

APPENDIX **H**

Planning Level Cost Estimates by County

PLANNING LEVEL COST ESTIMATES

D1 REGIONAL TRAILS FINAL CONSTRUCTION COSTS TABLE		
COUNTY	FINAL COST - LOW (W/OUT 25% COST VARIABILITY)	FINAL COST - HIGH (W/ 25% COST VARIABILITY)
COLLIER COUNTY		
ALIGNMENT DEFINED	\$202,210,000.00	\$236,890,000.00
HENDRY COUNTY		
ALIGNMENT A	\$30,980,000.00	\$36,680,000.00
ALIGNMENT B	\$56,320,000.00	\$66,790,000.00
GLADES COUNTY		
ALIGNMENT A	\$33,870,000.00	\$40,260,000.00
ALIGNMENT B	\$50,390,000.00	\$59,870,000.00
HIGHLANDS COUNTY		
ALIGNMENT A	\$60,670,000.00	\$72,040,000.00
ALIGNMENT B	\$96,760,000.00	\$115,120,000.00
ALIGNMENT C	\$98,330,000.00	\$116,960,000.00
HARDEE COUNTY		
ALIGNMENT A	\$49,230,000.00	\$58,440,000.00
ALIGNMENT B	\$51,770,000.00	\$60,980,000.00
ALIGNMENT C	\$62,500,000.00	\$73,930,000.00
POLK COUNTY		
ALIGNMENT DEFINED	\$16,460,000.00	\$19,580,000.00
ALIGNMENT A	\$32,020,000.00	\$38,140,000.00
ALIGNMENT B	\$47,380,000.00	\$55,630,000.00
ALIGNMENT C	\$55,220,000.00	\$65,780,000.00

NOTE:

THIS TABLE DISPLAYS THE LOW AND HIGH RANGE FINAL COSTS FOR EACH PROPOSED ALIGNMENT OF THE TRAIL. THE VALUES DEPICTED SHOW THE LOW RANGE OF COST THAT DOES NOT INCLUDE AN ADDITIONAL 25% CONTINGENCY AND A HIGH RANGE OF COST THAT DOES INCLUDE A 25% CONTINGENCY FACTOR. THE FINAL CONSTRUCTION COSTS ARE DERIVED FROM THE PROBABLE CONSTRUCTION COST BASED ON THE FDOT COST PER MILE MODEL FOR SHARED USE PATHS WITH THE ADDITIONAL CONSTRUCTION COSTS FOR UTILITY ADJUSTMENT, DRAINAGE ITEMS, EARTHWORK ITEMS, PD&E, DESIGN, CEI, AND MITIGATION COSTS.

THE CONSULTANT HAS NO CONTROL OVER THE COST OF LABOR, MATERIALS, EQUIPMENT, OR OVER THE CONTRACTOR'S METHODS OF DETERMINING PRICES OR OVER COMPETITIVE BIDDING OR MARKET CONDITIONS. OPINIONS OF PROBABLE COSTS PROVIDED HEREIN ARE BASED ON THE INFORMATION KNOWN TO CONSULTANT AT THIS TIME AND REPRESENT ONLY THE CONSULTANT'S JUDGMENT AS A DESIGN PROFESSIONAL FAMILIAR WITH THE CONSTRUCTION INDUSTRY. THE CONSULTANT CANNOT AND DOES NOT GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL CONSTRUCTION COSTS WILL NOT VARY FROM ITS OPINIONS OF PROBABLE COSTS.

PLANNING LEVEL COST ESTIMATES

COLLIER COUNTY

D1 REGIONAL TRAILS - ROADSIDE COST
SHARED USE PATH 12'

PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023[LATEST]
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	5%	\$28,000	5% PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$30,500	5% PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$30,000	5% PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17/CY	\$86,436	15% PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$86,044	15% PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$820,980	\$1,027,000	GRAND TOTAL

D1 REGIONAL TRAILS - STANDALONE COST
SHARED USE PATH 12'

PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	0%	\$0	0% PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$30,500	5% PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$30,000	5% PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$86,436	15% PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$86,044	15% PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0% PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$792,980	\$992,000	GRAND TOTAL

Alignment Defined - Purple			
	ROADSIDE	STANDALONE	TOTAL
MILES	112.5	0	112.5
PERCENTAGE	100%	0%	100%
COST	\$ 115,600,000	\$ -	\$ 115,600,000
GRAND TOTAL	\$ 115,600,000	\$ -	\$ 115,600,000

EXIST. TRAIL LENGTH (MI)
23.8

Note: Mileage for cost calculation accounts for removal of existing and fully programmed trails

