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# SR 303L

## INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD

### FINAL STUDY & REPORT

WO #69016

Prepared for



MARICOPA COUNTY DEPARTMENT OF  
TRANSPORTATION

Prepared By:

**URS**

In Association With:  
Entranco, Inc.

Project Engineering Consultants, Inc.  
BRW



September 24, 2001

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## TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY.....	vi
1.0 INTRODUCTION.....	1-1
1.1 STUDY PURPOSE AND GOALS .....	1-1
1.2 HISTORY OF CORRIDOR.....	1-3
1.3 CURRENT PROJECTS .....	1-4
1.4 CORRIDOR LOCATION DETERMINATION.....	1-5
2.0 CORRIDOR SETTING.....	2-1
2.1 CORRIDOR FIELD DATA.....	2-1
2.2 EXISTING AND FUTURE LAND USES .....	2-1
2.3 RIGHT-OF-WAY .....	2-3
2.4 UTILITIES .....	2-4
2.5 IRRIGATION AND WELLS.....	2-4
2.6 AREA DRAINAGE MASTER PLAN .....	2-4
2.7 EVALUATION OF SUBSIDENCE .....	2-6
3.0 EXISTING AND FORECAST TRAFFIC .....	3-1
3.1 EXISTING TRAFFIC.....	3-1
3.2 ACCIDENTS .....	3-3
3.3 FORECAST TRAFFIC.....	3-4
3.4 DESIGN HOUR VOLUMES.....	3-15
3.5 ROADWAY CAPACITIES.....	3-15
4.0 PROJECT PURPOSE AND NEED STATEMENT .....	4-1
5.0 INTERIM ROADWAY CONCEPT ALTERNATIVES .....	5-1
5.1 DESIGN CRITERIA AND ROADWAY ELEMENTS .....	5-1
5.2 INTERIM ROADWAY ALTERNATIVES .....	5-6
5.2.1 Concept 0: No-Build .....	5-6
5.2.2 Concept 1: Construct New Four-Lane Divided Roadway At-Grade (Figure 5.2).....	5-6
5.2.3 Concept 2: Construct New Two-Lane Roadway, Use Existing Road for Other Direction (Figures 5.3 and 5.4) .....	5-7
5.2.4 Concept 3: Construct Half of the Cross Street Overpass and Provide a Temporary Connection to Existing SR 303L (Figure 5.5).....	5-7

5.2.4	Concept 3: Construct Half of the Cross Street Overpass and Provide a Temporary Connection to Existing SR 303L (Figure 5.5).....	5-7
5.2.5	Concept 4: Construct New Two-Lane Temporary Roadway Adjacent to Existing Roadway (Figure 5.6) .....	5-8
5.2.6	Concept 5: Construct New Two-Lane Roadway Along Ramp Alignment (Figure 5.7).....	5-8
5.2.7	Concept 6: Construct Half of Six-Lane Fully Access-Controlled Highway and Stripe for Four Lanes (Figures 5.8 and 5.9) .....	5-8
5.2.8	Concept 7: Construct Half of Four-Lane Fully Access-Controlled Highway, Use Existing Road for Other Direction (Figure 5.10) .....	5-9
5.2.9	Concept 8: Construct New One-Way Frontage Road, Use Existing Road for Other Direction (Figure 5.11).....	5-9
5.2.10	Concept 9: Build Grade Separations at Cross Streets Not Scheduled for Interchanges (Figure 5.12) .....	5-9
5.2.11	Concept 10: Build Ultimate Six-Lane Fully Access-Controlled Highway.....	5-9
5.3	COST ESTIMATES FOR INTERIM ROADWAY CONCEPTS .....	5-10
5.4	APPLICATION BY SEGMENT .....	5-11
6.0	EVALUATION OF INTERIM ROADWAY CONCEPTS .....	6-1
6.1	EVALUATION CRITERIA.....	6-1
6.2	SUMMARY OF EVALUATION .....	6-2
6.3	ALTERNATIVES AND COSTS FOR OVERALL CORRIDOR.....	6-4
6.4	COMPARISON OF CORRIDOR ALTERNATIVES .....	6-5
6.5	EVALUATION OF CORRIDOR ALTERNATIVES .....	6-6
6.6	INVESTIGATION OF TWO-INTERIM ALTERNATIVES .....	6-12
6.6.1	Concept I-1: Concept 1 to Concept 10A (four lanes only) to Concept 10A (Figure 6.2).....	6-12
6.6.2	Concept I-2: Concept 6C to Concept 6C with Cross Street Overpass and Ramps to Concept 10A (Figure 6.3) .....	6-12
6.6.3	Concept I-3: Concept 2A to Concept 2C to Concept 10A (Figure 6.4) .....	6-13
6.6.4	Concept I-4: Concept 2B to Concept 2C to Concept 10A (Figure 6.4) .....	6-13
6.6.5	Concept I-5: Concept 5 to Concept 6B to Concept 10B (Figure 6.5) .....	6-13
6.7	COST ESTIMATES FOR TWO INTERIM CONCEPTS.....	6-14

7.0 PUBLIC AND AGENCY INPUT .....7-1  
7.1 AGENCY SCOPING MEETING .....7-1  
7.2 PUBLIC SCOPING MEETING.....7-2  
7.3 DISCUSSION OF ISSUES RAISED BY THE PUBLIC .....7-4  
7.4 OTHER INPUT .....7-5

## LIST OF TABLES

3.1	Existing "k" Factors .....	3-3
3.2	Non-Intersection Related Accidents.....	3-3
3.3	Intersection Related Accidents.....	3-4
3.4	Land Use Parameter Comparisons .....	3-5
3.5	Ultimate Build-Out Dwelling Units and Employment.....	3-7
3.6	Comparison of Model Data to Build-Out Data .....	3-8
3.7	Derivation of Ultimate Growth Rate.....	3-13
3.8	Ultimate Volumes for Expressway Scenario.....	3-14
3.9	Ultimate Volume for Highway Scenario .....	3-14
3.10	Design Values.....	3-15
3.11	Assumed Capacities (LOS C).....	3-15
5.1	Design Criteria Summary – SR 303L Ultimate Mainline .....	5-1
5.2	Design Criteria Summary – Ramps.....	5-2
5.3	Design Criteria Summary – Cross Streets .....	5-4
5.4	Noise Abatement Criteria.....	5-5
5.5	Construction Cost Summary .....	5-11
5.6	Concept – Cross Street Matrix .....	5-12
6.1	Initial Concept Evaluation Summary .....	6-2
6.2	Secondary Concept Evaluation Summary.....	6-3
6.3	Description of Corridor Alternatives .....	6-5
6.4	Comparison of Corridor Alternatives.....	6-6
6.5	Selected Interim Corridor Alternatives .....	6-10
6.6	Construction Cost Summary .....	6-14
6.7	Two-Interim Corridor Alternatives .....	6-15

## LIST OF FIGURES

1.1	Location Map .....	1-2
1.2	Project Vicinity Map .....	1-6
2.1	Proposed Developments .....	2-2
3.1	Inventory of Existing Traffic Data .....	3-2
3.2	Future Land Uses.....	3-6
3.3	2010 Expressway Average Daily Traffic Volumes.....	3-9
3.4	2010 Expressway Average Daily Traffic Volumes.....	3-10
3.5	2020 Expressway Average Daily Traffic Volumes.....	3-11
3.6	2020 Expressway Average Daily Traffic Volumes.....	3-12

## LIST OF FIGURES (CONT'D)

5.1	Ultimate SR 303L and Ramp Typical Sections.....	5-3
5.2	Concept 1 – Construct New 4-Lane Divided Roadway At-Grade.....	5-13
5.3	Concept 2 – Construct New 2-Lane Roadway, Use Existing Road for Other Direction.....	5-14
5.4	Concept 2 – Construct New 2-Lane Roadway, Using Existing Road for Other Direction.....	5-15
5.5	Concept 3 – Construct Half of the Crossroad Overpass and Provide a Temporary Connection to Existing SR Loop 303.....	5-16
5.6	Concept 4 – Construct New 2-Lane Temporary Roadway Adjacent to the Existing Roadway.....	5-17
5.7	Concept 5 – Construct New 2-Lane Roadway Along Ramp Alignment.....	5-18
5.8	Concept 6 – Construct Half of 6-Lane Fully Access-Controlled Highway and Stripe for 4 Lanes.....	5-19
5.9	Concept 6 – Construct Half of 6-Lane Fully Access-Controlled Highway and Stripe for 4 Lanes.....	5-20
5.10	Concept 7 – Construct Half of 4-Lane Highway, Use Existing Roadway for Other Direction.....	5-21
5.11	Concept 8 – Construct New One-Way Frontage Road, Use Existing Roadway for Other Direction.....	5-22
5.12	Concept 9 – Build Grade Separations at Cross Streets Not Scheduled for Interchanges.....	5-23
6.1	Alternative Evaluation Matrix.....	6-11
6.2	Concept I-1.....	6-16
6.3	Concept I-2.....	6-17
6.4	Concepts I-3 and I-4.....	6-18
6.5	Concept I-5.....	6-19

## LIST OF APPENDICES

A	Data Collection Log
B	Right-of-Way Strip Maps
C	Utility Locations
D	Loop 303 ADMP Recommended Alternatives
E	Alternative Selection Workshop Attendance Sheet
F	Freeway Management System
G	Permits, Agreements and Approvals
H	Cost Estimates

## EXECUTIVE SUMMARY

Currently, SR 303L is an interim two-lane rural highway with at-grade crossings at every mile. The proposed project would construct a fully access-controlled highway from I-10 to US 60 along the corridor identified between Cotton Lane and Sarival Road. This new roadway would provide a regional route linking two major highways and a regional route to serve the developing area west of the Agua Fria River and east of the White Tank Mountains.

The project is needed because it would fill the 23-mile gap in the regional road system between SR 101L and the Sun Valley Parkway. The project would also directly serve an area that may someday have over 150,000 houses and between 250,000 and 300,000 jobs. The project is included in the MAG Long Range Transportation Plan as a four-lane expressway.

The ultimate roadway is proposed to be a six-lane, fully access controlled highway. It is expected that traffic needs and financial resources will not allow the development of the ultimate roadway in the next 10 to 15 years. As a result, several interim roadway concepts were evaluated that could serve the needs over the next several years and logically lead to the construction of the ultimate roadway. The interim roadway alternatives were generated by first determining different intersection/interchange configurations at the street crossings at every mile. Concepts were developed in which the ultimate roadway would be constructed with one four-lane interim roadway phase. Other concepts were developed in which two-phases of interim road would be constructed prior to completion of the ultimate roadway.

The recommended concepts require two interim phases referred to as Interim 1 and Interim 2. Concept I-1 would be used where the cross street would go over SR 303L and Concept I-5 would be used where SR 303L would go over the cross street. Concept I-1 entails building the outer four lanes of the ultimate six-lane divided highway with at-grade signalized intersections at the cross streets for Interim 1, grade separating the intersections by constructing cross street overpasses and ramps for Interim 2, and finally constructing the inner two lanes to form the ultimate highway. Concept I-5 requires constructing a two-lane roadway along the ultimate ramp alignments for one direction of traffic and using the existing SR 303L for the other direction for Interim 1. Interim 2 would construct half of the ultimate six-lane highway but stripe it for four lanes with a temporary concrete median barrier. SR 303L would go over the cross streets and ramps would be built in this phase creating grade separated interchanges. Finally, the other half of the ultimate six-lane highway would be constructed and the mainline portion constructed in Interim 2 would be re-stripped for three lanes.

These concepts will be developed further during the preparation of the Design Concept Report and Environmental Assessment. Some variations to these configurations may be incorporated to meet specific needs at individual interchange areas. Constructing SR 303L below ground level near Bell Road will be considered. It is likely that interchanges will ultimately be provided at all mile crossings. A special study will be made at Olive Avenue to determine the best solution to the railroad spur.

## 1.0 INTRODUCTION

This Study and Report Memorandum is the first of several major products to be produced as part of the SR 303L DCR/EA project. The design concept will extend from Indian School Road to Clearview Boulevard, a distance of approximately 11 miles. The environmental assessment will extend from I-10 to US 60 and distance of almost 15 miles. Refer to Figure 1.1.

The purpose of this report is to document the research and data collected as part of the DCR, to present the current and forecast traffic for the project, to develop the purpose and need statement for the project, to identify and evaluate alternatives for the interim roadway, and to document the public and agency input to date.

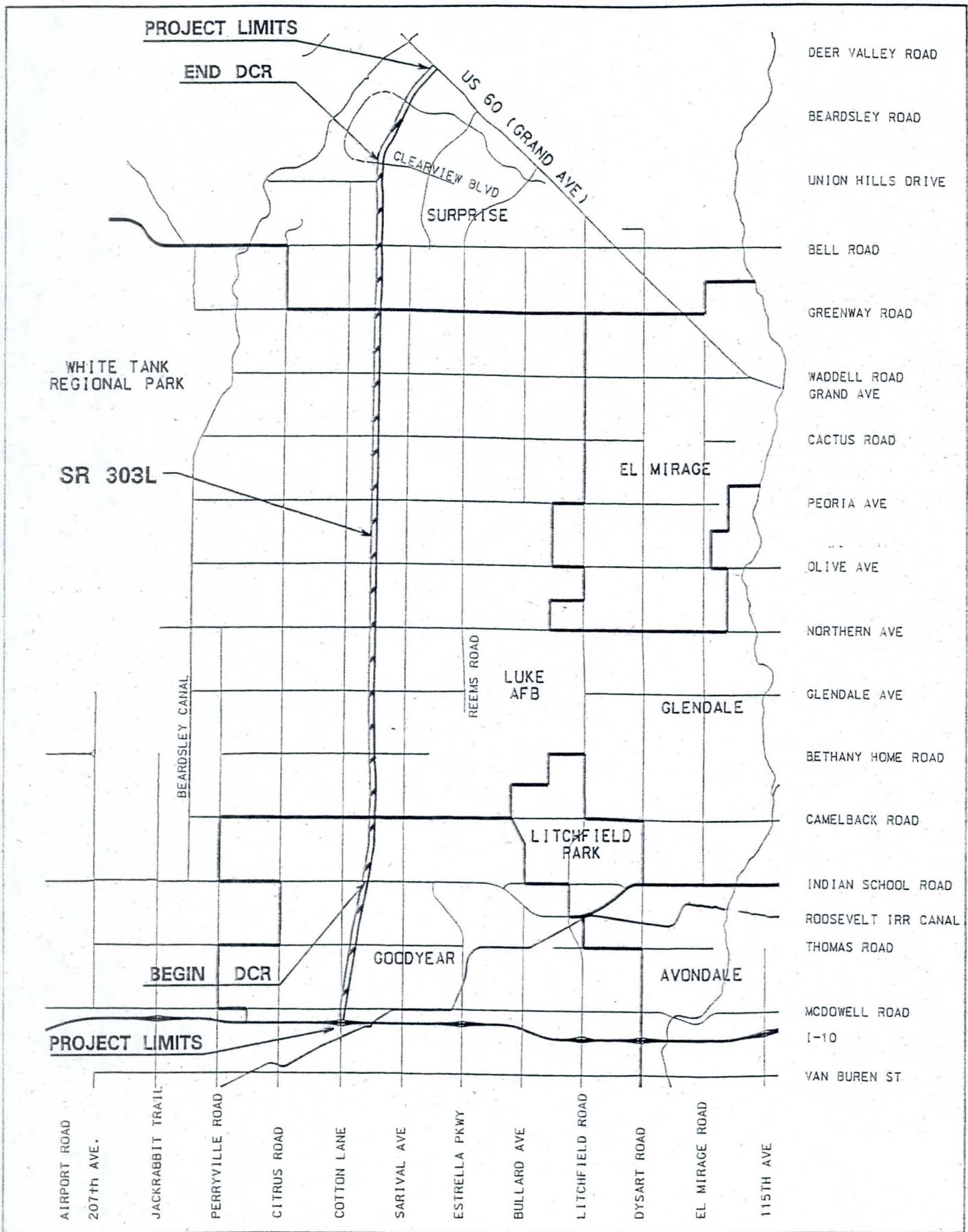
### 1.1 STUDY PURPOSE AND GOALS

SR 303L exists as an interim two-lane rural highway with very limited access to adjacent properties and with at grade intersections at each mile street crossing. The purpose of this project is to prepare a design concept report (DCR) and environmental assessment (EA) for SR 303L for the limits described above. The roadway has been classified as a "Rural Major Freeway" and is to be developed to the standards of the Arizona Department of Transportation (ADOT). The roadway will have full access control and will have grade separations or interchanges at each intersecting street. The project is being advanced by Maricopa County Department of Transportation (MCDOT) under an intergovernmental agreement with ADOT dated July 31, 2000.

The objective of the DCR portion of the project is develop the concept for the ultimate roadway and to identify and evaluate alternative interim roadway configurations that are compatible with the development of the ultimate roadway concept. It is anticipated that traffic needs and financial resources will not permit the development of the ultimate roadway as the next stage of implementation. Accordingly, through the DCR/EA process an interim road concept will be selected for construction.

The goals of the project are as follows:

- Develop a consensus for action among the affected agencies and the general public
- Preserve right-of-way for the ultimate roadway
- Promote compatible development on the surrounding properties



**FIGURE 1.1 LOCATION MAP**

- Obtain environmental clearance for the interim and ultimate roadway
- Select an implementable interim roadway concept that meets the travel needs and the financial constraints.

## 1.2 HISTORY OF CORRIDOR

The roadway corridor now known as SR 303L was first envisioned in the *West Area Transportation Analyses* prepared by Parsons Brinckerhoff in 1985 for the Maricopa Association of Governments (MAG). The corridor was envisioned as a ring road that would link MC 85 and 1-10 to US 60 and eventually connect to I-17. It would serve as a bypass route as well as serve the area through which it passes when that area develops into urban uses. The need for the roadway was not foreseen during the 2005 planning period used in that study but preservation of right-of-way was recommended.

SR 303 was incorporated into the MAG long range transportation plan in July 1985 and included in the Proposition 300 referendum in October 1985 that resulted in a twenty year half-cent sales tax to fund the urban freeway system in Maricopa County. ADOT proceeded with location and environmental studies prepared by Cella Barr & Associates. The following three reports were produced and resulted in selection of a roadway location and general concept: *Draft Reconnaissance Report*, February 1987; *Estrella Freeway Final Environmental Assessment*, September 1991; and *Estrella Freeway Preliminary Location Plan and Profile*, November 1991.

The location selected within the limits of the current project begin at I-10 where a freeway to freeway junction is to be located near the Cotton Lane section line. North of I-10 the alignment swings to the mid section line between Cotton Lane and Sarival Road and continues in this position to the Union Hills Road section line. At that point the alignment curves to intersect US 60 south of the Beardsley Canal. This selected alignment provides a starting point for the current study.

Based upon the selected alignment, ADOT proceeded to obtain right-of-way dedications in exchange for advancing the construction of a two-lane highway in the corridor. The two lane highway was constructed and opened to traffic in 1992. The extent of the dedicated right-of-way was documented in a report prepared for MCDOT by Ritoch-Powell in July 1999 and entitled *Alignment Study Loop 303 McDowell Road to Clearview Boulevard*.

In 1994, due to projected shortfall in the Proposition 300 revenue, SR 303L was removed from the system to be funded by that source.

The *Estrella Corridor Study and Design Concept Report* was prepared in March 1998 by DeLeuw Cather and Company. This study primarily focused on the portion of 303L east of US 60. The report confirmed the use of the location per the earlier studies by Cella Barr but suggested that a six lane roadway using MCDOT principal rural arterial standards be constructed between I-10 and US 60. A supplementary drainage memorandum was prepared by DeLeuw Cather in August 1998 that recommended a drainage channel be constructed along the west side of the highway to intercept storm water flows.

The *Estrella Roadway and Grade Separation, Phase I Technical Design Memorandum* was prepared by Cannon & Associates for MCDOT on August 4, 1999. In this report, several alternatives are identified and evaluated for the portion of SR 303 from Clearview to a point east of US 60. A concept was chosen and the interim roadway and bridge over US 60 was designed June 2000.

MCDOT had DMJM prepare a prototype interchange concept for SR 303L. The final report was published in January 2000 and an addendum was published in July 2000.

On May 15, 1999, the Arizona State Transportation Board formally decided to not abandon Loop 303 to local jurisdictions. An intergovernmental agreement between MCDOT and ADOT was signed on July 31, 2000 that enables MCDOT to continue the planning, design, construction and maintenance of SR 303L with certain stipulations and funding participation by ADOT. The ultimate roadway is to be "a fully access controlled facility."

### 1.3 CURRENT PROJECTS

MCDOT has proceeded to develop the SR 303L corridor. Construction of an overpass over US 60 and the BNSF railroad along with an interim depressed roadway southward to Clearview Boulevard is underway. Grade separations with Mountainview and Clearview are included in the project. The interim roadway is being constructed along the future southbound lanes. The new interim connection to US 60 opened to traffic in June 2001.

MCDOT has also completed final design of a new interim four-lane roadway from McDowell Road to Indian School Road. This project is expected to start construction later in 2001 and will provide a smooth "S" curve alignment to replace the two ninety degree turns in the current alignment.

MCDOT has also developed plans and intends to construct improved intersections on SR 303L at Indian School Road, Northern Avenue and Olive Avenue. These projects will provide new turn

lanes and traffic signals at these three locations. Construction is expected to be completed in 2002.

MCDOT also has a parallel DCR study being prepared for the section between MC 85 and Indian School Road. That DCR will provide the concepts for the I-10 junction to be incorporated into the EA being prepared as part of this project.

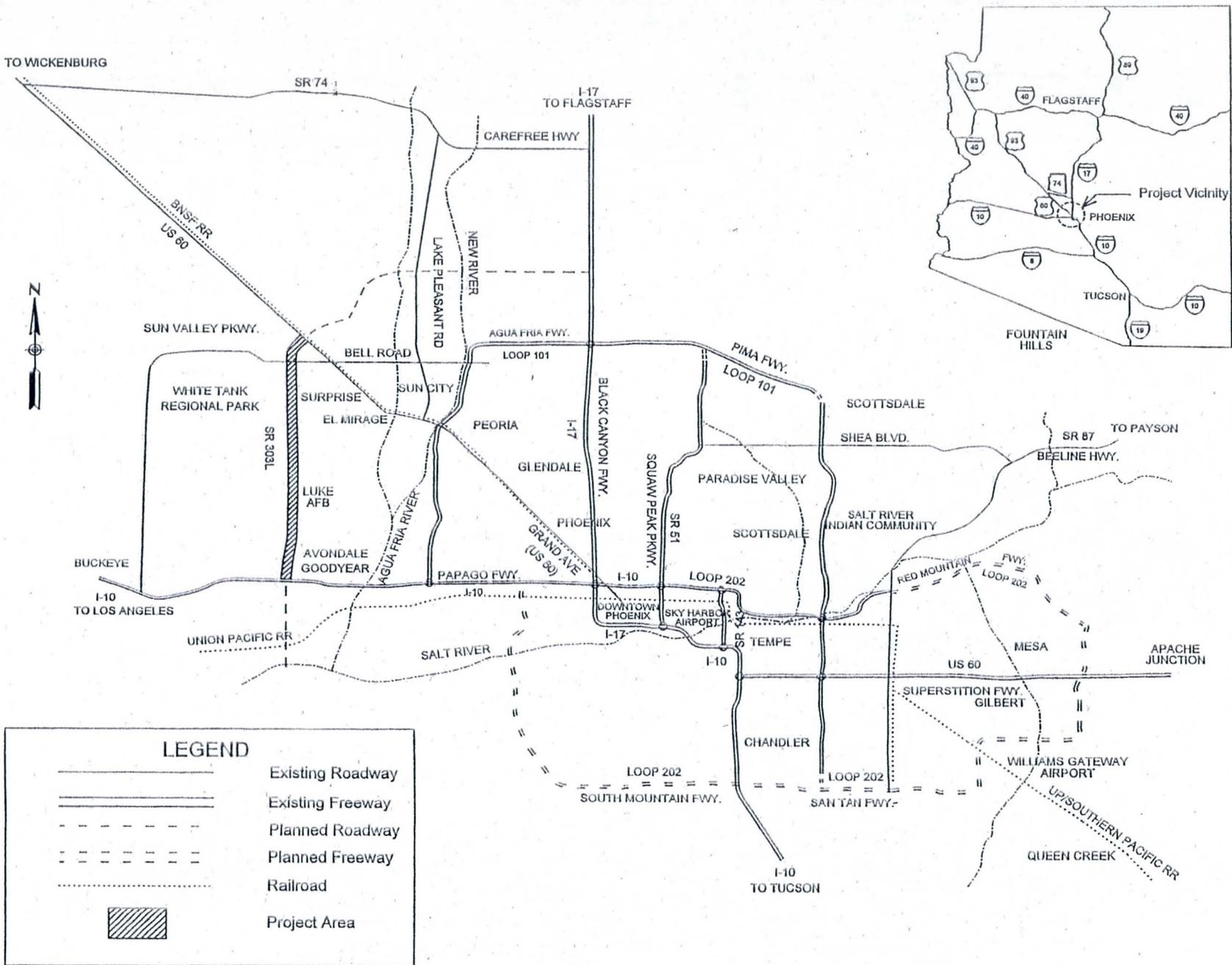
#### 1.4 CORRIDOR LOCATION DETERMINATION

The general corridor was identified in the *West Area Transportation Analyses* based upon freeway spacing and avoidance of existing urban developments. SR 101L is located just east of 99<sup>th</sup> Avenue. Minimum freeway spacing is generally considered to be 4 miles. With the complete grid of arterials in the Phoenix Urban Area, the freeways are generally spaced 6 to 10 miles apart. The Agua Fria and New Rivers and Luke Air Force Base (AFB) limit the density of urban development west of SR 101L. Therefore, it appears logical that the next freeway route would be west of Luke AFB and east of the White Tanks Regional Park. The project in the regional setting is shown in Figure 1.2.

The first continuous arterial west of Luke AFB is Sarival Road. West of Cotton Lane, there is a large rural subdivision, a state prison and an abandoned race track. Between Cotton Lane and Sarival, the area is agriculture. That area is expected to be urbanized in the future, so it is reasonable to plan a freeway corridor in advance of the development to help ensure that compatible development is built adjacent to the freeway corridor.

In 1987, ADOT began the location studies and environmental assessment of the planned route. The *Draft Reconnaissance Report* prepared in February 1987 by Cella Barr & Associates determined the best-fit alignment for the Estrella Freeway from MC 85 to I-17. The proposed alignments avoided conflicts with existing and proposed land development. Other factors that were taken into consideration were compatibility for future extension or connections, impact on public utilities and wells, and cultural resources. In this report, the Estrella Freeway was divided into three sections: Cotton Lane Section, Agua Fria Section, and Northwest Loop Section. In the Cotton Lane Section, which extended from MC 85 to Grand Avenue, eight alternatives were evaluated, designated as A-1 through A-8, respectively. All alignment alternatives were on or between Cotton Lane and Sarival Road. Based on these studies, the general alignment selected is on the Cotton Lane section line south of I-10 and on or near the mid-section line north of I-10. The alignment was refined along this general location and documented in the *Estrella Freeway Preliminary Location Plan and Profile* prepared in November 1991 by Cella Barr & Associates.

FIGURE 1.2 PROJECT VICINITY MAP



## 2.0 CORRIDOR SETTING

### 2.1 CORRIDOR FIELD DATA

Pertinent data for this project have been collected and include previous studies along the corridor, as-built plans, right-of-way and ownership records, utility quarter section maps, county GIS data, traffic and accident data, aerial photos and ADOT video log of SR 303L. See the Data Collection Log in Appendix A for a complete listing of all data collected for this project. In addition, a field review was conducted in May 2001 documenting the existing conditions along the corridor with digital photos and production of a bound photo log. In addition a formal field review with stakeholder agencies was conducted on May 24, 2001 following the Agency Scoping Meeting.

Control surveys including base line control, section corners and land ties, staking of ADOT centerline and right-of-way, and aerial mapping control have been completed.

### 2.2 EXISTING AND FUTURE LAND USES

Lands located along the SR 303L corridor are both publicly and privately owned. Jurisdictions within the corridor, moving north from Indian School Road to Clearview Boulevard, includes Goodyear, Glendale (strip annex), Maricopa County, and Surprise. Existing land uses within the study area are primarily agricultural, single-family residential, and undeveloped parcels. Major agricultural crops include cotton, grapes, corn, melons, and flowers, with varied rotations of these crops occurring throughout the year. Single-family residential uses are sparse between Indian School Road and Bell Road, with agriculture the dominant land use in this area. Sun City Grand portion of City of Surprise is located between Bell Road and Grand Avenue.

There are several planned developments adjacent to the corridor as shown in Figure 2.1. Planned single-family residential communities and retirement communities include Camelback Farms, Ranch Gabriella, Mountain Gate, Legacy Meadows, Butler Properties, Legacy Park, Country Side, Royal Ranch, MHE, Waddell Ranches, Sierra Montana, Villages of Surprise South, North Ranch, and Bell West Ranch (Surprise). The plats for each planned community have been approved by the municipalities.

There also are commercial retail and service, and light industrial land uses within the corridor. Commercial uses include the Wildlife World Zoo on Northern Avenue and Tanita Farms on SR 303L south of Northern Avenue.

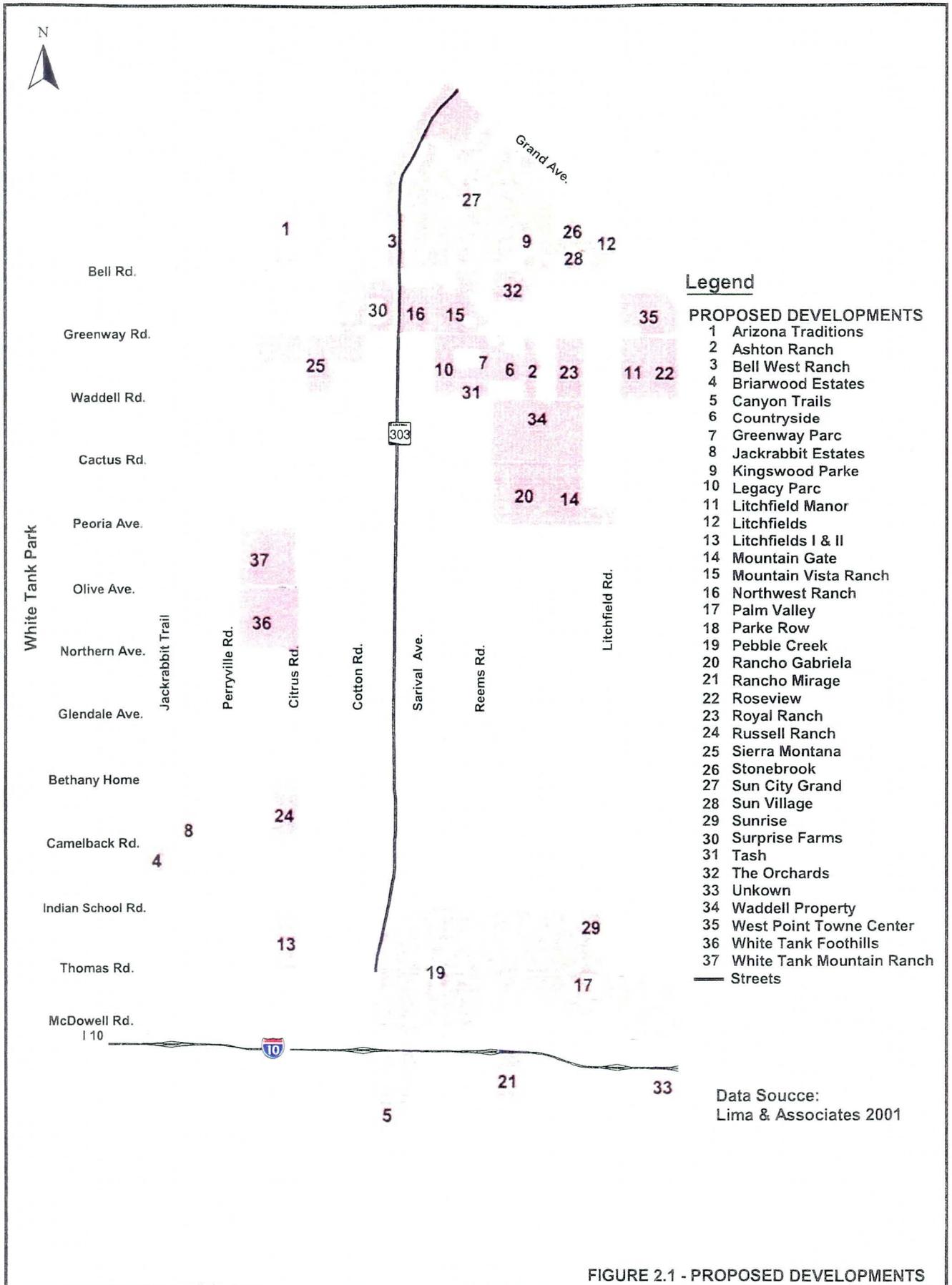


FIGURE 2.1 - PROPOSED DEVELOPMENTS

With continued growth in this area, future land use will show increased amounts of residential and commercial development with a corresponding decrease in the amount of undeveloped and agricultural lands. Agriculture will continue to be an important land use between Indian School Road and Clearview Boulevard, and industrial uses are expected to develop in Goodyear and southern parts of Surprise.

### 2.3 RIGHT-OF-WAY

ADOT previously purchased, or received by dedication, the right-of-way for the SR 303L Corridor for the existing interim Loop 303 project. The ultimate right-of-way corridor of the original freeway concept exists from McDowell Road north to Grand Avenue (US 60). The right-of-way is generally 300 feet wide, which widens to in excess of 600 feet at the future arterial street traffic interchanges.

To induce ADOT to construct the freeway and to reduce right-of-way acquisition costs, most of the SR 303L right-of-way was dedicated to ADOT by the adjacent property owners. The dedicated parcels contain a reversion clause which state the property will revert to the grantor "any portion of the right-of-way not used by ADOT for the interim roadway if ADOT (a) should abandon its plan to construct the SR 303L Freeway before December 31, 2005, or (b) should fail to commence construction of the SR 303L Freeway by December 31, 2005." The existing right-of-way would be reduced to the width currently used for the interim roadway. If the property reversion should happen, any plans for the future construction of the Loop 303 roadway improvements will be negatively impacted by the additional costs required to re-purchase the necessary right-of-way. The parcels that were not dedicated that lay inside the ADOT proposed right-of-way boundary will need to be acquired. Right-of-Way strip maps depicting the status of the right-of-way along SR 303L are shown in Appendix B.

In addition, the intent of the original freeway right-of-way limits included the Loop 303 onsite and offsite drainage systems which included a regional drainage channel between Bell Road and the Gila River. The width of the channel, and the associated right-of-way, will vary depending on whether the flows will ultimately be conveyed in a channel or a channel in combination with detention basins.

The existing right-of-way width for each section line crossroad varies dependent upon the street classification and level of improvement. In some cases inadequate right-of-way was obtained with the original freeway concept to support the construction of the traffic interchanges.

Between MC 85 and Grand Avenue, access control will be acquired for SR 303L with access being permitted only at intersections with the section line arterial streets, Interstate 10 and Grand Avenue (US 60).

## 2.4 UTILITIES

There are numerous utility owners located along the Loop 303 corridor. The majority of the utility crossings are located at the major section line roadways, due to the fact the corridor is generally undeveloped. In the future, with the increase of development, the necessity for more utilities crossing the corridor will occur. See Appendix C for a list of utility owners and facility locations.

## 2.5 IRRIGATION AND WELLS

There are numerous irrigation facilities that service the adjacent farmland along the corridor. The facilities include concrete irrigation delivery canals, tailwater ditches, and nine irrigation supply wells. These irrigation facilities are located parallel and transverse the SR 303L corridor and section line roadways.

## 2.6 AREA DRAINAGE MASTER PLAN

The Flood Control District of Maricopa County (FCDMC) contracted with URS to develop an update to the Area Drainage Master Plan (ADMP Update) for the Loop 303 Corridor/White Tanks Area, Contract No. FCD 99-40. This study updates the prior ADMP by The WLB Group, Inc. in March 1995. The need for update reflects dramatic changes in population density and land use in the West Valley, converting land from agriculture to residential land use. The land use changes are requiring infrastructure improvements that keep pace with development.

There are two primary objectives to this ADMP Update. The first is to develop a plan to control runoff and prevent flood damage in the watershed. The second is to develop and implement a plan to manage the interim condition due to discontinuous development in order to preserve the ability to provide protection to lands downstream from 100-year flood events.

The area the study covers is approximately 220 square miles of watershed west of metropolitan Phoenix, bounded by the White Tank Mountains west of the Loop 303, McMicken Dam/Deer Valley Road to the north, the Agua Fria River to the east, and Gila River to the south. The area includes portions of the incorporated areas of Avondale, Buckeye, El Mirage, Glendale, Goodyear, Litchfield Park, Peoria, Sun City, and Surprise, as well as unincorporated areas of Maricopa County.

The ADMP Update has four separate components as follows:

1. Data Collection and Existing Condition Hydrology
2. Level I Alternatives Analysis (Alternatives Formulation/Preliminary Analysis)
3. Level II Alternatives Analysis (Alternative Analysis)
4. Level III Alternatives Analysis (Preferred Alternative Analysis)

The Data Collection and Existing Condition Hydrology has been completed, and the project is currently in the Level I Alternatives Analysis. The Level I Alternatives Analysis has identified three flood control alternatives along with the base line alternative for the Loop 303 ADMP Update study area. All the flood control alternatives have proposed improvements along the SR 303L corridor. The general features of each of the flood control alternatives that will impact the SR 303L corridor are listed below, and are shown in Appendix D.

#### *Recommended Alternative 1*

- A proposed medium to large west-east channel along Northern Avenue to the existing golf course/detention basin at the northeast corner of Reems Road and Northern Avenue. The channel continues east to the Agua Fria River.
- A proposed small collector channel along the west side of Loop 303 from Greenway Road to the Gila River.
- A proposed medium to large west-east channel along Camelback Road from SR 303L to the Bullard Wash.

#### *Recommended Alternative 2*

- A proposed medium to large west-east channel along Northern Avenue to the existing golf course/detention basin at the northeast corner of Reems Road and Northern Avenue. The channel continues east to the Agua Fria River. This channel serves as an outlet and collector from a proposed park/detention area at the Beardsley Canal north of WT #3.
- A proposed channel along the west side of Loop 303 from Greenway Road to the Gila River.
- Proposed detention basins at SR 303L and Northern Avenue and at SR 303L and Camelback.
- A proposed medium to large west-east channel along Camelback Road to the Bullard Wash.

### *Recommended Alternative 3*

- A proposed medium to large collector west-east channel along Northern Avenue from the Beardsley Canal to the existing golf course/detention basin at the northeast corner of Reems Road and Northern Avenue. The channel continues east to the Agua Fria River.
- A proposed small collector channel along the west side of Loop 303 from Greenway Road to the Gila River.
- A proposed west-east channel along Camelback Road from Loop 303 to the Bullard Wash.
- Three proposed detention basins along SR 303L at Camelback Road, Northern Avenue, and Cactus Road.

### *Baseline Alternative*

The baseline alternative used for comparing with the three combined alternatives presented above is the proposed four basin and channel alternative from the **Drainage Channel Study for West Half of Estrella Freeway Loop 303 from Interstate 17 – Drainage Technical Memorandum**. This alternative consists of the following flood control elements:

- A large regional drainage channel along the SR 303L corridor.
- Four large detention basins with one located at each of the following roads: Peoria Avenue, Northern Avenue, Camelback Road and one between Indian School Road and Thomas Road.
- A proposed box culvert crossing at each street.

The alternative proposes no flood control facilities in any other part of the Loop 303 ADMP Update project area.

The Level I Alternatives Analysis is still being conducted and the selection of a preferred alternative should be decided upon prior to the end of the year.

## 2.7 EVALUATION OF SUBSIDENCE

Most of the proposed SR 303L corridor lies within an area that has historically experienced ground subsidence due to large-scale groundwater pumping (mainly for irrigation) at a rate that is faster than the natural groundwater recharge. Ground subsidence up to 18 feet has been measured at the intersection of Reems Road and Olive Avenue. Due to differential ground

subsidence, a northeast trending earth fissure has been identified along the proposed corridor between Northern Avenue and Peoria Avenue. This earth fissure intercepts the proposed SR 303L alignment between Olive Avenue and Peoria Avenue. Although it appears that the subsidence rates have decreased due to a reduction in groundwater pumping, an earth fissure, once it has formed, is permanent. Therefore, the effect of this reported earth fissure has to be accounted in the design of the corridor. Once the earth fissure is mapped with respect to the final corridor, it will be possible to identify whether the effects are limited to the pavement structure or if other structures such as approach embankments to bridges are affected. In any event, proper mitigation measures such as appropriately filling the fissure to selection of an appropriate pavement type can be evaluated and implemented.

