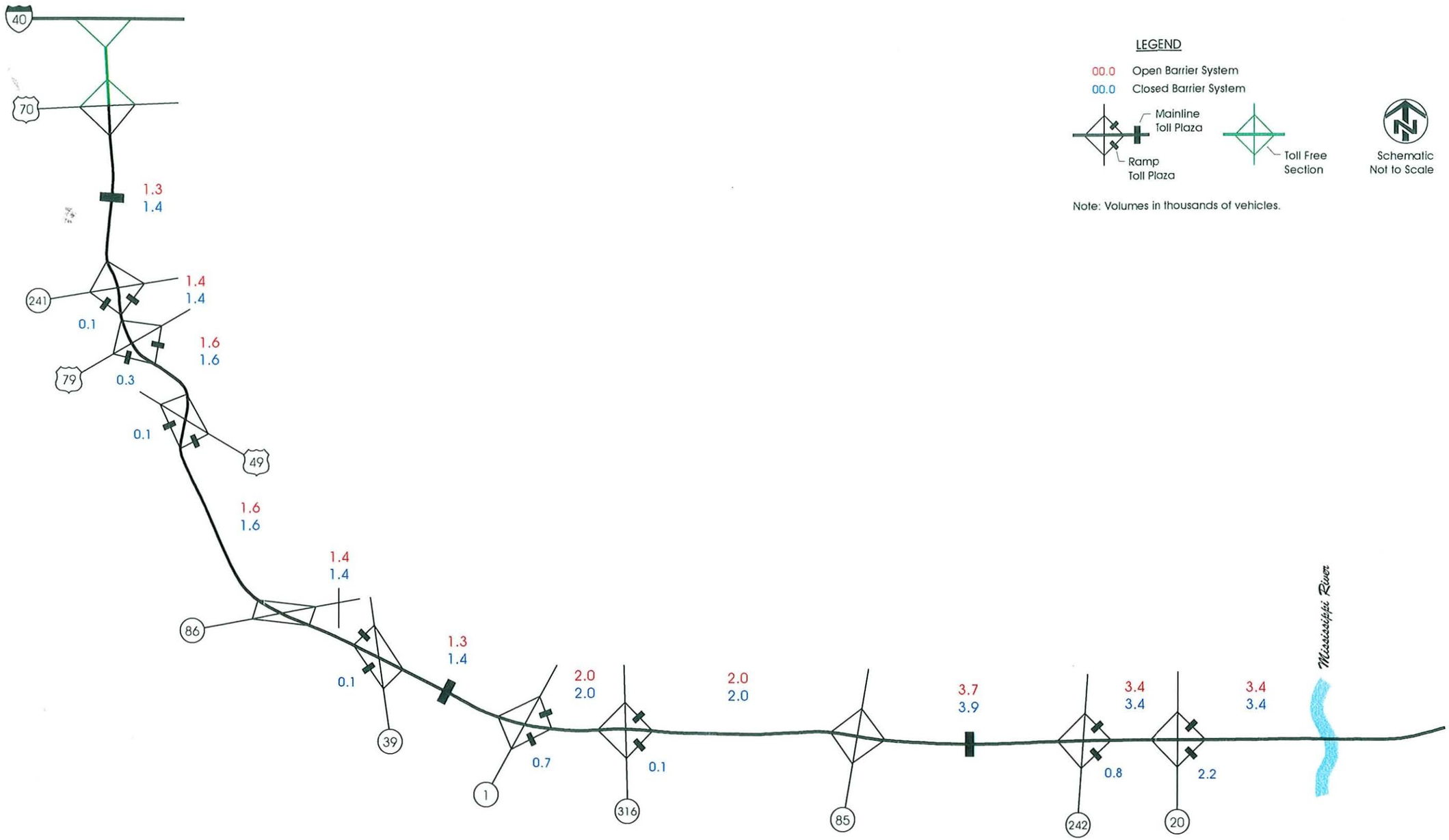
Table 9
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed Highway 49

Closed-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.00 Passenger Car Toll			Design-Year 2025 - $1.75 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza South of U.S. 70	1,400	$1.1188	$571,681	2,660	$2.0875	$2,026,754
S.H. 241 Ramps	100	0.9000	32,850	190	1.4750	102,291
U.S. 79 Ramps	300	0.6125	67,069	570	1.1188	232,756
U.S. 49 Ramps	100	0.3625	13,231	190	0.6125	42,477
S.H. 39 Ramps	100	0.3625	13,231	190	0.6125	42,477
Mainline Plaza West of S.H.1	1,400	1.1188	571,681	2,660	2.0875	2,026,754
S.H. 1 Ramps	700	0.6125	156,494	670	1.1188	273,590
S.H. 316 Ramps	100	0.3625	13,231	190	0.6125	42,477
Mainline Plaza East of S.H. 85	3,900	1.1188	1,592,541	7,410	2.0875	5,645,957
S.H. 242 Ramps	800	0.6125	178,850	1,520	1.1188	620,683
S.H. 20 Ramps	2,200	0.3625	291,088	4,180	0.6125	934,491
Total	11,100		$3,501,947	20,430		$11,990,706

Open-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.00 Passenger Car Toll			Design-Year 2025 - $1.75 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza South of U.S. 70	1,300	$1.1188	$530,847	2,570	$2.0875	$1,958,179
Mainline Plaza West of S.H.1	1,300	1.1188	530,847	2,570	2.0875	1,958,179
Mainline Plaza East of S.H. 85	3,700	1.1188	1,510,872	7,030	2.0875	5,356,421
Total	6,300		$2,572,566	12,170		$9,272,779



LEGEND

00.0 Open Barrier System

00.0 Closed Barrier System

Mainline Toll Plaza

Ramp Toll Plaza

Toll Free Section

Schematic Not to Scale

Note: Volumes in thousands of vehicles.

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ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES – PROPOSED HIGHWAY 49

FIGURE 10

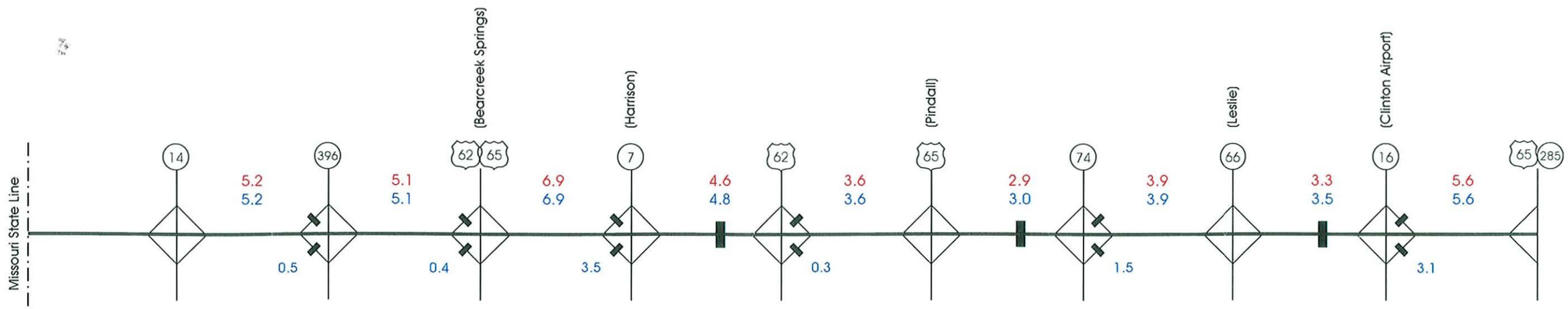
Table 10
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed Highway 65N

Closed-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.75 Passenger Car Toll			Design-Year 2025 - $3.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
S.H. 396 Ramps	500	0.3625	$66,156	950	0.6125	$212,384
U.S. 62/65 Ramps	400	0.9000	$131,400	760	1.4750	$409,165
S.H. 7 Ramps	3,500	1.1188	1,429,203	6,650	2.0875	5,066,884
Mainline Plaza South of S.H. 7	4,800	2.0875	3,657,300	9,310	3.8500	13,082,878
U.S. 62 Ramps	300	0.9000	98,550	570	1.4750	306,874
Mainline Plaza South of U.S. 65	3,000	2.0875	2,285,813	5,890	3.8500	8,276,923
S.H.74 Ramps	1,500	0.6125	335,344	2,850	1.1188	1,163,780
Mainline Plaza South of S.H. 66	3,500	2.0875	2,666,781	6,840	3.8500	9,611,910
S.H. 16 Ramps	3,100	1.1188	1,265,866	5,890	2.0875	4,487,812
Total	20,100		$11,870,256	38,760		$42,406,225

Open-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.75 Passenger Car Toll			Design-Year 2025 - $3.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza South of S.H. 7	4,600	$2.0875	$3,504,913	8,840	$3.8500	$12,422,410
Mainline Plaza South of U.S. 65	2,900	2.0875	2,209,619	5,610	3.8500	7,883,453
Mainline Plaza South of S.H. 66	3,300	2.0875	2,514,394	6,460	3.8500	9,077,915
Total	10,800		$8,228,925	20,910		$29,383,778



LEGEND

00.0 Open Barrier System

00.0 Closed Barrier System

Mainline Toll Plaza

Ramp Toll Plaza

Schematic
Not to Scale

Note: Volumes in thousands of vehicles.

ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES – PROPOSED HIGHWAY 65 NORTH

Table 11
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed Highway 65/82

Closed-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.25 Passenger Car Toll			Design-Year 2025 - $2.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Noble Lake Road Ramps	800	0.6500	$189,800	1,520	$1.2500	$693,500
S.H. 199 Ramps	1,000	0.6500	237,250	1,900	1.2500	866,875
Mainline Plaza South of S.H. 199	3,400	1.5500	1,923,550	6,560	2.8000	6,704,320
Tamo River Ramps	500	0.6500	118,625	950	1.2500	433,438
S.H. 11 Ramps	400	0.4000	58,400	760	0.6500	180,310
S.H. 114 Ramps	600	0.4000	87,600	1,140	0.6500	270,465
U.S. 165 Ramps	600	0.9500	208,050	1,140	1.5500	644,955
Mainline Plaza North of S.H. 159	2,800	1.5500	1,584,100	5,420	2.8000	5,539,240
S.H. 159 Ramps	200	0.6500	47,450	380	1.2500	173,375
S.H. 138 Ramps	1,000	0.4000	146,000	1,900	0.6500	450,775
U.S. 278 Ramps (McGehee)	1,400	0.4000	204,400	2,660	0.6500	631,085
U.S. 165 Ramps	900	0.9500	312,075	1,710	1.5500	967,433
Mainline Plaza South of U.S. 165	2,300	1.5500	1,301,225	4,470	2.8000	4,568,340
S.H. 35 Ramps	800	0.6500	189,800	1,520	1.2500	693,500
S.H. 208 Ramps	500	0.6500	118,625	950	1.2500	433,438
U.S. 82 Ramps	600	0.4000	87,600	1,140	0.6500	270,465
S.H.159 Ramps	600	0.6500	142,350	1,140	1.2500	520,125
U.S. 65 Ramps	600	0.6500	142,350	1,140	1.2500	520,125
Mainline Plaza South of U.S. 65	1,900	1.5500	1,074,925	3,710	2.8000	3,791,620
S.H. 142 Ramps	300	0.4000	43,800	570	0.6500	135,233
Total	21,200		$8,217,975	40,680		$28,488,615

Open-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.25 Passenger Car Toll			Design-Year 2025 - $2.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza South of S.H. 199	3,200	$1.5500	$1,810,400	6,270	$2.8000	$6,407,940
Mainline Plaza North of S.H. 159	2,700	1.5500	1,527,525	5,130	2.8000	5,242,860
Mainline Plaza South of U.S. 165	2,200	1.5500	1,244,650	4,280	2.8000	4,374,160
Mainline Plaza South of U.S. 65	1,800	1.5500	1,018,350	3,520	2.8000	3,597,440
Total	9,900		$5,600,925	19,200		$19,622,400

systems. The closed-barrier toll collection system collects toll revenue from motorists at 16 ramp plazas and 4 mainline plazas, while the open-barrier system collects tolls at the 4 mainline plazas, only.

In year 2005, the project with a closed-barrier toll collection system is expected to generate an estimated $8.2 million in annual toll revenue from 21,200 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of $1.25. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table also presents the average toll rate levied at each plaza, reflecting an estimate of 20.0 percent commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $28.5 million, an average annual percent change between 2005 and 2025 of 6.4 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to almost 40,700.

The open-barrier toll collection system will generate an estimated $5.6 million in annual toll revenue in year 2005, increasing to $19.6 million in year 2025. Average daily transactions will rise from 9,900 in 2005 to 19,200 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 12.

PROPOSED HIGHWAY 67 IMPROVEMENT CORRIDOR

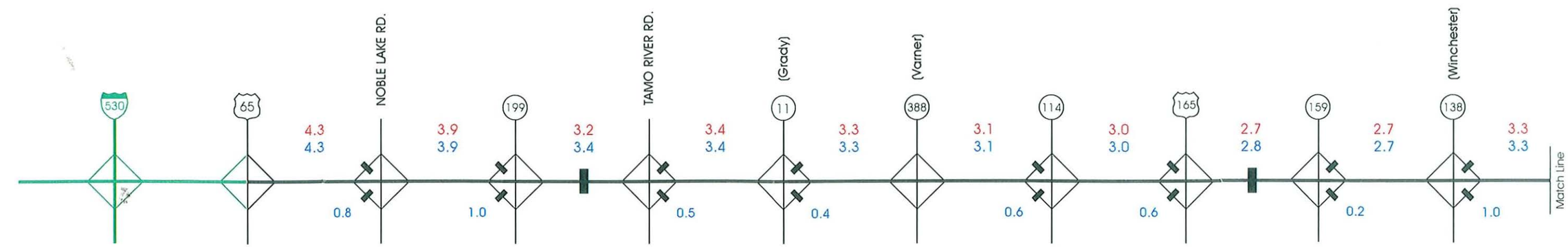
Presented in Table 12 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at 9 ramp plazas and 3 mainline plazas, while the open-barrier system collects tolls at the 3 mainline plazas, only.

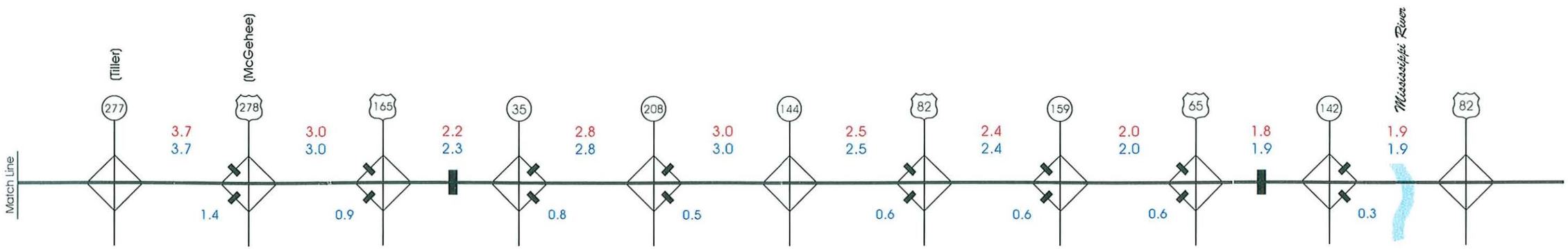
In year 2005, the project with a closed-barrier toll collection system will generate an estimated $11.1 million in annual toll revenue from 25,100 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of $1.50. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table presents the average toll rate levied at each plaza, reflecting an estimate of 20.0 percent of commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $38.1 million, an average annual percent change between 2005 and 2025 of about 6.4 percent. Overall, reflecting growth in traffic and the two toll increases average daily transactions will increase to 47,990.

The open-barrier toll collection system will generate an estimated $8.0 million annually in toll revenue in year 2005, increasing to $27.8 million in year 2025. Average daily transactions will rise from 11,500 in 2005 to approximately 22,000 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 13.

PROPOSED HIGHWAY 79 IMPROVEMENT CORRIDOR

Presented in Table 13 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection system. The closed system collects toll revenue from motorists at 16 ramp plazas and 4 mainline plazas, while the open-barrier system collects tolls at the 4 mainline plazas, only.





LEGEND

00.0 Open Barrier System

00.0 Closed Barrier System

Mainline Toll Plaza

Ramp Toll Plaza

Toll Free Section

Schematic Not to Scale

Note: Volumes in thousands of vehicles.

WSA

WILBUR SMITH ASSOCIATES

ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES – PROPOSED HIGHWAY 65 / 82

FIGURE 12

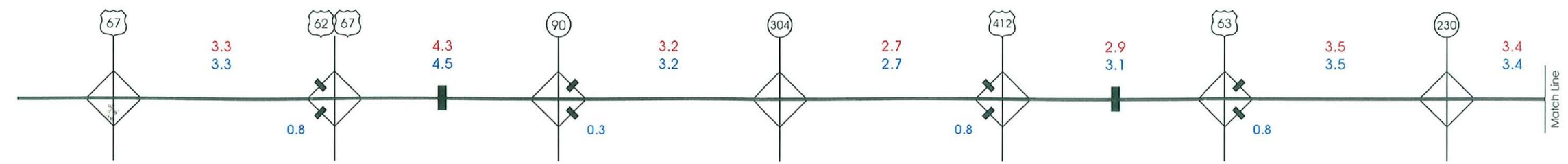
Table 12
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed Highway 67

Closed-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.50 Passenger Car Toll			Design-Year 2025 - $2.75 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
U.S. 62/67 Ramps	800	0.6500	$189,800	1,520	1.2500	$693,500
Mainline Plaza South of U.S. 62/67	4,500	1.9000	3,120,750	8,650	3.4500	10,892,513
S.H 90 Ramps	300	0.6500	71,175	570	1.2500	260,063
U.S. 412 Ramps	800	1.2500	365,000	1,520	2.2000	1,220,560
Mainline Plaza South of U.S. 412	3,100	1.9000	2,149,850	5,990	3.4500	7,542,908
U.S. 63 Ramps	800	0.6500	189,800	1,520	1.2500	693,500
S.H 226 Ramps	1,000	0.6500	237,250	1,900	1.2500	866,875
S.H 37 Ramps	1,300	0.9500	450,775	2,470	1.5500	1,397,403
Mainline Plaza South of S.H. 37	4,500	1.9000	3,120,750	8,650	3.4500	10,892,513
S.H. 980 Ramps	2,400	0.4000	350,400	4,560	0.6500	1,081,860
S.H. 384 Ramps	2,800	0.4000	408,800	5,320	0.6500	1,262,170
S.H. 17 Ramps	2,800	0.4000	408,800	5,320	0.6500	1,262,170
Total	25,100		$11,063,150	47,990		$38,066,033

Open-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.50 Passenger Car Toll			Design-Year 2025 - $2.75 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza South of U.S. 62/67	4,300	$1.9000	$2,982,050	8,170	$3.4500	$10,288,073
Mainline Plaza South of U.S. 412	2,900	1.9000	2,011,150	5,700	3.4500	7,177,725
Mainline Plaza South of S.H. 37	4,300	1.9000	2,982,050	8,170	3.4500	10,288,073
Total	11,500		$7,975,250	22,040		$27,753,870



LEGEND

00.0 Open Barrier System

00.0 Closed Barrier System

Mainline Toll Plaza

Ramp Toll Plaza

Schematic Not to Scale

Note: Volumes in thousands of vehicles.

WILBUR SMITH ASSOCIATES

ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES – PROPOSED HIGHWAY 67

FIGURE 13

Table 13
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed Highway 79

Closed-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.75 Passenger Car Toll			Design-Year 2025 - $3.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
S.H. 147 Ramps	100	$0.6125	$22,356	190	$1.1188	$77,585
S.H. 38 Ramps	600	0.9000	197,100	1,140	1.4750	613,748
Mainline Plaza South of S.H. 38	1,500	2.0875	1,142,906	2,950	3.8500	4,145,488
S.H. 334 Ramps	100	0.9000	32,850	190	1.4700	101,945
S.H. 131 Ramps	100	0.3625	13,231	190	0.6125	42,477
S.H. 1 Ramps	800	0.6125	178,850	1,520	1.1188	620,683
U.S. 79 Ramps	400	0.6125	89,425	760	1.1188	310,341
Mainline Plaza North of S.H. 121	1,000	2.0875	761,938	2,000	3.8500	2,810,500
S.H. 121 Ramps	100	0.9000	32,850	190	1.4750	102,291
S.H. 39 Ramps	100	0.3625	13,231	190	0.6125	42,477
S.H. 17 Ramps	100	0.3625	13,231	190	0.6125	42,477
S.H. 86 Ramps	300	0.6125	67,069	570	1.1188	232,756
Mainline Plaza South of S.H. 86	1,800	2.0875	1,371,488	3,520	3.8500	4,946,480
S.H. 33 Ramps	500	0.9000	164,250	950	1.4750	511,456
S.H. 146 Ramps	400	0.3625	52,925	760	0.6125	169,908
S.H. 343 Ramps	300	0.3625	39,694	570	0.6125	127,431
S.H.152 Ramps	800	0.6125	178,850	1,520	1.1188	620,683
Mainline Plaza South of S.H. 152	1,800	2.0875	1,371,488	3,520	3.8500	4,946,480
U.S. 79 Ramps	500	1.1188	204,172	950	2.0875	723,841
U.S. 79B Ramps	400	0.6125	89,425	760	1.1188	310,341
Total	11,700		$6,037,328	22,630		$21,499,385

Open-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.75 Passenger Car Toll			Design-Year 2025 - $3.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza South of S.H. 38	1,400	$2.0875	$1,066,713	2,760	$3.8500	$3,878,490
Mainline Plaza North of S.H. 121	900	2.0875	685,744	1,900	3.8500	2,669,975
Mainline Plaza South of S.H. 86	1,700	2.0875	1,295,294	3,330	3.8500	4,679,483
Mainline Plaza South of S.H. 152	1,700	2.0875	1,295,294	3,330	3.8500	4,679,483
Total	5,700		$4,343,044	11,320		$15,907,430

In year 2005, the project with a closed-barrier toll collection system is anticipated to generate an estimated $6 million in annual toll revenue from 11,700 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of $1.75. It also assumes that commercial vehicles will be levied proportionally higher tolls. The table also presents the average toll rate levied at each plaza, reflecting an estimate of 15.0 percent commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $21.5 million, an average annual percent change between 2005 and 2025 of 6.6 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to approximately 22,600. Estimated 2005 Average Daily Traffic Volumes are presented in Figure 14.

An open-barrier toll collection system on this project is expected to generate an estimated $4.3 million in annual toll revenue in year 2005, increasing to $15.9 million annually in year 2025. Average daily transactions will rise from 5,700 in 2005 to 11,320 by 2025.

PROPOSED HIGHWAY 167 IMPROVEMENT CORRIDOR

Presented in Table 14 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at 9 ramp plazas and 4 mainline plazas, while the open-barrier system collects tolls at the 4 mainline plazas, only.

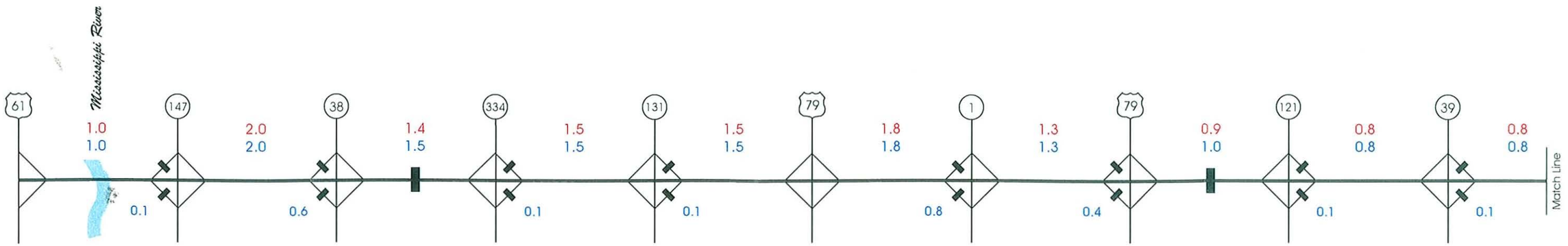
In year 2005, the project with a closed-barrier toll collection system is expected to generate an estimated $6.9 million annually in toll revenue from 17,600 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of $1.25. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table also presents the average toll rate levied at each plaza, reflecting an estimate of 20.0 percent commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $23.7 million, an average annual percent change between 2005 and 2025 of 6.4 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to almost 33,700.

The open-barrier toll collection system shows anticipated revenue of $5.0 million in year 2005, increasing to $17.3 million by year 2025. Average daily transactions will rise from 8,800 in 2005 to approximately 16,900 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 15.

PROPOSED NORTH BELT IMPROVEMENT CORRIDOR

Presented in Table 15 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at 4 ramp plazas and 2 mainline plazas, while the open-barrier system collects tolls at the 2 mainline plazas, only.

In year 2005, the project with a closed-barrier toll collection system is expected to generate an estimated $17.8 million annually in toll revenue from 58,600 transactions on an average day.



LEGEND

00.0 Open Barrier System

00.0 Closed Barrier System

Mainline Toll Plaza

Ramp Toll Plaza

Schematic Not to Scale

Note: Volumes in thousands of vehicles.

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ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES – PROPOSED HIGHWAY 79

FIGURE 14

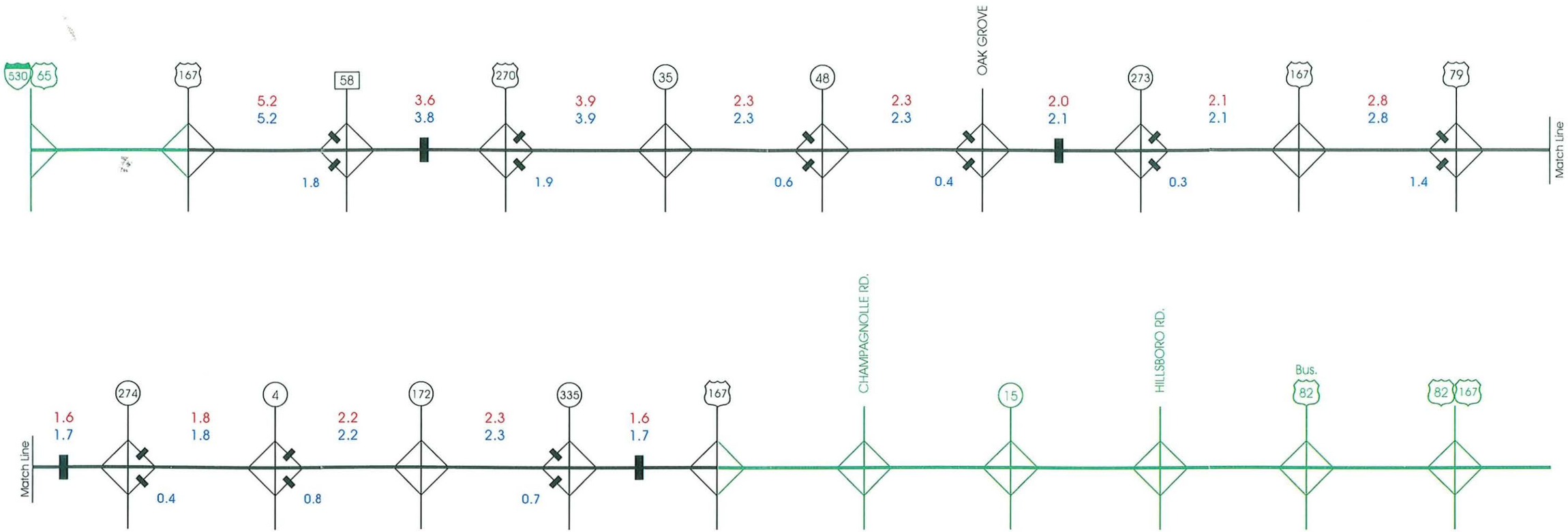
Table 14
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed Highway 167

Closed-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.25 Passenger Car Toll			Design-Year 2025 - $2.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
C.R. 58 Ramps	1,800	$0.6500	427,050	3,420	$1.2500	1,560,375
Mainline Plaza North of U.S. 270	3,800	1.5500	2,149,850	7,130	2.8000	7,286,860
U.S. 270 Ramps	1,900	0.4000	277,400	3,610	0.6500	856,473
S.H. 48 Ramps	600	0.6500	142,350	1,140	1.2500	520,125
Oakgrove Ramps	400	0.9500	138,700	760	1.5500	429,970
Mainline Plaza North of S.H. 273	2,100	1.5500	1,188,075	4,090	2.8000	4,179,980
S.H. 273 Ramps	300	0.4000	43,800	570	0.6500	135,233
U.S. 79 Ramps	1,400	0.4000	204,400	2,660	0.6500	631,085
Mainline Plaza South of U.S. 79	1,700	1.5500	961,775	3,330	2.8000	3,403,260
S.H. 274 Ramps	400	0.6500	94,900	760	1.2500	346,750
S.H. 4 Ramps	800	0.4000	116,800	1,520	0.6500	360,620
S.H. 335 Ramps	700	0.6500	166,075	1,330	1.2500	606,813
Mainline Plaza South of S.H. 335	1,700	1.5500	961,775	3,330	2.8000	3,403,260
Total	17,600		$6,872,950	33,650		$23,720,803

Open-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $1.25 Passenger Car Toll			Design-Year 2025 - $2.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza North of U.S. 270	3,600	$1.5500	$2,036,700	6,750	$2.8000	$6,898,500
Mainline Plaza North of S.H. 273	2,000	1.5500	1,131,500	3,900	2.8000	3,985,800
Mainline Plaza South of U.S. 79	1,600	1.5500	905,200	3,140	2.8000	3,209,080
Mainline Plaza South of S.H. 335	1,600	1.5500	905,200	3,140	2.8000	3,209,080
Total	8,800		$4,978,600	16,930		$17,302,460



LEGEND

00.0 Open Barrier System

00.0 Closed Barrier System

Mainline Toll Plaza

Ramp Toll Plaza

Toll Free Section

Schematic Not to Scale

Note: Volumes in thousands of vehicles.

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ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES – PROPOSED HIGHWAY 167

FIGURE 15

Table 15
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed North Belt

Closed-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $0.75 Passenger Car Toll			Design-Year 2025 - $1.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza East of S.H. 365	20,300	$0.9500	$7,039,025	35,500	$1.5500	$20,084,125
Batesville Pike Ramps	1,200	0.4000	175,200	2,000	0.6500	474,500
Brockington Road Ramps	4,600	0.4000	671,600	5,200	0.6500	1,233,700
U.S. 67/167 Ramps	9,800	0.6500	2,325,050	17,200	1.2500	7,847,500
S.H. 161 Ramps	2,400	0.6500	569,400	4,000	1.2500	1,825,000
Mainline Plaza East of S.H. 161	20,300	0.9500	7,039,025	42,400	1.5500	23,987,800
Total	58,600		$17,819,300	106,300		$55,452,625

Open-Barrier Toll Collection System

Toll Plaza	Opening-Year 2005 - $0.75 Passenger Car Toll			Design-Year 2025 - $1.25 Passenger Car Toll		
	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza East of S.H. 365	19,300	$0.9500	$6,692,275	33,700	$1.5500	$19,065,775
Mainline Plaza East of S.H. 161	19,300	0.9500	6,692,275	40,300	1.5500	22,799,725
Total	38,600		$13,384,550	74,000		$41,865,500

This revenue is based on a passenger-car toll at mainline plazas of $0.75. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table also presents the average toll rate levied at each plaza, reflecting an estimate of 20.0 percent commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $55.5 million, an average annual percent change between 2005 and 2025 of 5.8 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to 106,300.

The open-barrier toll collection system shows anticipated revenue of $13.4 million in year 2005, increasing to $41.9 million by year 2025. Average daily transactions will rise from 38,600 in 2005 to 74,000 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 16.

PROPOSED HOT SPRINGS BYPASS IMPROVEMENT CORRIDOR

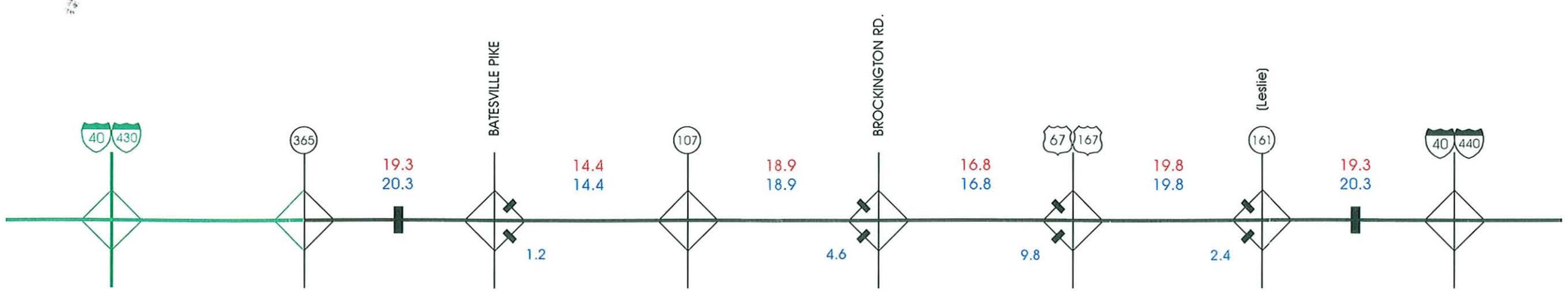
Presented in Table 16 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at one ramp plaza and one mainline plaza, while the open-barrier system collects tolls at the one mainline plaza, only.

In year 2005, the project with a closed-barrier toll collection system is expected to generate an estimated $1.2 million in annual toll revenue from 7,600 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of $0.50. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table also presents the average toll rate levied at each plaza, reflecting an estimate of 20.0 percent commercial vehicles. By the design-year 2025, toll revenue is estimated to increase to $4.5 million, an average annual percent change between 2005 and 2025 of 6.6 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to approximately 14,500.

The open-barrier toll collection system will generate an estimated $0.7 million in annual toll revenue in year 2005, increasing to $2.8 million in year 2025. Average daily transactions will rise from 3,500 in 2005 to approximately 6,800 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 17.

ESTIMATED GROSS ANNUAL TOLL REVENUE

Estimates of gross annual toll revenue were calculated for each of the eight Major Corridor projects from opening-year 2005 for a 40-year projection period through 2045. This would allow SSB to test various lengths of term for bonded debt projections. Annual toll revenues were developed under both a closed and open-barrier system of toll collection. In addition, estimates of annual toll revenue have been adjusted to reflect an observed phenomenon common to all newly opened toll facilities known as "ramp-up." This rapid increase in the number of patrons or "ramp-up" of motorists utilizing the toll facility is reflected during the first two years of operation. Estimates of annual toll revenue for each project from opening-year 2005 through 2045 are presented subsequently in Table 17.



LEGEND

00.0 Open Barrier System

00.0 Closed Barrier System

Mainline Toll Plaza

Ramp Toll Plaza

Toll Free Section

Schematic Not to Scale

Note: Volumes in thousands of vehicles.

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WILBUR SMITH ASSOCIATES

ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES – PROPOSED NORTH BELT

FIGURE 16

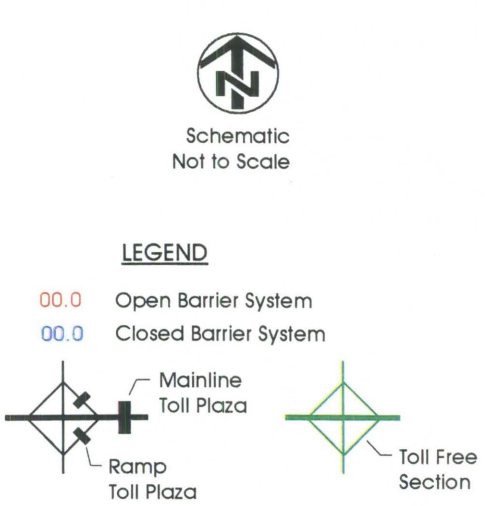
Table 16
Estimated Opening/Design Year Average Daily Traffic and Annual Toll Revenue
Proposed Hot Springs Bypass

Closed-Barrier Toll Collection System

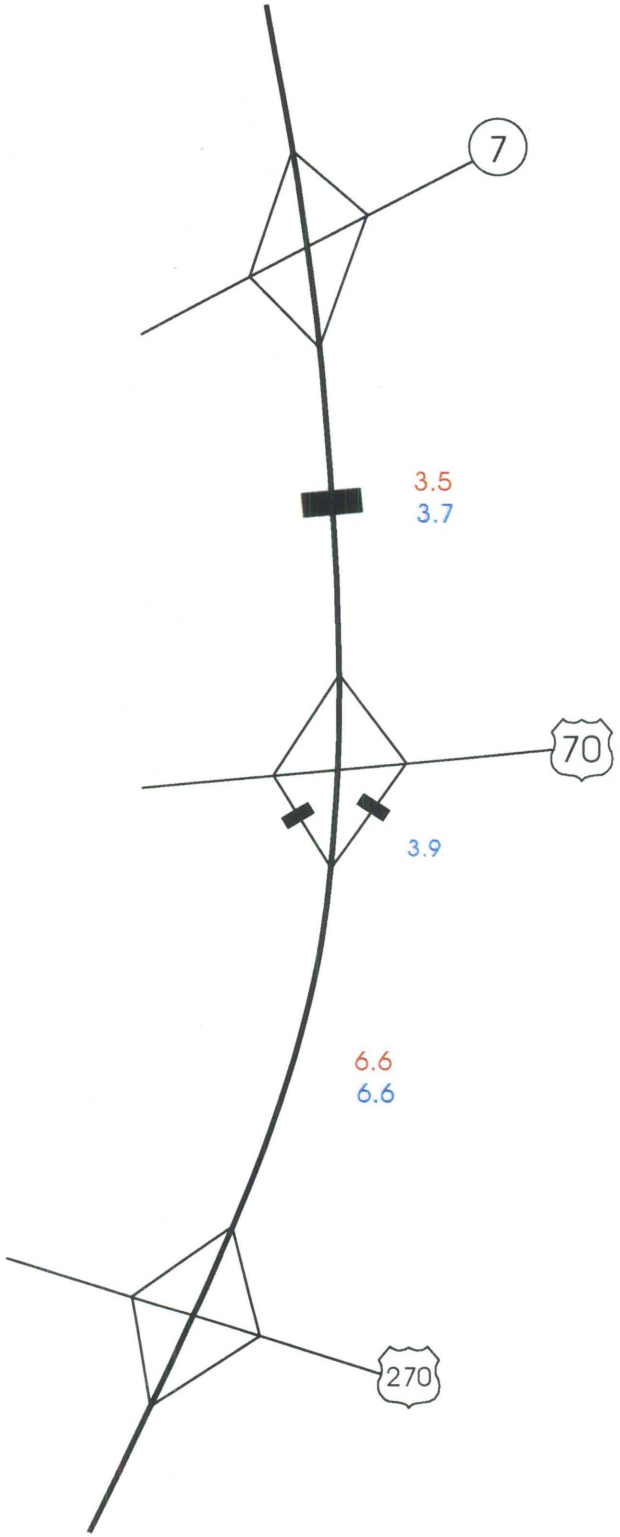
	Opening-Year 2005 - $0.50 Passenger Car Toll			Design-Year 2025 - $1.00 Passenger Car Toll		
Toll Plaza	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza North of U.S. 70	3,700	$0.5750	$776,538	7,130	$1.1125	$2,895,226
U.S 70 Ramps	3,900	0.3250	462,638	7,410	0.5750	1,555,174
Total	7,600		$1,239,175	14,540		$4,450,399

Open-Barrier Toll Collection System

	Opening-Year 2005 - $0.50 Passenger Car Toll			Design-Year 2025 - $1.00 Passenger Car Toll		
Toll Plaza	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue
Mainline Plaza North of U.S. 70	3,500	$0.5750	$734,563	6,840	$1.1125	$2,777,468
Total	3,500		$734,563	6,840		$2,777,468



Note: Volumes in thousands of vehicles.