D1 REGIONAL TRAILS - COLLIER COUNTY
SHARED USE PATH 12' - ALIGNMENT DEFINED

	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 138,720,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 34,680,000	25%
PD&E	\$ 11,100,000	8%
DESIGN	\$ 13,900,000	10%
CEI	\$ 16,700,000	12%
TOTAL PROJECT COST	\$ 215,100,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$21,790,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 236,890,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 202,210,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

PLANNING LEVEL COST ESTIMATES

NOTE:

THE PLANNING-LEVEL ESTIMATES OF PROBABLE CONSTRUCTION COST CONDUCTED FOR THIS ANALYSIS ARE BASED ON THE FDOT COST PER MILE MODEL FOR SHARED USE PATHS WITH THE ADDITIONAL CONSTRUCTION COSTS FOR UTILITY ADJUSTMENT, DRAINAGE ITEMS, AND EARTHWORK ITEMS. THE BASE OF THE ESTIMATED COST RANGE INCLUDES 25% CONTINGENCY FOR ALIGNMENT SPECIFIC NEEDS AND THE TOP OF THE RANGE INCLUDES AN ADDITIONAL 25% TO CONSIDER VARIABILITY IN PRICES AND ECONOMIC FACTORS.

BECAUSE OF THE HIGH LEVEL AND BROAD SCOPE OF THIS STUDY, THE SAME METHOD FOR ESTIMATING COSTS WAS USED THROUGHOUT THE CORRIDOR. SITE SPECIFIC VARIABLES AND THE TYPE OF CORRIDOR WHERE THE TRAIL WILL BE DEVELOPED (E.G. ROADWAY, UTILITY, CANAL) WERE NOT DEFINED AT THIS STAGE.

*CONSTRUCTION ESTIMATES DO NOT INCLUDE STRUCTURES, RIGHT-OF-WAY, OR AMENITIES SUCH AS TRAILHEADS, PARKING, AND WAYSIDE AREAS.

FOR CALCULATING MITIGATION COSTS, A 30' ENVELOPE FOR EACH ALTERNATIVE PER COUNTY WAS USED TO ASSESS IMPACTS TO WETLANDS. FOUR (4) SCENARIOS REGARDING UMAM AND COST OF MITIGATION CREDIT WERE USED TO FIND AN AVERAGE COST OF MITIGATION PER COUNTY PER ALTERNATIVE. A UMAM DELTA OF 0.5 WAS USED AS THE LOW SCORE. A UMAM DELTA OF 0.8 WAS USED AS THE HIGH SCORE. A COST OF ONE (1) MITIGATION CREDIT OF \$150,000 WAS USED AS THE LOW COST AND \$250,000 WAS USED AS THE HIGH COST. THE FOUR (4) SCENARIOS INCLUDED LOW UMAM SCORE AND LOW COST, LOW UMAM SCORE AND HIGH COST, HIGH UMAM SCORE AND LOW COST, AND HIGH UMAM SCORE AND HIGH COST. THE AVERAGE WAS TAKEN OF THESE FOUR (4) SCENARIOS.

CONSTRUCTION COST ESTIMATES FOR THIS ANALYSIS WERE DEVELOPED BASED UPON MOST RECENT AVAILABLE LRE DATA - DECEMBER 2023 + 20%.

PLANNING LEVEL COST ESTIMATES

HENDRY COUNTY

D1 REGIONAL TRAILS - ROADSIDE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS	
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]	
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	5%	\$ 28,000	5%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17/CY	\$ 86,436	15%	PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20/CY	\$ 86,044	15%	PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$ 820,980	\$ 1,027,000	GRAND TOTAL	

D1 REGIONAL TRAILS - STANDALONE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS	
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]	
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	0%	\$ -	0%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 86,436	15%	PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15%	PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$ 792,980	\$ 992,000	GRAND TOTAL	

Alignment A - Green			
	ROADSIDE	STANDALONE	TOTAL
MILES	18.5	0	18.5
PERCENTAGE	100%	0%	100%
COST	\$ 19,000,000	\$ -	\$ 19,000,000
GRAND TOTAL	\$ 19,000,000	\$ -	\$ 19,000,000

Alignment B - Orange			
	ROADSIDE	STANDALONE	TOTAL
MILES	30.6	3.4	34
PERCENTAGE	90%	10%	100%
COST	\$ 31,500,000	\$ 3,400,000	\$ 34,900,000
GRAND TOTAL	\$ 31,500,000	\$ 3,400,000	\$ 34,900,000