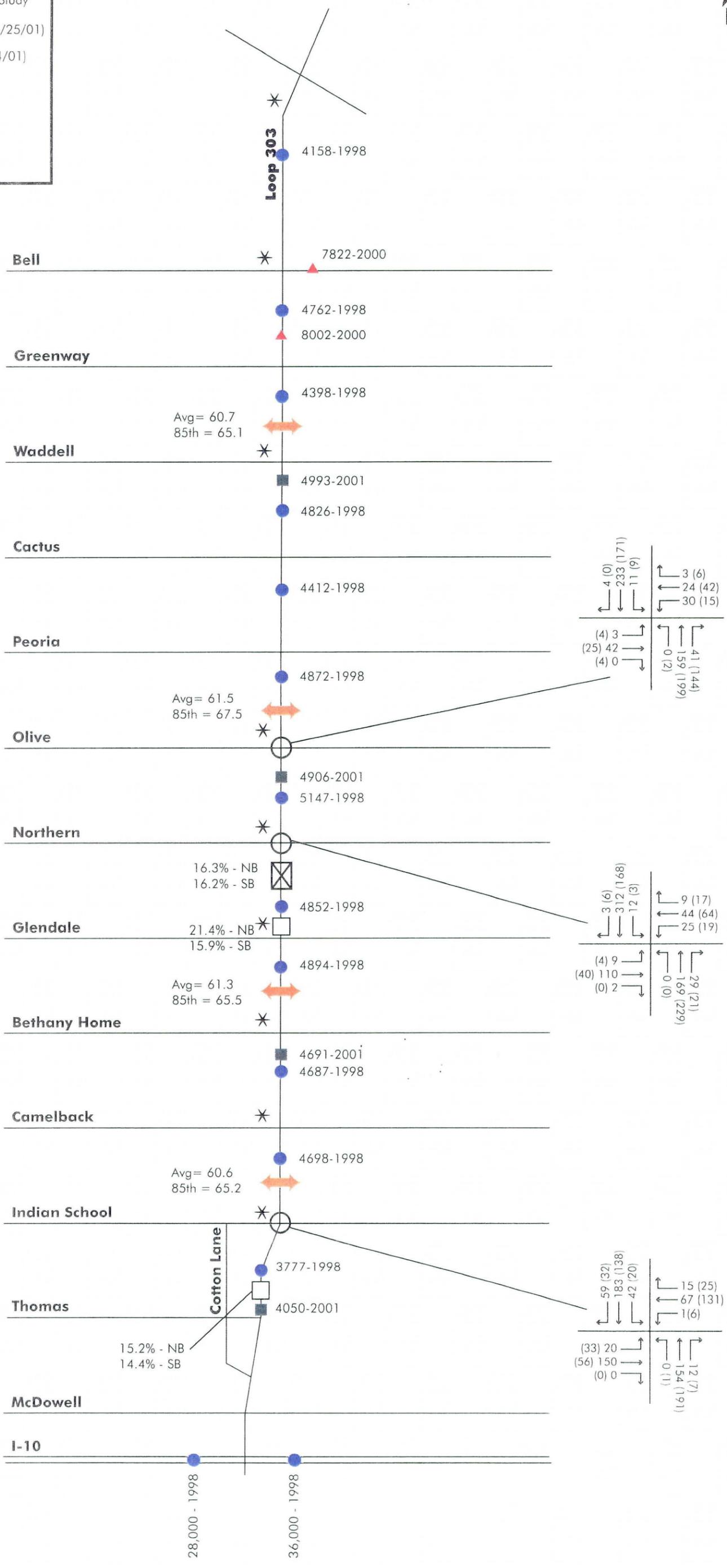
## 3.0 EXISTING AND FORECAST TRAFFIC

### 3.1 EXISTING TRAFFIC

In order to provide a baseline against which the need for improvements on SR 303L can be gauged, existing traffic data for the corridor were collected from a variety of sources. ADOT provided average annual daily traffic data for the period 1993 through 1998. 2001 average daily traffic volumes, classification counts and peak hour turning movement volumes at some intersections were provided by MCDOT. Figure 3.1 illustrates the data collected at this time along the roadway corridor. From these data, several significant conclusions can be drawn:

- Traffic volumes on the corridor have not grown significantly between 1998, when ADOT stopped data collection on SR 303L, and 2001, which is when MCDOT most recently collected traffic data. This may be due to the fact that SR 303L has been closed for construction north of Bell Road. Review of data collected by ADOT from 1993 to 1998 shows that traffic had been growing at a rate of about 4% per year.
- Truck traffic on the corridor is significant. As a percentage of total traffic, trucks comprise approximately 16% of the traffic on SR 303L.
- Speeds on SR 303L are high. The average speed is approximately 61 mph and the 85<sup>th</sup> percentile speed is approximately 66 mph.
- Traffic volumes on SR 303L vary significantly by the hour of the day. In the A.M. peak hour, which occurs generally between 7:00 and 9:00 A.M., the predominate travel direction is southbound. In the P.M. peak hour, which generally occurs between 4:00 and 6:00 P.M., the predominate travel direction is northbound. Likewise, on the crossroads, the predominate travel direction in the A.M. peak is eastbound and the predominate P.M. peak travel direction is westbound. Existing 'k' factors (which relate directional peak hour volumes to directional daily volumes) are shown in Table 3.1. They were derived based on approach counts for the Indian School Road, Northern Avenue and the Olive Avenue intersections.

- Turning Movement Count & Warrant Study
- ⊠ Vehicle Classification (3 days: 1/22-1/25/01)
- Vehicle Classification (24 hours: 4/14/01)
- AADT Counts ADOT (1993-1998)
- ADT Vol MCDOT (5/7/01)
- ▲ ADT Vol Developer
- \* Accident Data 1998-2000
- ↔ Radar Speed Study



**TABLE 3.1  
EXISTING 'K' FACTORS**

Direction	AM Peak Hour	PM Peak Hour
Eastbound	0.102	0.066
Westbound	0.063	0.093
Northbound	0.067	0.081
Southbound	0.085	0.065

### 3.2 ACCIDENTS

Accident data (1998 to 2000) were obtained from ADOT and MCDOT. The data were reviewed and separated into intersection and non-intersection related accidents. They were broken down further by accident type and severity. Table 3.2 shows the non-intersection related accidents by type of accident and by severity.

**TABLE 3.2  
NON-INTERSECTION RELATED ACCIDENTS**

Type	1996*	1997	1998	1999	2000
Right Angle	2	1	4	0	1
Left Turn	0	0	0	0	0
Rear	1	1	0	2	3
Sideswipe	0	1	0	3	1
Single Vehicle	4	4	9	6	7
Head-On	0	0	0	1	1
Other	1	3	0	0	1
Total	8	10	13	12	14

Property Damage	6	9	11	9	7
Injury	3	7	6	10	12
Fatality	0	1	0	1	0

\*Accident data include from February to December.

Table 3.3 shows the intersection related accidents by type of accident and by severity.

**TABLE 3.3  
INTERSECTION RELATED ACCIDENTS**

Type	1996*	1997	1998	1999	2000
Right Angle	3	5	7	7	4
Left Turn	0	0	0	0	1
Rear	1	2	1	2	4
Sideswipe	0	1	0	3	1
Single Vehicle	0	3	9	7	7
Head-On	0	0	0	1	1
Other	0	3	0	0	1
Total	4	14	17	20	19

Property Damage	3	6	11	9	7
Injury	1	7	6	10	12
Fatality	0	1	0	1	0

\*Accident data include from February to December.

### 3.3 FORECAST TRAFFIC

MCDOT, through its consultant Lima and Associates, supplied updated forecast traffic volumes. These forecast traffic volumes were developed for two scenarios:

- **Expressway Scenario** – In this scenario, SR 303L was assumed to be a four-lane, divided roadway with signals at all mile crossroads. For this scenario, a speed of 42 mph was assumed. 2010 and Design Year volumes were provided.
- **Highway Scenario** – In this scenario, SR 303L was assumed to be a six-lane, divided highway with full access control and a 65 mph speed. Grade separated interchanges were assumed to exist at six crossroads: Bell Road, Waddell Road, Peoria Avenue, Northern Avenue, Camelback Road and Indian School Road. Design Year volumes were provided. 2010 volumes were estimated using proportions derived from the 2010 and Design Year expressway forecasts.

The forecast volumes were developed using MCDOT's EMM2 travel demand model. The model was updated to include changes to the existing roadway system that are likely to occur prior to 2010 and to include known developments in the SR 303L corridor, as presented in

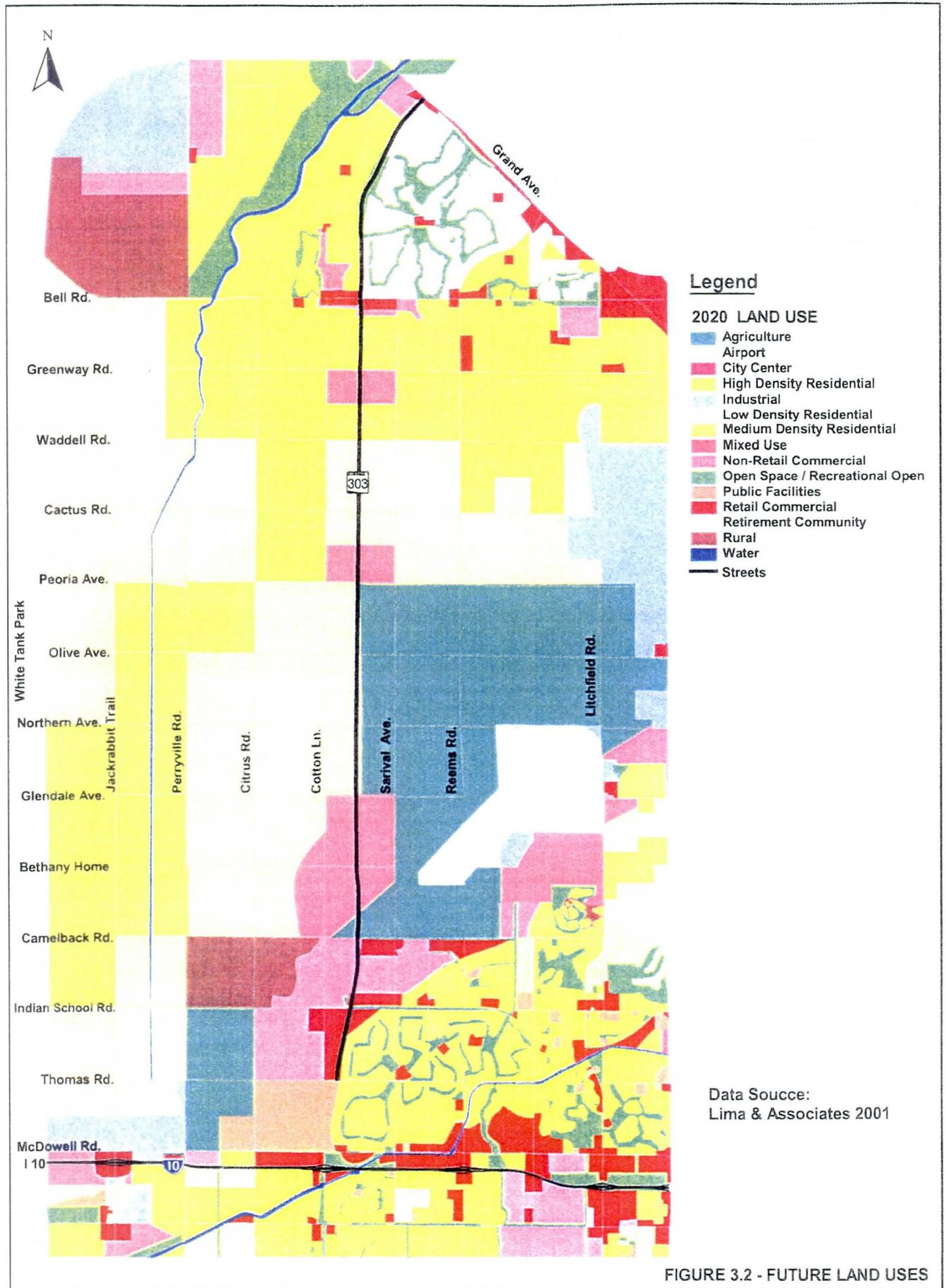
Figure 2.1. Table 3.4 shows a comparison between land use parameters in the MAG model and those used in the MCDOT model as updated for this project.

**TABLE 3.4  
LAND USE PARAMETER COMPARISONS**

Land Use Parameter	2010		Design Year	
	MAG	MCDOT (Lima)	MAG	MCDOT (Lima)
Population	45,453	110,806	65,063	151,162
Employment	22,803	27,540	29,460	39,152
Dwelling Units	17,877	45,738	27,139	63,862

As can be seen, the updated model includes considerably more land use activity in the corridor than does the MAG model. The land use data are realistic as they are based on known development activities in the area. Nevertheless, the Design Hour Volume model only includes a portion of the potential development that could occur in the corridor. Based on general plan information obtained from the cities in the corridor, the future land use map shown in Figure 3.2 was developed.

In order to determine how much excess capacity might be required to account for future development in the corridor, estimates of future dwelling units and employment in the corridor was developed. Two levels of estimates were developed. The factors used to develop dwelling units and employment values were similar to those used to develop the Design Year MCDOT model. In order to conduct a sensitivity analysis, low- and high-range estimates were made. The results of the analysis are shown in Table 3.5.



**TABLE 3.5  
ULTIMATE BUILD-OUT DWELLING UNITS AND EMPLOYMENT**

Land Use	Acreage	Low Estimate		High Estimate		Factors	
		Dwelling Units	Employment	Dwelling Units	Employment	Low	High
Agriculture	9204		460		460	0.05 Employees per GA	0.05 Employees per GA
Luke AFB	1969	213	6974	213	6974	TAZ 360	TAZ 360
High Density Residential	1704	10224		13632		6 DU/Acre	8 DU/Acre
Industrial	4510		90200		112750	20 Employees per GA	25 Employees per GA
Low Density Residential	20812	20812		41624		1 DU/Acre	2 DU/Acre
Medium Density Residential	24521	49042		98084		2 DU/Acre	4 DU Acre
Mixed Use	3504	21024	30660	24528	39420	6 DU/Acre, 8.75 Employees per GA	7 DU/Acre, 11.25 Employees per GA
Non-Retail Commercial	2915		58300		72875	20 Employees per GA	25 Employees per GA
Open Space / Recreational Open	4562					0	0
Public Facilities	1162		23240		29050	20 Employees per GA	25 Employees per GA
Retail Commercial	2735		41025		54700	15 Employees per GA	20 Employees per GA
Retirement Community	6626	13252		19878		2 DU/Acre	3 DU/Acre
Rural	3008	602		1203		0.2 DU/Acre	0.4 DU/Acre
Water	457						
<b>Total</b>		<b>115169</b>	<b>250859</b>	<b>199162</b>	<b>316229</b>		

GA = Gross Acre

Table 3.6 presents a comparison between Design Year dwelling units and employment used in the model and the predicted ultimate dwelling units and employment values for the low range, the high range and the average of the two.

**TABLE 3.6  
COMPARISON OF MODEL DATA TO BUILD-OUT DATA**

Category	Model	Low	High	Average	Model Data as % Average Build-Out
Dwelling Units	63,862	115,169	199,162	157,165	40.6%
Employment	39,152	250,859	316,229	283,544	13.8%

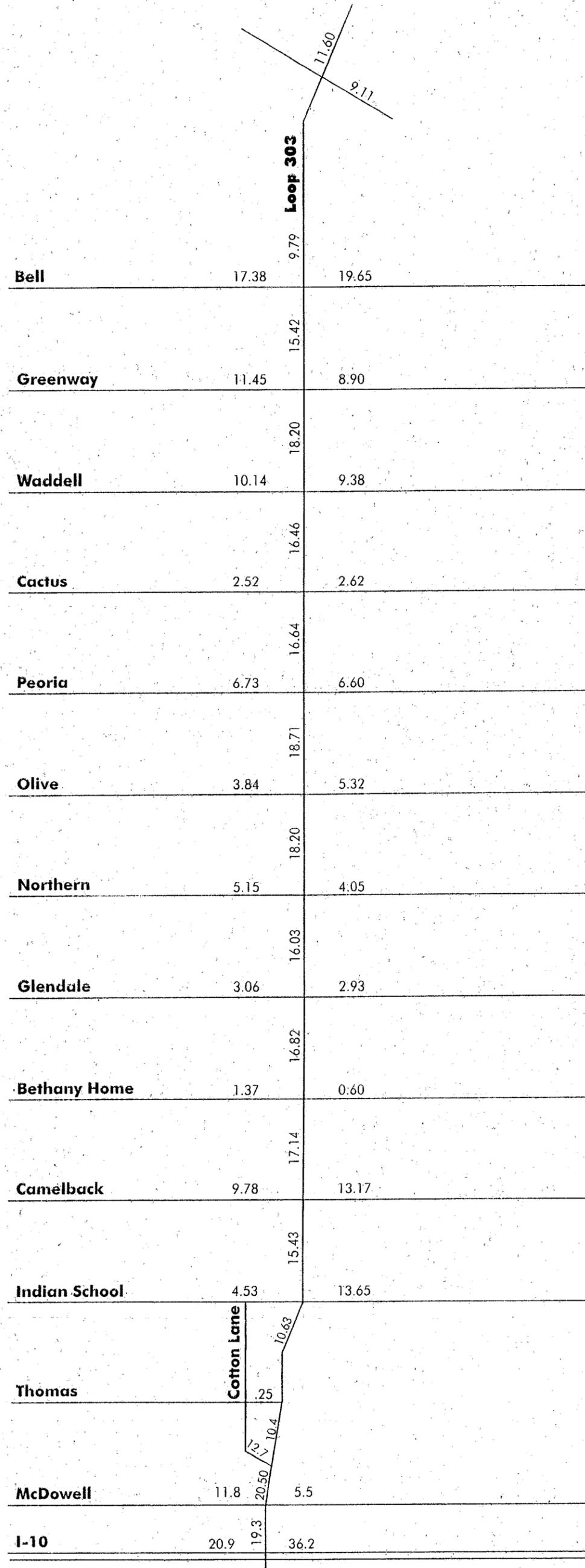
As can be seen from Table 3.4, at full build-out, there will be a marked increase in both dwelling units and employment within the corridor. While it is not suggested that this increase would be directly proportional to the percentage increase, it is readily apparent that the development along the corridor has in no way approached build-out conditions, and traffic volumes on SR 303L will grow steadily past 2020 as additional development occurs.

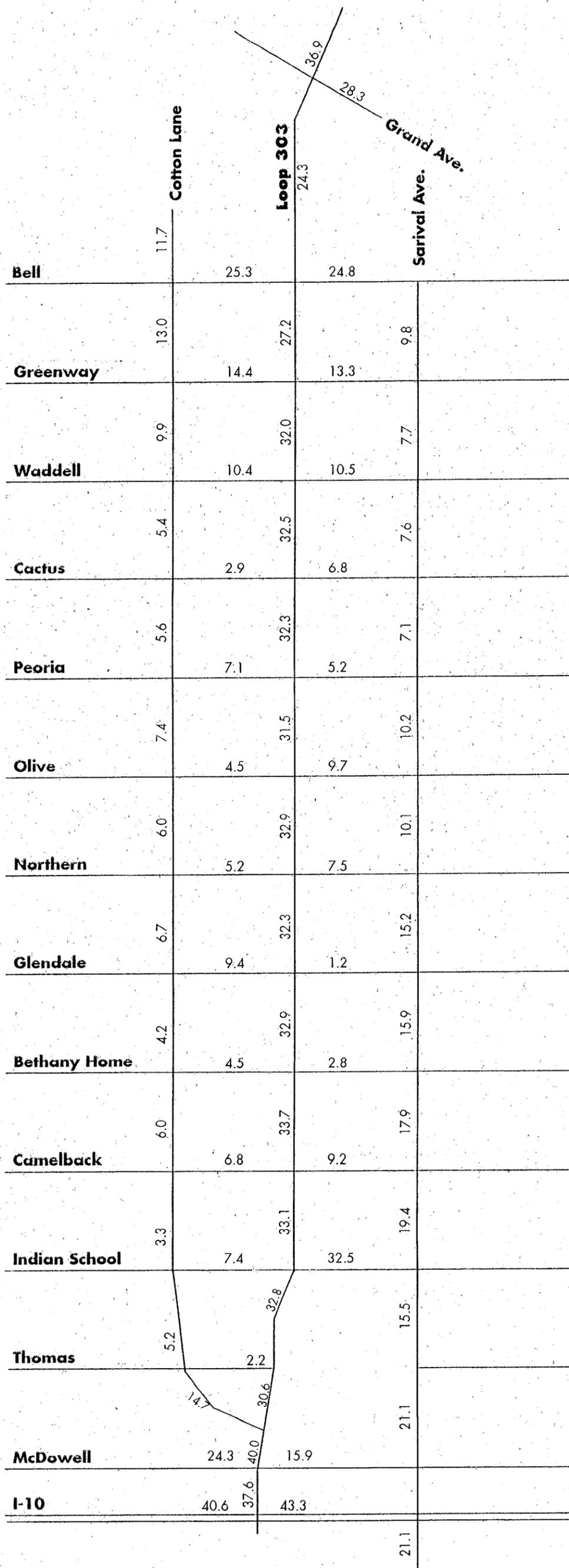
MCDOT and Lima and Associates supplied the model output for the 2010 and Design Year expressway scenario and for the Design Year highway scenario. 2010 highway scenario volumes were developed by proportioning Design Year highway volumes by a factor similar to the proportion of 2010 expressway volumes to Design Year expressway volumes. The model data and derived data were used to generate the average daily traffic volumes along the various segments of SR 303L as well as approach volumes on crossroads. The following figures were developed to show 2010 and Design Year average daily traffic volumes for the two scenarios:

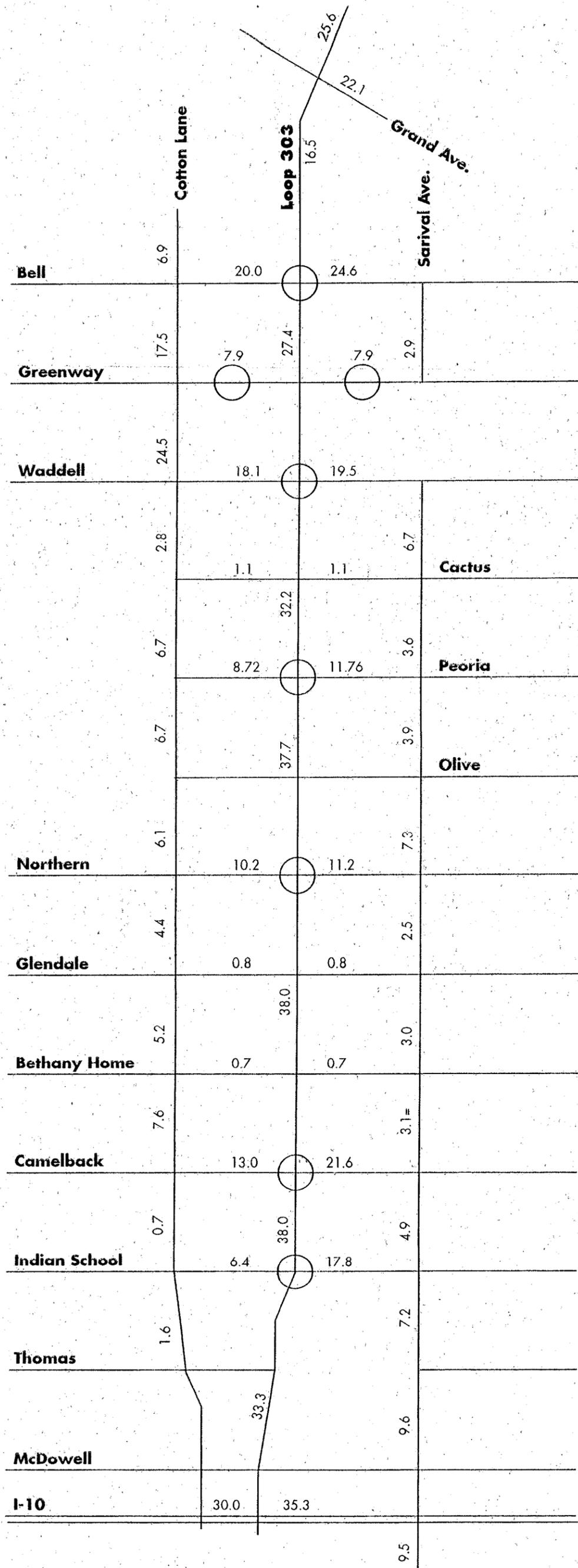
- Figure 3.3 2010 Expressway – Average Daily Traffic Volumes
- Figure 3.4 Design Year Expressway – Average Daily Traffic Volumes
- Figure 3.5 2010 Highway – Average Daily Traffic Volumes
- Figure 3.6 Design Year Highway– Average Daily Traffic Volumes

For the highway scenarios, interchanges were assumed at Bell Road, Waddell Road, Peoria Avenue, Northern Avenue, Camelback Road and Indian School Road. At the remaining cross streets, grade separations with no access were assumed.

The model output is for 2010 and Design Year. MCDOT has indicated that the design year forecasts approximate a 2025 horizon year. It should be noted that the detail of the model is not fine enough to develop arterial improvements because of traffic analysis zone size, network coding issues and access assumptions for new development within the traffic analysis zones. In fact, a comparison of 2010 and design year volumes on the network shows that on many parallel

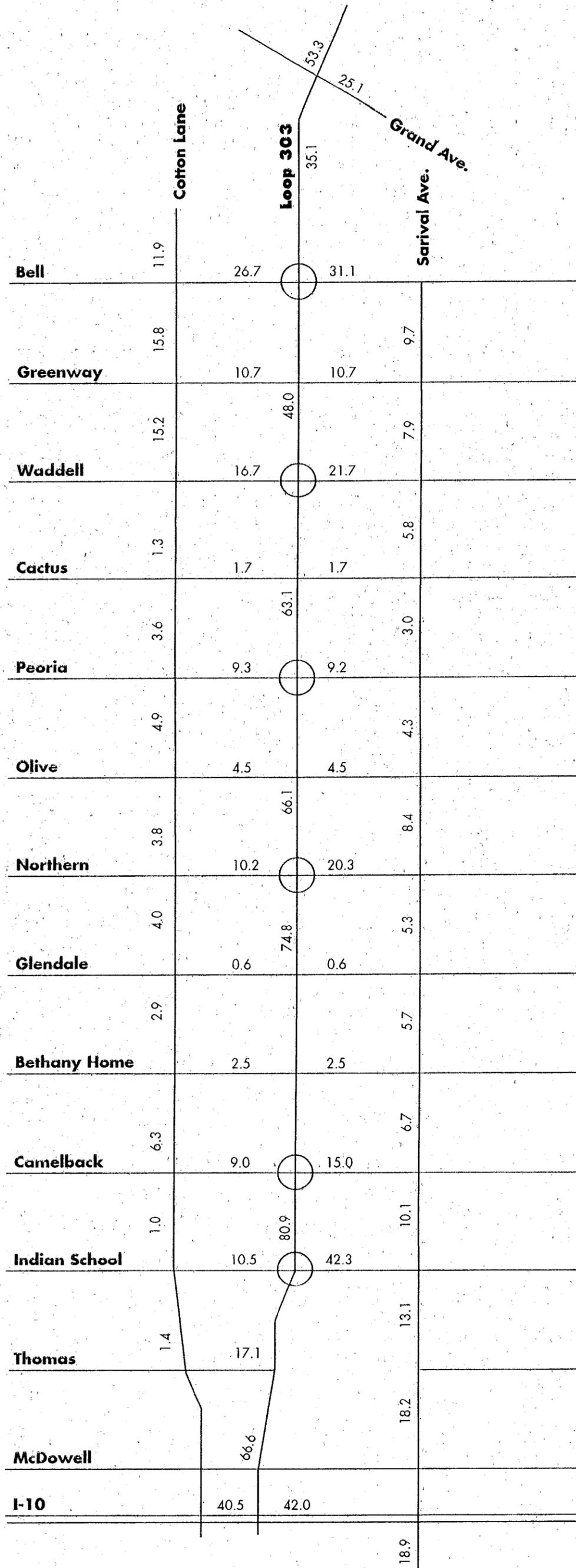






Source: Estimated  
Loop 303 - Indian School Rd. to Clearview Blvd.  
Traffic Study

**2010 Highway  
Average Daily Traffic Volumes**  
(ADT - 2 directions x 1000)  
Figure 3.5



Source: Lima & Assoc.  
**Loop 303 - Indian School Rd. to Clearview Blvd.**  
**Traffic Study**

**Design Year Highway**  
**Average Daily Traffic Volumes**  
 (2 directions x 1000)  
**Figure 3.6**

roadways volumes actually decline. This is due in part to new network improvements put into the model for the design year, and it is also indicative of problems with zonal structure and access from zone centroids to the network.

In order to estimate ultimate volumes on the corridor, it was assumed that in the future roughly 80% of the developable land in the study area would be developed. Since residential properties and commercial properties generate traffic at different rates, a weighted average approach was developed. Weighting factors are based on the average daily trip rates for residential land uses and the average daily trip rates per employee for commercial land uses. A growth factor is derived by comparing 80% build-out dwelling units and employment with design year dwelling units and employment data. This factor is then weighted and the resulting weighted growth factors were summed. Table 3.7 summarizes the derivation of the growth rate.

**TABLE 3.7  
DERIVATION OF ULTIMATE GROWTH RATE**

Land Use	A Trips/Day	B Design Year	C Ultimate	D Growth Factor (C/B)	E Weighted Growth Factor (DxA)
<b>Dwelling Units</b>					
Multi Family	6	-63862	125372	1.96	15.71
Single Family	10				
Average	8				
<b>Employment</b>					
Office Park	3.5	39152	226835	5.79	20.86
Office Building	3.3				
Business Park	4				
Average	3.6				
<b>Total</b>	<b>11.6</b>				<b>36.56</b>

Dividing the sum of the weighted growth factors (36.56) by the sum of the weighting factors (11.6) yields an ultimate growth rate of 3.15. This growth rate factor was then applied to the design-hour forecast volumes to yield a projection of ultimate volumes. This technique is crude, but it does indicate the order of magnitude of potential future volumes for the purpose of identifying the type of ultimate roadway that may be needed.

Table 3.8 presents the projected ultimate average weekday traffic volumes for the expressway scenario.

**TABLE 3.8**  
**ULTIMATE VOLUMES FOR EXPRESSWAY SCENARIO**

Segment	Design Year Volume	Ultimate Volume
I-10 to McDowell	37620	118503
McDowell to Cotton Lane	40010	126032
Cotton Lane to Thomas	30580	96327
Thomas to Indian School	32770	103226
Indian School to Camelback	33110	104297
Camelback to Bethany Home	33680	106092
Bethany Home to Glendale	32900	103635
Glendale to Northern	32300	101745
Northern to Olive	32920	103698
Olive to Peoria	31500	99225
Peoria to Cactus	32250	101588
Cactus to Waddell	32490	102344
Waddell to Greenway	32040	100926
Greenway to Bell	27190	85649
Bell to Clearview	24290	76514
Average Segment Volume	32377	101988

In reality, the expressway scenario would be unable to support these levels of traffic. Traffic would divert to parallel north/south arterials to balance congestion and travel time.

Table 3.9 presents the projected ultimate average weekday traffic volumes for SR 303L with the highway scenario.

**TABLE 3.9**  
**ULTIMATE VOLUMES FOR HIGHWAY SCENARIO**

Segment	Design Year Volume	Ultimate Volume
I-10 to Indian School	66610	209822
Indian School to Camelback	80890	254804
Camelback to Northern	74750	235463
Northern to Peoria	66070	208121
Peoria to Waddell	63120	198828
Waddell to Bell	48020	151263
Bell to Clearview	35060	110439
Average Segment Volume	62074	195533

The ultimate volumes for the highway scenario are extreme for a six-lane highway and would possibly require an eight-lane facility. The proposed typical section for the ultimate highway can accommodate eight traffic lanes. However, the timing of when such a facility might be required is unknown.

### 3.4 DESIGN HOUR VOLUMES

For the purposes of developing design hour volumes, the following general design values are recommended. They are based on generally accepted values for similar roadways.

TABLE 3.10  
DESIGN VALUES

K (Peak Volume to ADT)	0.10
D (Directional Distribution)	0.60 (60% in peak direction)
T (Truck Percentage)	10%

Although existing truck percentages are approximately 16%, a truck percentage of 10% was assumed. As total volumes on the roadway increase due to development activity, the proportion of trucks in the traffic stream should decline relative to passenger cars.

### 3.5 ROADWAY CAPACITIES

For various roadway configurations, capacities corresponding to a level of service (LOS) C were calculated. These calculation, which were based on Highway Capacity Manual methodologies utilized, where applicable, the K, D and T values shown in Table 3.9. Table 3.11 presents the daily traffic capacities for various interim roadways.

TABLE 3.11  
ASSUMED CAPACITIES (LOS C)

Roadway Type	Capacity* (vehicles per day)	Average Speed for Free-Flow Conditions
2 Lane Roadway – Rural	7,900 vpd	≥ 55 mph
2 Lane Roadway – Urban Traffic Signals, Turn Lanes at Intersections	13,500 vpd	40-45 mph
4 Lane Road – Rural	43,000 vpd	≥ 50 mph
4 Lane Road – Urban Traffic Signals, Turn Lanes at Intersections	27,000 vpd	40-45 mph
4 Lane Highway	52,000 vpd	≥ 65 mph

\*Capacities are for LOS C and 10% to 20% trucks. All volumes are for AADT based on 60% directional split and 10% peak hour/ADT.

For the two-lane road scenarios, the urban section has a much higher capacity than the rural section. For the four-lane scenario, the rural section has a higher capacity than the urban section. The rural LOS C volume is based upon the ability for vehicles to pass. The urban LOS C is based upon the average delay at traffic signals. These methodologies measure very different aspects of travel and are not directly comparable.

## 4.0 PROJECT PURPOSE AND NEED STATEMENT

The proposed project is to construct a highway from I-10 to US 60 along the corridor identified between Cotton Lane and Sarival Road. The purpose of this project is as follows:

- Provide a regional route linking two major highways to serve traffic entering or passing through the urban area
- Provide a regional route to serve the developing area west of the Agua Fria River and east of the White Tank Mountains.

The need for the project is as follows:

- The closest regional routes are SR 101L located 9 miles to the east and east of the Agua Fria River and the Sun Valley Parkway located 14 miles to the west and west of the White Tank Mountains. These two existing routes are too far from the project area to serve the corridor.
- US 60 traffic has three existing ways to enter the urban area: (1) continue on US 60 (Grand Avenue) to SR 101L; (2) Use SR 74 to I-17; or (3) use the existing SR 303L interim two-lane road. For traffic destined for the western portion of the urban area, routes 1 and 3 above have the following deficiencies. Grand Avenue east of the SR 303L interim connection is being increasingly urbanized. Several new traffic signals have recently been installed and at least two more signals have been approved. Grand Avenue between SR 303L and SR 101L is functioning as an urban arterial and does not well serve the through-traffic function. The existing SR 303L is a two-lane roadway carrying 8,000 vpd. The mixture of high-speed long trip traffic with local cross street traffic has resulted in numerous accidents and some fatalities. The roadway is nearing its capacity limits as a rural two-lane highway.
- The SR 303L corridor is at the edge of the rapidly developing urban area. The City of Goodyear at the south end of the project is beginning to develop very fast. The City of Surprise and particularly the Sun City Grand development has grown very rapidly on the north end of the project. There are numerous developments planned or under way throughout the corridor. Current projections are for over 151,000 people to reside in the corridor by 2020. This estimate represents only 40% of the ultimate growth potential of the area. There are no other regional north-south routes planned within the corridor.
- The project is included in the MAG Long Range Transportation Plan as part of a regional highway/expressway system that will provide a continuous route from MC 85 to I-17.

## 5.0 INTERIM ROADWAY CONCEPT ALTERNATIVES

### 5.1 DESIGN CRITERIA AND ROADWAY ELEMENTS

SR 303L will be designed to ultimately be a fully access-controlled highway. The design criteria used for the ultimate roadway mainline shall be the ADOT *Roadway Design Guidelines* and ADOT Construction Standard Drawings, as summarized in Table 5.1. The typical section for the ultimate six-lane fully access-controlled highway is shown in Figure 5.1.

TABLE 5.1  
DESIGN CRITERIA SUMMARY - SR 303L ULTIMATE MAINLINE

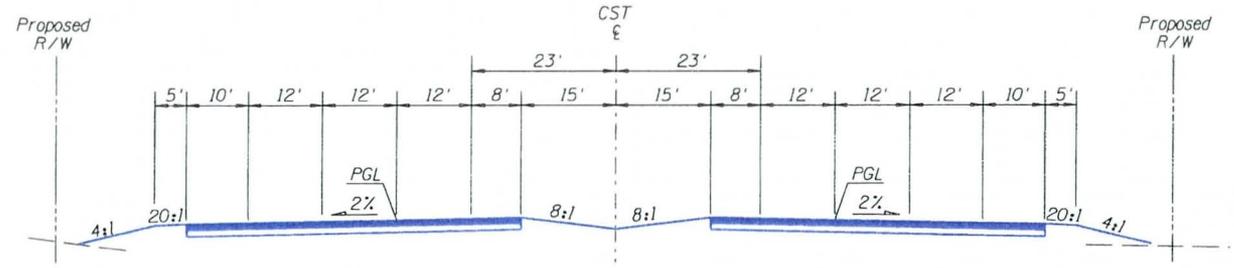
Description	SR 303L Ultimate Mainline
Standard Typical Section:	See Figure 5.1
Design Year:	2025
Design Vehicle:	WB-50
Design Speed:	65 mph
Superelevation:	0.06 ft/ft maximum
Minimum Vertical Curve Length:	1,000 ft
Maximum Gradient:	3%
Maximum Horizontal Curve:	2-degree, 45-minute
Median Width:	46 ft
Roadway Width:	54 ft
Lane Width:	12 ft
Median Shoulder Width:	8 ft (5 ft for Interim)
Outside Shoulder Width:	10 ft (5 ft for Interim)
Recovery Area:	30 ft
Cross-Slope:	0.02 ft/ft
Pavement Design:	20 years
Barrier Type:	ADOT Std C-10.62
Curb and Gutter Types:	ADOT Std C-05.10, Type C (for Roadway Slopes Steeper than 5:1)

As part of the ultimate roadway, interchanges will be provided at most cross streets. The design criteria used for the SR 303L entrance and exit ramps shall be the ADOT *Roadway Design Guidelines* and ADOT Construction Standard Drawings, as summarized in Table 5.2. The typical section for ramps is shown in Figure 5.1.

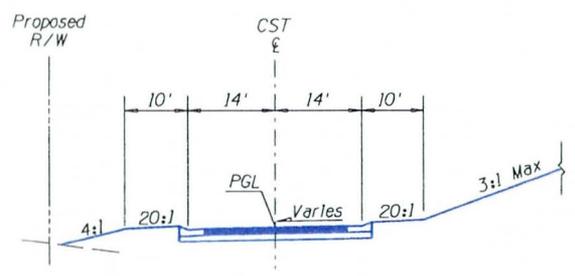
**TABLE 5.2  
DESIGN CRITERIA SUMMARY - RAMPS**

Description	Entrance Ramps	Exit Ramps
Standard Typical Section:	See Figure 5.1	See Figure 5.1
Design Year:	2025	2025
Design Vehicle:	WB-50	WB-50
Design Speed:	55 mph (Gore Area) 50 mph (Ramp Body) 35 mph (Intersection)	55 mph (Gore Area) 50 mph (Ramp Body) 35 mph (Intersection)
Pavement Design Life:	20 years	20 years
Number of Lanes:	1 (Gore Area) 2 (Ramp Body)	1 (Gore Area) (Varies (Intersection))
Number of Left-Turn Lanes at Interchange:	N/A	Per Traffic Analysis
Number of Right-Turn Lanes at Interchange:	N/A	Per Traffic Analysis
Roadway Width:	22 ft (Gore) 28 ft (Ramp Body)	22 ft (Gore & Body) Varies at Intersection
Drainage (Pavement):	10 years	10 years
Standard Right-of-Way Requirements:	Varies	Varies
Lane Widths:	12 ft - 14 ft	12 ft - 14 ft
Clear Zone Width:	30 ft	30 ft
Barrier Type:	ADOT Std C-10.62	ADOT Std C-10.62
Curb & Gutter Types:	ADOT Std C-05.10, Type C	ADOT Std C-05.10, Type C

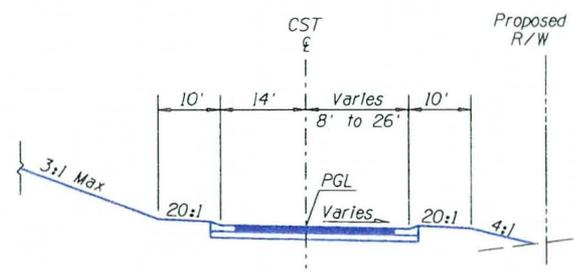
FIGURE 5.1  
Ultimate SR303L and Ramp  
Typical Sections



SR303L  
TYPICAL SECTION



ENTRANCE RAMP  
TYPICAL SECTION



EXIT RAMP  
TYPICAL SECTION

The cross streets at the connection points to SR 303L will be designed as MCDOT urban principal or minor arterials. The design criteria used for the cross streets are contained in the MCDOT *Roadway Design Manual*, as summarized in Table 5.3.

**TABLE 5.3  
DESIGN CRITERIA SUMMARY – CROSS STREETS**

Description	Cross Street – Urban Principal Arterial	Cross Street – Urban Minor Arterial
Standard Typical Section:	MCDOT Urban Principal Arterial	MCDOT Urban Minor Arterial
Design Year:	2025	2025
Design Vehicle:	WB-50	WB-50
Design Speed:	45 mph at interchange	45 mph at interchange
Pavement Design Life:	20 years	20 years
Number of Lanes:	6 through lanes	4 through lanes
Number of Left-Turn Lanes at Interchange:	2 left lanes in each direction of travel	2 left lanes in each direction of travel
Number of Right-Turn Lanes at Interchange:	1 right turn lane from crossroad to entrance ramps	1 right turn lane from crossroad to entrance ramps
Roadway Width:	102 ft (136 ft at interchange)	74 ft (112 ft at interchange)
Drainage (Pavement):	10 years	10 years
Standard Right-of-Way Requirements:	130 ft (varies at interchange)	110 ft (varies at interchange)
Lane Widths:	12 ft	12 ft
Clear Zone Width:	1.5 ft from f/c	1.5 ft from f/c
Roadway Foreslope:	3:1	3:1
Median:	4 ft minimum; 16 ft maximum (varies at interchange)	4 ft minimum; 16 ft maximum (varies at interchange)
Curb & Gutter Types:	MAG Std Detail 220	MAG Std Detail 220

Embankment slopes on mainline and cross streets will be 3:1 or flatter. Standard ADOT landscaping will be included, which consists of soil plating, decomposed granite ground cover, drought-resistant plants and drip irrigation. All non-paved portions of the right-of-way would be subject to landscaping.