ESTIMATED 2005 AVERAGE DAILY TRAFFIC VOLUMES
HOT SPRINGS BYPASS

WILBUR SMITH ASSOCIATES

FIGURE 17

Table 17
Estimated Gross Annual Toll Revenue (1)
Major Corridors

(thousands)

	Proposed Highway 49 $1.00 Passenger Car Toll		Proposed Highway 65N $1.75 Passenger Car Toll		Proposed Highway 65/82 $1.25 Passenger Car Toll		Proposed Highway 67 $1.50 Passenger Car Toll	
Year	Closed-Barrier System	Open-Barrier System	Closed-Barrier System	Open-Barrier System	Closed-Barrier System	Open-Barrier System	Closed-Barrier System	Open-Barrier System
2005	$2,451	$1,801	$8,309	$5,760	$5,753	$3,921	$7,744	$5,583
2006	3,737	2,745	12,725	8,821	8,810	6,004	11,860	8,550
2007	4,161	3,056	14,233	9,867	9,854	6,716	13,265	9,563
2008	4,431	3,255	15,158	10,508	10,494	7,152	14,127	10,184
2009	4,697	3,450	16,143	11,191	11,176	7,617	15,045	10,846
2010	4,861	3,571	16,789	11,639	11,623	7,922	15,647	11,280
2011	5,032	3,696	17,377	12,046	12,030	8,199	16,195	11,675
2012	5,208	3,826	17,985	12,468	12,451	8,486	16,762	12,083
2013	5,364	3,940	18,615	12,904	12,887	8,783	17,348	12,506
2014	5,525	4,059	19,173	13,291	13,273	9,046	17,869	12,881
2015	7,047	5,238	24,200	16,589	18,013	12,567	22,527	16,589
2016	7,286	5,415	25,012	17,145	18,618	12,988	23,285	17,144
2017	7,532	5,597	25,851	17,720	19,243	13,422	24,069	17,717
2018	7,786	5,785	26,719	18,314	19,889	13,871	24,879	18,310
2019	8,049	5,979	27,616	18,928	20,557	14,336	25,717	18,922
2020	8,321	6,181	28,543	19,563	21,247	14,815	26,582	19,555
2021	8,488	6,366	29,118	19,954	21,779	15,133	27,114	19,946
2022	8,615	6,526	29,700	20,353	22,106	15,436	27,537	20,245
2023	8,735	6,689	30,294	20,753	22,437	15,745	27,950	20,549
2024	8,822	6,789	30,748	21,064	22,774	15,981	28,369	20,857
2025	11,991	9,273	42,406	29,384	28,489	19,622	38,066	27,754
2026	12,255	9,402	43,182	29,926	29,038	19,979	38,834	28,322
2027	12,525	9,532	43,972	30,477	29,598	20,342	39,617	28,902
2028	12,801	9,665	44,777	31,039	30,169	20,712	40,416	29,493
2029	13,084	9,799	45,596	31,611	30,751	21,089	41,231	30,097
2030	13,372	9,936	46,430	32,194	31,344	21,472	42,063	30,713
2031	13,506	10,046	46,905	32,516	31,667	21,687	42,485	31,020
2032	13,641	10,146	47,375	32,841	31,984	21,904	42,910	31,330
2033	13,777	10,248	47,848	33,170	32,304	22,123	43,339	31,644
2034	13,915	10,350	48,327	33,501	32,627	22,344	43,772	31,960
2035	18,440	14,219	62,094	42,051	40,848	28,689	55,603	41,755
2036	18,812	14,506	63,356	42,909	41,684	29,278	56,735	42,608
2037	19,192	14,799	64,644	43,784	42,536	29,878	57,890	43,479
2038	19,579	15,098	65,958	44,677	43,406	30,491	59,069	44,367
2039	19,974	15,402	67,299	45,589	44,294	31,117	60,271	45,273
2040	20,378	15,713	68,667	46,519	45,199	31,755	61,498	46,198
2041	20,581	15,870	69,354	46,984	45,651	32,073	62,113	46,660
2042	20,787	16,029	70,048	47,454	46,108	32,393	62,734	47,127
2043	20,995	16,189	70,748	47,928	46,569	32,717	63,362	47,598
2044	21,205	16,351	71,456	48,408	47,035	33,044	63,995	48,074
2045	21,417	16,515	72,170	48,892	47,505	33,375	64,635	48,555

	Proposed Highway 79 $1.75 Passenger Car Toll		Proposed Highway 167 $1.25 Passenger Car Toll		Proposed North Belt $0.75 Passenger Car Toll		Proposed Hot Springs Bypass $0.50 Passenger Car Toll	
Year	Closed-Barrier System	Open-Barrier System	Closed-Barrier System	Open-Barrier System	Closed-Barrier System	Open-Barrier System	Closed-Barrier System	Open-Barrier System
2005	$4,226	$3,040	$4,811	$3,485	$12,474	$9,369	$867	$514
2006	6,502	4,677	7,334	5,313	18,043	13,563	1,328	787
2007	7,272	5,231	8,166	5,915	19,062	14,341	1,486	881
2008	7,781	5,597	8,697	6,300	19,716	14,844	1,582	938
2009	8,287	5,961	9,218	6,678	20,392	15,365	1,685	999
2010	8,618	6,200	9,541	6,911	21,091	15,904	1,620	1,039
2011	8,920	6,417	9,875	7,153	21,815	16,462	1,566	1,075
2012	9,232	6,641	10,221	7,403	22,563	17,040	1,513	1,113
2013	9,555	6,874	10,527	7,626	23,336	17,638	1,462	1,152
2014	9,842	7,080	10,843	7,854	24,137	18,257	1,419	1,186
2015	12,419	8,834	14,672	10,913	30,846	23,269	2,546	1,716
2016	12,834	9,130	15,166	11,276	32,174	24,313	2,631	1,773
2017	13,263	9,436	15,677	11,652	33,560	25,404	2,720	1,833
2018	13,706	9,753	16,205	12,040	35,005	26,543	2,811	1,894
2019	14,163	10,080	16,751	12,441	36,512	27,734	2,905	1,957
2020	14,636	10,418	17,316	12,856	38,084	28,979	3,003	2,023
2021	14,929	10,678	17,835	13,242	39,724	30,279	3,063	2,073
2022	15,228	10,945	18,246	13,602	41,435	31,637	3,109	2,125
2023	15,481	11,170	18,611	13,874	43,219	33,057	3,156	2,168
2024	15,713	11,394	18,890	14,082	45,080	34,540	3,203	2,201
2025	21,499	15,907	23,721	17,302	55,453	41,866	4,450	2,777
2026	21,898	16,150	24,090	17,558	56,799	42,947	4,541	2,823
2027	22,304	16,396	24,465	17,818	58,179	44,057	4,634	2,869
2028	22,717	16,646	24,846	18,082	59,592	45,195	4,728	2,916
2029	23,138	16,900	25,232	18,349	61,039	46,362	4,825	2,964
2030	23,567	17,158	25,625	18,621	62,521	47,560	4,923	3,013
2031	23,803	17,330	25,881	18,808	64,039	48,789	4,972	3,044
2032	24,041	17,503	26,140	18,996	65,595	50,049	5,022	3,074
2033	24,281	17,678	26,401	19,186	67,188	51,342	5,072	3,105
2034	24,524	17,855	26,665	19,377	68,819	52,668	5,123	3,136
2035	30,936	22,377	33,251	24,911	91,108	71,306	5,740	3,787
2036	31,576	22,839	33,932	25,421	92,474	72,376	5,857	3,864
2037	32,228	23,311	34,627	25,941	93,861	73,462	5,976	3,943
2038	32,894	23,792	35,337	26,472	95,269	74,564	6,098	4,024
2039	33,574	24,284	36,061	27,014	96,698	75,682	6,222	4,106
2040	34,267	24,786	36,800	27,567	98,149	76,817	6,349	4,190
2041	34,610	25,033	37,168	27,842	99,130	77,585	6,412	4,232
2042	34,956	25,284	37,540	28,121	100,122	78,361	6,476	4,274
2043	35,306	25,537	37,915	28,402	101,123	79,145	6,541	4,317
2044	35,659	25,792	38,294	28,686	102,134	79,936	6,606	4,360
2045	36,015	26,050	38,677	28,973	103,155	80,736	6,672	4,404

(1) Annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation.

PROPOSED HIGHWAY 49 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 49 project is estimated at approximately $2.5 million under a closed-barrier system and about $1.8 million under an open-barrier system. By the year 2035, toll revenue is estimated at approximately $18.4 million under the closed-barrier system, reaching approximately $21.4 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about $14.2 million, reaching about $16.5 million in the year 2045.

PROPOSED HIGHWAY 65 NORTH IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 65N project is estimated at approximately $8.3 million under a closed-barrier system and about $5.8 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately $62.1 million under the closed-barrier system reaching approximately $72.2 million by the year 2045. Under the open-barrier scenario, the year 2035 toll revenue is estimated at about $42.1 million reaching about $48.9 million in the year 2045.

PROPOSED HIGHWAY 65/82 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 65/82 project is estimated at approximately $5.8 million under a closed-barrier system and about $3.9 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately $40.8 million under the closed-barrier system reaching approximately $47.5 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about $28.7 million reaching about $33.4 million in the year 2045.

PROPOSED HIGHWAY 67 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 67 project is estimated at approximately $7.7 million under a closed-barrier system and about $5.6 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately $55.6 million under the closed-barrier system reaching approximately $64.6 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about $41.8 million reaching about $48.6 million in the year 2045.

PROPOSED HIGHWAY 79 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 79 project is estimated at approximately $4.2 million under a closed-barrier system and about $3.0 million under an open-barrier system. By the year 2035, toll revenue is estimated at approximately $30.9 million under the closed-barrier system, reaching approximately $36.0 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about $22.4 million, reaching about $26.1 million in the year 2045.

PROPOSED HIGHWAY 167 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 167 project is estimated at approximately $4.8 million under a closed-barrier system and about $3.5 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately $33.3 million under

the closed-barrier system reaching approximately $38.7 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about $24.9 million reaching about $29.0 million in the year 2045.

PROPOSED NORTH BELT IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed North Belt project is estimated at approximately $12.5 million under a closed-barrier system and about $9.4 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately $91.1 million under the closed-barrier system reaching approximately $103.2 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about $71.3 million reaching about $80.7 million in the year 2045.

PROPOSED HOT SPRINGS BYPASS IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Hot Springs Bypass project is estimated at approximately $0.9 million under a closed-barrier system and about $0.5 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately $5.7 million under the closed-barrier system reaching approximately $6.7 million by the year 2045. Under the open-barrier scenario, the year 2035 toll revenue is estimated at about $3.8 million reaching about $4.4 million in the year 2045.

ESTIMATED OPERATIONS AND MAINTENANCE COSTS

Planning level estimates of the annual Operations and Maintenance (O&M) costs were developed for each of the eight Major Corridors. The derivation of this data was, in part, based on the experiences of other toll road systems currently in operation.

O&M costs refer to the perpetual costs associated with the operations and upkeep of the toll road system. These costs as described in more detail below, include administration services, toll collection, and roadway maintenance.

- ***Administration*** - Costs include administrative staff salaries and related functions, public relations, controller operations, information services, communications, highway patrol, and insurance.

- ***Toll Collection*** - Costs are those directly incurred through the fare collection process, including toll collector salaries and related expenses. Also included are operational costs associated with electronic toll collection (ETC) equipment.

- ***Roadway Maintenance*** - Costs are those associated with the upkeep of the toll road pavement and roadside, including snow removal, mowing, sign and guardrail repair, minor bridge repair, and pavement resurfacing.

Utilizing actual O&M costs from the Kansas Turnpike Authority and the Oklahoma Transportation Authority, system annual unit cost relationships were developed. As an indicator of the administrative costs, an annual cost relationship to the system's total centerline mileage was developed. For the toll collection costs, these costs are directly proportional to the toll collection staffing labor requirements. As a measure of the total toll collection requirements, the number of manual booth lanes were estimated for each system. The number of manned booths for each system depends on the extent of ETC utilization. Inherent to the O&M cost factors developed from the KTA and OTA are the K-Tag and PikePass utilization rates of the respective systems. Consequently, this approach assumes a typical ETC utilization rate of 30 to 40 percent, which is a reasonable assumption for a typical toll road. Further, more detailed evaluation of O&M costs would need to better identify and itemize the number of toll booth lanes, both manual and ETC, for more precise toll collection cost estimates. To estimate the annual maintenance costs of the candidate toll roads, an annual maintenance cost per lane mile was developed. Each of these factors was then applied to the eight Major Corridors based on the physical characteristics of those systems – total centerline mileage, number of manual toll booth lanes, and system lane mileage.

Table 18 presents the current year (2001) annual O&M cost estimates for each of the eight Major Corridor projects. These costs represent the annual revenue necessary to responsibly operate and maintain each toll road in a manner similar with customary practice. These costs vary for each corridor depending on the toll collection concept as described earlier – open or closed. The number of the toll plazas, and consequently the toll collection costs, depends on the type of collection system to be implemented. The year 2001 costs are then escalated at 3.5 percent per year to develop annual estimates of O&M costs. This assumed escalation of costs is based on the past experiences of other nearby toll road systems currently in operation.

Included in the annual costs of operating and maintaining a toll road system are maintenance reserve considerations as shown in Table 19. On an annual basis, the Reserve Maintenance Fund (RMF) needs to be deposited for the refurbishing of the system's driving surface at the end of its service life, assumed to be 30 years. The depreciation of the system is a function of the system's use and the extent that annual maintenance activities are able to defer major system reconstruction. It is assumed that upon reaching maturity, the system's driving surface, including the pavement and bridge decks, will require rehabilitation in its original configuration. The extent of the rehabilitation of the system's surfacing will depend on the service condition of the pavement base and the bridge substructural elements, which depends on the rate of the system's deterioration due to use and weathering. Upgrades of the system for increased capacity demands or new design standards would not be included in the rehabilitation.

Table 18
Estimated Operations And Maintenance Costs

Highway Corridor	Administration	Closed-Barrier Toll Collection System: Toll Collection	Maintenance	Total
U.S. 49	$2,652,000	$2,030,000	$1,492,000	$6,174,000
U.S. 65N	4,505,000	1,740,000	2,535,000	8,780,000
U.S. 65/82	4,130,000	3,480,000	2,324,000	9,934,000
U.S. 67	3,872,000	2,175,000	2,179,000	8,226,000
U.S. 79	5,678,000	3,480,000	3,195,000	12,353,000
U.S. 167	4,819,000	2,465,000	2,712,000	9,996,000
North Belt	776,000	1,015,000	437,000	2,228,000
Hot Springs Bypass	365,000	435,000	205,000	1,005,000

Highway Corridor	Administration	Open-Barrier Toll Collection System: Toll Collection	Maintenance	Total
U.S. 49	$2,652,000	$870,000	$1,492,000	$5,014,000
U.S. 65N	4,505,000	870,000	2,535,000	7,910,000
U.S. 65/82	4,130,000	1,160,000	2,324,000	7,614,000
U.S. 67	3,872,000	870,000	2,179,000	6,921,000
U.S. 79	5,678,000	1,160,000	3,195,000	10,033,000
U.S. 167	4,819,000	1,160,000	2,712,000	8,691,000
North Belt	776,000	580,000	437,000	1,793,000
Hot Springs Bypass	365,000	290,000	205,000	860,000

Table 19
Reserve Maintenance Fund Deposit
First Year Of Operation

	Proposed Highway 49		Proposed Highway 65N	
	Closed	Open	Closed	Open
Construction and Right-of-way ($ Millions)	$ 804	$ 797	$ 1,070	$ 1,066
Reserve Maintenance Fund Deposit ($ Thousands)	$ 1,530	$ 1,510	$ 2,060	$ 2,030

	Proposed Highway 79		Proposed Highway 167	
	Closed	Open	Closed	Open
Construction and Right-of-way ($ Millions)	$ 1,474	$ 1,462	$ 959	$ 952
Reserve Maintenance Fund Deposit ($ Thousands)	$ 2,800	$ 2,780	$ 1,820	$ 1,810

	Proposed Highway 65/82		Proposed Highway 67	
	Closed	Open	Closed	Open
Construction and Right-of-way ($ Millions)	$ 1,092	$ 1,079	$ 495	$ 494
Reserve Maintenance Fund Deposit ($ Thousands)	$ 2,070	$ 2,050	$ 940	$ 940

	Proposed North Belt		Proposed Hot Springs Bypass	
	Closed	Open	Closed	Open
Construction and Right-of-way ($ Millions)	$ 208.000	$ 205.000	$ 101.000	$ 100.000
Reserve Maintenance Fund Deposit ($ Thousands)	$ 400	$ 390	$ 190	$ 190

Depending on the nature of the toll road infrastructure, the roadway pavement and bridge deck elements may comprise approximately 15.0 to 25.0 percent of the original construction costs. Assuming a typical construction cost for these elements of the system's infrastructure of around 15.0 percent of the original construction costs, necessary deposits into a "sinking" fund are assumed to accrue during the typical life of the system to provide the necessary funds to rehabilitate the surfacing upon reaching its service life. Using an interest rate of 6.0 percent, an annual deposit approximately equaling 0.2 percent of the original construction cost would be necessary during the life of the project. The RMF would not be solely sufficient to completely reconstruct the toll road system, but should be sufficient to significantly rehabilitate the pavement and deck surfaces. For more substantial reconstruction or capacity upgrading of the system, the RMF deposits would need to be supplemented by potential bond refinancing or sale of additional debt. Depending on the extent of any reconstruction or upgrading of the system,

the costs to reconstruct may exceed the available monies in this fund. Other considerations such as toll increases and major reconstruction bond issues are also considerations for additional funds, of course, assuming the project toll revenues could support this process.

ESTIMATED NET ANNUAL TOLL REVENUE

Estimates of net annual toll revenue for the Major Corridor facilities under a closed and open-barrier system of toll collection from opening-year 2005 through future-year 2045 are presented in Tables 20 and 21. Estimates of O&M and reserve maintenance expenses were developed by HNTB and as discussed earlier are, in part, based on current KTA and OTA practices regarding toll collection and maintenance costs. The O&M expenses calculated in 2001 dollars are inflated by 3.5 percent per year throughout the forecast period. Reserved maintenance fund deposits were held constant throughout the forecast period. Net toll revenues were calculated by deducting estimates of O&M expenses and deposits to a reserve maintenance fund from estimates of annual gross toll revenue.

PROPOSED HIGHWAY 49 IMPROVEMENT CORRIDOR

In Table 20, a net annual toll revenue shortfall in the opening-year 2005 for the proposed Highway 49 project is estimated at approximately ($6.2) million under a closed-barrier system. By 2025 the design-year net toll revenue shortfall decreases and is estimated at approximately ($3.6) million, increasing to approximately ($8.2) million by the year 2045.

Table 21 presents the net annual toll revenue under the open-barrier system. The net annual toll revenue shortfall for the proposed Highway 49 in the opening-year 2005 is estimated to be about ($5.5) million. By 2025, the design year, the net toll revenue shortfall is estimated to decrease to approximately ($3.7) million increasing to about ($7.8) million by the year 2045.

PROPOSED HIGHWAY 65 NORTH IMPROVEMENT CORRIDOR

In Table 20, a net annual toll revenue shortfall for the proposed Highway 65N project is estimated in the opening-year 2005 at about ($3.8) million. The net revenue increases to approximately $20.3 million by 2025. By 2045, net revenue reaches approximately $30.2 million.

In Table 21, the net annual toll revenue shortfall for the proposed Highway 65N project is estimated in the opening-year 2005 at approximately ($5.3) million. By 2025, net annual toll revenue is expected to reach almost $9.3 million. In 2045, the final year of the forecast period net revenues equal more than $10.9 million.

PROPOSED HIGHWAY 65/82 IMPROVEMENT CORRIDOR

In Table 20, net annual toll revenue in the opening year for the proposed Highway 65/82 project is estimated as a shortfall of approximately ($7.7) million under the closed-barrier system. The

Table 20
Estimated Net Annual Toll Revenue
Major Corridors
Closed-Barrier System
(thousands)

	Proposed Highway 49				Proposed Highway 65N			
Year	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$2,451	$7,085	$1,530	($6,164)	$8,309	$10,075	$2,060	($3,826)
2006	3,737	7,333	1,530	(5,126)	12,725	10,428	2,060	237
2007	4,161	7,590	1,530	(4,959)	14,233	10,793	2,060	1,380
2008	4,431	7,856	1,530	(4,955)	15,158	11,171	2,060	1,927
2009	4,697	8,131	1,530	(4,964)	16,143	11,562	2,060	2,521
2010	4,861	8,416	1,530	(5,085)	16,789	11,967	2,060	2,762
2011	5,032	8,711	1,530	(5,209)	17,377	12,386	2,060	2,931
2012	5,208	9,016	1,530	(5,338)	17,985	12,820	2,060	3,105
2013	5,364	9,332	1,530	(5,498)	18,615	13,269	2,060	3,286
2014	5,525	9,659	1,530	(5,664)	19,173	13,733	2,060	3,380
2015	7,047	9,997	1,530	(4,480)	24,200	14,214	2,060	7,926
2016	7,286	10,347	1,530	(4,591)	25,012	14,711	2,060	8,241
2017	7,532	10,709	1,530	(4,707)	25,851	15,226	2,060	8,565
2018	7,786	11,084	1,530	(4,828)	26,719	15,759	2,060	8,900
2019	8,049	11,472	1,530	(4,953)	27,616	16,311	2,060	9,245
2020	8,321	11,874	1,530	(5,083)	28,543	16,882	2,060	9,601
2021	8,488	12,290	1,530	(5,332)	29,118	17,473	2,060	9,585
2022	8,615	12,720	1,530	(5,635)	29,700	18,085	2,060	9,555
2023	8,735	13,165	1,530	(5,960)	30,294	18,718	2,060	9,516
2024	8,822	13,626	1,530	(6,334)	30,748	19,373	2,060	9,315
2025	11,991	14,103	1,530	(3,642)	42,406	20,051	2,060	20,295
2026	12,255	14,597	1,530	(3,872)	43,182	20,753	2,060	20,369
2027	12,525	15,108	1,530	(4,113)	43,972	21,479	2,060	20,433
2028	12,801	15,637	1,530	(4,366)	44,777	22,231	2,060	20,486
2029	13,084	16,184	1,530	(4,630)	45,596	23,009	2,060	20,527
2030	13,372	16,750	1,530	(4,908)	46,430	23,814	2,060	20,556
2031	13,506	17,336	1,530	(5,360)	46,905	24,647	2,060	20,198
2032	13,641	17,943	1,530	(5,832)	47,375	25,510	2,060	19,805
2033	13,777	18,571	1,530	(6,324)	47,848	26,403	2,060	19,385
2034	13,915	19,221	1,530	(6,836)	48,327	27,327	2,060	18,940
2035	18,440	19,894	1,530	(2,984)	62,094	28,283	2,060	31,751
2036	18,812	20,590	1,530	(3,308)	63,356	29,273	2,060	32,023
2037	19,192	21,311	1,530	(3,649)	64,644	30,298	2,060	32,286
2038	19,579	22,057	1,530	(4,008)	65,958	31,358	2,060	32,540
2039	19,974	22,829	1,530	(4,385)	67,299	32,456	2,060	32,783
2040	20,378	23,628	1,530	(4,780)	68,667	33,592	2,060	33,015
2041	20,581	24,455	1,530	(5,404)	69,354	34,768	2,060	32,526
2042	20,787	25,311	1,530	(6,054)	70,048	35,985	2,060	32,003
2043	20,995	26,197	1,530	(6,732)	70,748	37,244	2,060	31,444
2044	21,205	27,114	1,530	(7,439)	71,456	38,548	2,060	30,848
2045	21,417	28,063	1,530	(8,176)	72,170	39,897	2,060	30,213

	Proposed Highway 65/82				Proposed Highway 67			
Year	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$5,753	$11,399	$2,070	($7,716)	$7,744	$9,439	$940	($2,635)
2006	8,810	11,798	2,070	(5,058)	11,860	9,769	940	1,151
2007	9,854	12,211	2,070	(4,427)	13,265	10,111	940	2,214
2008	10,494	12,638	2,070	(4,214)	14,127	10,465	940	2,722
2009	11,176	13,080	2,070	(3,974)	15,045	10,831	940	3,274
2010	11,623	13,538	2,070	(3,985)	15,647	11,210	940	3,497
2011	12,030	14,012	2,070	(4,052)	16,195	11,602	940	3,653
2012	12,451	14,502	2,070	(4,121)	16,762	12,008	940	3,814
2013	12,887	15,010	2,070	(4,193)	17,348	12,428	940	3,980
2014	13,273	15,535	2,070	(4,332)	17,869	12,863	940	4,066
2015	18,013	16,079	2,070	(136)	22,527	13,313	940	8,274
2016	18,618	16,642	2,070	(94)	23,285	13,779	940	8,566
2017	19,243	17,224	2,070	(51)	24,069	14,261	940	8,868
2018	19,889	17,827	2,070	(8)	24,879	14,760	940	9,179
2019	20,557	18,451	2,070	36	25,717	15,277	940	9,500
2020	21,247	19,097	2,070	80	26,582	15,812	940	9,830
2021	21,779	19,765	2,070	(56)	27,114	16,365	940	9,809
2022	22,106	20,457	2,070	(421)	27,537	16,938	940	9,659
2023	22,437	21,173	2,070	(806)	27,950	17,531	940	9,479
2024	22,774	21,914	2,070	(1,210)	28,369	18,145	940	9,284
2025	28,489	22,681	2,070	3,738	38,066	18,780	940	18,346
2026	29,038	23,475	2,070	3,493	38,834	19,437	940	18,457
2027	29,598	24,297	2,070	3,231	39,617	20,117	940	18,560
2028	30,169	25,147	2,070	2,952	40,416	20,821	940	18,655
2029	30,751	26,027	2,070	2,654	41,231	21,550	940	18,741
2030	31,344	26,938	2,070	2,336	42,063	22,304	940	18,819
2031	31,667	27,881	2,070	1,716	42,485	23,085	940	18,460
2032	31,984	28,857	2,070	1,057	42,910	23,893	940	18,077
2033	32,304	29,867	2,070	367	43,339	24,729	940	17,670
2034	32,627	30,912	2,070	(355)	43,772	25,595	940	17,237
2035	40,848	31,994	2,070	6,784	55,603	26,491	940	28,172
2036	41,684	33,114	2,070	6,500	56,735	27,418	940	28,377
2037	42,536	34,273	2,070	6,193	57,890	28,378	940	28,572
2038	43,406	35,473	2,070	5,863	59,069	29,371	940	28,758
2039	44,294	36,715	2,070	5,509	60,271	30,399	940	28,932
2040	45,199	38,000	2,070	5,129	61,498	31,463	940	29,095
2041	45,651	39,330	2,070	4,251	62,113	32,564	940	28,609
2042	46,108	40,707	2,070	3,331	62,734	33,704	940	28,090
2043	46,569	42,132	2,070	2,367	63,362	34,884	940	27,538
2044	47,035	43,607	2,070	1,358	63,995	36,105	940	26,950
2045	47,505	45,133	2,070	302	64,635	37,369	940	26,326

(1) Gross annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation.

(Continued)

Table 20 (Cont'd)
Estimated Net Annual Toll Revenue
Major Corridors
Closed-Barrier System
(thousands)

	Proposed Highway 79				Proposed Highway 167			
Year	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$4,226	$14,174	$2,800	($12,748)	$4,811	$11,471	$1,820	($8,480)
2006	6,502	14,670	2,800	(10,968)	7,334	11,872	1,820	(6,358)
2007	7,272	15,183	2,800	(10,711)	8,166	12,288	1,820	(5,942)
2008	7,781	15,714	2,800	(10,733)	8,697	12,718	1,820	(5,841)
2009	8,287	16,264	2,800	(10,777)	9,218	13,163	1,820	(5,765)
2010	8,618	16,833	2,800	(11,015)	9,541	13,624	1,820	(5,903)
2011	8,920	17,422	2,800	(11,302)	9,875	14,101	1,820	(6,046)
2012	9,232	18,032	2,800	(11,600)	10,221	14,595	1,820	(6,194)
2013	9,555	18,663	2,800	(11,908)	10,527	15,106	1,820	(6,399)
2014	9,842	19,316	2,800	(12,274)	10,843	15,635	1,820	(6,612)
2015	12,419	19,992	2,800	(10,373)	14,672	16,182	1,820	(3,330)
2016	12,834	20,692	2,800	(10,658)	15,166	16,748	1,820	(3,402)
2017	13,263	21,416	2,800	(10,953)	15,677	17,334	1,820	(3,477)
2018	13,706	22,166	2,800	(11,260)	16,205	17,941	1,820	(3,556)
2019	14,163	22,942	2,800	(11,579)	16,751	18,569	1,820	(3,638)
2020	14,636	23,745	2,800	(11,909)	17,316	19,219	1,820	(3,723)
2021	14,929	24,576	2,800	(12,447)	17,835	19,892	1,820	(3,877)
2022	15,228	25,436	2,800	(13,008)	18,246	20,588	1,820	(4,162)
2023	15,481	26,326	2,800	(13,645)	18,611	21,309	1,820	(4,518)
2024	15,713	27,247	2,800	(14,334)	18,890	22,055	1,820	(4,985)
2025	21,499	28,201	2,800	(9,502)	23,721	22,827	1,820	(926)
2026	21,898	29,188	2,800	(10,090)	24,090	23,626	1,820	(1,356)
2027	22,304	30,210	2,800	(10,706)	24,465	24,453	1,820	(1,808)
2028	22,717	31,267	2,800	(11,350)	24,846	25,309	1,820	(2,283)
2029	23,138	32,361	2,800	(12,023)	25,232	26,195	1,820	(2,783)
2030	23,567	33,494	2,800	(12,727)	25,625	27,112	1,820	(3,307)
2031	23,803	34,666	2,800	(13,663)	25,881	28,061	1,820	(4,000)
2032	24,041	35,879	2,800	(14,638)	26,140	29,043	1,820	(4,723)
2033	24,281	37,135	2,800	(15,654)	26,401	30,060	1,820	(5,479)
2034	24,524	38,435	2,800	(16,711)	26,665	31,112	1,820	(6,267)
2035	30,936	39,780	2,800	(11,644)	33,251	32,201	1,820	(770)
2036	31,576	41,172	2,800	(12,396)	33,932	33,328	1,820	(1,216)
2037	32,228	42,613	2,800	(13,185)	34,627	34,494	1,820	(1,687)
2038	32,894	44,104	2,800	(14,010)	35,337	35,701	1,820	(2,184)
2039	33,574	45,648	2,800	(14,874)	36,061	36,951	1,820	(2,710)
2040	34,267	47,246	2,800	(15,779)	36,800	38,244	1,820	(3,264)
2041	34,610	48,900	2,800	(17,090)	37,168	39,583	1,820	(4,235)
2042	34,956	50,612	2,800	(18,456)	37,540	40,968	1,820	(5,248)
2043	35,306	52,383	2,800	(19,877)	37,915	42,402	1,820	(6,307)
2044	35,659	54,216	2,800	(21,357)	38,294	43,886	1,820	(7,412)
2045	36,015	56,114	2,800	(22,899)	38,677	45,422	1,820	(8,565)

	Proposed North Belt				Proposed Hot Springs Bypass			
Year	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$12,474	$2,557	$400	$9,517	$867	$1,153	$190	($476)
2006	18,043	2,646	400	14,997	1,328	1,193	190	(55)
2007	19,062	2,739	400	15,923	1,486	1,235	190	61
2008	19,716	2,835	400	16,481	1,582	1,278	190	114
2009	20,392	2,934	400	17,058	1,685	1,323	190	172
2010	21,091	3,037	400	17,654	1,620	1,369	190	61
2011	21,815	3,143	400	18,272	1,566	1,417	190	(41)
2012	22,563	3,253	400	18,910	1,513	1,467	190	(144)
2013	23,336	3,367	400	19,569	1,462	1,518	190	(246)
2014	24,137	3,485	400	20,252	1,419	1,571	190	(342)
2015	30,846	3,607	400	26,839	2,546	1,626	190	730
2016	32,174	3,733	400	28,041	2,631	1,683	190	758
2017	33,560	3,864	400	29,296	2,720	1,742	190	788
2018	35,005	3,999	400	30,606	2,811	1,803	190	818
2019	36,512	4,139	400	31,973	2,905	1,866	190	849
2020	38,084	4,284	400	33,400	3,003	1,931	190	882
2021	39,724	4,434	400	34,890	3,063	1,999	190	874
2022	41,435	4,589	400	36,446	3,109	2,069	190	850
2023	43,219	4,750	400	38,069	3,156	2,141	190	825
2024	45,080	4,916	400	39,764	3,203	2,216	190	797
2025	55,453	5,088	400	49,965	4,450	2,294	190	1,966
2026	56,799	5,266	400	51,133	4,541	2,374	190	1,977
2027	58,179	5,450	400	52,329	4,634	2,457	190	1,987
2028	59,592	5,641	400	53,551	4,728	2,543	190	1,995
2029	61,039	5,838	400	54,801	4,825	2,632	190	2,003
2030	62,521	6,042	400	56,079	4,923	2,724	190	2,009
2031	64,039	6,253	400	57,386	4,972	2,819	190	1,963
2032	65,595	6,472	400	58,723	5,022	2,918	190	1,914
2033	67,188	6,699	400	60,089	5,072	3,020	190	1,862
2034	68,819	6,933	400	61,486	5,123	3,126	190	1,807
2035	91,108	7,176	400	83,532	5,740	3,235	190	2,315
2036	92,474	7,427	400	84,647	5,857	3,348	190	2,319
2037	93,861	7,687	400	85,774	5,976	3,465	190	2,321
2038	95,269	7,956	400	86,913	6,098	3,586	190	2,322
2039	96,698	8,234	400	88,064	6,222	3,712	190	2,320
2040	98,149	8,522	400	89,227	6,349	3,842	190	2,317
2041	99,130	8,820	400	89,910	6,412	3,976	190	2,246
2042	100,122	9,129	400	90,593	6,476	4,115	190	2,171
2043	101,123	9,449	400	91,274	6,541	4,259	190	2,092
2044	102,134	9,780	400	91,954	6,606	4,408	190	2,008
2045	103,155	10,122	400	92,633	6,672	4,562	190	1,920

(1) Gross annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation.

Table 21
Estimated Net Annual Toll Revenue
Major Corridors
Open-Barrier System
(thousands)

Year	Proposed Highway 49 Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Proposed Highway 65N Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$1,801	$5,754	$1,500	($5,453)	$5,760	$9,078	$2,030	($5,348)
2006	2,745	5,955	1,500	(4,710)	8,821	9,396	2,030	(2,605)
2007	3,056	6,163	1,500	(4,607)	9,867	9,725	2,030	(1,888)
2008	3,255	6,379	1,500	(4,624)	10,508	10,065	2,030	(1,587)
2009	3,450	6,602	1,500	(4,652)	11,191	10,417	2,030	(1,256)
2010	3,571	6,833	1,500	(4,762)	11,639	10,782	2,030	(1,173)
2011	3,696	7,072	1,500	(4,876)	12,046	11,159	2,030	(1,143)
2012	3,826	7,320	1,500	(4,994)	12,468	11,550	2,030	(1,112)
2013	3,940	7,576	1,500	(5,136)	12,904	11,954	2,030	(1,080)
2014	4,059	7,841	1,500	(5,282)	13,291	12,372	2,030	(1,111)
2015	5,238	8,115	1,500	(4,377)	16,589	12,805	2,030	1,754
2016	5,415	8,399	1,500	(4,484)	17,145	13,253	2,030	1,862
2017	5,597	8,693	1,500	(4,596)	17,720	13,717	2,030	1,973
2018	5,785	8,997	1,500	(4,712)	18,314	14,197	2,030	2,087
2019	5,979	9,312	1,500	(4,833)	18,928	14,694	2,030	2,204
2020	6,181	9,638	1,500	(4,957)	19,563	15,208	2,030	2,325
2021	6,366	9,975	1,500	(5,109)	19,954	15,740	2,030	2,184
2022	6,526	10,324	1,500	(5,298)	20,353	16,291	2,030	2,032
2023	6,689	10,685	1,500	(5,496)	20,753	16,861	2,030	1,862
2024	6,789	11,059	1,500	(5,770)	21,064	17,451	2,030	1,583
2025	9,273	11,446	1,500	(3,673)	29,384	18,062	2,030	9,292
2026	9,402	11,847	1,500	(3,945)	29,926	18,694	2,030	9,202
2027	9,532	12,262	1,500	(4,230)	30,477	19,348	2,030	9,099
2028	9,665	12,691	1,500	(4,526)	31,039	20,025	2,030	8,984
2029	9,799	13,135	1,500	(4,836)	31,611	20,726	2,030	8,855
2030	9,936	13,595	1,500	(5,159)	32,194	21,451	2,030	8,713
2031	10,046	14,071	1,500	(5,525)	32,516	22,202	2,030	8,284
2032	10,146	14,563	1,500	(5,917)	32,841	22,979	2,030	7,832
2033	10,248	15,073	1,500	(6,325)	33,170	23,783	2,030	7,357
2034	10,350	15,601	1,500	(6,751)	33,501	24,615	2,030	6,856
2035	14,219	16,147	1,500	(3,428)	42,051	25,477	2,030	14,544
2036	14,506	16,712	1,500	(3,706)	42,909	26,369	2,030	14,510
2037	14,799	17,297	1,500	(3,998)	43,784	27,292	2,030	14,462
2038	15,098	17,902	1,500	(4,304)	44,677	28,247	2,030	14,400
2039	15,402	18,529	1,500	(4,627)	45,589	29,236	2,030	14,323
2040	15,713	19,178	1,500	(4,965)	46,519	30,259	2,030	14,230
2041	15,870	19,849	1,500	(5,479)	46,984	31,318	2,030	13,636
2042	16,029	20,544	1,500	(6,015)	47,454	32,414	2,030	13,010
2043	16,189	21,263	1,500	(6,574)	47,928	33,548	2,030	12,350
2044	16,351	22,007	1,500	(7,156)	48,408	34,722	2,030	11,656
2045	16,515	22,777	1,500	(7,762)	48,892	35,937	2,030	10,925

Year	Proposed Highway 65/82 Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Proposed Highway 67 Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$3,921	$8,736	$2,050	($6,865)	$5,583	$7,942	$940	($3,299)
2006	6,004	9,042	2,050	(5,088)	8,550	8,220	940	(610)
2007	6,716	9,358	2,050	(4,692)	9,563	8,508	940	115
2008	7,152	9,686	2,050	(4,584)	10,184	8,806	940	438
2009	7,617	10,025	2,050	(4,458)	10,846	9,114	940	792
2010	7,922	10,376	2,050	(4,504)	11,280	9,433	940	907
2011	8,199	10,739	2,050	(4,590)	11,675	9,763	940	972
2012	8,486	11,115	2,050	(4,679)	12,083	10,105	940	1,038
2013	8,783	11,504	2,050	(4,771)	12,506	10,459	940	1,107
2014	9,046	11,907	2,050	(4,911)	12,881	10,825	940	1,116
2015	12,567	12,324	2,050	(1,807)	16,589	11,204	940	4,445
2016	12,988	12,755	2,050	(1,817)	17,144	11,596	940	4,608
2017	13,422	13,201	2,050	(1,829)	17,717	12,002	940	4,775
2018	13,871	13,663	2,050	(1,842)	18,310	12,422	940	4,948
2019	14,336	14,141	2,050	(1,855)	18,922	12,857	940	5,125
2020	14,815	14,636	2,050	(1,871)	19,555	13,307	940	5,308
2021	15,133	15,148	2,050	(2,065)	19,946	13,773	940	5,233
2022	15,436	15,678	2,050	(2,292)	20,245	14,255	940	5,050
2023	15,745	16,227	2,050	(2,532)	20,549	14,754	940	4,855
2024	15,981	16,795	2,050	(2,864)	20,857	15,270	940	4,647
2025	19,622	17,383	2,050	189	27,754	15,804	940	11,010
2026	19,979	17,991	2,050	(62)	28,322	16,357	940	11,025
2027	20,342	18,621	2,050	(329)	28,902	16,929	940	11,033
2028	20,712	19,273	2,050	(611)	29,493	17,522	940	11,031
2029	21,089	19,948	2,050	(909)	30,097	18,135	940	11,022
2030	21,472	20,646	2,050	(1,224)	30,713	18,770	940	11,003
2031	21,687	21,369	2,050	(1,732)	31,020	19,427	940	10,653
2032	21,904	22,117	2,050	(2,263)	31,330	20,107	940	10,283
2033	22,123	22,891	2,050	(2,818)	31,644	20,811	940	9,893
2034	22,344	23,692	2,050	(3,398)	31,960	21,539	940	9,481
2035	28,689	24,521	2,050	2,118	41,755	22,293	940	18,522
2036	29,278	25,379	2,050	1,849	42,608	23,073	940	18,595
2037	29,878	26,267	2,050	1,561	43,479	23,881	940	18,658
2038	30,491	27,186	2,050	1,255	44,367	24,717	940	18,710
2039	31,117	28,138	2,050	929	45,273	25,582	940	18,751
2040	31,755	29,123	2,050	582	46,198	26,477	940	18,781
2041	32,073	30,142	2,050	(119)	46,660	27,404	940	18,316
2042	32,393	31,197	2,050	(854)	47,127	28,363	940	17,824
2043	32,717	32,289	2,050	(1,622)	47,598	29,356	940	17,302
2044	33,044	33,419	2,050	(2,425)	48,074	30,383	940	16,751
2045	33,375	34,589	2,050	(3,264)	48,555	31,446	940	16,169

(1) Gross annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation.