D1 REGIONAL TRAILS - HENDRY COUNTY		
SHARED USE PATH 12' - ALIGNMENT A		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 22,800,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 5,700,000	25%
PD&E	\$ 1,900,000	8%
DESIGN	\$ 2,300,000	10%
CEI	\$ 2,800,000	12%
TOTAL PROJECT COST	\$ 35,500,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$1,180,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 36,680,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 30,980,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

PLANNING LEVEL COST ESTIMATES

D1 REGIONAL TRAILS - HENDRY COUNTY		
SHARED USE PATH 12' - ALIGNMENT B		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 41,880,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 10,470,000	25%
PD&E	\$ 3,400,000	8%
DESIGN	\$ 4,200,000	10%
CEI	\$ 5,100,000	12%
TOTAL PROJECT COST	\$ 65,050,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$1,740,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 66,790,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 56,320,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

NOTE:

THE PLANNING-LEVEL ESTIMATES OF PROBABLE CONSTRUCTION COST CONDUCTED FOR THIS ANALYSIS ARE BASED ON THE FDOT COST PER MILE MODEL FOR SHARED USE PATHS WITH THE ADDITIONAL CONSTRUCTION COSTS FOR UTILITY ADJUSTMENT, DRAINAGE ITEMS, AND EARTHWORK ITEMS. THE BASE OF THE ESTIMATED COST RANGE INCLUDES 25% CONTINGENCY FOR ALIGNMENT SPECIFIC NEEDS AND THE TOP OF THE RANGE INCLUDES AN ADDITIONAL 25% TO CONSIDER VARIABILITY IN PRICES AND ECONOMIC FACTORS.

BECAUSE OF THE HIGH LEVEL AND BROAD SCOPE OF THIS STUDY, THE SAME METHOD FOR ESTIMATING COSTS WAS USED THROUGHOUT THE CORRIDOR. SITE SPECIFIC VARIABLES AND THE TYPE OF CORRIDOR WHERE THE TRAIL WILL BE DEVELOPED (E.G. ROADWAY, UTILITY, CANAL) WERE NOT DEFINED AT THIS STAGE.

CONSTRUCTION ESTIMATES DO NOT INCLUDE STRUCTURES, RIGHT-OF-WAY, OR AMENITIES SUCH AS TRAILHEADS, PARKING, AND WAYSIDE AREAS.

FOR CALCULATING MITIGATION COSTS, A 30' ENVELOPE FOR EACH ALTERNATIVE PER COUNTY WAS USED TO ASSESS IMPACTS TO WETLANDS. FOUR (4) SCENARIOS REGARDING UMAM AND COST OF MITIGATION CREDIT WERE USED TO FIND AN AVERAGE COST OF MITIGATION PER COUNTY PER ALTERNATIVE. A UMAM DELTA OF 0.5 WAS USED AS THE LOW SCORE. A UMAM DELTA OF 0.8 WAS USED AS THE HIGH SCORE. A COST OF ONE (1) MITIGATION CREDIT OF \$150,000 WAS USED AS THE LOW COST AND \$250,000 WAS USED AS THE HIGH COST. THE FOUR (4) SCENARIOS INCLUDED LOW UMAM SCORE AND LOW COST, LOW UMAM SCORE AND HIGH COST, HIGH UMAM SCORE AND LOW COST, AND HIGH UMAM SCORE AND HIGH COST. THE AVERAGE WAS TAKEN OF THESE FOUR (4) SCENARIOS.

CONSTRUCTION COST ESTIMATES FOR THIS ANALYSIS WERE DEVELOPED BASED UPON MOST RECENT AVAILABLE LRE DATA - DECEMBER 2023 + 20%.

PLANNING LEVEL COST ESTIMATES

GLADES COUNTY

D1 REGIONAL TRAILS - ROADSIDE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS	
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]	
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	5%	\$ 28,000	5%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 86,436	15%	PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	0.25	\$820,980	\$ 1,027,000	GRAND TOTAL	

D1 REGIONAL TRAILS - STANDALONE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS	
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]	
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	0%	\$ -	0%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 50,844	9%	PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15%	PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$ 757,389	\$ 947,000	GRAND TOTAL	

Alignment A - Green			
	ROADSIDE	STANDALONE	TOTAL
MILES	20.7	0	20.7
PERCENTAGE	100%	0%	100%
COST	\$ 21,300,000	\$ -	\$ 21,300,000
GRAND TOTAL	\$ 21,300,000	\$ -	\$ 21,300,000