Several pavement alternatives are possible. These include asphaltic concrete (AC) and Portland cement concrete (PCC) pavement. The design of these pavements will be based on subsurface conditions and anticipated equivalent single axle loadings (ESALs). Life-cycle cost analysis will be performed to evaluate the most economical pavement type. Interim AC pavement structure can be evaluated to service the temporary needs of the roadway during construction. This interim

AC pavement structure could then serve as the base for PCC pavement thus making the final PCC pavement more cost-effective. These options will be explored during the DCR phase.

Roadway drainage systems will be designed using standard ADOT criteria, with pavement drainage systems for non-depressed roadways designed to intercept 10-year flows and cross drainage culverts to convey 50-year flows. Roadway runoff would be captured in median and roadside ditches. The runoff in the median ditches would be captured in catch basins and conveyed a short distance to natural washes and existing discharge points. For depressed roadways, pavement drainage systems will be designed to intercept 50-year flows.

The need for soundwalls will be based on ADOT Noise Abatement Policy (NAP), dated March 21, 2000, and in accordance with the provisions of Title 23 of the Code of Federal Regulations (CFR) Part 772 – Procedures for Abatement of Highway Traffic Noise and Construction Noise. FHWA's Noise Abatement Criteria (NAC) are delineated by land use categories and their associated acceptable exterior noise levels (in dBA) (refer to Table 5.4).

**TABLE 5.4  
NOISE ABATEMENT CRITERIA**

Hourly (h) A-Weighted Sound Level in Decibels (dBA)		
Activity Category	Description	Leq(h)
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities are essential if the area is to continue to serve its intended purpose.	57 dBA (Exterior)
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 dBA (Exterior)
C	Developed lands, properties, or activities not included in Categories A or B.	72 dBA (Exterior)
D	Undeveloped lands	None

ADOT noise abatement guidelines state that the abatement strategies should be considered when the L(eq) noise levels “approach” or exceed 67 dBA for a category B land use, or 72 for a category C land use. The “approach” threshold, as defined by ADOT, is 3 dBA. Therefore, a noise impact occurs at levels of 64 dBA for a category B land use and 69 dBA for a category C land use. These guidelines also state that noise abatement should be considered when the noise levels “substantially exceed the existing noise levels.” This criterion as defined by ADOT is an increase in the L(eq) of 15 dBA or more above existing noise levels. ADOT policy does not provide for mitigation of commercial sites.

Lighting for SR 303L will be designed using standard ADOT criteria. This includes meeting average and minimum foot-candle levels for the mainline and ramps and installing dark-sky compliant lights.

All bridges and walls will include standard ADOT rustication and staining. Other opportunities for aesthetic treatment will be explored in the DCR phase.

An ADOT Freeway Management System (FMS) will be constructed as outlined in Appendix F.

Depressing SR 303L has some merit due to public interest and the fact that SR 303L north of Bell Road has just been recently rebuilt as a depressed roadway. SR 303L could be depressed at Bell Road, but it is unlikely to be depressed south of Bell due to cross drainage and subsidence issues.

## 5.2 INTERIM ROADWAY ALTERNATIVES

Currently, it is anticipated that SR 303L would be developed in phases to meet traffic demands and funding limitations. Eleven concepts, including several that have variations noted as A, B, C, have been identified and are described below. These concepts vary depending upon whether the ultimate highway will go over the cross streets or whether the cross streets will go over the highway. They also vary as to whether emphasis is placed on providing four full lanes or on providing grade separations. They also vary as to whether the existing roadway would be used in the interim.

Presented in this chapter are descriptions and drawings of the alternative concepts, cost estimates for one mile of each concept, and a matrix indicating where within the corridor each concept could apply. The evaluation of the concepts is provided in Chapter 6.0.

### 5.2.1 Concept 0: No-Build

This concept would leave SR 303L as it is today. The roadway would not be improved beyond some overlay and pavement repair to extend the life of the pavement and normal maintenance.

### 5.2.2 Concept 1: Construct New Four-Lane Divided Roadway At-Grade (Figure 5.2)

This concept would entail removing the existing pavement and building four of the six lanes of the ultimate highway as the interim roadway. The four outer lanes would be built along the ultimate horizontal and vertical alignments with at-grade intersections at the cross streets. Intersections would be signalized as they are currently, i.e., signals at Indian School Road, Northern Avenue, Olive Avenue, and Bell Road only. This concept lends itself to taking the

cross streets over SR 303L in the ultimate condition to minimize reconstruction of SR 303L in the future.

### **5.2.3 Concept 2: Construct New Two-Lane Roadway, Use Existing Road for Other Direction (Figures 5.3 and 5.4)**

- 2A – At-Grade Intersection No Signals
- 2B – At-Grade Intersection Signalized
- 2C – Half of Cross Street Grade Separation, Realign Existing Road

This concept would use the existing roadway for one direction of traffic and construct the outer two lanes of the ultimate section for the other direction of traffic. The new construction would follow the ultimate alignment. Treatment at the intersections would vary depending on traffic volumes. At low volume intersections (Concept 2A), temporary left-turn lanes would be constructed and the intersections would remain at-grade and unsignalized. At high volume intersections, there are two options. The first option (Concept 2B) would have the intersection be at-grade and signalized. The existing pavement of SR 303L would be removed for several hundred feet on either side of the intersection and temporary pavement would be constructed to provide a narrow median between the two directions of traffic in order to improve intersection operation. The second option (Concept 2C) would construct half of the ultimate cross street overpass width in the interim condition. Ramps adjacent to the new construction would follow the ultimate ramp alignments and profiles. The existing roadway would be reconstructed to fit under the overpass structure where required and temporary ramps would be constructed adjacent to existing pavement for the interim condition. All these concepts would favor taking the cross streets over SR 303L to minimize “throwaway” construction to construct the ultimate condition.

### **5.2.4 Concept 3: Construct Half of the Cross Street Overpass and Provide a Temporary Connection to Existing SR 303L (Figure 5.5)**

Concept 3 is similar to Concept 2C in that half the width of the ultimate cross street overpass would be built over SR 303L, but the existing SR 303L would be left as is, with no construction along the mainline in the interim condition. Also, no ramps would be built. Instead, a two-way temporary connection would be constructed from the cross street to the mainline. This alternative would obviously assume that the cross street goes over SR 303L in the ultimate condition.

### **5.2.5 Concept 4: Construct New Two-Lane Temporary Roadway Adjacent to Existing Roadway (Figure 5.6)**

Concept 4 would construct a two-lane section adjacent to the existing roadway with a 14-foot curbed median. Intersections would be at-grade and signalized as necessary. Left-turn lanes

would be added at the intersections. The option for either an overpass or an underpass at any given intersection would be left open for the ultimate condition since the interim roadway could not be salvaged for the ultimate highway.

#### **5.2.6 Concept 5: Construct New Two-Lane Roadway Along Ramp Alignment (Figure 5.7)**

This alternative would construct a new two-lane section along the ultimate ramp alignments and profiles for traffic in one direction and utilize the existing roadway for traffic in the other for the interim roadway. Intersections would be at-grade and separated for each direction. This alternative assumes that SR 303L would go over the cross streets. Therefore, the interim roadway would have to have a "hump" at the beginning and ending of each ultimate ramp alignment in order to set up the mainline profile to go over the cross street.

#### **5.2.7 Concept 6: Construct Half of Six-Lane Fully Access-Controlled Highway and Stripe for Four Lanes (Figures 5.3 and 5.9)**

- 6A – Directions of Travel Not Separated
- 6B – Directions of Travel Separated by Temporary Barrier, Add Temporary Paving, SR 303L Over Cross Street
- 6C – Directions of Travel Separated by Temporary Barrier, Add Temporary Paving, At-Grade Signalized Intersection, Cross Street Over SR 303L in Ultimate Condition

This alternative would construct one side of the ultimate highway for two-way traffic. The existing roadway would be removed. The new section would be striped for four lanes. There are three versions of this concept. The first two would construct the SR 303L over the cross streets in the interim condition. The ramps on the outside would be along the ultimate alignments and profiles. The ramps on the other side would be temporary and removed when the ultimate highway is finally built. Concept 6A is to simply stripe the new pavement for four lanes without a median barrier. Concept 6B is to add a median barrier to separate the two directions of traffic. This would necessitate the addition of some asphalt paving along the shoulders to add the required width to accommodate the barrier. The barrier would obviously be removed when the ultimate highway is built. Concept 6C has a similar typical section to 6B but would assume that the cross street would go over SR 303L in the ultimate condition and would be built at-grade. This would provide an at-grade signalized intersection with left-turn lanes. This would require additional temporary asphalt paving along the outside to allow for the median barrier and left-turn lanes which would be removed in the ultimate condition.

### **5.2.8 Concept 7: Construct Half of Four-Lane Fully Access-Controlled Highway, Use Existing Road for Other Direction (Figure 5.10)**

Concept 7 would leave the existing mainline for traffic in one direction and build two lanes of one side of the ultimate highway, with the new construction going over the cross street, for the other direction. New ramps would be constructed along the ultimate alignments and profiles to be kept in the ultimate condition.

### **5.2.9 Concept 8: Construct New One-Way Frontage Road, Use Existing Road for Other Direction (Figure 5.11)**

Concept 8 involves building a two-lane frontage road for one direction of traffic and leaving the existing SR 303L for the other direction. The frontage road would coincide with the ultimate ramp locations near the cross roads, allowing for a frontage road system in the ultimate condition. The intersections would be at-grade and separated for each direction. This concept would favor taking SR 303L over the cross streets since the frontage roads would be in the ultimate location.

### **5.2.10 Concept 9: Build Grade Separations at Cross Streets Not Scheduled for Interchanges (Figure 5.12)**

- 9A – Cross Street Over SR 303L
- 9B – SR 303L Over Cross Street

Concept 9 would eliminate access to SR 303L from cross streets with very low forecasted traffic volumes for 2020. Concept 9A is Concept 2C without the ramps, and Concept 9B is Concept 6B without the ramps.

### **5.2.11 Concept 10: Build Ultimate Six-Lane Fully Access-Controlled Highway**

- 10A – Cross Street Over SR 303L
- 10B – SR 303L Over Cross Street
- 10C – Cross Street Over SR 303L without Ramps
- 10D – SR 303L Over Cross Street without Ramps

Concept 10 would immediately build the ultimate fully access-controlled highway without going to an interim roadway first.

It has been suggested to possibly incorporate at-grade loop ramps in some concepts in lieu of left turn lanes in the interim. This option will be further studied in the DCR phase of the project.

### 5.3 COST ESTIMATES FOR INTERIM ROADWAY CONCEPTS

Estimated costs per mile of each concept are presented in Table 5.5. The construction costs were based upon recent unit prices used by ADOT, and they include 8% for design, 14% for construction services and 30% for contingency (or unidentified items). FMS costs (\$1,000,000 per mile) were added to the future costs as outlined in Appendix F. Right-of-way costs are for additional land needed over the typical existing reserved right-of-way for SR 303L as shown in the right-of-way map in Appendix B and the standard MCDOT right-of-way for cross streets. More additional right-of-way would be needed for the cross street over mainline than vice versa because the toe of the fill slope for the cross street overpass is outside the standard MCDOT right-of-way while the fill slope for the mainline over cross street scenario is contained between the ramps, which are already in the reserved right-of-way for SR 303L. Right-of-way costs were calculated assuming that all right-of-way anticipated for the eventual ultimate highway would be acquired in the interim condition. Interim costs are simply the sum of the construction costs and the right-of-way costs.

Future cost indicates the amount it would take to upgrade the interim concept to the ultimate six-lane fully access-controlled highway. Total cost is the interim and future costs added together. All costs are based on 2001 unit prices. Right-of-way costs were based upon present per acre costs provided by MCDOT Right-of-Way Section. Concrete pavement costs were based on a pavement section of approximately 12 inches of concrete on 4 inches of aggregate base, and asphalt pavement costs were based on a pavement section of approximately 4 inches of asphalt on 12 inches of aggregate base. Well relocation costs in the interim were accounted for by applying each concept at every intersection and analyzing the number of well relocations. A total well relocation cost was calculated and then divided by the total number of intersections in the corridor (11) to arrive at a well relocation cost per mile for each concept. All well relocation was assumed to occur with the interim roadway construction.

Note that it was assumed that the roadways would be at or near grade and all grade separations would have one roadway elevated over the other. Depressed roadway sections may be considered but generally will cost more due to off-site drainage requirements. The cost estimates provided herein do not include the additional cost of the depressed roadway sections. No costs were added to account for possible additional costs due to subsidence. Also, no costs were added for the construction of a regional drainage channel parallel to SR 303L currently being studied by FCDMC nor for any additional right-of-way that might be needed for such a channel.

**TABLE 5.5**  
**CONSTRUCTION COST SUMMARY**  
**(ALL COSTS IN MILLIONS OF DOLLARS PER MILE)**

Concept	Construct Cost*	Additional Right-of-Way Cost*	Interim Cost*	Future Cost*	Total Cost*
1	4.2	0.2	4.4	17.0	21.4
2A	2.4	0.2	2.6	19.5	22.1
2B	3.3	0.2	3.5	19.3	22.8
2C	10.9	0.2	11.1	12.4	23.5
3	5.4	0.2	5.6	16.5	22.1
4	2.3	0.2	2.5	20.9	23.4
5	3.4	0.1	3.5	22.0	25.5
6A	11.3	0.1	11.4	14.2	25.6
6B	11.9	0.1	12.0	14.5	26.5
6C	3.8	0.2	4.0	17.5	21.5
7	8.9	0.1	9.0	15.9	24.9
8	3.2	0.1	3.3	22.8	26.1
9A	8.0	0.2	8.2	8.4	16.6
9B	9.9	0.1	10.0	10.3	20.3
10A	20.8	0.2	21.0	-	21.0
10B	24.2	0.1	24.3	-	24.3
10C	17.3	0.2	17.5	-	17.5
10D	20.9	0.1	21.0	-	21.0

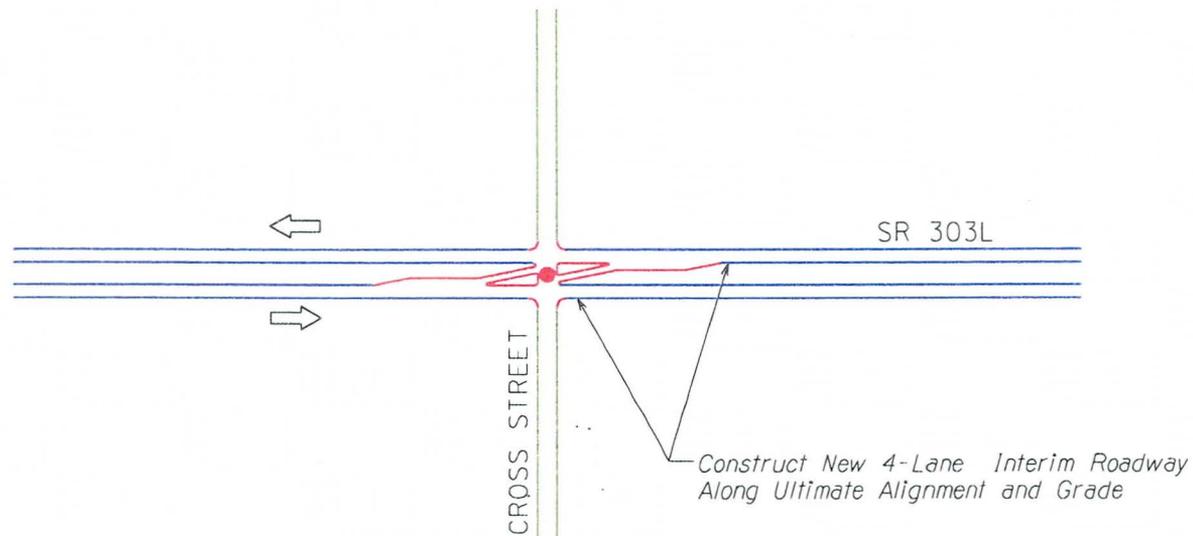
\* Costs based on 2001 unit prices.

#### 5.4 APPLICATION BY SEGMENT

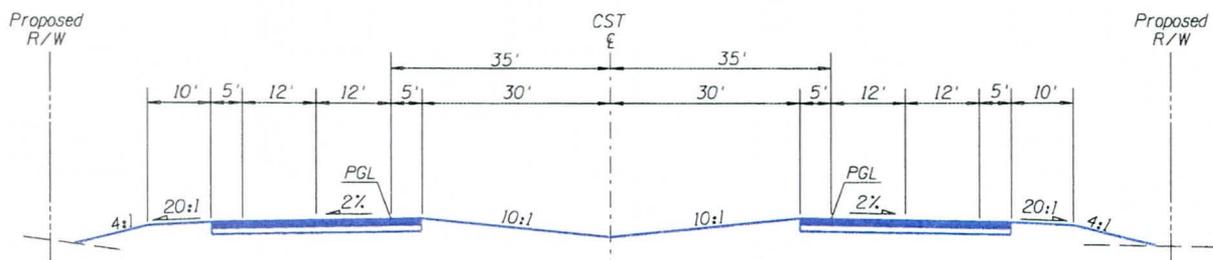
Table 5.6 shows the feasible concepts at each cross street as it pertains to physical constraints. The table shows that in terms of the physical conditions required to implement the concepts at each cross street, most concepts can be implemented. Concepts 4, 5, 6A, 6B and 8 could be used at every cross street. Concept 2A is strictly for low-volume intersections and is, therefore, suitable only for Bethany Home Road, Glendale Avenue, Peoria Avenue, Cactus Road, Waddell Road and Greenway Road. Concepts 1, 2B, 2C and 3 would not be suitable Northern Avenue, Olive Avenue and Bell Road (and Indian School Road for Concept 3). These locations lend themselves to taking SR 303L over the cross street due to traffic, presence of a railroad, or right-of-way constraints. Concept 7 needs to have a wide horizontal separation between the existing SR 303L and new section to be built in order to be able to grade out the large elevation differences between the roadways when the new construction goes over the cross street. Indian School Road, Camelback Road, Bethany Home Road, Peoria Avenue and Cactus Road do not have enough room between the old and new alignments to allow Concept 7. Concepts 9A and 9B would be suitable only at low volume cross streets where access to SR 303L could be eliminated, such as Bethany Home Road, Glendale Avenue, Olive Avenue, Cactus Road, and Greenway Road.

**TABLE 5.6  
CONCEPT - CROSS STREET MATRIX**

Concept	Concept 1	Concept 2A	Concept 2B	Concept 2C	Concept 3	Concept 4	Concept 5	Concept 6A&6B	Concept 7	Concept 8	Concept 9A&9B
	Cross Street Over	Cross Street Over	Cross Street Over	Cross Street Over	Cross Street Over	Either Over	SR 303L Over	SR 303L Over	SR 303L Over	SR 303L Over	Either Over
Cross Street	Construct New 4-Lane Divided Roadway at Grade	Construct New 2-Lane Roadway, Use Existing Road for Other Direction (Low Volume, Unsignalized Intersection)	Construct New 2-Lane Roadway, Use Existing Road for Other Direction (High Volume, Signalized Intersection)	Construct New 2-Lane Roadway, Use Existing Road for Other Direction (High Volume, Grade Separated Intersection)	Construct Half of the Crossroad Overpass and Provide a Temporary Connection to Existing SR 303L	Construct New 2-Lane Temporary Roadway Adjacent to the Existing Roadway	Construct New 2-Lane Roadway Along Ramp Alignment	Construct Half of 6-Lane Highway and Stripe for 4 Lanes	Construct Half of 4-Lane Highway, Use Existing Roadway for Other Direction	Construct New One-Way Frontage Road, Use Existing Roadway for Other Direction	Build Grade Separations at Cross Streets Not Scheduled for Interchanges
<i>Indian School Road</i>	✓		✓	✓		✓	✓	✓		✓	
<i>Camelback Road</i>	✓		✓	✓	✓	✓	✓	✓		✓	
<i>Bethany Home Road</i>	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
<i>Glendale Avenue</i>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<i>Northern Avenue</i>						✓	✓	✓	✓	✓	
<i>Olive Avenue</i>						✓	✓	✓	✓	✓	✓
<i>Peoria Avenue</i>	✓	✓	✓	✓	✓	✓	✓	✓		✓	
<i>Cactus Road</i>	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
<i>Waddell Road</i>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
<i>Greenway Road</i>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<i>Bell Road</i>						✓	✓	✓	✓	✓	



PLAN

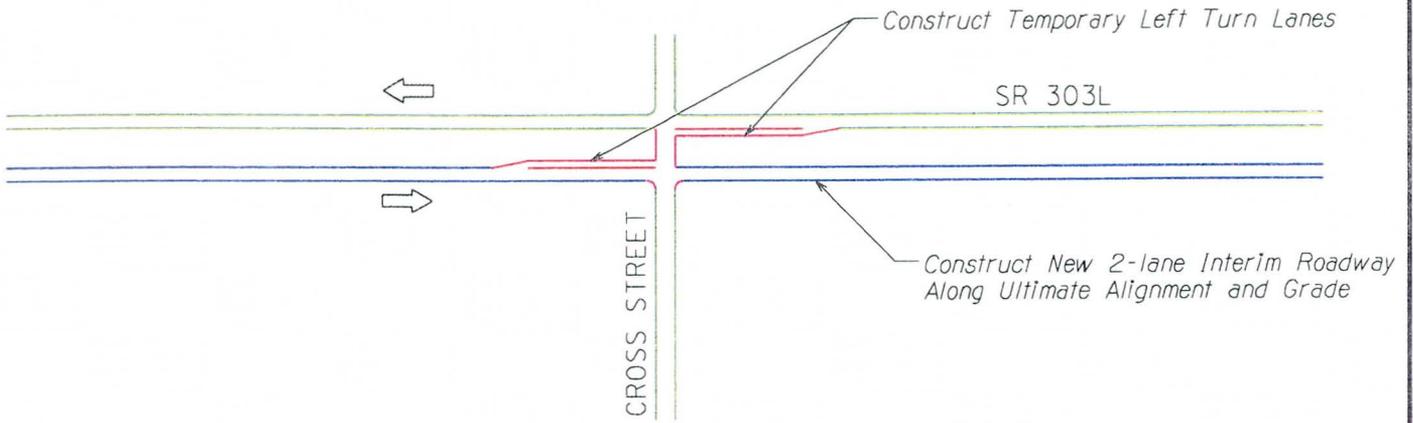


TYPICAL SECTION

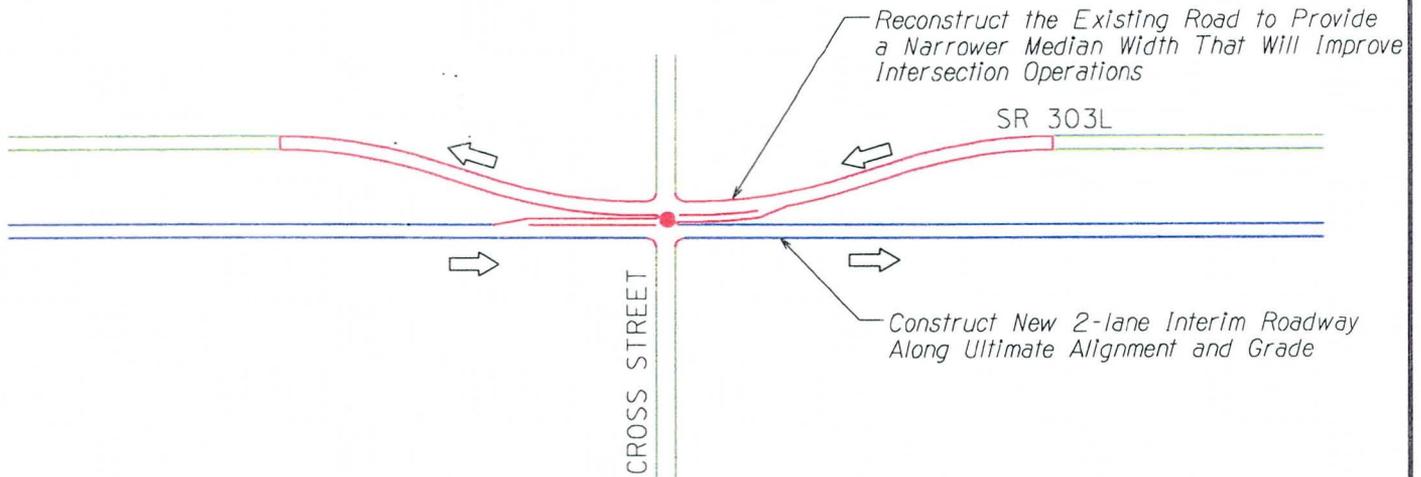
LEGEND

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- ▬ Construct Ultimate Fully Access-Controlled Highway Overpass

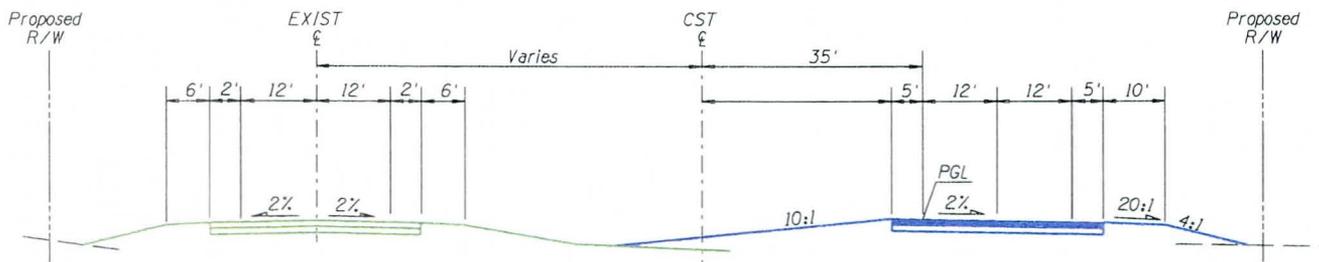
FIGURE 5.2  
CONCEPT 1 - Construct New 4-Lane Divided Roadway at Grade



**CONCEPT 2A**  
**Low Volume, Unsignalized Intersection**



**CONCEPT 2B**  
**High Volume, Signalized Intersection**

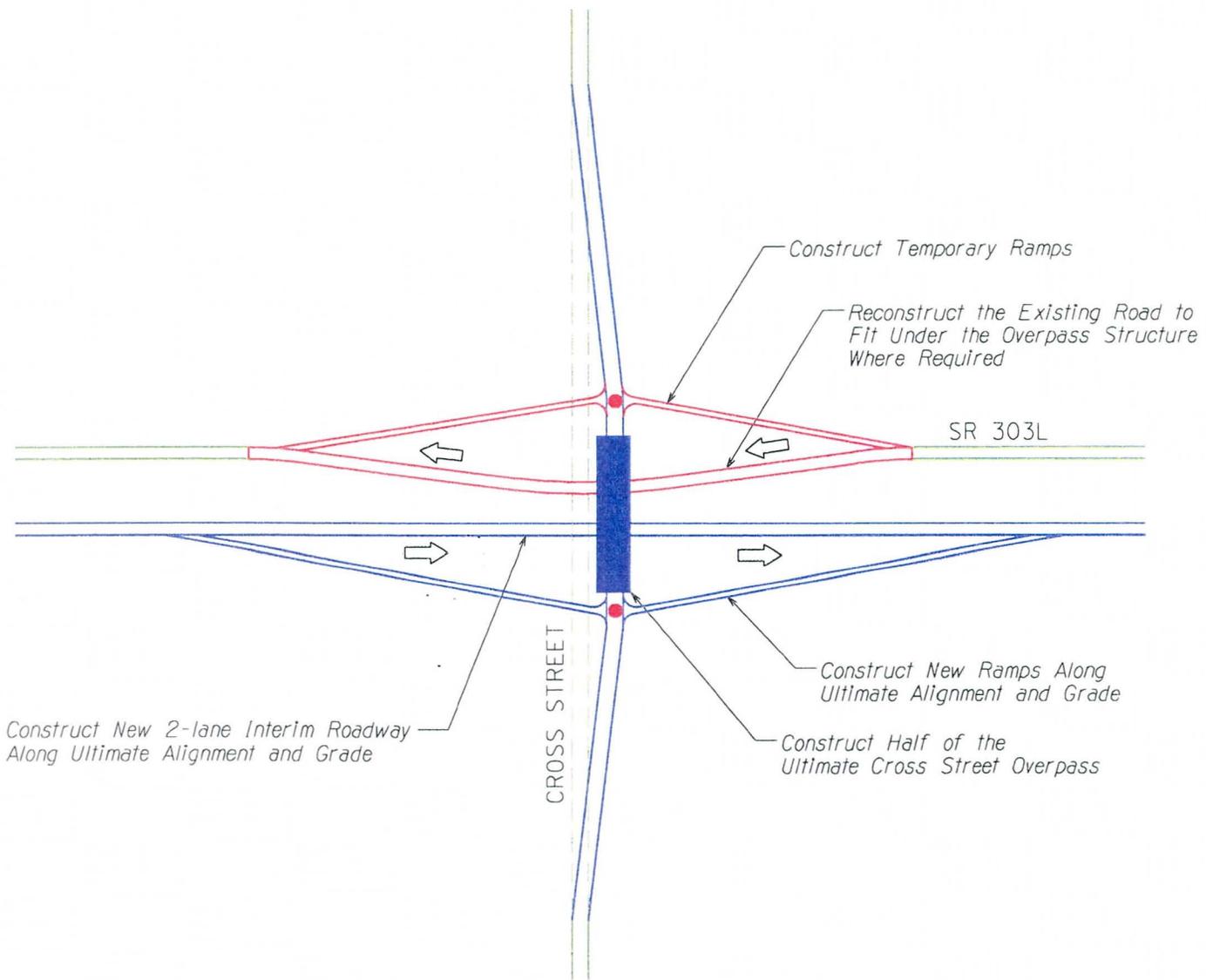


**TYPICAL SECTION**

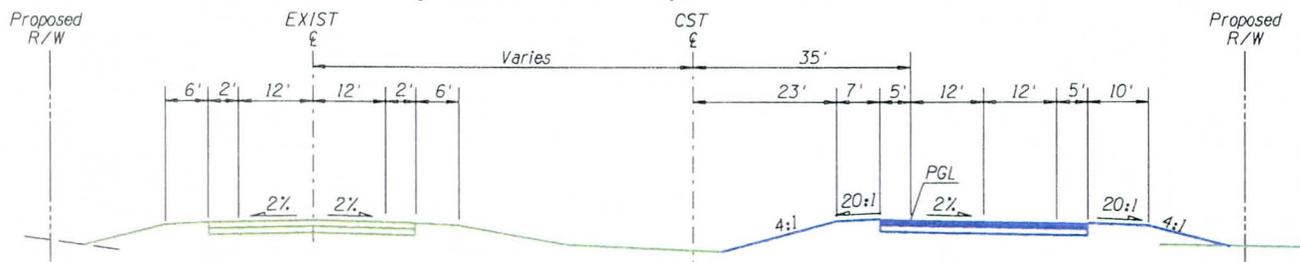
**LEGEND**

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

**FIGURE 5.3**  
**CONCEPT 2 - Construct New 2-Lane Roadway**  
**Use Existing Road for Other Direction**



**CONCEPT 2C**  
**High Volume, Grade Separated Intersection**

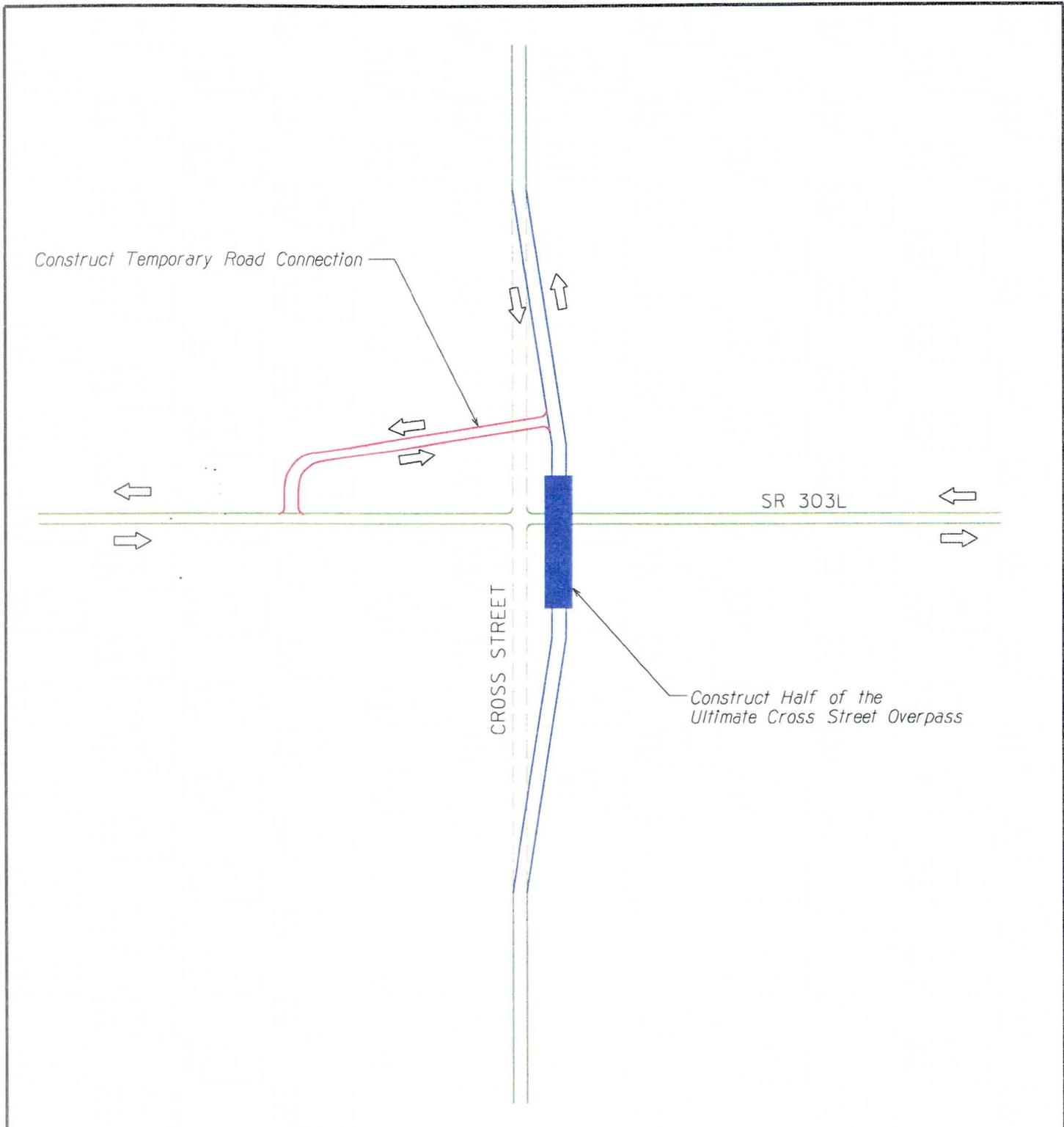


**TYPICAL SECTION**

**LEGEND**

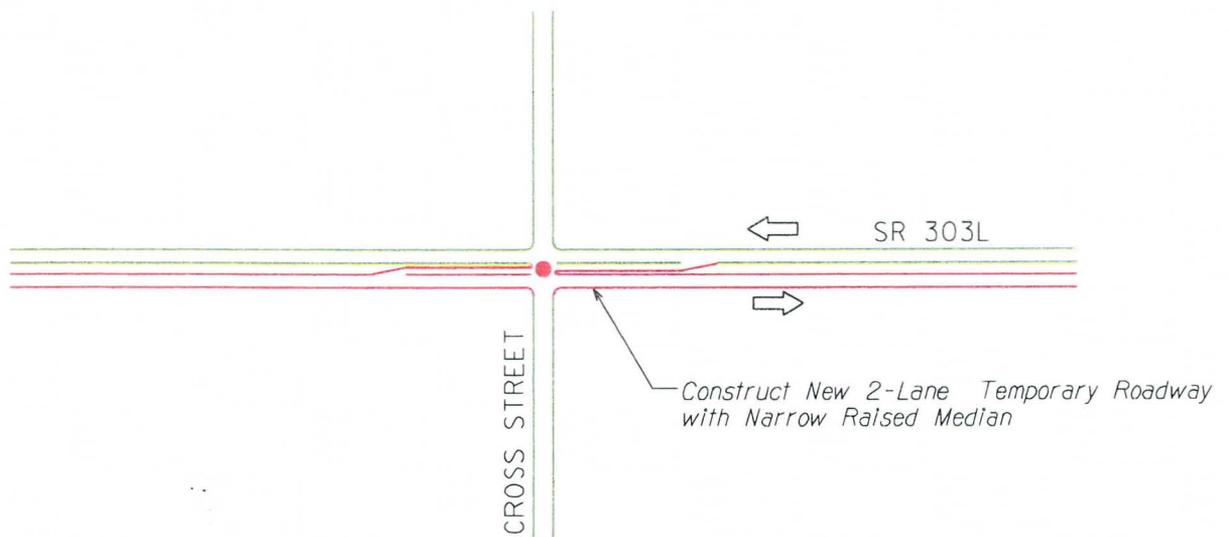
- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

**FIGURE 5.4**  
**CONCEPT 2 - Construct New 2-Lane Roadway**  
**Use Existing Road for Other Direction**

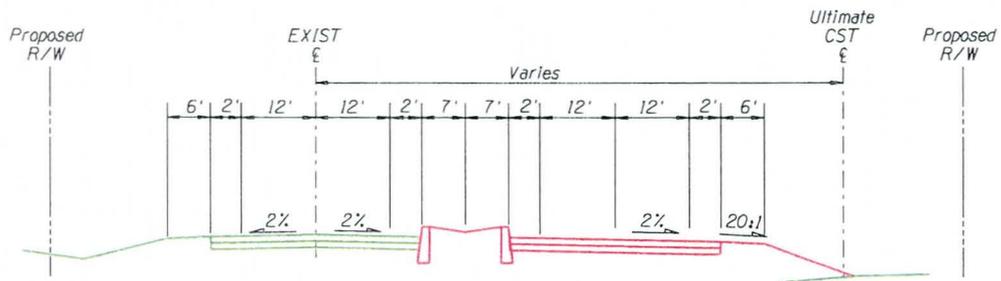


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FIGURE 5.5  
 CONCEPT 3 - Construct Half of the Crossroad Overpass and  
 Provide a Temporary Connection to Existing SR Loop 303



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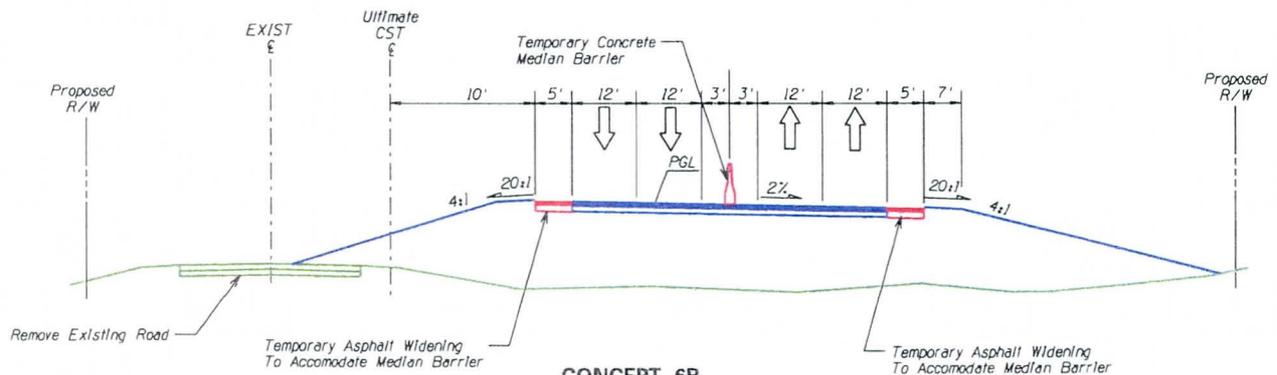
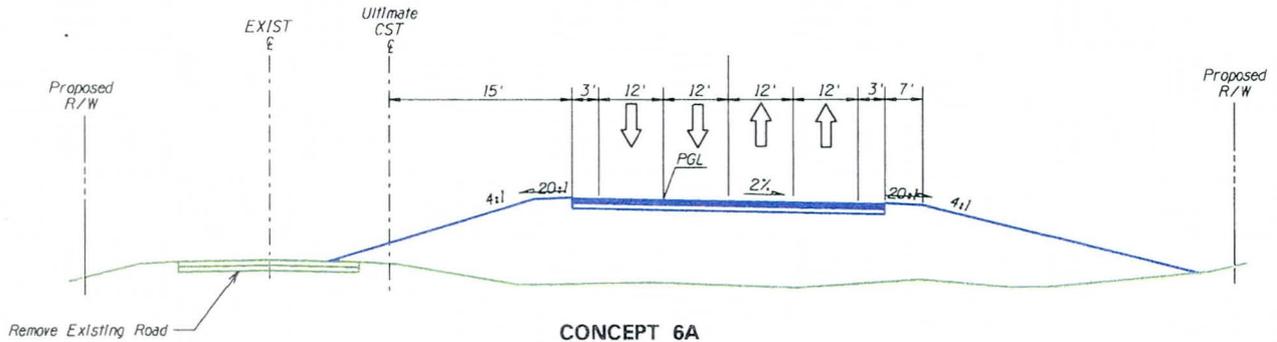
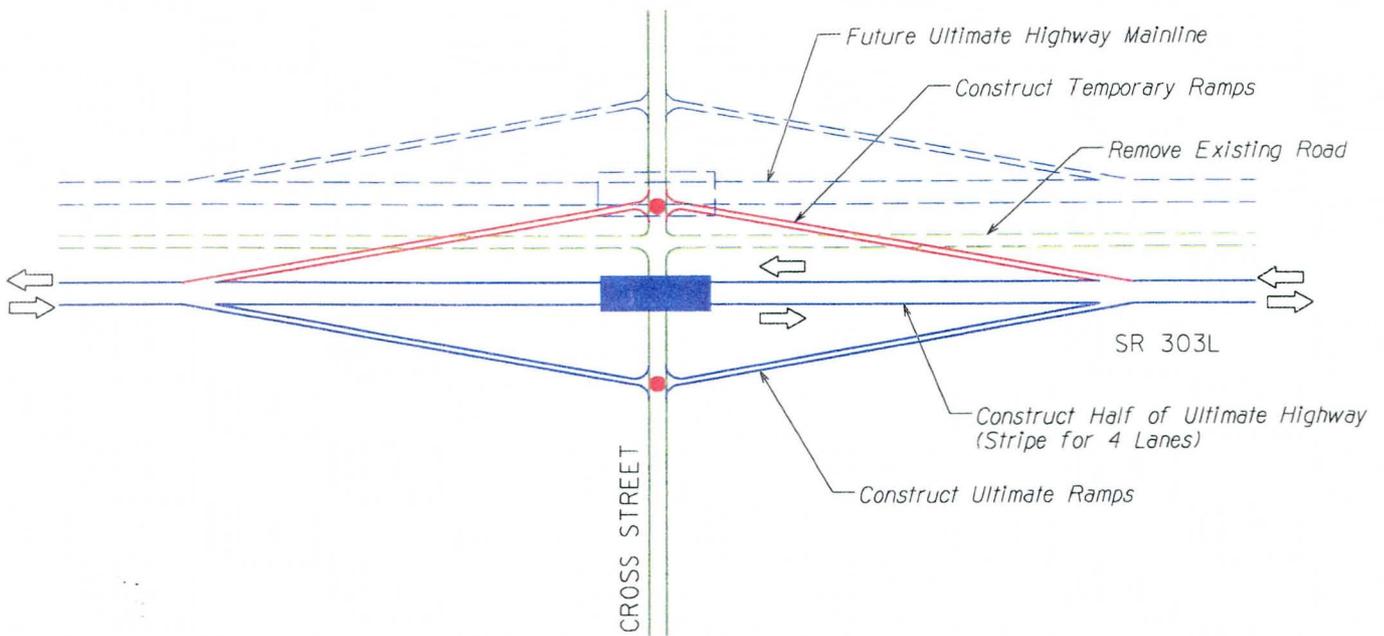
TYPICAL SECTION