(Continued)

Table 21 (Cont'd)
Estimated Net Annual Toll Revenue
Major Corridors
Open-Barrier System
(thousands)

	Proposed Highway 79				Proposed Highway 167			
Year	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$3,040	$11,512	$2,680	($11,152)	$3,485	$9,973	$1,810	($8,298)
2006	4,677	11,915	2,680	(9,918)	5,313	10,322	1,810	(6,819)
2007	5,231	12,332	2,680	(9,781)	5,915	10,683	1,810	(6,578)
2008	5,597	12,764	2,680	(9,847)	6,300	11,057	1,810	(6,567)
2009	5,961	13,211	2,680	(9,930)	6,678	11,444	1,810	(6,576)
2010	6,200	13,673	2,680	(10,153)	6,911	11,845	1,810	(6,744)
2011	6,417	14,152	2,680	(10,415)	7,153	12,260	1,810	(6,917)
2012	6,641	14,647	2,680	(10,686)	7,403	12,689	1,810	(7,096)
2013	6,874	15,160	2,680	(10,966)	7,626	13,133	1,810	(7,317)
2014	7,080	15,691	2,680	(11,291)	7,854	13,593	1,810	(7,549)
2015	8,834	16,240	2,680	(10,086)	10,913	14,069	1,810	(4,966)
2016	9,130	16,808	2,680	(10,358)	11,276	14,561	1,810	(5,095)
2017	9,436	17,396	2,680	(10,640)	11,652	15,071	1,810	(5,229)
2018	9,753	18,005	2,680	(10,932)	12,040	15,598	1,810	(5,368)
2019	10,080	18,635	2,680	(11,235)	12,441	16,144	1,810	(5,513)
2020	10,418	19,287	2,680	(11,549)	12,856	16,709	1,810	(5,663)
2021	10,678	19,962	2,680	(11,964)	13,242	17,294	1,810	(5,862)
2022	10,945	20,661	2,680	(12,396)	13,602	17,899	1,810	(6,107)
2023	11,170	21,384	2,680	(12,894)	13,874	18,525	1,810	(6,461)
2024	11,394	22,132	2,680	(13,418)	14,082	19,173	1,810	(6,901)
2025	15,907	22,907	2,680	(9,680)	17,302	19,844	1,810	(4,352)
2026	16,150	23,709	2,680	(10,239)	17,558	20,539	1,810	(4,791)
2027	16,396	24,539	2,680	(10,823)	17,818	21,258	1,810	(5,250)
2028	16,646	25,398	2,680	(11,432)	18,082	22,002	1,810	(5,730)
2029	16,900	26,287	2,680	(12,067)	18,349	22,772	1,810	(6,233)
2030	17,158	27,207	2,680	(12,729)	18,621	23,569	1,810	(6,758)
2031	17,330	28,159	2,680	(13,509)	18,808	24,394	1,810	(7,396)
2032	17,503	29,145	2,680	(14,322)	18,996	25,248	1,810	(8,062)
2033	17,678	30,165	2,680	(15,167)	19,186	26,132	1,810	(8,756)
2034	17,855	31,221	2,680	(16,046)	19,377	27,047	1,810	(9,480)
2035	22,377	32,314	2,680	(12,617)	24,911	27,994	1,810	(4,893)
2036	22,839	33,445	2,680	(13,286)	25,421	28,974	1,810	(5,363)
2037	23,311	34,616	2,680	(13,985)	25,941	29,988	1,810	(5,857)
2038	23,792	35,828	2,680	(14,716)	26,472	31,038	1,810	(6,376)
2039	24,284	37,082	2,680	(15,478)	27,014	32,124	1,810	(6,920)
2040	24,786	38,380	2,680	(16,274)	27,567	33,248	1,810	(7,491)
2041	25,033	39,723	2,680	(17,370)	27,842	34,412	1,810	(8,380)
2042	25,284	41,113	2,680	(18,509)	28,121	35,616	1,810	(9,305)
2043	25,537	42,552	2,680	(19,695)	28,402	36,863	1,810	(10,271)
2044	25,792	44,041	2,680	(20,929)	28,686	38,153	1,810	(11,277)
2045	26,050	45,582	2,680	(22,212)	28,973	39,488	1,810	(12,325)

	Proposed North Belt				Proposed Hot Springs Bypass			
Year	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue	Gross Annual Toll Revenue (1)	Maintenance and Operating Expenses	Reserve Maintenance Fund	Net Annual Toll Revenue
2005	$9,369	$2,058	$390	$6,921	$514	$986	$190	($662)
2006	13,563	2,130	390	11,043	787	1,021	190	(424)
2007	14,341	2,205	390	11,746	881	1,057	190	(366)
2008	14,844	2,282	390	12,172	938	1,094	190	(346)
2009	15,365	2,362	390	12,613	999	1,132	190	(323)
2010	15,904	2,445	390	13,069	1,039	1,172	190	(323)
2011	16,462	2,531	390	13,541	1,075	1,213	190	(328)
2012	17,040	2,620	390	14,030	1,113	1,255	190	(332)
2013	17,638	2,712	390	14,536	1,152	1,299	190	(337)
2014	18,257	2,807	390	15,060	1,186	1,344	190	(348)
2015	23,269	2,905	390	19,974	1,716	1,391	190	135
2016	24,313	3,007	390	20,916	1,773	1,440	190	143
2017	25,404	3,112	390	21,902	1,833	1,490	190	153
2018	26,543	3,221	390	22,932	1,894	1,542	190	162
2019	27,734	3,334	390	24,010	1,957	1,596	190	171
2020	28,979	3,451	390	25,138	2,023	1,652	190	181
2021	30,279	3,572	390	26,317	2,073	1,710	190	173
2022	31,637	3,697	390	27,550	2,125	1,770	190	165
2023	33,057	3,826	390	28,841	2,168	1,832	190	146
2024	34,540	3,960	390	30,190	2,201	1,896	190	115
2025	41,866	4,099	390	37,377	2,777	1,962	190	625
2026	42,947	4,242	390	38,315	2,823	2,031	190	602
2027	44,057	4,390	390	39,277	2,869	2,102	190	577
2028	45,195	4,544	390	40,261	2,916	2,176	190	550
2029	46,362	4,703	390	41,269	2,964	2,252	190	522
2030	47,560	4,868	390	42,302	3,013	2,331	190	492
2031	48,789	5,038	390	43,361	3,044	2,413	190	441
2032	50,049	5,214	390	44,445	3,074	2,497	190	387
2033	51,342	5,396	390	45,556	3,105	2,584	190	331
2034	52,668	5,585	390	46,693	3,136	2,674	190	272
2035	71,306	5,780	390	65,136	3,787	2,768	190	829
2036	72,376	5,982	390	66,004	3,864	2,865	190	809
2037	73,462	6,191	390	66,881	3,943	2,965	190	788
2038	74,564	6,408	390	67,766	4,024	3,069	190	765
2039	75,682	6,632	390	68,660	4,106	3,176	190	740
2040	76,817	6,864	390	69,563	4,190	3,287	190	713
2041	77,585	7,104	390	70,091	4,232	3,402	190	640
2042	78,361	7,353	390	70,618	4,274	3,521	190	563
2043	79,145	7,610	390	71,145	4,317	3,644	190	483
2044	79,936	7,876	390	71,670	4,360	3,772	190	398
2045	80,736	8,152	390	72,194	4,404	3,904	190	310

(1) Gross annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation.

2025 design-year net toll revenue is estimated at approximately $3.7 million decreasing to approximately $0.3 million by the year 2045.

In Table 21, the net annual toll revenue in the opening year for the proposed Highway 65/82 project is estimated as a revenue shortfall of approximately ($6.9) million under the open-barrier system. The 2025 design-year net toll revenue is estimated at approximately $0.2 million decreasing to a shortfall of approximately ($3.3) million by the year 2045.

PROPOSED HIGHWAY 67 IMPROVEMENT CORRIDOR

In Table 20, a net annual toll revenue shortfall is estimated only in opening-year 2005 for the proposed Highway 67 project under a closed-barrier system. In 2005, a shortfall of approximately ($2.6) million is expected. Positive toll revenue generation of approximately $18.3 million is expected by 2025. These estimates are expected to reach almost $26.3 million by year 2045.

Under the open-barrier system, the project is also expected to register net annual toll revenue shortfalls in only the first two years as shown in Table 21. Opening-year 2005 shortfalls are estimated at approximately $3.3 million. Annual toll revenue surpluses are expected to reach $11.0 million by 2025, increasing to almost $16.2 million by year 2045.

PROPOSED HIGHWAY 79 IMPROVEMENT CORRIDOR

In Table 20, a net annual toll revenue shortfall in the opening-year 2005 is estimated at ($12.7) under a closed-barrier system. By 2025, the design-year net toll revenue shortfall decreased and is estimated at ($9.5) million, increasing to approximately ($22.9) million by the year 2045.

Table 21 presents the net annual toll revenue under the open-barrier system. The net toll revenue shortfall for the proposed Highway 79 in the opening-year of 2005 is estimated to be about ($11.3) million. By 2025, the design year, net toll revenue shortfall decreases to an estimated ($9.8) million, increasing to about ($22.3) million in the year 2045.

PROPOSED HIGHWAY 167 IMPROVEMENT CORRIDOR

In Table 20, the net annual toll revenue shortfall for the proposed Highway 167 project is estimated in the opening-year of 2005 at about ($8.5) million. The net revenue shortfall decreases to ($0.9) million by 2025. By 2045 the net revenue shortfall increases to approximately ($8.6) million as increases in O&M expenses rise faster than revenue increases.

In Table 21, the net annual toll revenue shortfall for the proposed Highway 167 project is estimated in the opening-year of 2005 at approximately ($8.3) million. By 2025, the net annual toll revenue shortfall decreases to ($4.4) million. In 2045, the final year of the forecast period the net revenue shortfall rises again to an estimated ($12.3) million.

PROPOSED NORTH BELT IMPROVEMENT CORRIDOR

In Table 20, net annual toll revenue in the opening year for the proposed North Belt project is estimated at approximately $9.5 million under the closed-barrier system. The 2025 design-year

net toll revenue is estimated at approximately $50.0 million increasing to approximately $92.6 million by the year 2045.

In Table 21, net annual toll revenue in the opening year under the open-barrier system is estimated at approximately $6.9 million. The 2025 design-year net toll revenue is estimated at approximately $37.4 million increasing to approximately $72.2 million by the year 2045.

PROPOSED HOT SPRINGS BYPASS IMPROVEMENT CORRIDOR

In Table 20, the net annual toll revenue shortfall for the opening year under a closed-barrier system is estimated at approximately ($0.5) million. Net revenue increases to approximately $2.0 million by 2025, and to $1.9 million by year 2045.

Under the open-barrier system the project is expected to register net annual toll revenue shortfalls from years 2005 through 2014 as shown in Table 21. The opening-year 2005 shortfall is approximately ($0.7) million. Net toll revenue increases to over $0.6 million by 2025. In 2045, the final year of the forecast period, net revenue is estimated at almost $0.3 million.

CONSTRUCTION COST ESTIMATES

Construction cost estimates for each of the eight Major Corridors were developed based on the infrastructure needs of each corridor. An assessment of each corridor was performed to determine the extent and nature of the existing roadway infrastructure. The necessary roadway improvements were then identified at a sketch-planning level to meet the individual corridor development plan. Construction cost estimates were developed for both open and closed-barrier systems. Currently available information from earlier planning studies was utilized and, wherever possible, was adjusted appropriately to reflect the additional costs associated with toll collection facilities.

For each of the eight Major Corridors, the corridor development plan consisted of providing a four-lane fully access controlled highway meeting current AASHTO guidelines for an interstate facility. In some cases, segments of existing freeways meeting these standards, in whole or in part, would be utilized. Some existing highways would require retrofit to meet the AASHTO standards. In other cases, the toll road would require complete new construction on new alignment and the existing roadway would remain in operation. Toll collection facilities were then added to the development plan per the specific toll collection concept for each corridor. Generic, typical toll plaza configurations and unit costs for ramp and mainline locations were developed and included in the construction cost estimates accordingly.

Construction cost estimates include grading, drainage and paving for a four-lane fully access controlled facility. For new construction, unit costs per mile for the proposed facility were developed based on AHTD bid tabs, planning procedures and earlier studies for various terrain conditions. Terrain conditions were identified based on USGS mapping, earlier AHTD studies, and field observation. Special considerations were given for interchanges and toll plazas on an

individual lump sum basis. Major bridge crossings and other special features were added accordingly. Other incidental costs include erosion control, signing and paving, maintenance of traffic, and utility relocations. Right-of-way costs were included on a percentage basis. Design and construction administration costs were also included. Not included in the cost estimates were system-related costs associated with administration facilities, maintenance yards or service centers.

Included in the appendix to this report are more details regarding the estimates of the construction costs for the eight corridors. As shown in the appendix, grading, drainage and paving unit costs range from $3.5 to $7.5 million per-mile depending on terrain type. Add-ons include 8.0 percent for miscellaneous items such as signage, erosion control, utilities and others. A construction cost contingency of 15.0 percent to account for design unknowns, was included. Furthermore, an additional 12.0 percent of the construction costs was added for design and construction administration. Right-of-way costs were assumed to be 5.0 percent of the construction cost. Toll plaza costs were included appropriately assuming lump sum unit costs of $2.6 million each for mainline toll plazas and $535,000 per tolled interchange for ramp plazas.

Table 22 presents the total construction costs estimates in year 2001 dollars for the eight Major Corridors.

Table 22
Construction Costs Estimates
Year 2001
(billions)

Highway Corridor	Toll Collection System	
	Closed-Barrier	Open-Barrier
Highway 49	$ 0.804	$ 0.797
Highway 65N	1.070	1.066
Highway 65/82	1.092	1.079
Highway 67	0.500	0.494
Highway 79	1.474	1.462
Highway 167	0.959	0.952
North Belt	0.208	0.205
Hot Springs Bypass	0.101	0.100

It should be noted that construction cost estimates for Major Highway Corridors 79, 65/82 and 49 include costs outside of the state of Arkansas. These costs are necessary to complete the connection of the toll road to the adjoining state's highway system such that these systems can functionally operate. In the case of Highway 79, construction of 1.8 miles of new alignment from the east side of the proposed Mississippi River Bridge is necessary to connect to the junction of Highway 61/304 near Robinsonville, Mississippi. For Highway 65/82, a new highway alignment approximately 1.9 miles in length would need to be built from the proposed Mississippi River Bridge to Highway 82 near Greenville, Mississippi. In the case of Highway

49, construction of 5.5 miles of new alignment from the proposed Mississippi River Bridge south of Helena would be necessary for Highway 49 to be operational.

The construction costs associated with the full Mississippi River crossings including the connections are included in the estimates. While these out-of-state construction costs have been included in the analysis, similarly, the toll revenue generated by these out-of-state improvements have also been included to present the analysis of the complete system. The assumption is made that the neighboring state would choose to participate and support their respective section of a corridor. The capital costs associated with these out-of-state connections have been identified as the last sections of the three associated corridors.

The basic cost of roadway and bridge construction for each of the eight corridors is a function of the scope of the corridor improvements and the quantity of construction materials. Based on the scope and material quantities, the contractor's costs generally consist of direct/indirect labor costs, equipment costs, and construction materials. These costs are generally fixed based on the scope of the improvements and material quantities. Consequently, there exists very little variability in the construction costs for each of the corridors. For this level of conceptual planning, some unknowns relating to design features and construction quantities have been accounted for through a design and construction contingency within the cost estimates. It is recommended that this contingency factor be maintained until there is sufficient detail in the development of the construction costs to substantiate its reduction.

Construction costs could be reduced by changing the scope of the corridor development, such as by building two roadway lanes rather than four. However, a commensurate reduction in toll revenue could be expected, thereby not necessarily improving the corridor's viability. Techniques do exist, however, during the implementation of the construction program to potentially save overall program costs through the reduction of the time necessary to open the system to traffic. Reducing the construction period reduces the effects of inflation and allows tolls to be collected more quickly. Design-build construction techniques could be utilized to speed up the construction period and more quickly open the system. Design-build delivery has additional benefits of encouraging design and construction innovations. However, it is not anticipated that design-build delivery would measurably affect the basic construction quantities and costs of the toll road improvements.

Other cost saving innovations such as better material controls and pavement warranties would similarly have little to no effect on overall construction costs. These techniques simply transfer the responsibility of the construction and O&M costs of the toll road surfacing to a third party.

SUMMARY OF TOLL ROAD FINANCING ANALYSIS

SSB has performed a preliminary financing analysis of each of the eight corridors (Highway 49, Highway 65 North, Highway 65/82, Highway 67, Highway 79, Highway 167, North Belt and Hot Springs), assuming both a closed-barrier tolling system and an open-barrier tolling system. In performing its analysis, SSB applied estimates provided by WSA for gross toll revenues and

HNTB and GE for operating and maintenance expenses, and overall construction and right-of-way costs. SSB then applied these estimates to develop a base financing for each of the four corridors to assess the feasibility as pure toll revenue projects.

Except for the North Belt Project (which is described in more detail below), the construction proceeds generated from each financing do not produce sufficient proceeds to fund the estimated construction and right-of-way costs. In addition, there were several years where there was not sufficient revenue available to pay all of the required debt service after the payment of operation and maintenance expenses. This shortfall, which would need to be made up from an outside source, is subtracted from the bond issue construction proceeds to determine the total amount of project funds available. The Bonds for the base case are assumed to be pure revenue bonds supported only by the revenues and investment income from the projects. Each of these projects was analyzed independently on a stand-alone basis.

The North Belt Project does appear to be financially feasible on both a closed and open-barrier system. The net revenues available for debt service appear to support a financing for the project.

The assumptions used and results are summarized below.

FINANCING ASSUMPTIONS

The following assumptions were used in developing the financings for each of the projects:

Issuance Date for bonds:	January 1, 2002
First Principal Payment Date:	January 1, 2006
Completion of Construction:	January 1, 2005
First Year of Operation of Toll Road:	2005
Final Maturity of Bonds:	January 1, 2042 (40 years from issuance)
Bond Insurance:	Assumed bond insurance at 75 basis points of total debt service. A non-rated issue would have a higher bond insurance rate.
Capitalized Interest:	Interest capitalized through and including January 1, 2006. This is 12 months past the estimated completion of construction; if construction completion is delayed, these funds can be used as an additional source to repay bonds.
Costs of Issuance:	$17 per bond (Underwriter's Discount = $12 per bond; Other Costs of Issuance = $5 per bond)
Net Funding:	Construction Costs and Capitalized Interest are net funded at the bond yield.
Interest Rates:	A "AAA" insured interest rate scale was used as of January 1, 2005.

Debt Service Reserve Fund:	Fully funded at issuance of the bonds at the lesser of 1) 10 percent of par, 2) maximum annual debt service, or 3) 125 percent of average annual debt service. Earnings from the reserve fund are used to increase the net revenues available for debt service.
Coverage Level:	150 percent of net revenues available for debt service to achieve investment-grade ratings.
Solution Method:	Bonds were solved to produce level annual coverage of 150 percent of net revenues available for debt service
Reserve Maintenance Fund:	An annual deposit was made to a reserve maintenance fund in an amount determined by HNTB and GE.

SUMMARY OF RESULTS

The results of the financing analysis and a feasibility summary is presented graphically in Figures 18 through 25. In addition the results are tabulated in Tables 23 and 24.

NET REVENUE AND DEBT SERVICE FIGURES

The following six figures (Figures 18 - 23) present the net annual operating cash flow after the payment of debt service assuming that the entire cost of the project is included in a financing. As shown, there are generally very large negative amounts, indicating that there is not enough net cash flow available to pay debt service on the project. No graphs are presented for Highway 49, Highway 65/82, Highway 79, and Highway 167 in the closed-barrier toll system and Highway 49, Highway 65 North, Highway 65/82, Highway 79, Highway 167, and Hot Spings in the open-barrier toll system because these projects have negative net annual toll revenues in almost every year of the project, making a financing impossible.

Cumulative Net Surplus/(Deficit) through 2041: ($2,808,806,644) for Total Project Financing

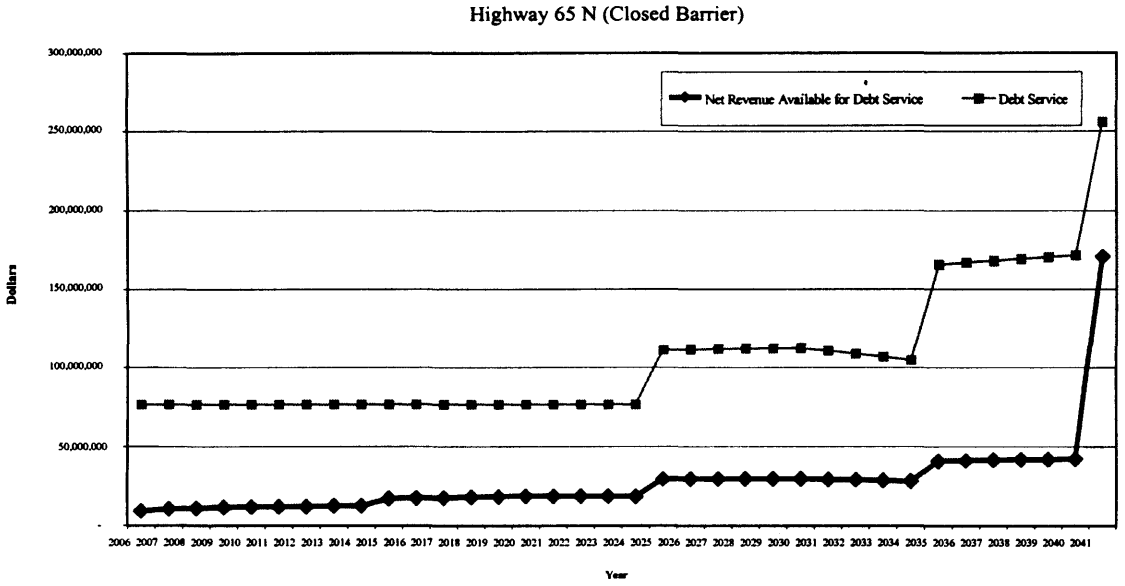


Figure 18

Cumulative Net Surplus/(Deficit) through 2041: ($1,033,319,217) for Total Project Financing

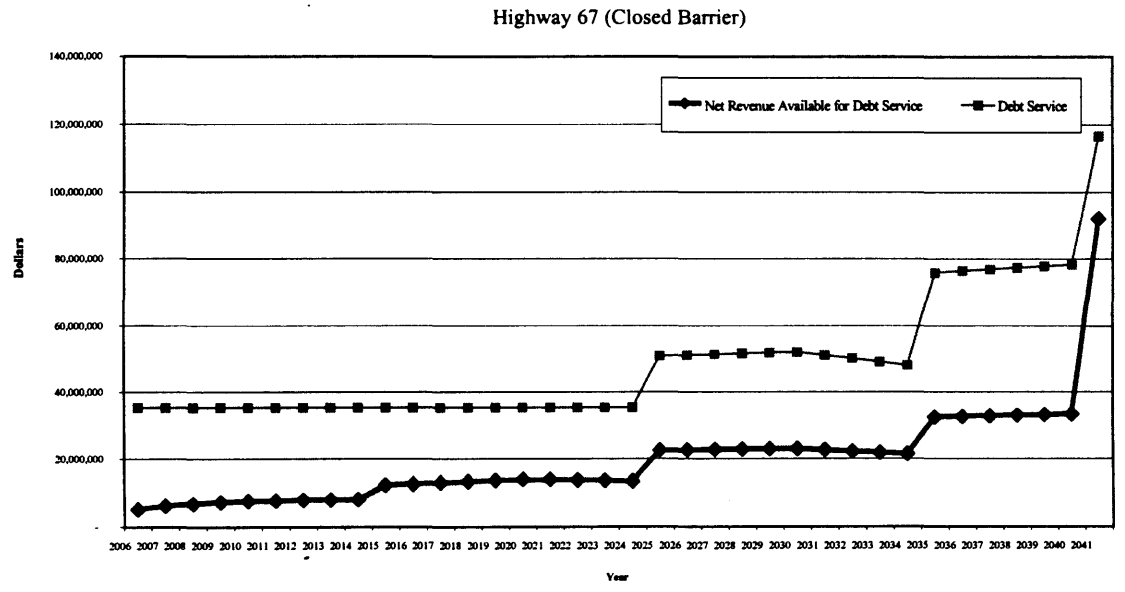


Figure 19

Cumulative Net Surplus/(Deficit) through 2041: ($1,011,305,309) for Total Project Financing

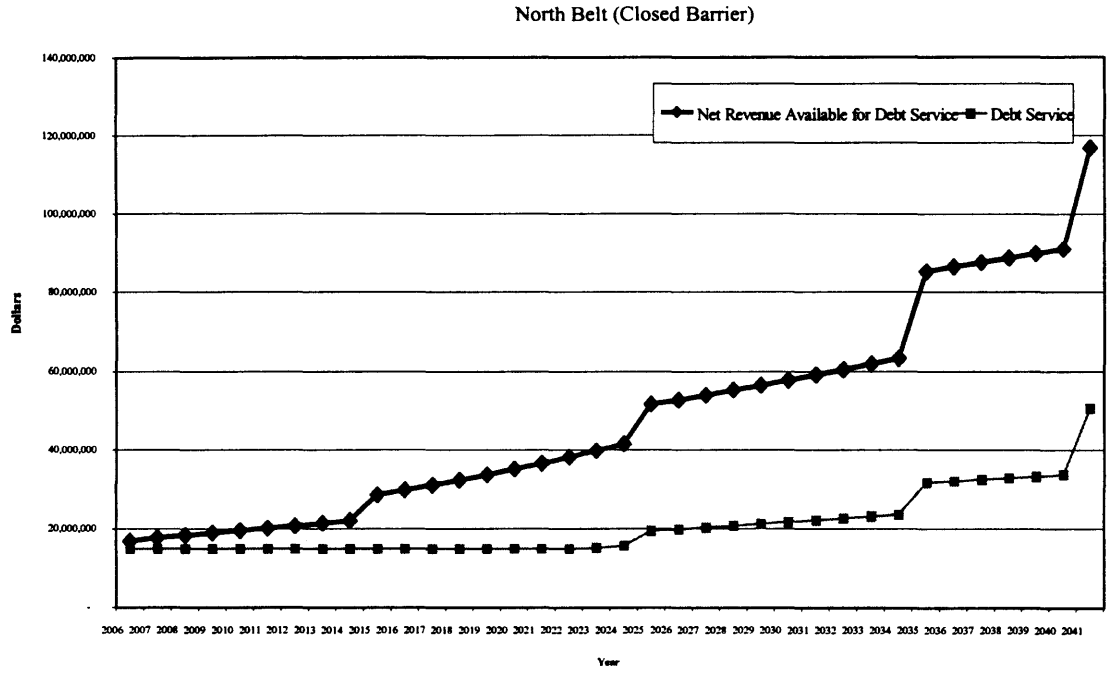


Figure 20

Cumulative Net Surplus/(Deficit) through 2041: ($275,278,921) for Total Project Financing

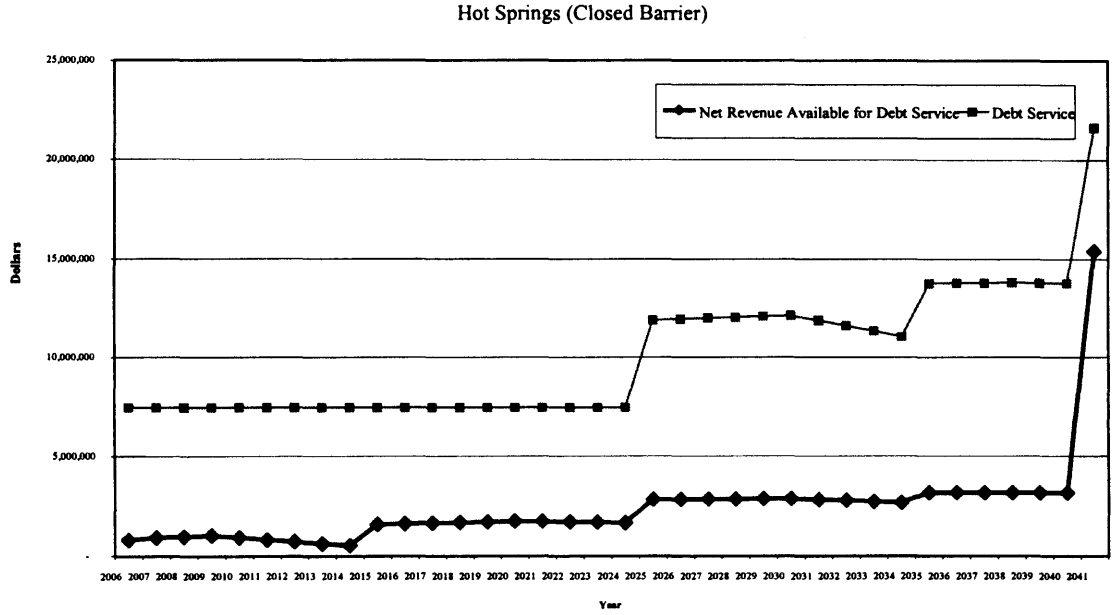


Figure 21

Cumulative Net Surplus/(Deficit) through 2041: ($1,240,287,581) for Total Project Financing

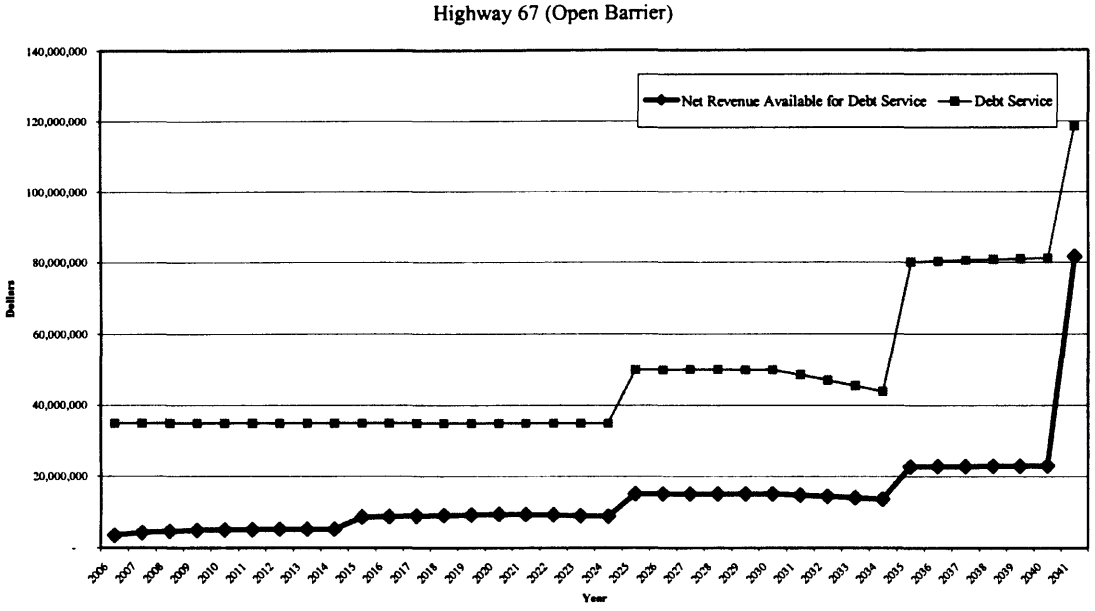


Figure 22

Cumulative Net Surplus/(Deficit) through 2041: ($630,563,797) for Total Project Financing

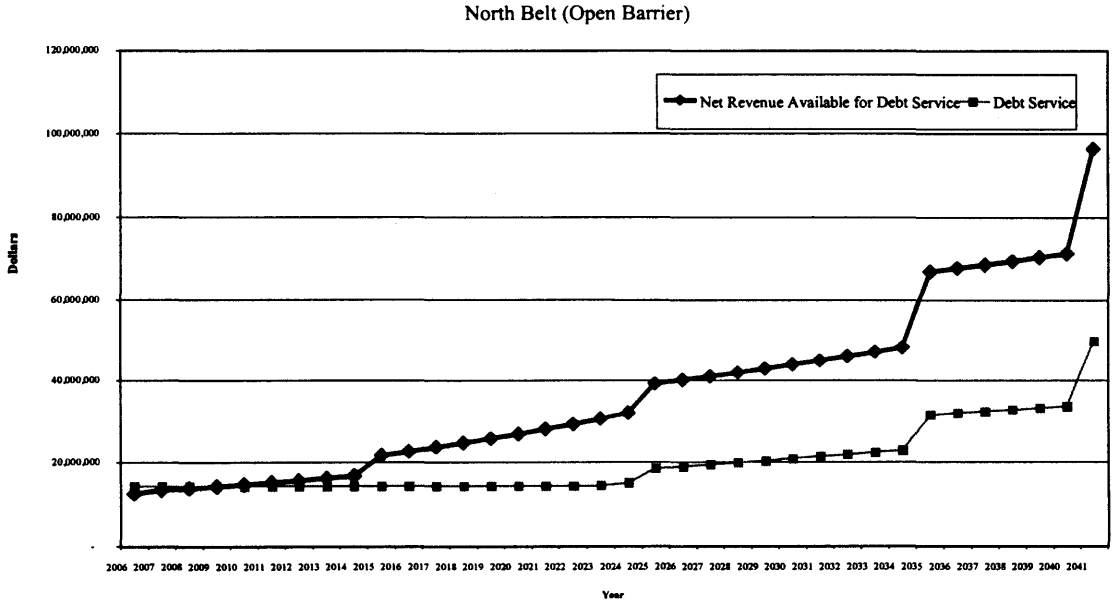


Figure 23

Table 23
Closed-Toll Barrier
Financial Assessment Summary

	Proposed Highway 49	Proposed Highway 65N	Proposed Highway 65/82	Proposed Highway 67
Estimated Capital Cost(1)	$804,000,000	$1,070,000,000	$1,092,000,000	$500,000,000
Total Funds Available from Financing(2)	(4)	78,116,500	(4)	83,914,970
Total Funding Shortfall	804,000,000	991,883,500	1,092,000,000	416,085,030
Percentage of Project Supported by Estimated Revenues(3)	0.00%	7.30%	0.00%	16.78%
Years where Debt Service Can NOT be Paid Due to Lack of Available Revenues	2005-2041	2005-2025	2005-2025	2005-2016
Project Status	NOT Feasible	NOT Feasible	NOT Feasible	NOT Feasible

	Proposed Highway 79	Proposed Highway 167	Proposed North Belt	Proposed Hot Springs
Estimated Capital Cost(1)	$1,474,000,000	$959,000,000	$208,000,000	$101,000,000
Total Funds Available from Financing(2)	(4)	(4)	338,362,269	4,626,091
Total Funding Shortfall	1,474,000,000	959,000,000	Surplus of 130,362,269	96,373,909
Percentage of Project Supported by Estimated Revenues(3)	0.00%	0.00%	162.67%	4.58%
Years where Debt Service Can NOT be Paid Due to Lack of Available Revenues	2005-2041	2005-2041	2006-2014	2005-2025
Project Status	NOT Feasible	NOT Feasible	Feasible	NOT Feasible

(1) Per estimates provided by HNTB and Garver Engineers to Wilbur Smith on 3/20/2001 and 5/4/2001.
(2) Total amount of funds available for construction that was produced in the financing analysis. This total accounts for the cash flow shortfalls in the early years that would be required to be made up from some other source.
(3) Total construction funds produced in the financing divided by the estimated capital costs.
(4) These projects have negative net annual toll revenues in almost every year, making a financing impossible.

Table 24
Open-Toll Barrier
Financial Assessment Summary

	Proposed Highway 49	Proposed Highway 65N	Proposed Highway 65/82	Proposed Highway 67
Estimated Capital Cost(1)	$797,000,000	$1,066,000,000	$1,079,000,000	$494,000,000
Total Funds Available from Financing(2)	(4)	(4)	(4)	35,220,954
Total Funding Shortfall	797,000,000	1,066,000,000	1,079,000,000	458,779,046
Percentage of Project Supported by Estimated Revenues(3)	0.00%	0.00%	0.00%	7.13%
Years where Debt Service Can NOT be Paid Due to Lack of Available Revenues	2005-2041	2005-2025	2005-2041	2005-2025
Project Status	NOT Feasible	NOT Feasible	NOT Feasible	NOT Feasible

	Proposed Highway 79	Proposed Highway 167	Proposed North Belt	Proposed Hot Springs
Estimated Capital Cost(1)	$1,462,000,000	$952,000,000	$205,000,000	$100,000,000
Total Funds Available from Financing(2)	(4)	(4)	254,502,468	(4)
Total Funding Shortfall	1,462,000,000	952,000,000	Surplus of 49,502,468	100,000,000
Percentage of Project Supported by Estimated Revenues(3)	0.00%	0.00%	124.15%	0.00%
Years where Debt Service Can NOT be Paid Due to Lack of Available Revenues	2005-2041	2005-2041	2006-2014	2005-2025
Project Status	NOT Feasible	NOT Feasible	Feasible	NOT Feasible

(1) Per estimates provided by HNTB and Garver Engineers to Wilbur Smith on 3/20/2001 and 5/4/2001.
(2) Total amount of funds available for construction that was produced in the financing analysis. This total accounts for the cash flow shortfalls in the early years that would be required to be made up from some other source.
(3) Total construction funds produced in the financing divided by the estimated capital costs.
(4) These projects have negative net annual toll revenues in almost every year, making a financing impossible.

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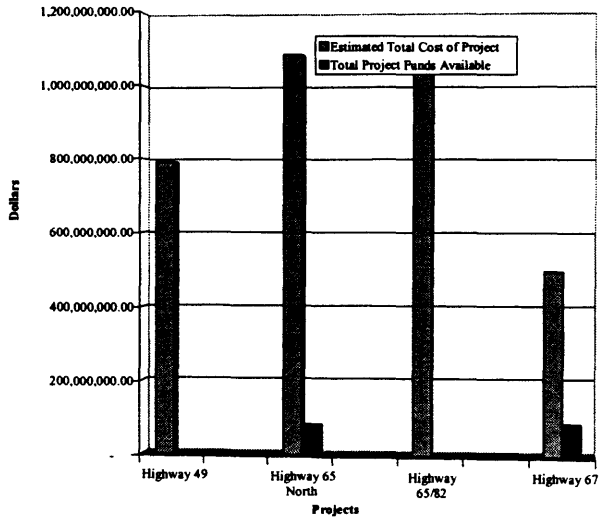
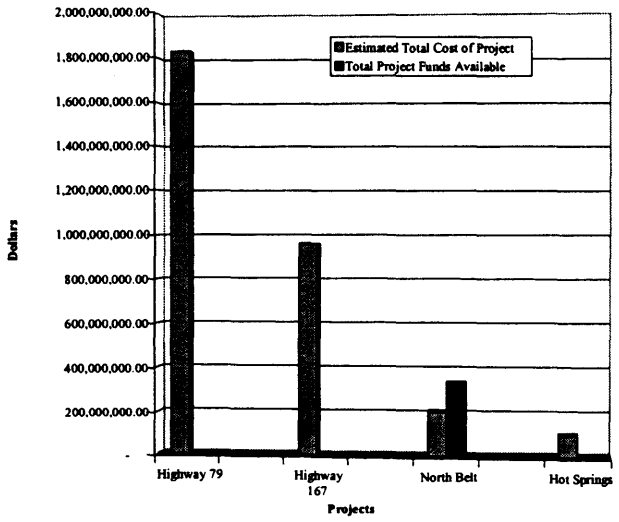
ECONOMISTS

PROJECT FEASIBILITY FIGURES

The following four figures present the financial feasibility of each project in graphical form with the Closed-Toll Barrier projects first, followed by the Open-Toll Barrier projects.





FINANCIAL FEASIBILITY ANALYSIS
(CLOSED BARRIER SYSTEM)

Figure 24

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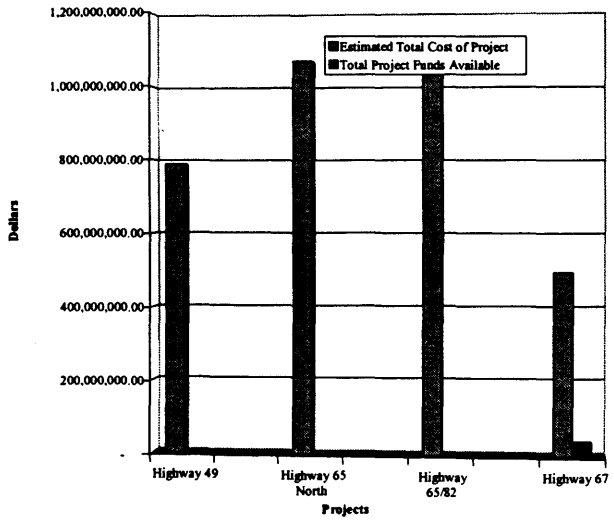

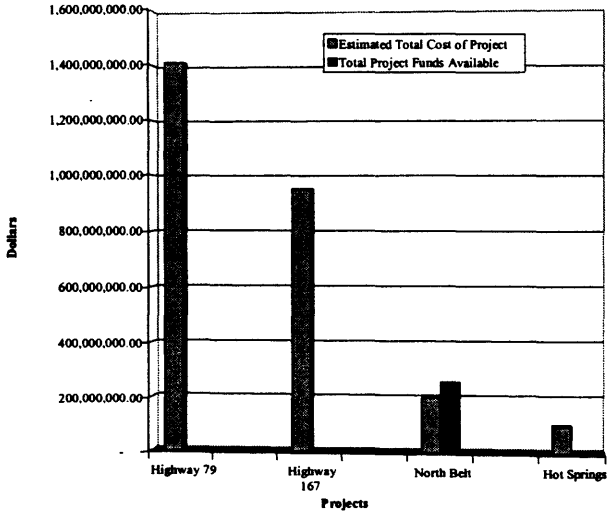

FINANCIAL FEASIBILITY ANALYSIS
(OPEN BARRIER SYSTEM)

Figure 25

DISCUSSION OF INDIVIDUAL PROJECTS

PROPOSED HIGHWAY 49 IMPROVEMENT CORRIDOR

The Proposed Highway 49 Project has a capital cost of about $800 million ($804 million in the closed-barrier configuration and $797 million in the open-barrier configuration). There is not a sufficient level of projected net toll revenues (net toll revenues are gross toll revenues less maintenance and operating expenses) to fully fund this size of project. This project is not financially feasible as a stand-alone toll supported project.

PROPOSED HIGHWAY 65 NORTH IMPROVEMENT CORRIDOR

This project generates relatively large net revenues available for debt amortization under this current analysis. However, due to the large capital cost of about $1.070 billion in the closed-barrier configuration and $1.066 billion in the open-barrier configuration, the percentage of the project supported by revenues remains very low (only 7.30 percent in the closed-barrier configuration and 0 percent in the open-barrier configuration). This project is not financially feasible as a stand-alone toll supported project.

PROPOSED HIGHWAY 65/82 IMPROVEMENT CORRIDOR

The Proposed Highway 65/82 Project has a capital cost of about $1.092 billion in the closed-barrier configuration and $1.079 billion in the open-barrier configuration. There is not a sufficient level of projected net toll revenues (net toll revenues are gross toll revenues less maintenance and operating expenses) to fully fund this size of project. This project is not financially feasible as a stand-alone toll supported project.

PROPOSED HIGHWAY 67 IMPROVEMENT CORRIDOR

This project generates relatively large net revenues available for debt amortization under this current analysis. However, due to the large capital cost of about $500 million in the closed-barrier configuration and $494 million in the open-barrier configuration, the percentage of the project supported by revenues remains very low (only 16.78 percent in the closed-barrier configuration and 7.13 percent in the open-barrier configuration). This project is not financially feasible as a stand-alone toll supported project.

PROPOSED HIGHWAY 79 IMPROVEMENT CORRIDOR

The Proposed Highway 79 Project has a capital cost of about $1.474 billion in the closed-barrier configuration and $1.462 billion in the open-barrier configuration. There is not a sufficient level of projected net toll revenues (net toll revenues are gross toll revenues less maintenance and operating expenses) to fully fund this size of project. This project is not financially feasible as a stand-alone toll supported project.

PROPOSED HIGHWAY 167 IMPROVEMENT CORRIDOR

The Proposed Highway 167 Project has a capital cost of about $959 million in the closed-barrier configuration and $952 million in the open-barrier configuration. There is not a sufficient level of projected net toll revenues (net toll revenues are gross toll revenues less maintenance and

operating expenses) to fully fund this size of project. This project is not financially feasible as a stand-alone toll supported project.