Alignment B - Orange			
	ROADSIDE	STANDALONE	TOTAL
MILES	30.7	0	30.7
PERCENTAGE	100%	0%	100%
COST	\$ 31,600,000	\$ -	\$ 31,600,000
GRAND TOTAL	\$ 31,600,000	\$ -	\$ 31,600,000

PLANNING LEVEL COST ESTIMATES

D1 REGIONAL TRAILS - GLADES COUNTY		
SHARED USE PATH 12' - ALIGNMENT A		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 25,560,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 6,390,000	25%
PD&E	\$ 2,100,000	8%
DESIGN	\$ 2,600,000	10%
CEI	\$ 3,100,000	12%
TOTAL PROJECT COST	\$ 39,750,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$510,000	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 40,260,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 33,870,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

D1 REGIONAL TRAILS - GLADES COUNTY		
SHARED USE PATH 12' - ALIGNMENT B		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 37,920,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 9,480,000	25%
PD&E	\$ 3,100,000	8%
DESIGN	\$ 3,800,000	10%
CEI	\$ 4,600,000	12%
TOTAL PROJECT COST	\$ 58,900,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$970,000	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 59,870,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 50,390,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

PLANNING LEVEL COST ESTIMATES

NOTE:

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CONSTRUCTION ESTIMATES DO NOT INCLUDE STRUCTURES, RIGHT-OF-WAY, OR AMENITIES SUCH AS TRAILHEADS, PARKING, AND WAYSIDE AREAS.

FOR CALCULATING MITIGATION COSTS, A 30' ENVELOPE FOR EACH ALTERNATIVE PER COUNTY WAS USED TO ASSESS IMPACTS TO WETLANDS. FOUR (4) SCENARIOS REGARDING UMAM AND COST OF MITIGATION CREDIT WERE USED TO FIND AN AVERAGE COST OF MITIGATION PER COUNTY PER ALTERNATIVE. A UMAM DELTA OF 0.5 WAS USED AS THE LOW SCORE. A UMAM DELTA OF 0.8 WAS USED AS THE HIGH SCORE. A COST OF ONE (1) MITIGATION CREDIT OF \$150,000 WAS USED AS THE LOW COST AND \$250,000 WAS USED AS THE HIGH COST. THE FOUR (4) SCENARIOS INCLUDED LOW UMAM SCORE AND LOW COST, LOW UMAM SCORE AND HIGH COST, HIGH UMAM SCORE AND LOW COST, AND HIGH UMAM SCORE AND HIGH COST. THE AVERAGE WAS TAKEN OF THESE FOUR (4) SCENARIOS.

CONSTRUCTION COST ESTIMATES FOR THIS ANALYSIS WERE DEVELOPED BASED UPON MOST RECENT AVAILABLE LRE DATA - DECEMBER 2023 + 20%.

PLANNING LEVEL COST ESTIMATES

HIGHLANDS COUNTY

D1 REGIONAL TRAILS - ROADSIDE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER M	COMMENTS	
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]	
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	5%	\$ 28,000	5%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 86,436	15%	PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15%	PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$820,980	\$ 1,027,000	GRAND TOTAL	

D1 REGIONAL TRAILS - STANDALONE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER M	COMMENTS	
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]	
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	0%	\$ -	0%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 86,436	15%	PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15%	PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$ 792,980	\$ 992,000	GRAND TOTAL	

Alignment A - Green			
	ROADSIDE	STANDALON	TOTAL
MILES	36.9	0	36.9
PERCENTAGE	100%	0%	100%
COST	\$ 37,900,000	\$ -	\$ 37,900,000
GRAND TOTAL	\$ 37,900,000	\$ -	\$ 37,900,000

Alignment B - Orange			
	ROADSIDE	STANDALONE	TOTAL
MILES	56.3	3.3	59.6
PERCENTAGE	94%	6%	100%
COST	\$ 57,900,000	\$ 3,300,000	\$ 61,200,000
GRAND TOTAL	\$ 57,900,000	\$ 3,300,000	\$ 61,200,000

Alignment C - Blue			
	ROADSIDE	STANDALON	TOTAL
MILES	57.2	3.3	60.5
PERCENTAGE	95%	5%	100%
COST	\$ 58,800,000	\$ 3,300,000	\$ 62,100,000
GRAND TOTAL	\$ 58,800,000	\$ 3,300,000	\$ 62,100,000