LEGEND

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- ▬ Construct Ultimate Fully Access-Controlled Highway Overpass

FIGURE 5.6  
 CONCEPT 4 - Construct New 2-Lane Temporary  
 Roadway Adjacent to the Existing Roadway

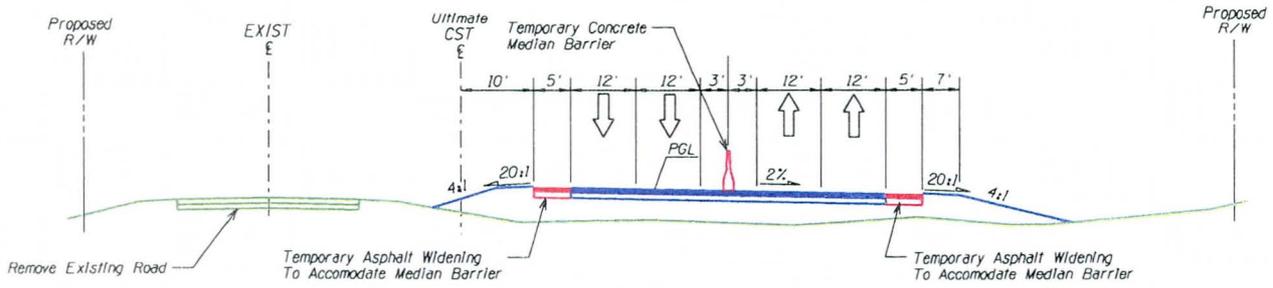
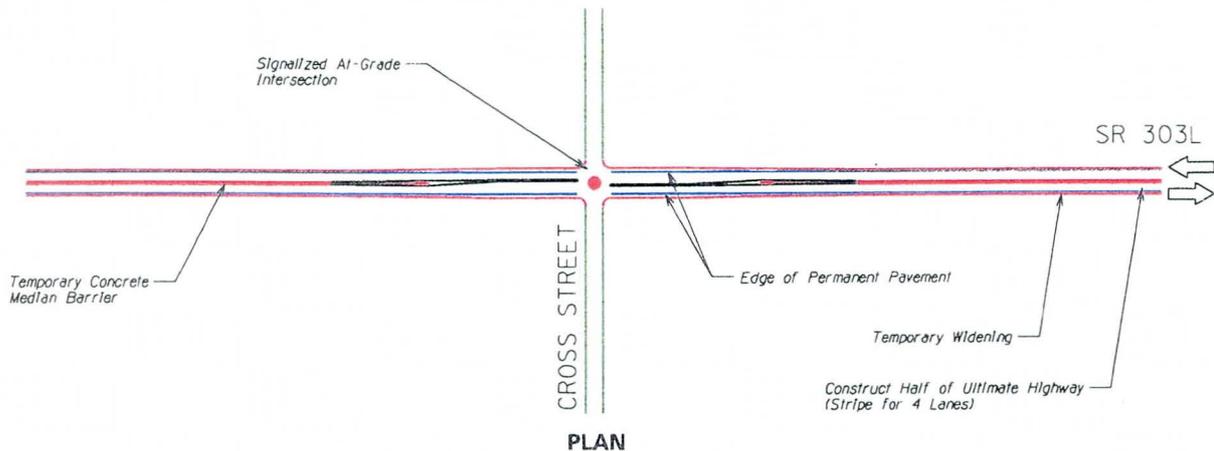




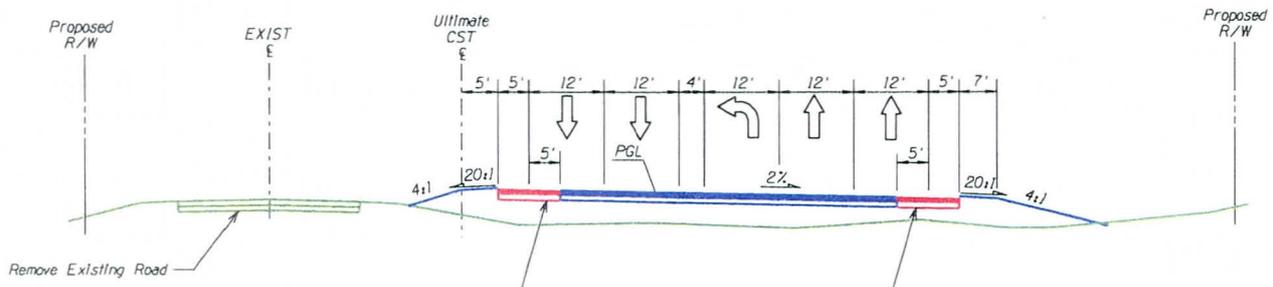
**LEGEND**

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

**FIGURE 5.8**  
CONCEPT 6 - Construct Half of 6-Lane Fully Access-Controlled Highway and Stripe for 4 Lanes



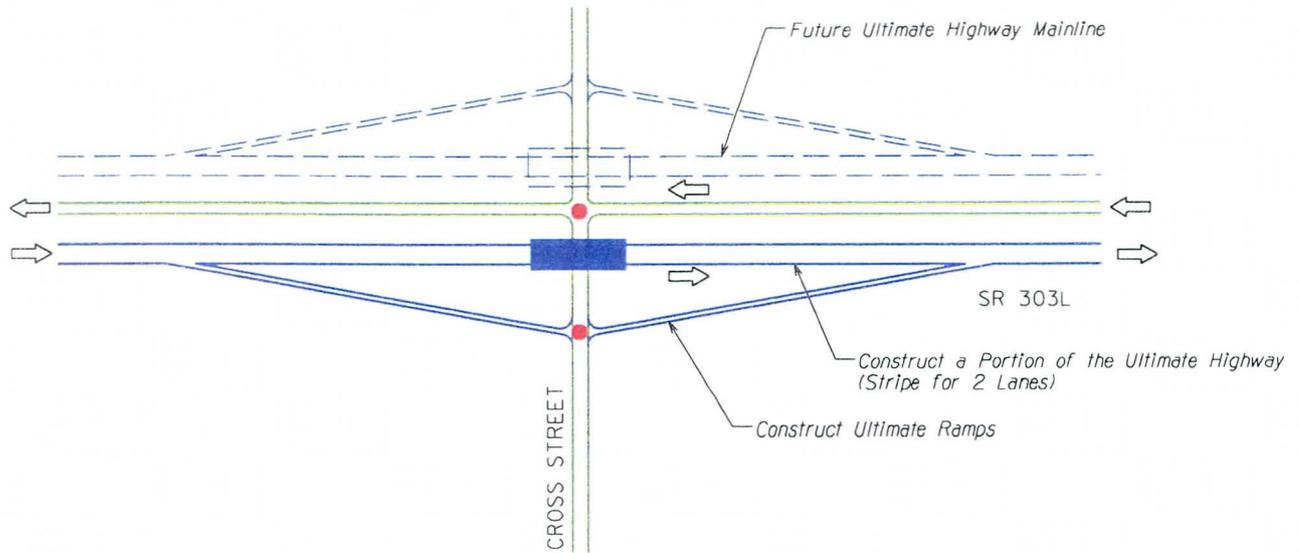
CONCEPT 6C  
TYPICAL SECTION  
BETWEEN INTERSECTIONS



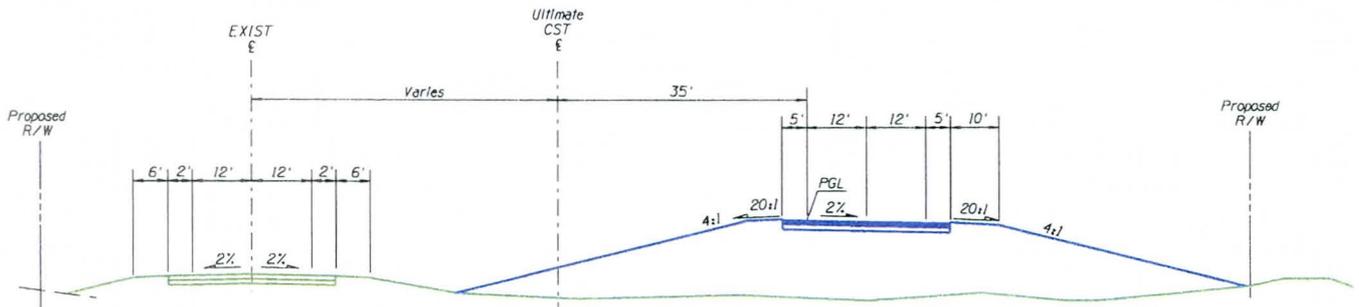
CONCEPT 6C  
TYPICAL SECTION WITH LEFT  
TURN LANE AT INTERSECTION

- LEGEND**
- Traffic Signal
  - Existing Roadway
  - Construct Temporary Roadway
  - Construct Ultimate Fully Access-Controlled Highway
  - Construct Ultimate Fully Access-Controlled Highway Overpass

FIGURE 5.9  
CONCEPT 6 - Construct Half of 6-Lane Fully Access-Controlled Highway and Stripe for 4 Lanes



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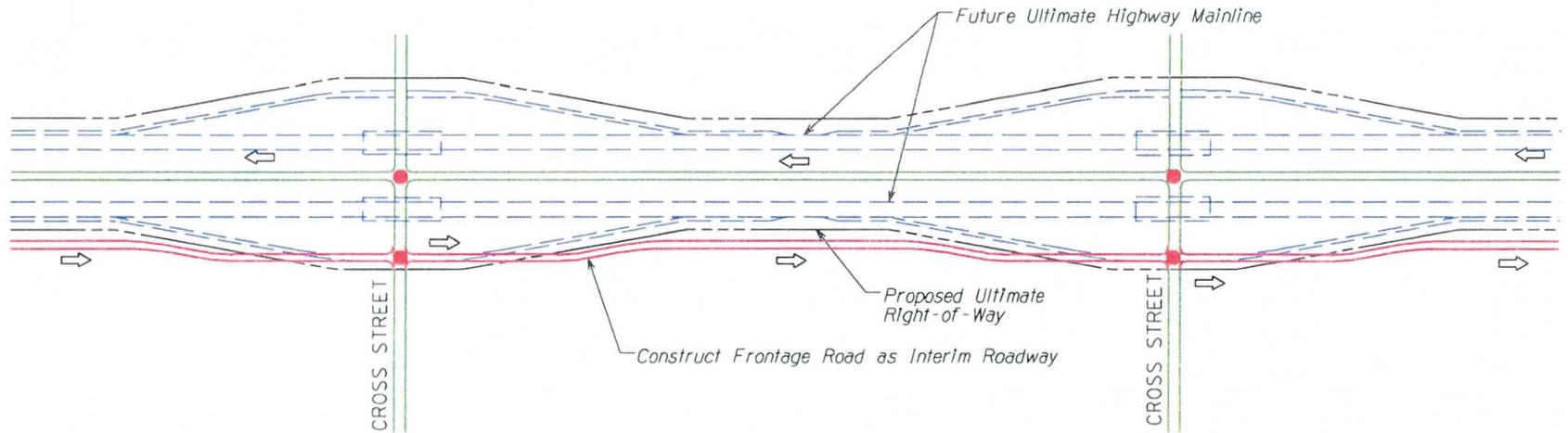
TYPICAL SECTION

LEGEND

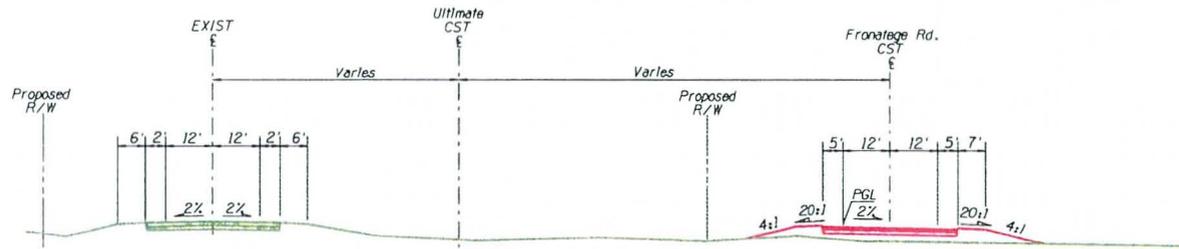
- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

FIGURE 5.10  
 CONCEPT 7 - Construct Half of 4-Lane Freeway,  
 Use Existing Roadway for Other Direction

FIGURE 5.11  
CONCEPT 8 - Construct New One-Way Frontage Road,  
Use Existing Roadway for Other Direction



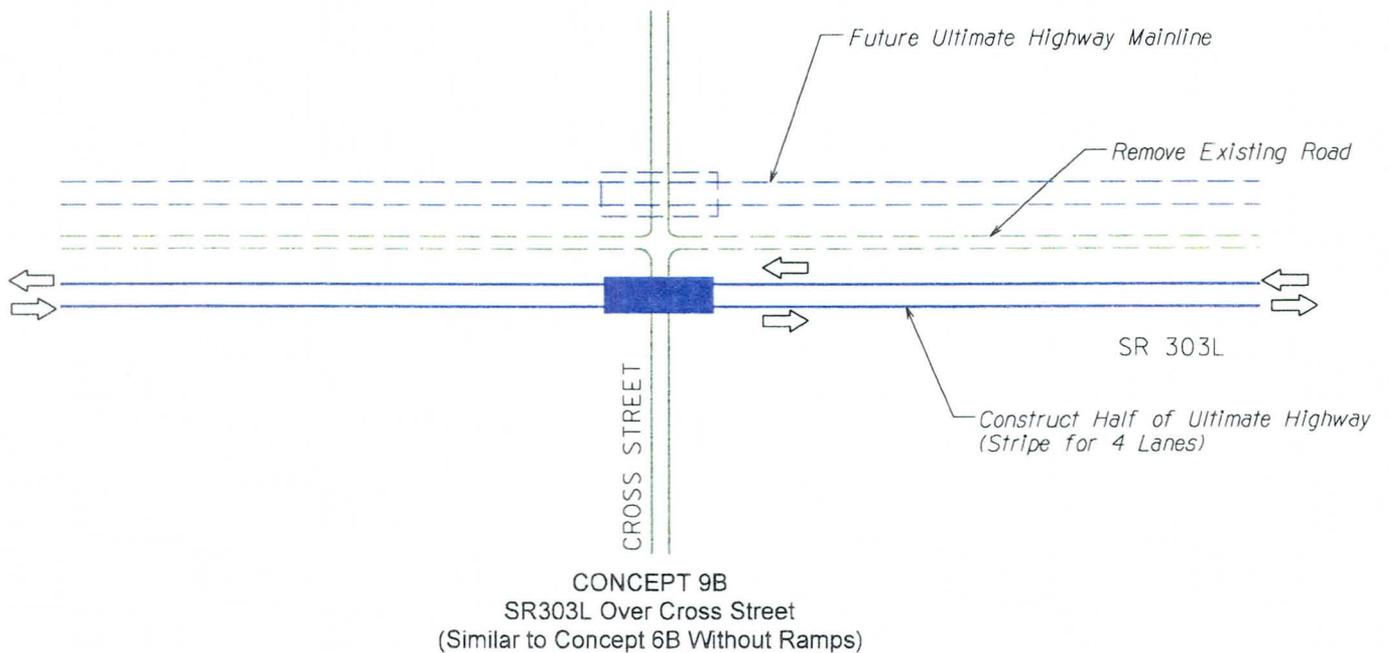
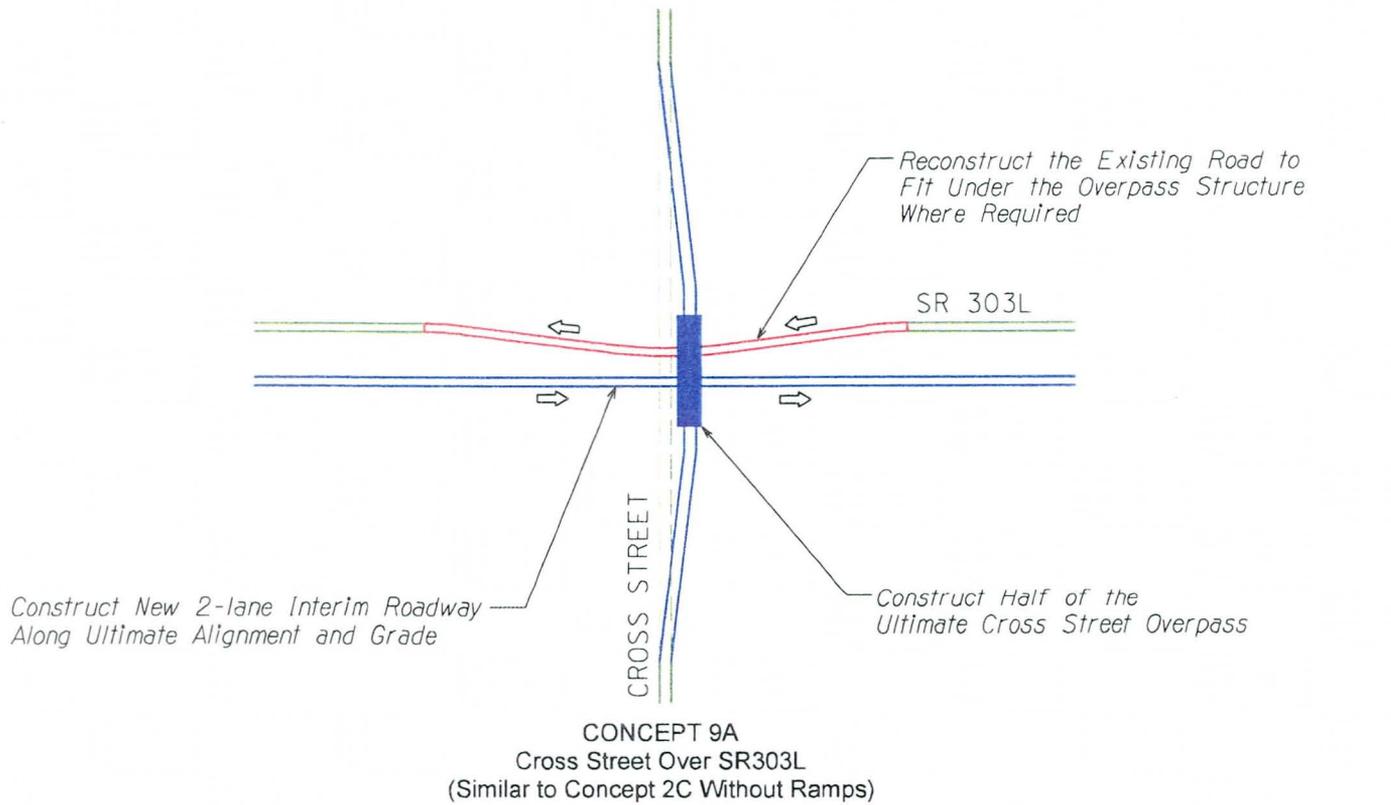
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TYPICAL SECTION

LEGEND

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- ▭ Construct Ultimate Fully Access-Controlled Highway Overpass



**LEGEND**

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

**FIGURE 5.12**  
CONCEPT 9 - Build Grade Separations at Cross Streets  
Not Scheduled for Interchanges

## 6.0 EVALUATION OF INTERIM ROADWAY CONCEPTS

### 6.1 EVALUATION CRITERIA

The interim concepts described in Chapter 5.0 were evaluated based upon a series of criteria. These criteria were selected to identify the differences among those concepts in order to determine if some should be eliminated and to better determine under what conditions a concept might best be utilized. The criteria are listed and described below:

#### 1. Cost

- a) **Interim Cost** – Interim cost was estimated by adding the construction and right-of-way costs. Right-of-way costs were calculated assuming that all required right-of-way for the ultimate highway would be acquired during the interim condition.
- b) **Total Cost** – Total cost was estimated by adding the interim cost to the construction cost to upgrade each interim concept to the ultimate six-lane highway. No right-of-way costs were included since it was assumed that all right-of-way had been acquired in the interim.

#### 2. Constructibility

- a) **Maintenance of Traffic** – Each concept was evaluated for the ability to maintain two lanes of traffic open at all times in each direction during construction of the ultimate highway with a minimum of temporary pavement. If substantial amounts of temporary pavement were needed, the concept was considered not able to maintain the needed traffic during construction.
- b) **Phasing Complexity** – Each concept was evaluated for the amount of phasing required to upgrade to the ultimate highway. The degree of complexity was rated low, medium and high.
- c) **Throwaway Construction** – The amount of interim construction to be removed in order to build the ultimate highway. The amount of “throwaway” was rated low, medium, and high.

#### 3. Traffic

- a) **Capacity** – The capacity of each concept was evaluated. The 24-hour Level of Service (LOS) “C” capacity was based on K=10% and D=60% as derived in Chapter 3.0.
- b) **2010 V/C** – Each concept’s capacity was compared to forecasted 2010 volumes. A volume-capacity ratio was calculated to compare concepts.

- c) **Non-Stop Flow** – Each concept was evaluated whether it would accommodate non-stop traffic flow on SR 303L in the interim condition. Signalized intersections that would require traffic on SR 303L to stop was considered not to accommodate non-stop traffic.

4. **Safety**

- a) **Intersection Type** – Each concept was evaluated as to intersection type, whether it was a stop, signalized or grade separated intersection.
- b) **Divided Roadway** – Each concept was evaluated to see if the opposing directions of traffic were separated, either by physical distance or barrier.

5. **Depressed SR 303L** – Each concept was looked at to see if was possible to depress the ultimate highway under the cross streets. Cost estimates used in this report are based upon elevated grade separations/interchanges and at-grade sections between interchanges.

6.2 **SUMMARY OF EVALUATION**

Each concept was evaluated based upon the criteria identified in Section 6.1. This initial evaluation is summarized in Table 6.1. Based upon this initial evaluation, Concepts 3 and 4 were recommended for elimination due mainly to the fact that four lanes of traffic could not be easily maintained during construction, and because of capacity, constructibility and safety issues.

**TABLE 6.1  
INITIAL CONCEPT EVALUATION SUMMARY**

	Concepts																	
	0	1	2A	2B	2C	3	4	5	6A	6B	6C	7	8	9A	9B	10A	10B	
Criteria	Cost (\$Mil./mi.)																	
	Interim Cost		4.4	2.6	3.5	11.1	5.6	2.5	3.5	11.4	12.0	4.0	9.0	3.3	8.2	10.0	21.0	24.3
	Total Cost		21.4	22.1	22.8	23.5	22.1	23.4	25.5	25.6	26.5	21.5	24.9	26.1	16.6	20.3	21.0	24.3
	Constructibility																	
	Maintenance of Traffic	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A
	Phasing Complexity	High	Low	Med.	Med.	Low	Low	High	Med.	Low	Low	Low	Med.	Low	Low	Low	N/A	N/A
	Throwaway Construction	Low	Low	Low	Med.	Med.	Low	High	Low	Med.	Med.	Low	Low	Low	Low	Low	N/A	N/A
	Traffic																	
	Capacity (thous. vpd)	8	27	43	27	52	8	27	27	52	52	52	39	27	52	52	78	78
	2010 V/C	2.10	0.63	0.39	0.63	0.66	2.10	0.63	0.63	0.66	0.63	0.66	0.66	0.63	0.66	0.66	0.44	0.44
	Non-Stop Flow	No	No	No	No	Yes	Yes	No	No	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
	Safety																	
	Intersection Type	Sig.	Sig.	Stop	Sig.	Gr. Sep.	Gr. Sep.	Sig.	Sig.	Gr. Sep.	Gr. Sep.	Sig.	Sig.	Sig.	Gr. Sep.	Gr. Sep.	Gr. Sep.	Gr. Sep.
	Divided Roadway	No	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Depressed SR 303L	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes

After this initial evaluation, a secondary evaluation was performed by grouping the concepts into appropriate categories (i.e., for low volume cross streets only, cross street over SR 303L, SR 303L over cross street, etc.) and then by combining criteria into overall general categories and creating new criteria and rating them. The secondary evaluation was based on the following criteria:

1. **Capacity/Cost** – The interim capacity (in thousands) was divided by the interim cost (in millions) to arrive at a relative measure of capacity obtained for dollar spent or “bang for the buck” of each concept.
2. **Safety** – The specific criteria within the overall category of safety were combined to give a general rating of low, medium and high. A concept with a grade separated interchange and a divided roadway was considered the most safe, receiving a rating of “high,” while a signalized intersection with an undivided roadway was considered least safe and received a “low” rating. Grade separation with an undivided roadway received a “medium.”
3. **Constructibility** – The different factors comprising the constructibility criterion were also combined and given a rating of low, medium and high, with low being the least and high being the most constructible.
4. **Free-Flow Traffic** – The ability of each concept to provide for non-stop through traffic on SR 303L was evaluated and rated. Grade separated interchanges were rated high, intersections with a stop sign for the cross streets was rated medium and a signalized intersection was rated low.
5. **Total Cost** – Finally, the total cost (in millions of dollars) of each concept was considered.

The results of the secondary evaluation are summarized in Table 6.2.

**TABLE 6.2**  
**SECONDARY CONCEPT EVALUATION SUMMARY**

	<i>Concept</i>														
	<i>High or Low Volume Intersection</i>											<i>Low Volume Int. Only</i>			
	Cross Street Over SR 303L					SR 303L Over Cross Street						Cross Street Over SR 303L		SR 303L Over Cross Street	
	1	2B	2C	6C	10A	5	6A	6B	7	8	10B	2A	9A	9B	
<i>Criteria</i>	Capacity/ Cost	6.1	7.7	4.7	13.0	3.7	7.7	4.6	4.3	4.3	8.2	3.2	16.5	6.3	5.2
	Safety	Low	Low	High	Low	High	Low	Med.	High	Low	Low	High	Low	High	High
	Construct- ibility	High	Low	Med.	High	Med.	Med.	High	High	Low	Med.	Med.	Med.	High	High
	Free-Flow Traffic	Low	Low	High	Low	High	Low	High	High	Low	Low	High	Med.	High	High
	Total Cost	21.4	22.8	23.5	21.5	21.0	25.5	25.6	26.5	24.9	26.1	24.3	22.1	16.6	20.3

### 6.3 ALTERNATIVES AND COSTS FOR OVERALL CORRIDOR

After evaluating each concept separately on its own merits, several corridor alternatives were formed by applying a concept at each location. Several different philosophies were utilized to produce a range of corridor alternatives to determine how each might serve the corridor. Each cross street was evaluated to determine the need for access to SR 303L. Given the infrequency of interchanges between Bell Road and Lake Pleasant Road, it would provide consistency to the corridor to skip interchanges at certain locations south of Bell Road. Due to lower traffic volumes, physical limitations or right-of-way constraints, interchanges were determined to be most likely needed at Indian School Road, Camelback Road, Northern Avenue, Peoria Avenue, Waddell Road and Bell Road.

Costs for the corridor alternatives were determined by summing the costs for each individual concept as determined in Section 5.3 and miscellaneous corridor costs that did not logically fit into the per-mile concept estimates. These include:

1. Concrete box culvert at the natural drainage wash between Greenway and Bell Roads
2. SR 303L overpass at Olive Avenue: additional-structure length and abutment height needed due to railroad
3. At-grade railroad crossings for ramps at the Olive Avenue interchange
4. Structures needed to cross channels currently being studied by FCDMC for the Loop 303 ADMP Update. Structures would be needed for every cross street and for SR303L at channels considered along Northern Avenue and Camelback Road.
5. Right-of-way to be acquired within the SR303L corridor not already obtained by donation, license, deed or easement, as noted in yellow in the right-of-way map in Appendix B.

The above miscellaneous corridor costs were applied to each corridor alternative in the interim and ultimate conditions, as shown in Appendix H. The right-of-way costs were determined by applying present per acre costs provided by MCDOT to the remaining area yet to be acquired. These costs are anticipated to increase by as much as 10% per year as the corridor develops. This underscores the need to acquire the necessary right-of-way as soon as possible. The corridor alternative costs are summarized in Table 6.3.

**TABLE 6.3  
DESCRIPTION OF CORRIDOR ALTERNATIVES**

	Corridor Alternatives										
	A Half 6-Lane Highway	B Ramp Aux Ramp, Exist Road, At-Grade	C Alt B Plus Some Grade Separations	D Half 4-Lane Highway, Temp TIs	E 4-Lane At-Grade	F Half 4-Lane Hwy, Half Exist Road At-Grade	G Frontage Road, Exist Road At-Grade	H Ultimate Highway All Inter- changes	I Ultimate Highway Selected Inter- changes	J Phase 1 of Alt I At-Grade Inter- sections Half Ult. Highway	K Phase 2 of Alt I Grade Separated Half Ult. Highway
Indian School Rd.	6B	5	5	2C	1	7	8	10A	10A	1	10B
Camelback Rd.	6B	5	5	2C	1	7	8	10A	10A	1	10B
Bethany Home Rd.	9B	5	9A or B	9A	2A	9B	8	10A	10C	2A	9A
Glendale Ave.	9B	5	9A or B	9A	2A	9B	8	10A	10C	2A	9A
Northern Ave.	6B	5	5	6A or B	2B	7	8	10B	10B	5	6B
Olive Ave.	9B	5	9B	6A or B	2B	9B	8	10B	10D	7	9B
Peoria Ave.	6B	5	5	2C	2A	7	8	10A	10A	2B	2C
Cactus Rd.	9B	5	9A or B	2C	2A	9B	8	10A	10C	2A	9A
Waddell Rd.	6B	5	5	2C	2A	7	8	10A	10A	2B	2C
Greenway Rd.	9B	5	9A or B	2C	2A	9B	8	10A	10C	2A	9A
Bell Rd.	6B	5	5	6A or B	2B	7	8	10B	10B	5	6B
Interim Misc. Corridor Costs (\$Mil)	15.6	12.3	12.1	16.6	15.8	15.6	11.8	29.8	28.7	16.1	17.3
Future Misc. Corridor Costs (\$Mil)	13.2	14.5	13.2	14.2	14.5	13.2	18.0	0.0	0.0	13.7	11.5
Interim Corridor Cost (\$Mil)	137.6	50.8	83.1	135.6	50.7	119.6	48.1	276.2	255.3	58.3	155.9
Total Corridor Cost (\$Mil)	289.3	307.3	279.8	284.5	274.1	279.7	316.9	276.2	255.3	282.5	265.1

#### 6.4 COMPARISON OF CORRIDOR ALTERNATIVES

The corridor alternative concepts were compared based on the following factors:

- 1) Average Travel Speed – Off-peak
- 2) Number of Grade Separations
- 3) Number of At-Grade Intersections

4) Mobility

- a) Accessibility – Number of access points
- b) 2010 Volume Served – Based on traffic forecast in Chapter 3.0
- c) Capacity – Derived in Chapter 3.0 for LOS C

5) Interim and Total Costs

TABLE 6.4  
COMPARISON OF CORRIDOR ALTERNATIVES

	Corridor Alternatives										
	A Half 6-Lane Highway	B Ramp Aux Ramp, Exist Road, At-Grade	C Alt B Plus Some Grade Separa- tions	D Half 4-Lane Highway, Temp TIs	E 4-Lane At-Grade	F Half 4-Lane Highway, Half Exist Road At-Grade	G Frontage Road, Exist Road At-Grade	H Ultimate Highway All Inter- changes	I Ultimate Highway Selected Inter- changes	J Phase 1 of Alt I At-Grade Inter- sections Half Ult. Highway	K Phase 2 of Alt I Grade Separated Half Ult. Highway
Avg. Travel Speed	65	42.5	50	65	50	55	42.5	65	65	50	65
No. of Grade Sep.	11	0	5	11	0	8*	0	11	11	½*	11
No. of At-Grade Int.	0	11	6	0	11	3*	11	0	0	10 ½*	0
Mobility											
Accessibility	6	11	6	9	11	6	11	11	6	11	6
2010 Vol. Served	34	16	20	34	16	25	16	34	34	16	34
Capacity (thous. vpd)	52	27	38	52	36	45	27	78	78	36	52
Interim Cost (\$Mil)	137.6	50.8	83.1	135.6	50.7	119.6	48.1	276.2	255.3	58.3	155.9
Total Cost (\$Mil)	289.3	307.3	279.8	284.5	274.1	279.7	316.9	276.2	255.3	282.5	265.1

\* Concept 7 is counted as ½ grade separated and ½ at grade.

6.5 EVALUATION OF CORRIDOR ALTERNATIVES

An Alternative Selection Workshop was held on August 13, 2001 at MCDOT in order to evaluate and choose recommended corridor alternatives to further study in the DCR phase of the project. The workshop was lead by Geza Kmetty of Kmetty Consulting as the facilitator and representatives from MCDOT, FCDMC, Entranco, Michael Baker, and URS formed the workshop team. An attendance sheet is included in Appendix E. Each representative was previously provided a copy of the *Draft Study and Report* as a common starting point for the workshop. Geza posted on the walls the goals, purposes, and objectives and defined by MCDOT. They are listed below:

## Goals

- High level of safety
- Low level of congestion
- High level of mobility
- Low environmental impact
- Low energy impact

## Purpose

- Regional route linking two major highways
- Serve traffic entering or passing through
- Serve the developing area west of the Agua Fria River and east of the White Tanks Mountains

## Objectives

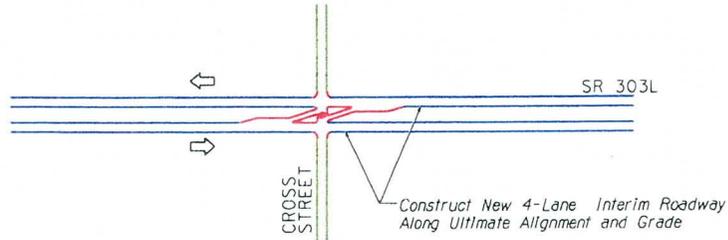
- Economic efficiency
- Service area coverage
- Level of comfort
- Service to minority and special groups
- Visual intrusion
- Environmental pollution
- National resource consumption
- Service levels at peak
- 24-hour LOS
- Capital requirements
- Maintenance and operation costs

URS presented a history of the project, work completed to date, description of the intersection concepts and corridor alternatives shown in the *Draft Study and Report*, and answered questions from the participants. The next step in the workshop was to identify and evaluate criteria by which to judge the effectiveness of the different corridor alternatives in meeting the goals, purpose and objectives. The team developed several criteria and then each criterion was voted upon to determine its relative importance in order to reduce the list of criteria to nine. The initial criteria and the votes each received are in parentheses and are listed below.