PROPOSED NORTH BELT IMPROVEMENT CORRIDOR

The Proposed North Belt Project is the only project of those studied that does appear to be financially feasible. The percentage of the project supported by project revenues actually exceeds 100 percent. The significant annual revenues produced in the corridor, coupled with the relatively low capital costs of about $208 million appear to make this project financially feasible as a stand-alone toll supported project. However, it should be noted that a detailed, investment-grade traffic and revenue study would need to be completed before a financing could be completed for this project.

PROPOSED HOT SPRINGS IMPROVEMENT CORRIDOR

This project generates relatively significant net revenues available for debt amortization under this current analysis. However, even though the capital cost of about $101 million in the closed-barrier configuration and $100 million in the open-barrier configuration is fairly low, the percentage of the project supported by revenues remains very low (only 4.58 percent in the closed-barrier configuration and 0 percent in the open-barrier configuration). This project is not financially feasible as a stand-alone toll supported project.

CONCLUSION

It can be concluded that, based upon the WSA, HNTB, and GE estimates for each corridor, the proposed projects are not feasible as pure toll financed structures with the exception of the Proposed North Belt Project. For all projects except the Proposed North Belt Project, the revenues do not produce sufficient annual amounts to pay operating and maintenance expenses and cover debt service for approximately the first ten years of each project's operations. The debt issued for each project except the Proposed North Belt Project will fail the fundamental rating agency criteria for a minimum investment-grade rating of the proposed debt. In addition, the construction proceeds generated from each financing except the Proposed North Belt Project do not produce sufficient proceeds to fund the estimated construction and right-of-way costs.

As noted above, the Proposed North Belt Project does appear to be financially feasible. However, it should be noted that a detailed, investment-grade traffic and revenue study would need to be completed before a financing could be completed for this project.

It should be recognized that, while the other projects are not financially feasible on a stand-alone basis, each of them may potentially be implemented employing innovative financing techniques, phasing of project construction, and identification of specific constructable portions of each corridor which may be able to support a financing effort. All of these issues, including the development of a system financing whereby the excess revenues of one facility are pledged to support the construction of additional sections of the other facilities will be evaluated for all project corridors as the study proceeds.

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* * *

DISCLAIMER

Current professional practices and procedures were used in the development of these findings. However, there is considerable uncertainty inherent in future traffic and revenue forecasts for any toll facility. There may sometimes be differences between forecasted and actual results caused by events and circumstances beyond the control of the forecasters. These differences could be material. Also, it should be recognized that traffic and revenue forecasts in this document are intended to reflect the overall estimated long-term trend. Actual experience in any given year may vary due to economic conditions and other factors.

Respectfully submitted,

WILBUR SMITH ASSOCIATES

John Smolley, Jr.
Vice President

JS/mla

APPENDIX A

PROPOSED HIGHWAY 49
IMPROVEMENT CORRIDOR

U.S. 49 (closed system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Interstate 40 to SH 241** Beginning at new interchange at I 40 approximately 2 miles west of Brinkley exit. Southeast to new interchange with US 70, south to new main toll plaza, then extending south to approximately 0.25 miles north of new interchange at SH 241.	10.7	Study on existing. May-00	Divided - Controlled Access New Alignment		1	5	2001	$83,317,057	$8,693,954	$92,011,011	$8,599,160
2	**SH 241 to Existing US 49** Beginning at new interchange at SH 241 parallel to existing US 49, then south to new interchange at US 79, then southeast to approximately 0.25 miles north of new interchange with existing US 49.	6.9	Study on existing. May-00	Divided - Controlled Access New Alignment	2		3	2001	$56,788,451	$5,925,751	$62,714,202	$9,089,015
3	**Existing US 49 to SH 1 East of Marvell** Beginning at the new interchange with existing US 49 extending southeast of existing US 49 to new interchange with SH 86, southeast to new interchange with SH 39, east to new main toll plaza, then east to new interchange at SH 1, east of Marvell.	14.5	Study on existing. May-00	Divided - Controlled Access New Alignment	2	1	3	2001	$109,157,457	$11,390,343	$120,547,801	$8,313,641
4	**SH 1 East of Marvell to SH 85** Beginning after the new interchange with SH 1 extending east to the new interchange at SH 316, continue east to new interchange at SH 85.	9.6	Study on existing. May-00	Divided - Controlled Access New Alignment	2		2	2001	$86,927,942	$9,070,742	$95,998,683	$9,999,863
5	**SH 85 to SH 44** Beginning after new interchange at SH 85 extending east southeast to new main toll plaza, southeast to new interchange with SH 242, then southeast to new interchange with SH 44.	10.2	Study on existing. May-00	Divided - Controlled Access New Alignment	2	1	7	2001	$86,005,594	$8,974,497	$94,980,090	$9,311,774
6	**SH 44 to US 49 at Mississippi** Beginning at new interchange with SH 44 to new bridge over Mississippi, to new connection with US 49.	5.5	Study on existing. May-00	Divided - Controlled Access New Alignment			3	2001	$305,459,518	$31,874,037	$337,333,554	$61,333,374
									$727,656,018	$75,929,324	$803,585,342	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - Interstate 40 to SH 241 - Section 1

Corridor Length (miles): 10.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10.7	$ 37,450,000
			Total	**$ 37,450,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	112,990	$ 395,465
	Erosion Control	2% of Gr., Dr., & Surf.		$ 749,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 749,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,247,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,745,000
			Total	**$ 19,785,465**
TOTAL ROADWAY CONSTRUCTION COST				**$ 57,235,465**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	71,600	$ 5,370,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	26,280	$ 394,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,764,200**
			Construction Subtotal	$ 62,999,665
			Contingency @ 15% of Construction	$ 9,449,950
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,693,954
TOTAL CONSTRUCTION COST				**$ 81,143,569**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 9,449,950
			ROW Subtotal	$ 9,449,950
			+15% Contingency	$ 1,417,492
TOTAL RIGHT-OF-WAY COST				**$ 10,867,442**
GRAND TOTAL				**$ 92,011,011**
			Cost per Mile =	**$8,599,160**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - SH 241 to Existing US 49 - Section 2

Corridor Length (miles): 6.9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	6.9	$ 24,150,000
			Total	**$ 24,150,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	72,865	$ 255,028
	Erosion Control	2% of Gr., Dr., & Surf.		$ 483,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 483,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,449,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,415,000
			Total	**$ 15,435,028**
TOTAL ROADWAY CONSTRUCTION COST				**$ 39,585,028**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	42,400	$ 3,180,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,355,200**
			Construction Subtotal	$ 42,940,228
			Contingency @ 15% of Construction	$ 6,441,034
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,925,751
TOTAL CONSTRUCTION COST				**$ 55,307,013**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 6,441,034
			ROW Subtotal	$ 6,441,034
			+15% Contingency	$ 966,155
TOTAL RIGHT-OF-WAY COST				**$ 7,407,189**
GRAND TOTAL				**$ 62,714,202**
			Cost per Mile =	**$9,089,015**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - Existing US 49 to SH 1 East of Marvell - Section 3

Corridor Length (miles): 14.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	14.5	$ 50,750,000
			Total	**$ 50,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	153,120	$ 535,920
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,015,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,015,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,045,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,075,000
			Total	**$ 28,285,920**
TOTAL ROADWAY CONSTRUCTION COST				**$ 79,035,920**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	43,200	$ 3,240,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	17,520	$ 262,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,502,800**
			Construction Subtotal	$ 82,538,720
			Contingency @ 15% of Construction	$ 12,380,808
			Design and Construction Administration @ 12% of Construction + Contingency	$ 11,390,343
TOTAL CONSTRUCTION COST				**$ 106,309,871**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 12,380,808
			ROW Subtotal	$ 12,380,808
			+15% Contingency	$ 1,857,121
TOTAL RIGHT-OF-WAY COST				**$ 14,237,929**
GRAND TOTAL				**$ 120,547,801**
			Cost per Mile =	**$8,313,641**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - SH 1 East of Marvell to SH 85 - Section 4

Corridor Length (miles): 9.6

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	9.6	$ 33,600,000
			Total	**$ 33,600,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	101,375	$ 354,813
	Erosion Control	2% of Gr., Dr., & Surf.		$ 672,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 672,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,016,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,360,000
			Total	**$ 22,074,813**
TOTAL ROADWAY CONSTRUCTION COST				**$ 55,674,813**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 10,055,200**
			Construction Subtotal	$ 65,730,013
			Contingency @ 15% of Construction	$ 9,859,502
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,070,742
TOTAL CONSTRUCTION COST				**$ 84,660,256**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 9,859,502
			ROW Subtotal	$ 9,859,502
			+15% Contingency	$ 1,478,925
TOTAL RIGHT-OF-WAY COST				**$ 11,338,427**
GRAND TOTAL				**$ 95,998,683**
			Cost per Mile =	**$9,999,863**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - SH 85 to SH 44 - Section 5

Corridor Length (miles): 10.2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10.2	$ 35,700,000
			Total	**$ 35,700,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	107,710	$ 376,985
	Erosion Control	2% of Gr., Dr., & Surf.		$ 714,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 714,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,142,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,570,000
			Total	**$ 20,466,985**
TOTAL ROADWAY CONSTRUCTION COST				**$ 56,166,985**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	111,200	$ 8,340,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	35,040	$ 525,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 8,865,600**
			Construction Subtotal	$ 65,032,585
			Contingency @ 15% of Construction	$ 9,754,888
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,974,497
TOTAL CONSTRUCTION COST				**$ 83,761,969**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 9,754,888
			ROW Subtotal	$ 9,754,888
			+15% Contingency	$ 1,463,233
TOTAL RIGHT-OF-WAY COST				**$ 11,218,121**
GRAND TOTAL				**$ 94,980,090**
			Cost per Mile =	**$9,311,774**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 49 Corridor - SH 44 to US 49 at Mississippi River - Section 6

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	**4-Lane Divided Freeway**			
(includes: grading, drainage, paving)	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	5.5	$ 19,250,000
			Total	**$ 19,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	58,080	$ 203,280
	Erosion Control	2% of Gr., Dr., & Surf.		$ 385,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 385,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,155,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,925,000
			Total	**$ 4,053,280**
TOTAL ROADWAY CONSTRUCTION COST				**$ 23,303,280**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	28,400	$ 2,130,000
	Mainline - River Crossing	$140 /S.F.	1,467,190	$ 205,406,600
	Bridge Approaches	$15 /S.F.	8,760	$ 131,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 207,668,000**
			Construction Subtotal	$ 230,971,280
			Contingency @ 15% of Construction	$ 34,645,692
			Design and Construction Administration @ 12% of Construction + Contingency	$ 31,874,037
TOTAL CONSTRUCTION COST				**$ 297,491,009**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 34,645,692
			ROW Subtotal	$ 34,645,692
			+15% Contingency	$ 5,196,854
TOTAL RIGHT-OF-WAY COST				**$ 39,842,546**
GRAND TOTAL				**$ 337,333,554**
			Cost per Mile =	**$61,333,374**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

U.S. 49 (open system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Interstate 40 to SH 241** Beginning at new interchange at I 40 approximately 2 miles west of Brinkley exit. Southeast to new interchange with US 70, south to new main toll plaza, then extending south to approximately 0.25 miles north of new interchange at SH 241.	10.7	Study on existing May-00	Divided - Controlled Access New Alignment		1	5	2001	$83,317,057	$8,693,954	$92,011,011	$8,599,160
2	**SH 241 to Existing US 49** Beginning at new interchange at SH 241 parallel to existing US 49, then south to new interchange at US 79, then southeast to approximately 0.25 miles north of new interchange with existing US 49.	6.9	Study on existing May-00	Divided - Controlled Access New Alignment			3	2001	$55,398,993	$5,780,764	$61,179,757	$8,866,631
3	**Existing US 49 to SH 1 East of Marvell** Beginning at the new interchange with existing US 49 extending southeast of existing US 49 to new interchange with SH 86, southeast to new interchange with SH 39, east to new main toll plaza, then east to new interchange at SH 1, east of Marvell.	14.5	Study on existing May-00	Divided - Controlled Access New Alignment		1	3	2001	$107,768,832	$11,245,443	$119,014,276	$8,207,881
4	**SH 1 East of Marvell to SH 85** Beginning after the new interchange with SH 1 extending east to the new interchange at SH 316, continue east to new interchange at SH 85.	9.6	Study on existing May-00	Divided - Controlled Access New Alignment			2	2001	$85,539,317	$8,925,842	$94,465,158	$9,840,121
5	**SH 85 to SH 44** Beginning after new interchange at SH 85 extending east southeast to new main toll plaza, southeast to new interchange with SH 242, then southeast to new interchange with SH 44.	10.2	Study on existing May-00	Divided - Controlled Access New Alignment		1	7	2001	$84,616,969	$8,829,597	$93,446,565	$9,161,428
6	**SH 44 to US 49 at Mississippi** Beginning at new interchange with SH 44 to new bridge over Mississippi, to new connection with US 49.	5.5	Study on existing May-00	Divided - Controlled Access New Alignment			3	2001	$305,459,518	$31,874,037	$337,333,554	$61,333,374
									$722,100,685	$75,349,637	$797,450,322	

[1]Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - Interstate 40 to SH 241 - Section 1

Corridor Length (miles): 10.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10.7	$ 37,450,000
			Total	**$ 37,450,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	112,990	$ 395,465
	Erosion Control	2% of Gr., Dr., & Surf.		$ 749,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 749,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,247,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,745,000
			Total	**$ 19,785,465**
TOTAL ROADWAY CONSTRUCTION COST				**$ 57,235,465**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	71,600	$ 5,370,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	26,280	$ 394,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,764,200**
			Construction Subtotal	$ 62,999,665
			Contingency @ 15% of Construction	$ 9,449,950
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,693,954
TOTAL CONSTRUCTION COST				**$ 81,143,569**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 9,449,950
			ROW Subtotal	$ 9,449,950
			+15% Contingency	$ 1,417,492
TOTAL RIGHT-OF-WAY COST				**$ 10,867,442**
GRAND TOTAL				**$ 92,011,011**
			Cost per Mile =	**$8,599,160**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - SH 241 to Existing US 49 - Section 2

Corridor Length (miles): 6.9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	6.9	$ 24,150,000
			Total	**$ 24,150,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	72,685	$ 254,398
	Erosion Control	2% of Gr., Dr., & Surf.		$ 483,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 483,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,449,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,415,000
			Total	**$ 14,384,398**
TOTAL ROADWAY CONSTRUCTION COST				**$ 38,534,398**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	42,400	$ 3,180,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,355,200**
			Construction Subtotal	$ 41,889,598
			Contingency @ 15% of Construction	$ 6,283,440
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,780,764
TOTAL CONSTRUCTION COST				**$ 53,953,802**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 6,283,440
			ROW Subtotal	$ 6,283,440
			+15% Contingency	$ 942,516
TOTAL RIGHT-OF-WAY COST				**$ 7,225,956**
GRAND TOTAL				**$ 61,179,757**
			Cost per Mile =	**$8,866,631**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - Existing US 49 to SH 1 East of Marvell - Section 3

Corridor Length (miles): 14.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	14.5	$ 50,750,000
			Total	**$ 50,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	153,120	$ 535,920
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,015,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,015,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,045,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,075,000
			Total	**$ 27,235,920**
TOTAL ROADWAY CONSTRUCTION COST				**$ 77,985,920**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	43,200	$ 3,240,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	17,520	$ 262,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,502,800**
			Construction Subtotal	$ 81,488,720
			Contingency @ 15% of Construction	$ 12,223,308
			Design and Construction Administration @ 12% of Construction + Contingency	$ 11,245,443
TOTAL CONSTRUCTION COST				**$ 104,957,471**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 12,223,308
			ROW Subtotal	$ 12,223,308
			+15% Contingency	$ 1,833,496
TOTAL RIGHT-OF-WAY COST				**$ 14,056,804**
GRAND TOTAL				**$ 119,014,276**
			Cost per Mile =	**$8,207,881**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - SH 1 East of Marvell to SH 85 - Section 4

Corridor Length (miles): 9.6

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	9.6	$ 33,600,000
			Total	**$ 33,600,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	101,375	$ 354,813
	Erosion Control	2% of Gr., Dr., & Surf.		$ 672,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 672,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,016,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,360,000
			Total	**$ 21,024,813**
TOTAL ROADWAY CONSTRUCTION COST				**$ 54,624,813**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 10,055,200**
			Construction Subtotal	$ 64,680,013
			Contingency @ 15% of Construction	$ 9,702,002
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,925,842
TOTAL CONSTRUCTION COST				**$ 83,307,856**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 9,702,002
			ROW Subtotal	$ 9,702,002
			+15% Contingency	$ 1,455,300
TOTAL RIGHT-OF-WAY COST				**$ 11,157,302**
GRAND TOTAL				**$ 94,465,158**
			Cost per Mile =	**$9,840,121**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 49 Corridor - SH 85 to SH 44 - Section 5

Corridor Length (miles): 10.2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10.2	$ 35,700,000
			Total	**$ 35,700,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	107,710	$ 376,985
	Erosion Control	2% of Gr., Dr., & Surf.		$ 714,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 714,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,142,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,570,000
			Total	**$ 19,416,985**
TOTAL ROADWAY CONSTRUCTION COST				**$ 55,116,985**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	111,200	$ 8,340,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	35,040	$ 525,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 8,865,600**
			Construction Subtotal	$ 63,982,585
			Contingency @ 15% of Construction	$ 9,597,388
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,829,597
TOTAL CONSTRUCTION COST				**$ 82,409,569**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 9,597,388
			ROW Subtotal	$ 9,597,388
			+15% Contingency	$ 1,439,608
TOTAL RIGHT-OF-WAY COST				**$ 11,036,996**
GRAND TOTAL				**$ 93,446,565**
			Cost per Mile =	**$9,161,428**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 49 Corridor - SH 44 to US 49 at Mississippi River - Section 6

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	**4-Lane Divided Freeway**			
(includes: grading, drainage, paving)	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	5.5	$ 19,250,000
			Total	**$ 19,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	58,080	$ 203,280
	Erosion Control	2% of Gr., Dr., & Surf.		$ 385,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 385,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,155,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,925,000
			Total	**$ 4,053,280**
TOTAL ROADWAY CONSTRUCTION COST				**$ 23,303,280**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	28,400	$ 2,130,000
	Mainline - River Crossing	$140 /S.F.	1,467,190	$ 205,406,600
	Bridge Approaches	$15 /S.F.	8,760	$ 131,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 207,668,000**
			Construction Subtotal	$ 230,971,280
			Contingency @ 15% of Construction	$ 34,645,692
			Design and Construction Administration @ 12% of Construction + Contingency	$ 31,874,037
TOTAL CONSTRUCTION COST				**$ 297,491,009**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 34,645,692
			ROW Subtotal	$ 34,645,692
			+15% Contingency	$ 5,196,854
TOTAL RIGHT-OF-WAY COST				**$ 39,842,546**
GRAND TOTAL				**$ 337,333,554**
			Cost per Mile =	**$61,333,374**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

PROPOSED HIGHWAY 65 NORTH IMPROVEMENT CORRIDOR

U.S. 65 (closed system)

Section	Location Description	EstimatePr oject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Damascus to SH 16** Beginning at the north end of Damscus, extending north to a new interchange at SH 16 east of Clinton.	16.5	N/A	Divided - Controlled Access New Alignment			6	2001	$163,808,646	$18,720,988	$182,529,635	$11,062,402
2	**SH 16 to SH 66** Beginning at the new interchange at SH16 east of Clinton extending northwest to a new interchange at SH 66 in Leslie.	17.5	N/A	Divided - Controlled Access New Alighnment	1	1	2	2001	$184,175,633	$21,048,644	$205,224,277	$11,727,102
3	**SH 66 to SH 74** Beginning at the new interchange at SH 66 in Leslie extending northwest to the new interchange at the intersection of SH 74 northwest of Marshall.	11	N/A	Divided - Controlled Access New Alignment			4	2001	$131,293,284	$14,322,904	$145,616,188	$13,237,835
4	**SH 74 to SH 235** Beginning at the new interchange northwest of Marshall at SH 74 extending northwest to the proposed interchange at SH 235 south of Pindall.	14.5	N/A	Divided - Controlled Access New Alignment	1	1	2	2001	$164,017,380	$18,744,843	$182,762,224	$12,604,291
5	**SH 235 to US 62** Beginning at the new interchange at SH 235 south of Pindall extending northwest to a proposed interchange at US 62 south of Harrison.	12	N/A	Divided - Controlled Access New Alignment			4	2001	$105,701,202	$12,080,137	$117,781,339	$9,815,112
6	**US 62 to SH 7** Beginning at the new interchange at US 62 bypassing Harrison to the east, extending northeast to the new interchange at SH 7 in Harrison.	5.5	N/A	Divided - Controlled Access New Alignment	1	1	4	2001	$54,956,074	$6,280,694	$61,236,769	$11,133,958
7	**SH 7 to US 62** Beginning at the new interchange at SH 7 extending northwest to the new interchange at US 62 in Bear Creek Springs.	5.5	N/A	Divided - Controlled Access New Alignment	1		2	2001	$52,682,714	$6,020,882	$58,703,596	$10,673,381
8	**US 62 to SH 396** Beginning at the interchange of US 62 in Bear Creek Springs, extending north to a new interchange at SH 396 one mile south of Burlington.	8	EA Completed Jun-94	Divided - Controlled Access New Alignment and Upgrade Existing Alignment	1		2	2001	$82,465,850	$9,424,669	$91,890,519	$11,486,315
9	**SH 396 to the Missouri State Line** Beginning at the interchange of SH 396 one mile south of Burlington, extending norht on existing alignment to the Missouri State Line.	7	EA Completed Jun-94	Divided - Controlled Access Upgrade Existing Alignment	1		2	2001	$21,855,992	$2,497,828	$24,353,819	$3,479,117
									$960,956,776	$109,141,588	$1,070,098,364	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 65 Corridor - Damascus to Clinton SH 16

Corridor Length (miles): 16.5

Section 1

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	11.5	$ 86,250,000
	Rolling Terrain	$5.5M /mile	5	$ 27,500,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 113,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	179,467	$ 628,135
	Erosion Control	2% of Gr., Dr., & Surf.		$ 2,275,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 2,275,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 2,275,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 2,275,000
			Total	**$ 14,378,135**
TOTAL ROADWAY CONSTRUCTION COST				**$ 128,128,135**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	28,800	$ 2,160,000
	Mainline - Stream/Creek	$75 /S.F.	57,600	$ 4,320,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	70,080	$ 1,051,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 7,531,200**
			Construction Subtotal	$ 135,659,335
			Contingency @ 15% of Construction	$ 20,348,900
			Design and Construction Administration @ 12% of Construction + Contingency	$ 18,720,988
TOTAL CONSTRUCTION COST				**$ 174,729,223**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 6,782,967
			ROW Subtotal	$ 6,782,967
			+15% Contingency	$ 1,017,445
TOTAL RIGHT-OF-WAY COST				**$ 7,800,412**
GRAND TOTAL				**$ 182,529,635**
			Cost per Mile =	**$11,062,402**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - Clinton SH 16 to Leslie SH 66

Corridor Length (miles): 17.5

Section 2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	17.5	$ 131,250,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 131,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	190,344	$ 666,204
	Erosion Control	2% of Gr., Dr., & Surf.		$ 2,625,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 2,625,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 2,625,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 2,625,000
			Total	**$ 18,941,204**
TOTAL ROADWAY CONSTRUCTION COST				**$ 150,191,204**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	14,400	$ 1,080,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 152,526,404
			Contingency @ 15% of Construction	$ 22,878,961
			Design and Construction Administration @ 12% of Construction + Contingency	$ 21,048,644
TOTAL CONSTRUCTION COST				**$ 196,454,008**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 7,626,320
			ROW Subtotal	$ 7,626,320
			+15% Contingency	$ 1,143,948
TOTAL RIGHT-OF-WAY COST				**$ 8,770,268**
GRAND TOTAL				**$ 205,224,277**

Cost per Mile = **$11,727,102**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 - Leslie SH 66 to SH 74

Corridor Length (miles): 11

Section 3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	11	$ 82,500,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 82,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	119,645	$ 418,758
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,650,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,650,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 1,650,000
	Utility Relocation	8% of Gr., Dr., & Surf.		$ 6,600,000
			Total	**$ 16,618,758**
TOTAL ROADWAY CONSTRUCTION COST				**$ 99,118,758**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	43,200	$ 3,240,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 4,670,400**
			Construction Subtotal	$ 103,789,158
			Contingency @ 15% of Construction	$ 15,568,374
			Design and Construction Administration @ 12% of Construction + Contingency	$ 14,322,904
TOTAL CONSTRUCTION COST				**$ 133,680,435**
RIGHT-OF-WAY				
			Right-of-Way @ 10% of Roadway + Structures	$ 10,378,916
			ROW Subtotal	$ 10,378,916
			+15% Contingency	$ 1,556,837
TOTAL RIGHT-OF-WAY COST				**$ 11,935,753**
GRAND TOTAL				**$ 145,616,188**

Cost per Mile = **$13,237,835**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 65 Corridor - SH 74 to Pindall SH 235
Section 4

Corridor Length (miles): 14.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	14.5	$ 108,750,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 108,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	157,714	$ 551,999
	Erosion Control	2% of Gr., Dr., & Surf.		$ 2,175,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 2,175,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 2,175,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 2,175,000
			Total	**$ 17,026,999**
TOTAL ROADWAY CONSTRUCTION COST				**$ 125,776,999**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	14,400	$ 1,080,000
	Mainline - Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 10,055,200**
			Construction Subtotal	$ 135,832,199
			Contingency @ 15% of Construction	$ 20,374,830
			Design and Construction Administration @ 12% of Construction + Contingency	$ 18,744,843
TOTAL CONSTRUCTION COST				**$ 174,951,872**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 6,791,610
			ROW Subtotal	$ 6,791,610
			+15% Contingency	$ 1,018,741
TOTAL RIGHT-OF-WAY COST				**$ 7,810,351**
GRAND TOTAL				**$ 182,762,224**

Cost per Mile = **$12,604,291**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 65 Corridor - Pindall SH 235 to US 62
Section 5

Corridor Length (miles): 12

ITEM	SUB-ITEMS	UNIT COST		QUANTITY		TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**					
	Moutanious Terrain	$7.5M	/mile	3	$	22,500,000
	Rolling Terrain	$5.5M	/mile	9	$	49,500,000
	Flat Terrain	$3.5M	/mile	0	$	-
				Total	**$**	**72,000,000**
MISCELLANEOUS ITEMS						
	Interchange (diamond/folded-diamond)	$4.5M	/Each	1	$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000	/Interchange	0	$	-
	Mainline Toll Plaza	$2.6M	/Each	0	$	-
	Lighting - Interchange	$150,000	/Each	1	$	150,000
	Signalization - Interchange(urban areas only)	$187,500	/Each	0	$	-
	Fencing - Mainline	$3.50	/L.F.	130,522	$	456,827
	Erosion Control	2% of Gr., Dr., & Surf.			$	1,440,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.			$	1,440,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.			$	1,440,000
	Utility Relocation	2% of Gr., Dr., & Surf.			$	1,440,000
				Total	**$**	**10,866,827**
TOTAL ROADWAY CONSTRUCTION COST					**$**	**82,866,827**
BRIDGES	**Mainline** - Interchange/RR	$75	/S.F.	43,200	$	3,240,000
	Mainline - Stream/Creek	$75	/S.F.	14,400	$	1,080,000
	Mainline - River Crossing	$110	/S.F.	0	$	-
	Bridge Approaches	$15	/S.F.	23,360	$	350,400
TOTAL STRUCTURES CONSTRUCTION COST					**$**	**4,670,400**
				Construction Subtotal	$	87,537,227
				Contingency @ 15% of Construction	$	13,130,584
				Design and Construction Administration @ 12% of Construction + Contingency	$	12,080,137
TOTAL CONSTRUCTION COST					**$**	**112,747,948**
RIGHT-OF-WAY						
				Right-of-Way @ 5% of Roadway + Structures	$	4,376,861
				ROW Subtotal	$	4,376,861
				+15% Contingency	$	656,529
TOTAL RIGHT-OF-WAY COST					**$**	**5,033,391**
GRAND TOTAL					**$**	**117,781,339**

Cost per Mile = **$9,815,112**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - US 62 to Harrison SH 7
Section 6

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	5.5	$ 30,250,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 30,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.	59,822	$ 209,377
	Erosion Control	2% of Gr., Dr., & Surf.		$ 605,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 605,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 605,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 605,000
			Total	**$ 10,591,877**
TOTAL ROADWAY CONSTRUCTION COST				**$ 40,841,877**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	28,800	$ 2,160,000
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 4,670,400**
			Construction Subtotal	$ 45,512,277
			Contingency @ 15% of Construction	$ 6,826,842
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,280,694
TOTAL CONSTRUCTION COST				**$ 58,619,813**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 2,275,614
			ROW Subtotal	$ 2,275,614
			+15% Contingency	$ 341,342
TOTAL RIGHT-OF-WAY COST				**$ 2,616,956**
GRAND TOTAL				**$ 61,236,769**

Cost per Mile = **$11,133,958**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - Harrison SH 7 to Bear Creek Springs US 62

Corridor Length (miles): 5.5

Section 7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	1.5	$ 11,250,000
	Rolling Terrain	$5.5M /mile	4	$ 22,000,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 33,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	59,822	$ 209,377
	Erosion Control	2% of Gr., Dr., & Surf.		$ 665,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 665,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 665,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 665,000
			Total	**$ 8,044,377**
TOTAL ROADWAY CONSTRUCTION COST				**$ 41,294,377**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	14,400	$ 1,080,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 43,629,577
			Contingency @ 15% of Construction	$ 6,544,437
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,020,882
TOTAL CONSTRUCTION COST				**$ 56,194,895**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 2,181,479
			ROW Subtotal	$ 2,181,479
			+15% Contingency	$ 327,222
TOTAL RIGHT-OF-WAY COST				**$ 2,508,701**
GRAND TOTAL				**$ 58,703,596**

Cost per Mile = **$10,673,381**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment and Upgrading Existing Alignment)

US 65 Corridor - Bear Creek Springs US 62 to Burlington SH 396

Corridor Length (miles): 8

Section 8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	6	$ 45,000,000
	Rolling Terrain	$5.5M /mile	2	$ 11,000,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 56,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	87,000	$ 304,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,120,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,120,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 1,120,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 1,120,000
			Total	**$ 9,959,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 65,959,500**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	0	$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 68,294,700
			Contingency @ 15% of Construction	$ 10,244,205
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,424,669
TOTAL CONSTRUCTION COST				**$ 87,963,574**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 3,414,735
			ROW Subtotal	$ 3,414,735
			+15% Contingency	$ 512,210
TOTAL RIGHT-OF-WAY COST				**$ 3,926,945**
GRAND TOTAL				**$ 91,890,519**

Cost per Mile = **$11,486,315**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 65 Corridor - Burlington SH 396 to Missouri State Line

Corridor Length (miles): 7

Section 9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	1	$ 5,500,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 5,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	0	$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ 110,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 110,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 110,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 110,000
			Total	**$ 10,265,000**
TOTAL ROADWAY CONSTRUCTION COST				**$ 15,765,000**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	28,800	$ 2,160,000
	Mainline - Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 18,100,200
			Contingency @ 15% of Construction	$ 2,715,030
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,497,828
TOTAL CONSTRUCTION COST				**$ 23,313,058**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 905,010
			ROW Subtotal	$ 905,010
			+15% Contingency	$ 135,752
TOTAL RIGHT-OF-WAY COST				**$ 1,040,762**
GRAND TOTAL				**$ 24,353,819**

Cost per Mile = **$3,479,117**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

U.S. 65 (open system)

Section	Location Description	EstimatePr oject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Damascus to SH 16** Beginning at the north end of Damscus, extending north to a new interchange at SH 16 east of Clinton.	16.5	N/A	Divided - Controlled Access New Alignment			6	2001	$163,808,646	$18,720,988	$182,529,635	$11,062,402
2	**SH 16 to SH 66** Beginning at the new interchange at SH16 east of Clinton extending northwest to a new interchange at SH 66 in Leslie.	17.5	N/A	Divided - Controlled Access New Alighnment		1	2	2001	$183,541,695	$20,976,194	$204,517,889	$11,686,737
3	**SH 66 to SH 74** Beginning at the new interchange at SH 66 in Leslie extending northwest to the new interchange at the intersection of SH 74 northwest of Marshall.	11	N/A	Divided - Controlled Access New Alignment			4	2001	$131,293,284	$14,322,904	$145,616,188	$13,237,835
4	**SH 74 to SH 235** Beginning at the new interchange northwest of Marshall at SH 74 extending northwest to the proposed interchange at SH 235 south of Pindall.	14.5	N/A	Divided - Controlled Access New Alignment		1	2	2001	$163,383,443	$18,672,393	$182,055,836	$12,555,575
5	**SH 235 to US 62** Beginning at the new interchange at SH 235 south of Pindall extending northwest to a proposed interchange at US 62 south of Harrison.	12	N/A	Divided - Controlled Access New Alignment			4	2001	$105,701,202	$12,080,137	$117,781,339	$9,815,112
6	**US 62 to SH 7** Beginning at the new interchange at US 62 bypassing Harrison to the east, extending northeast to the new interchange at SH 7 in Harrison.	5.5	N/A	Divided - Controlled Access New Alignment		1	4	2001	$54,322,137	$6,208,244	$60,530,381	$11,005,524
7	**SH 7 to US 62** Beginning at the new interchange at SH 7 extending northwest to the new interchange at US 62 in Bear Creek Springs.	5.5	N/A	Divided - Controlled Access New Alignment			2	2001	$52,048,777	$5,948,432	$57,997,208	$10,544,947
8	**US 62 to SH 396** Beginning at the interchange of US 62 in Bear Creek Springs, extending north to a new interchange at SH 396 one mile south of Burlington.	8	EA Completed Jun-94	Divided - Controlled Access New Alignment and Upgrade Existing Alignment			2	2001	$81,831,913	$9,352,219	$91,184,131	$11,398,016
9	**SH 396 to the Missouri State Line** Beginning at the interchange of SH 396 one mile south of Burlington, extending norht on existing alignment to the Missouri State Line.	7	EA Completed Jun-94	Divided - Controlled Access Upgrade Existing Alignment			2	2001	$21,222,054	$2,425,378	$23,647,432	$3,378,205
									$957,153,151	$108,706,888	$1,065,860,039	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 65 Corridor - Damascus to Clinton SH 16

Section 1

Corridor Length (miles): 16.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	11.5	$ 86,250,000
	Rolling Terrain	$5.5M /mile	5	$ 27,500,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 113,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	179,467	$ 628,135
	Erosion Control	2% of Gr., Dr., & Surf.		$ 2,275,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 2,275,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 2,275,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 2,275,000
			Total	**$ 14,378,135**
TOTAL ROADWAY CONSTRUCTION COST				**$ 128,128,135**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	28,800	$ 2,160,000
	Mainline - Stream/Creek	$75 /S.F.	57,600	$ 4,320,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	70,080	$ 1,051,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 7,531,200**
			Construction Subtotal	$ 135,659,335
			Contingency @ 15% of Construction	$ 20,348,900
			Design and Construction Administration @ 12% of Construction + Contingency	$ 18,720,988
TOTAL CONSTRUCTION COST				**$ 174,729,223**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 6,782,967
			ROW Subtotal	$ 6,782,967
			+15% Contingency	$ 1,017,445
TOTAL RIGHT-OF-WAY COST				**$ 7,800,412**
GRAND TOTAL				**$ 182,529,635**
			Cost per Mile =	**$11,062,402**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - Clinton SH 16 to Leslie SH 66

Corridor Length (miles): 17.5

Section 2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	17.5	$ 131,250,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 131,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	190,344	$ 666,204
	Erosion Control	2% of Gr., Dr., & Surf.		$ 2,625,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 2,625,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 2,625,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 2,625,000
			Total	**$ 18,416,204**
TOTAL ROADWAY CONSTRUCTION COST				**$ 149,666,204**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	14,400	$ 1,080,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 152,001,404
			Contingency @ 15% of Construction	$ 22,800,211
			Design and Construction Administration @ 12% of Construction + Contingency	$ 20,976,194
TOTAL CONSTRUCTION COST				**$ 195,777,808**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 7,600,070
			ROW Subtotal	$ 7,600,070
			+15% Contingency	$ 1,140,011
TOTAL RIGHT-OF-WAY COST				**$ 8,740,081**
GRAND TOTAL				**$ 204,517,889**
			Cost per Mile =	**$11,686,737**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 - Leslie SH 66 to SH 74
Section 3

Corridor Length (miles): 11

ITEM	SUB-ITEMS	UNIT COST		QUANTITY		TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**					
	Moutanious Terrain	$7.5M	/mile	11	$	82,500,000
	Rolling Terrain	$5.5M	/mile	0	$	-
	Flat Terrain	$3.5M	/mile	0	$	-
				Total	**$**	**82,500,000**
MISCELLANEOUS ITEMS						
	Interchange (diamond/folded-diamond)	$4.5M	/Each	1	$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000	/Interchange	0	$	-
	Mainline Toll Plaza	$2.6M	/Each	0	$	-
	Lighting - Interchange	$150,000	/Each	1	$	150,000
	Signalization - Interchange(urban areas only)	$187,500	/Each	0	$	-
	Fencing - Mainline	$3.50	/L.F.	119,645	$	418,758
	Erosion Control	2% of Gr., Dr., & Surf.			$	1,650,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.			$	1,650,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.			$	1,650,000
	Utility Relocation	8% of Gr., Dr., & Surf.			$	6,600,000
				Total	**$**	**16,618,758**
TOTAL ROADWAY CONSTRUCTION COST					**$**	**99,118,758**
BRIDGES	**Mainline** - Interchange/RR	$75	/S.F.	43,200	$	3,240,000
	Mainline - Stream/Creek	$75	/S.F.	14,400	$	1,080,000
	Mainline - River Crossing	$110	/S.F.	0	$	-
	Bridge Approaches	$15	/S.F.	23,360	$	350,400
TOTAL STRUCTURES CONSTRUCTION COST					**$**	**4,670,400**
				Construction Subtotal	$	103,789,158
				Contingency @ 15% of Construction	$	15,568,374
				Design and Construction Administration @ 12% of Construction + Contingency	$	14,322,904
TOTAL CONSTRUCTION COST					**$**	**133,680,435**
RIGHT-OF-WAY						
				Right-of-Way @ 10% of Roadway + Structures	$	10,378,916
				ROW Subtotal	$	10,378,916
				+15% Contingency	$	1,556,837
TOTAL RIGHT-OF-WAY COST					**$**	**11,935,753**
GRAND TOTAL					**$**	**145,616,188**

Cost per Mile = **$13,237,835**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - SH 74 to Pindall SH 235

Corridor Length (miles): 14.5

Section 4

ITEM	SUB-ITEMS	UNIT COST		QUANTITY		TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**					
	Moutanious Terrain	$7.5M	/mile	14.5	$	108,750,000
	Rolling Terrain	$5.5M	/mile	0	$	-
	Flat Terrain	$3.5M	/mile	0	$	-
				Total	$	**108,750,000**
MISCELLANEOUS ITEMS						
	Interchange (diamond/folded-diamond)	$4.5M	/Each	1	$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000	/Interchange	0	$	-
	Mainline Toll Plaza	$2.6M	/Each	1	$	2,600,000
	Lighting - Interchange	$150,000	/Each	1	$	150,000
	Signalization - Interchange(urban areas only)	$187,500	/Each	0	$	-
	Fencing - Mainline	$3.50	/L.F.	157,714	$	551,999
	Erosion Control	2% of Gr., Dr., & Surf.			$	2,175,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.			$	2,175,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.			$	2,175,000
	Utility Relocation	2% of Gr., Dr., & Surf.			$	2,175,000
				Total	$	**16,501,999**
TOTAL ROADWAY CONSTRUCTION COST					$	**125,251,999**
BRIDGES	**Mainline** - Interchange/RR	$75	/S.F.	14,400	$	1,080,000
	Mainline - Stream/Creek	$75	/S.F.	0	$	-
	Mainline - River Crossing	$110	/S.F.	80,000	$	8,800,000
	Bridge Approaches	$15	/S.F.	11,680	$	175,200
TOTAL STRUCTURES CONSTRUCTION COST					$	**10,055,200**
				Construction Subtotal	$	135,307,199
				Contingency @ 15% of Construction	$	20,296,080
				Design and Construction Administration @ 12% of Construction + Contingency	$	18,672,393
TOTAL CONSTRUCTION COST					$	**174,275,672**
RIGHT-OF-WAY						
				Right-of-Way @ 5% of Roadway + Structures	$	6,765,360
				ROW Subtotal	$	6,765,360
				+15% Contingency	$	1,014,804
TOTAL RIGHT-OF-WAY COST					$	**7,780,164**
GRAND TOTAL					$	**182,055,836**

Cost per Mile = **$12,555,575**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - Pindall SH 235 to US 62
Section 5

Corridor Length (miles): 12

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	3	$ 22,500,000
	Rolling Terrain	$5.5M /mile	9	$ 49,500,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 72,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	130,522	$ 456,827
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,440,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,440,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 1,440,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 1,440,000
			Total	**$ 10,866,827**
TOTAL ROADWAY CONSTRUCTION COST				**$ 82,866,827**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	43,200	$ 3,240,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 4,670,400**
			Construction Subtotal	$ 87,537,227
			Contingency @ 15% of Construction	$ 13,130,584
			Design and Construction Administration @ 12% of Construction + Contingency	$ 12,080,137
TOTAL CONSTRUCTION COST				**$ 112,747,948**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 4,376,861
			ROW Subtotal	$ 4,376,861
			+15% Contingency	$ 656,529
TOTAL RIGHT-OF-WAY COST				**$ 5,033,391**
GRAND TOTAL				**$ 117,781,339**

Cost per Mile = **$9,815,112**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - US 62 to Harrison SH 7