PLANNING LEVEL COST ESTIMATES

D1 REGIONAL TRAILS - HIGHLANDS COUNTY		
SHARED USE PATH 12' - ALIGNMENT A		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 45,480,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 11,370,000	25%
PD&E	\$ 3,700,000	8%
DESIGN	\$ 4,600,000	10%
CEI	\$ 5,500,000	12%
TOTAL PROJECT COST	\$ 70,650,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$1,390,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 72,040,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 60,670,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

D1 REGIONAL TRAILS - HIGHLANDS COUNTY		
SHARED USE PATH 12' - ALIGNMENT B		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 73,440,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 18,360,000	25%
PD&E	\$ 5,900,000	8%
DESIGN	\$ 7,400,000	10%
CEI	\$ 8,900,000	12%
TOTAL PROJECT COST	\$ 114,000,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$1,120,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 115,120,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 96,760,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

PLANNING LEVEL COST ESTIMATES

D1 REGIONAL TRAILS - HIGHLANDS COUNTY		
SHARED USE PATH 12' - ALIGNMENT C		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 74,520,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 18,630,000	25%
PD&E	\$ 6,000,000	8%
DESIGN	\$ 7,500,000	10%
CEI	\$ 9,000,000	12%
TOTAL PROJECT COST	\$ 115,650,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$1,310,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 116,960,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 98,330,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

NOTE:

THE PLANNING-LEVEL ESTIMATES OF PROBABLE CONSTRUCTION COST CONDUCTED FOR THIS ANALYSIS ARE BASED ON THE FDOT COST PER MILE MODEL FOR SHARED USE PATHS WITH THE ADDITIONAL CONSTRUCTION COSTS FOR UTILITY ADJUSTMENT, DRAINAGE ITEMS, AND EARTHWORK ITEMS. THE BASE OF THE ESTIMATED COST RANGE INCLUDES 25% CONTINGENCY FOR ALIGNMENT SPECIFIC NEEDS AND THE TOP OF THE RANGE INCLUDES AN ADDITIONAL 25% TO CONSIDER VARIABILITY IN PRICES AND ECONOMIC FACTORS.

BECAUSE OF THE HIGH LEVEL AND BROAD SCOPE OF THIS STUDY, THE SAME METHOD FOR ESTIMATING COSTS WAS USED THROUGHOUT THE CORRIDOR. SITE SPECIFIC VARIABLES AND THE TYPE OF CORRIDOR WHERE THE TRAIL WILL BE DEVELOPED (E.G. ROADWAY, UTILITY, CANAL) WERE NOT DEFINED AT THIS STAGE.

CONSTRUCTION ESTIMATES DO NOT INCLUDE STRUCTURES, RIGHT-OF-WAY, OR AMENITIES SUCH AS TRAILHEADS, PARKING, AND WAYSIDE AREAS.

FOR CALCULATING MITIGATION COSTS, A 30' ENVELOPE FOR EACH ALTERNATIVE PER COUNTY WAS USED TO ASSESS IMPACTS TO WETLANDS. FOUR (4) SCENARIOS REGARDING UMAM AND COST OF MITIGATION CREDIT WERE USED TO FIND AN AVERAGE COST OF MITIGATION PER COUNTY PER ALTERNATIVE. A UMAM DELTA OF 0.5 WAS USED AS THE LOW SCORE. A UMAM DELTA OF 0.8 WAS USED AS THE HIGH SCORE. A COST OF ONE (1) MITIGATION CREDIT OF \$150,000 WAS USED AS THE LOW COST AND \$250,000 WAS USED AS THE HIGH COST. THE FOUR (4) SCENARIOS INCLUDED LOW UMAM SCORE AND LOW COST, LOW UMAM SCORE AND HIGH COST, HIGH UMAM SCORE AND LOW COST, AND HIGH UMAM SCORE AND HIGH COST. THE AVERAGE WAS TAKEN OF THESE FOUR (4) SCENARIOS.

CONSTRUCTION COST ESTIMATES FOR THIS ANALYSIS WERE DEVELOPED BASED UPON MOST RECENT AVAILABLE LRE DATA - DECEMBER 2023 + 20%.