**TABLE 6.7**  
**TWO-INTERIM CORRIDOR ALTERNATIVES**

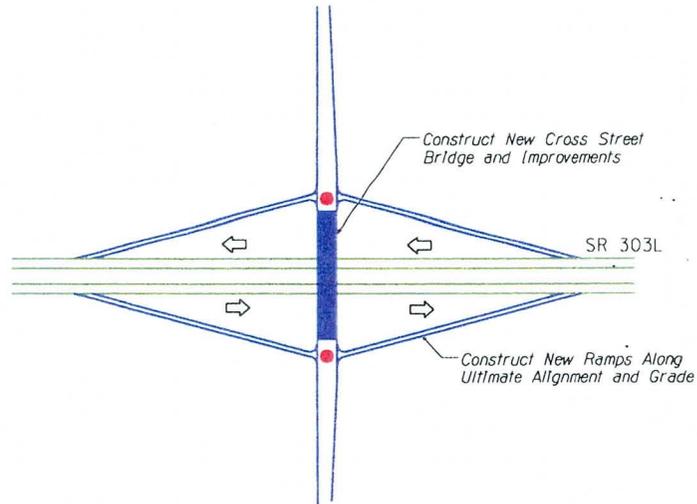
	<i>Corridor Alternatives</i>			
	<i>P</i>	<i>Q</i>	<i>R</i>	<i>S</i>
	<i>Concept</i>	<i>Concept</i>	<i>Concept</i>	<i>Concept</i>
<i>Indian School Rd.</i>	I-1	I-2	I-4	I-5
<i>Camelback Rd.</i>	I-1	I-2	I-4	I-5
<i>Bethany Home Rd.</i>	I-1	I-2	I-3	I-5
<i>Glendale Ave.</i>	I-1	I-2	I-3	I-5
<i>Northern Ave.</i>	I-5	I-5	I-5	I-5
<i>Olive Ave.</i>	I-5	I-5	I-5	I-5
<i>Peoria Ave.</i>	I-1	I-2	I-3	I-5
<i>Cactus Rd.</i>	I-1	I-2	I-3	I-5
<i>Waddell Rd.</i>	I-1	I-2	I-3	I-5
<i>Greenway Rd.</i>	I-1	I-2	I-3	I-5
<i>Bell Rd.</i>	I-5	I-5	I-5	I-5
<i>Interim 1 Misc. Corridor Costs (\$Mil)</i>	19.2	19.2	19.2	19.2
<i>Interim 2 Misc. Corridor Costs (\$Mil)</i>	0.8	0.8	0.8	0.8
<i>Ultimate Misc. Corridor Costs (\$Mil)</i>	9.7	9.7	9.7	9.7
<i>Interim 1 Total Corridor Cost (\$Mil)</i>	64.9	61.7	53.3	57.7
<i>Interim 2 Total Corridor Cost (\$Mil)</i>	146.7	132.3	104.1	107.5
<i>Ultimate Total Corridor Cost (\$Mil)</i>	78.0	98.8	139.0	169.2
<i>Final Total Corridor Cost (\$Mil)</i>	289.6	292.8	296.4	334.4

INTERIM 1



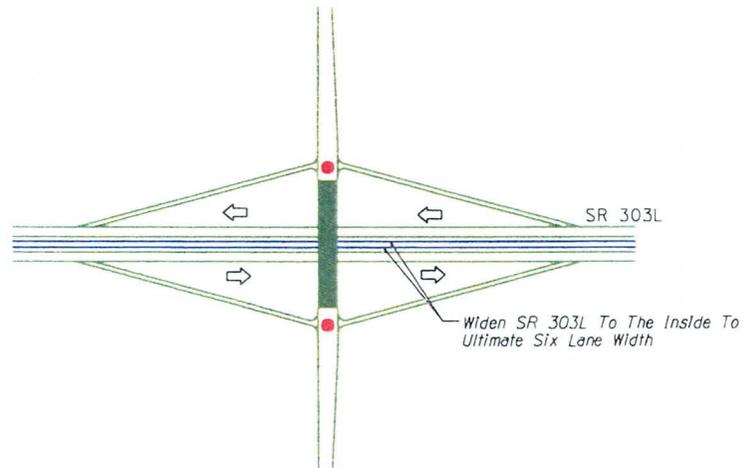
CONCEPT 1

INTERIM 2



ADD CROSS STREET OVERPASS AND RAMPS

ULTIMATE



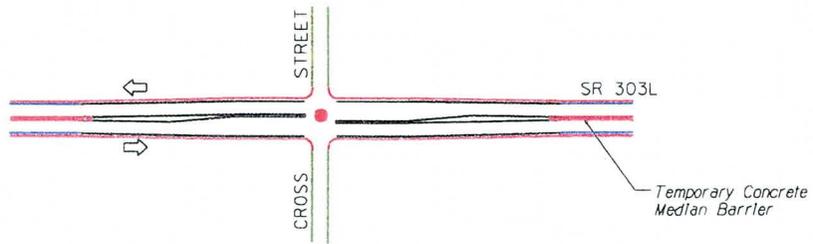
WIDEN SR 303L TO SIX LANES

LEGEND

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

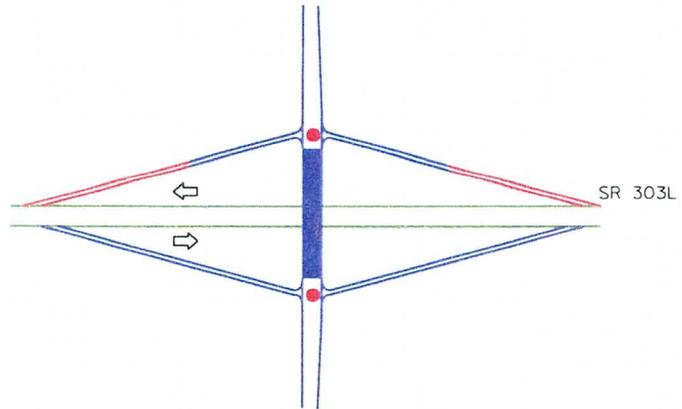
FIGURE 6.2  
Concept I-1

INTERIM 1



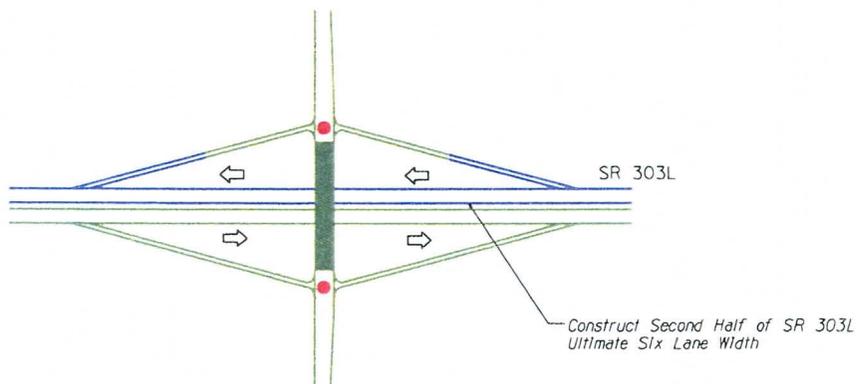
CONCEPT 6C

INTERIM 2

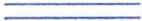


ADD CROSS STREET OVERPASS AND RAMPS

ULTIMATE



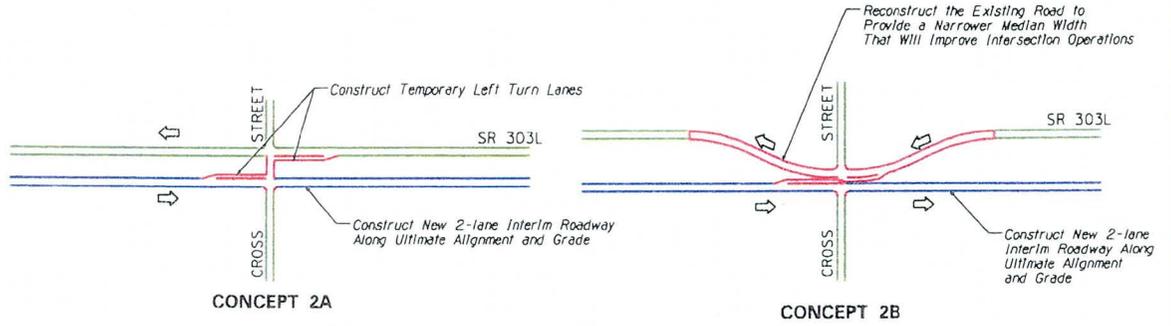
LEGEND

-  Traffic Signal
-  Existing Roadway
-  Construct Temporary Roadway
-  Construct Ultimate Fully Access-Controlled Highway
-  Construct Ultimate Fully Access-Controlled Highway Overpass

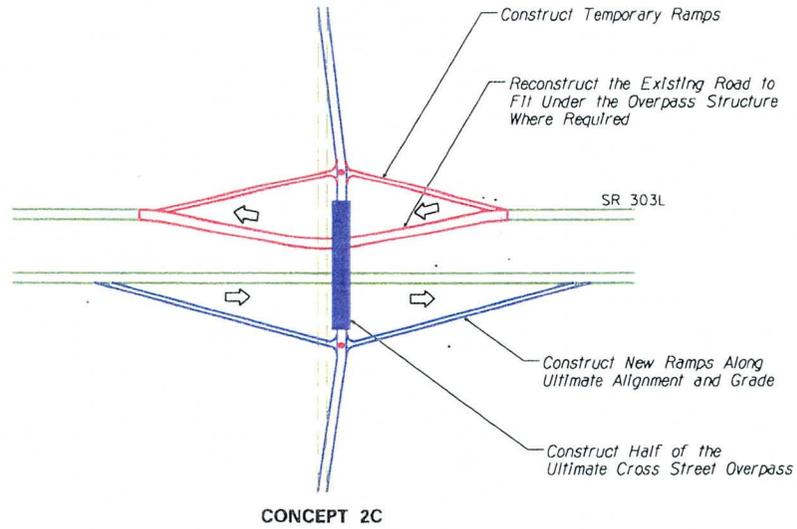
CONSTRUCT SECOND HALF OF ULTIMATE SIX-LANE ROADWAY AND REBUILD RAMPS IN ULTIMATE LOCATION

FIGURE 6.3  
Concept I-2

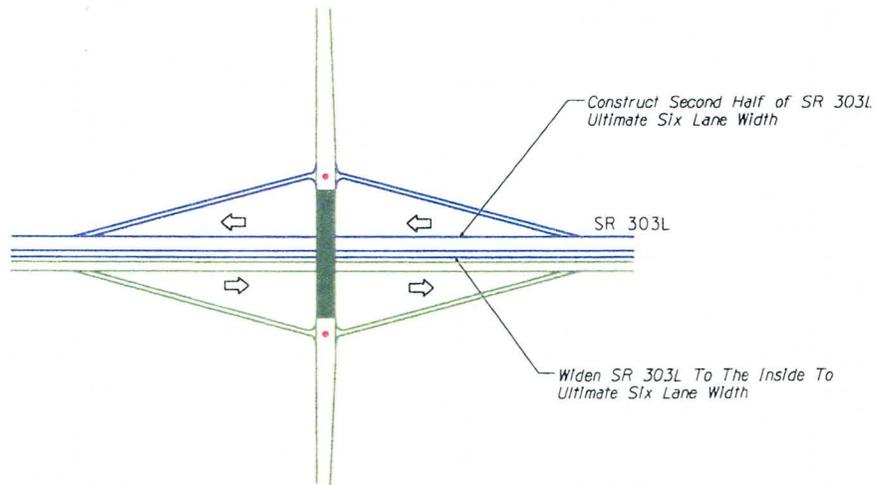
INTERIM 1



INTERIM 2



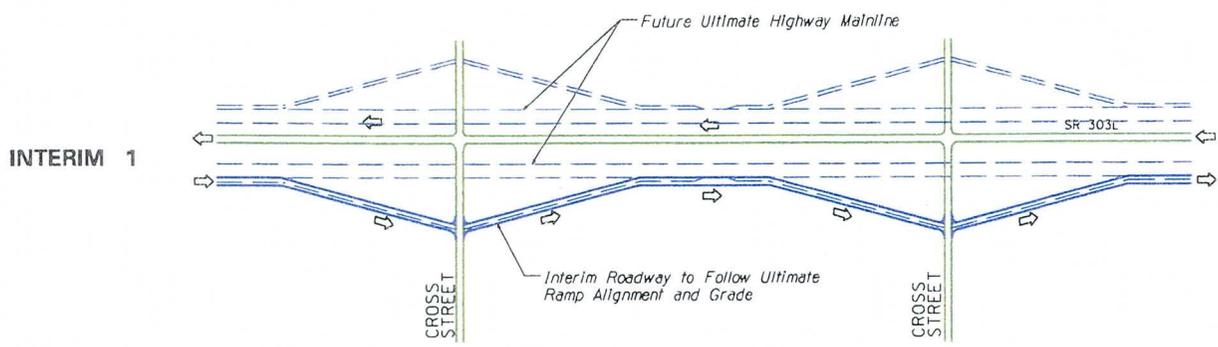
ULTIMATE



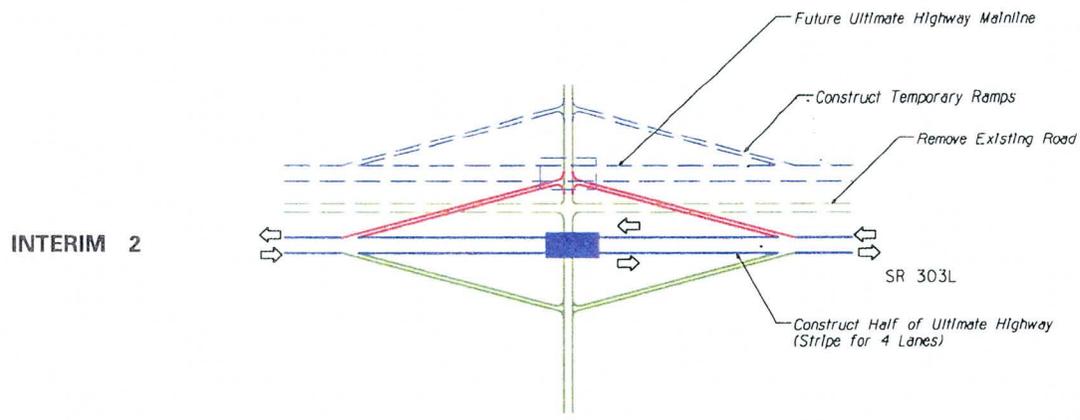
LEGEND

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

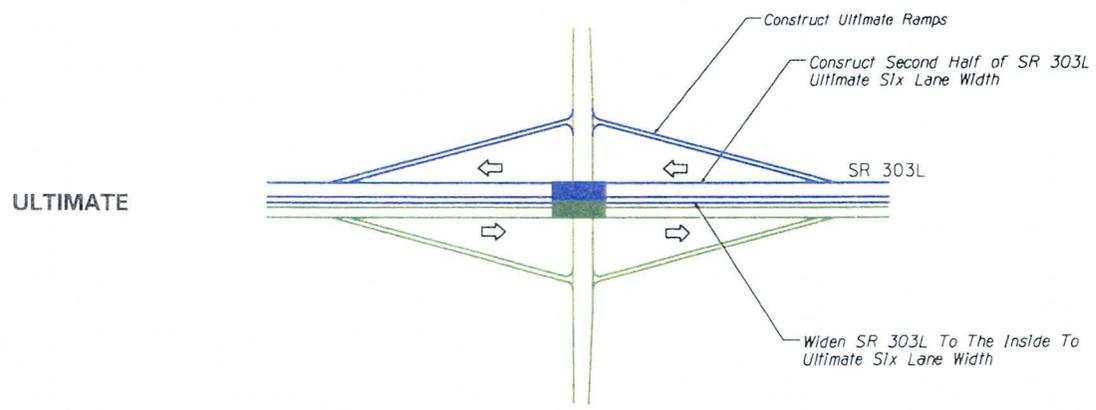
FIGURE 6.4  
Concepts I-3 and I-4



CONCEPT 5



CONCEPT 6B



LEGEND

- Traffic Signal
- Existing Roadway
- Construct Temporary Roadway
- Construct Ultimate Fully Access-Controlled Highway
- Construct Ultimate Fully Access-Controlled Highway Overpass

CONSTRUCT SECOND HALF OF ULTIMATE SIX-LANE ROADWAY AND REBUILD RAMPS IN ULTIMATE LOCATION

FIGURE 6.5  
Concept I-5

## 7.0 PUBLIC AND AGENCY INPUT

### 7.1 AGENCY SCOPING MEETING

The Agency Scoping Meeting was held on May 24, 2001, at the City of Surprise Council Chambers. Local, county, state, and federal agencies were invited to the meeting by letter and a post card. Approximately 50 people attended the meeting.

Attendees included representatives from the cities of Surprise, Glendale, and Goodyear, Maricopa County Planning Department, Maricopa Association of Governments, Flood Control District of Maricopa County, Arizona Department of Transportation, Arizona Department of Game and Fish, Arizona Department of Commerce, and Federal Highway Administration.

The project team gave a presentation, which covered the following items:

- Loop 303 Area Drainage Master Plan
- Ground subsidence issues
- Utilities
- Roadway elements and three possible interim roadway alternatives that could evolve into the ultimate highway
- Environmental issues
- Community and Government Relations Plan
- Community relations and the Right Roads program

After the presentation, there was a brief question and answer session. Questions addressed the following topics:

- The ultimate design of a six-lane highway
- Luke Air Force Base possible closure concerns
- The Maricopa Association of Governments Long Range Plan referring to SR 303L as a four-lane expressway

- Noise concerns in the Sun City Grand area
- East to west traffic concerns on Bell Road
- Coordination between MCDOT and ADOT on public involvement in order to meet NEPA requirements

A field tour of the project area occurred after the agency scoping meeting. Agencies also were invited to participate in the field tour.

## 7.2 PUBLIC SCOPING MEETING

The Public Scoping Meeting was held on June 19, 2001, at Dysart High School in El Mirage. The public was notified about the meeting in the following ways:

- Flier mailed to stakeholder mailing list and to residents within the corridor area
- Invitation letter mailed to agencies, utilities and developers
- Article in *MCDOT Momentum*
- Right Roads web site. The web site, [www.rightrroads.org](http://www.rightrroads.org), listed the public meeting time and location and also included the PowerPoint presentation and display boards. After the meeting, it was updated to include a summary of public comments and meeting pictures.
- Paid advertisements in the Surprise Independent, Daily-News Sun, and West Valley View

Approximately 212 people attended the public scoping meeting. These people registered on the sign-in sheets and later were added to the stakeholder mailing list.

The purpose of the meeting was to introduce the project's purpose and goals and to identify public issues and concerns with the project. Information was presented on display boards, and a brief PowerPoint presentation and question-and-answer session was held.

Meeting participants were given project fact sheets, the *MCDOT Momentum* newsletter and comment cards. People were encouraged to submit comments in writing, using the comment cards and easel pads. Participants could submit comment cards at the meeting or by mail, e-mail, or the SR Loop 303 hotline (602-977-1141) at a later time. In addition, media kits that contained copies of the display boards and PowerPoint presentation were available for interested media representatives.

Many public comments focused on other projects in the area, such as the Canamex route, an APS power line siting study, and a Loop 303 drainage study. Project-related comments addressed the type of roadway, noise, and the highway segment north of Bell Road. A summary of comments follows:

**Relation of the Loop 303 to the Canamex corridor.** Many people were concerned that the SR Loop 303 would ultimately be used by trucks, traveling between Mexico and Canada. Views were that the Canamex route would not be funded for another 10 to 15 years, which would result in Canamex traffic to use the Loop 303. People did not want Canamex trucks on the Loop 303.

**Relation of the Loop 303 to the APS power line siting study.** Many people expressed opposition to siting power lines within the Loop 303 right-of-way. MCDOT explained that APS is just beginning a transmission line siting study in the West Valley. MCDOT will share the Loop 303 sign-in lists with APS, so residents can be informed of both projects.

**Relation of SR Loop 303 to the Area Drainage Master Plan.** An attendee asked where storm water would flow, wondering whether it would go over the highway. The project team explained that MCDOT is coordinating with the FCDMC. The consultant URS is also working on the drainage plan. There are several different options under consideration, and these will be shared with the public later.

**Definition of Parkway.** Staff were asked about the difference between a highway and a parkway. The project team explained that there is no formal definition of a parkway. The SR Loop 303 would be built as a highway, according to ADOT's standards.

**Depress the Highway North of Bell Road.** People seemed more interested in the segment north of Bell than south of Bell. Many people suggested depressing the Loop 303 north of Bell Road.

**Noise.** People were concerned about potential increased noise from the highway traffic. The project team explained that noise will be analyzed as part of the Environmental Assessment. The current ADOT standard is 64 decibels, and if noise is above that standard, the EA will recommend ways to reduce noise impacts.

**Jake Brakes.** In addition to the general noise concern, people specifically raised issues about trucks using jake brakes. Some people opposed jake brakes on the Loop 303.

**The Highway Will be Built Near a Residential Area.** The project team reminded the public that the SR Loop 303 has been on the map since 1985 and homes were built afterwards. The roadway existed first, and it helped encourage development.

**Widen the Shoulder on the Highway.** Some people advocated widening the shoulder on the Loop 303, so the Department of Public Safety can pull over larger trucks that may be speeding.

### 7.3 DISCUSSION OF ISSUES RAISED BY THE PUBLIC

The public raised several issues, some relating to other projects and some relating to the SR Loop 303 project. A discussion of these issues follows.

In terms of handling questions and concerns related to other projects, the SR Loop 303 project team will coordinate with the appropriate organizations. For example, at the public scoping meeting, MCDOT acknowledged public concerns on an APS transmission line siting study and stated that MCDOT would pass on these concerns, as well as the sign-in sheets, to APS. In this way, people could be kept informed of both projects. In addition, the public expressed concern with the Loop 303 Area Drainage Master Plan and the Canamex corridor. MCDOT is working closely with both the FCDMC and MAG and will share public concerns with these agencies.

In particular, MCDOT may want to address the Canamex issue at the next public meeting. Many participants at the public scoping meeting were concerned about the Loop 303 becoming the de facto route for trucks traveling between Mexico and Canada. MCDOT may invite MAG to be available to discuss the Canamex route.

Another issue that the public raised is the definition of the roadway: a freeway, parkway or expressway. For the next public meeting, the project team may define these terms and indicate when a definition does not exist.

Concerns raised by the public will be addressed through existing public participation techniques. For example, frequently asked questions and their answers will be posted on the Right Roads web site, [www.rightroads.org](http://www.rightroads.org). In addition, public questions will be acknowledged at the next public information meeting. These questions and answers may be included on a display board as well as in a handout.

These next steps are intended to increase community awareness and gain public and agency support of the SR Loop 303 Indian School Road to Clearview Boulevard roadway improvements and environmental studies.

## 7.4 OTHER INPUT

In addition to comments at the scoping meetings, other public input has been received. Following is a summary of additional input received from the cities of Goodyear, Glendale and Surprise regarding future capital improvements planned or anticipated in the vicinity of SR 303L:

### Goodyear

A meeting was held with David Ramirez, City Engineer of Goodyear, on August 27, 2001. The portion of the SR 303L DCR within the City of Goodyear extends from Indian School Road to Camelback Road, a distance of one mile. Within this area, the City of Goodyear has no capital improvements proposed in the foreseeable future. Within this area of the City, water and sanitary sewer facilities are owned and operated by the Litchfield Park Service Company. A future water main is proposed in Indian School Road as shown in the Utility Ownership and Locations Table, Appendix C.

### Glendale

A discussion was held with Terry Johnson, Transportation Planning Manager for the City of Glendale, on August 22, 2001. SR 303L passes through an area that has been strip annexed by Glendale between Camelback Road and Peoria Avenue, a distance of 5 miles. Within this area, the City of Glendale has no capital improvements proposed in the foreseeable future. However, in a recent update of the City's Transportation Plan, Northern Avenue is designated as a super street to provide a high capacity roadway link between Grand Avenue and SR 303L. The City has requested that MCDOT include consideration of a free-flow connection between the Northern Avenue super street and SR 303L. This request was made in a letter to MCDOT dated June 27, 2001.

### Surprise

The City of Surprise sent a June 22, 2001, letter to MCDOT, outlining the Mayor and City Engineer's concerns. Their concerns focus on the Loop 303 becoming the de facto Canamex route.

A meeting was held with four members of the City of Surprise staff on August 24, 2001, including Al Deshazo (Assistant City Manager), Ellis Perl (City Engineer), Brian Pirooz (Assistant City Engineer), and Rich Williams (Director of Water Services). The portion of the SR 303L DCR within the City of Surprise extends from Peoria Avenue to Clearview Boulevard, a distance of approximately 5 1/2 miles. The City is experiencing very rapid growth. Much of the

undeveloped area of the City is located west of SR 303L, and several large developments are presently being planned in this area. The City's wastewater treatment plant is located in the southeast corner of the City in the vicinity of Litchfield Road and Peoria Avenue. It is anticipated that trunk sewer lines will be constructed across SR 303L at every east-west arterial roadway along the corridor as the area west of SR 303L continues to develop. The sanitary sewer system is owned and operated by the City. The City requested that design of the SR 303L corridor consider the need for these sewer facilities. Water service within the City of Surprise is provided jointly by the City and Citizens Water Resources. Citizens has identified a need for new water mains in the vicinity of Bell Road and Greenway Road. In addition, the City has indicated that a future water treatment plant will eventually be needed in the western portion of the City with the likelihood of a large transmission main (24-inch plus or minus) extending across SR 303L in one of the arterial roadways.

APPENDIX A  
DATA COLLECTION LOG

**SR 303L - Indian School Rd. to Clearview Blvd.  
WO# 69016  
URS Project No. E100001704.00**

**Data Collection Log**

Log No.	Document
1	<b>Title:</b> Estrella Corridor Study, MC 85 to Interstate 17, Design Concept Report <b>Prepared for:</b> MCDOT, WO# 80505, Contract # CY 1997-14 <b>Prepared by:</b> DeLeuw Cather & Company <b>Date:</b> March 1998
2	<b>Title:</b> Alignment Study, Loop 303, McDowell Road to Clearview Blvd. Candidate Assessment Report <b>Prepared for:</b> MCDOT, Contract # CY-1999-19 <b>Prepared by:</b> Ritoch-Powel & Associates <b>Date:</b> July 1999
3	<b>Title:</b> Estrella Corridor Study, MC 85 to Interstate 17, Drainage Technical Memorandum <b>Prepared for:</b> MCDOT, WO# 80505, Contract # CY 1997-14 <b>Prepared by:</b> DeLeuw Cather & Company <b>Date:</b> August 1998
4	<b>Title:</b> Estrella Roadway and Grade Separation, Phase 1, Technical Design Memorandum <b>Prepared for:</b> MCDOT, WO# 69005 <b>Prepared by:</b> Cannon and Associates <b>Date:</b> August 4, 1999
5	<b>Title:</b> Plans, Estrella Roadway & Grade Separation Phase 1 <b>Prepared for:</b> MCDOT, Project No. 69005 <b>Prepared by:</b> ASL Consulting Engineers <b>Date:</b> June 8, 2000
6	<b>Title:</b> Estrella Roadway Traffic Interchange Evaluation, Draft Report <b>Prepared for:</b> MCDOT, Contract # CY 1999-16 <b>Prepared by:</b> DMJM <b>Date:</b> November 18, 1999
7	<b>Title:</b> Estrella Roadway Traffic Interchange Evaluation, Final Report <b>Prepared for:</b> MCDOT, Contract # CY 1999-16 <b>Prepared by:</b> DMJM <b>Date:</b> January 14, 2000
8	<b>Title:</b> Estrella Roadway Traffic Interchange Evaluation, Final Report, Addendum No. 1 <b>Prepared for:</b> MCDOT, Contract # CY 1999-16 <b>Prepared by:</b> DMJM <b>Date:</b> July 27, 2000
9	<b>Title:</b> As-built Plans, Estrella Freeway (303L), I-10 to Glendale Ave., Interim Roadway <b>Prepared for:</b> ADOT, TRACS No. H0877 02C <b>Prepared by:</b> Cella Barr Associates <b>Date:</b> As-built October, 1992
10	<b>Title:</b> As-built Plans, Estrella Freeway (303L), Glendale Ave. to Cactus Road, Interim Roadway <b>Prepared for:</b> ADOT, TRACS No. H0877 02C <b>Prepared by:</b> Cella Barr Associates <b>Date:</b> As-built Decmber, 1992

Log No.	Document
11	<b>Title:</b> As-built Plans, Estrella Freeway (303L), Cactus Road to Grand Ave., Interim Roadway <b>Prepared for:</b> ADOT, TRACS No. H0877 02C <b>Prepared by:</b> Cella Barr Associates <b>Date:</b> As-built September, 1992
12	<b>Title:</b> Plans, Loop 303 – McDowell Road to Indian School Road, 90% Submittal <b>Prepared for:</b> MCDOT, Project No. 68965 <b>Prepared by:</b> Entranco <b>Date:</b> August, 2000
13	<b>Title:</b> Final Environmental Assessment for Estrella Freeway (Loop 303), SR 85 to I-17 <b>Prepared for:</b> ADOT, Project RAM-600-9-301 <b>Prepared by:</b> Cella Barr Associates <b>Date:</b> September 11, 1991
14	<b>Title:</b> Study Orders 5313, 5314, 5318 & 5320, Traffic Volume Counts @ SR 303L intersection with Indian School Rd, Northern Ave, and Olive Ave. <b>Prepared for:</b> MCDOT <b>Prepared by:</b> MCDOT <b>Date:</b> September, 2000
15	<b>Title:</b> Draft Reconnaissance Report, Cotton Lane – Northwest Loop (Estrella Fwy – SR 517), Route Location Study <b>Prepared for:</b> ADOT, Project RAM-600-9-301 <b>Prepared by:</b> Cella Barr Associates <b>Date:</b> February 1987
16	<b>Title:</b> Preliminary Location Plan & Profile, Estrella Freeway, SR 303L <b>Prepared for:</b> ADOT, Project AZM-600-9-301 <b>Prepared by:</b> Cella Barr Associates <b>Date:</b> November 1991
17	<b>Title:</b> Draft Data Collection Report, Loop 303 Corridor/White Tanks Area Drainage Master Plan Update <b>Prepared for:</b> FCDMC, Contract FCD 99-40 <b>Prepared by:</b> URS <b>Date:</b> February 2000
18	<b>Title:</b> Draft Level 1 Alternative Analysis report, Loop 303 Corridor/White Tanks Area Drainage Master Plan Update <b>Prepared for:</b> FCDMC, Contract FCD 99-40 <b>Prepared by:</b> URS <b>Date:</b> May 2000
19	<b>Title:</b> Draft Level II Phase 1 Technical Memorandum for the Bullard Wash – Thomas Road to Lower Buckeye, Loop 303 Corridor/White Tanks Area Drainage Master Plan Update <b>Prepared for:</b> FCDMC, Contract FCD 99-40 <b>Prepared by:</b> URS <b>Date:</b> September 2000
20	<b>Title:</b> Draft White Tank Grand Avenue Area Plan <b>Prepared for:</b> Maricopa County Planning and Development Department <b>Prepared by:</b> Maricopa County Planning and Development Department <b>Date:</b> 1998
21	<b>Title:</b> Right-of-Way Plans, Broadway Road to Jct US 60, Electronic files from ADOT <b>Prepared for:</b> ADOT <b>Prepared by:</b> Cella Barr Associates <b>Date:</b> September 9, 1989

Log No.	Document
22	<b>Title:</b> Traffic Data from MCDOT including: 1. Turning movement counts at Indian School Road , Northern Avenue and Olive Avenue. 2. ADT and classification counts between Glendale and Northern and between Thomas and Indian School. 3. Speed Studies. 4. Intersection and non-intersection accident data. 5. Traffic sign logs. 6. Traffic control devices.
23	<b>Title:</b> Accident data from ADOT (1996-2001)
24	<b>Title:</b> Plans for intersection improvements for Indian School Road. <b>Prepared for:</b> MCDOT <b>Prepared by:</b> Baker <b>Date:</b> April 30, 2001
25	<b>Title:</b> Aerial Photo Contact Prints for the SR 303L project mapping <b>Prepared for:</b> URS & MCDOT <b>Prepared by:</b> Kenney Aerial Mapping <b>Date:</b> March 15, 2001
26	<b>Title:</b> ADOT Video log of SR 303L <b>Prepared for:</b> ADOT <b>Prepared by:</b> ADOT <b>Date:</b>
	<b>Title:</b> APS As-Builts <b>Prepared for:</b> URS <b>Prepared by:</b> APS <b>Date:</b>
	<b>Title:</b> Cox Communications As-Builts <b>Prepared for:</b> URS <b>Prepared by:</b> Cox Communications <b>Date:</b>
	<b>Title:</b> Southwest Gas As-Builts <b>Prepared for:</b> URS <b>Prepared by:</b> Southwest Gas <b>Date:</b>
	<b>Title:</b> Qwest Communications As-Builts <b>Prepared for:</b> URS <b>Prepared by:</b> Qwest Communications <b>Date:</b>
	<b>Title:</b> <b>Prepared for:</b> <b>Prepared by:</b> <b>Date:</b>

**APPENDIX B**  
**RIGHT-OF-WAY STRIP MAPS**



-  PROPOSED R/W - ACQ. REQUIRED
-  R/W DONATED W/REVERTER CLAUSE
-  R/W BY LICENSE (BN-SF R.R.)
-  R/W BY WARRANTY DEED
-  R/W BY EASEMENT W/REVERTER CLAUSE
-  R/W BY SPECIAL WARRANTY DEED & WARRANTY DEED
-  R/W BY DONATION W/REVERTER CLAUSE (ASSIGNABLE)

PARCEL NO.  
501-02-003

PARCEL NO  
501-02-004

PARCEL NO  
501-02-015E

PARCEL NO  
501-02-015F

PARCEL NO.  
501-02-011C

PARCEL NO  
501-02-009

MATCH STA 480+00

MATCH STA 540+00

480 485 490 495 500 505 510 515 520 525 530 535 540

PARCEL NO.  
501-02-002

PARCEL NO.  
501-02-002

PARCEL NO  
501-02-015G

PARCEL NO.  
501-02-010C

PARCEL NO.  
501-02-010A

Office & Cst & (ADOT)

Exst SR 303L

PARCEL NO.  
501-02-006B

PARCEL NO.  
501-02-010C

PARCEL NO.  
501-02-002

PARCEL NO.  
501-02-007A

PARCEL NO.  
501-02-006A

CAMELBACK RD

PARCEL NO.  
501-02-010E

PARCEL NO.  
501-02-010H

PARCEL NO.  
501-02-010G

PARCEL NO.  
501-02-005

SDATES  
STIMES  
SFILES

MARICOPA COUNTY  
DEPARTMENT OF TRANSPORTATION  
ENGINEERING DIVISION

SR 303L  
INDIAN SCHOOL RD TO CLEARVIEW BLVD  
WORK ORDER NO. 69016

	BY	DATE
DESIGNED	M. SULLA	6/25/01
DRAWN	J. BROWN	6/25/01
CHECKED	D. WIGGINS	6/25/01

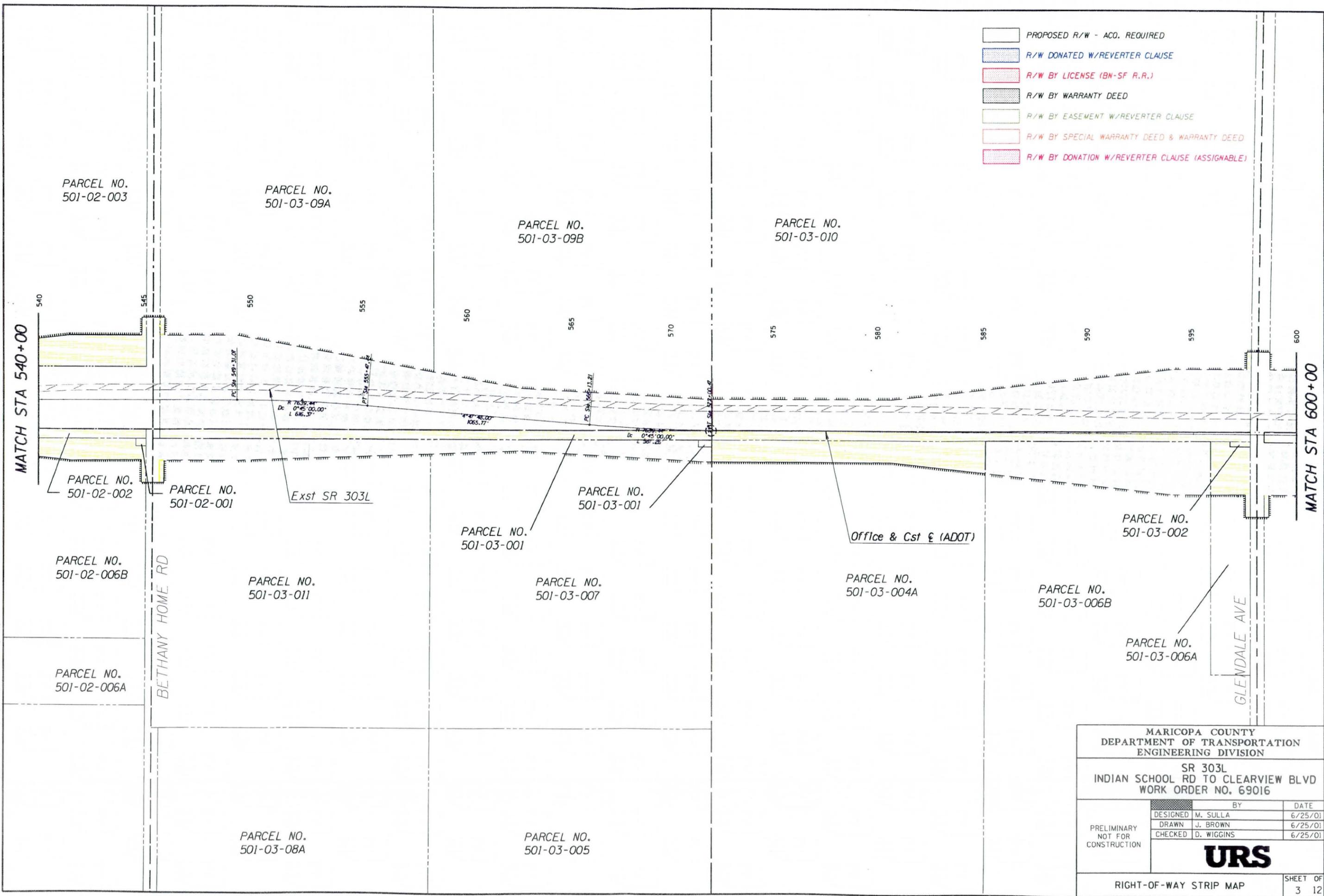
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NOT FOR  
CONSTRUCTION

**URS**

RIGHT-OF-WAY STRIP MAP

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- PROPOSED R/W - ACQ. REQUIRED
- R/W DONATED W/REVERTER CLAUSE
- R/W BY LICENSE (BN-SF R.R.)
- R/W BY WARRANTY DEED
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**MARICOPA COUNTY  
DEPARTMENT OF TRANSPORTATION  
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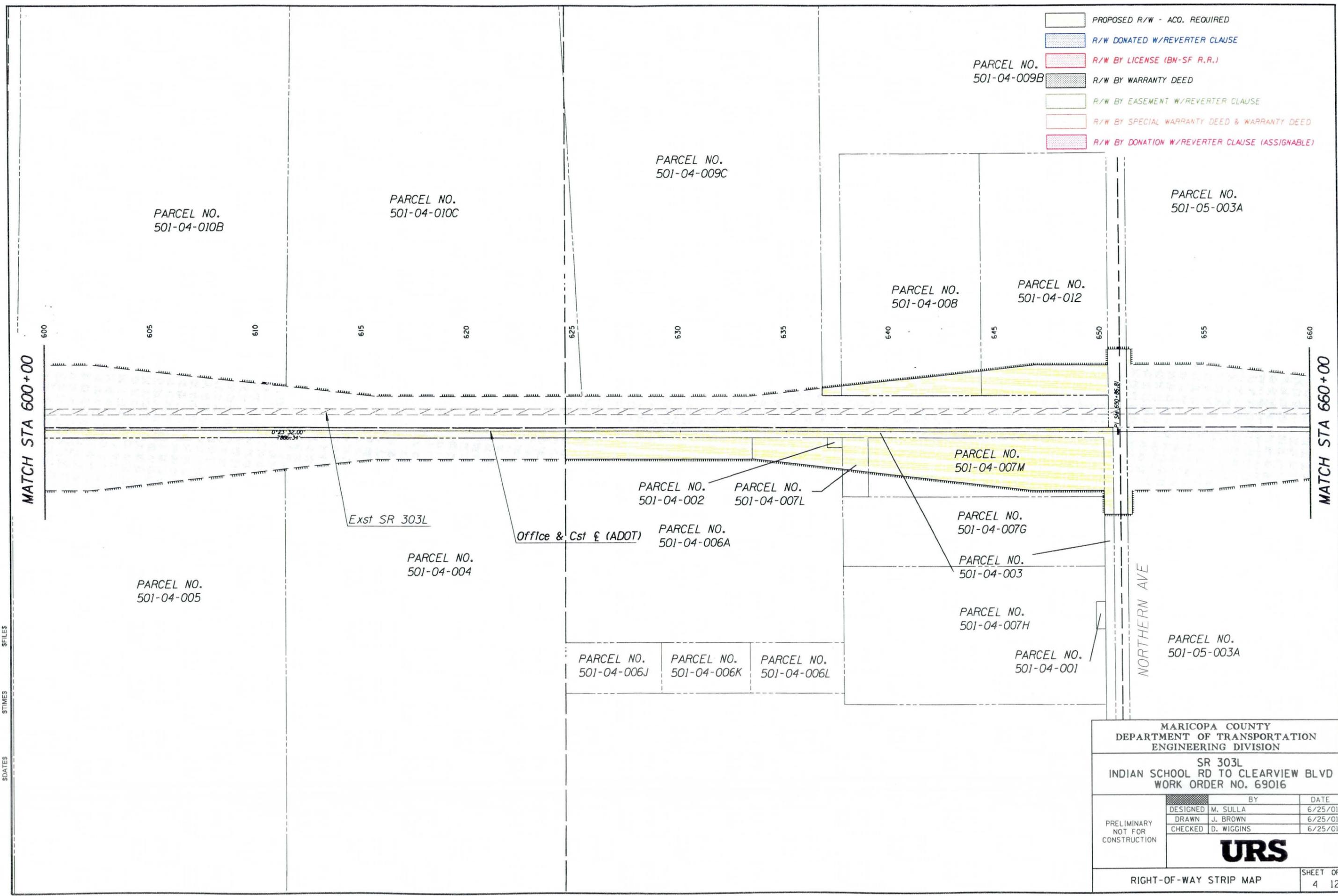
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	CHECKED D. WIGGINS	6/25/01

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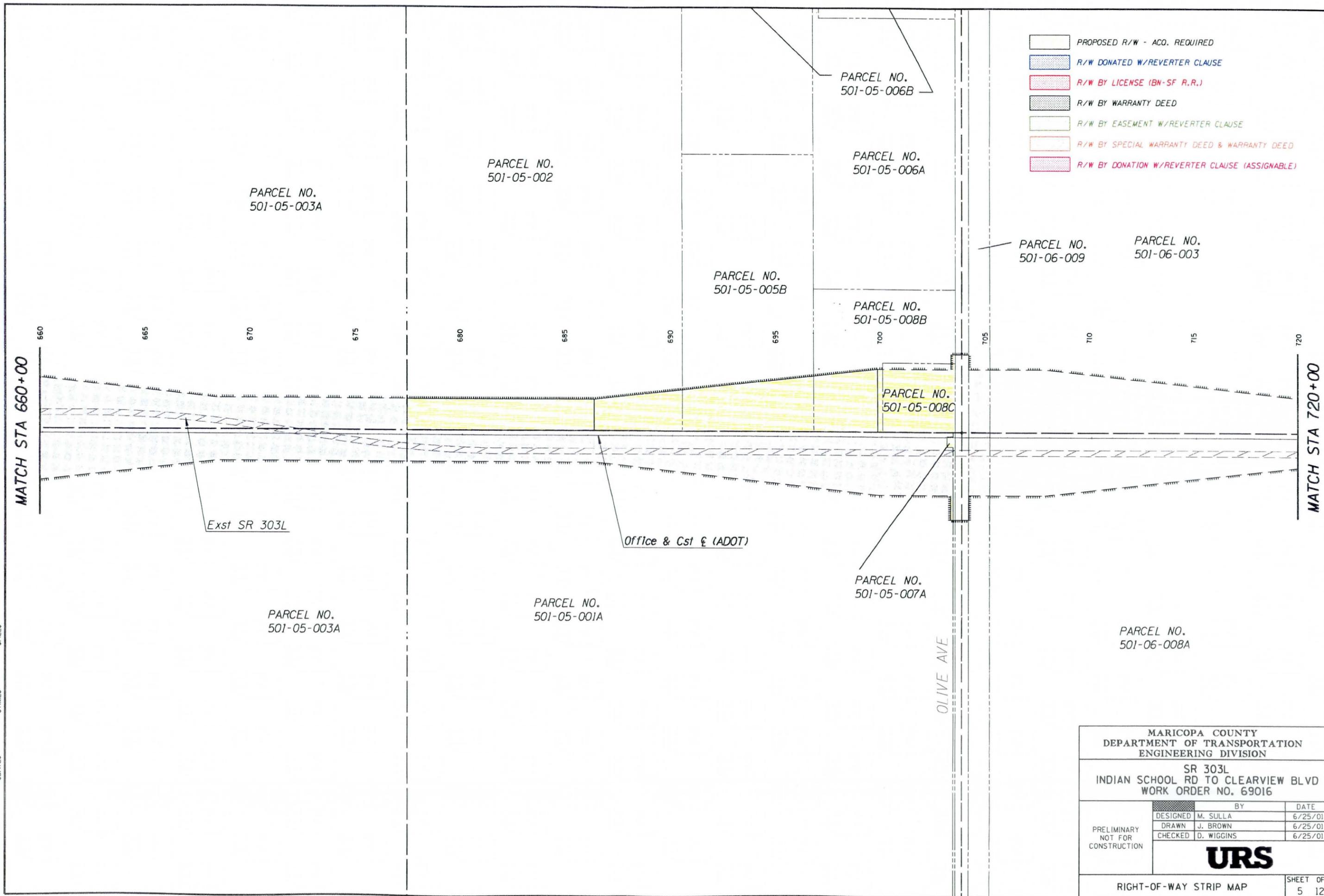
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RIGHT-OF-WAY STRIP MAP