Corridor Length (miles): 5.5

Section 6

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	5.5	$ 30,250,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 30,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.	59,822	$ 209,377
	Erosion Control	2% of Gr., Dr., & Surf.		$ 605,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 605,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 605,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 605,000
			Total	**$ 10,066,877**
TOTAL ROADWAY CONSTRUCTION COST				**$ 40,316,877**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	28,800	$ 2,160,000
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 4,670,400**
			Construction Subtotal	$ 44,987,277
			Contingency @ 15% of Construction	$ 6,748,092
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,208,244
TOTAL CONSTRUCTION COST				**$ 57,943,613**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 2,249,364
			ROW Subtotal	$ 2,249,364
			+15% Contingency	$ 337,405
TOTAL RIGHT-OF-WAY COST				**$ 2,586,768**
GRAND TOTAL				**$ 60,530,381**

Cost per Mile = **$11,005,524**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 65 Corridor - Harrison SH 7 to Bear Creek Springs US 62 Section 7

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	1.5	$ 11,250,000
	Rolling Terrain	$5.5M /mile	4	$ 22,000,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 33,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	59,822	$ 209,377
	Erosion Control	2% of Gr., Dr., & Surf.		$ 665,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 665,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 665,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 665,000
			Total	**$ 7,519,377**
TOTAL ROADWAY CONSTRUCTION COST				**$ 40,769,377**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	14,400	$ 1,080,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 43,104,577
			Contingency @ 15% of Construction	$ 6,465,687
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,948,432
TOTAL CONSTRUCTION COST				**$ 55,518,695**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 2,155,229
			ROW Subtotal	$ 2,155,229
			+15% Contingency	$ 323,284
TOTAL RIGHT-OF-WAY COST				**$ 2,478,513**
GRAND TOTAL				**$ 57,997,208**

Cost per Mile = **$10,544,947**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment and Upgrading Existing Alignment)

US 65 Corridor - Bear Creek Springs US 62 to Burlington SH 396

Corridor Length (miles): 8

Section 8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	6	$ 45,000,000
	Rolling Terrain	$5.5M /mile	2	$ 11,000,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 56,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	87,000	$ 304,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,120,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,120,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 1,120,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 1,120,000
			Total	**$ 9,434,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 65,434,500**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	0	$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 67,769,700
			Contingency @ 15% of Construction	$ 10,165,455
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,352,219
TOTAL CONSTRUCTION COST				**$ 87,287,374**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 3,388,485
			ROW Subtotal	$ 3,388,485
			+15% Contingency	$ 508,273
TOTAL RIGHT-OF-WAY COST				**$ 3,896,758**
GRAND TOTAL				**$ 91,184,131**

Cost per Mile = **$11,398,016**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 65 Corridor - Burlington SH 396 to Missouri State Line

Corridor Length (miles): 7

Section 9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	1	$ 5,500,000
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 5,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	0	$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ 110,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 110,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 110,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 110,000
			Total	**$ 9,740,000**
TOTAL ROADWAY CONSTRUCTION COST				**$ 15,240,000**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	28,800	$ 2,160,000
	Mainline - Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 17,575,200
			Contingency @ 15% of Construction	$ 2,636,280
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,425,378
TOTAL CONSTRUCTION COST				**$ 22,636,858**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 878,760
			ROW Subtotal	$ 878,760
			+15% Contingency	$ 131,814
TOTAL RIGHT-OF-WAY COST				**$ 1,010,574**
GRAND TOTAL				**$ 23,647,432**

Cost per Mile = **$3,378,205**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

PROPOSED HIGHWAY 65/82
IMPROVEMENT CORRIDOR

U.S. 65-82 (closed system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**I 530 to existing US 65** Beginning from modified interchange at I 530, then east to new interchange with existing US 65.	3.1	Old Study existing.	Divided - Controlled Access New Alignment			5	2001	$37,195,276	$3,881,246	$41,076,522	$13,250,491
2	**Existing US 65 to SH 11** Beginning at new interchange at existing US 65, southeast to new interchange with Noble Lake Road, east to new interchange with SH 199, southeast to new main toll plaza, southeast to new interchange at Tamo River Road, then southeast to new interchange with SH 11.	15.3	Old Study existing.	Divided - Controlled Access Conversion to Freeway	3	1	8	2001	$121,004,644	$12,626,572	$133,631,215	$8,734,066
3	**SH 11 to SH 388** Beginning at new interchange with SH 11, then southeast to new interchange with SH 388.	5.5	Old Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway	1		1	2001	$48,750,101	$5,086,967	$53,837,068	$9,788,558
4	**SH 388 to SH 159** Beginning at new interchange with SH 388, extending southeast to new interchange with SH 114, southeast to new interchange with US 165, south to new main toll plaza, then southeast to new interchange with existing SH 159.	18.3	Old Study existing.	Divided - Controlled Access New Alignment	3	1	16	2001	$149,284,031	$15,577,464	$164,861,496	$9,008,825
5	**SH 159 to SH 277** Beginning at new interchange with existing SH 159, south to new interchange with SH 138, then south to new interchange with SH 277.	7.5	Old Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway	1		3	2001	$66,728,589	$6,962,983	$73,691,572	$9,825,543
6	**SH 277 to US 165** Beginning at new interchange with SH 277, south to new interchange with SH 4, southeast to new interchange with US 165.	11.8	Old Study existing.	Divided - Controlled Access New Alignment	1		9	2001	$88,277,559	$9,211,571	$97,489,131	$8,261,791
7	**US 165 to Black Pond Slough** Beginning at new interchange with US 165, southeast to new main toll plaza, southeast to new interchange with SH 35, then southeast to existing bridge over Black Pond Slough.	2.4	Old Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway	2	1		2001	$32,098,011	$3,349,358	$35,447,368	$14,769,737
8	**Black Pond Slough to Lake Village Bypass** Beginning at existing bridge over Black Pond Slough, southeast to new interchange with SH 208, then southeast to one mile north of SH 144.	8.7	Old Study existing.	Divided - Controlled Access Conversion to Freeway	1		5	2001	$62,183,348	$6,488,697	$68,672,045	$7,893,339
9	**Lake Village Bypass** Beginning one mile north of SH 144 south to new interchange with SH 144, south to new interchange with US 82, southeast to new interchange with SH 159, then southeast to new interchange with existing US 82 / US 65.	10.3	Old Study existing.	Divided - Controlled Access New Alignment	2		5	2001	$85,175,474	$8,887,876	$94,063,349	$9,132,364
10	**From Lake Village Bypass to Mississippi River Bridge** Beginning at new interchange with existing US 82 / US 65, east to new main toll plaza, east to new interchange with SH 142, then northeast to new Mississippi river bridge.	6.4	Old Study existing.	Divided - Controlled Access New Alignment	2	1	2	2001	$287,167,581	$29,965,313	$317,132,893	$49,552,015
11	**Mississippi River Bridge to connection with US 82** Beginning at new Mississippi river bridge, then northeast to new connection with existing US 82.	1.9	Old Study existing.	Divided - Controlled Access New Alignment				2001	$10,646,426	$1,110,931	$11,757,357	$6,188,083
									$988,511,039	$103,148,978	$1,091,660,017	

[1] Cost = Construction + right-of-way + 15% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Interstate 530 to US 65 Interchange - Section 1

Corridor Length (miles): 3.1

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	3.1	$ 10,850,000
			Total	**$ 10,850,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	32,735	$ 114,573
	Erosion Control	2% of Gr., Dr., & Surf.		$ 217,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 217,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 651,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,085,000
			Total	**$ 11,584,573**
TOTAL ROADWAY CONSTRUCTION COST				**$ 22,434,573**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	71,200	$ 5,340,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,690,400**
			Construction Subtotal	$ 28,124,973
			Contingency @ 15% of Construction	$ 4,218,746
			Design and Construction Administration @ 12% of Construction + Contingency	$ 3,881,246
TOTAL CONSTRUCTION COST				**$ 36,224,965**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 4,218,746
			ROW Subtotal	$ 4,218,746
			+15% Contingency	$ 632,812
TOTAL RIGHT-OF-WAY COST				**$ 4,851,558**
GRAND TOTAL				**$ 41,076,522**
			Cost per Mile =	**$13,250,491**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor -Existing US 65 to SH 11 - Section 2

Corridor Length (miles): 15.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.0M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.6M /mile	15.3	$ 55,080,000
			Total	**$ 55,080,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	3	$ 1,575,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	161,570	$ 565,495
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,101,600
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,101,600
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,304,800
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,508,000
			Total	**$ 29,706,495**
TOTAL ROADWAY CONSTRUCTION COST				**$ 84,786,495**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	84,800	$ 6,360,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 6,710,400**
			Construction Subtotal	$ 91,496,895
			Contingency @ 15% of Construction	$ 13,724,534
			Design and Construction Administration @ 12% of Construction + Contingency	$ 12,626,572
TOTAL CONSTRUCTION COST				**$ 117,848,001**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 13,724,534
			ROW Subtotal	$ 13,724,534
			+15% Contingency	$ 2,058,680
TOTAL RIGHT-OF-WAY COST				**$ 15,783,214**
GRAND TOTAL				**$ 133,631,215**
			Cost per Mile =	**$8,734,066**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor - SH 11 to SH 388 - Section 3

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.6M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.9M /mile	5.5	$ 21,450,000
			Total	**$ 21,450,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	58,080	$ 203,280
	Erosion Control	2% of Gr., Dr., & Surf.		$ 429,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 429,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,287,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,145,000
			Total	**$ 14,318,280**
TOTAL ROADWAY CONSTRUCTION COST				**$ 35,768,280**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	14,000	$ 1,050,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	2,920	$ 43,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,093,800**
			Construction Subtotal	$ 36,862,080
			Contingency @ 15% of Construction	$ 5,529,312
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,086,967
TOTAL CONSTRUCTION COST				**$ 47,478,359**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 5,529,312
			ROW Subtotal	$ 5,529,312
			+15% Contingency	$ 829,397
TOTAL RIGHT-OF-WAY COST				**$ 6,358,709**
GRAND TOTAL				**$ 53,837,068**
			Cost per Mile =	**$9,788,558**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - SH 388 to SH 159 - Section 4

Corridor Length (miles): 18.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	18.3	$ 64,050,000
			Total	**$ 64,050,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	3	$ 1,575,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	193,250	$ 676,375
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,281,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,281,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,843,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,405,000
			Total	**$ 31,611,375**
TOTAL ROADWAY CONSTRUCTION COST				**$ 95,661,375**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	214,400	$ 16,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	75,920	$ 1,138,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 17,218,800**
			Construction Subtotal	$ 112,880,175
			Contingency @ 15% of Construction	$ 16,932,026
			Design and Construction Administration @ 12% of Construction + Contingency	$ 15,577,464
TOTAL CONSTRUCTION COST				**$ 145,389,665**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 16,932,026
			ROW Subtotal	$ 16,932,026
			+15% Contingency	$ 2,539,804
TOTAL RIGHT-OF-WAY COST				**$ 19,471,830**
GRAND TOTAL				**$ 164,861,496**
			Cost per Mile =	**$9,008,825**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor - SH 159 to SH 277 - Section 5

Corridor Length (miles): 7.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.6M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.9M /mile	7.5	$ 29,250,000
			Total	**$ 29,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	79,200	$ 277,200
	Erosion Control	2% of Gr., Dr., & Surf.		$ 585,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 585,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,755,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,925,000
			Total	**$ 15,952,200**
TOTAL ROADWAY CONSTRUCTION COST				**$ 45,202,200**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	64,800	$ 4,860,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	26,280	$ 394,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,254,200**
			Construction Subtotal	$ 50,456,400
			Contingency @ 15% of Construction	$ 7,568,460
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,962,983
TOTAL CONSTRUCTION COST				**$ 64,987,843**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 7,568,460
			ROW Subtotal	$ 7,568,460
			+15% Contingency	$ 1,135,269
TOTAL RIGHT-OF-WAY COST				**$ 8,703,729**
GRAND TOTAL				**$ 73,691,572**
			Cost per Mile =	**$9,825,543**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - SH 277 to US165 - Section 6

Corridor Length (miles): 11.8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	11.8	$ 41,300,000
			Total	**$ 41,300,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	124,605	$ 436,118
	Erosion Control	2% of Gr., Dr., & Surf.		$ 826,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 826,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,478,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,130,000
			Total	**$ 13,871,118**
TOTAL ROADWAY CONSTRUCTION COST				**$ 55,171,118**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	146,800	$ 11,010,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	37,960	$ 569,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 11,579,400**
			Construction Subtotal	$ 66,750,518
			Contingency @ 15% of Construction	$ 10,012,578
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,211,571
TOTAL CONSTRUCTION COST				**$ 85,974,667**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 10,012,578
			ROW Subtotal	$ 10,012,578
			+15% Contingency	$ 1,501,887
TOTAL RIGHT-OF-WAY COST				**$ 11,514,464**
GRAND TOTAL				**$ 97,489,131**
			Cost per Mile =	**$8,261,791**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 01/03/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - with Frontage Roads)

US 65/82 Corridor - US 165 to Black Pond Slough - Section 7

Corridor Length (miles): 2.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.6M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.9M /mile	2.4	$ 9,360,000
			Total	**$ 9,360,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	25,345	$ 88,708
	Erosion Control	2% of Gr., Dr., & Surf.		$ 187,200
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 187,200
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 561,600
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 936,000
			Total	**$ 14,910,708**
TOTAL ROADWAY CONSTRUCTION COST				**$ 24,270,708**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 24,270,708
			Contingency @ 15% of Construction	$ 3,640,606
			Design and Construction Administration @ 12% of Construction + Contingency	$ 3,349,358
TOTAL CONSTRUCTION COST				**$ 31,260,671**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 3,640,606
			ROW Subtotal	$ 3,640,606
			+15% Contingency	$ 546,091
TOTAL RIGHT-OF-WAY COST				**$ 4,186,697**
GRAND TOTAL				**$ 35,447,368**
			Cost per Mile =	**$14,769,737**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor - Black Pond Slough to Lake Village Bypass - Section 8

Corridor Length (miles): 8.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.0M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.6M /mile	8.7	$ 31,320,000
			Total	**$ 31,320,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	91,870	$ 321,545
	Erosion Control	2% of Gr., Dr., & Surf.		$ 626,400
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 626,400
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,879,200
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,132,000
			Total	**$ 11,760,545**
TOTAL ROADWAY CONSTRUCTION COST				**$ 43,080,545**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	49,600	$ 3,720,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	14,600	$ 219,000
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,939,000**
			Construction Subtotal	$ 47,019,545
			Contingency @ 15% of Construction	$ 7,052,932
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,488,697
TOTAL CONSTRUCTION COST				**$ 60,561,174**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 7,052,932
			ROW Subtotal	$ 7,052,932
			+15% Contingency	$ 1,057,940
TOTAL RIGHT-OF-WAY COST				**$ 8,110,872**
GRAND TOTAL				**$ 68,672,045**
			Cost per Mile =	**$7,893,339**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Lake Village Bypass - Section 9

Corridor Length (miles): 10.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10.3	$ 36,050,000
			Total	**$ 36,050,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	108,770	$ 380,695
	Erosion Control	2% of Gr., Dr., & Surf.		$ 721,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 721,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,163,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,605,000
			Total	**$ 22,590,695**
TOTAL ROADWAY CONSTRUCTION COST				**$ 58,640,695**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	71,600	$ 5,370,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	26,280	$ 394,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,764,200**
			Construction Subtotal	$ 64,404,895
			Contingency @ 15% of Construction	$ 9,660,734
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,887,876
TOTAL CONSTRUCTION COST				**$ 82,953,505**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 9,660,734
			ROW Subtotal	$ 9,660,734
			+15% Contingency	$ 1,449,110
TOTAL RIGHT-OF-WAY COST				**$ 11,109,844**
GRAND TOTAL				**$ 94,063,349**
			Cost per Mile =	**$9,132,364**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Lake Village Bypass to Mississippi River - Section 10

Corridor Length (miles): 6.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	6.4	$ 22,400,000
			Total	**$ 22,400,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	67,585	$ 236,548
	Erosion Control	2% of Gr., Dr., & Surf.		$ 448,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 448,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,344,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,240,000
			Total	**$ 17,666,548**
TOTAL ROADWAY CONSTRUCTION COST				**$ 40,066,548**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$140 /S.F.	1,256,470	$ 175,905,800
	Bridge Approaches	$15 /S.F.	5,840	$ 87,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 177,073,400**
			Construction Subtotal	$ 217,139,948
			Contingency @ 15% of Construction	$ 32,570,992
			Design and Construction Administration @ 12% of Construction + Contingency	$ 29,965,313
TOTAL CONSTRUCTION COST				**$ 279,676,252**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 32,570,992
			ROW Subtotal	$ 32,570,992
			+15% Contingency	$ 4,885,649
TOTAL RIGHT-OF-WAY COST				**$ 37,456,641**
GRAND TOTAL				**$ 317,132,893**
			Cost per Mile =	**$49,552,015**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Mississippi River to US 82 connection - Section 11

Corridor Length (miles): 1.9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	1.9	$ 6,650,000
			Total	**$ 6,650,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	20,065	$ 70,228
	Erosion Control	2% of Gr., Dr., & Surf.		$ 133,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 133,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 399,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 665,000
			Total	**$ 1,400,228**
TOTAL ROADWAY CONSTRUCTION COST				**$ 8,050,228**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 8,050,228
			Contingency @ 15% of Construction	$ 1,207,534
			Design and Construction Administration @ 12% of Construction + Contingency	$ 1,110,931
TOTAL CONSTRUCTION COST				**$ 10,368,693**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 1,207,534
			ROW Subtotal	$ 1,207,534
			+15% Contingency	$ 181,130
TOTAL RIGHT-OF-WAY COST				**$ 1,388,664**
GRAND TOTAL				**$ 11,757,357**
			Cost per Mile =	**$6,188,083**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

U.S. 65-82 (open system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**I 530 to existing US 65** Beginning from modified interchange at I 530, then east to new interchange with existing US 65.	3.1	Old Study existing.	Divided - Controlled Access New Alignment			5	2001	$37,195,276	$3,881,246	$41,076,522	$13,250,491
2	**Existing US 65 to SH 11** Beginning at new interchange at existing US 65, southeast to new interchange with Noble Lake Road, east to new interchange with SH 199, southeast to new main toll plaza, southeast to new interchange at Tamo River Road, then southeast to new interchange with SH 11.	15.3	Old Study existing.	Divided - Controlled Access Conversion to Freeway		1	8	2001	$118,921,706	$12,409,222	$131,330,928	$8,583,721
3	**SH 11 to SH 388** Beginning at new interchange with SH 11, then southeast to new interchange with SH 388.	5.5	Old Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway			1	2001	$48,055,788	$5,014,517	$53,070,305	$9,649,146
4	**SH 388 to SH 159** Beginning at new interchange with SH 388, extending southeast to new interchange with SH 114, southeast to new interchange with US 165, south to new main toll plaza, then southeast to new interchange with existing SH 159.	18.3	Old Study existing.	Divided - Controlled Access New Alignment		1	16	2001	$147,201,094	$15,360,114	$162,561,208	$8,883,126
5	**SH 159 to SH 277** Beginning at new interchange with existing SH 159, south to new interchange with SH 138, then south to new interchange with SH 277.	7.5	Old Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway			3	2001	$66,034,277	$6,890,533	$72,924,810	$9,723,308
6	**SH 277 to US 165** Beginning at new interchange with SH 277, south to new interchange with SH 4, southeast to new interchange with US 165.	11.8	Old Study existing.	Divided - Controlled Access New Alignment			9	2001	$87,583,247	$9,139,121	$96,722,368	$8,196,811
7	**US 165 to Black Pond Slough** Beginning at new interchange with US 165, southeast to new main toll plaza, southeast to new interchange with SH 35, then southeast to existing bridge over Black Pond Slough.	2.4	Old Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway		1		2001	$30,709,386	$3,204,458	$33,913,843	$14,130,768
8	**Black Pond Slough to Lake Village Bypass** Beginning at existing bridge over Black Pond Slough, southeast to new interchange with SH 208, then southeast to one mile north of SH 144.	8.7	Old Study existing.	Divided - Controlled Access Conversion to Freeway			5	2001	$61,489,036	$6,416,247	$67,905,283	$7,805,205
9	**Lake Village Bypass** Beginning one mile north of SH 144 south to new interchange with SH 144, south to new interchange with US 82, southeast to new interchange with SH 159, then southeast to new interchange with existing US 82 / US 65.	10.3	Old Study existing.	Divided - Controlled Access New Alignment			5	2001	$83,786,849	$8,742,976	$92,529,824	$8,983,478
10	**From Lake Village Bypass to Mississippi River Bridge** Beginning at new interchange with existing US 82 / US 65, east to new main toll plaza, east to new interchange with SH 142, then northeast to new Mississippi river bridge.	6.4	Old Study existing.	Divided - Controlled Access New Alignment		1	2	2001	$285,778,956	$29,820,413	$315,599,368	$49,312,401
11	**Mississippi River Bridge to connection with US 82** Beginning at new Mississippi river bridge, then northeast to new connection with existing US 82.	1.9	Old Study existing.	Divided - Controlled Access New Alignment				2001	$10,646,426	$1,110,931	$11,757,357	$6,188,083
									$977,402,039	$101,989,778	$1,079,391,817	

[1] Cost = Construction + right-of-way + 15% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Interstate 530 to US 65 Interchange - Section 1

Corridor Length (miles): 3.1

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	3.1	$ 10,850,000
			Total	**$ 10,850,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	32,735	$ 114,573
	Erosion Control	2% of Gr., Dr., & Surf.		$ 217,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 217,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 651,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,085,000
			Total	**$ 11,584,573**
TOTAL ROADWAY CONSTRUCTION COST				**$ 22,434,573**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	71,200	$ 5,340,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,690,400**
			Construction Subtotal	$ 28,124,973
			Contingency @ 15% of Construction	$ 4,218,746
			Design and Construction Administration @ 12% of Construction + Contingency	$ 3,881,246
TOTAL CONSTRUCTION COST				**$ 36,224,965**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 4,218,746
			ROW Subtotal	$ 4,218,746
			+15% Contingency	$ 632,812
TOTAL RIGHT-OF-WAY COST				**$ 4,851,558**
GRAND TOTAL				**$ 41,076,522**
			Cost per Mile =	**$13,250,491**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor -Existing US 65 to SH 11 - Section 2

Corridor Length (miles): 15.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.0M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.6M /mile	15.3	$ 55,080,000
			Total	**$ 55,080,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	161,570	$ 565,495
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,101,600
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,101,600
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,304,800
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,508,000
			Total	**$ 28,131,495**
TOTAL ROADWAY CONSTRUCTION COST				**$ 83,211,495**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	84,800	$ 6,360,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 6,710,400**
			Construction Subtotal	$ 89,921,895
			Contingency @ 15% of Construction	$ 13,488,284
			Design and Construction Administration @ 12% of Construction + Contingency	$ 12,409,222
TOTAL CONSTRUCTION COST				**$ 115,819,401**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 13,488,284
			ROW Subtotal	$ 13,488,284
			+15% Contingency	$ 2,023,243
TOTAL RIGHT-OF-WAY COST				**$ 15,511,527**
GRAND TOTAL				**$ 131,330,928**
			Cost per Mile =	**$8,583,721**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor - SH 11 to SH 388 - Section 3

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.6M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.9M /mile	5.5	$ 21,450,000
			Total	**$ 21,450,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	58,080	$ 203,280
	Erosion Control	2% of Gr., Dr., & Surf.		$ 429,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 429,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,287,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,145,000
			Total	**$ 13,793,280**
TOTAL ROADWAY CONSTRUCTION COST				**$ 35,243,280**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	14,000	$ 1,050,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	2,920	$ 43,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,093,800**
			Construction Subtotal	$ 36,337,080
			Contingency @ 15% of Construction	$ 5,450,562
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,014,517
TOTAL CONSTRUCTION COST				**$ 46,802,159**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 5,450,562
			ROW Subtotal	$ 5,450,562
			+15% Contingency	$ 817,584
TOTAL RIGHT-OF-WAY COST				**$ 6,268,146**
GRAND TOTAL				**$ 53,070,305**
			Cost per Mile =	**$9,649,146**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - SH 388 to SH 159 - Section 4

Corridor Length (miles): 18.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	18.3	$ 64,050,000
			Total	**$ 64,050,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	193,250	$ 676,375
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,281,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,281,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,843,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,405,000
			Total	**$ 30,036,375**
TOTAL ROADWAY CONSTRUCTION COST				**$ 94,086,375**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	214,400	$ 16,080,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	75,920	$ 1,138,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 17,218,800**
			Construction Subtotal	$ 111,305,175
			Contingency @ 15% of Construction	$ 16,695,776
			Design and Construction Administration @ 12% of Construction + Contingency	$ 15,360,114
TOTAL CONSTRUCTION COST				**$ 143,361,065**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 16,695,776
			ROW Subtotal	$ 16,695,776
			+15% Contingency	$ 2,504,366
TOTAL RIGHT-OF-WAY COST				**$ 19,200,143**
GRAND TOTAL				**$ 162,561,208**
			Cost per Mile =	**$8,883,126**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor - SH 159 to SH 277 - Section 5

Corridor Length (miles): 7.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.6M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.9M /mile	7.5	$ 29,250,000
			Total	**$ 29,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	79,200	$ 277,200
	Erosion Control	2% of Gr., Dr., & Surf.		$ 585,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 585,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,755,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,925,000
			Total	**$ 15,427,200**
TOTAL ROADWAY CONSTRUCTION COST				**$ 44,677,200**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	64,800	$ 4,860,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	26,280	$ 394,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,254,200**
			Construction Subtotal	$ 49,931,400
			Contingency @ 15% of Construction	$ 7,489,710
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,890,533
TOTAL CONSTRUCTION COST				**$ 64,311,643**
RIGHT-OF-WAY		Right-of-Way @ 15% of	Roadway + Structures	$ 7,489,710
			ROW Subtotal	$ 7,489,710
			+15% Contingency	$ 1,123,457
TOTAL RIGHT-OF-WAY COST				**$ 8,613,167**
GRAND TOTAL				**$ 72,924,810**
			Cost per Mile =	**$9,723,308**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - SH 277 to US165 - Section 6

Corridor Length (miles): 11.8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	11.8	$ 41,300,000
			Total	**$ 41,300,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	124,605	$ 436,118
	Erosion Control	2% of Gr., Dr., & Surf.		$ 826,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 826,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,478,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,130,000
			Total	**$ 13,346,118**
TOTAL ROADWAY CONSTRUCTION COST				**$ 54,646,118**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	146,800	$ 11,010,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	37,960	$ 569,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 11,579,400**
			Construction Subtotal	$ 66,225,518
			Contingency @ 15% of Construction	$ 9,933,828
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,139,121
TOTAL CONSTRUCTION COST				**$ 85,298,467**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 9,933,828
			ROW Subtotal	$ 9,933,828
			+15% Contingency	$ 1,490,074
TOTAL RIGHT-OF-WAY COST				**$ 11,423,902**
GRAND TOTAL				**$ 96,722,368**
			Cost per Mile =	**$8,196,811**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 01/03/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - with Frontage Roads)

US 65/82 Corridor - US 165 to Black Pond Slough - Section 7

Corridor Length (miles): 2.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.6M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.9M /mile	2.4	$ 9,360,000
			Total	**$ 9,360,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	25,345	$ 88,708
	Erosion Control	2% of Gr., Dr., & Surf.		$ 187,200
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 187,200
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 561,600
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 936,000
			Total	**$ 13,860,708**
TOTAL ROADWAY CONSTRUCTION COST				**$ 23,220,708**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 23,220,708
			Contingency @ 15% of Construction	$ 3,483,106
			Design and Construction Administration @ 12% of Construction + Contingency	$ 3,204,458
TOTAL CONSTRUCTION COST				**$ 29,908,271**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 3,483,106
			ROW Subtotal	$ 3,483,106
			+15% Contingency	$ 522,466
TOTAL RIGHT-OF-WAY COST				**$ 4,005,572**
GRAND TOTAL				**$ 33,913,843**
			Cost per Mile =	**$14,130,768**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway - with Frontage Roads)

Date: 01/03/2001

US 65/82 Corridor - Black Pond Slough to Lake Village Bypass - Section 8

Corridor Length (miles): 8.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - with Frontage Roads	$4.4M /mile	0	$ -
	Rolling Terrain - with Frontage Roads	$4.0M /mile	0	$ -
	Flat Terrain - with Frontage Roads	$3.6M /mile	8.7	$ 31,320,000
			Total	**$ 31,320,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	91,870	$ 321,545
	Erosion Control	2% of Gr., Dr., & Surf.		$ 626,400
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 626,400
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,879,200
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,132,000
			Total	**$ 11,235,545**
TOTAL ROADWAY CONSTRUCTION COST				**$ 42,555,545**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	49,600	$ 3,720,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	14,600	$ 219,000
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,939,000**
			Construction Subtotal	$ 46,494,545
			Contingency @ 15% of Construction	$ 6,974,182
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,416,247
TOTAL CONSTRUCTION COST				**$ 59,884,974**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 6,974,182
			ROW Subtotal	$ 6,974,182
			+15% Contingency	$ 1,046,127
TOTAL RIGHT-OF-WAY COST				**$ 8,020,309**
GRAND TOTAL				**$ 67,905,283**
			Cost per Mile =	**$7,805,205**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Lake Village Bypass - Section 9

Corridor Length (miles): 10.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10.3	$ 36,050,000
			Total	**$ 36,050,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	108,770	$ 380,695
	Erosion Control	2% of Gr., Dr., & Surf.		$ 721,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 721,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,163,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 3,605,000
			Total	**$ 21,540,695**
TOTAL ROADWAY CONSTRUCTION COST				**$ 57,590,695**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	71,600	$ 5,370,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	26,280	$ 394,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,764,200**
			Construction Subtotal	$ 63,354,895
			Contingency @ 15% of Construction	$ 9,503,234
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,742,976
TOTAL CONSTRUCTION COST				**$ 81,601,105**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 9,503,234
			ROW Subtotal	$ 9,503,234
			+15% Contingency	$ 1,425,485
TOTAL RIGHT-OF-WAY COST				**$ 10,928,719**
GRAND TOTAL				**$ 92,529,824**
			Cost per Mile =	**$8,983,478**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Lake Village Bypass to Mississippi River - Section 10

Corridor Length (miles): 6.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	6.4	$ 22,400,000
			Total	**$ 22,400,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	67,585	$ 236,548
	Erosion Control	2% of Gr., Dr., & Surf.		$ 448,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 448,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,344,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 2,240,000
			Total	**$ 16,616,548**
TOTAL ROADWAY CONSTRUCTION COST				**$ 39,016,548**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$140 /S.F.	1,256,470	$ 175,905,800
	Bridge Approaches	$15 /S.F.	5,840	$ 87,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 177,073,400**
			Construction Subtotal	$ 216,089,948
			Contingency @ 15% of Construction	$ 32,413,492
			Design and Construction Administration @ 12% of Construction + Contingency	$ 29,820,413
TOTAL CONSTRUCTION COST				**$ 278,323,852**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 32,413,492
			ROW Subtotal	$ 32,413,492
			+15% Contingency	$ 4,862,024
TOTAL RIGHT-OF-WAY COST				**$ 37,275,516**
GRAND TOTAL				**$ 315,599,368**
			Cost per Mile =	**$49,312,401**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/03/2001

US 65/82 Corridor - Mississippi River to US 82 connection - Section 11

Corridor Length (miles): 1.9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	1.9	$ 6,650,000
			Total	**$ 6,650,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	20,065	$ 70,228
	Erosion Control	2% of Gr., Dr., & Surf.		$ 133,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 133,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 399,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 665,000
			Total	**$ 1,400,228**
TOTAL ROADWAY CONSTRUCTION COST				**$ 8,050,228**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 8,050,228
			Contingency @ 15% of Construction	$ 1,207,534
			Design and Construction Administration @ 12% of Construction + Contingency	$ 1,110,931
TOTAL CONSTRUCTION COST				**$ 10,368,693**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 1,207,534
			ROW Subtotal	$ 1,207,534
			+15% Contingency	$ 181,130
TOTAL RIGHT-OF-WAY COST				**$ 1,388,664**
GRAND TOTAL				**$ 11,757,357**
			Cost per Mile =	**$6,188,083**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

PROPOSED HIGHWAY 67
IMPROVEMENT CORRIDOR

US 67 (closed system)

Section	Location Description	EstimatePr oject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**SH 14 to SH 17 in Newport** Beginning at the interchange of SH 14 and extending north on existing alignment to the interchange at SH 17 in Newport.	2.4	Final EIS Jun-94	Divided - Controlled Access Existing Alignment			Existing	2001	$172,500	$20,700	$193,200	$80,500
2	**SH 17 to SH 384 in Newport** Beginning at the existing interchange of SH 17 and extending north on existing alignment to the interchange at SH 384 in Newport.	1	Final EIS Jun-94	Divided - Controlled Access Existing Alignment	1		Existing	2001	$991,875	$119,025	$1,110,900	$1,110,900
3	**SH 384 to SH 980 in Newport** Beginning at the existing interchange of SH 384 and extending north on existing alignment to the interchange at SH 980 in Newport.	2	Final EIS Jun-94	Divided - Controlled Access Existing Alignment	1		Existing	2001	$1,091,063	$119,025	$1,210,088	$605,044
4	**SH 980 to SH 37** Beginning at the existing interchange of SH 980 extending northeast to a proposed interchange at SH 37 on new alignment.	10.5	Final EIS Jun-94	Divided - Controlled Access New Alignment	1	1	1	2001	$56,821,811	$6,493,921	$63,315,732	$6,030,070
5	**SH 37 to SH 266** Beginning at the proposed interchange at SH 37 extending northeast to a proposed interchange at SH 266.	6.5	Final EIS Jun-94	Divided - Controlled Access New Alignment	1		2	2001	$39,247,191	$4,485,393	$43,732,585	$6,728,090
6	**SH 266 to SH 230** Beginning at the proposed interchange of SH 266 extending northeast to a proposed interchange at SH 230.	7.4	Final EIS Jun-94	Divided - Controlled Access New Alignment	1		1	2001	$41,880,870	$4,786,385	$46,667,255	$6,306,386
7	**SH 230 to US 63 in Hoxie** Beginning at the proposed interchange at SH 230 extending northeast to a proposed interchange at US 63 in Hoxie.	10.8	Final EIS Jun-94	Divided - Controlled Access New Alignment			3	2001	$59,953,275	$6,851,803	$66,805,077	$6,185,655
8	**US 63 to US 412** Beginning at the proposed interchange at US 63 in Hoxie extending north to the proposed interchange of US 412 in Walnut Ridge.	2	N/A	Divided - Controlled Access New Alignment	1	1	N/A	2001	$18,743,419	$2,142,105	$20,885,524	$10,442,762
9	**US 412 to SH 304** Beginning at the proposed interchange at US 412 in Walnut Ridge and extending north to the proposed interchange at SH 304 east of Delaplaine.	16.5	N/A	Divided - Controlled Access New Alignment	1		2	2001	$85,350,507	$9,754,344	$95,104,851	$5,763,930
10	**SH 304 to SH 90** Beginning at the proposed interchange at SH 304 east of Delaplaine extending northeast to the proposed interchange at SH 90 northeast of Knobel.	10	N/A	Divided - Controlled Access New Alignment			2	2001	$54,749,288	$6,257,061	$61,006,349	$6,100,635
11	**SH 90 to US 62** Beginning at the proposed interchange at SH 90 northeast of Knobel extending northwest to the proposed interchange at US 62 west of Corning.	6.7	N/A	Divided - Controlled Access New Alignment	1	1	2	2001	$43,815,903	$5,007,532	$48,823,435	$7,287,080
12	**US 62 to Missouri State Line** Beginning at the proposed interchange of US 62 west of Corning extending northeast to the proposed interchange at old US 67, then continuing north to the Missouri State line.	8	N/A	Divided - Controlled Access	1		1	2001	$46,162,604	$5,275,726	$51,438,330	$6,429,791
									$448,980,305	$51,313,021	$500,293,326	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Existing Four-Lane Divided Freeway with Interchange)

Date: 03/08/2001

US 67 Corridor - SH 14 to SH 17

Corridor Length (miles): 2.4

Section 1

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile		$ -
			Total	$ -
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each		$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		$ -
			Total	$ 150,000
TOTAL ROADWAY CONSTRUCTION COST				$ 150,000
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				$ -
			Construction Subtotal	$ 150,000
			Contingency @ 15% of Construction	$ 22,500
			Design and Construction Administration @ 12% of Construction + Contingency	$ 20,700
TOTAL CONSTRUCTION COST				$ 193,200
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				$ -
GRAND TOTAL				$ 193,200

Cost per Mile = **$80,500**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Existing Four-Lane Divided Freeway with Interchange)

US 67 Corridor - SH 17 to SH 384

Corridor Length (miles): 1

Section 2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile		$ -
			Total	$ -
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each		$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		$ -
			Total	$ 862,500
TOTAL ROADWAY CONSTRUCTION COST				$ 862,500
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				$ -
			Construction Subtotal	$ 862,500
			Contingency @ 15% of Construction	$ 129,375
			Design and Construction Administration @ 12% of Construction + Contingency	$ 119,025
TOTAL CONSTRUCTION COST				$ 1,110,900
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				$ -
GRAND TOTAL				$ 1,110,900

Cost per Mile = **$1,110,900**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Existing Four-Lane Divided Freeway with Interchange)

Date: 03/08/2001

US 67 Corridor - SH 384 to SH 980
Section 3

Corridor Length (miles): 2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile		$ -
			Total	**$ -**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each		$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ -
	Utility Relocation	8% of Gr., Dr., & Surf.		$ -
			Total	**$ 862,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 862,500**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 862,500
			Contingency @ 15% of Construction	$ 129,375
			Design and Construction Administration @ 12% of Construction + Contingency	$ 119,025
TOTAL CONSTRUCTION COST				**$ 1,110,900**
RIGHT-OF-WAY				
			Right-of-Way @ 10% of Roadway + Structures	$ 86,250
			ROW Subtotal	$ 86,250
			+15% Contingency	$ 12,938
TOTAL RIGHT-OF-WAY COST				**$ 99,188**
GRAND TOTAL				**$ 1,210,088**

Cost per Mile = **$605,044**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
- Railroads= 250 ft.
- Minor State Hwy= 180 ft
- Major State Hwy= 350 ft.
- Stream/Creek= 180 ft
- Rivers= 1000 ft.
- Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment with Improved Interchange at SH 980)

US 67 Corridor - SH 980 to SH 37

Corridor Length (miles): 10.5

Section 4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	10.5	$ 36,750,000
			Total	**$ 36,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0.5	$ 2,250,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.	114,200	$ 399,700
	Erosion Control	2% of Gr., Dr., & Surf.		$ 735,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 735,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 735,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 735,000
			Total	**$ 9,052,200**
TOTAL ROADWAY CONSTRUCTION COST				**$ 45,802,200**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,255,200**
			Construction Subtotal	$ 47,057,400
			Contingency @ 15% of Construction	$ 7,058,610
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,493,921
TOTAL CONSTRUCTION COST				**$ 60,609,931**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 2,352,870
			ROW Subtotal	$ 2,352,870
			+15% Contingency	$ 352,931
TOTAL RIGHT-OF-WAY COST				**$ 2,705,801**
GRAND TOTAL				**$ 63,315,732**

Cost per Mile = **$6,030,070**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 67 Corridor - SH 37 to SH 266
Section 5

Corridor Length (miles): 6.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	6.5	$ 22,750,000
			Total	**$ 22,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	70,700	$ 247,450
	Erosion Control	2% of Gr., Dr., & Surf.		$ 455,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 455,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 455,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 455,000
			Total	**$ 7,242,450**
TOTAL ROADWAY CONSTRUCTION COST				**$ 29,992,450**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 32,502,850
			Contingency @ 15% of Construction	$ 4,875,428
			Design and Construction Administration @ 12% of Construction + Contingency	$ 4,485,393
TOTAL CONSTRUCTION COST				**$ 41,863,671**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 1,625,143
			ROW Subtotal	$ 1,625,143
			+15% Contingency	$ 243,771
TOTAL RIGHT-OF-WAY COST				**$ 1,868,914**
GRAND TOTAL				**$ 43,732,585**

Cost per Mile = **$6,728,090**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 67 Corridor - SH 266 to SH 230
Section 6

Corridor Length (miles): 7.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	7.4	$ 25,900,000
			Total	**$ 25,900,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	80,500	$ 281,750
	Erosion Control	2% of Gr., Dr., & Surf.		$ 518,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 518,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 518,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 518,000
			Total	**$ 7,528,750**
TOTAL ROADWAY CONSTRUCTION COST				**$ 33,428,750**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,255,200**
			Construction Subtotal	$ 34,683,950
			Contingency @ 15% of Construction	$ 5,202,593
			Design and Construction Administration @ 12% of Construction + Contingency	$ 4,786,385
TOTAL CONSTRUCTION COST				**$ 44,672,928**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 1,734,198
			ROW Subtotal	$ 1,734,198
			+15% Contingency	$ 260,130
TOTAL RIGHT-OF-WAY COST				**$ 1,994,327**
GRAND TOTAL				**$ 46,667,255**

Cost per Mile = **$6,306,386**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 67 Corridor - SH 230 to US 63
Section 7

Corridor Length (miles): 10.8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	10.8	$ 37,800,000
			Total	**$ 37,800,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	117,470	$ 411,145
	Erosion Control	2% of Gr., Dr., & Surf.		$ 756,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 756,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 756,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 756,000
			Total	**$ 8,085,145**
TOTAL ROADWAY CONSTRUCTION COST				**$ 45,885,145**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	43,200	$ 3,240,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	35,040	$ 525,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,765,600**
			Construction Subtotal	$ 49,650,745
			Contingency @ 15% of Construction	$ 7,447,612
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,851,803
TOTAL CONSTRUCTION COST				**$ 63,950,160**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 2,482,537
			ROW Subtotal	$ 2,482,537
			+15% Contingency	$ 372,381
TOTAL RIGHT-OF-WAY COST				**$ 2,854,918**
GRAND TOTAL				**$ 66,805,077**

Cost per Mile = **$6,185,655**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Proposed Alignment - Scheduled for Construction per AHTD)