PLANNING LEVEL COST ESTIMATES

HARDEE COUNTY

D1 REGIONAL TRAILS - ROADSIDE COST

SHARED USE PATH 12'

PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	5%	\$ 28,000	5% PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5% PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5% PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 86,436	15% PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15% PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$ 820,980	\$ 1,027,000	GRAND TOTAL

D1 REGIONAL TRAILS - STANDALONE COST

SHARED USE PATH 12'

PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE	COMMENTS
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000	DEC - 2023 [LATEST]
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	0%	\$ -	0% PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5% PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5% PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 86,436	15% PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15% PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0% PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$ 792,980	\$ 992,000	GRAND TOTAL

Alignment A - Green			
	ROADSIDE	STANDALONE	TOTAL
MILES	26.7	0	26.7
PERCENTAGE	100%	0%	100%
COST	\$ 27,500,000	\$ -	\$ 27,500,000
GRAND TOTAL	\$ 27,500,000	\$ -	\$ 27,500,000

Alignment B - Orange			
	ROADSIDE	STANDALONE	TOTAL
MILES	25.8	4.2	30
PERCENTAGE	86%	14%	100%
COST	\$ 26,500,000	\$ 4,200,000	\$ 30,700,000
GRAND TOTAL	\$ 26,500,000	\$ 4,200,000	\$ 30,700,000

Alignment C - Blue			
	ROADSIDE	STANDALONE	TOTAL
MILES	32.8	4.4	37.2
PERCENTAGE	88%	12%	100%
COST	\$ 33,700,000	\$ 4,400,000	\$ 38,100,000
GRAND TOTAL	\$ 33,700,000	\$ 4,400,000	\$ 38,100,000

D1 REGIONAL TRAILS - HARDEE COUNTY

SHARED USE PATH 12' - ALIGNMENT A

	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 36,840,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 9,210,000	25%
PD&E	\$ 3,000,000	8%
DESIGN	\$ 3,700,000	10%
CEI	\$ 4,500,000	12%
TOTAL PROJECT COST	\$ 57,250,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$1,190,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 58,440,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 49,230,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

PLANNING LEVEL COST ESTIMATES

D1 REGIONAL TRAILS - HARDEE COUNTY		
SHARED USE PATH 12' - ALIGNMENT B		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 36,840,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 9,210,000	25%
PD&E	\$ 3,000,000	8%
DESIGN	\$ 3,700,000	10%
CEI	\$ 4,500,000	12%
TOTAL PROJECT COST	\$ 57,250,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$3,730,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 60,980,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 51,770,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

D1 REGIONAL TRAILS - HARDEE COUNTY		
SHARED USE PATH 12' - ALIGNMENT C		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 45,720,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 11,430,000	25%
PD&E	\$ 3,700,000	8%
DESIGN	\$ 4,600,000	10%
CEI	\$ 5,500,000	12%
TOTAL PROJECT COST	\$ 70,950,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$2,980,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 73,930,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 62,500,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

NOTE:

THE PLANNING-LEVEL ESTIMATES OF PROBABLE CONSTRUCTION COST CONDUCTED FOR THIS ANALYSIS ARE BASED ON THE FDOT COST PER MILE MODEL FOR SHARED USE PATHS WITH THE ADDITIONAL CONSTRUCTION COSTS FOR UTILITY ADJUSTMENT, DRAINAGE ITEMS, AND EARTHWORK ITEMS. THE BASE OF THE ESTIMATED COST RANGE INCLUDES 25% CONTINGENCY FOR ALIGNMENT SPECIFIC NEEDS AND THE TOP OF THE RANGE INCLUDES AN ADDITIONAL 25% TO CONSIDER VARIABILITY IN PRICES AND ECONOMIC FACTORS.

BECAUSE OF THE HIGH LEVEL AND BROAD SCOPE OF THIS STUDY, THE SAME METHOD FOR ESTIMATING COSTS WAS USED THROUGHOUT THE CORRIDOR. SITE SPECIFIC VARIABLES AND THE TYPE OF CORRIDOR WHERE THE TRAIL WILL BE DEVELOPED (E.G. ROADWAY, UTILITY, CANAL) WERE NOT DEFINED AT THIS STAGE.

CONSTRUCTION ESTIMATES DO NOT INCLUDE STRUCTURES, RIGHT-OF-WAY, OR AMENITIES SUCH AS TRAILHEADS, PARKING, AND WAYSIDE AREAS.

FOR CALCULATING MITIGATION COSTS, A 30' ENVELOPE FOR EACH ALTERNATIVE PER COUNTY WAS USED TO ASSESS IMPACTS TO WETLANDS. FOUR (4) SCENARIOS REGARDING UMAM AND COST OF MITIGATION CREDIT WERE USED TO FIND AN AVERAGE COST OF MITIGATION PER COUNTY PER ALTERNATIVE. A UMAM DELTA OF 0.5 WAS USED AS THE LOW SCORE. A UMAM DELTA OF 0.8 WAS USED AS THE HIGH SCORE. A COST OF ONE (1) MITIGATION CREDIT OF \$150,000 WAS USED AS THE LOW COST AND \$250,000 WAS USED AS THE HIGH COST. THE FOUR (4) SCENARIOS INCLUDED LOW UMAM SCORE AND LOW COST, LOW UMAM SCORE AND HIGH COST, HIGH UMAM SCORE AND LOW COST, AND HIGH UMAM SCORE AND HIGH COST. THE AVERAGE WAS TAKEN OF THESE FOUR (4) SCENARIOS.