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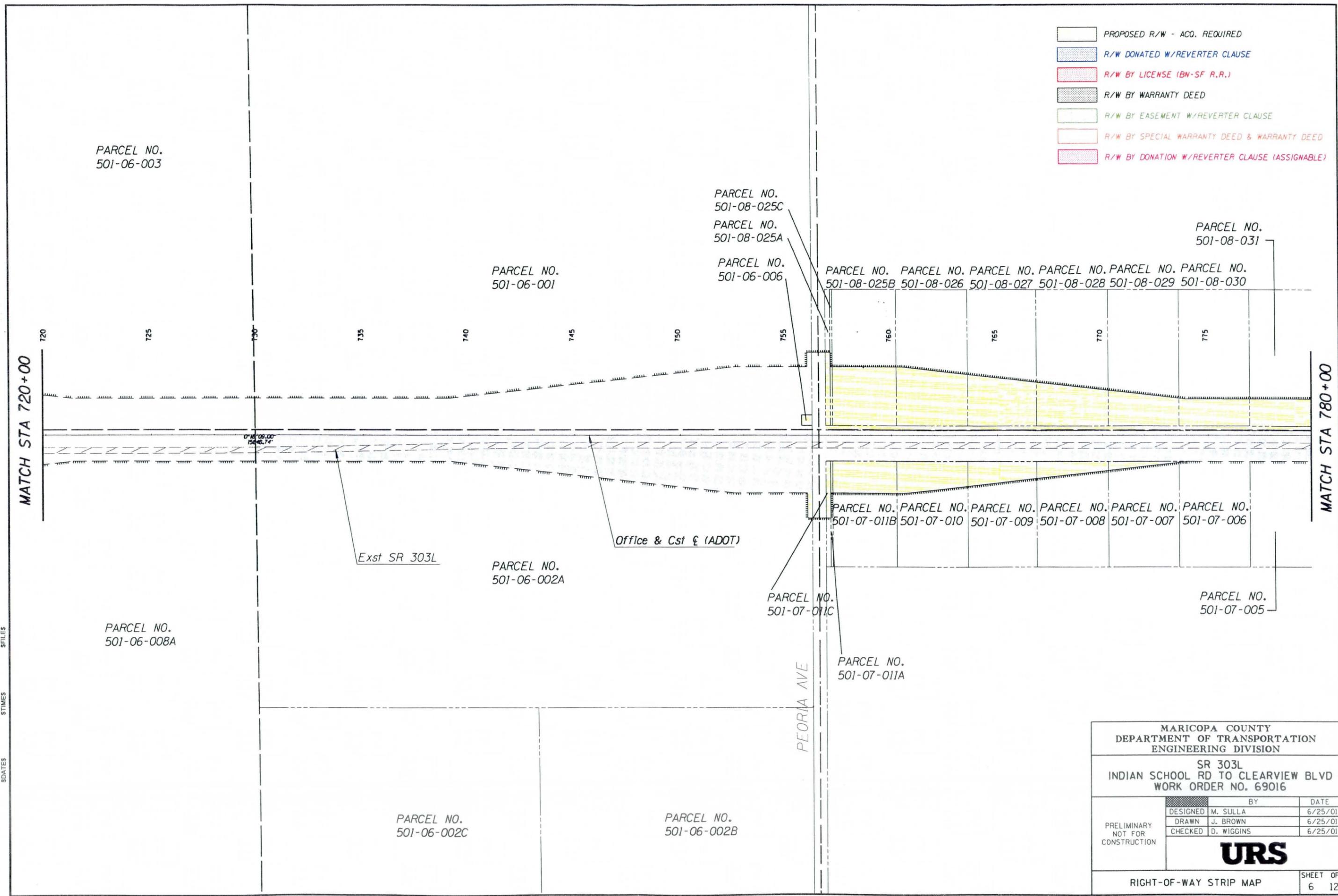
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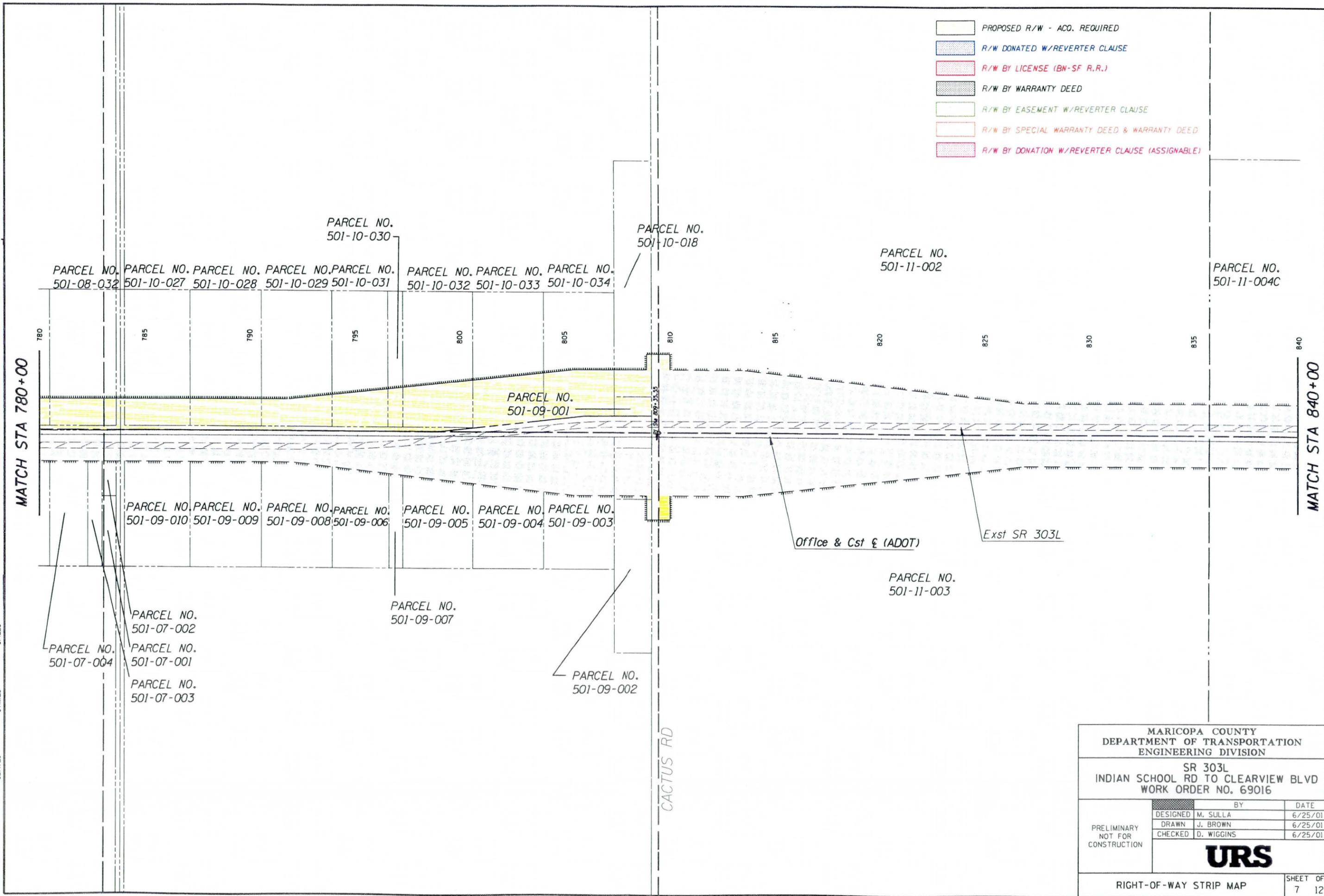
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	D. WIGGINS	6/25/01
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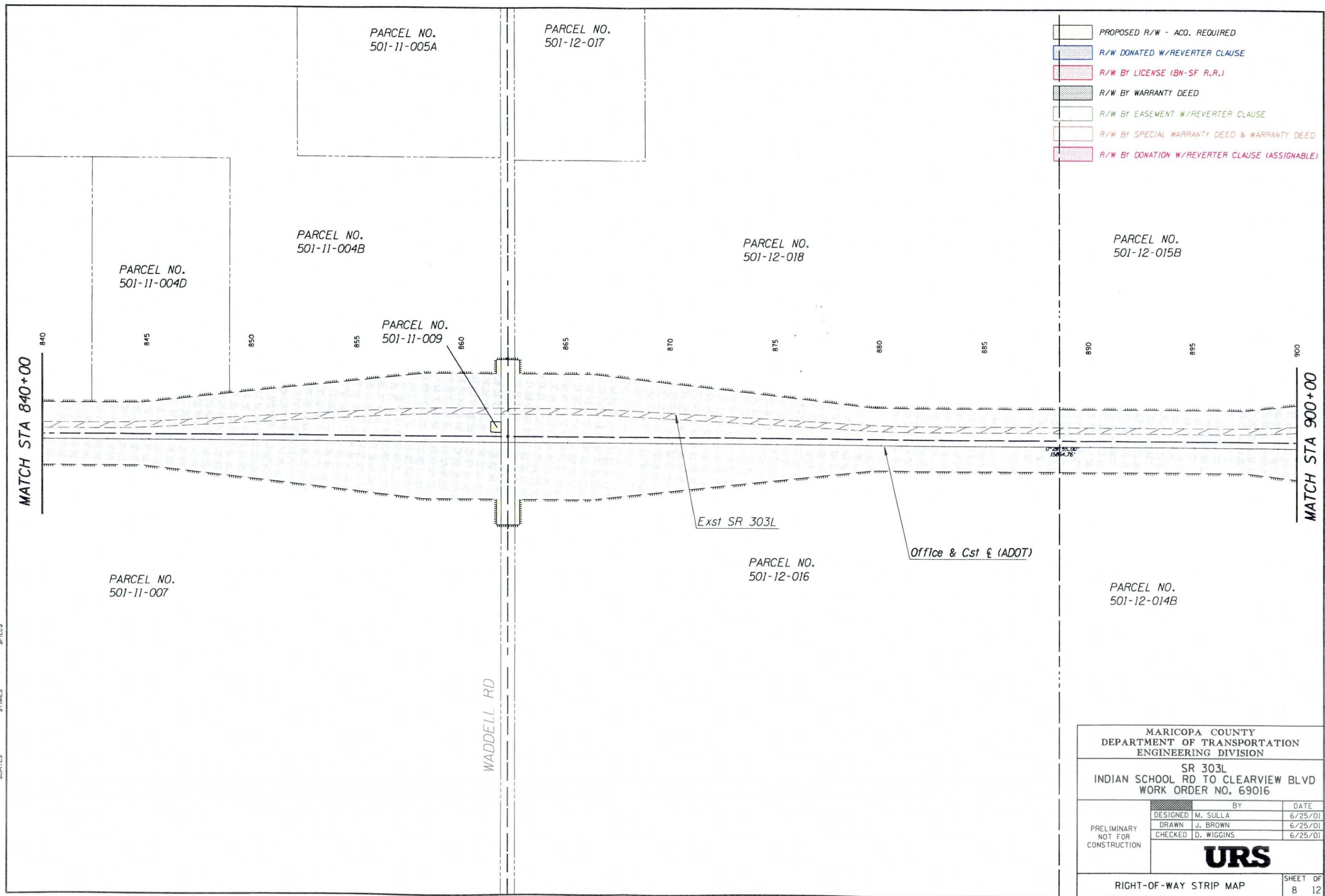
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MARICOPA COUNTY  
 DEPARTMENT OF TRANSPORTATION  
 ENGINEERING DIVISION

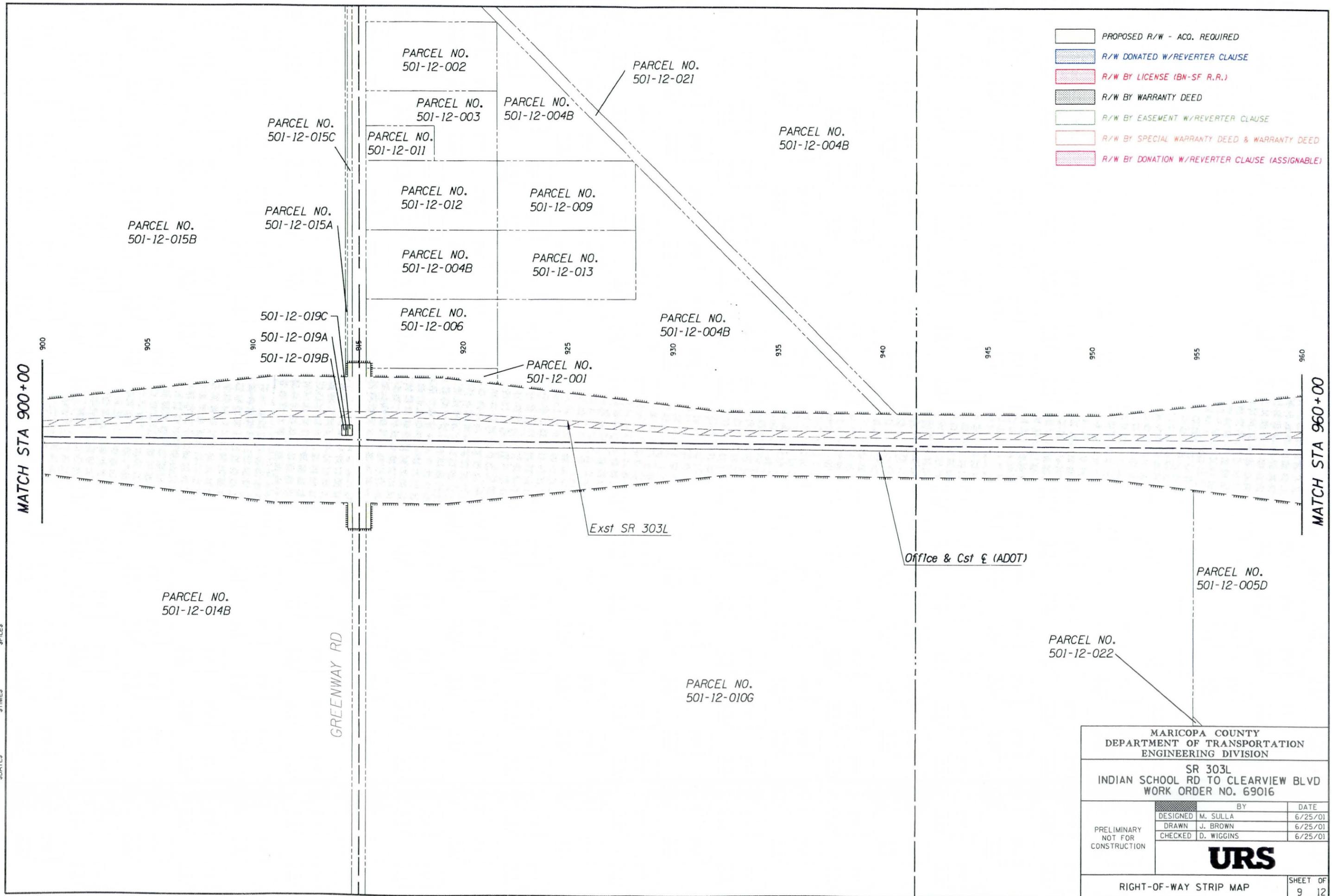
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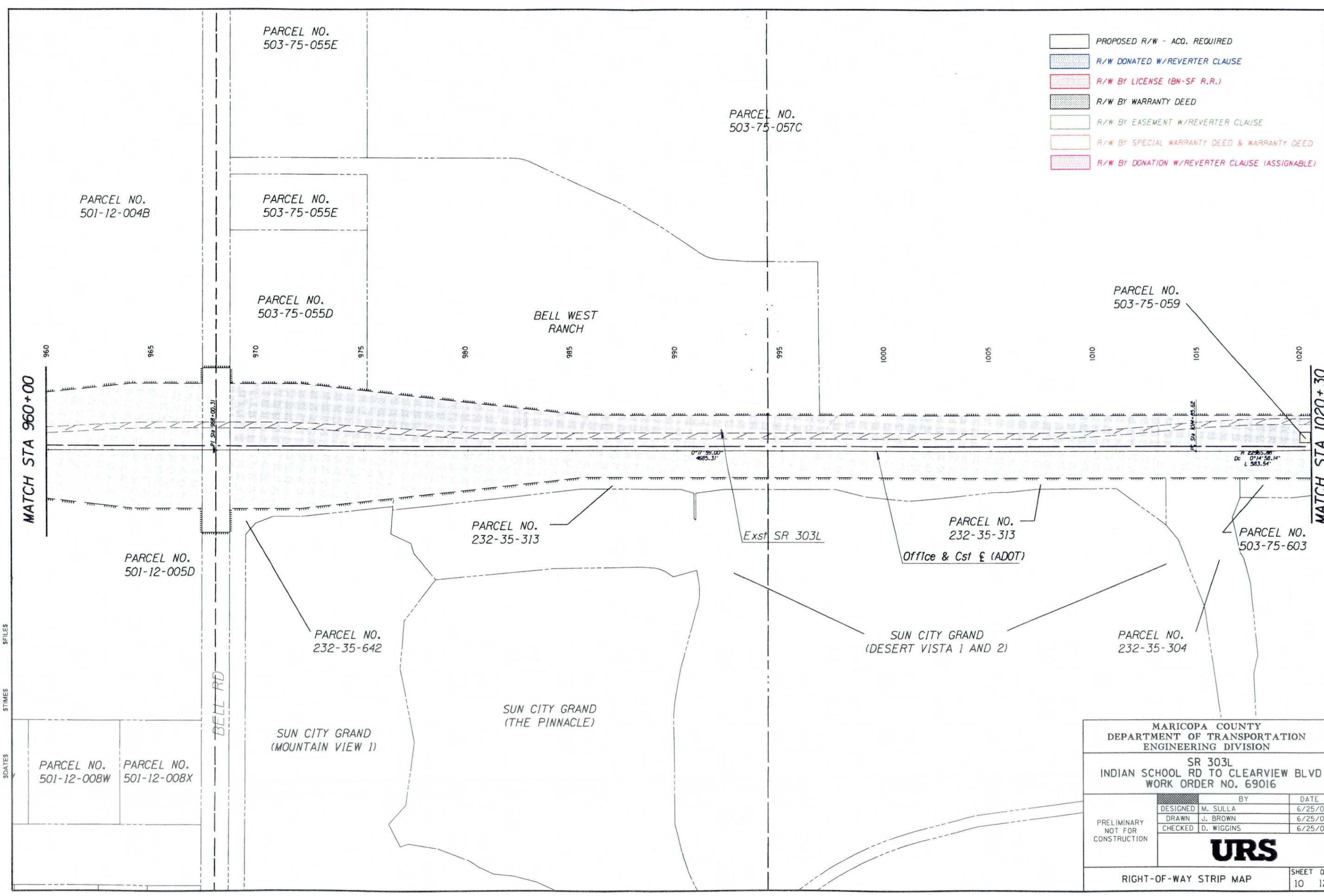
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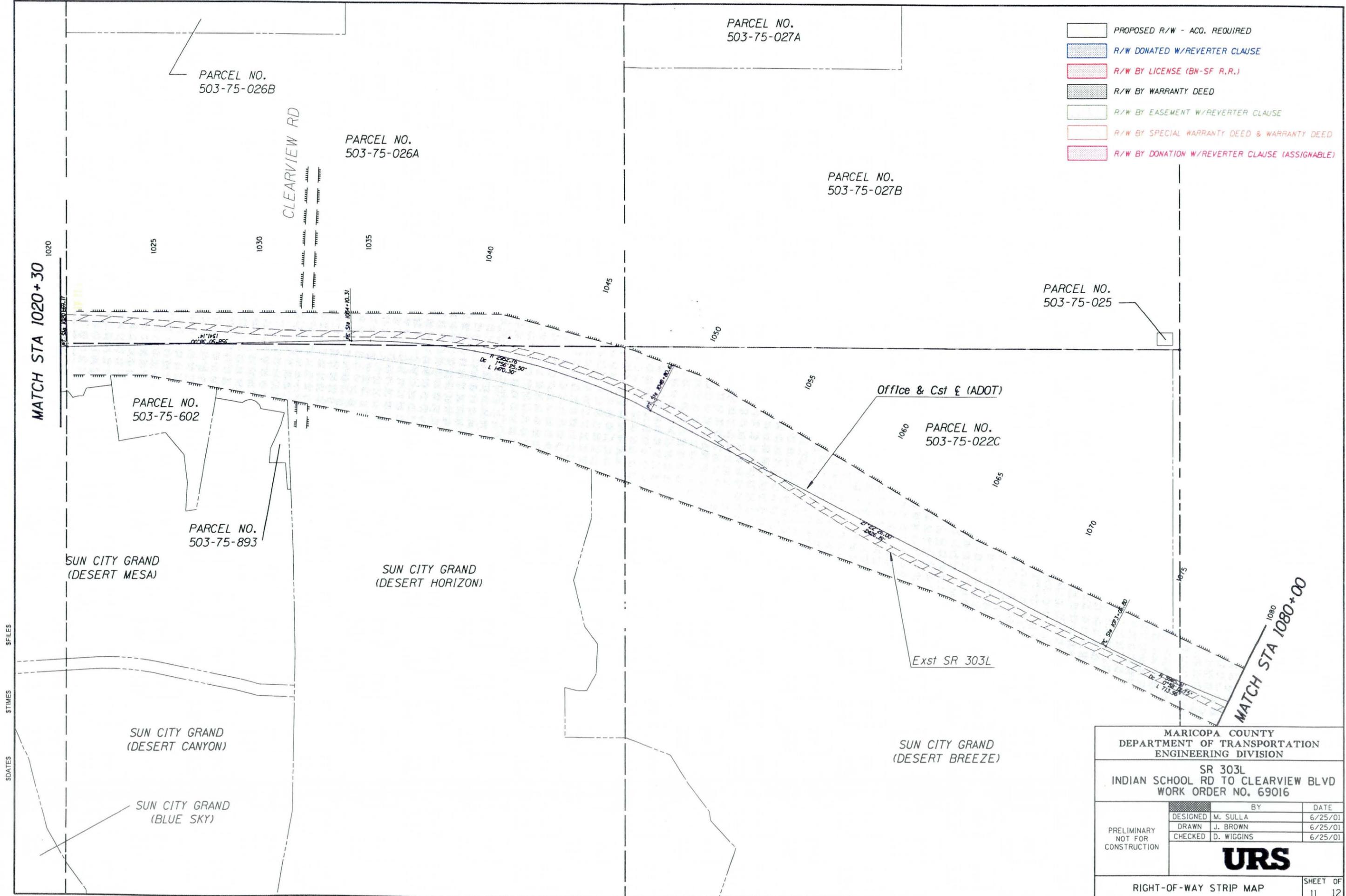
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MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION			
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MARICOPA COUNTY  
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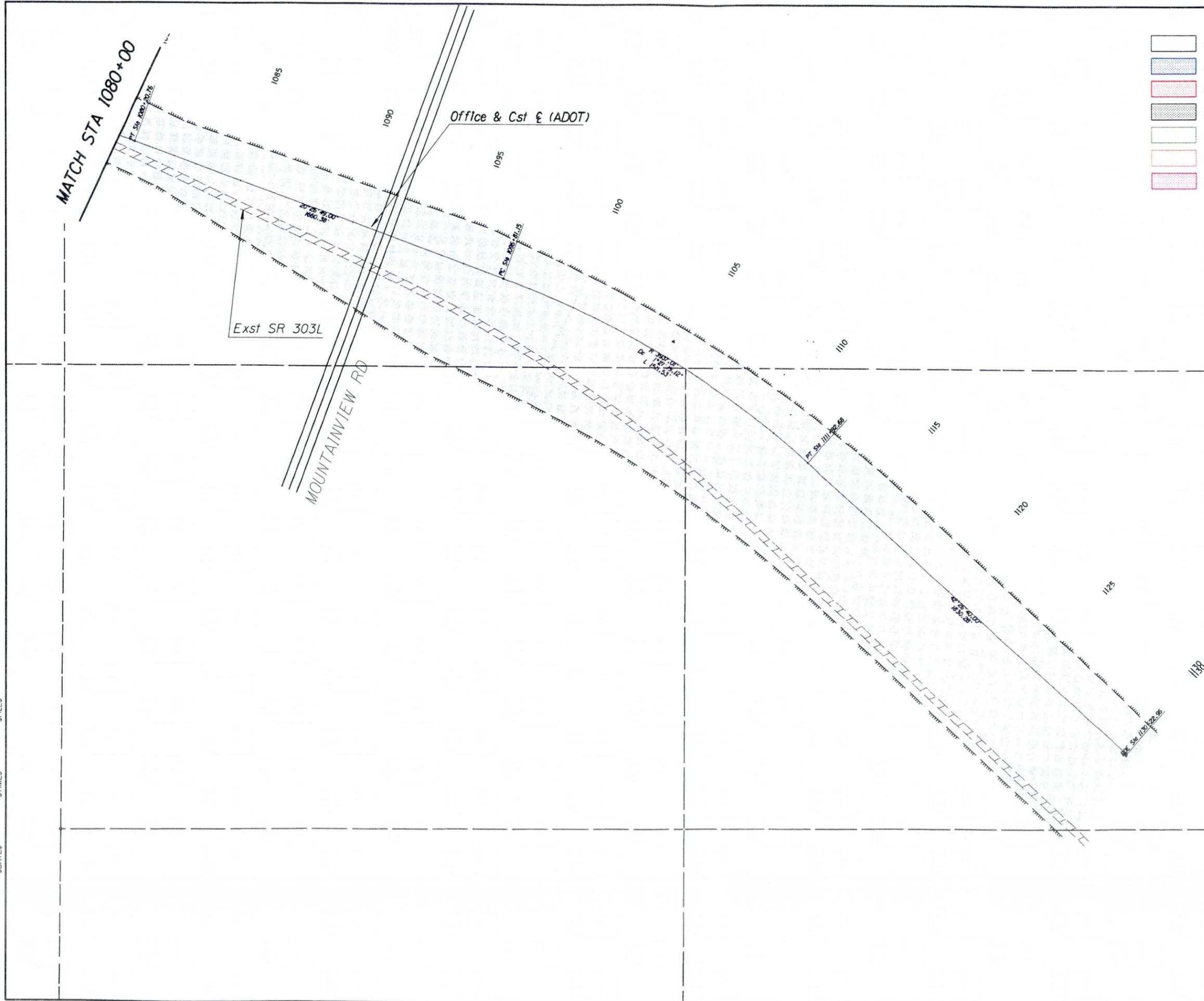
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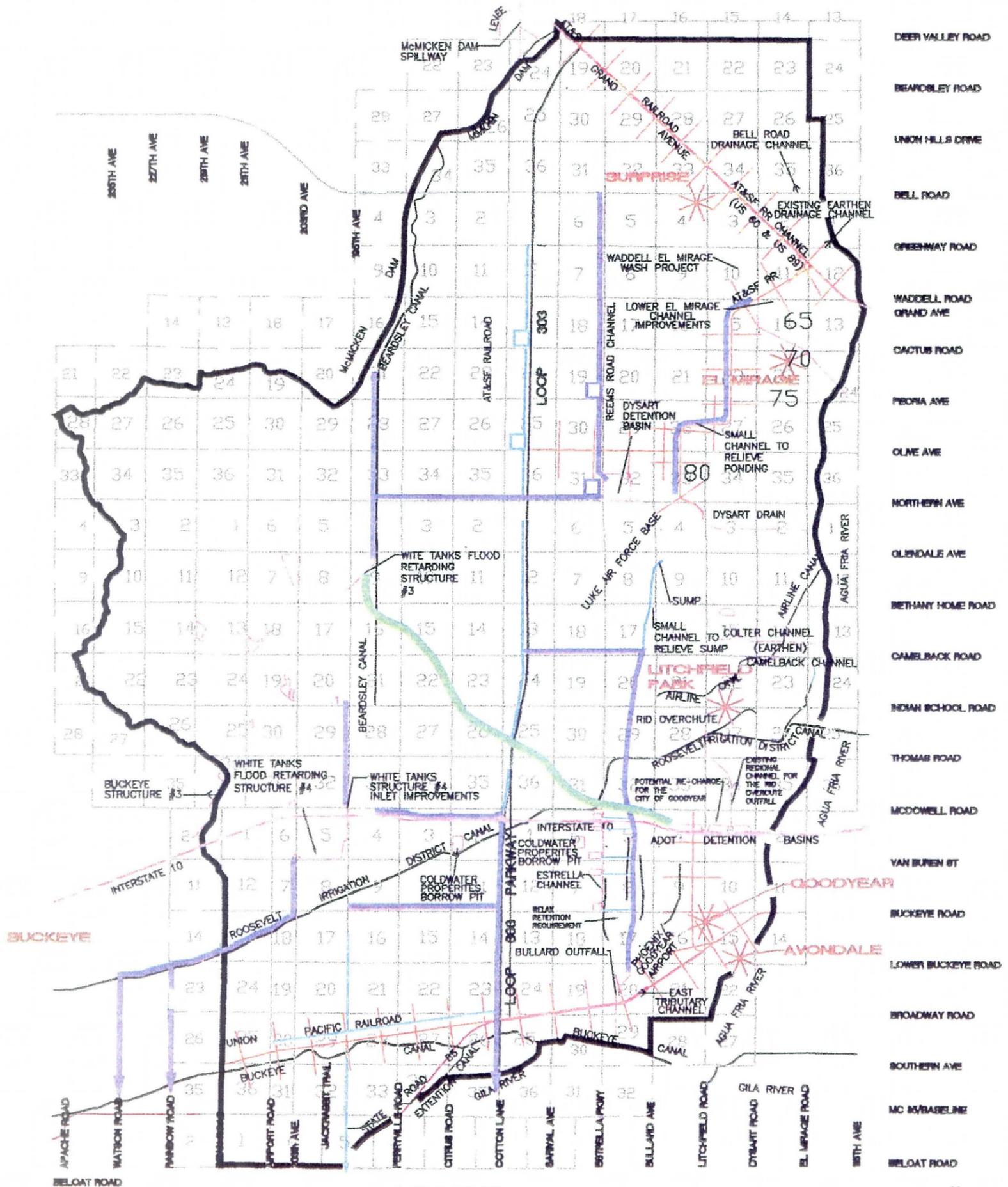
**APPENDIX C**  
**UTILITY LOCATIONS**

**APPENDIX C  
UTILITY OWNERSHIP AND LOCATIONS**

Company	Utility	Existing/ Future	Size/type	Location
QWEST	Telephone	Existing	Underground	Indian School Road, Waddell Road, Bethany Home Road, Glendale Avenue, Northern Avenue, Bell Road, Union Hills Road
Southwest Gas	Gas	Existing	4" Gas 4" Gas	Indian School Road Clearview Blvd.
APS	Power	Existing	Overhead	Indian School Road, Northern Avenue, Olive Ave., Cactus Road Camelback Road, Loop 303 south of Camelback (1/2 mile), Bethany Home Road, Loop 303 north of Bethany Home Road (1/2 mile), Glendale Avenue, Waddell Road, Greenway Road
			Underground	Bell Road, Clearview Blvd.
Cox Communications	Cable	Existing	Underground	Northern Avenue Bell Road Clearview Blvd.
Broadwing Telecommunications	Fiber Optics	Unknown		
Citizens Water Resources	Water	Existing	12" Waterline	Bell Road
		Existing	16" Waterline	South of Union Hills Road
		Future	8" Trans. Main	1/4 mile north of Greenway Road
		Future	24" Waterline	Either Waddell Road or Cactus Road
		Future	12" Waterline	Greenway Road
Adaman Water District	Irrigation			
City of Surprise	Traffic Signals			
	Sanitary Sewer	Future		At Bell Road, Greenway Road, Waddell Road and Cactus Road
Arizona Water Company	Water	Unknown		Unknown
Litchfield Park Service Co.	Water, Sewer	Future		16" Water - Indian School Road
Maricopa County Flood Control	Storm Drainage	Future		

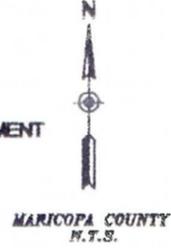
**APPENDIX D**

**LOOP 303 ADMP RECOMMENDED ALTERNATIVES**



**LEGEND:**

- - PROPOSED LARGE REGIONAL OUTFALL CHANNEL
- - PROPOSED MEDIUM TO LARGE LOCAL COLLECTOR CHANNEL
- - PROPOSED SMALL COLLECTOR CHANNEL
- - DIRECTION OF FLOW
- PROPOSED LARGE, MEDIUM OR SMALL BASIN/PARK
- PROJECT AREA BOUNDARY
- PROPOSED LOOP 303 PARKWAY ALIGNMENT
- EXISTING RAIL ROAD
- EXISTING STRUCTURE OR FACILITY
- FLOODPLAIN IDENTIFIED BY THE ORIGINAL WHITE TANKS ADMP, 1992



**RECOMMENDED ALTERNATIVE #1**

May 2001

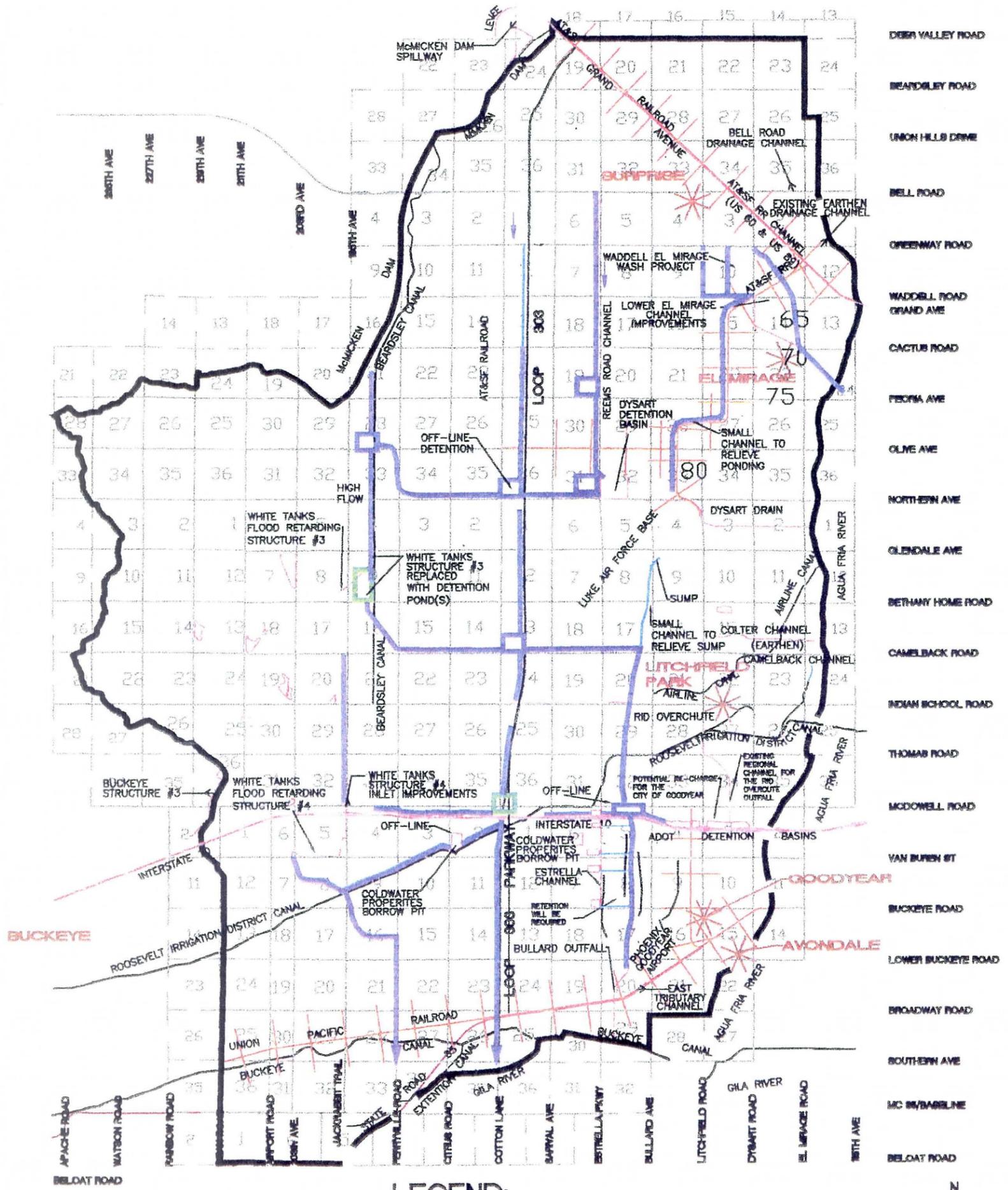
**Loop 303 Corridor/White Tanks ADMP Update**

**Key Features:**  
 Large regional, multi-use drainage channel linking the White Tanks Mountains with the ADOT basins and Agua Fria River.  
 Small roadside channel along the west side of the Loop 303. North of I-10, this channel might convey local roadway drainage and may be used as a post storm drain outlet for adjacent developments/retention basins. South of I-10 the channel may be larger and used as regional drain outlet for local development.  
 Several multi-use channel corridors providing links throughout the project area with some regional back-up/parks.  
 Overall emphasis on one very large regional outlet/collector channel with several smaller, leader-type drains.



**FIGURE 4.1**

**URS**

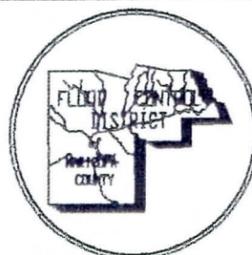


# RECOMMENDED ALTERNATIVE #2

May 2001

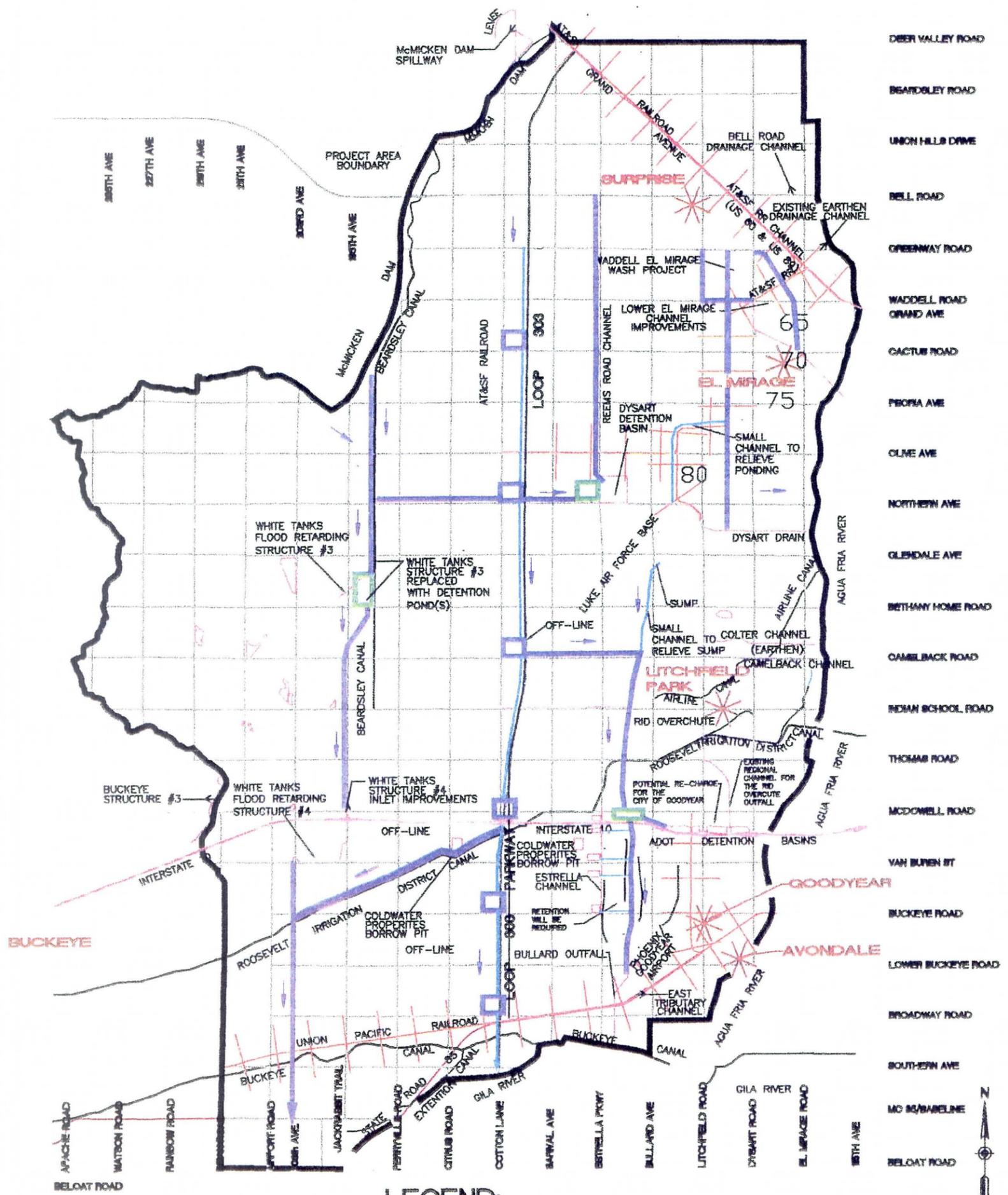
## Loop 303 Corridor/White Tanks ADMP Update

**Key Features:**  
 Several regional drainage channels constructed on a 2 to 3 mile grid to provide a positive outlet for development throughout the project area.  
 Several multi-use corridor links along proposed channels connected by regional basins/parks.  
 Proposed facilities will convey large amount of runoff south to the Gila/Salt rivers.  
 Use some road to exist channels to tie into existing facilities that outlet to the Agua Fria River.  
 Overall emphasis on larger channels with fewer basins/parks.



