



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2—Final Environmental Impact Statement

**APPENDIX EE
YEAR OF EXPENDITURE COSTS**

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The “Conceptual Year of Expenditure Plan” table, below, shows projected year of expenditure costs to construct the I-69 Tier 2, Section 2 preferred alternative, from just north of SR 64 to US 50 near Washington, Indiana. It provides for design activities to commence in anticipation of the approval of the Tier 2 Record of Decision (ROD) for Section 2. It calls for all construction contracts to be let beginning 2010 and continuing into 2011. Given the recent bid climate, it appears that construction costs will remain relatively flat over the next two years. This is the time period of the anticipated lettings. Therefore the annual inflation rate of 3.5%, as documented in Appendix C, *Cost Estimation Methodology*, will not be used but an inflation rate of 1.5% will be used for the year 2011 with 3.5% inflation rate thereafter for purposes of this year of expenditure cost information.

The costs used to compare the alternative in Chapter 6 of the FEIS are in Year 2010 dollars. This Expenditure Plan provides for all expenditures for the project to be obligated in 2010 and 2011. The costs listed below do not include costs associated with deferred construction (South Daviess Interchange, construction of the North Pike interchange, although it includes monies for design and right-of-way for the interchange and the connector road to SR 57 for the North Pike Interchange). The table does not reflect any additional cost associated with acceleration of construction that might be defined in the bid document packages that may be associated with the desire to complete construction by 2012.

Section 2 SR 64 to US 50 COST		Cost 2010 Dollars	Construction Inflation Rate					Total Expenditure	
			Factor	0.00%	1.50%	3.50%	3.50%		3.50%
			2010	2011	2012	2013	2014	2015	
Design	Low	\$18,350,000	\$18,350,000						\$18,350,000
	High	\$19,856,000	\$19,856,000						\$19,856,000
Land	Low	\$17,357,000	\$12,150,000	\$5,286,000					\$17,436,000
Acquisition	High	\$17,357,000	\$12,150,000	\$5,286,000					\$17,436,000
Construction	Low	\$303,885,000	\$30,388,500	\$154,221,638	\$127,753,254				\$312,363,392
Cost	High	\$344,743,000	\$34,474,300	\$174,957,073	\$144,929,957				\$354,361,330
Utility Relocation	Low	\$13,759,000	\$9,172,667	\$4,656,000					\$13,828,667
Cost	High	\$13,759,000	\$9,172,667	\$4,656,000					\$13,828,667
Mitigation	Low	\$18,197,300	\$12,738,110	\$5,541,078					\$18,279,188
Costs	High	\$18,197,300	\$12,738,110	\$5,541,078					\$18,279,188
Construction	Low	\$22,236,000	\$2,223,600	\$11,284,770	\$9,348,014				\$22,856,384
Administration	High	\$24,624,000	\$2,462,400	\$12,496,680	\$10,351,930				\$25,311,010
Totals	Low	\$393,784,300	\$85,022,877	\$180,989,485	\$137,101,268				\$403,113,630
	High	\$438,536,300	\$90,853,477	\$202,936,830	\$155,281,887				\$449,072,194