CONSTRUCTION COST ESTIMATES FOR THIS ANALYSIS WERE DEVELOPED BASED UPON MOST RECENT AVAILABLE LRE DATA - DECEMBER 2023 + 20%.

PLANNING LEVEL COST ESTIMATES

POLK COUNTY

D1 REGIONAL TRAILS - ROADSIDE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER MILE		COMMENTS
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000		DEC - 2023 [LATEST]
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST PER MILE	5%	\$ 28,000	5%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$ 30,500	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$ 30,000	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR SWALES (2FT DEPTH)	\$17 /CY	\$ 86,436	15%	PERCENTAGE OF CPM
		1FT EMBANKMENT FOR TRAIL & SHOULDER	\$20 /CY	\$ 86,044	15%	PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$820,980.00	\$ 1,027,000		GRAND TOTAL

D1 REGIONAL TRAILS - STANDALONE COST						
SHARED USE PATH 12'						
PAY ITEM	DESCRIPTION	UNITS	UNIT COST	TOTAL COST PER		COMMENTS
000-01	FDOT COST PER MILE	FDOT	\$560,000	\$560,000.00		DEC - 2023 [LATEST]
000-02	UTILITY ADJUSTMENTS	LS OF FDOT COST	0%	-	0%	PERCENTAGE OF CPM
000-03	DRAINAGE ITEMS	5 STRUCTURES	\$6,100	\$30,500.00	5%	PERCENTAGE OF CPM
		150 FT OF PIPE	\$200	\$30,000.00	5%	PERCENTAGE OF CPM
000-04	EARTHWORK ITEMS	EXCAVATION FOR	\$17 /CY	\$86,435.56	15%	PERCENTAGE OF CPM
		1FT EMBANKMEN	\$20 /CY	\$86,044.44	15%	PERCENTAGE OF CPM
000-06	WETLAND MITIGATION				0%	PERCENTAGE OF CPM
000-07	CONTINGENCY & ESCALATION	25%	\$ 792,980	\$992,000.00		GRAND TOTAL

Alignment Defined - Purple			
	ROADSIDE	STANDALONE	TOTAL
MILES	7.9	2.2	10.1
PERCENTAGE	78%	22%	100%
COST	\$ 8,200,000	\$ 2,200,000	\$ 10,400,000
GRAND TOTAL	\$ 8,200,000	\$ 2,200,000	\$ 10,400,000

Note: Mileage for cost calculation accounts for removal of existing and fully programmed trails

Alignment A - Green			
	ROADSIDE	STANDALONE	TOTAL
MILES	19.8	0	19.8
PERCENTAGE	100%	0%	100%
COST	\$ 20,400,000	\$ -	\$ 20,400,000
GRAND TOTAL	\$ 20,400,000	\$ -	\$ 20,400,000

EXISTING & PROPOSED TRAIL LENGTH (MI)	18.3
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Alignment B - Orange			
	ROADSIDE	STANDALONE	TOTAL
MILES	7.2	20.2	27.4
PERCENTAGE	26%	74%	100%
COST	\$ 7,400,000	\$ 20,100,000	\$ 27,500,000
GRAND TOTAL	\$ 7,400,000	\$ 20,100,000	\$ 27,500,000

Alignment C - Blue			
	ROADSIDE	STANDALONE	TOTAL
MILES	13	21.9	34.9
PERCENTAGE	37%	63%	100%
COST	\$13,400,000	\$ 21,800,000	\$ 35,200,000
GRAND TOTAL	\$13,400,000	\$ 21,800,000	\$ 35,200,000

PLANNING LEVEL COST ESTIMATES

DI REGIONAL TRAILS - POLK COUNTY		
SHARED USE PATH 12' - ALIGNMENT DEFINED		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 12,480,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 3,120,000	25%
PD&E	\$ 1,000,000	8%
DESIGN	\$ 1,300,000	10%
CEI	\$ 1,500,000	12%
TOTAL PROJECT COST	\$ 19,400,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$180,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 19,580,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 16,460,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