## FIGURE 2.2

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**LEGEND:**

- - PROPOSED LARGE REGIONAL OUTFALL CHANNEL
- - PROPOSED MEDIUM TO LARGE LOCAL COLLECTOR CHANNEL
- - PROPOSED SMALL COLLECTOR CHANNEL
- - DIRECTION OF FLOW
- PROPOSED LARGE, MEDIUM OR SMALL BASIN/PARK
- PROJECT AREA BOUNDARY
- PROPOSED LOOP 303 PARKWAY ALIGNMENT
- EXISTING RAIL ROAD
- EXISTING STRUCTURE OR FACILITY
- FLOODPLAIN IDENTIFIED BY THE ORIGINAL WHITE TANKS ADMP, 1992

MARICOPA COUNTY  
N.T.S.

# RECOMMENDED ALTERNATIVE #3

May 2001

## Loop 303 Corridor/White Tanks ADMP Update

**Key Features:**  
 Seven north to south regional drainage channels with large diversions east to the Bullard Wash and Agua Fria River using basins/parks.  
 Small residential channel along Loop 303 with several basins/parks and flow diversions east to the Agua Fria River.  
 Several multi-use corridor links along proposed channels connected by regional basins/parks.  
 Overall emphasis on smaller channels with more basins/parks.



## FIGURE 2.3

**URS**

**APPENDIX E**

**ALTERNATIVE SELECTION WORKSHOP  
ATTENDANCE SHEET**

Maricopa County Department of Transportation  
SR 303L  
Indian School Road to Clearview Boulevard

ALTERNATIVE EVALUATION  
WORKSHOP DOCUMENTATION

SR 303 LOOP  
"ALTERNATIVE SELECTION WORKSHOP  
08/13/2001  
Team Members

	NAME	ORGANIZATION	PHONE AND E-MAIL ADDRESS
1	Tom Buick (Visitor)	MCDOT	506-4622 TomBuick@mail.maricopa.gov
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4	David French	URS	648-2475 dave_french@urscorp.com
5	Avi Schmerer	URS	648-2440 avi_schmerer@urscorp.com
6	Dale Wiggins	URS	371-1100 dale_wiggins@urscorp.com
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8	Carl Taylor	MCDOT	506-4604 cartaylor@mail.maricopa.gov
9	Chris Banks	MCDOT	506-6244 chrisbanks@mail.maricopa.gov
10	Robert Herz	MCDOT	506-4760 robertherz@mail.maricopa.gov
11	Mike Smith	MCDOT	506-8622 mikesmith@mail.maricopa.gov
12	Yogesh Mantri	MCDOT	506-8684 yogeshmantri@mail.maricopa.gov
13	Mike Riggs	ENTRANCO	889-7073 mriggs@entranco.com
14	Mike Dawson	ENTRANCO	889-7044 mdawson@entranco.com
15	Bill Cowdrey	ENTRANCO	889-7044 bcowdrey@entranco.com
16	Paul Bolster	BAKER ENGINEERS	798-7546 pbolster@mbakercorp.com
17	Greg Jones	FCDMC	506-5537 gjj@mail.maricopa.com
18	Geza Kmetty (Team Leader)	Kmetty Consulting	919-0208 mke@compuserve.com

**APPENDIX F**

**FREEWAY MANAGEMENT SYSTEM**

## **FMS Infrastructure**

Based on the criteria set forth in ADOT's *Freeway Management System Infrastructure Design Guidelines*, this facility will eventually implement closed circuit television (CCTV) cameras at one-mile spacing, possibly four variable message signs (VMS), three conduits along both sides of the facility to house fiber optic communications and vehicle detection systems (VDS) along the mainline roadway at 500-meter intervals. Additional CCTV cameras may be required at major intersections to observe traffic at critical junctions.

Number 7 pull boxes will be located every 150 meters. Number 9 pull boxes, serving as future splice vaults, will be located every 1,500 meters, at intersection/interchanges and at both ends of the trunk conduit routes, at the project limits.

Installation Cost:     \$ 625,000/Km (\$1,000,000/mi)

If the section in question will require a communications node building, the incremental additional cost may be as high as \$220,000.

## **Traffic Signal Infrastructure**

Major intersections should be constructed with traffic signals, if they meet warrants based on traffic projections.

Installation Cost:     \$ 100,000/Each

Intersections likely to be signalized in the future should have a 76 mm conduit installed around all four approaches, terminating in Number 7 pull boxes on the corners and islands, allowing subsequent implementation of signals without excavating the roadway.

Installation Cost:     \$ 8,000/Intersection

Intersections scheduled for future signalization may also be provided with intersection safety lighting. Such designs would utilize standard traffic signal mast arm pole shafts, but not install the signal mast arm during the initial installation. This would result in steel poles with luminaire mast arms and luminaires on each of four corners. Wiring would be routed to each pole via the street crossing conduits and pull boxes.

Installation Cost:     \$ 24,000/Intersection

**APPENDIX G**

**PERMITS, AGREEMENTS AND APPROVALS**

## Agreements

- Maricopa Association of Government transportation plan updated to reflect desired status of SR 303L.
- Need agreements with FCDMC; BNSF; and the cities of Goodyear, Surprise and Glendale for possible funding sources.
- Need coordination with utilities for relocation cost and timing and prior rights issues.
- Assess condition of dedications and agreements with property owners to acquire additional right-of-way.

## Environmental Permits

- Section 402 of the Clean Water Act – National Pollutant Discharge Elimination System (NPDES) permit. Permit includes Storm Water Pollution Prevention Plan (SWPPP), Notice of Intent and Notice of Termination – submitted to EPA and ADEQ copied.
- Section 404 of the Clean Water Act – Nationwide Permit #14 for Linear Transportation Crossings. USACOE
- Section 401 of the Clean Water Act – State Water Quality Certification. Issued by ADEQ
- Maricopa County Rule 310, Fugitive Dust Ordinance – Application for Earth Moving Permit and Demolition and Dust Control Plan. Maricopa County Environmental Services Department.
- Farmland Protection Policy Act (FPPA) – Prime and Unique Farmland Conversion Rating Form, submitted to US Department of Agriculture, Natural Resource Conservation Service.
- Native Protected Plant Ordinance – Arizona Department of Agriculture, notification of native protected plants within construction limits.
- State Transportation Improvement Program (TIP), MAG – Project must be listed in an approved TIP.
- State Historic Preservation Office (SHPO) Concurrence – Letter from SHPO that they concur with the project findings and recommendations.

**APPENDIX H**  
**COST ESTIMATES**

**ONE INTERIM CONCEPTS  
COST ESTIMATES**

**CONSTRUCTION COST SUMMARY**

September 24, 2001

CONCEPT	CONSTRUCTION COST (\$/Mile)	Right-of-Way Costs	TOTAL INTERIM COST	COST TO UPGRADE TO ULTIMATE	TOTAL TO COST CONSTRUCT ULTIMATE
1	\$4,266,000	\$158,000	\$4,400,000	\$17,000,000	\$21,400,000
2A	\$2,489,000	\$158,000	\$2,600,000	\$19,500,000	\$22,100,000
2B	\$3,296,000	\$158,000	\$3,500,000	\$19,300,000	\$22,800,000
2C	\$10,906,000	\$158,000	\$11,100,000	\$12,400,000	\$23,500,000
3	\$5,424,000	\$158,000	\$5,600,000	\$16,500,000	\$22,100,000
4	\$2,361,000	\$158,000	\$2,500,000	\$20,900,000	\$23,400,000
5	\$3,470,000	\$50,000	\$3,500,000	\$22,000,000	\$25,500,000
6A	\$11,380,000	\$50,000	\$11,400,000	\$14,200,000	\$25,600,000
6B	\$11,978,000	\$50,000	\$12,000,000	\$14,500,000	\$26,500,000
6C	\$3,794,000	\$158,000	\$4,000,000	\$17,500,000	\$21,500,000
7	\$8,988,000	\$50,000	\$9,000,000	\$15,900,000	\$24,900,000
8	\$3,176,000	\$113,000	\$3,300,000	\$22,800,000	\$26,100,000
9A	\$8,060,000	\$158,000	\$8,200,000	\$8,400,000	\$16,600,000
9B	\$9,915,000	\$50,000	\$10,000,000	\$10,300,000	\$20,300,000
10A	\$21,332,000	\$158,000	\$ -	\$ -	\$21,500,000
10B	\$24,773,000	\$50,000	\$ -	\$ -	\$24,800,000
10C	\$17,356,000	\$158,000	\$ -	\$ -	\$17,500,000
10D	\$20,921,000	\$50,000	\$ -	\$ -	\$21,000,000

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #1  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	16	\$40,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	9,000	\$18,000
REMOVE TRAFFIC SIGNAL	EA	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	EA	\$7,000.00	1	\$7,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	350,000	\$1,750,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVMENT (PCCP)	SY	\$22.00	11,700	\$257,400
RAMP & CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	24,630	\$541,860
CONCRETE SIDEWALK	SF	\$3.50	27,430	\$96,005
CONCRETE CURB	LF	\$8.00	11,670	\$93,360
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$230,000.00	1	\$230,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$357,000.00	1	\$357,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	L SUM	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$8,863,675</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$443,184
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$443,184
MOBILIZATION	LS	% OF CST	10.00%	\$886,368
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$10,636,410</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$3,190,923</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$13,827,333</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,935,827</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$15,763,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$15,763,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,261,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$17,024,000</b>

FUTURE

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #2A (LOW VOLUME, UNSIGNALIZED INTERSECTION)  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	10.0	\$25,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	25,900	\$51,800
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	380,000	\$1,900,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVMENT (PCCP)	SY	\$22.00	43,400	\$954,800
RAMP & CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	24,630	\$541,860
CONCRETE SIDEWALK	SF	\$3.50	27,430	\$96,005
CONCRETE CURB	LF	\$8.00	17,000	\$136,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$355,000.00	1	\$355,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	L SUM	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$9,819,515</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$490,976
TRAFFIC CONTROL	LS	% OF CST	9.00%	\$883,756
MOBILIZATION	LS	% OF CST	10.00%	\$981,952
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$12,176,199</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$3,652,860</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$15,829,058</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$2,216,068</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$18,045,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$18,045,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,444,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$19,489,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$19,489,000</b>

INTERIM

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #2B (HIGH VOLUME, SIGNALIZED AT-GRADE INTERSECTION)  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	12.0	\$30,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	8,000	\$16,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	45,000	\$225,000
<b>PAVEMENT</b>				
MAINLINE & CROSSROAD PAVMENT (AC)	SY	\$15.00	11,000	\$165,000
MAINLINE PAVMENT (PCCP)	SY	\$22.00	20,000	\$440,000
REHABILITATION OF EXISTING PAVEMENT	SY	\$10.00	8,700	\$87,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$190,000.00	1	\$190,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$20,000.00	1	\$20,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$50,000.00	1	\$50,000
LIGHTING	MILE	\$80,000.00	1	\$80,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	1	\$100,000
WELL RELOCATION	MILE	\$255,000.00	1	\$255,000
<b>SUBTOTAL</b>				<b>\$1,688,000</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$84,400
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$118,160
MOBILIZATION	LS	% OF CST	10.00%	\$168,800
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$2,059,360</b>
UNIDENTIFIED ITEMS (30%)				\$617,808
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$2,677,168</b>
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$374,804
<b>TOTAL CONSTRUCTION COST</b>				<b>\$3,052,000</b>
TOTAL CONSTRUCTION COST				\$3,052,000
DESIGN ENGINEERING (8%)				\$244,000
TOTAL RIGHT-OF-WAY COST				
<b>TOTAL PROJECT COST</b>				<b>\$3,296,000</b>

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #2B (HIGH VOLUME, SIGNALIZED AT-GRADE INTERSECTION)  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	10	\$25,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	25,900	\$51,800
REMOVE TRAFFIC SIGNAL	EA	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	EA	\$7,000.00	1	\$7,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	365,000	\$1,825,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVMENT (PCCP)	SY	\$22.00	43,400	\$954,800
RAMP & CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	24,630	\$541,860
CONCRETE SIDEWALK	SF	\$3.50	27,430	\$96,005
CONCRETE CURB	LF	\$8.00	17,000	\$136,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$295,000.00	1	\$295,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	L SUM	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$9,701,515</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$485,076
TRAFFIC CONTROL	LS	% OF CST	9.00%	\$873,136
MOBILIZATION	LS	% OF CST	10.00%	\$970,152
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$12,029,879</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$3,608,964</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$15,638,842</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$2,189,438</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$17,828,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$17,828,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,426,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$19,254,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$19,254,000</b>

INTERIM

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR

CONCEPT #2C (HIGH VOLUME, UNSIGNALIZED INTERSECTION WITH CROSS STREET BRIDGE OVER 303)

PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	37.0	\$92,500
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	16,700	\$33,400
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	314,000	\$1,570,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (AC)	SY	\$15.00	9,400	\$141,000
RAMP PAVMENT (AC)	SY	\$15.00	9,300	\$139,500
CROSSROAD PAVEMENT (AC)	SY	\$15.00	11,300	\$169,500
MAINLINE PAVMENT (PCCP)	SY	\$22.00	20,000	\$440,000
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	6,000	\$132,000
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$8.00	8,000	\$64,000
REHABILITATION OF EXISTING PAVEMENT	SY	\$10.00	8,700	\$87,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$305,000.00	1	\$305,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$1,100,000.00	1	\$1,100,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$225,000.00	1	\$225,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$250,000.00	1	\$250,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
WELL RELOCATION	MILE	\$286,000.00	1	\$286,000
<b>SUBTOTAL</b>				<b>\$5,585,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$279,250
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$390,950
MOBILIZATION	LS	% OF CST	10.00%	\$558,500
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$6,813,700</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$2,044,110</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$8,857,810</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,240,093</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$10,098,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$10,098,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$808,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$10,906,000</b>

FUTURE

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR

CONCEPT #2C (HIGH VOLUME, GRADE SEPARATED INTERSECTION WITH CROSS STREET OVER 303)

COST TO UPGRADE TO 6 LANE FREEWAY

PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	8	\$20,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	25,700	\$51,400
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	96,000	\$480,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	9,000	\$135,000
MAINLINE PAVMENT (PCCP)	SY	\$22.00	43,400	\$954,800
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	4,500	\$99,000
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$8.00	8,000	\$64,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$180,000.00	1	\$180,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$1,100,000.00	1	\$1,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$100,000.00	1	\$100,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$350,000.00	1	\$350,000
TRAFFIC SIGNALS	L SUM	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$6,334,300</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$316,715
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$443,401
MOBILIZATION	LS	% OF CST	10.00%	\$633,430
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$7,727,846</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$2,318,354</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$10,046,200</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,406,468</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$11,453,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$11,453,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$916,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$12,369,000</b>

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #3  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	7	\$17,500
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	8,700	\$17,400
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	175,000	\$875,000
<b>PAVEMENT</b>				
RAMP PAVEMENT (AC)	SY	\$15.00	3,000	\$45,000
CROSSROAD PAVEMENT (AC)	SY	\$15.00	11,300	\$169,500
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	2,500	\$55,000
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$8.00	8,000	\$64,000
REHABILITATION OF EXISTING PAVEMENT	SY	\$10.00	16,500	\$165,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$60,000.00	1	\$60,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$1,100,000.00	1	\$1,100,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$20,000.00	1	\$20,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$80,000.00	2	\$160,000
LANDSCAPING	MILE	\$10,000.00	1	\$10,000
<b>SUBTOTAL</b>				<b>\$2,823,900</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$141,195
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$141,195
MOBILIZATION	LS	% OF CST	10.00%	\$282,390
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$3,388,680</b>
UNIDENTIFIED ITEMS (30%)				\$1,016,604
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$4,405,284</b>
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$616,740
<b>TOTAL CONSTRUCTION COST</b>				<b>\$5,022,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$5,022,000</b>
DESIGN ENGINEERING (8%)				\$402,000
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$5,424,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$5,424,000</b>

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #3  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	24	\$60,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	18,000	\$36,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	235,000	\$1,175,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	10,400	\$156,000
MAINLINE PAVEMENT (PCCP)	SY	\$22.00	63,400	\$1,394,800
RAMP PAVEMENT (PCCP)	SY	\$22.00	18,600	\$409,200
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	4,500	\$99,000
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$8.00	8,000	\$64,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$425,000.00	1	\$425,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$1,100,000.00	1	\$1,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$8,470,500</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$423,525
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$592,935
MOBILIZATION	LS	% OF CST	10.00%	\$847,050
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$10,334,010</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$3,100,203</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$13,434,213</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,880,790</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$15,315,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$15,315,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,225,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$16,540,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$16,540,000</b>

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #4  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	9.0	\$22,500
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	30,000	\$150,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (AC)	SY	\$15.00	17,200	\$258,000
CROSSROAD PAVEMENT (AC)	SY	\$15.00	310	\$4,650
CONCRETE CURB	LF	\$8.00	10,600	\$84,800
REHABILITATION OF EXISTING PAVEMENT	SY	\$10.00	16,500	\$165,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$130,000.00	1	\$130,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$25,000.00	1	\$25,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING (Intersection Only)	MILE	\$80,000.00	1	\$80,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	1	\$100,000
WELL RELOCATION	MILE	\$159,000.00	1	\$159,000
<b>SUBTOTAL</b>				<b>\$1,228,950</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$61,448
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$61,448
MOBILIZATION	LS	% OF CST	10.00%	\$122,895
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$1,474,740</b>
UNIDENTIFIED ITEMS (30%)				<b>\$442,422</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$1,917,162</b>
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$268,403
<b>TOTAL CONSTRUCTION COST</b>				<b>\$2,186,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$2,186,000</b>
DESIGN ENGINEERING (8%)				\$175,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$2,361,000</b>

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #4  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	20	\$50,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	42,700	\$85,400
REMOVE CURB	LF	\$3.00	10,560	\$31,680
REMOVE TRAFFIC SIGNAL	L. SUM	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	L. SUM	\$7,000.00	1	
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	380,000	\$1,900,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (PCCP)	SY	\$22.00	63,400	\$1,394,800
RAMP & CROSS ROAD PAVEMENT (PCCP)	SY	\$22.00	24,630	\$541,860
CROSSROAD PAVEMENT (AC)	SY	\$15.00	21,000	\$315,000
CONCRETE SIDEWALK	SF	\$3.50	27,400	\$95,900
CONCRETE CURB	LF	\$8.00	17,000	\$136,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$355,000.00	1	\$355,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$10,521,640</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$526,082
TRAFFIC CONTROL	LS	% OF CST	9.00%	\$946,948
MOBILIZATION	LS	% OF CST	10.00%	\$1,052,164
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$13,046,834</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$3,914,050</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$16,960,884</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$2,374,524</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$19,335,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$19,335,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,547,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$20,882,000</b>

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #5  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	18	\$45,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	80,000	\$400,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	1,500	\$22,500
RAMP PAVEMENT (PCCP)	SY	\$22.00	20,000	\$440,000
REHABILITATION OF EXISTING PAVEMENT	SY	\$10.00	16,500	\$165,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$300,000.00	1	\$300,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$30,000.00	1	\$30,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$80,000.00	1	\$80,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$80,000.00	2	\$160,000
WELL RELOCATION	MILE	\$95,000.00	1	\$95,000
<b>SUBTOTAL</b>				\$1,837,500
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$91,875
TRAFFIC CONTROL	LS	% OF CST	3.00%	\$55,125
MOBILIZATION	LS	% OF CST	10.00%	\$183,750
ROADWAY & STRUCTURES SUBTOTAL				\$2,168,250
UNIDENTIFIED ITEMS (30%)				\$650,475
CONSTRUCTION COST SUBTOTAL				\$2,818,725
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$394,622
TOTAL CONSTRUCTION COST				\$3,213,000
<b>TOTAL CONSTRUCTION COST</b>				\$3,213,000
DESIGN ENGINEERING (8%)				\$257,000
TOTAL RIGHT-OF-WAY COST				
<b>TOTAL PROJECT COST</b>				\$3,470,000

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #5  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	16	\$40,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	25,700	\$51,400
REMOVE TRAFFIC SIGNAL	EA	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	EA	\$7,000.00	1	\$7,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	600,000	\$3,000,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (PCCP)	SY	\$22.00	63,400	\$1,394,800
RAMP PAVEMENT (PCCP)	SY	\$22.00	11,000	\$242,000
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	14,200	\$312,400
CROSSROAD PAVEMENT (AC)	SY	\$15.00	18,700	\$280,500
CONCRETE SIDEWALK	SF	\$3.50	28,000	\$98,000
CONCRETE CURB	LF	\$8.00	24,000	\$192,000
CONCRETE HLF BARRIER	LF	\$50.00	4,200	\$210,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$245,000.00	1	\$245,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,400,000.00	1	\$2,400,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$50,000.00	1	\$50,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	EA	\$100,000.00	1	\$100,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				\$11,439,100
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$571,955
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$571,955
MOBILIZATION	LS	% OF CST	10.00%	\$1,143,910
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$13,726,920
<b>UNIDENTIFIED ITEMS (30%)</b>				\$4,118,076
<b>CONSTRUCTION COST SUBTOTAL</b>				\$17,844,996
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				\$2,498,299
<b>TOTAL CONSTRUCTION COST</b>				\$20,343,000
<b>TOTAL CONSTRUCTION COST</b>				\$20,343,000
<b>DESIGN ENGINEERING (8%)</b>				\$1,627,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$21,970,000

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #6A  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	30	\$75,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	16,430	\$32,860
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	450,000	\$2,250,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	3,200	\$48,000
MAINLINE PAVEMENT (PCCP)	SY	\$22.00	31,680	\$696,960
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
RAMP PAVEMENT (AC)	SY	\$18.00	9,300	\$167,400
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$145,000.00	1	\$145,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$1,200,000.00	1	\$1,200,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$282,000.00	1	\$282,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$84,000.00	1	\$84,000
LIGHTING	MILE	\$350,000.00	1	\$350,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
WELL RELOCATION	MILE	\$159,000.00	1	\$159,000
<b>SUBTOTAL</b>				\$5,924,820
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$296,241
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$296,241
MOBILIZATION	LS	% OF CST	10.00%	\$592,482
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$7,109,784
<b>UNIDENTIFIED ITEMS (30%)</b>				\$2,132,935
<b>CONSTRUCTION COST SUBTOTAL</b>				\$9,242,719
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				\$1,293,981
<b>TOTAL CONSTRUCTION COST</b>				\$10,537,000
<b>TOTAL CONSTRUCTION COST</b>				\$10,537,000
<b>DESIGN ENGINEERING (8%)</b>				\$843,000
<b>TOTAL RIGHT-OF-WAY COST</b>				\$843,000
<b>TOTAL PROJECT COST</b>				\$11,380,000

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #6A  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	8	\$20,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	18,600	\$37,200
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	230,000	\$1,150,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	14,100	\$310,200
CROSSROAD PAVEMENT (AC)	SY	\$15.00	18,700	\$280,500
MAINLINE PAVMENT (PCCP)	SY	\$22.00	31,700	\$697,400
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
CONCRETE SIDEWALK	SF	\$3.50	28,000	\$98,000
CONCRETE CURB	LF	\$8.00	29,700	\$237,600
CONCRETE HLF BARRIER	LF	\$30.00	4,200	\$126,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$400,000.00	1	\$400,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$1,200,000.00	1	\$1,200,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$260,000.00	1	\$260,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$50,000.00	1	\$50,000
LIGHTING	MILE	\$250,000.00	1	\$250,000
TRAFFIC SIGNALS (REHAB/RELOCATE)	EA	\$60,000.00	2	\$120,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$7,371,500</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$368,575
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$368,575
MOBILIZATION	LS	% OF CST	10.00%	\$737,150
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$8,845,800</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$2,653,740</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$11,499,540</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,609,936</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$13,109,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$13,109,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,049,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$1,049,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$14,158,000</b>

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #6B  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	30	\$75,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	16,430	\$32,860
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	450,000	\$2,250,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	3,200	\$48,000
MAINLINE PAVEMENT (PCCP)	SY	\$22.00	31,680	\$696,960
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
RAMP PAVEMENT (AC)	SY	\$18.00	9,300	\$167,400
TEMP SHOULDER AC	SY	\$18.00	5,900	\$106,200
CONCRETE BARRIER	LF	\$20.00	5,280	\$105,600
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$145,000.00	1	\$145,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$1,400,000.00	1	\$1,400,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$282,000.00	1	\$282,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$84,000.00	1	\$84,000
LIGHTING	MILE	\$250,000.00	1	\$250,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
WELL RELOCATION	MILE	\$159,000.00	1	\$159,000
<b>SUBTOTAL</b>				\$6,236,620
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$311,831
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$311,831
MOBILIZATION	LS	% OF CST	10.00%	\$623,662
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$7,483,944
UNIDENTIFIED ITEMS (30%)				\$2,245,183
<b>CONSTRUCTION COST SUBTOTAL</b>				\$9,729,127
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,362,078
<b>TOTAL CONSTRUCTION COST</b>				\$11,091,000
<b>TOTAL CONSTRUCTION COST</b>				\$11,091,000
DESIGN ENGINEERING (8%)				\$887,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$11,978,000

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #6B  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	8	\$20,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	24,500	\$49,000
REMOVE TEMP MEDIAN BARRIER	LF	\$8.00	5,280	\$42,240
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	230,000	\$1,150,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	14,100	\$310,200
CROSSROAD PAVEMENT (AC)	SY	\$15.00	18,700	\$280,500
MAINLINE PAVEMENT (PCCP)	SY	\$22.00	31,700	\$697,400
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
CONCRETE SIDEWALK	SF	\$3.50	28,000	\$98,000
CONCRETE CURB	LF	\$8.00	29,700	\$237,600
CONCRETE HLF BARRIER	LF	\$30.00	4,200	\$126,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$400,000.00	1	\$400,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L SUM	\$1,200,000.00	1	\$1,200,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$200,000.00	1	\$260,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$50,000.00	1	\$50,000
LIGHTING	MILE	\$350,000.00	1	\$350,000
TRAFFIC SIGNALS (REHAB/RELOCATE)	L SUM	\$60,000.00	2	\$120,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				\$7,525,540
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$376,277
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$376,277
MOBILIZATION	LS	% OF CST	10.00%	\$752,554
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$9,030,648
<b>UNIDENTIFIED ITEMS (30%)</b>				\$2,709,194
<b>CONSTRUCTION COST SUBTOTAL</b>				\$11,739,842
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				\$1,643,578
<b>TOTAL CONSTRUCTION COST</b>				\$13,383,000
<b>TOTAL CONSTRUCTION COST</b>				\$13,383,000
<b>DESIGN ENGINEERING (8%)</b>				\$1,071,000
<b>TOTAL RIGHT-OF-WAY COST</b>				\$1,071,000
<b>TOTAL PROJECT COST</b>				\$14,454,000

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #6C  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	30	\$75,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	16,500	\$33,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	60,000	\$300,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	3,200	\$48,000
MAINLINE PAVMENT (PCCP)	SY	\$22.00	31,680	\$696,960
MAINLINE PAVEMENT (AC)	SY	\$18.00	8,200	\$147,600
CONCRETE BARRIER	LF	\$20.00	3,300	\$66,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$145,000.00	1	\$145,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$25,000.00	1	\$25,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$80,000.00	1	\$80,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	1	\$100,000
WELL RELOCATION	MILE	\$159,000.00	1	\$159,000
<b>SUBTOTAL</b>				<b>\$1,975,560</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$98,778
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$98,778
MOBILIZATION	LS	% OF CST	10.00%	\$197,556
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$2,370,672</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$711,202</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$3,081,874</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$431,462</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$3,513,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$3,513,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$281,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$3,794,000</b>

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #6C  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	8	\$20,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	17,500	\$35,000
REMOVE TEMP MEDIAN BARRIER	LF	\$8.00	3,300	\$26,400
REMOVE TRAFFIC SIGNAL	EA	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	EA	\$7,000.00	1	\$7,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	350,000	\$1,750,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVMENT (PCCP)	SY	\$22.00	31,700	\$697,400
RAMP AND CROSS STREET PAVEMENT (PCCP)	SY	\$22.00	24,760	\$544,720
CONCRETE SIDEWALK	SF	\$3.50	27,430	\$96,005
CONCRETE CURB	LF	\$8.00	17,000	\$136,000
CONCRETE HLF BARRIER	LF	\$30.00	4,200	\$126,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$340,000.00	1	\$340,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSS STREET OVERPASS)	L SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$260,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$9,111,575</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$455,579
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$455,579
MOBILIZATION	LS	% OF CST	10.00%	\$911,158
ROADWAY & STRUCTURES SUBTOTAL				\$10,933,890
UNIDENTIFIED ITEMS (30%)				\$3,280,167
CONSTRUCTION COST SUBTOTAL				\$14,214,057
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,989,968
TOTAL CONSTRUCTION COST				\$16,204,000
TOTAL CONSTRUCTION COST				\$16,204,000
DESIGN ENGINEERING (8%)				\$1,296,000
TOTAL RIGHT-OF-WAY COST				\$17,500,000
TOTAL PROJECT COST				\$17,500,000

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #7  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	18	\$45,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	330,000	\$1,650,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	2,000	\$30,000
MAINLINE PAYMENT (PCCP)	SY	\$22.00	21,000	\$462,000
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
REHABILITATION OF EXISTING PAVEMENT	SY	\$10.00	16,500	\$165,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$200,000.00	1	\$200,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$900,000.00	1	\$900,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$282,000.00	1	\$282,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$175,000.00	1	\$175,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
WELL RELOCATION	MILE	\$159,000.00	1	\$159,000
<b>SUBTOTAL</b>				<b>\$4,602,600</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$230,130
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$322,182
MOBILIZATION	LS	% OF CST	10.00%	\$460,260
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$5,615,172</b>
UNIDENTIFIED ITEMS (30%)				\$1,684,552
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$7,299,724</b>
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,021,961
<b>TOTAL CONSTRUCTION COST</b>				<b>\$8,322,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$8,322,000</b>
DESIGN ENGINEERING (8%)				\$666,000
TOTAL RIGHT-OF-WAY COST				
<b>TOTAL PROJECT COST</b>				<b>\$8,988,000</b>

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #7  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	8	\$20,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	25,700	\$51,400
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	350,000	\$1,750,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	11,500	\$253,000
CROSSROAD PAVEMENT (AC)	SY	\$15.00	12,000	\$180,000
MAINLINE PAVMENT (PCCP)	SY	\$22.00	43,400	\$954,800
RAMP PAVEMENT (PCCP)	SY	\$22.00	14,270	\$313,940
CONCRETE SIDEWALK	SF	\$3.50	15,000	\$52,500
CONCRETE CURB	LF	\$8.00	3,000	\$24,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$345,000.00	1	\$345,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$1,200,000.00	1	\$1,200,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$200,000.00	1	\$200,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$350,000.00	1	\$350,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				\$8,294,640
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$414,732
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$414,732
MOBILIZATION	LS	% OF CST	10.00%	\$829,464
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$9,953,568
<b>UNIDENTIFIED ITEMS (30%)</b>				\$2,986,070
<b>CONSTRUCTION COST SUBTOTAL</b>				\$12,939,638
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				\$1,811,549
<b>TOTAL CONSTRUCTION COST</b>				\$14,751,000
<b>TOTAL CONSTRUCTION COST</b>				\$14,751,000
<b>DESIGN ENGINEERING (8%)</b>				\$1,180,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$15,931,000

INTERIM

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR

CONCEPT #8

PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	12	\$30,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	60,000	\$300,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (AC)	SY	\$15.00	21,000	\$315,000
CROSSROAD PAVEMENT (AC)	SY	\$15.00	1,900	\$28,500
REHABILITATION OF EXISTING PAVEMENT	SY	\$10.00	16,500	\$165,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$300,000.00	1	\$300,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$30,000.00	1	\$30,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$80,000.00	1	\$80,000
LIGHTING	MILE	\$80,000.00	1	\$80,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
WELL RELOCATION	MILE	\$95,000.00	1	\$95,000
<b>SUBTOTAL</b>				\$1,653,500
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$82,675
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$82,675
MOBILIZATION	LS	% OF CST	10.00%	\$165,350
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$1,984,200
<b>UNIDENTIFIED ITEMS (30%)</b>				\$595,260
<b>CONSTRUCTION COST SUBTOTAL</b>				\$2,579,460
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				\$361,124
<b>TOTAL CONSTRUCTION COST</b>				\$2,941,000
<b>TOTAL CONSTRUCTION COST</b>				\$2,941,000
<b>DESIGN ENGINEERING (8%)</b>				\$235,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$3,176,000

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #8  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	20	\$50,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	45,700	\$91,400
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	680,000	\$3,400,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (PCCP)	SY	\$22.00	63,400	\$1,394,800
RAMP & CROSS ROAD PAVEMENT (PCCP)	SY	\$22.00	24,630	\$541,860
CROSSROAD PAVEMENT (AC)	SY	\$15.00	21,000	\$315,000
CONCRETE SIDEWALK	SF	\$3.50	27,400	\$95,900
CONCRETE CURB	LF	\$8.00	17,000	\$136,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$245,000.00	1	\$245,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$350,000.00	1	\$350,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				\$11,849,960
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$592,498
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$592,498
MOBILIZATION	LS	% OF CST	10.00%	\$1,184,996
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$14,219,952
<b>UNIDENTIFIED ITEMS (30%)</b>				\$4,265,986
<b>CONSTRUCTION COST SUBTOTAL</b>				\$18,485,938
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				\$2,588,031
<b>TOTAL CONSTRUCTION COST</b>				\$21,074,000
<b>TOTAL CONSTRUCTION COST</b>				\$21,074,000
<b>DESIGN ENGINEERING (8%)</b>				\$1,686,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$22,760,000

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #9A Grade Separation - Cross Street Over SR 303L  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	18.0	\$45,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	15,800	\$31,600
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	199,000	\$995,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (AC)	SY	\$15.00	9,500	\$142,500
CROSSROAD PAVEMENT (AC)	SY	\$15.00	11,300	\$169,500
MAINLINE PAVMENT (PCCP)	SY	\$22.00	20,000	\$440,000
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	2,400	\$52,800
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$8.00	8,000	\$64,000
REHABILITATION OF EXISTING PAVEMENT	SY	\$8.00	8,700	\$69,600
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$243,000.00	1	\$243,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$1,100,000.00	1	\$1,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$113,000.00	1	\$113,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$150,000.00	1	\$150,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
WELL RELOCATION	MILE	\$286,000.00	1	\$286,000
<b>SUBTOTAL</b>				<b>\$4,127,500</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$206,375
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$288,925
MOBILIZATION	LS	% OF CST	10.00%	\$412,750
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$5,035,550</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$1,510,665</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$6,546,215</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$916,470</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$7,463,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$7,463,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$597,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$8,060,000</b>

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #9A Grade Separation - Cross Street Over SR 303L  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	10.0	\$25,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	20,000	\$40,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	96,000	\$480,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (PCCP)	SY	\$22.00	43,500	\$957,000
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	2,400	\$52,800
CROSSROAD PAVEMENT (AC)	SY	\$15.00	11,300	\$169,500
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$8.00	8,000	\$64,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$173,000.00	1	\$173,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$188,000.00	1	\$188,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$200,000.00	1	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$4,314,800</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$215,740
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$302,036
MOBILIZATION	LS	% OF CST	10.00%	\$431,480
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$5,264,056</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$1,579,217</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$6,843,273</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$958,058</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$7,801,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$7,801,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$624,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$8,425,000</b>

INTERIM  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #9B Grade Separation - SR 303L over Cross Street  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	18	\$45,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	16,500	\$33,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	400,000	\$2,000,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	3,200	\$48,000
MAINLINE PAVEMENT (PCCP)	SY	\$22.00	31,700	\$697,400
CONCRETE BARRIER	LF	\$50.00	5,280	\$264,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$273,000.00	1	\$273,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$1,200,000.00	1	\$1,200,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$113,000.00	1	\$113,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$150,000.00	1	\$150,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
WELL RELOCATION	MILE	\$159,000.00	1	\$159,000
<b>SUBTOTAL</b>				\$5,162,400
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$258,120
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$258,120
MOBILIZATION	LS	% OF CST	10.00%	\$516,240
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$6,194,880
UNIDENTIFIED ITEMS (30%)				\$1,858,464
<b>CONSTRUCTION COST SUBTOTAL</b>				\$8,053,344
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,127,468
<b>TOTAL CONSTRUCTION COST</b>				\$9,181,000
<b>TOTAL CONSTRUCTION COST</b>				\$9,181,000
DESIGN ENGINEERING (8%)				\$734,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$9,915,000

FUTURE  
 SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #9B Grade Separation - Cross Street Over SR 303L  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	8	\$20,000
REMOVE TEMP MEDIAN BARRIER	LF	\$10.00	5,280	\$52,800
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	165,000	\$825,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (PCCP)	SY	\$22.00	32,000	\$704,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$173,000.00	1	\$173,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$1,200,000.00	1	\$1,200,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$188,000.00	1	\$188,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$200,000.00	1	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$5,282,800</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$264,140
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$369,796
MOBILIZATION	LS	% OF CST	10.00%	\$528,280
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$6,445,016</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$1,933,505</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$8,378,521</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,172,993</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$9,552,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$9,552,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$764,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$10,316,000</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #10A - Ultimate Cross Street Over SR 303L  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	34	\$85,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	28,300	\$56,600
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	410,000	\$2,050,000
<b>PAVEMENT</b>				
CROSSROAD & RAMP PAVEMENT (PCCP)	SY	\$22.00	24,630	\$541,860
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVMENT (PCCP)	SY	\$22.00	63,270	\$1,391,940
MAINLINE PAVMENT (AC)	SY	\$15.00	9,400	\$141,000
CONCRETE SIDEWALK	SF	\$3.50	28,000	\$98,000
CONCRETE CURB	LF	\$8.00	17,000	\$136,000
CONCRETE HALF BARRIER	LF	\$50.00	7,800	\$390,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$485,000.00	1	\$485,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$2,130,000.00	1	\$2,130,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$10,924,450</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$546,223
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$764,712
MOBILIZATION	LS	% OF CST	10.00%	\$1,092,445
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$13,327,829</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$3,998,349</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$17,326,178</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$2,425,665</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$19,752,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$19,752,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,580,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$21,332,000</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #10B - Ultimate SR 303L Over Cross Street  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	32	\$80,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	28,300	\$56,600
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	681,000	\$3,405,000
<b>PAVEMENT</b>				
CROSSROAD & RAMP PAVEMENT (PCCP)	SY	\$22.00	32,700	\$719,400
CROSSROAD PAVEMENT (AC)	SY	\$15.00	18,700	\$280,500
MAINLINE PAVMENT (PCCP)	SY	\$22.00	63,270	\$1,391,940
MAINLINE PAVMENT (AC)	SY	\$15.00	9,400	\$141,000
CONCRETE SIDEWALK	SF	\$3.50	28,100	\$98,350
CONCRETE CURB	LF	\$8.00	29,700	\$237,600
CONCRETE HALF BARRIER	LF	\$50.00	4,500	\$225,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$545,000.00	1	\$545,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$2,400,000.00	1	\$2,400,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				\$12,686,390
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$634,320
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$888,047
MOBILIZATION	LS	% OF CST	10.00%	\$1,268,639
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$15,477,396
UNIDENTIFIED ITEMS (30%)				\$4,643,219
<b>CONSTRUCTION COST SUBTOTAL</b>				\$20,120,615
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$2,816,886
<b>TOTAL CONSTRUCTION COST</b>				\$22,938,000
<b>TOTAL CONSTRUCTION COST</b>				\$22,938,000
DESIGN ENGINEERING (8%)				\$1,835,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$24,773,000

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #10C - Ultimate Cross Street Over SR 303L (NO RAMPS)  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	34	\$85,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	28,300	\$56,600
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	295,000	\$1,475,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	6,030	\$132,660
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVMENT (PCCP)	SY	\$22.00	63,270	\$1,391,940
MAINLINE PAVMENT (AC)	SY	\$15.00	9,400	\$141,000
CONCRETE SIDEWALK	SF	\$3.50	28,000	\$98,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$385,000.00	1	\$385,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$2,130,000.00	1	\$2,130,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$300,000.00	1	\$300,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$350,000.00	1	\$350,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				<b>\$8,888,250</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$444,413
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$622,178
MOBILIZATION	LS	% OF CST	10.00%	\$888,825
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$10,843,665</b>
UNIDENTIFIED ITEMS (30%)				\$3,253,100
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$14,096,765</b>
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,973,547
<b>TOTAL CONSTRUCTION COST</b>				<b>\$16,070,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$16,070,000</b>
DESIGN ENGINEERING (8%)				\$1,286,000
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$17,356,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$17,356,000</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 CONCEPT #10D - Ultimate SR 303L Over Cross Street (NO RAMPS)  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	32	\$80,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	28,300	\$56,600
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	566,000	\$2,830,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	14,100	\$310,200
CROSSROAD PAVEMENT (AC)	SY	\$15.00	18,700	\$280,500
MAINLINE PAVMENT (PCCP)	SY	\$22.00	63,270	\$1,391,940
MAINLINE PAVMENT (AC)	SY	\$15.00	9,400	\$141,000
CONCRETE SIDEWALK	SF	\$3.50	28,100	\$98,350
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$445,000.00	1	\$445,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$2,400,000.00	1	\$2,400,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000.0	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$300,000.00	1	\$300,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$100,000.00	1	\$100,000
LIGHTING	MILE	\$350,000.00	1	\$350,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				\$10,713,590
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$535,680
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$749,951
MOBILIZATION	LS	% OF CST	10.00%	\$1,071,359
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$13,070,580
<b>UNIDENTIFIED ITEMS (30%)</b>				\$3,921,174
<b>CONSTRUCTION COST SUBTOTAL</b>				\$16,991,754
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				\$2,378,846
<b>TOTAL CONSTRUCTION COST</b>				\$19,371,000
<b>TOTAL CONSTRUCTION COST</b>				\$19,371,000
<b>DESIGN ENGINEERING (8%)</b>				\$1,550,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$20,921,000