(Estimate assumes section will need to be upgraded to a grade separated access controlled facilitiy)

US 67 Corridor - US 63 to US 412

Corridor Length (miles): 2

Section 8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	2	$ 7,000,000
			Total	**$ 7,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ 140,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 140,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 140,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 140,000
			Total	**$ 8,522,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 15,522,500**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 15,522,500
			Contingency @ 15% of Construction	$ 2,328,375
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,142,105
TOTAL CONSTRUCTION COST				**$ 19,992,980**
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ 776,125
			ROW Subtotal	$ 776,125
			+15% Contingency	$ 116,419
TOTAL RIGHT-OF-WAY COST				**$ 892,544**
GRAND TOTAL				**$ 20,885,524**

Cost per Mile = **$10,442,762**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

Date: 03/08/2001

US 67 Corridor - US 412 to SH 304/SH 34
Section 9

Corridor Length (miles): 16.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	16.5	$ 57,750,000
			Total	**$ 57,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	179,500	$ 628,250
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,155,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,155,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 1,155,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 1,155,000
			Total	**$ 10,423,250**
TOTAL ROADWAY CONSTRUCTION COST				**$ 68,173,250**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 70,683,650
			Contingency @ 15% of Construction	$ 10,602,548
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,754,344
TOTAL CONSTRUCTION COST				**$ 91,040,541**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 3,534,183
			ROW Subtotal	$ 3,534,183
			+15% Contingency	$ 530,127
TOTAL RIGHT-OF-WAY COST				**$ 4,064,310**
GRAND TOTAL				**$ 95,104,851**

Cost per Mile = **$5,763,930**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 67 Corridor - SH 304/SH 34 to SH 90
Section 10

Corridor Length (miles): 10

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10	$ 35,000,000
			Total	**$ 35,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	108,750	$ 380,625
	Erosion Control	2% of Gr., Dr., & Surf.		$ 700,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 700,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 700,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 700,000
			Total	**$ 7,830,625**
TOTAL ROADWAY CONSTRUCTION COST				**$ 42,830,625**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 45,341,025
			Contingency @ 15% of Construction	$ 6,801,154
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,257,061
TOTAL CONSTRUCTION COST				**$ 58,399,240**
RIGHT-OF-WAY		Right-of-Way @ 5% of Roadway + Structures		$ 2,267,051
			ROW Subtotal	$ 2,267,051
			+15% Contingency	$ 340,058
TOTAL RIGHT-OF-WAY COST				**$ 2,607,109**
GRAND TOTAL				**$ 61,006,349**

Cost per Mile = **$6,100,635**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 67 Corridor - SH 90 to US 62

Corridor Length (miles): 6.7

Section 11

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	6.7	$ 23,450,000
			Total	**$ 23,450,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	72,875	$ 255,063
	Erosion Control	2% of Gr., Dr., & Surf.		$ 469,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 469,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 469,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 469,000
			Total	**$ 9,906,063**
TOTAL ROADWAY CONSTRUCTION COST				**$ 33,356,063**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	20,000	$ 1,500,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,930,400**
			Construction Subtotal	$ 36,286,463
			Contingency @ 15% of Construction	$ 5,442,969
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,007,532
TOTAL CONSTRUCTION COST				**$ 46,736,964**
RIGHT-OF-WAY		Right-of-Way @ 5% of Roadway + Structures		$ 1,814,323
			ROW Subtotal	$ 1,814,323
			+15% Contingency	$ 272,148
TOTAL RIGHT-OF-WAY COST				**$ 2,086,472**
GRAND TOTAL				**$ 48,823,435**

Cost per Mile = **$7,287,080**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 67 Corridor - US 62 to the Missouri State Line

Corridor Length (miles): 8

Section 12

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	8	$ 28,000,000
			Total	**$ 28,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	87,000	$ 304,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 560,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 560,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 560,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 560,000
			Total	**$ 7,719,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 35,719,500**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 38,229,900
			Contingency @ 15% of Construction	$ 5,734,485
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,275,726
TOTAL CONSTRUCTION COST				**$ 49,240,111**
RIGHT-OF-WAY		Right-of-Way @ 5% of Roadway + Structures		$ 1,911,495
			ROW Subtotal	$ 1,911,495
			+15% Contingency	$ 286,724
TOTAL RIGHT-OF-WAY COST				**$ 2,198,219**
GRAND TOTAL				**$ 51,438,330**

Cost per Mile = **$6,429,791**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

US 67 (open system)

Section	Location Description	EstimatedProject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**SH 14 to SH 17 in Newport** Beginning at the interchange of SH 14 and extending north on existing alignment to the interchange at SH 17 in Newport.	2.4	Final EIS Jun-94	Divided - Controlled Access Existing Alignment			Existing	2001	$172,500	$20,700	$193,200	$80,500
2	**SH 17 to SH 384 in Newport** Beginning at the existing interchange of SH 17 and extending north on existing alignment to the interchange at SH 384 in Newport.	1	Final EIS Jun-94	Divided - Controlled Access Existing Alignment			Existing	2001	$388,125	$46,575	$434,700	$434,700
3	**SH 384 to SH 980 in Newport** Beginning at the existing interchange of SH 384 and extending north on existing alignment to the interchange at SH 980 in Newport.	2	Final EIS Jun-94	Divided - Controlled Access Existing Alignment			Existing	2001	$426,938	$46,575	$473,513	$236,756
4	**SH 980 to SH 37** Beginning at the existing interchange of SH 980 extending northeast to a proposed interchange at SH 37 on new alignment.	10.5	Final EIS Jun-94	Divided - Controlled Access New Alignment		1	1	2001	$56,187,873	$6,421,471	$62,609,344	$5,962,795
5	**SH 37 to SH 266** Beginning at the proposed interchange at SH 37 extending northeast to a proposed interchange at SH 266.	6.5	Final EIS Jun-94	Divided - Controlled Access New Alignment			2	2001	$38,613,254	$4,412,943	$43,026,197	$6,619,415
6	**SH 266 to SH 230** Beginning at the proposed interchange of SH 266 extending northeast to a proposed interchange at SH 230.	7.4	Final EIS Jun-94	Divided - Controlled Access New Alignment			1	2001	$41,246,932	$4,713,935	$45,960,867	$6,210,928
7	**SH 230 to US 63 in Hoxie** Beginning at the proposed interchange at SH 230 extending northeast to a proposed interchange at US 63 in Hoxie.	10.8	Final EIS Jun-94	Divided - Controlled Access New Alignment			3	2001	$59,953,275	$6,851,803	$66,805,077	$6,185,655
8	**US 63 to US 412** Beginning at the proposed interchange at US 63 in Hoxie extending north to the proposed interchange of US 412 in Walnut Ridge.	2	N/A	Divided - Controlled Access New Alignment		1	N/A	2001	$18,109,481	$2,069,655	$20,179,136	$10,089,568
9	**US 412 to SH 304** Beginning at the proposed interchange at US 412 in Walnut Ridge and extending north to the proposed interchange at SH 304 east of Delaplaine.	16.5	N/A	Divided - Controlled Access New Alignment			2	2001	$84,716,570	$9,681,894	$94,398,464	$5,721,119
10	**SH 304 to SH 90** Beginning at the proposed interchange at SH 304 east of Delaplaine extending northeast to the proposed interchange at SH 90 northeast of Knobel.	10	N/A	Divided - Controlled Access New Alignment			2	2001	$54,749,288	$6,257,061	$61,006,349	$6,100,635
11	**SH 90 to US 62** Beginning at the proposed interchange at SH 90 northeast of Knobel extending northwest to the proposed interchange at US 62 west of Corning.	6.7	N/A	Divided - Controlled Access New Alignment		1	2	2001	$43,181,966	$4,935,082	$48,117,048	$7,181,649
12	**US 62 to Missouri State Line** Beginning at the proposed interchange of US 62 west of Corning extending northeast to the proposed interchange at old US 67, then continuing north to the Missouri State line.	8	N/A	Divided - Controlled Access			1	2001	$45,528,667	$5,203,276	$50,731,943	$6,341,493
									$443,274,868	$50,660,971	$493,935,838	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Existing Four-Lane Divided Freeway with Interchange)

Date: 03/08/2001

US 67 Corridor - SH 14 to SH 17

Corridor Length (miles): 2.4

Section 1

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile		$ -
			Total	$ -
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each		$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		$ -
			Total	$ 150,000
TOTAL ROADWAY CONSTRUCTION COST				$ 150,000
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				$ -
			Construction Subtotal	$ 150,000
			Contingency @ 15% of Construction	$ 22,500
			Design and Construction Administration @ 12% of Construction + Contingency	$ 20,700
TOTAL CONSTRUCTION COST				$ 193,200
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				$ -
GRAND TOTAL				$ 193,200
			Cost per Mile =	$80,500

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Existing Four-Lane Divided Freeway with Interchange)

US 67 Corridor - SH 17 to SH 384

Corridor Length (miles): 1

Section 2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile		$ -
			Total	$ -
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each		$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		$ -
			Total	$ 337,500
TOTAL ROADWAY CONSTRUCTION COST				$ 337,500
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				$ -
			Construction Subtotal	$ 337,500
			Contingency @ 15% of Construction	$ 50,625
			Design and Construction Administration @ 12% of Construction + Contingency	$ 46,575
TOTAL CONSTRUCTION COST				$ 434,700
RIGHT-OF-WAY				
			Right-of-Way @ 5% of Roadway + Structures	$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				$ -
GRAND TOTAL				$ 434,700

Cost per Mile = **$434,700**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Existing Four-Lane Divided Freeway with Interchange)

US 67 Corridor - SH 384 to SH 980
Section 3

Corridor Length (miles): 2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile		$ -
			Total	$ -
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ -
	Utility Relocation	8% of Gr., Dr., & Surf.		$ -
			Total	$ 337,500
TOTAL ROADWAY CONSTRUCTION COST				$ 337,500
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				$ -
			Construction Subtotal	$ 337,500
			Contingency @ 15% of Construction	$ 50,625
			Design and Construction Administration @ 12% of Construction + Contingency	$ 46,575
TOTAL CONSTRUCTION COST				$ 434,700
RIGHT-OF-WAY				
			Right-of-Way @ 10% of Roadway + Structures	$ 33,750
			ROW Subtotal	$ 33,750
			+15% Contingency	$ 5,063
TOTAL RIGHT-OF-WAY COST				$ 38,813
GRAND TOTAL				$ 473,513

Cost per Mile = $236,756

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment with Improved Interchange at SH 980)

US 67 Corridor - SH 980 to SH 37
Section 4

Corridor Length (miles): 10.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	10.5	$ 36,750,000
			Total	**$ 36,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0.5	$ 2,250,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.	114,200	$ 399,700
	Erosion Control	2% of Gr., Dr., & Surf.		$ 735,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 735,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 735,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 735,000
			Total	**$ 8,527,200**
TOTAL ROADWAY CONSTRUCTION COST				**$ 45,277,200**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,255,200**
			Construction Subtotal	$ 46,532,400
			Contingency @ 15% of Construction	$ 6,979,860
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,421,471
TOTAL CONSTRUCTION COST				**$ 59,933,731**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 2,326,620
			ROW Subtotal	$ 2,326,620
			+15% Contingency	$ 348,993
TOTAL RIGHT-OF-WAY COST				**$ 2,675,613**
GRAND TOTAL				**$ 62,609,344**

Cost per Mile = **$5,962,795**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 67 Corridor - SH 37 to SH 266
Section 5

Corridor Length (miles): 6.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	6.5	$ 22,750,000
			Total	**$ 22,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	70,700	$ 247,450
	Erosion Control	2% of Gr., Dr., & Surf.		$ 455,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 455,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 455,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 455,000
			Total	**$ 6,717,450**
TOTAL ROADWAY CONSTRUCTION COST				**$ 29,467,450**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 31,977,850
			Contingency @ 15% of Construction	$ 4,796,678
			Design and Construction Administration @ 12% of Construction + Contingency	$ 4,412,943
TOTAL CONSTRUCTION COST				**$ 41,187,471**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 1,598,893
			ROW Subtotal	$ 1,598,893
			+15% Contingency	$ 239,834
TOTAL RIGHT-OF-WAY COST				**$ 1,838,726**
GRAND TOTAL				**$ 43,026,197**

Cost per Mile = **$6,619,415**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 03/08/2001

US 67 Corridor - SH 266 to SH 230
Section 6

Corridor Length (miles): 7.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	7.4	$ 25,900,000
			Total	**$ 25,900,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	80,500	$ 281,750
	Erosion Control	2% of Gr., Dr., & Surf.		$ 518,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 518,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 518,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 518,000
			Total	**$ 7,003,750**
TOTAL ROADWAY CONSTRUCTION COST				**$ 32,903,750**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,255,200**
			Construction Subtotal	$ 34,158,950
			Contingency @ 15% of Construction	$ 5,123,843
			Design and Construction Administration @ 12% of Construction + Contingency	$ 4,713,935
TOTAL CONSTRUCTION COST				**$ 43,996,728**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 1,707,948
			ROW Subtotal	$ 1,707,948
			+15% Contingency	$ 256,192
TOTAL RIGHT-OF-WAY COST				**$ 1,964,140**
GRAND TOTAL				**$ 45,960,867**

Cost per Mile = **$6,210,928**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 67 Corridor - SH 230 to US 63

Corridor Length (miles): 10.8

Section 7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	10.8	$ 37,800,000
			Total	**$ 37,800,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	117,470	$ 411,145
	Erosion Control	2% of Gr., Dr., & Surf.		$ 756,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 756,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 756,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 756,000
			Total	**$ 8,085,145**
TOTAL ROADWAY CONSTRUCTION COST				**$ 45,885,145**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	43,200	$ 3,240,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	35,040	$ 525,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 3,765,600**
			Construction Subtotal	$ 49,650,745
			Contingency @ 15% of Construction	$ 7,447,612
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,851,803
TOTAL CONSTRUCTION COST				**$ 63,950,160**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 2,482,537
			ROW Subtotal	$ 2,482,537
			+15% Contingency	$ 372,381
TOTAL RIGHT-OF-WAY COST				**$ 2,854,918**
GRAND TOTAL				**$ 66,805,077**

Cost per Mile = **$6,185,655**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Proposed Alignment - Scheduled for Construction per AHTD)

(Estimate assumes section will need to be upgraded to a grade separated access controlled facility)

US 67 Corridor - US 63 to US 412

Corridor Length (miles): 2

Section 8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	2	$ 7,000,000
			Total	**$ 7,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	1	$ 187,500
	Fencing - Mainline	$3.50 /L.F.		$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ 140,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 140,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 140,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 140,000
			Total	**$ 7,997,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 14,997,500**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.		$ -
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.		$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 14,997,500
			Contingency @ 15% of Construction	$ 2,249,625
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,069,655
TOTAL CONSTRUCTION COST				**$ 19,316,780**
RIGHT-OF-WAY		Right-of-Way @ 5% of Roadway + Structures		$ 749,875
			ROW Subtotal	$ 749,875
			+15% Contingency	$ 112,481
TOTAL RIGHT-OF-WAY COST				**$ 862,356**
GRAND TOTAL				**$ 20,179,136**

Cost per Mile = **$10,089,568**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 67 Corridor - US 412 to SH 304/SH 34

Corridor Length (miles): 16.5

Section 9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	16.5	$ 57,750,000
			Total	**$ 57,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	179,500	$ 628,250
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,155,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,155,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 1,155,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 1,155,000
			Total	**$ 9,898,250**
TOTAL ROADWAY CONSTRUCTION COST				**$ 67,648,250**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 70,158,650
			Contingency @ 15% of Construction	$ 10,523,798
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,681,894
TOTAL CONSTRUCTION COST				**$ 90,364,341**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 3,507,933
			ROW Subtotal	$ 3,507,933
			+15% Contingency	$ 526,190
TOTAL RIGHT-OF-WAY COST				**$ 4,034,122**
GRAND TOTAL				**$ 94,398,464**

Cost per Mile = **$5,721,119**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 67 Corridor - SH 304/SH 34 to SH 90

Corridor Length (miles): 10

Section 10

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	10	$ 35,000,000
			Total	**$ 35,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	108,750	$ 380,625
	Erosion Control	2% of Gr., Dr., & Surf.		$ 700,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 700,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 700,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 700,000
			Total	**$ 7,830,625**
TOTAL ROADWAY CONSTRUCTION COST				**$ 42,830,625**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 45,341,025
			Contingency @ 15% of Construction	$ 6,801,154
			Design and Construction Administration @ 12% of Construction + Contingency	$ 6,257,061
TOTAL CONSTRUCTION COST				**$ 58,399,240**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 2,267,051
			ROW Subtotal	$ 2,267,051
			+15% Contingency	$ 340,058
TOTAL RIGHT-OF-WAY COST				**$ 2,607,109**
GRAND TOTAL				**$ 61,006,349**

Cost per Mile = **$6,100,635**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 67 Corridor - SH 90 to US 62
Section 11

Corridor Length (miles): 6.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	6.7	$ 23,450,000
			Total	**$ 23,450,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	72,875	$ 255,063
	Erosion Control	2% of Gr., Dr., & Surf.		$ 469,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 469,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 469,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 469,000
			Total	**$ 9,381,063**
TOTAL ROADWAY CONSTRUCTION COST				**$ 32,831,063**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.	20,000	$ 1,500,000
	Mainline - Stream/Creek	$75 /S.F.	14,400	$ 1,080,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,930,400**
			Construction Subtotal	$ 35,761,463
			Contingency @ 15% of Construction	$ 5,364,219
			Design and Construction Administration @ 12% of Construction + Contingency	$ 4,935,082
TOTAL CONSTRUCTION COST				**$ 46,060,764**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 1,788,073
			ROW Subtotal	$ 1,788,073
			+15% Contingency	$ 268,211
TOTAL RIGHT-OF-WAY COST				**$ 2,056,284**
GRAND TOTAL				**$ 48,117,048**

Cost per Mile = **$7,181,649**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Date: 03/08/2001

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Upgraded Alignment)

US 67 Corridor - US 62 to the Missouri State Line

Corridor Length (miles): 8

Section 12

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile		$ -
	Rolling Terrain	$5.5M /mile		$ -
	Flat Terrain	$3.5M /mile	8	$ 28,000,000
			Total	**$ 28,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange		$ -
	Mainline Toll Plaza	$2.6M /Each		$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each		$ -
	Fencing - Mainline	$3.50 /L.F.	87,000	$ 304,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 560,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 560,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		$ 560,000
	Utility Relocation	2% of Gr., Dr., & Surf.		$ 560,000
			Total	**$ 7,194,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 35,194,500**
BRIDGES	**Mainline** - Interchange/RR	$75 /S.F.		$ -
	Mainline - Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.		$ -
	Bridge Approaches	$15 /S.F.	23,360	$ 350,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,510,400**
			Construction Subtotal	$ 37,704,900
			Contingency @ 15% of Construction	$ 5,655,735
			Design and Construction Administration @ 12% of Construction + Contingency	$ 5,203,276
TOTAL CONSTRUCTION COST				**$ 48,563,911**
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Roadway + Structures		$ 1,885,245
			ROW Subtotal	$ 1,885,245
			+15% Contingency	$ 282,787
TOTAL RIGHT-OF-WAY COST				**$ 2,168,032**
GRAND TOTAL				**$ 50,731,943**

Cost per Mile = **$6,341,493**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

PROPOSED HIGHWAY 79
IMPROVEMENT CORRIDOR

U.S. 79 (open system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**US 65 to US 79** Beginning from new interchange at US 65 approximately 1 mile north of I 530 interchange, then northeast to new interchange with US 79B, then continue to new interchange with existing US 79.	17.3	No Study existing.	Divided - Controlled Access New Alignment			17	2001	$164,663,966	$17,182,327	$181,846,293	$10,511,346
2	**US 79 to US 165** Beginning at new interchange at existing US 79, northeast to new main toll plaza, northeast to new interchange at SH 152, northeast to new interchange with SH 343, then northeast to new interchange with US 165.	15.2	No Study existing.	Divided - Controlled Access New Alignment		1	11	2001	$123,556,394	$12,892,841	$136,449,235	$8,976,923
3	**US 165 to SH 86** Beginning at the new interchange with US 165, north to new interchange with SH 146, northeast to new interchange with SH 33, northeast to new main toll plaza, then northeast to new interchange at SH 86.	22.2	No Study existing.	Divided - Controlled Access New Alignment		1	14	2001	$178,177,654	$18,592,451	$196,770,105	$8,863,518
4	**SH 86 to SH 39** Beginning at new interchange with SH 86, extending east to new interchange at SH 17, northeast to new interchange with US 49, then northeast to new interchange at SH 39.	11.7	No Study existing.	Divided - Controlled Access New Alignment			7	2001	$94,622,263	$9,873,627	$104,495,891	$8,931,273
5	**SH 39 to SH 1** Beginning at new interchange at SH 39, extending east to new interchange with SH 121, east to new main toll plaza, east to new interchange with existing US 79, then northeast to new interchange with SH 1.	19.2	No Study existing.	Divided - Controlled Access New Alignment		1	16	2001	$153,397,866	$16,006,734	$169,404,600	$8,823,156
6	**SH 1 to SH 334** Beginning at new interchange with SH 1, east to new interchange with existing US 79, east to new interchange with SH 131, then northeast to new interchange with SH 334.	18.6	No Study existing.	Divided - Controlled Access New Alignment			15	2001	$158,192,494	$16,507,043	$174,699,537	$9,392,448
7	**SH 334 to Mississippi River** Beginning at new interchange with SH 334, northeast to new main toll plaza, east to new interchange with SH 38, east to new interchange with SH 147, then east to new bridge over the Mississippi river.	16.9	No Study existing.	Divided - Controlled Access New Alignment		1	12	2001	$432,852,941	$45,167,263	$478,020,204	$28,285,219
8	**Mississippi River to US 61** Beginning at new bridge over the Mississippi River, then east to new interchange with US 61.	1.8	No Study existing.	Divided - Controlled Access New Alignment			1	2001	$18,335,272	$1,913,246	$20,248,518	$11,249,177
									$1,323,798,850	$138,135,532	$1,461,934,383	

[1] Cost = Construction + right-of-way + 15% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - US 65 to US 79 - Section 1

Corridor Length (miles): 17.3

ITEM	SUB-ITEMS	UNIT COST		QUANTITY		TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**					
	Mountainous Terrain	$7.5M	/mile	0	$	-
	Rolling Terrain	$5.5M	/mile	0	$	-
	Flat Terrain	$3.5M	/mile	17.3	$	60,550,000
				Total	**$**	**60,550,000**
MISCELLANEOUS ITEMS						
	Interchange (diamond/folded-diamond)	$4.5M	/Each	3	$	13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000	/Interchange	0	$	-
	Mainline Toll Plaza	$2.6M	/Each	0	$	-
	Lighting - Interchange	$150,000	/Each	3	$	450,000
	Signalization - Interchange(urban areas only)	$187,500	/Each	0	$	-
	Fencing - Mainline	$3.50	/L.F.	182,690	$	639,415
	Erosion Control	2% of Gr., Dr., & Surf.			$	1,211,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.			$	1,211,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.			$	3,633,000
	Utility Relocation	10% of Gr., Dr., & Surf.			$	6,055,000
				Total	**$**	**26,699,415**
TOTAL ROADWAY CONSTRUCTION COST					**$**	**87,249,415**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75	/S.F.	245,200	$	18,390,000
	Mainline - River Crossing	$110	/S.F.	160,000	$	17,600,000
	Bridge Approaches	$15	/S.F.	84,680	$	1,270,200
TOTAL STRUCTURES CONSTRUCTION COST					**$**	**37,260,200**
				Construction Subtotal	$	124,509,615
				Contingency @ 15% of Construction	$	18,676,442
				Design and Construction Administration @ 12% of Construction + Contingency	$	17,182,327
TOTAL CONSTRUCTION COST					**$**	**160,368,384**
RIGHT-OF-WAY				Right-of-Way @ 15% of Roadway + Structures	$	18,676,442
				ROW Subtotal	$	18,676,442
				+15% Contingency	$	2,801,466
TOTAL RIGHT-OF-WAY COST					**$**	**21,477,909**
GRAND TOTAL					**$**	**181,846,293**
				Cost per Mile =		**$10,511,346**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

U.S. 79 (closed system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**US 65 to US 79** Beginning from new interchange at US 65 approximately 1 mile north of I 530 interchange, then northeast to new interchange with US 79B, then continue to new interchange with existing US 79.	17.3	No Study existing.	Divided - Controlled Access New Alignment	2		17	2001	$166,052,591	$17,327,227	$183,379,818	$10,599,989
2	**US 79 to US 165** Beginning at new interchange at existing US 79, northeast to new main toll plaza, northeast to new interchange at SH 152, northeast to new interchange with SH 343, then northeast to new interchange with US 165.	15.2	No Study existing.	Divided - Controlled Access New Alignment	2	1	11	2001	$124,945,019	$13,037,741	$137,982,760	$9,077,813
3	**US 165 to SH 86** Beginning at the new interchange with US 165, north to new interchange with SH 146, northeast to new interchange with SH 33, northeast to new main toll plaza, then northeast to new interchange at SH 86.	22.2	No Study existing.	Divided - Controlled Access New Alignment	3	1	14	2001	$180,260,592	$18,809,801	$199,070,393	$8,967,135
4	**SH 86 to SH 39** Beginning at new interchange with SH 86, extending east to new interchange at SH 17, northeast to new interchange with US 49, then northeast to new interchange at SH 39.	11.7	No Study existing.	Divided - Controlled Access New Alignment	2		7	2001	$96,010,888	$10,018,527	$106,029,416	$9,062,343
5	**SH 39 to SH 1** Beginning at new interchange at SH 39, extending east to new interchange with SH 121, east to new main toll plaza, east to new interchange with existing US 79, then northeast to new interchange with SH 1.	19.2	No Study existing.	Divided - Controlled Access New Alignment	3	1	16	2001	$155,480,804	$16,224,084	$171,704,887	$8,942,963
6	**SH 1 to SH 334** Beginning at new interchange with SH 1, east to new interchange with existing US 79, east to new interchange with SH 131, then northeast to new interchange with SH 334.	18.6	No Study existing.	Divided - Controlled Access New Alignment	2		15	2001	$159,581,119	$16,651,943	$176,233,062	$9,474,896
7	**SH 334 to Mississippi River** Beginning at new interchange with SH 334, northeast to new main toll plaza, east to new interchange with SH 38, east to new interchange with SH 147, then east to new bridge over the Mississippi river.	16.9	No Study existing.	Divided - Controlled Access New Alignment	2	1	12	2001	$434,241,566	$45,312,163	$479,553,729	$28,375,960
8	**Mississippi River to US 61** Beginning at new bridge over the Mississippi River, then east to new interchange with US 61.	1.8	No Study existing.	Divided - Controlled Access New Alignment			1	2001	$18,335,272	$1,913,246	$20,248,518	$11,249,177
									$1,334,907,850	$139,294,732	$1,474,202,583	

[1] Cost = Construction + right-of-way + 15% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - US 65 to US 79 - Section 1

Corridor Length (miles): 17.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	17.3	$ 60,550,000
			Total	**$ 60,550,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	182,690	$ 639,415
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,211,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,211,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,633,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,055,000
			Total	**$ 27,749,415**
TOTAL ROADWAY CONSTRUCTION COST				**$ 88,299,415**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	245,200	$ 18,390,000
	Mainline - River Crossing	$110 /S.F.	160,000	$ 17,600,000
	Bridge Approaches	$15 /S.F.	84,680	$ 1,270,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 37,260,200**
			Construction Subtotal	$ 125,559,615
			Contingency @ 15% of Construction	$ 18,833,942
			Design and Construction Administration @ 12% of Construction + Contingency	$ 17,327,227
TOTAL CONSTRUCTION COST				**$ 161,720,784**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 18,833,942
			ROW Subtotal	$ 18,833,942
			+15% Contingency	$ 2,825,091
TOTAL RIGHT-OF-WAY COST				**$ 21,659,034**
GRAND TOTAL				**$ 183,379,818**
			Cost per Mile =	**$10,599,989**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - US 79B to US 165 - Section 2

Corridor Length (miles): 15.2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	15.2	$ 53,200,000
			Total	**$ 53,200,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	160,510	$ 561,785
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,064,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,064,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,192,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,320,000
			Total	**$ 28,801,785**
TOTAL ROADWAY CONSTRUCTION COST				**$ 82,001,785**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	156,400	$ 11,730,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	49,640	$ 744,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 12,474,600**
			Construction Subtotal	$ 94,476,385
			Contingency @ 15% of Construction	$ 14,171,458
			Design and Construction Administration @ 12% of Construction + Contingency	$ 13,037,741
TOTAL CONSTRUCTION COST				**$ 121,685,584**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 14,171,458
			ROW Subtotal	$ 14,171,458
			+15% Contingency	$ 2,125,719
TOTAL RIGHT-OF-WAY COST				**$ 16,297,176**
GRAND TOTAL				**$ 137,982,760**
			Cost per Mile =	**$9,077,813**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - US 165 to SH 86 - Section 3

Corridor Length (miles): 22.2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	22.2	$ 77,700,000
			Total	**$ 77,700,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	3	$ 1,575,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	234,430	$ 820,505
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,554,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,554,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 4,662,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 7,770,000
			Total	**$ 34,485,505**
TOTAL ROADWAY CONSTRUCTION COST				**$ 112,185,505**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	190,800	$ 14,310,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	67,160	$ 1,007,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 24,117,400**
			Construction Subtotal	$ 136,302,905
			Contingency @ 15% of Construction	$ 20,445,436
			Design and Construction Administration @ 12% of Construction + Contingency	$ 18,809,801
TOTAL CONSTRUCTION COST				**$ 175,558,142**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 20,445,436
			ROW Subtotal	$ 20,445,436
			+15% Contingency	$ 3,066,815
TOTAL RIGHT-OF-WAY COST				**$ 23,512,251**
GRAND TOTAL				**$ 199,070,393**
			Cost per Mile =	**$8,967,135**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 86 to SH 36 - Section 4

Corridor Length (miles): 11.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	11.7	$ 40,950,000
			Total	**$ 40,950,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	123,550	$ 432,425
	Erosion Control	2% of Gr., Dr., & Surf.		$ 819,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 819,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,457,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,095,000
			Total	**$ 23,622,425**
TOTAL ROADWAY CONSTRUCTION COST				**$ 64,572,425**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	100,000	$ 7,500,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	35,040	$ 525,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 8,025,600**
			Construction Subtotal	$ 72,598,025
			Contingency @ 15% of Construction	$ 10,889,704
			Design and Construction Administration @ 12% of Construction + Contingency	$ 10,018,527
TOTAL CONSTRUCTION COST				**$ 93,506,256**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 10,889,704
			ROW Subtotal	$ 10,889,704
			+15% Contingency	$ 1,633,456
TOTAL RIGHT-OF-WAY COST				**$ 12,523,159**
GRAND TOTAL				**$ 106,029,416**
			Cost per Mile =	**$9,062,343**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 39 to SH 1 - Section 5

Corridor Length (miles): 19.2

ITEM	SUB-ITEMS	UNIT COST		QUANTITY		TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**					
	Mountainous Terrain	$7.5M	/mile	0	$	-
	Rolling Terrain	$5.5M	/mile	0	$	-
	Flat Terrain	$3.5M	/mile	19.2	$	67,200,000
				Total	**$**	**67,200,000**
MISCELLANEOUS ITEMS						
	Interchange (diamond/folded-diamond)	$4.5M	/Each	3	$	13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000	/Interchange	3	$	1,575,000
	Mainline Toll Plaza	$2.6M	/Each	1	$	2,600,000
	Lighting - Interchange	$150,000	/Each	3	$	450,000
	Signalization - Interchange(urban areas only)	$187,500	/Each	0	$	-
	Fencing - Mainline	$3.50	/L.F.	202,750	$	709,625
	Erosion Control	2% of Gr., Dr., & Surf.			$	1,344,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.			$	1,344,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.			$	4,032,000
	Utility Relocation	10% of Gr., Dr., & Surf.			$	6,720,000
				Total	**$**	**32,274,625**
TOTAL ROADWAY CONSTRUCTION COST					**$**	**99,474,625**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75	/S.F.	227,200	$	17,040,000
	Mainline - River Crossing	$110	/S.F.	0	$	-
	Bridge Approaches	$15	/S.F.	70,080	$	1,051,200
TOTAL STRUCTURES CONSTRUCTION COST					**$**	**18,091,200**
				Construction Subtotal	$	117,565,825
				Contingency @ 15% of Construction	$	17,634,874
				Design and Construction Administration @ 12% of Construction + Contingency	$	16,224,084
TOTAL CONSTRUCTION COST					**$**	**151,424,783**
RIGHT-OF-WAY						
				Right-of-Way @ 15% of Roadway + Structures	$	17,634,874
				ROW Subtotal	$	17,634,874
				+15% Contingency	$	2,645,231
TOTAL RIGHT-OF-WAY COST					**$**	**20,280,105**
GRAND TOTAL					**$**	**171,704,887**
				Cost per Mile =		**$8,942,963**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 1 to SH 334 - Section 6

Corridor Length (miles): 18.6

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	18.6	$ 65,100,000
			Total	**$ 65,100,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	196,415	$ 687,453
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,302,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,302,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,906,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,510,000
			Total	**$ 28,707,453**
TOTAL ROADWAY CONSTRUCTION COST				**$ 93,807,453**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	225,600	$ 16,920,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	75,920	$ 1,138,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 26,858,800**
			Construction Subtotal	$ 120,666,253
			Contingency @ 15% of Construction	$ 18,099,938
			Design and Construction Administration @ 12% of Construction + Contingency	$ 16,651,943
TOTAL CONSTRUCTION COST				**$ 155,418,133**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 18,099,938
			ROW Subtotal	$ 18,099,938
			+15% Contingency	$ 2,714,991
TOTAL RIGHT-OF-WAY COST				**$ 20,814,929**
GRAND TOTAL				**$ 176,233,062**
			Cost per Mile =	**$9,474,896**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 334 to Mississippi River - Section 7

Corridor Length (miles): 16.9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	16.9	$ 59,150,000
			Total	**$ 59,150,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	178,460	$ 624,610
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,183,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,183,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,549,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,915,000
			Total	**$ 25,404,610**
TOTAL ROADWAY CONSTRUCTION COST				**$ 84,554,610**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	157,600	$ 11,820,000
	Mainline - River Crossing	$160 /S.F.	1,444,365	$ 231,098,400
	Bridge Approaches	$15 /S.F.	58,400	$ 876,000
TOTAL STRUCTURES CONSTRUCTION COST				**$ 243,794,400**
			Construction Subtotal	$ 328,349,010
			Contingency @ 15% of Construction	$ 49,252,352
			Design and Construction Administration @ 12% of Construction + Contingency	$ 45,312,163
TOTAL CONSTRUCTION COST				**$ 422,913,525**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 49,252,352
			ROW Subtotal	$ 49,252,352
			+15% Contingency	$ 7,387,853
TOTAL RIGHT-OF-WAY COST				**$ 56,640,204**
GRAND TOTAL				**$ 479,553,729**
			Cost per Mile =	**$28,375,960**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - Mississippi River to US 61 - Section 8

Corridor Length (miles): 1.8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	1.8	$ 6,300,000
			Total	**$ 6,300,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	19,000	$ 66,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 126,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 126,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 378,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 630,000
			Total	**$ 5,976,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 12,276,500**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	20,000	$ 1,500,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	5,840	$ 87,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,587,600**
			Construction Subtotal	$ 13,864,100
			Contingency @ 15% of Construction	$ 2,079,615
			Design and Construction Administration @ 12% of Construction + Contingency	$ 1,913,246
TOTAL CONSTRUCTION COST				**$ 17,856,961**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 2,079,615
			ROW Subtotal	$ 2,079,615
			+15% Contingency	$ 311,942
TOTAL RIGHT-OF-WAY COST				**$ 2,391,557**
GRAND TOTAL				**$ 20,248,518**
			Cost per Mile =	**$11,249,177**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - US 79B to US 165 - Section 2

Corridor Length (miles): 15.2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	15.2	$ 53,200,000
			Total	**$ 53,200,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	160,510	$ 561,785
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,064,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,064,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,192,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,320,000
			Total	**$ 27,751,785**
TOTAL ROADWAY CONSTRUCTION COST				**$ 80,951,785**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	156,400	$ 11,730,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	49,640	$ 744,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 12,474,600**
			Construction Subtotal	$ 93,426,385
			Contingency @ 15% of Construction	$ 14,013,958
			Design and Construction Administration @ 12% of Construction + Contingency	$ 12,892,841
TOTAL CONSTRUCTION COST				**$ 120,333,184**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 14,013,958
			ROW Subtotal	$ 14,013,958
			+15% Contingency	$ 2,102,094
TOTAL RIGHT-OF-WAY COST				**$ 16,116,051**
GRAND TOTAL				**$ 136,449,235**
			Cost per Mile =	**$8,976,923**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - US 165 to SH 86 - Section 3

Corridor Length (miles): 22.2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	22.2	$ 77,700,000
			Total	**$ 77,700,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	234,430	$ 820,505
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,554,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,554,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 4,662,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 7,770,000
			Total	**$ 32,910,505**
TOTAL ROADWAY CONSTRUCTION COST				**$ 110,610,505**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	190,800	$ 14,310,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	67,160	$ 1,007,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 24,117,400**
			Construction Subtotal	$ 134,727,905
			Contingency @ 15% of Construction	$ 20,209,186
			Design and Construction Administration @ 12% of Construction + Contingency	$ 18,592,451
TOTAL CONSTRUCTION COST				**$ 173,529,542**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 20,209,186
			ROW Subtotal	$ 20,209,186
			+15% Contingency	$ 3,031,378
TOTAL RIGHT-OF-WAY COST				**$ 23,240,564**
GRAND TOTAL				**$ 196,770,105**
			Cost per Mile =	**$8,863,518**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 86 to SH 36 - Section 4

Corridor Length (miles): 11.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	11.7	$ 40,950,000
			Total	**$ 40,950,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	123,550	$ 432,425
	Erosion Control	2% of Gr., Dr., & Surf.		$ 819,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 819,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,457,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,095,000
			Total	**$ 22,572,425**
TOTAL ROADWAY CONSTRUCTION COST				**$ 63,522,425**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	100,000	$ 7,500,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	35,040	$ 525,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 8,025,600**
			Construction Subtotal	$ 71,548,025
			Contingency @ 15% of Construction	$ 10,732,204
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,873,627
TOTAL CONSTRUCTION COST				**$ 92,153,856**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 10,732,204
			ROW Subtotal	$ 10,732,204
			+15% Contingency	$ 1,609,831
TOTAL RIGHT-OF-WAY COST				**$ 12,342,034**
GRAND TOTAL				**$ 104,495,891**
			Cost per Mile =	**$8,931,273**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 39 to SH 1 - Section 5

Corridor Length (miles): 19.2

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	19.2	$ 67,200,000
			Total	**$ 67,200,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	202,750	$ 709,625
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,344,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,344,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 4,032,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,720,000
			Total	**$ 30,699,625**
TOTAL ROADWAY CONSTRUCTION COST				**$ 97,899,625**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	227,200	$ 17,040,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	70,080	$ 1,051,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 18,091,200**
			Construction Subtotal	$ 115,990,825
			Contingency @ 15% of Construction	$ 17,398,624
			Design and Construction Administration @ 12% of Construction + Contingency	$ 16,006,734
TOTAL CONSTRUCTION COST				**$ 149,396,183**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 17,398,624
			ROW Subtotal	$ 17,398,624
			+15% Contingency	$ 2,609,794
TOTAL RIGHT-OF-WAY COST				**$ 20,008,417**
GRAND TOTAL				**$ 169,404,600**
			Cost per Mile =	**$8,823,156**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 1 to SH 334 - Section 6

Corridor Length (miles): 18.6

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	18.6	$ 65,100,000
			Total	**$ 65,100,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	196,415	$ 687,453
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,302,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,302,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,906,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,510,000
			Total	**$ 27,657,453**
TOTAL ROADWAY CONSTRUCTION COST				**$ 92,757,453**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	225,600	$ 16,920,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	75,920	$ 1,138,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 26,858,800**
			Construction Subtotal	$ 119,616,253
			Contingency @ 15% of Construction	$ 17,942,438
			Design and Construction Administration @ 12% of Construction + Contingency	$ 16,507,043
TOTAL CONSTRUCTION COST				**$ 154,065,733**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 17,942,438
			ROW Subtotal	$ 17,942,438
			+15% Contingency	$ 2,691,366
TOTAL RIGHT-OF-WAY COST				**$ 20,633,804**
GRAND TOTAL				**$ 174,699,537**
			Cost per Mile =	**$9,392,448**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - SH 334 to Mississippi River - Section 7

Corridor Length (miles): 16.9

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	16.9	$ 59,150,000
			Total	**$ 59,150,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	178,460	$ 624,610
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,183,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,183,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,549,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,915,000
			Total	**$ 24,354,610**
TOTAL ROADWAY CONSTRUCTION COST				**$ 83,504,610**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	157,600	$ 11,820,000
	Mainline - River Crossing	$160 /S.F.	1,444,365	$ 231,098,400
	Bridge Approaches	$15 /S.F.	58,400	$ 876,000
TOTAL STRUCTURES CONSTRUCTION COST				**$ 243,794,400**
			Construction Subtotal	$ 327,299,010
			Contingency @ 15% of Construction	$ 49,094,852
			Design and Construction Administration @ 12% of Construction + Contingency	$ 45,167,263
TOTAL CONSTRUCTION COST				**$ 421,561,125**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 49,094,852
			ROW Subtotal	$ 49,094,852
			+15% Contingency	$ 7,364,228
TOTAL RIGHT-OF-WAY COST				**$ 56,459,079**
GRAND TOTAL				**$ 478,020,204**
			Cost per Mile =	**$28,285,219**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Opened Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 4/30/01