DI REGIONAL TRAILS - POLK COUNTY		
SHARED USE PATH 12' - ALIGNMENT A		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 24,480,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 6,120,000	25%
PD&E	\$ 2,000,000	8%
DESIGN	\$ 2,500,000	10%
CEI	\$ 3,000,000	12%
TOTAL PROJECT COST	\$ 38,100,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$40,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 38,140,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 32,020,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

PLANNING LEVEL COST ESTIMATES

DI REGIONAL TRAILS - POLK COUNTY		
SHARED USE PATH 12' - ALIGNMENT B		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 33,000,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 8,250,000	25%
PD&E	\$ 2,700,000	8%
DESIGN	\$ 3,300,000	10%
CEI	\$ 4,000,000	12%
TOTAL PROJECT COST	\$ 51,250,000	PROJECT CONSTRUCTION COST
MITIGATION COST	#####	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 55,630,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 47,380,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

DI REGIONAL TRAILS - POLK COUNTY		
SHARED USE PATH 12' - ALIGNMENT C		
	COSTS	DESCRIPTION
CONSTRUCTION COST	\$ 42,240,000	CONSTRUCTION COST INCLUDING 25% CONTINGENCY + 20% COST INCREASE SINCE DECEMBER 2023
COST VARIABILITY	\$ 10,560,000	25%
PD&E	\$ 3,400,000	8%
DESIGN	\$ 4,300,000	10%
CEI	\$ 5,100,000	12%
TOTAL PROJECT COST	\$ 65,600,000	PROJECT CONSTRUCTION COST
MITIGATION COST	\$180,000.00	ENV & MITIGATION COSTS
GRAND TOTAL	\$ 65,780,000	RANGE - COST OF CORRIDOR - HIGH (with 25% Cost Variability)
	\$ 55,220,000	RANGE - COST OF CORRIDOR - LOW (without 25% Cost Variability)

NOTE:

THE PLANNING-LEVEL ESTIMATES OF PROBABLE CONSTRUCTION COST CONDUCTED FOR THIS ANALYSIS ARE BASED ON THE FDOT COST PER MILE MODEL FOR SHARED USE PATHS WITH THE ADDITIONAL CONSTRUCTION COSTS FOR UTILITY ADJUSTMENT, DRAINAGE ITEMS, AND EARTHWORK ITEMS. THE BASE OF THE ESTIMATED COST RANGE INCLUDES 25% CONTINGENCY FOR ALIGNMENT SPECIFIC NEEDS AND THE TOP OF THE RANGE INCLUDES AN ADDITIONAL 25% TO CONSIDER VARIABILITY IN PRICES AND ECONOMIC FACTORS.

BECAUSE OF THE HIGH LEVEL AND BROAD SCOPE OF THIS STUDY, THE SAME METHOD FOR ESTIMATING COSTS WAS USED THROUGHOUT THE CORRIDOR. SITE SPECIFIC VARIABLES AND THE TYPE OF CORRIDOR WHERE THE TRAIL WILL BE DEVELOPED (E.G. ROADWAY, UTILITY, CANAL) WERE NOT DEFINED AT THIS STAGE.

CONSTRUCTION ESTIMATES DO NOT INCLUDE STRUCTURES, RIGHT-OF-WAY, OR AMENITIES SUCH AS TRAILHEADS, PARKING, AND WAYSIDE AREAS.

FOR CALCULATING MITIGATION COSTS, A 30' ENVELOPE FOR EACH ALTERNATIVE PER COUNTY WAS USED TO ASSESS IMPACTS TO WETLANDS. FOUR (4) SCENARIOS REGARDING UMAM AND COST OF MITIGATION CREDIT WERE USED TO FIND AN AVERAGE COST OF MITIGATION PER COUNTY PER ALTERNATIVE. A UMAM DELTA OF 0.5 WAS USED AS THE LOW SCORE, A UMAM DELTA OF 0.8 WAS USED AS THE HIGH SCORE. A COST OF ONE (1) MITIGATION CREDIT OF \$150,000 WAS USED AS THE LOW COST AND \$250,000 WAS USED AS THE HIGH COST. THE FOUR (4) SCENARIOS INCLUDED LOW UMAM SCORE AND LOW COST, LOW UMAM SCORE AND HIGH COST, HIGH UMAM SCORE AND LOW COST, AND HIGH UMAM SCORE AND HIGH COST. THE AVERAGE WAS TAKEN OF THESE FOUR (4) SCENARIOS.

CONSTRUCTION COST ESTIMATES FOR THIS ANALYSIS WERE DEVELOPED BASED UPON MOST RECENT AVAILABLE LRE DATA - DECEMBER 2023 + 20%.