**ONE INTERIM CORRIDOR ALTERNATIVES  
COST ESTIMATES**

September 24, 2001

	Corridor Alternative										
	A	B	C	D	E	F	G	H	I	J	K
<i>Indian School Road</i>	6B	5	5	2C	1	7	8	10A	10A	1	10B
<i>Camelback Road</i>	6B	5	5	2C	1	7	8	10A	10A	1	10B
<i>Bethany Home Road</i>	9B	5	9A or B	9A	2A	9B	8	10A	10C	2A	9A
<i>Glendale Avenue</i>	9B	5	9A or B	9A	2A	9B	8	10A	10C	2A	9A
<i>Northern Avenue</i>	6B	5	5	6A or B	2B	7	8	10B	10B	5	6B
<i>Olive Avenue</i>	9B	5	9B	6A or B	2B	9B	8	10B	10D	7	9B
<i>Peoria Avenue</i>	6B	5	5	2C	2A	7	8	10A	10A	2B	2C
<i>Cactus Road</i>	9B	5	9A or B	2C	2A	9B	8	10A	10C	2A	9A
<i>Waddell Road</i>	6B	5	5	2C	2A	7	8	10A	10A	2B	2C
<i>Greenway Road</i>	9B	5	9A or B	2C	2A	9B	8	10A	10C	2A	9A
<i>Bell Road</i>	6B	5	5	6A or B	2B	7	8	10B	10B	5	6B
<i>Corridor Interim Cost (\$Mil.)</i>	\$137,600,000	\$50,800,000	\$83,100,000	\$135,600,000	\$50,700,000	\$119,600,000	\$48,100,000	\$276,200,000	\$255,300,000	\$58,300,000	\$155,900,000
<i>Corridor Final Cost (\$Mil.)</i>	\$289,300,000	\$307,300,000	\$279,800,000	\$284,500,000	\$274,100,000	\$279,700,000	\$316,900,000	\$276,200,000	\$255,300,000	\$282,500,000	\$265,100,000

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE A  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C	EA	\$11,100,000.00		\$0
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B (INDIAN SCHOOL, CAMELBACK, NORTHERN, PEORIA, WADDELL, BELL)	EA	\$12,000,000.00	6	\$72,000,000
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8	EA	\$3,300,000.00		\$0
9A	EA	\$8,200,000.00		\$0
9B (BETHANY HOME, GLENDALE, OLIVE, CACTUS, GREENWAY)	EA	\$10,000,000.00	5	\$50,000,000
10A	EA	\$21,500,000.00		\$0
10B	EA	\$24,800,000.00		\$0
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$122,000,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	0	\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$7,772,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$388,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$544,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$777,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,331,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,088,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$621,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$15,565,780</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$137,565,780</b>
<b>TOTAL PROJECT COST</b>				<b>\$137,565,780</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE A  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C	EA	\$12,400,000.00		\$0
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B (INDIAN SCHOOL, CAMELBACK, NORTHERN, PEORIA, WADDELL, BELL)	EA	\$14,500,000.00	6	\$87,000,000
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B (BETHANY HOME, GLENDALE, OLIVE, CACTUS, GREENWAY)	EA	\$10,300,000.00	5	\$51,500,000
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$138,500,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	0	\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	0	\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	0	\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$7,572,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$378,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$530,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$757,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,271,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,060,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$605,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$13,175,280</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$151,675,280</b>
<b>TOTAL PROJECT COST</b>				<b>\$151,675,280</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE B  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C	EA	\$12,400,000.00		\$0
5 (AT ALL CROSS STREETS)	EA	\$22,000,000.00	11	\$242,000,000
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B	EA	\$10,300,000.00		\$0
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$242,000,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	6,000	\$360,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	2	\$600,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	2	\$660,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$8,352,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$417,800
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$584,640
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$835,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,505,800
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,189,280
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$668,160
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$14,532,480</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$256,532,480</b>
<b>TOTAL PROJECT COST</b>				<b>\$256,532,480</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE C  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C	EA	\$11,100,000.00		\$0
5 (INDIAN SCHOOL, CAMELBACK, NORTHERN, PEORIA, WADDELL, BELL)	EA	\$3,500,000.00	6	\$21,000,000
6A	EA	\$11,400,000.00		\$0
6B	EA	\$12,000,000.00		\$0
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8	EA	\$3,300,000.00		\$0
9A	EA	\$8,200,000.00		\$0
9B (BETHANY HOME, GLENDALE, OLIVE, CACTUS, GREENWAY)	EA	\$10,000,000.00	5	\$50,000,000
10A	EA	\$21,500,000.00		\$0
10B	EA	\$24,800,000.00		\$0
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$71,000,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	2	\$660,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$5,792,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$289,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$405,440
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$579,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$1,737,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$810,880
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$463,360
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$12,120,580</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$83,120,580</b>
<b>TOTAL PROJECT COST</b>				<b>\$83,120,580</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE C  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C	EA	\$12,400,000.00		\$0
5 (INDIAN SCHOOL, CAMELBACK, NORTHERN, PEORIA, WADDELL, BELL)	EA	\$22,000,000.00	6	\$132,000,000
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B (BETHANY HOME, GLENDALE, OLIVE, CACTUS, GREENWAY)	EA	\$10,300,000.00	5	\$51,500,000
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$183,500,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	2	\$660,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$7,572,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$378,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$530,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$757,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,271,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,060,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$605,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$13,175,280</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$196,675,280</b>
<b>TOTAL PROJECT COST</b>				<b>\$196,675,280</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE D  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C (INDIAN SCHOOL, CAMELBACK, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$11,100,000.00	6	\$66,600,000
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B (NORTHERN, OLIVE, BELL)	EA	\$12,000,000.00	3	\$36,000,000
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8	EA	\$3,300,000.00		\$0
9A (BETHANY HOME, GLENDALE)	EA	\$8,200,000.00	2	\$16,400,000
9B	EA	\$10,000,000.00		\$0
10A	EA	\$21,500,000.00		\$0
10B	EA	\$24,800,000.00		\$0
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$119,000,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	2	\$600,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$8,372,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$418,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$586,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$837,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,511,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,172,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$669,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$16,609,780</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$135,609,780</b>
<b>TOTAL PROJECT COST</b>				<b>\$135,609,780</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE D  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C (INDIAN SCHOOL, CAMELBACK, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$12,400,000.00	6	\$74,400,000
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B (NORTHERN, OLIVE, BELL)	EA	\$14,500,000.00	3	\$43,500,000
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A (BETHANY HOME, GLENDALE)	EA	\$8,400,000.00	2	\$16,800,000
9B	EA	\$10,300,000.00		\$0
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$134,700,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	2	\$600,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	0	\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$8,172,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$408,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$572,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$817,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,451,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,144,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$653,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$14,219,280</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$148,919,280</b>
<b>TOTAL PROJECT COST</b>				<b>\$148,919,280</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE E  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1 (INDIAN SCHOOL, CAMELBACK)	EA	\$4,400,000.00	2	\$8,800,000
2A (BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$2,600,000.00	6	\$15,600,000
2B (NORTHERN, OLIVE, BELL)	EA	\$3,500,000.00	3	\$10,500,000
2C	EA	\$11,100,000.00		\$0
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B	EA	\$12,000,000.00		\$0
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8	EA	\$3,300,000.00		\$0
9A	EA	\$8,200,000.00		\$0
9B	EA	\$10,000,000.00		\$0
10A	EA	\$21,500,000.00		\$0
10B	EA	\$24,800,000.00		\$0
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$34,900,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$7,892,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$394,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$552,440
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$789,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,367,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,104,880
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$631,360
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$15,774,580</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$50,674,580</b>
<b>TOTAL PROJECT COST</b>				<b>\$50,674,580</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE E  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1 (INDIAN SCHOOL, CAMELBACK)	EA	\$17,000,000.00	2	\$34,000,000
2A (BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$19,500,000.00	6	\$117,000,000
2B (NORTHERN, OLIVE, BELL)	EA	\$19,300,000.00	3	\$57,900,000
2C	EA	\$12,400,000.00		\$0
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B	EA	\$10,300,000.00		\$0
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$208,900,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	6,000	\$360,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	2	\$600,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$8,352,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$417,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$584,640
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$835,200
UNIDENTIFIED ITEMS (30%)				\$2,505,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,169,280
DESIGN ENGINEERING (8%)				\$668,160
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$14,532,480</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$223,432,480</b>
<b>TOTAL PROJECT COST</b>				<b>\$223,432,480</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE F  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C	EA	\$11,100,000.00		\$0
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B	EA	\$12,000,000.00		\$0
6C	EA	\$4,000,000.00		\$0
7 (INDIAN SCHOOL, CAMELBACK, NORTHERN, PEORIA, WADDELL, BELL)	EA	\$9,000,000.00	6	\$54,000,000
8	EA	\$3,300,000.00		\$0
9A	EA	\$8,200,000.00		\$0
9B (BETHANY HOME, GLENDALE, OLIVE, CACTUS, GREENWAY)	EA	\$10,000,000.00	5	\$50,000,000
10A	EA	\$21,500,000.00		\$0
10B	EA	\$24,800,000.00		\$0
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$104,000,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	0	\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	2	\$660,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$7,772,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$388,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$544,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$777,200
UNIDENTIFIED ITEMS (30%)				\$2,331,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,088,080
DESIGN ENGINEERING (8%)				\$621,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$15,565,780</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$119,565,780</b>
<b>TOTAL PROJECT COST</b>				<b>\$119,565,780</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE F  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C	EA	\$12,400,000.00		\$0
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7 (INDIAN SCHOOL, CAMELBACK, NORTHERN, PEORIA, WADDELL, BELL)	EA	\$15,900,000.00	8	\$95,400,000
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B (BETHANY HOME, GLENDALE, OLIVE, CACTUS, GREENWAY)	EA	\$10,300,000.00	5	\$51,500,000
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$146,900,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	2	\$660,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$7,572,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$378,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$530,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$757,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,271,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,060,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$605,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$13,175,280</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$160,075,280</b>
<b>TOTAL PROJECT COST</b>				<b>\$160,075,280</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE G  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C	EA	\$11,100,000.00		\$0
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B	EA	\$12,000,000.00		\$0
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8 (AT ALL CROSS STREETS)	EA	\$3,300,000.00	11	\$36,300,000
9A	EA	\$8,200,000.00		\$0
9B	EA	\$10,000,000.00		\$0
10A	EA	\$21,500,000.00		\$0
10B	EA	\$24,800,000.00		\$0
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$36,300,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	2	\$660,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$5,612,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$280,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$392,840
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$561,200
UNIDENTIFIED ITEMS (30%)				\$1,683,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$785,680
DESIGN ENGINEERING (8%)				\$448,960
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$11,807,380</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$48,107,380</b>
<b>TOTAL PROJECT COST</b>				<b>\$48,107,380</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE G  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C	EA	\$12,400,000.00		\$0
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8 (AT ALL CROSS STREETS)	EA	\$22,800,000.00	11	\$250,800,000
9A	EA	\$8,400,000.00		\$0
9B	EA	\$10,300,000.00		\$0
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$250,800,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	6,000	\$360,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	2	\$600,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	4	\$3,960,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	2	\$660,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$10,332,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$516,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$723,240
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$1,033,200
UNIDENTIFIED ITEMS (30%)				\$3,099,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,446,480
DESIGN ENGINEERING (8%)				\$826,560
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$17,977,680</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$268,777,680</b>
<b>TOTAL PROJECT COST</b>				<b>\$268,777,680</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE H  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C	EA	\$11,100,000.00		\$0
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B	EA	\$12,000,000.00		\$0
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8	EA	\$3,300,000.00		\$0
9A	EA	\$8,200,000.00		\$0
9B	EA	\$10,000,000.00		\$0
10A (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA,CACTUS, WADDELL, GREENWAY)	EA	\$21,500,000.00	8	\$172,000,000
10B (NORTHERN, OLIVE, BELL)	EA	\$24,800,000.00	3	\$74,400,000
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$246,400,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	6,000	\$360,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	2	\$600,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	22	\$10,824,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	4	\$3,960,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$15,944,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$797,200
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$1,116,080
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$1,594,400
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$4,783,200
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$2,232,160
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$1,275,520
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$29,785,060</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$276,185,060</b>
<b>TOTAL PROJECT COST</b>				<b>\$276,185,060</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE H  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C	EA	\$12,400,000.00		\$0
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B	EA	\$10,300,000.00		\$0
10A (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$0.00	8	\$0
10B (NORTHERN, OLIVE, BELL)	EA	\$0.00	3	\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMP	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$0
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$0
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$0
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$0
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$0
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$0
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				
<b>TOTAL PROJECT COST</b>				

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE I  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C	EA	\$11,100,000.00		\$0
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B	EA	\$12,000,000.00		\$0
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8	EA	\$3,300,000.00		\$0
9A	EA	\$8,200,000.00		\$0
9B	EA	\$10,000,000.00		\$0
10A (INDIAN SCHOOL, CAMELBACK, PEORIA, WADDELL)	EA	\$21,500,000.00	4	\$86,000,000
10B (NORTHERN, BELL)	EA	\$24,800,000.00	2	\$49,600,000
10C (BETHANY HOME, GLENDALE, CACTUS, GREENWAY)	EA	\$17,500,000.00	4	\$70,000,000
10D (OLIVE)	EA	\$21,000,000.00	1	\$21,000,000
<b>CONCEPT TOTAL</b>				<b>\$226,600,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	6,000	\$360,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	22	\$10,824,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	4	\$3,960,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$15,344,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$767,200
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$1,074,080
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$1,534,400
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$4,603,200
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$2,148,160
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$1,227,520
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$28,741,060</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$255,341,060</b>
<b>TOTAL PROJECT COST</b>				<b>\$255,341,060</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE 1  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C	EA	\$12,400,000.00		\$0
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B	EA	\$10,300,000.00		\$0
10A (INDIAN SCHOOL, CAMELBACK, PEORIA, WADDELL)	EA	\$0.00	4	\$0
10B (NORTHERN, BELL)	EA	\$0.00	2	\$0
10C (BETHANY HOME, GLENDALE, CACTUS, GREENWAY)	EA	\$0.00	4	\$0
10D (OLIVE)	EA	\$0.00	1	\$0
<b>CONCEPT TOTAL</b>				
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$80.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$0
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$0
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$0
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$0
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$0
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$0
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				
<b>TOTAL PROJECT COST</b>				

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE J  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1 (INDIAN SCHOOL, CAMELBACK)	EA	\$4,400,000.00	2	\$8,800,000
2A (BETHANY HOME, GLENDALE, CACTUS, GREENWAY)	EA	\$2,600,000.00	4	\$10,400,000
2B (PEORIA, WADDELL)	EA	\$3,500,000.00	2	\$7,000,000
2C	EA	\$11,100,000.00		\$0
5 (NORTHERN, BELL)	EA	\$3,500,000.00	2	\$7,000,000
6A	EA	\$11,400,000.00		\$0
6B	EA	\$12,000,000.00		\$0
6C	EA	\$4,000,000.00		\$0
7 (OLIVE)	EA	\$9,000,000.00	1	\$9,000,000
8	EA	\$3,300,000.00		\$0
9A	EA	\$8,200,000.00		\$0
9B	EA	\$10,000,000.00		\$0
10A	EA	\$21,500,000.00		\$0
10B	EA	\$24,800,000.00		\$0
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$42,200,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	1	\$330,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$8,072,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$403,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$565,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$807,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,421,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,130,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$645,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$16,087,780</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$58,287,780</b>
<b>TOTAL PROJECT COST</b>				<b>\$58,287,780</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE J  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1 (INDIAN SCHOOL, CAMELBACK)	EA	\$17,000,000.00	2	\$34,000,000
2A (BETHANY HOME, GLENDALE, CACTUS, GREENWAY)	EA	\$19,500,000.00	4	\$78,000,000
2B (PEORIA, WADDELL)	EA	\$19,300,000.00	2	\$38,600,000
2C	EA	\$12,400,000.00		\$0
5 (NORTHERN, BELL)	EA	\$22,000,000.00	2	\$44,000,000
6A	EA	\$14,200,000.00		\$0
6B	EA	\$14,500,000.00		\$0
6C	EA	\$17,500,000.00		\$0
7 (OLIVE)	EA	\$15,900,000.00	1	\$15,900,000
8	EA	\$22,800,000.00		\$0
9A	EA	\$8,400,000.00		\$0
9B	EA	\$10,300,000.00		\$0
10A	EA	\$0.00		\$0
10B	EA	\$0.00		\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$210,500,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	2	\$1,980,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	3	\$990,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$7,872,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$393,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$551,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$787,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,361,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,102,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$629,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$13,697,280</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$224,197,280</b>
<b>TOTAL PROJECT COST</b>				<b>\$224,197,280</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 INTERIM CORRIDOR ALTERNATIVE K  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$4,400,000.00		\$0
2A	EA	\$2,600,000.00		\$0
2B	EA	\$3,500,000.00		\$0
2C (PEORIA, WADDELL)	EA	\$11,100,000.00	2	\$22,200,000
5	EA	\$3,500,000.00		\$0
6A	EA	\$11,400,000.00		\$0
6B (NORTHERN, BELL)	EA	\$12,000,000.00	2	\$24,000,000
6C	EA	\$4,000,000.00		\$0
7	EA	\$9,000,000.00		\$0
8	EA	\$3,300,000.00		\$0
9A (BETHANY HOME, GLENDALE, CACTUS, GREENWAY)	EA	\$8,200,000.00	4	\$32,800,000
9B (OLIVE)	EA	\$10,000,000.00	1	\$10,000,000
10A	EA	\$21,500,000.00		\$0
10B (INDIAN SCHOOL, CAMELBACK)	EA	\$24,800,000.00	2	\$49,600,000
10C	EA	\$17,500,000.00		\$0
10D	EA	\$21,000,000.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$138,600,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	3	\$2,970,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMP	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$8,762,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$438,100
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$613,340
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$876,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,628,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,226,680
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$700,960
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$17,288,380</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$155,888,380</b>
<b>TOTAL PROJECT COST</b>				<b>\$155,888,380</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 FUTURE CORRIDOR ALTERNATIVE K  
 PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT</b>				
1	EA	\$17,000,000.00		\$0
2A	EA	\$19,500,000.00		\$0
2B	EA	\$19,300,000.00		\$0
2C (PEORIA, WADDELL)	EA	\$12,400,000.00	2	\$24,800,000
5	EA	\$22,000,000.00		\$0
6A	EA	\$14,200,000.00		\$0
6B (NORTHERN, BELL)	EA	\$14,500,000.00	2	\$29,000,000
6C	EA	\$17,500,000.00		\$0
7	EA	\$15,900,000.00		\$0
8	EA	\$22,800,000.00		\$0
9A (BETHANY HOME, GLENDALE, CACTUS, GREENWAY)	EA	\$8,400,000.00	4	\$33,600,000
9B (OLIVE)	EA	\$10,300,000.00	1	\$10,300,000
10A	EA	\$0.00		\$0
10B (INDIAN SCHOOL, CAMELBACK)	EA	\$0.00	2	\$0
10C	EA	\$0.00		\$0
10D	EA	\$0.00		\$0
<b>CONCEPT TOTAL</b>				<b>\$97,700,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	1	\$990,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$6,582,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$329,100
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$460,740
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$658,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$1,974,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$921,480
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$528,560
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$11,452,680</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$109,152,680</b>
<b>TOTAL PROJECT COST</b>				<b>\$109,152,680</b>

**TWO INTERIM CONCEPTS  
COST ESTIMATES**

**CONSTRUCTION COST SUMMARY**

September 24, 2001

CONCEPT	INTERIM 1 COST (\$/Mile)	INCREMENTAL INTERIM 2 COST (\$/Mile)	INCREMENTAL ULTIMATE COST (\$/Mile)	TOTAL TO COST CONSTRUCT ULTIMATE
I-1 (1 to 10A (4 LANES) to 10A)	\$4,400,000	\$14,600,000	\$3,100,000	\$22,100,000
I-2 (6C to 6C W/RAMPS & BRIDGE to 10A)	\$4,000,000	\$12,800,000	\$5,700,000	\$22,500,000
I-3 (2A to 2C to 10A)	\$2,600,000	\$8,100,000	\$12,400,000	\$23,100,000
I-4 (2B to 2C to 10A)	\$3,500,000	\$7,500,000	\$12,400,000	\$23,400,000
I-5 (5 to 6B to 10B)	\$3,500,000	\$9,700,000	\$14,500,000	\$27,700,000

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 COST TO UPGRADE FROM 1 TO 10A (4 LANES)  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	16	\$40,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	9,000	\$18,000
REMOVE TRAFFIC SIGNAL	EA	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	EA	\$7,000.00	1	\$7,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	350,000	\$1,750,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVEMENT (PCCP)	SY	\$22.00	0	\$0
RAMP & CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	24,630	\$541,860
CONCRETE SIDEWALK	SF	\$3.50	27,430	\$96,005
CONCRETE CURB	LF	\$8.00	11,670	\$93,360
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$230,000.00	1	\$230,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
CHAIN LINK FENCE	LF	\$8.00	10000	\$80,000
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	L. SUM	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$850,000.00	1	\$850,000
<b>SUBTOTAL</b>				<b>\$7,625,275</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$381,264
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$381,264
MOBILIZATION	LS	% OF CST	10.00%	\$762,528
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$9,150,330</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$2,745,099</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$11,895,429</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,665,360</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$13,561,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$13,561,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$1,085,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$14,646,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$14,646,000</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 COST TO UPGRADE 10A (4 LANES) TO 10A (6 LANES)  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>EARTHWORK</b> BORROW	CY	\$5.00	60,000	\$300,000
<b>DRAINAGE</b> STORM DRAIN SYSTEM	MILE	\$30,000.00	1	\$30,000
<b>PAVEMENT</b> MAINLINE PAVMENT (PCCP)	SY	\$22.00	11,800	\$259,600
<b>INCIDENTALS</b> LANDSCAPING	MILE	\$30,000.00	1	\$30,000
ITS	MILE	\$1,000,000.00	1	\$1,000,000
<b>SUBTOTAL</b>				\$1,619,600
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$80,980
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$80,980
MOBILIZATION	LS	% OF CST	10.00%	\$161,960
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				\$1,943,520
UNIDENTIFIED ITEMS (30%)				\$583,056
<b>CONSTRUCTION COST SUBTOTAL</b>				\$2,526,576
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$353,721
<b>TOTAL CONSTRUCTION COST</b>				\$2,880,000
<b>TOTAL CONSTRUCTION COST</b>				\$2,880,000
DESIGN ENGINEERING (8%)				\$230,000
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				\$3,110,000

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 COST TO UPGRADE 6C TO 6C WITH RAMPS AND BRIDGE  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	10.0	\$25,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	9,300	\$18,600
REMOVE TRAFFIC SIGNAL	EA	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	EA	\$7,000.00	1	\$7,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	335,000	\$1,675,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	20,870	\$313,050
MAINLINE PAVMENT (PCCP)	SY	\$22.00	0	\$0
RAMP PAVMENT (AC)	SY	\$15.00	9,300	\$139,500
RAMP PAVMENT (PCCP)	SY	\$22.00	9,300	\$204,600
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	6,000	\$132,000
CONCRETE SIDEWALK	SF	\$3.50	27,430	\$96,005
CONCRETE CURB	LF	\$8.00	17,000	\$136,000
CONCRETE HLF BARRIER	LF	\$50.00	8,000	\$400,000
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$70,000.00	1	\$70,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$2,100,000.00	1	\$2,100,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$376,000.00	1	\$376,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$20,000.00	1	\$20,000
LIGHTING	MILE	\$500,000.00	1	\$500,000
TRAFFIC SIGNALS	L SUM	\$100,000.00	2	\$200,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
<b>SUBTOTAL</b>				<b>\$6,452,755</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$322,638
TRAFFIC CONTROL	LS	% OF CST	9.00%	\$580,748
MOBILIZATION	LS	% OF CST	10.00%	\$645,276
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$8,001,416</b>
UNIDENTIFIED ITEMS (30%)				\$2,400,425
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$10,401,841</b>
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$1,456,258
<b>TOTAL CONSTRUCTION COST</b>				<b>\$11,858,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$11,858,000</b>
DESIGN ENGINEERING (8%)				\$949,000
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$12,807,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$12,807,000</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 COST TO UPGRADE 2A TO 2C  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	37.0	\$92,500
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	16,700	\$33,400
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	239,000	\$1,195,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (AC)	SY	\$15.00	9,400	\$141,000
RAMP PAVMENT (AC)	SY	\$15.00	9,300	\$139,500
CROSSROAD PAVEMENT (AC)	SY	\$15.00	11,300	\$169,500
MAINLINE PAVMENT (PCCP)	SY	\$22.00	0	\$0
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	6,000	\$132,000
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$10.00	8,000	\$80,000
REHABILITATION OF EXISTING PAVEMENT	SY	\$8.00	8,700	\$69,600
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$244,000.00	1	\$244,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$1,100,000.00	1	\$1,100,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$25,000.00	1	\$25,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$80,000.00	1	\$80,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
WELL RELOCATION	MILE	\$95,000.00	1	\$95,000
<b>SUBTOTAL</b>				<b>\$4,146,600</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$207,330
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$290,262
MOBILIZATION	LS	% OF CST	10.00%	\$414,660
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$5,058,852</b>
UNIDENTIFIED ITEMS (30%)				\$1,517,656
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$6,576,508</b>
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$920,711
<b>TOTAL CONSTRUCTION COST</b>				<b>\$7,497,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$7,497,000</b>
DESIGN ENGINEERING (8%)				\$600,000
<b>TOTAL RIGHT-OF-WAY COST</b>				<b>\$8,097,000</b>
<b>TOTAL PROJECT COST</b>				<b>\$8,097,000</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 COST TO UPGRADE 2B TO 2C  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	37.0	\$92,500
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	16,700	\$33,400
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	224,000	\$1,120,000
<b>PAVEMENT</b>				
MAINLINE PAVMENT (AC)	SY	\$15.00	0	\$0
RAMP PAVMENT (AC)	SY	\$15.00	9,300	\$139,500
CROSSROAD PAVEMENT (AC)	SY	\$15.00	11,300	\$169,500
MAINLINE PAVMENT (PCCP)	SY	\$22.00	0	\$0
RAMP PAVEMENT (PCCP)	SY	\$22.00	9,300	\$204,600
CROSSROAD PAVEMENT (PCCP)	SY	\$22.00	6,000	\$132,000
CONCRETE SIDEWALK	SF	\$3.50	13,000	\$45,500
CONCRETE CURB	LF	\$10.00	8,000	\$80,000
REHABILITATION OF EXISTING PAVEMENT	SY	\$8.00	8,700	\$69,600
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$244,000.00	1	\$244,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (CROSSROAD OVERPASS)	L. SUM	\$1,100,000.00	1	\$1,100,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$25,000.00	1	\$25,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$70,000.00	1	\$70,000
LIGHTING	MILE	\$80,000.00	1	\$80,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
TRAFFIC SIGNALS	EA	\$100,000.00	2	\$200,000
<b>SUBTOTAL</b>				
				\$3,835,600
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$191,780
TRAFFIC CONTROL	LS	% OF CST	7.00%	\$268,492
MOBILIZATION	LS	% OF CST	10.00%	\$383,560
ROADWAY & STRUCTURES SUBTOTAL				\$4,679,432
UNIDENTIFIED ITEMS (30%)				\$1,403,830
CONSTRUCTION COST SUBTOTAL				\$6,083,262
CONSTRUCTION ADMIN. & CONTINGENCY (14%)				\$851,657
TOTAL CONSTRUCTION COST				\$6,935,000
<b>TOTAL CONSTRUCTION COST</b>				
DESIGN ENGINEERING (8%)				\$555,000
TOTAL RIGHT-OF-WAY COST				\$6,935,000
TOTAL PROJECT COST				\$7,490,000

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
 COST TO UPGRADE 5 TO 6B  
 PRELIMINARY COST ESTIMATE (PER MILE)

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>DEMOLITION</b>				
CLEARING AND GRUBBING	ACRE	\$2,500.00	16	\$40,000
REMOVE ASPHALT CONCRETE PAVEMENT	SY	\$2.00	25,700	\$51,400
REMOVE TRAFFIC SIGNAL	EA	\$10,000.00	1	\$10,000
REMOVE INTERSECTION LIGHTING	EA	\$7,000.00	1	\$7,000
<b>EARTHWORK</b>				
BORROW	CY	\$5.00	330,000	\$1,650,000
<b>PAVEMENT</b>				
CROSSROAD PAVEMENT (AC)	SY	\$15.00	3,200	\$48,000
MAINLINE PAVEMENT (PCCP)	SY	\$22.00	31,680	\$696,960
RAMP PAVEMENT (PCCP)	SY	\$22.00	0	\$0
RAMP PAVEMENT (AC)	SY	\$18.00	9,300	\$167,400
TEMP SHOULDER AC	SY	\$18.00	5,900	\$106,200
CONCRETE BARRIER	LF	\$20.00	5,280	\$105,600
<b>DRAINAGE</b>				
STORM DRAIN SYSTEM	MILE	\$145,000.00	1	\$145,000
<b>STRUCTURES</b>				
BRIDGE STRUCTURES (SR 303 OVERPASS)	L. SUM	\$1,400,000.00	1	\$1,400,000
<b>INCIDENTALS</b>				
PAVEMENT MARKING & SIGNING	MILE	\$260,000.00	1	\$260,000
UTILITY RELOCATIONS/REMOVALS	MILE	\$84,000.00	1	\$84,000
LIGHTING	MILE	\$250,000.00	1	\$250,000
LANDSCAPING	MILE	\$30,000.00	1	\$30,000
<b>SUBTOTAL</b>				<b>\$5,051,560</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF CST	5.00%	\$252,578
TRAFFIC CONTROL	LS	% OF CST	5.00%	\$252,578
MOBILIZATION	LS	% OF CST	10.00%	\$505,156
<b>ROADWAY &amp; STRUCTURES SUBTOTAL</b>				<b>\$6,061,872</b>
<b>UNIDENTIFIED ITEMS (30%)</b>				<b>\$1,818,562</b>
<b>CONSTRUCTION COST SUBTOTAL</b>				<b>\$7,880,434</b>
<b>CONSTRUCTION ADMIN. &amp; CONTINGENCY (14%)</b>				<b>\$1,103,261</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$8,984,000</b>
<b>TOTAL CONSTRUCTION COST</b>				<b>\$8,984,000</b>
<b>DESIGN ENGINEERING (8%)</b>				<b>\$719,000</b>
<b>TOTAL RIGHT-OF-WAY COST</b>				
<b>TOTAL PROJECT COST</b>				<b>\$9,703,000</b>

**TWO INTERIM CORRIDOR ALTERNATIVES  
COST ESTIMATES**

September 24, 2001

	Corridor Alternative											
	P			Q			R			S		
	Interim 1	Interim 2	Ultimate	Interim 1	Interim 2	Ultimate	Interim 1	Interim 2	Ultimate	Interim 1	Interim 2	Ultimate
<i>Indian School Road</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2B	2C	10A	5	6B	10B
<i>Camelback Road</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2B	2C	10A	5	6B	10B
<i>Bethany Home Road</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2A	2C	10A	5	6B	10B
<i>Glendale Avenue</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2A	2C	10A	5	6B	10B
<i>Northern Avenue</i>	5	6B	10B	5	6B	10B	5	6B	10B	5	6B	10B
<i>Olive Avenue</i>	5	6B	10B	5	6B	10B	5	6B	10B	5	6B	10B
<i>Peoria Avenue</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2A	2C	10A	5	6B	10B
<i>Cactus Road</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2A	2C	10A	5	6B	10B
<i>Waddell Road</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2A	2C	10A	5	6B	10B
<i>Greenway Road</i>	1	10A (4 lanes)	10A	6C	6C w/ramps & bridge	10A	2A	2C	10A	5	6B	10B
<i>Bell Road</i>	5	6B	10B	5	6B	10B	5	6B	10B	5	6B	10B
<b>Corridor Interim Cost (\$Mil.)</b>	\$64,900,000	\$146,700,000	\$78,000,000	\$61,700,000	\$132,300,000	\$98,800,000	\$53,300,000	\$104,100,000	\$139,000,000	\$57,700,000	\$107,500,000	\$169,200,000
<b>Corridor Final Cost (\$Mil.)</b>	\$289,600,000			\$292,800,000			\$296,400,000			\$334,400,000		

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE P: INTERIM 1  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 1)</b>				
I-1 (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$4,400,000.00	8	\$35,200,000
I-2	EA	\$4,000,000.00		\$0
I-3	EA	\$2,600,000.00		\$0
I-4	EA	\$3,500,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$3,500,000.00	3	\$10,500,000
<b>CONCEPT TOTAL</b>				<b>\$45,700,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	4	\$3,960,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$9,872,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$493,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$691,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$987,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,961,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,382,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$789,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$19,219,780</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$64,919,780</b>
<b>TOTAL PROJECT COST</b>				<b>\$64,919,780</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE P: INTERIM 2  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 2)</b>				
I-1 (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$14,600,000.00	8	\$116,800,000
I-2	EA	\$12,800,000.00		\$0
I-3	EA	\$8,100,000.00		\$0
I-4	EA	\$7,500,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$9,700,000.00	3	\$29,100,000
<b>CONCEPT TOTAL</b>				<b>\$145,900,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$480,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$24,000
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$33,600
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$48,000
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$144,000
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$67,200
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$38,400
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$835,200</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$146,735,200</b>
<b>TOTAL PROJECT COST</b>				<b>\$146,735,200</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE P: ULTIMATE  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (ULTIMATE)</b>				
I-1 (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$3,100,000.00	8	\$24,800,000
I-2	EA	\$5,700,000.00		\$0
I-3	EA	\$12,400,000.00		\$0
I-4	EA	\$12,400,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$14,500,000.00	3	\$43,500,000
<b>CONCEPT TOTAL</b>				<b>\$68,300,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$5,592,000</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$279,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$391,440
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$559,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$1,677,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$782,880
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$447,360
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$9,730,080</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$78,030,080</b>
<b>TOTAL PROJECT COST</b>				<b>\$78,030,080</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE Q: INTERIM 1  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 1)</b>				
I-1	EA	\$4,400,000.00		\$0
I-2 (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$4,000,000.00	8	\$32,000,000
I-3	EA	\$2,600,000.00		\$0
I-4	EA	\$3,500,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$3,500,000.00	3	\$10,500,000
<b>CONCEPT TOTAL</b>				<b>\$42,500,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	4	\$3,960,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$9,872,000</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$493,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$691,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$987,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,961,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,382,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$789,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$19,219,780</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$61,719,780</b>
<b>TOTAL PROJECT COST</b>				<b>\$61,719,780</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE Q: INTERIM 2  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 2)</b>				
I-1	EA	\$14,600,000.00		\$0
I-2 (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$12,800,000.00	8	\$102,400,000
I-3	EA	\$8,100,000.00		\$0
I-4	EA	\$7,500,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$9,700,000.00	3	\$29,100,000
<b>CONCEPT TOTAL</b>				<b>\$131,500,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$480,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$24,000
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$33,600
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$48,000
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$144,000
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$67,200
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$38,400
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$835,200</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$132,335,200</b>
<b>TOTAL PROJECT COST</b>				<b>\$132,335,200</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE Q: ULTIMATE  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (ULTIMATE)</b>				
I-1	EA	\$3,100,000.00		\$0
I-2 (INDIAN SCHOOL, CAMELBACK, BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$5,700,000.00	8	\$45,600,000
I-3	EA	\$12,400,000.00		\$0
I-4	EA	\$12,400,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$14,500,000.00	3	\$43,500,000
<b>CONCEPT TOTAL</b>				<b>\$89,100,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$5,592,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$279,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$391,440
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$559,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$1,677,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$782,880
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$447,360
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$9,730,080</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$98,830,080</b>
<b>TOTAL PROJECT COST</b>				<b>\$98,830,080</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE R: INTERIM 1  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 1)</b>				
I-1	EA	\$4,400,000.00		\$0
I-2 (INDIAN SCHOOL, CAMELBACK)	EA	\$4,000,000.00	2	\$8,000,000
I-3 (BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$2,600,000.00	6	\$15,600,000
I-4	EA	\$3,500,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$3,500,000.00	3	\$10,500,000
<b>CONCEPT TOTAL</b>				<b>\$34,100,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	4	\$3,960,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$9,872,000</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$493,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$691,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$987,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,961,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,382,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$789,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$19,219,780</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$53,319,780</b>
<b>TOTAL PROJECT COST</b>				<b>\$53,319,780</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE R: INTERIM 2  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 2)</b>				
I-1	EA	\$14,600,000.00		\$0
I-2 (INDIAN SCHOOL, CAMELBACK)	EA	\$12,800,000.00	2	\$25,600,000
I-3 (BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$8,100,000.00	6	\$48,600,000
I-4	EA	\$7,500,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$9,700,000.00	3	\$29,100,000
<b>CONCEPT TOTAL</b>				<b>\$103,300,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$480,000</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$24,000
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$33,600
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$48,000
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$144,000
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$67,200
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$38,400
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$835,200</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$104,135,200</b>
<b>TOTAL PROJECT COST</b>				<b>\$104,135,200</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE R: ULTIMATE  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (ULTIMATE)</b>				
I-1	EA	\$3,100,000.00		\$0
I-2 (INDIAN SCHOOL, CAMELBACK)	EA	\$5,700,000.00	2	\$11,400,000
I-3 (BETHANY HOME, GLENDALE, PEORIA, CACTUS, WADDELL, GREENWAY)	EA	\$12,400,000.00	6	\$74,400,000
I-4	EA	\$12,400,000.00		\$0
I-5 (NORTHERN, OLIVE, BELL)	EA	\$14,500,000.00	3	\$43,500,000
<b>CONCEPT TOTAL</b>				<b>\$129,300,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$5,592,000</b>
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$279,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$391,440
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$559,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$1,677,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$782,880
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$447,360
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$9,730,080</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$139,030,080</b>
<b>TOTAL PROJECT COST</b>				<b>\$139,030,080</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE S: INTERIM 1  
PRELIMINARY CORRIDOR COST ESTIMATE

24-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 1)</b>				
I-1	EA	\$4,400,000.00		\$0
I-2	EA	\$4,000,000.00		\$0
I-3	EA	\$2,600,000.00		\$0
I-4	EA	\$3,500,000.00		\$0
I-5 (AT ALL CROSS STREETS)	EA	\$3,500,000.00	11	\$38,500,000
<b>CONCEPT TOTAL</b>				\$38,500,000
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00	1	\$200,000
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00		\$0
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00	4	\$3,960,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				\$9,872,000
MISC. ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$493,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$691,040
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$987,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$2,961,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$1,382,080
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$789,760
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	81.7	\$2,042,500
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				\$19,219,780
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				\$57,719,780
<b>TOTAL PROJECT COST</b>				\$57,719,780

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE S: INTERIM 2  
PRELIMINARY CORRIDOR COST ESTIMATE

26-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (INTERIM 2)</b>				
I-1	EA	\$14,600,000.00		\$0
I-2	EA	\$12,800,000.00		\$0
I-3	EA	\$8,100,000.00		\$0
I-4	EA	\$7,500,000.00		\$0
I-5 (AT ALL CROSS STREETS)	EA	\$9,700,000.00	11	\$106,700,000
<b>CONCEPT TOTAL</b>				<b>\$106,700,000</b>
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00	1	\$300,000
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00	4	\$1,320,000
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				<b>\$480,000</b>
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$24,000
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$33,600
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$48,000
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$144,000
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$67,200
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$38,400
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				<b>\$835,200</b>
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				<b>\$107,535,200</b>
<b>TOTAL PROJECT COST</b>				<b>\$107,535,200</b>

SR 303L - INDIAN SCHOOL ROAD TO CLEARVIEW BOULEVARD DCR  
CORRIDOR ALTERNATIVE S: ULTIMATE  
PRELIMINARY CORRIDOR COST ESTIMATE

26-Sep-01

ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	CONSTRUCTION COST
<b>CONCEPT (ULTIMATE)</b>				
I-1	EA	\$3,100,000.00		\$0
I-2	EA	\$5,700,000.00		\$0
I-3	EA	\$12,400,000.00		\$0
I-4	EA	\$12,400,000.00		\$0
I-5 (AT ALL CROSS STREETS)	EA	\$14,500,000.00	11	\$159,500,000
<b>CONCEPT TOTAL</b>				\$159,500,000
<b>MISCELLANEOUS CORRIDOR COSTS</b>				
CONCRETE BOX CULVERT BETWEEN GREENWAY & BELL	EA	\$200,000.00		\$0
SR 303L OVERPASS @ OLIVE: ADDITIONAL STRUCTURE LENGTH FOR RR	SF	\$60.00	3,000	\$180,000
AT-GRADE RR CROSSINGS @ OLIVE	EA	\$300,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (PARALLEL TO SR 303L) FOR CROSS STREETS (1/2 WIDTH)	EA	\$492,000.00	11	\$5,412,000
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR MAINLINE	EA	\$990,000.00		\$0
STRUCTURE TO CROSS FCDMC CHANNEL (CROSSING SR 303L @ NORTHERN & CAMELBACK) FOR RAMPS	EA	\$330,000.00		\$0
<b>MISCELLANEOUS CORRIDOR COST SUBTOTAL</b>				\$5,592,000
MISC, ITEMS (SURVEY, QC, NPDES, SWPPP)	LS	% OF MISC. CST	5.00%	\$279,600
TRAFFIC CONTROL	LS	% OF MISC. CST	7.00%	\$391,440
MOBILIZATION	LS	% OF MISC. CST	10.00%	\$559,200
UNIDENTIFIED ITEMS (30%)	LS	% OF MISC. CST		\$1,677,600
CONSTRUCTION ADMIN. & CONTINGENCY (14%)	LS	% OF MISC. CST		\$782,880
DESIGN ENGINEERING (8%)	LS	% OF MISC. CST		\$447,360
TOTAL RIGHT-OF-WAY COST	ACRE	\$25,000.00	0.0	\$0
<b>MISCELLANEOUS CORRIDOR COST TOTAL</b>				\$9,730,080
<b>TOTAL CONSTRUCTION COST (CONCEPT + MISC. CORRIDOR COSTS)</b>				\$169,230,080
<b>TOTAL PROJECT COST</b>				\$169,230,080