US 79 Corridor - Mississippi River to US 61 - Section 8

Corridor Length (miles): 1.8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	1.8	$ 6,300,000
			Total	**$ 6,300,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	19,000	$ 66,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 126,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 126,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 378,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 630,000
			Total	**$ 5,976,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 12,276,500**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	20,000	$ 1,500,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	5,840	$ 87,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,587,600**
			Construction Subtotal	$ 13,864,100
			Contingency @ 15% of Construction	$ 2,079,615
			Design and Construction Administration @ 12% of Construction + Contingency	$ 1,913,246
TOTAL CONSTRUCTION COST				**$ 17,856,961**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 2,079,615
			ROW Subtotal	$ 2,079,615
			+15% Contingency	$ 311,942
TOTAL RIGHT-OF-WAY COST				**$ 2,391,557**
GRAND TOTAL				**$ 20,248,518**
			Cost per Mile =	**$11,249,177**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

PROPOSED HIGHWAY 167
IMPROVEMENT CORRIDOR

U.S. 167 (closed system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Interstate 530 to 0.25 mile north of US 270** Beginning at modified interchange with I 530, southwest to new interchange with existing US 167, three miles southwest to new interchange at Ico, south to new main toll plaza, then south to 0.25 mile north of US 270.	20.5	No Study existing.	Divided - Controlled Access New Alignment	1	1	19	2001	$165,813,833	$17,302,313	$183,116,146	$8,932,495
2	**0.25 mile north of US 270 to SH 48** Beginning 0.25 mile north of US 270 to new interchange with US 270, south to new interchange with SH 35, then south to new interchange with SH 48.	15	No Study existing.	Divided - Controlled Access New Alignment	2		8	2001	$184,732,355	$19,276,420	$204,008,774	$13,600,585
3	**SH 48 to US 167** Beginning at new interchange at SH 48, south to new interchange with county road at Oak Grove, south to new main toll plaza, south to new interchange with SH 273, then south to new interchange with existing US 167.	17.5	No Study existing.	Divided - Controlled Access New Alignment	2	1	12	2001	$139,572,154	$14,564,051	$154,136,204	$8,807,783
4	**US 167 to SH 274** Beginning at new interchange with existing US 167, southwest to new interchange with US 79, south to new main toll plaza, then south to new interchange with SH 274.	17.5	No Study existing.	Divided - Controlled Access New Alignment	2	1	12	2001	$133,587,577	$13,939,573	$147,527,150	$8,430,123
5	**SH 274 to SH 335** Beginning at new interchange with SH 274, south to new interchange with SH 4, south to new interchange with SH 172, then southwest to new interchange with SH 335.	24.8	No Study existing.	Divided - Controlled Access New Alignment	1		20	2001	$191,976,500	$20,032,330	$212,008,831	$8,548,743
6	**SH 335 to El Dorado Bypass** Beginning at new interchange at SH 335, south to new main toll plaza, then southwest to new interchange at existing El Dorado bypass.	3.7	No Study existing.	Divided - Controlled Access New Alignment	1	1	4	2001	$36,996,336	$3,860,487	$40,856,823	$11,042,385
7	**El Dorado Bypass** Beginning at new interchange at existing El Dorado bypass south to existing interchange at Champagnolle Road, south to existing interchange at SH 15 / US 63, south to existing interchange at Hillsboro Road, south to existing interchange at US 82 Business, then south to existing interchange at US 82 / US 167.	5.3	No Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway			3	2001	$15,383,889	$1,846,067	$17,229,956	$3,250,935
									$868,062,643	$90,821,241	$958,883,884	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - Interstate 530 to US 270 - Section 1

Corridor Length (miles): 20.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	20.5	$ 71,750,000
			Total	**$ 71,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	216,480	$ 757,680
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,435,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,435,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 4,305,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 7,175,000
			Total	**$ 32,182,680**
TOTAL ROADWAY CONSTRUCTION COST				**$ 103,932,680**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	269,600	$ 20,220,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	81,760	$ 1,226,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 21,446,400**
			Construction Subtotal	$ 125,379,080
			Contingency @ 15% of Construction	$ 18,806,862
			Design and Construction Administration @ 12% of Construction + Contingency	$ 17,302,313
TOTAL CONSTRUCTION COST				**$ 161,488,255**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 18,806,862
			ROW Subtotal	$ 18,806,862
			+15% Contingency	$ 2,821,029
TOTAL RIGHT-OF-WAY COST				**$ 21,627,891**
GRAND TOTAL				**$ 183,116,146**
			Cost per Mile =	**$8,932,495**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - US 270 to SH 48 - Section 2

Corridor Length (miles): 15

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	15.0	$ 52,500,000
			Total	**$ 52,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	158,400	$ 554,400
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,050,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,050,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,150,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,250,000
			Total	**$ 26,054,400**
TOTAL ROADWAY CONSTRUCTION COST				**$ 78,554,400**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	98,800	$ 7,410,000
	Mainline - River Crossing	$110 /S.F.	480,000	$ 52,800,000
	Bridge Approaches	$15 /S.F.	61,320	$ 919,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 61,129,800**
			Construction Subtotal	$ 139,684,200
			Contingency @ 15% of Construction	$ 20,952,630
			Design and Construction Administration @ 12% of Construction + Contingency	$ 19,276,420
TOTAL CONSTRUCTION COST				**$ 179,913,250**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 20,952,630
			ROW Subtotal	$ 20,952,630
			+15% Contingency	$ 3,142,895
TOTAL RIGHT-OF-WAY COST				**$ 24,095,525**
GRAND TOTAL				**$ 204,008,774**
			Cost per Mile =	**$13,600,585**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - SH 48 to US 167 - Section 3

Corridor Length (miles): 17.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	17.5	$ 61,250,000
			Total	**$ 61,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	184,800	$ 646,800
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,225,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,225,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,675,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,125,000
			Total	**$ 30,496,800**
TOTAL ROADWAY CONSTRUCTION COST				**$ 91,746,800**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	171,600	$ 12,870,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	61,320	$ 919,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 13,789,800**
			Construction Subtotal	$ 105,536,600
			Contingency @ 15% of Construction	$ 15,830,490
			Design and Construction Administration @ 12% of Construction + Contingency	$ 14,564,051
TOTAL CONSTRUCTION COST				**$ 135,931,141**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 15,830,490
			ROW Subtotal	$ 15,830,490
			+15% Contingency	$ 2,374,574
TOTAL RIGHT-OF-WAY COST				**$ 18,205,064**
GRAND TOTAL				**$ 154,136,204**
			Cost per Mile =	**$8,807,783**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - US 167 to SH 274 - Section 4

Corridor Length (miles): 17.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	17.5	$ 61,250,000
			Total	**$ 61,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	2	$ 1,050,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	184,800	$ 646,800
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,225,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,225,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,675,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,125,000
			Total	**$ 25,846,800**
TOTAL ROADWAY CONSTRUCTION COST				**$ 87,096,800**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	175,600	$ 13,170,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	49,640	$ 744,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 13,914,600**
			Construction Subtotal	$ 101,011,400
			Contingency @ 15% of Construction	$ 15,151,710
			Design and Construction Administration @ 12% of Construction + Contingency	$ 13,939,573
TOTAL CONSTRUCTION COST				**$ 130,102,683**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 15,151,710
			ROW Subtotal	$ 15,151,710
			+15% Contingency	$ 2,272,757
TOTAL RIGHT-OF-WAY COST				**$ 17,424,467**
GRAND TOTAL				**$ 147,527,150**
			Cost per Mile =	**$8,430,123**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - SH 274 to SH 335 - Section 5

Corridor Length (miles): 24.8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	24.8	$ 86,800,000
			Total	**$ 86,800,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	261,890	$ 916,615
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,736,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,736,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 5,208,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 8,680,000
			Total	**$ 28,101,615**
TOTAL ROADWAY CONSTRUCTION COST				**$ 114,901,615**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	269,200	$ 20,190,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	84,680	$ 1,270,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 30,260,200**
			Construction Subtotal	$ 145,161,815
			Contingency @ 15% of Construction	$ 21,774,272
			Design and Construction Administration @ 12% of Construction + Contingency	$ 20,032,330
TOTAL CONSTRUCTION COST				**$ 186,968,418**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 21,774,272
			ROW Subtotal	$ 21,774,272
			+15% Contingency	$ 3,266,141
TOTAL RIGHT-OF-WAY COST				**$ 25,040,413**
GRAND TOTAL				**$ 212,008,831**
			Cost per Mile =	**$8,548,743**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - SH 335 to El Dorado Bypass - Section 6

Corridor Length (miles): 3.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	3.7	$ 12,950,000
			Total	**$ 12,950,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	39,070	$ 136,745
	Erosion Control	2% of Gr., Dr., & Surf.		$ 259,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 259,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 777,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,295,000
			Total	**$ 10,501,745**
TOTAL ROADWAY CONSTRUCTION COST				**$ 23,451,745**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	56,800	$ 4,260,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	17,520	$ 262,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 4,522,800**
			Construction Subtotal	$ 27,974,545
			Contingency @ 15% of Construction	$ 4,196,182
			Design and Construction Administration @ 12% of Construction + Contingency	$ 3,860,487
TOTAL CONSTRUCTION COST				**$ 36,031,214**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 4,196,182
			ROW Subtotal	$ 4,196,182
			+15% Contingency	$ 629,427
TOTAL RIGHT-OF-WAY COST				**$ 4,825,609**
GRAND TOTAL				**$ 40,856,823**
			Cost per Mile =	**$11,042,385**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - Surfacing only)

Date: 01/23/2001

US 167 Corridor - El Dorado Bypass - Section 7

Corridor Length (miles): 5.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - Surfacing	$1.0M /mile	0	$ -
	Rolling Terrain - Surfacing	$1.0M /mile	0	$ -
	Flat Terrain - Surfacing	$1.0M /mile	5.3	$ 5,300,000
			Total	**$ 5,300,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	55,970	$ 195,895
	Erosion Control	2% of Gr., Dr., & Surf.		$ 106,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 106,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 318,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 530,000
			Total	**$ 5,905,895**
TOTAL ROADWAY CONSTRUCTION COST				**$ 11,205,895**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	27,200	$ 2,040,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	8,760	$ 131,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,171,400**
			Construction Subtotal	$ 13,377,295
			Contingency @ 15% of Construction	$ 2,006,594
			Design and Construction Administration @ 12% of Construction + Contingency	$ 1,846,067
TOTAL CONSTRUCTION COST				**$ 17,229,956**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				**$ -**
GRAND TOTAL				**$ 17,229,956**
			Cost per Mile =	**$3,250,935**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

U.S. 167 (open system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Interstate 530 to 0.25 mile north of US 270** Beginning at modified interchange with I 530, southwest to new interchange with existing US 167, three miles southwest to new interchange at Ico, south to new main toll plaza, then south to 0.25 mile north of US 270.	20.5	No Study existing.	Divided - Controlled Access New Alignment		1	19	2001	$165,119,521	$17,229,863	$182,349,384	$8,895,092
2	**0.25 mile north of US 270 to SH 48** Beginning 0.25 mile north of US 270 to new interchange with US 270, south to new interchange with SH 35, then south to new interchange with SH 48.	15	No Study existing.	Divided - Controlled Access New Alignment			8	2001	$183,343,730	$19,131,520	$202,475,249	$13,498,350
3	**SH 48 to US 167** Beginning at new interchange at SH 48, south to new interchange with county road at Oak Grove, south to new main toll plaza, south to new interchange with SH 273, then south to new interchange with existing US 167.	17.5	No Study existing.	Divided - Controlled Access New Alignment		1	12	2001	$138,183,529	$14,419,151	$152,602,679	$8,720,153
4	**US 167 to SH 274** Beginning at new interchange with existing US 167, southwest to new interchange with US 79, south to new main toll plaza, then south to new interchange with SH 274.	17.5	No Study existing.	Divided - Controlled Access New Alignment		1	12	2001	$132,198,952	$13,794,673	$145,993,625	$8,342,493
5	**SH 274 to SH 335** Beginning at new interchange with SH 274, south to new interchange with SH 4, south to new interchange with SH 172, then southwest to new interchange with SH 335.	24.8	No Study existing.	Divided - Controlled Access New Alignment			20	2001	$191,282,188	$19,959,880	$211,242,068	$8,517,825
6	**SH 335 to El Dorado Bypass** Beginning at new interchange at SH 335, south to new main toll plaza, then southwest to new interchange at existing El Dorado bypass.	3.7	No Study existing.	Divided - Controlled Access New Alignment		1	4	2001	$36,302,023	$3,788,037	$40,090,060	$10,835,151
7	**El Dorado Bypass** Beginning at new interchange at existing El Dorado bypass south to existing interchange at Champagnolle Road, south to existing interchange at SH 15 / US 63, south to existing interchange at Hillsboro Road, south to existing interchange at US 82 Business, then south to existing interchange at US 82 / US 167.	5.3	No Study existing.	Divided - Controlled Access Two-Lanes Conversion to Freeway			3	2001	$15,383,889	$1,846,067	$17,229,956	$3,250,935
									$861,813,831	$90,169,191	$951,983,022	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - Interstate 530 to US 270 - Section 1

Corridor Length (miles): 20.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	20.5	$ 71,750,000
			Total	**$ 71,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	216,480	$ 757,680
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,435,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,435,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 4,305,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 7,175,000
			Total	**$ 31,657,680**
TOTAL ROADWAY CONSTRUCTION COST				**$ 103,407,680**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	269,600	$ 20,220,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	81,760	$ 1,226,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 21,446,400**
			Construction Subtotal	$ 124,854,080
			Contingency @ 15% of Construction	$ 18,728,112
			Design and Construction Administration @ 12% of Construction + Contingency	$ 17,229,863
TOTAL CONSTRUCTION COST				**$ 160,812,055**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 18,728,112
			ROW Subtotal	$ 18,728,112
			+15% Contingency	$ 2,809,217
TOTAL RIGHT-OF-WAY COST				**$ 21,537,329**
GRAND TOTAL				**$ 182,349,384**
			Cost per Mile =	**$8,895,092**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - US 270 to SH 48 - Section 2

Corridor Length (miles): 15

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	15.0	$ 52,500,000
			Total	**$ 52,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	158,400	$ 554,400
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,050,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,050,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,150,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 5,250,000
			Total	**$ 25,004,400**
TOTAL ROADWAY CONSTRUCTION COST				**$ 77,504,400**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	98,800	$ 7,410,000
	Mainline - River Crossing	$110 /S.F.	480,000	$ 52,800,000
	Bridge Approaches	$15 /S.F.	61,320	$ 919,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 61,129,800**
			Construction Subtotal	$ 138,634,200
			Contingency @ 15% of Construction	$ 20,795,130
			Design and Construction Administration @ 12% of Construction + Contingency	$ 19,131,520
TOTAL CONSTRUCTION COST				**$ 178,560,850**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 20,795,130
			ROW Subtotal	$ 20,795,130
			+15% Contingency	$ 3,119,270
TOTAL RIGHT-OF-WAY COST				**$ 23,914,400**
GRAND TOTAL				**$ 202,475,249**
			Cost per Mile =	**$13,498,350**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - SH 48 to US 167 - Section 3

Corridor Length (miles): 17.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	17.5	$ 61,250,000
			Total	**$ 61,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	3	$ 13,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	3	$ 450,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	184,800	$ 646,800
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,225,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,225,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,675,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,125,000
			Total	**$ 29,446,800**
TOTAL ROADWAY CONSTRUCTION COST				**$ 90,696,800**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	171,600	$ 12,870,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	61,320	$ 919,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 13,789,800**
			Construction Subtotal	$ 104,486,600
			Contingency @ 15% of Construction	$ 15,672,990
			Design and Construction Administration @ 12% of Construction + Contingency	$ 14,419,151
TOTAL CONSTRUCTION COST				**$ 134,578,741**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 15,672,990
			ROW Subtotal	$ 15,672,990
			+15% Contingency	$ 2,350,949
TOTAL RIGHT-OF-WAY COST				**$ 18,023,939**
GRAND TOTAL				**$ 152,602,679**
			Cost per Mile =	**$8,720,153**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - US 167 to SH 274 - Section 4

Corridor Length (miles): 17.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	17.5	$ 61,250,000
			Total	**$ 61,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	184,800	$ 646,800
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,225,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,225,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 3,675,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 6,125,000
			Total	**$ 24,796,800**
TOTAL ROADWAY CONSTRUCTION COST				**$ 86,046,800**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	175,600	$ 13,170,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	49,640	$ 744,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 13,914,600**
			Construction Subtotal	$ 99,961,400
			Contingency @ 15% of Construction	$ 14,994,210
			Design and Construction Administration @ 12% of Construction + Contingency	$ 13,794,673
TOTAL CONSTRUCTION COST				**$ 128,750,283**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 14,994,210
			ROW Subtotal	$ 14,994,210
			+15% Contingency	$ 2,249,132
TOTAL RIGHT-OF-WAY COST				**$ 17,243,342**
GRAND TOTAL				**$ 145,993,625**
			Cost per Mile =	**$8,342,493**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - SH 274 to SH 335 - Section 5

Corridor Length (miles): 24.8

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	24.8	$ 86,800,000
			Total	**$ 86,800,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	261,890	$ 916,615
	Erosion Control	2% of Gr., Dr., & Surf.		$ 1,736,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 1,736,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 5,208,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 8,680,000
			Total	**$ 27,576,615**
TOTAL ROADWAY CONSTRUCTION COST				**$ 114,376,615**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	269,200	$ 20,190,000
	Mainline - River Crossing	$110 /S.F.	80,000	$ 8,800,000
	Bridge Approaches	$15 /S.F.	84,680	$ 1,270,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 30,260,200**
			Construction Subtotal	$ 144,636,815
			Contingency @ 15% of Construction	$ 21,695,522
			Design and Construction Administration @ 12% of Construction + Contingency	$ 19,959,880
TOTAL CONSTRUCTION COST				**$ 186,292,218**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 21,695,522
			ROW Subtotal	$ 21,695,522
			+15% Contingency	$ 3,254,328
TOTAL RIGHT-OF-WAY COST				**$ 24,949,851**
GRAND TOTAL				**$ 211,242,068**
			Cost per Mile =	**$8,517,825**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/23/2001

US 167 Corridor - SH 335 to El Dorado Bypass - Section 6

Corridor Length (miles): 3.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	3.7	$ 12,950,000
			Total	**$ 12,950,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	39,070	$ 136,745
	Erosion Control	2% of Gr., Dr., & Surf.		$ 259,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 259,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 777,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,295,000
			Total	**$ 9,976,745**
TOTAL ROADWAY CONSTRUCTION COST				**$ 22,926,745**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	56,800	$ 4,260,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	17,520	$ 262,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 4,522,800**
			Construction Subtotal	$ 27,449,545
			Contingency @ 15% of Construction	$ 4,117,432
			Design and Construction Administration @ 12% of Construction + Contingency	$ 3,788,037
TOTAL CONSTRUCTION COST				**$ 35,355,014**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 4,117,432
			ROW Subtotal	$ 4,117,432
			+15% Contingency	$ 617,615
TOTAL RIGHT-OF-WAY COST				**$ 4,735,047**
GRAND TOTAL				**$ 40,090,060**
			Cost per Mile =	**$10,835,151**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on Existing Two-Lane Alignment - Surfacing only)

Date: 01/23/2001

US 167 Corridor - El Dorado Bypass - Section 7

Corridor Length (miles): 5.3

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain - Surfacing	$1.0M /mile	0	$ -
	Rolling Terrain - Surfacing	$1.0M /mile	0	$ -
	Flat Terrain - Surfacing	$1.0M /mile	5.3	$ 5,300,000
			Total	**$ 5,300,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	55,970	$ 195,895
	Erosion Control	2% of Gr., Dr., & Surf.		$ 106,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 106,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 318,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 530,000
			Total	**$ 5,905,895**
TOTAL ROADWAY CONSTRUCTION COST				**$ 11,205,895**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	27,200	$ 2,040,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	8,760	$ 131,400
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,171,400**
			Construction Subtotal	$ 13,377,295
			Contingency @ 15% of Construction	$ 2,006,594
			Design and Construction Administration @ 12% of Construction + Contingency	$ 1,846,067
TOTAL CONSTRUCTION COST				**$ 17,229,956**
RIGHT-OF-WAY		Right-of-Way @ 15% of Roadway + Structures		$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				**$ -**
GRAND TOTAL				**$ 17,229,956**

Cost per Mile = **$3,250,935**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

PROPOSED NORTH BELT FREEWAY IMPROVEMENT CORRIDOR

North Belt (closed system)

Section	Location Description	EstimatePr oject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Interstate 40 to SH 365** Beginning at modified interchange at I 40 and 430, then northeast to new interchange at SH 365.	1	1993 Study Current Study Underway	Divided - Controlled Access New Alignment			1	2001	$26,350,231	$2,749,589	$29,099,820	$29,099,820
2	**SH 365 to Relocated Batesville Pike** Beginning east of SH 365, half a mile northeast to new main toll plaza, passing south of Camp Robinson National Guard Airport, to new interchange at new location of Batesville Pike.	5.5	1993 Study Current Study Underway	Divided - Controlled Access New Alignment	1	1	8	2001	$88,233,814	$9,207,007	$97,440,821	$17,716,513
3	**Relocated Batesville Pike to Brockington Road** Beginning east of new interchange with relocated Batesville Pike, to new interchange with SH 107, then east to new interchange at Brockington Road.	3.6	1993 Study Current Study Underway	Divided - Controlled Access New Alignment	1		2	2001	$47,680,431	$4,975,349	$52,655,780	$14,626,606
4	**Brockington Road to US 67/167** Beginning east of new interchange with Brockington Road then east to new grade separation over Oneida St. then southeast to interchange with US 67/167.	2.5	1993 Study Current Study Underway	Divided - Controlled Access New Alignment	1		5	2001	$22,423,517	$2,339,845	$24,763,362	$9,905,345
5	**US 67/167 to SH 161** Beginning east of interchange at US 67, one mile south to new main toll plaza, extending south to interchange at SH 161.	1.7	Under Construction	Divided - Controlled Access Add Toll Plaza		1		2001	$3,438,500	$358,800	$3,797,300	$2,233,706
6	**SH 161 to I-40 / I-440** Beginning east of interchange at SH 161 extending south to interchange with I-40 / I-440.	2.5	Under Construction	Divided - Controlled Access				2001	$0	$0	$0	$0
									$188,126,493	$19,630,591	$207,757,083	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt Freeway - Interstate 40 / Interstate 430 to SH 365 - Section 1

Corridor Length (miles): 1

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	1.0	$ 7,500,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ 7,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	10,560	$ 36,960
	Erosion Control	2% of Gr., Dr., & Surf.		$ 150,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 150,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 450,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 750,000
			Total	**$ 10,836,960**
TOTAL ROADWAY CONSTRUCTION COST				**$ 18,336,960**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	20,000	$ 1,500,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	5,840	$ 87,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,587,600**
			Construction Subtotal	$ 19,924,560
			Contingency @ 15% of Construction	$ 2,988,684
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,749,589
TOTAL CONSTRUCTION COST				**$ 25,662,833**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 2,988,684
			ROW Subtotal	$ 2,988,684
			+15% Contingency	$ 448,303
TOTAL RIGHT-OF-WAY COST				**$ 3,436,987**
GRAND TOTAL				**$ 29,099,820**
			Cost per Mile =	**$29,099,820**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - SH 365 to Relocated Batesville Pike - Section 2

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	5.5	$ 41,250,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ 41,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	29,040	$ 101,640
	Erosion Control	2% of Gr., Dr., & Surf.		$ 825,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 825,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,475,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,125,000
			Total	**$ 16,126,640**
TOTAL ROADWAY CONSTRUCTION COST				**$ 57,376,640**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	115,200	$ 8,640,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	46,720	$ 700,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 9,340,800**
			Construction Subtotal	$ 66,717,440
			Contingency @ 15% of Construction	$ 10,007,616
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,207,007
TOTAL CONSTRUCTION COST				**$ 85,932,063**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 10,007,616
			ROW Subtotal	$ 10,007,616
			+15% Contingency	$ 1,501,142
TOTAL RIGHT-OF-WAY COST				**$ 11,508,758**
GRAND TOTAL				**$ 97,440,821**
			Cost per Mile =	**$17,716,513**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - Relocated Batesville Pike to Brockington Road - Section 3

Corridor Length (miles): 3.6

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	3.6	$ 19,800,000
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ 19,800,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	38,016	$ 133,056
	Erosion Control	2% of Gr., Dr., & Surf.		$ 396,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 396,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,188,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,980,000
			Total	**$ 13,918,056**
TOTAL ROADWAY CONSTRUCTION COST				**$ 33,718,056**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 36,053,256
			Contingency @ 15% of Construction	$ 5,407,988
			Design and Construction Administration @ 12% of Construction + Contingency	$ 4,975,349
TOTAL CONSTRUCTION COST				**$ 46,436,594**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 5,407,988
			ROW Subtotal	$ 5,407,988
			+15% Contingency	$ 811,198
TOTAL RIGHT-OF-WAY COST				**$ 6,219,187**
GRAND TOTAL				**$ 52,655,780**
			Cost per Mile =	**$14,626,606**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - Brockington Road to US 67/167 - Section 4

Corridor Length (miles): 2.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	2.5	$ 8,750,000
			Total	**$ 8,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	26,400	$ 92,400
	Erosion Control	2% of Gr., Dr., & Surf.		$ 175,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 175,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 525,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 875,000
			Total	**$ 2,367,400**
TOTAL ROADWAY CONSTRUCTION COST				**$ 11,117,400**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	72,000	$ 5,400,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	29,200	$ 438,000
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,838,000**
			Construction Subtotal	$ 16,955,400
			Contingency @ 15% of Construction	$ 2,543,310
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,339,845
TOTAL CONSTRUCTION COST				**$ 21,838,555**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 2,543,310
			ROW Subtotal	$ 2,543,310
			+15% Contingency	$ 381,497
TOTAL RIGHT-OF-WAY COST				**$ 2,924,807**
GRAND TOTAL				**$ 24,763,362**
			Cost per Mile =	**$9,905,345**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - US 67/167 to SH 161 - Section 5

Corridor Length (miles): 1.7

ITEM	SUB-ITEMS	UNIT COST		QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**				
	Moutanious Terrain	$7.5M	/mile	0	$ -
	Rolling Terrain	$5.5M	/mile	0	$ -
	Flat Terrain	$3.5M	/mile	0.0	$ -
				Total	**$ -**
MISCELLANEOUS ITEMS					
	Interchange (diamond/folded-diamond)	$4.5M	/Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000	/Interchange	0	$ -
	Mainline Toll Plaza	$2.6M	/Each	1	$ 2,600,000
	Lighting - Interchange	$150,000	/Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500	/Each	0	$ -
	Fencing - Mainline	$3.50	/L.F.	0	$ -
	Erosion Control	2% of Gr., Dr., & Surf.			$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.			$ -
	Maintenance of Traffic	6% of Gr., Dr., & Surf.			$ -
	Utility Relocation	10% of Gr., Dr., & Surf.			$ -
				Total	**$ 2,600,000**
TOTAL ROADWAY CONSTRUCTION COST					**$ 2,600,000**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75	/S.F.	0	$ -
	Mainline - River Crossing	$110	/S.F.	0	$ -
	Bridge Approaches	$15	/S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST					**$ -**
				Construction Subtotal	$ 2,600,000
				Contingency @ 15% of Construction	$ 390,000
				Design and Construction Administration @ 12% of Construction + Contingency	$ 358,800
TOTAL CONSTRUCTION COST					**$ 3,348,800**
RIGHT-OF-WAY					
				Right-of-Way @ 15% of Roadway + Structures	$ 390,000
				ROW Subtotal	$ 390,000
				+15% Contingency	$ 58,500
TOTAL RIGHT-OF-WAY COST					**$ 448,500**
GRAND TOTAL					**$ 3,797,300**
				Cost per Mile =	**$2,233,706**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - SH 161 to I-40 - Section 6

Corridor Length (miles): 2.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ -**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	0	$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ -
	Utility Relocation	10% of Gr., Dr., & Surf.		$ -
			Total	**$ -**
TOTAL ROADWAY CONSTRUCTION COST				**$ -**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ -
			Contingency @ 15% of Construction	$ -
			Design and Construction Administration @ 12% of Construction + Contingency	$ -
TOTAL CONSTRUCTION COST				**$ -**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				**$ -**
GRAND TOTAL				**$ -**
			Cost per Mile =	**$0**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

North Belt (open system)

Section	Location Description	EstimatePr oject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**Interstate 40 to SH 365** Beginning at modified interchange at I 40 and 430, then northeast to new interchange at SH 365.	1	1993 Study Current Study Underway	Divided - Controlled Access New Alignment			1	2001	$26,350,231	$2,749,589	$29,099,820	$29,099,820
2	**SH 365 to Relocated Batesville Pike** Beginning east of SH 365, half a mile northeast to new main toll plaza, passing south of Camp Robinson National Guard Airport, to new interchange at new location of Batesville Pike.	5.5	1993 Study Current Study Underway	Divided - Controlled Access New Alignment		1	8	2001	$87,539,502	$9,134,557	$96,674,059	$17,577,102
3	**Relocated Batesville Pike to Brockington Road** Beginning east of new interchange with relocated Batesville Pike, to new interchange with SH 107, then east to new interchange at Brockington Road.	3.6	1993 Study Current Study Underway	Divided - Controlled Access New Alignment			2	2001	$46,986,119	$4,902,899	$51,889,018	$14,413,616
4	**Brockington Road to US 67/167** Beginning east of new interchange with Brockington Road then east to new grade separation over Oneida St. then southeast to interchange with US 67/167.	2.5	1993 Study Current Study Underway	Divided - Controlled Access New Alignment			5	2001	$21,729,204	$2,267,395	$23,996,599	$9,598,640
5	**US 67/167 to SH 161** Beginning east of interchange at US 67, one mile south to new main toll plaza, extending south to interchange at SH 161.	1.7	Under Construction	Divided - Controlled Access Add Toll Plaza		1		2001	$3,438,500	$358,800	$3,797,300	$2,233,706
6	**SH 161 to I-40 / I-440** Beginning east of interchange at SH 161 extending south to interchange with I-40 / I-440.	2.5	Under Construction	Divided - Controlled Access				2001	$0	$0	$0	$0
									$186,043,555	$19,413,241	$205,456,796	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt Freeway - Interstate 40 / Interstate 430 to SH 365 - Section 1

Corridor Length (miles): 1

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	1.0	$ 7,500,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ 7,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	10,560	$ 36,960
	Erosion Control	2% of Gr., Dr., & Surf.		$ 150,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 150,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 450,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 750,000
			Total	**$ 10,836,960**
TOTAL ROADWAY CONSTRUCTION COST				**$ 18,336,960**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	20,000	$ 1,500,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	5,840	$ 87,600
TOTAL STRUCTURES CONSTRUCTION COST				**$ 1,587,600**
			Construction Subtotal	$ 19,924,560
			Contingency @ 15% of Construction	$ 2,988,684
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,749,589
TOTAL CONSTRUCTION COST				**$ 25,662,833**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 2,988,684
			ROW Subtotal	$ 2,988,684
			+15% Contingency	$ 448,303
TOTAL RIGHT-OF-WAY COST				**$ 3,436,987**
GRAND TOTAL				**$ 29,099,820**
			Cost per Mile =	**$29,099,820**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - SH 365 to Relocated Batesville Pike - Section 2

Corridor Length (miles): 5.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	5.5	$ 41,250,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ 41,250,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	1	$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	1	$ 150,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	29,040	$ 101,640
	Erosion Control	2% of Gr., Dr., & Surf.		$ 825,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 825,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,475,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,125,000
			Total	**$ 15,601,640**
TOTAL ROADWAY CONSTRUCTION COST				**$ 56,851,640**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	115,200	$ 8,640,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	46,720	$ 700,800
TOTAL STRUCTURES CONSTRUCTION COST				**$ 9,340,800**
			Construction Subtotal	$ 66,192,440
			Contingency @ 15% of Construction	$ 9,928,866
			Design and Construction Administration @ 12% of Construction + Contingency	$ 9,134,557
TOTAL CONSTRUCTION COST				**$ 85,255,863**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 9,928,866
			ROW Subtotal	$ 9,928,866
			+15% Contingency	$ 1,489,330
TOTAL RIGHT-OF-WAY COST				**$ 11,418,196**
GRAND TOTAL				**$ 96,674,059**
			Cost per Mile =	**$17,577,102**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - Relocated Batesville Pike to Brockington Road - Section 3

Corridor Length (miles): 3.6

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	3.6	$ 19,800,000
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ 19,800,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	38,016	$ 133,056
	Erosion Control	2% of Gr., Dr., & Surf.		$ 396,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 396,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 1,188,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 1,980,000
			Total	**$ 13,393,056**
TOTAL ROADWAY CONSTRUCTION COST				**$ 33,193,056**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 35,528,256
			Contingency @ 15% of Construction	$ 5,329,238
			Design and Construction Administration @ 12% of Construction + Contingency	$ 4,902,899
TOTAL CONSTRUCTION COST				**$ 45,760,394**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 5,329,238
			ROW Subtotal	$ 5,329,238
			+15% Contingency	$ 799,386
TOTAL RIGHT-OF-WAY COST				**$ 6,128,624**
GRAND TOTAL				**$ 51,889,018**
			Cost per Mile =	**$14,413,616**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - Brockington Road to US 67/167 - Section 4

Corridor Length (miles): 2.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	2.5	$ 8,750,000
			Total	**$ 8,750,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	26,400	$ 92,400
	Erosion Control	2% of Gr., Dr., & Surf.		$ 175,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 175,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 525,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 875,000
			Total	**$ 1,842,400**
TOTAL ROADWAY CONSTRUCTION COST				**$ 10,592,400**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	72,000	$ 5,400,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	29,200	$ 438,000
TOTAL STRUCTURES CONSTRUCTION COST				**$ 5,838,000**
			Construction Subtotal	$ 16,430,400
			Contingency @ 15% of Construction	$ 2,464,560
			Design and Construction Administration @ 12% of Construction + Contingency	$ 2,267,395
TOTAL CONSTRUCTION COST				**$ 21,162,355**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ 2,464,560
			ROW Subtotal	$ 2,464,560
			+15% Contingency	$ 369,684
TOTAL RIGHT-OF-WAY COST				**$ 2,834,244**
GRAND TOTAL				**$ 23,996,599**
			Cost per Mile =	**$9,598,640**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - US 67/167 to SH 161 - Section 5

Corridor Length (miles): 1.7

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ -**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	0	$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ -
	Utility Relocation	10% of Gr., Dr., & Surf.		$ -
			Total	**$ 2,600,000**
TOTAL ROADWAY CONSTRUCTION COST				**$ 2,600,000**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 2,600,000
			Contingency @ 15% of Construction	$ 390,000
			Design and Construction Administration @ 12% of Construction + Contingency	$ 358,800
TOTAL CONSTRUCTION COST				**$ 3,348,800**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 390,000
			ROW Subtotal	$ 390,000
			+15% Contingency	$ 58,500
TOTAL RIGHT-OF-WAY COST				**$ 448,500**
GRAND TOTAL				**$ 3,797,300**
			Cost per Mile =	**$2,233,706**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/15/2001

North Belt - SH 161 to I-40 - Section 6

Corridor Length (miles): 2.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Moutanious Terrain	$7.5M /mile	0	$ -
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0.0	$ -
			Total	**$ -**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	0	$ -
	Erosion Control	2% of Gr., Dr., & Surf.		$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ -
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ -
	Utility Relocation	10% of Gr., Dr., & Surf.		$ -
			Total	**$ -**
TOTAL ROADWAY CONSTRUCTION COST				**$ -**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ -
			Contingency @ 15% of Construction	$ -
			Design and Construction Administration @ 12% of Construction + Contingency	$ -
TOTAL CONSTRUCTION COST				**$ -**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				**$ -**
GRAND TOTAL				**$ -**
			Cost per Mile =	**$0**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

PROPOSED HOT SPRINGS BYPASS IMPROVEMENT CORRIDOR

Hot Springs Bypass (closed system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**SH 7 to US 70** Beginning at new interchange at SH 7 & SH 5 south to new main toll plaza, then south to new interchange at US 70.	5.4	Design Study Oct. 1994	Divided - Controlled Access New Alignment	1	1	2	2001	$84,057,703	$8,771,239	$92,828,942	$17,190,545
2	**US 70 to US 270** Beginning at new interchange at US 70 south to existing interchange with US 270.	2.5	Design Study Oct. 1994	Divided - Controlled Access Roadway Bed Under Cons..			2	2001	$7,006,260	$840,751	$7,847,011	$3,138,804
									$91,063,963	$9,611,990	$100,675,953	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/19/2001

Hot Spring Bypass Corridor - SH 7 to US 70 - Section 1

Corridor Length (miles): 5.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	5.4	$ 40,500,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 40,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	1	$ 525,000
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	57,000	$ 199,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 810,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 810,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,430,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,050,000
			Total	**$ 20,724,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 61,224,500**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 63,559,700
			Contingency @ 15% of Construction	$ 9,533,955
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,771,239
TOTAL CONSTRUCTION COST				**$ 81,864,894**
RIGHT-OF-WAY				
			Right-of-Way @ 15% of Roadway + Structures	$ 9,533,955
			ROW Subtotal	$ 9,533,955
			+15% Contingency	$ 1,430,093
TOTAL RIGHT-OF-WAY COST				**$ 10,964,048**
GRAND TOTAL				**$ 92,828,942**
			Cost per Mile =	**$17,190,545**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment) -Surfacing Only

Date: 01/19/2001

Hot Spring Bypass Corridor - US 70 to US 270 - Section 2

Corridor Length (miles): 2.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain -Surfacing	$2.0M /mile	0	$ -
	Rolling Terrain -Surfacing	$2.0M /mile	2.5	$ 5,000,000
	Flat Terrain -Surfacing	$2.0M /mile	0	$ -
			Total	**$ 5,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	26,400	$ 92,400
	Erosion Control	2% of Gr., Dr., & Surf.		$ 100,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 100,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 300,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 500,000
			Total	**$ 1,092,400**
TOTAL ROADWAY CONSTRUCTION COST				**$ 6,092,400**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 6,092,400
			Contingency @ 15% of Construction	$ 913,860
			Design and Construction Administration @ 12% of Construction + Contingency	$ 840,751
TOTAL CONSTRUCTION COST				**$ 7,847,011**
RIGHT-OF-WAY	Already Purchased			
			Right-of-Way @ 15% of Roadway + Structures	$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				**$ -**
GRAND TOTAL				**$ 7,847,011**
			Cost per Mile =	**$3,138,804**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Hot Springs Bypass (open system)

Section	Location Description	Estimate Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Bridges	Year	Construction + Right-of-Way	Design & Admin. Fees	Total[1] Cost ($M)	Cost per Mile
1	**SH 7 to US 70** Beginning at new interchange at SH 7 & SH 5 south to new main toll plaza, then south to new interchange at US 70.	5.4	Design Study Oct. 1994	Divided - Controlled Access New Alignment		1	2	2001	$83,363,391	$8,698,789	$92,062,179	$17,048,552
2	**US 70 to US 270** Beginning at new interchange at US 70 south to existing interchange with US 270.	2.5	Design Study Oct. 1994	Divided - Controlled Access Roadway Bed Under Cons..			2	2001	$7,006,260	$840,751	$7,847,011	$3,138,804
									$90,369,651	$9,539,540	$99,909,191	

[1] Cost = Construction + right-of-way + 12% for Design & Administration

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: 01/19/2001

Hot Spring Bypass Corridor - SH 7 to US 70 - Section 1

Corridor Length (miles): 5.4

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain	$7.5M /mile	5.4	$ 40,500,000
	Rolling Terrain	$5.5M /mile	0	$ -
	Flat Terrain	$3.5M /mile	0	$ -
			Total	**$ 40,500,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	2	$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	1	$ 2,600,000
	Lighting - Interchange	$150,000 /Each	2	$ 300,000
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	57,000	$ 199,500
	Erosion Control	2% of Gr., Dr., & Surf.		$ 810,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 810,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 2,430,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 4,050,000
			Total	**$ 20,199,500**
TOTAL ROADWAY CONSTRUCTION COST				**$ 60,699,500**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	28,800	$ 2,160,000
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	11,680	$ 175,200
TOTAL STRUCTURES CONSTRUCTION COST				**$ 2,335,200**
			Construction Subtotal	$ 63,034,700
			Contingency @ 15% of Construction	$ 9,455,205
			Design and Construction Administration @ 12% of Construction + Contingency	$ 8,698,789
TOTAL CONSTRUCTION COST				**$ 81,188,694**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	$ 9,455,205
			ROW Subtotal	$ 9,455,205
			+15% Contingency	$ 1,418,281
TOTAL RIGHT-OF-WAY COST				**$ 10,873,486**
GRAND TOTAL				**$ 92,062,179**
			Cost per Mile =	**$17,048,552**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Arkansas Innovative Finance Study

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment) -Surfacing Only

Date: 01/19/2001

Hot Spring Bypass Corridor - US 70 to US 270 - Section 2

Corridor Length (miles): 2.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	**4-Lane Divided Freeway**			
	Mountainous Terrain -Surfacing	$2.0M /mile	0	$ -
	Rolling Terrain -Surfacing	$2.0M /mile	2.5	$ 5,000,000
	Flat Terrain -Surfacing	$2.0M /mile	0	$ -
			Total	**$ 5,000,000**
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	$4.5M /Each	0	$ -
	Ramp Toll Plaza (2 Plazas per interchange)	$525,000 /Interchange	0	$ -
	Mainline Toll Plaza	$2.6M /Each	0	$ -
	Lighting - Interchange	$150,000 /Each	0	$ -
	Signalization - Interchange(urban areas only)	$187,500 /Each	0	$ -
	Fencing - Mainline	$3.50 /L.F.	26,400	$ 92,400
	Erosion Control	2% of Gr., Dr., & Surf.		$ 100,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		$ 100,000
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		$ 300,000
	Utility Relocation	10% of Gr., Dr., & Surf.		$ 500,000
			Total	**$ 1,092,400**
TOTAL ROADWAY CONSTRUCTION COST				**$ 6,092,400**
BRIDGES	**Mainline** - Interchange/RR/Stream/Creek	$75 /S.F.	0	$ -
	Mainline - River Crossing	$110 /S.F.	0	$ -
	Bridge Approaches	$15 /S.F.	0	$ -
TOTAL STRUCTURES CONSTRUCTION COST				**$ -**
			Construction Subtotal	$ 6,092,400
			Contingency @ 15% of Construction	$ 913,860
			Design and Construction Administration @ 12% of Construction + Contingency	$ 840,751
TOTAL CONSTRUCTION COST				**$ 7,847,011**
RIGHT-OF-WAY				
		Right-of-Way @ 15% of Roadway + Structures		$ -
			ROW Subtotal	$ -
			+15% Contingency	$ -
TOTAL RIGHT-OF-WAY COST				**$ -**
GRAND TOTAL				**$ 7,847,011**
			Cost per Mile =	**$3,138,804**

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

APPENDIX B

Table A-1
Preliminary Financing Estimates
Closed Barrier System

SOURCES:	Highway 49	Highway 65 North	Highway 65/82	Highway 67	Total
Par Amount of Bonds	-	203,565,000.00	-	175,890,000.00	379,455,000.00
Other Equity Contribution	-	-	-	-	-
Net Original Issue Premium/(Discount)	-	-	-	-	-
Accrued Interest	-	-	-	-	-
Total Sources	-	203,565,000.00	-	175,890,000.00	379,455,000.00
USES:					
Construction Fund Deposit	(1,250.04)	139,544,188.23	(1,250.07)	120,587,888.75	260,129,576.87
Capitalized Interest Fund Deposit	-	38,139,824.88	-	32,953,406.29	71,093,231.16
Debt Service Reserve Fund Deposit	-	18,079,945.08	-	15,610,745.94	33,690,691.02
Underwriter's Discount	-	2,442,780.00	-	2,110,680.00	4,553,460.00
Costs of Issuance	-	1,017,825.00	-	879,450.00	1,897,275.00
Municipal Bond Insurance	-	4,339,186.82	-	3,746,579.03	8,085,765.84
Accrued Interest	-	-	-	-	-
Contingency	1,250.04	1,250.00	1,250.07	1,250.00	5,000.11
Total Uses	-	203,565,000.00	-	175,890,000.00	379,455,000.00
ASSUMPTIONS / SUMMARY STATISTICS:					
Arbitrage Yield	7.000000%	5.411311%	7.000000%	5.410958%	
True Interest Cost	7.000000%	5.490679%	7.000000%	5.490351%	
All-In Cost of Borrowing	900.000000%	5.524209%	900.000000%	5.523892%	
Annual Target Coverage Level	**1.50x**	**1.50x**	**1.50x**	**1.50x**	
Total Construction Fund Draws	**(1,387.67)**	**151,368,827.31**	**(1,387.71)**	**130,804,299.52**	**282,170,351.45**
Dated Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
Delivery Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
BOND ISSUANCE EXPENSES:					
Underwriter's Discount	1.200%	1.200%	1.200%	1.200%	
Costs of Issuance	0.500%	0.500%	0.500%	0.500%	
Municipal Bond Insurance	0.750%	0.750%	0.750%	0.750%	
INVESTMENT RATES:					
Debt Service Reserve Fund Deposit	7.000000%	5.411000%	7.000000%	5.410000%	
Construction Fund Deposit	7.000000%	5.411000%	7.000000%	5.410000%	
Capitalized Interest Fund Deposit	7.000000%	5.411000%	7.000000%	5.410000%	
OTHER					
Capitalized Interest	Yes	Yes	Yes	Yes	
Interest Capitalized Through	1/1/2006	1/1/2006	1/1/2006	1/1/2006	
Debt Service Reserve Fund	Yes	Yes	Yes	Yes	
Debt Service Reserve Fund Requirement	Lesser of Three	Lesser of Three	Lesser of Three	Lesser of Three	
End of Construction	1/1/2005	1/1/2005	1/1/2005	1/1/2005	
FEASIBILITY ANALYSIS					
Total Construction Fund Draws (From Above)	(B)	151,368,827.31	(B)	130,804,299.52	
Less: Cash Flow Shortfalls (A)	(B)	(73,252,326.81)	(B)	(46,889,329.55)	
Total Project Funds Available	(B)	78,116,500.50	(B)	83,914,969.97	
Estimated Total Cost of Project	791,000,000.00	1,070,000,000.00	1,092,000,000.00	500,000,000.00	
Estimated Funding Shortfall	(791,000,000.00)	(991,883,499.50)	(1,092,000,000.00)	(416,085,030.03)	
Percent of Project Supported	0.00%	7.30%	0.00%	16.78%	
Years Where Debt Service Can NOT be Paid Due to a Lack of Available Revenue	2005 - 2041	2005 - 2025	2005 - 2025	2005 - 2016	
Project Status (Financially Feasible or NOT Feasible)	NOT Feasible	NOT Feasible	NOT Feasible	NOT Feasible	

(A) There are several years in each bond structure where available revenues are not sufficient to pay debt service. This normally occurs in the first ten years of operation of the proposed toll road. In order for debt service payments to be made, an outside source would be required to pay the debt service shortfall. The amounts shown above are the amounts needed for each project.

(B) The Highway 49 Project has negative net annual toll revenue in each year from 2005 through 2041, making a bond issue impossible. In addition, the Highway 65/82 Project has significant negative cash flows in the years 2005-2025, making a bond issue impossible.

Note: 40-Year Bond Issue, Level Coverage.
Source: SSB.

Table A-2
Preliminary Financing Estimates
Closed Barrier System

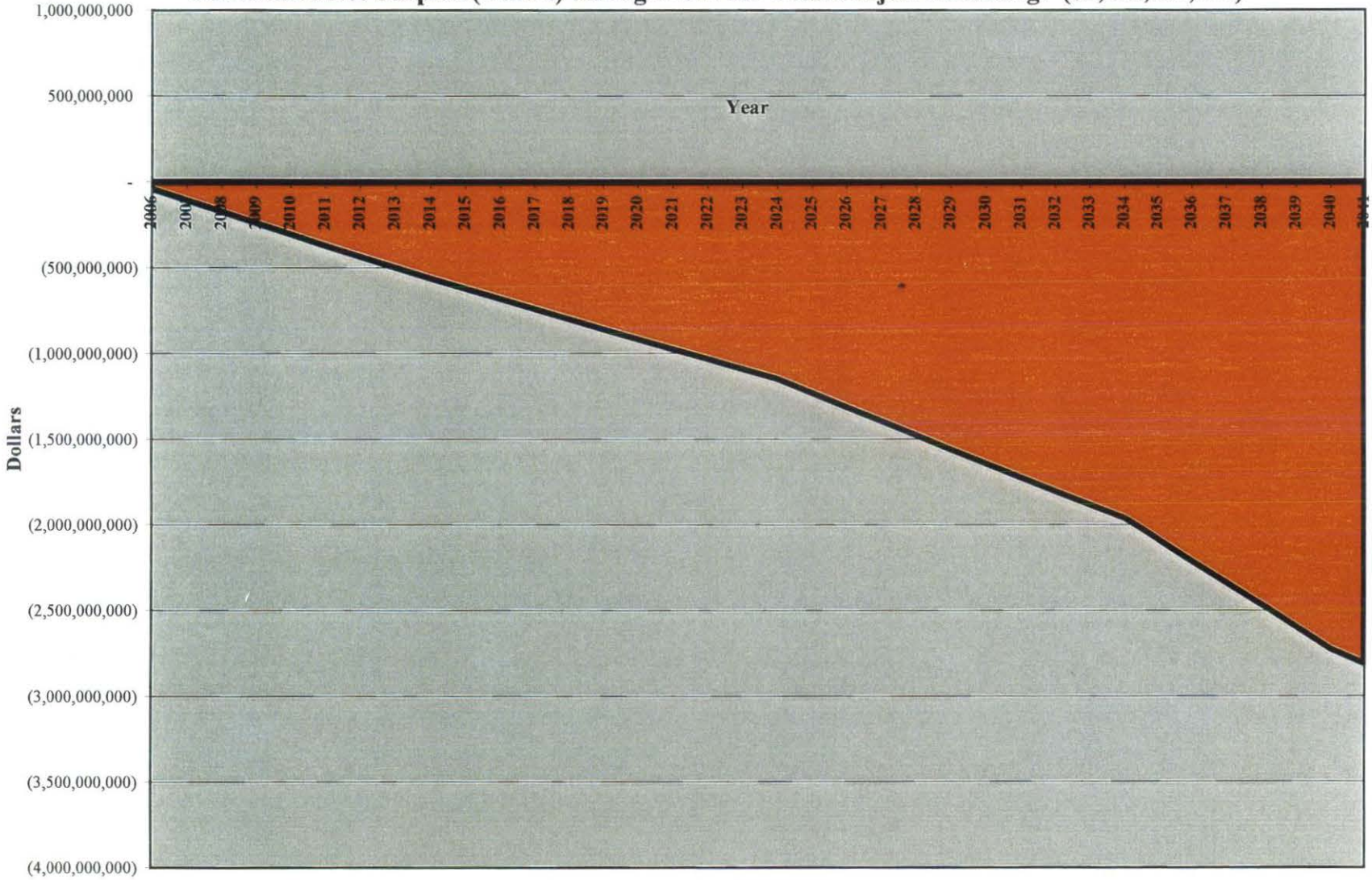
SOURCES:	Highway 79	Highway 167	North Belt	Hot Springs	Total
Par Amount of Bonds	-	-	512,460,000.00	17,610,000.00	530,070,000.00
Other Equity Contribution	-	-	-	-	-
Net Original Issue Premium/(Discount)	-	-	-	-	-
Accrued Interest	-	-	-	-	-
Total Sources	-	-	512,460,000.00	17,610,000.00	530,070,000.00
USES:					
		-	-	-	
Construction Fund Deposit	(1,250.04)	(1,250.03)	351,053,902.05	12,109,512.95	363,160,914.93
Capitalized Interest Fund Deposit	-	-	96,041,810.86	3,294,943.21	99,336,754.07
Debt Service Reserve Fund Deposit	-	-	45,686,465.39	1,536,228.91	47,222,694.30
Underwriter's Discount	-	-	6,149,520.00	211,320.00	6,360,840.00
Costs of Issuance	-	-	2,562,300.00	88,050.00	2,650,350.00
Municipal Bond Insurance	-	-	10,964,751.69	368,694.94	11,333,446.63
Accrued Interest	-	-	-	-	-
Contingency	1,250.04	1,250.03	1,250.01	1,250.00	5,000.07
Total Uses	-	-	512,460,000.00	17,610,000.00	530,070,000.00
ASSUMPTIONS / SUMMARY STATISTICS:					
Arbitrage Yield	7.000000%	7.000000%	5.413047%	5.402345%	
True Interest Cost	7.000000%	7.000000%	5.492247%	5.482398%	
All-In Cost of Borrowing	900.000000%	900.000000%	5.525707%	5.516215%	
Annual Target Coverage Level	**1.50x**	**1.50x**	**1.50x**	**1.50x**	
Total Construction Fund Draws	**(1,387.67)**	**(1,387.66)**	**380,812,527.79**	**13,133,911.39**	**393,943,663.85**
Dated Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
Delivery Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
BOND ISSUANCE EXPENSES:					
			-	-	
Underwriter's Discount	1.200%	1.200%	1.200%	1.200%	
Costs of Issuance	0.500%	0.500%	0.500%	0.500%	
Municipal Bond Insurance	0.750%	0.750%	0.750%	0.750%	
INVESTMENT RATES:					
Debt Service Reserve Fund Deposit	7.000000%	7.000000%	5.413000%	5.402000%	
Construction Fund Deposit	7.000000%	7.000000%	5.413000%	5.402000%	
Capitalized Interest Fund Deposit	7.000000%	7.000000%	5.413000%	5.402000%	
OTHER					
Capitalized Interest	Yes	Yes	Yes	Yes	
Interest Capitalized Through	1/1/2006	1/1/2006	1/1/2006	1/1/2006	
Debt Service Reserve Fund	Yes	Yes	Yes	Yes	
Debt Service Reserve Fund Requirement	Lesser of Three	Lesser of Three	Lesser of Three	Lesser of Three	
End of Construction	1/1/2005	1/1/2005	1/1/2005	1/1/2005	
FEASIBILITY ANALYSIS					
Total Construction Fund Draws (From Above)	(B)	(B)	380,812,527.79	13,133,911.39	
Less: Cash Flow Shortfalls (A)	(B)	(B)	(42,450,258.81)	(8,507,820.61)	
Total Project Funds Available	(B)	(B)	338,362,268.98	4,626,090.78	
Estimated Total Cost of Project	1,828,000,000.00	959,000,000.00	208,000,000.00	101,000,000.00	
Estimated Funding Shortfall	(1,828,000,000.00)	(959,000,000.00)	130,362,268.98	(96,373,909.22)	
Percent of Project Supported	0.00%	0.00%	162.67%	4.58%	
Years Where Debt Service Can NOT be Paid Due to a Lack of Available Revenue	2005 - 2041	2005 - 2041	2006 - 2014	2005 - 2025	
Project Status (Financially Feasible or NOT Feasible)	NOT Feasible	NOT Feasible	Feasible	NOT Feasible	

(A) There are several years in each bond structure where available revenues are not sufficient to pay debt service. This normally occurs in the first ten years of operation of the proposed toll road. In order for debt service payments to be made, an outside source would be required to pay the debt service shortfall. The amounts shown above are the amounts needed for each project.
(B) The Highway 79 and Highway 167 Projects each have negative net annual toll revenue in each year from 2005 through 2041, making a bond issue impossible.

Note: 40-Year Bond Issue, Level Coverage.
Source: SSB.

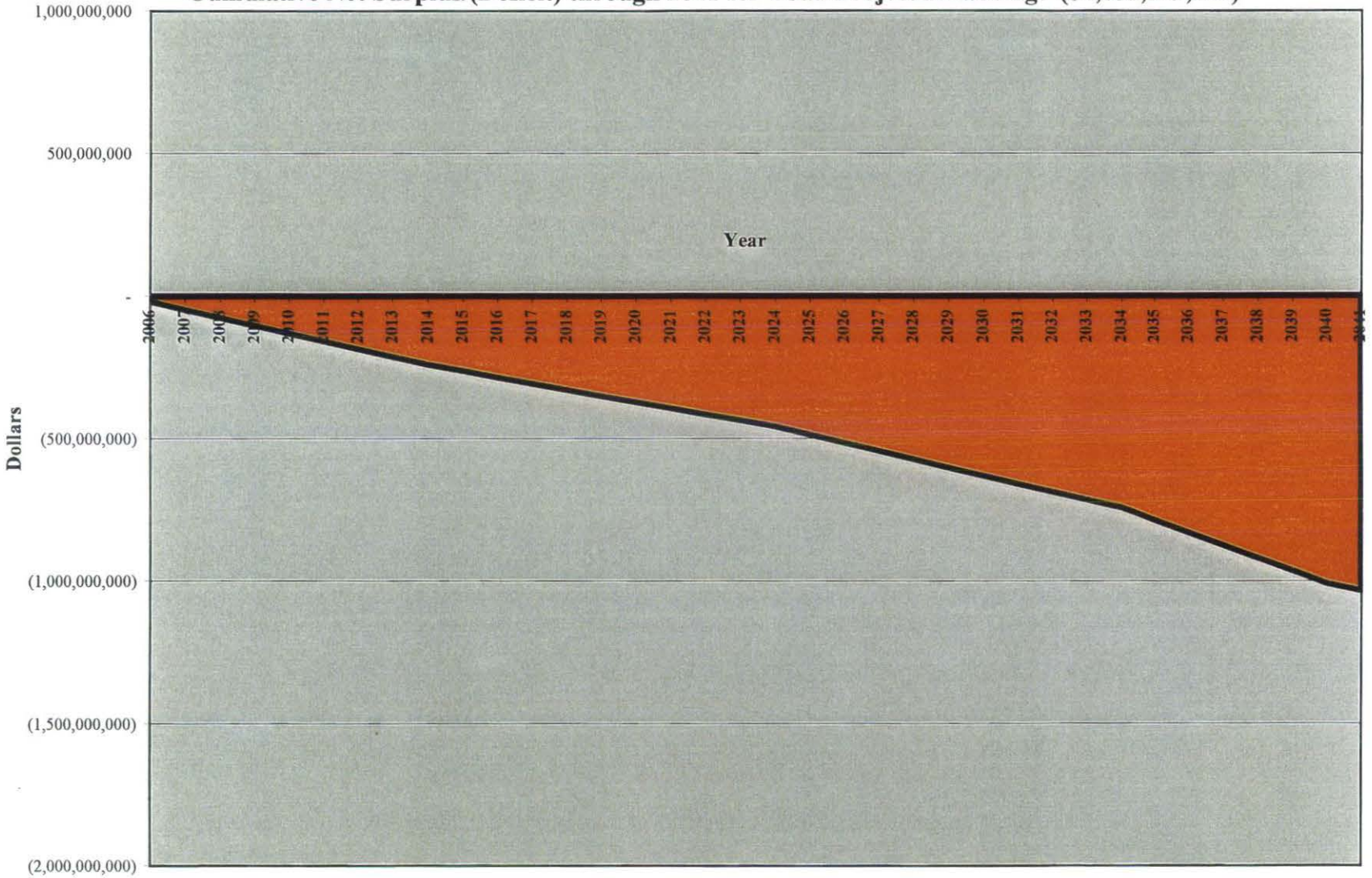
Highway 65 N (Closed-Barrier)

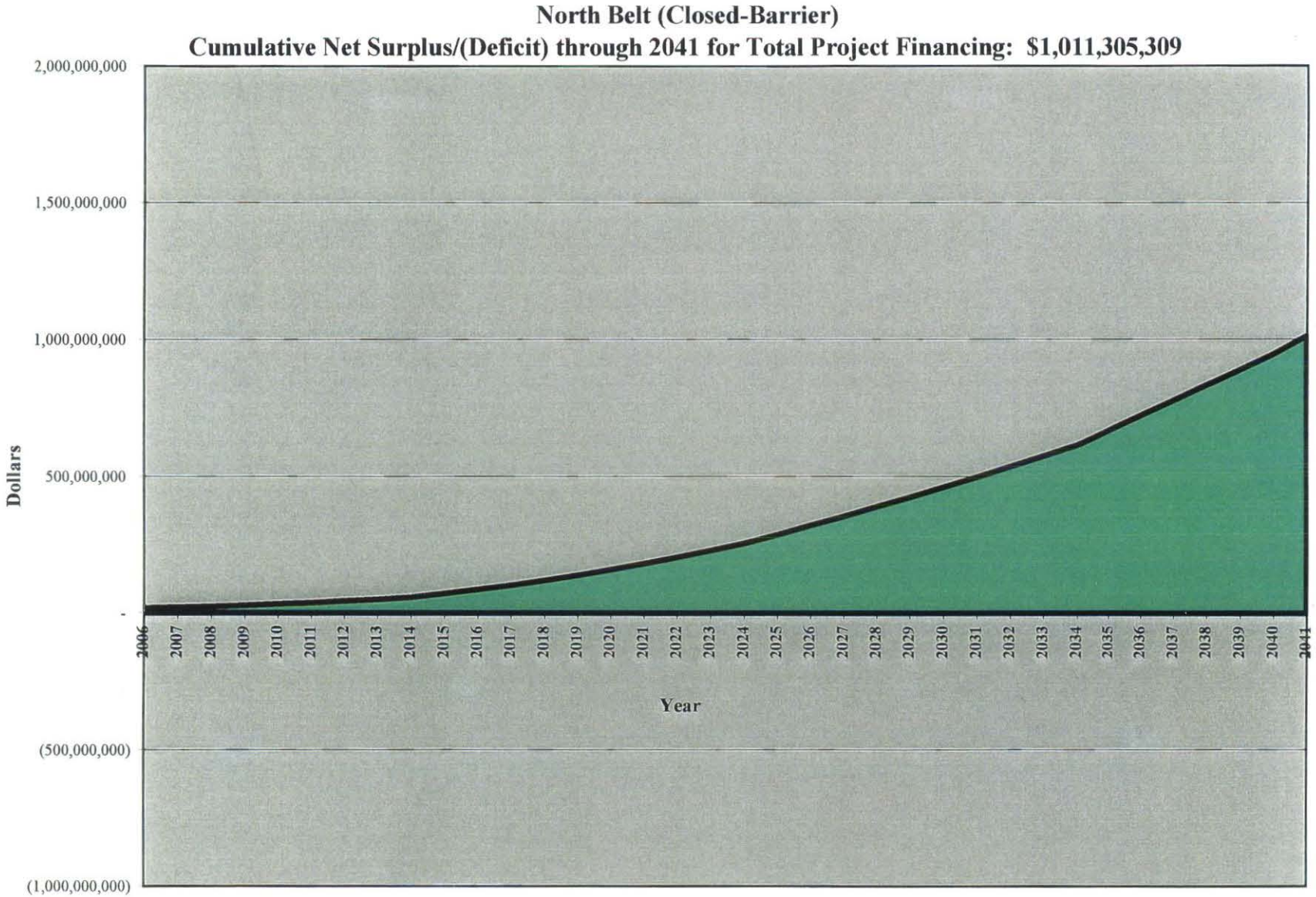
Cumulative Net Surplus/(Deficit) through 2041 for Total Project Financing: ($2,808,806,644)



Highway 67 (Closed-Barrier)

Cumulative Net Surplus/(Deficit) through 2041 for Total Project Financing: ($1,033,319,217)




North Belt (Closed-Barrier)
Cumulative Net Surplus/(Deficit) through 2041 for Total Project Financing: $1,011,305,309
2,000,000,000
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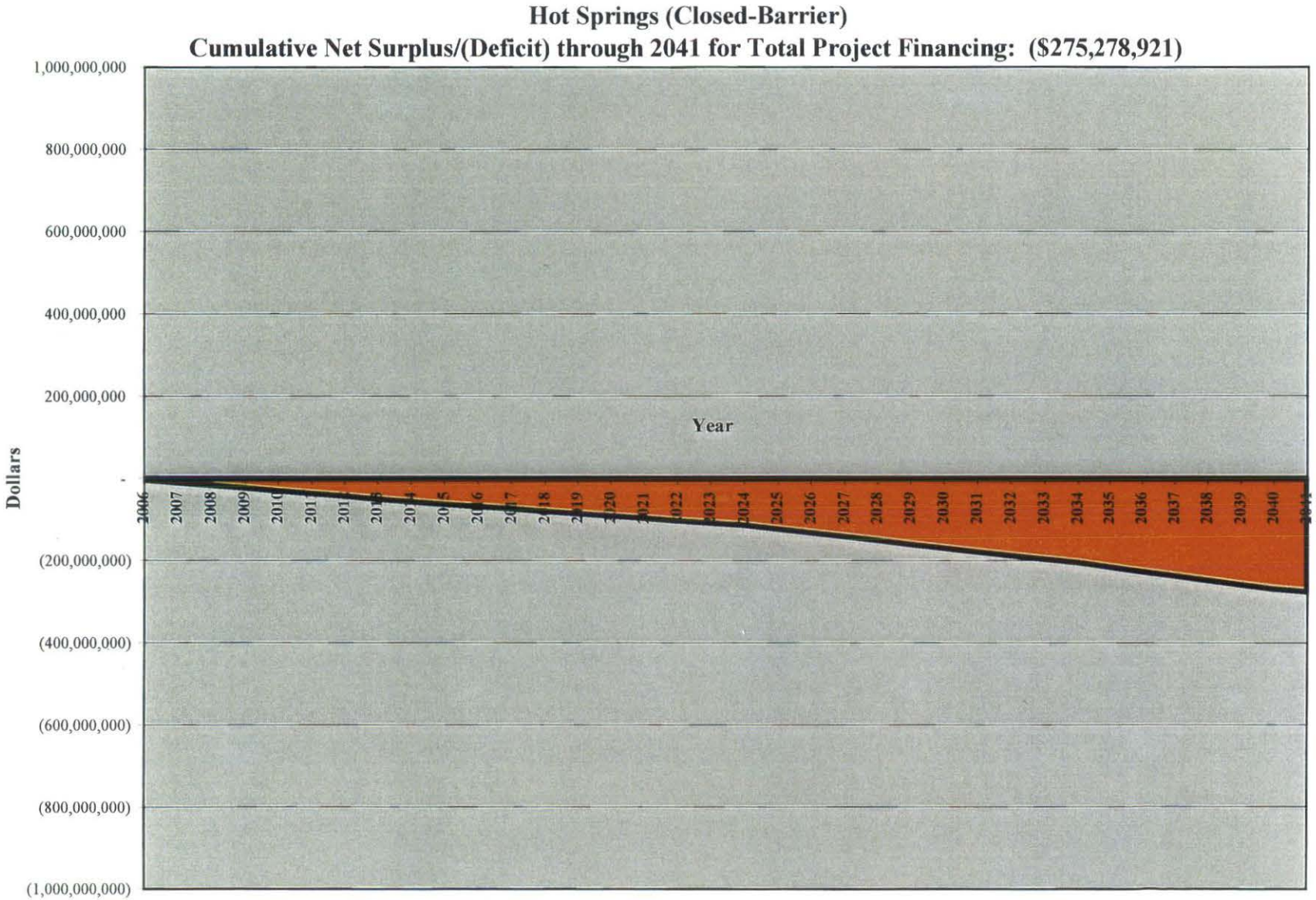
Hot Springs (Closed-Barrier)
Cumulative Net Surplus/(Deficit) through 2041 for Total Project Financing: ($275,278,921)
1,000,000,000
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400,000,000
200,000,000
-
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(400,000,000)
(600,000,000)
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Table B-1
Preliminary Financing Estimates
Open Barrier System

SOURCES:	Highway 49	Highway 65 North	Highway 65/82	Highway 67	Total
Par Amount of Bonds	-	-	-	110,385,000.00	110,385,000.00
Other Equity Contribution	-	-	-	-	-
Net Original Issue Premium/(Discount)	-	-	-	-	-
Accrued Interest	-	-	-	-	-
Total Sources	-	-	-	110,385,000.00	110,385,000.00
USES:					
		-	-	-	
Construction Fund Deposit	(1,250.04)	(1,250.03)	(1,250.00)	75,615,120.04	75,611,369.98
Capitalized Interest Fund Deposit	-	-	-	20,687,933.47	20,687,933.47
Debt Service Reserve Fund Deposit	-	-	-	9,842,057.66	9,842,057.66
Underwriter's Discount	-	-	-	1,324,620.00	1,324,620.00
Costs of Issuance	-	-	-	551,925.00	551,925.00
Municipal Bond Insurance	-	-	-	2,362,093.84	2,362,093.84
Accrued Interest	-	-	-	-	-
Contingency	1,250.04	1,250.03	1,250.00	1,249.99	5,000.06
Total Uses	-	-	-	110,385,000.00	110,385,000.00
ASSUMPTIONS / SUMMARY STATISTICS:					
Arbitrage Yield	7.000000%	7.000000%	7.000000%	5.413324%	
True Interest Cost	7.000000%	7.000000%	7.000000%	5.492549%	
All-In Cost of Borrowing	900.000000%	900.000000%	900.000000%	5.526020%	
Annual Target Coverage Level	**1.50x**	**1.50x**	**1.50x**	**1.50x**	
Total Construction Fund Draws	**(1,387.67)**	**(1,387.66)**	**(1,387.63)**	**82,024,967.77**	**82,020,804.81**
Dated Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
Delivery Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
BOND ISSUANCE EXPENSES:					
			-	-	
Underwriter's Discount	1.200%	1.200%	1.200%	1.200%	
Costs of Issuance	0.500%	0.500%	0.500%	0.500%	
Municipal Bond Insurance	0.750%	0.750%	0.750%	0.750%	
INVESTMENT RATES:					
Debt Service Reserve Fund Deposit	7.000000%	7.000000%	7.000000%	5.413000%	
Construction Fund Deposit	7.000000%	7.000000%	7.000000%	5.413000%	
Capitalized Interest Fund Deposit	7.000000%	7.000000%	7.000000%	5.413000%	
OTHER					
Capitalized Interest	Yes	Yes	Yes	Yes	
Interest Capitalized Through	1/1/2006	1/1/2006	1/1/2006	1/1/2006	
Debt Service Reserve Fund	Yes	Yes	Yes	Yes	
Debt Service Reserve Fund Requirement	Lesser of Three	Lesser of Three	Lesser of Three	Lesser of Three	
End of Construction	1/1/2005	1/1/2005	1/1/2005	1/1/2005	
FEASIBILITY ANALYSIS					
Total Construction Fund Draws (From Above)	(B)	(B)	(B)	82,024,967.77	
Less: Cash Flow Shortfalls (A)	(B)	(B)	(B)	(46,804,013.50)	
Total Project Funds Available	(B)	(B)	(B)	35,220,954.28	
Estimated Total Cost of Project	787,000,000.00	1,066,000,000.00	1,079,000,000.00	494,000,000.00	
Estimated Funding Shortfall	(787,000,000.00)	(1,066,000,000.00)	(1,079,000,000.00)	(458,779,045.72)	
Percent of Project Supported	0.00%	0.00%	0.00%	7.13%	
Years Where Debt Service Can NOT be Paid Due to a Lack of Available Revenue	2005 - 2041	2005 - 2025	2005 - 2041	2005 - 2025	
Project Status (Financially Feasible or NOT Feasible)	NOT Feasible	NOT Feasible	NOT Feasible	NOT Feasible	

(A) There are several years in each bond structure where available revenues are not sufficient to pay debt service. This normally occurs in the first ten years of operation of the proposed toll road. In order for debt service payments to be made, an outside source would be required to pay the debt service shortfall. The amounts shown above are the amounts needed for each project.

(B) The Highway 49 and Highway 65/82 Projects each have negative net annual toll revenue in each year from 2005 through 2041, making a bond issue impossible. In addition, the Highway 65 North Project has significant negative cash flows in the years 2005-2025, making a bond issue impossible.

Note: 40-Year Bond Issue, Level Coverage.
Source: SSB.

Table B-2
Preliminary Financing Estimates
Open Barrier System

SOURCES:	Highway 79	Highway 167	North Belt	Hot Springs	Total
Par Amount of Bonds	-	-	392,115,000.00	-	392,115,000.00
Other Equity Contribution	-	-	-	-	-
Net Original Issue Premium/(Discount)	-	-	-	-	-
Accrued Interest	-	-	-	-	-
Total Sources	-	-	392,115,000.00	-	392,115,000.00
USES:					
		-	-	-	
Construction Fund Deposit	(1,250.04)	(1,250.03)	268,496,159.57	(1,250.07)	268,492,409.44
Capitalized Interest Fund Deposit	-	-	73,501,465.02	-	73,501,465.02
Debt Service Reserve Fund Deposit	-	-	35,040,460.00	-	35,040,460.00
Underwriter's Discount	-	-	4,705,380.00	-	4,705,380.00
Costs of Issuance	-	-	1,960,575.00	-	1,960,575.00
Municipal Bond Insurance	-	-	8,409,710.40	-	8,409,710.40
Accrued Interest	-	-	-	-	-
Contingency	1,250.04	1,250.03	1,250.01	1,250.07	5,000.15
Total Uses	-	-	392,115,000.00	-	392,115,000.00
ASSUMPTIONS / SUMMARY STATISTICS:					
Arbitrage Yield	7.000000%	7.000000%	5.414228%	7.000000%	
True Interest Cost	7.000000%	7.000000%	5.493335%	7.000000%	
All-In Cost of Borrowing	900.000000%	900.000000%	5.526756%	900.000000%	
Annual Target Coverage Level	**1.50x**	**1.50x**	**1.50x**	**1.50x**	
Total Construction Fund Draws	**(1,387.67)**	**(1,387.66)**	**291,260,684.21**	**(1,387.71)**	**291,256,521.16**
Dated Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
Delivery Date	1/1/2002	1/1/2002	1/1/2002	1/1/2002	
BOND ISSUANCE EXPENSES:					
			-	-	
Underwriter's Discount	1.200%	1.200%	1.200%	1.200%	
Costs of Issuance	0.500%	0.500%	0.500%	0.500%	
Municipal Bond Insurance	0.750%	0.750%	0.750%	0.750%	
INVESTMENT RATES:					
Debt Service Reserve Fund Deposit	7.000000%	7.000000%	5.414000%	7.000000%	
Construction Fund Deposit	7.000000%	7.000000%	5.414000%	7.000000%	
Capitalized Interest Fund Deposit	7.000000%	7.000000%	5.414000%	7.000000%	
OTHER					
Capitalized Interest	Yes	Yes	Yes	Yes	
Interest Capitalized Through	1/1/2006	1/1/2006	1/1/2006	1/1/2006	
Debt Service Reserve Fund	Yes	Yes	Yes	Yes	
Debt Service Reserve Fund Requirement	Lesser of Three	Lesser of Three	Lesser of Three	Lesser of Three	
End of Construction	1/1/2005	1/1/2005	1/1/2005	1/1/2005	
FEASIBILITY ANALYSIS					
Total Construction Fund Draws (From Above)	(B)	(B)	291,260,684.21	(B)	
Less: Cash Flow Shortfalls (A)	(B)	(B)	(36,758,216.08)	(B)	
Total Project Funds Available	(B)	(B)	254,502,468.13	(B)	
Estimated Total Cost of Project	1,409,000,000.00	952,000,000.00	205,000,000.00	100,000,000.00	
Estimated Funding Shortfall	(1,409,000,000.00)	(952,000,000.00)	49,502,468.13	(100,000,000.00)	
Percent of Project Supported	0.00%	0.00%	124.15%	0.00%	
Years Where Debt Service Can NOT be Paid Due to a Lack of Available Revenue	2005 - 2041	2005 - 2041	2006 - 2014	2005 - 2025	
Project Status (Financially Feasible or NOT Feasible)	NOT Feasible	NOT Feasible	Feasible	NOT Feasible	

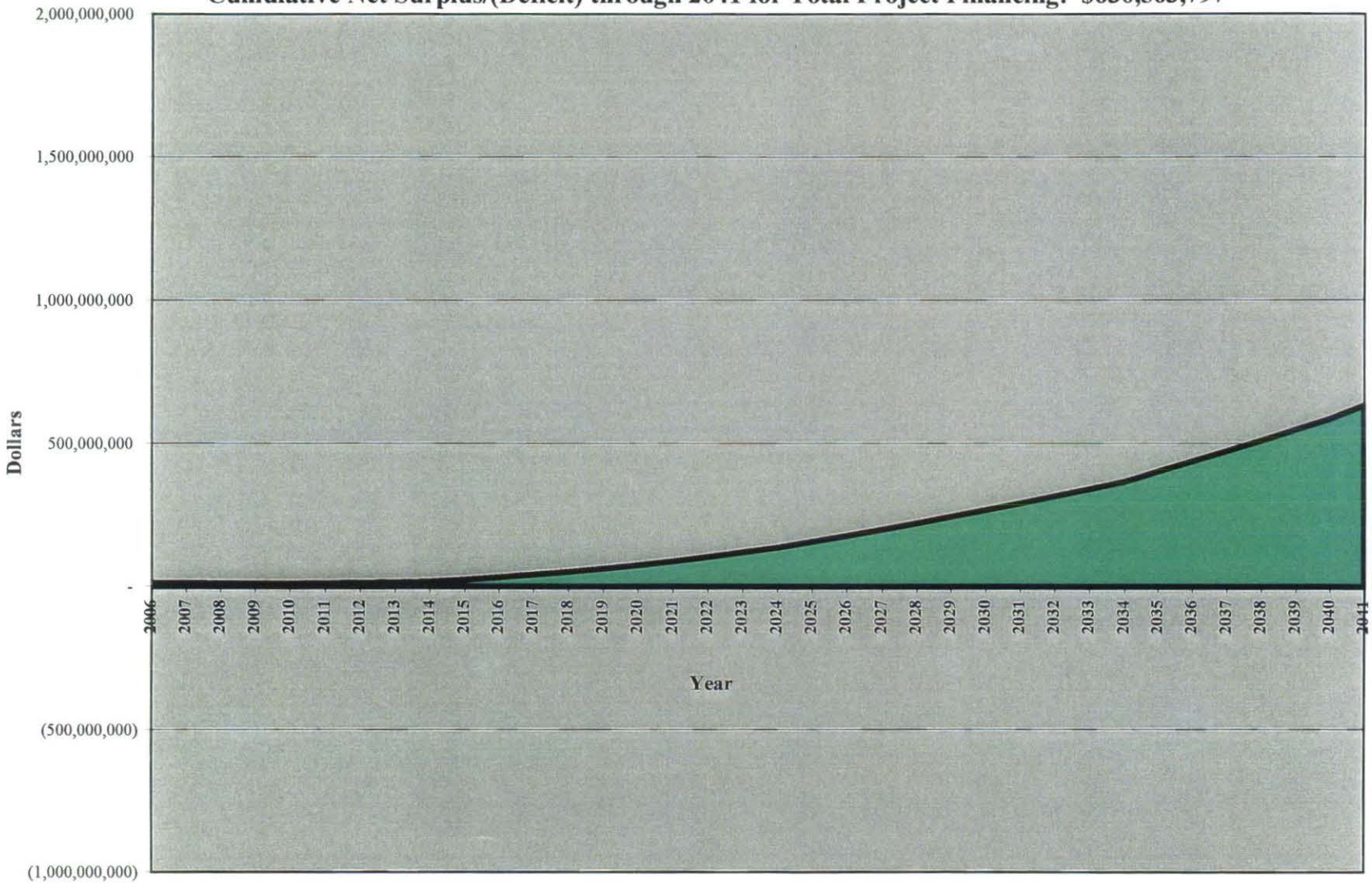
(A) There are several years in each bond structure where available revenues are not sufficient to pay debt service. This normally occurs in the first ten years of operation of the proposed toll road. In order for debt service payments to be made, an outside source would be required to pay the debt service shortfall. The amounts shown above are the amounts needed for each project.

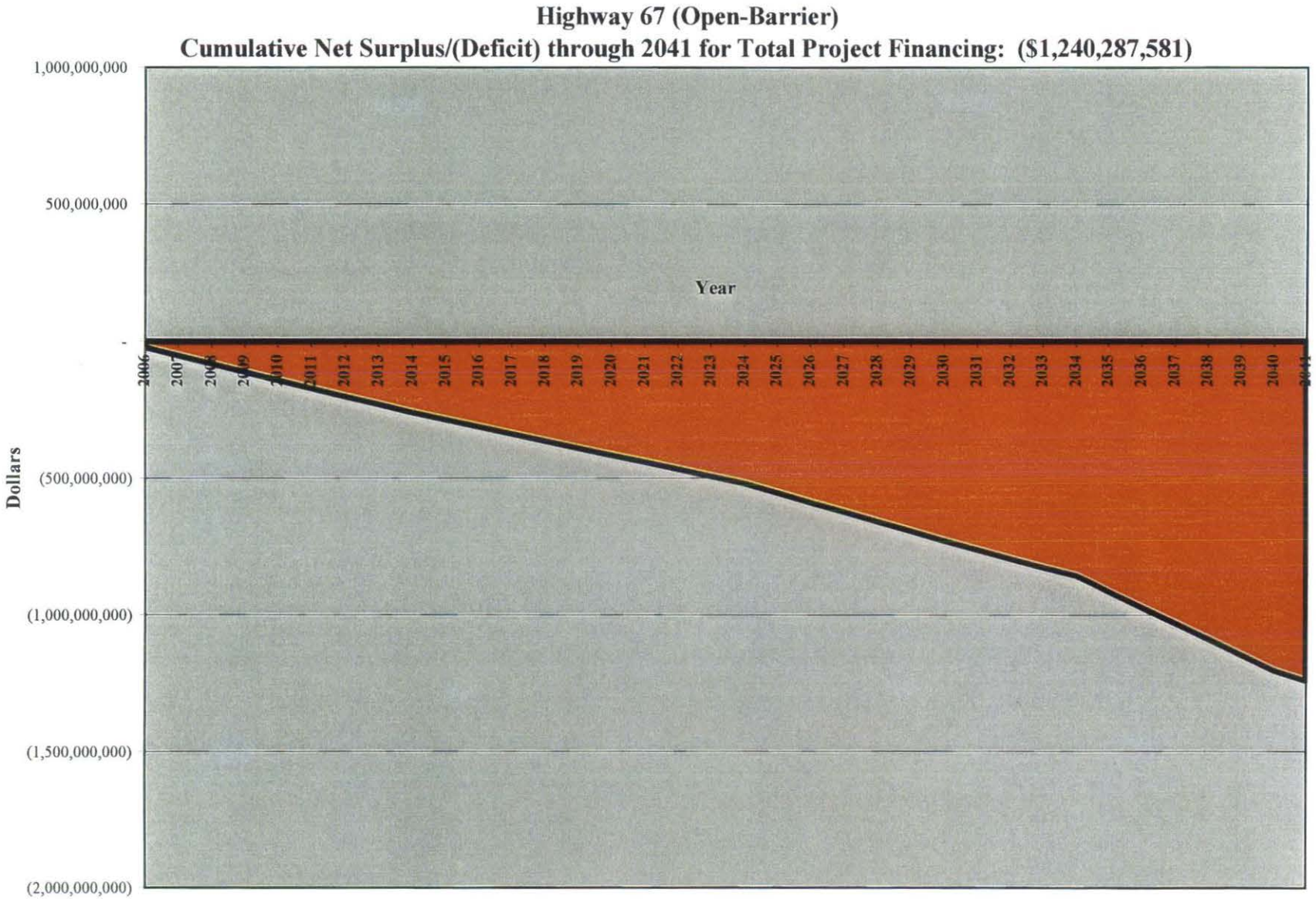
(B) The Highway 79 and Highway 167 Projects each have negative net annual toll revenue in each year from 2005 through 2041, making a bond issue impossible. In addition, the Hot Springs Project has significant negative cash flows in the years 2005-2025, making a bond issue impossible.

Note: 40-Year Bond Issue, Level Coverage.
Source: SSB.

North Belt (Open-Barrier)

Cumulative Net Surplus/(Deficit) through 2041 for Total Project Financing: $630,563,797




Highway 67 (Open-Barrier)
Cumulative Net Surplus/(Deficit) through 2041 for Total Project Financing: ($1,240,287,581)
1,000,000,000
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Dollars
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