

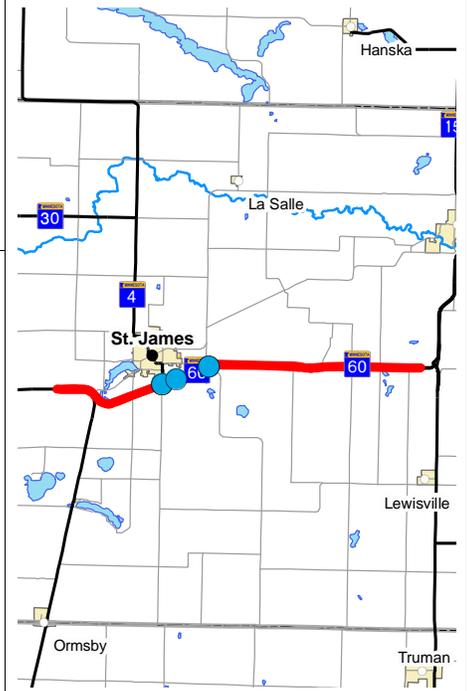
PROJECT SUMMARY

Hwy 60

Between St. James and Hwy 4 to Hwy 14

Bridge 83026, 91543, 83027

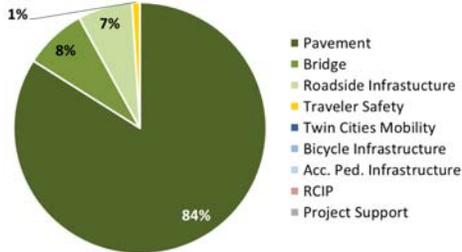
State Project No. 8309-52



Primary Purpose:

Performance-based Need: Pavement Condition

Investment Category:



Project Description:

The project will preserve about 13 miles of both the eastbound and westbound lanes of Hwy 60 from St. James and Hwy 4 to Hwy 14. The project includes the following: repairs to the existing concrete pavement, a bituminous mill and overlay for the existing bituminous areas, preservation work on the interchange at St. James, deck repairs and a mill and overlay to bridge #83026, repairs and updates to bridge #91543 and a deck milling and patchwork for bridge #83027.

Recent Changes and Updates

The scope of the project includes preservation work on the interchange ramps and bridge rehabilitation work in St. James.

Project History:

The purpose and need of the project is to resurface the pavement to provide an improved ride quality index (RQI) rating, a smooth riding surface, and to preserve pavement life because the pavement is in poor condition and will be at the end of its service life by 2019.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 12.4	\$ 13.9
Other Construction Elements:	\$ 1.2	\$ 1.2
Engineering:	\$ 2.4	\$ 2.4
Right of Way:	\$ 0.0	\$ 0.0
Total:	\$ 16.0	\$ 17.5

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.

Key Cost Estimate Assumptions:

The cost estimate was created using an itemized cost for each section of repair with average bid prices for projects in the area. The estimate was inflated to a construction year of 2019. Project construction cost is \$1.5M higher than current STIP amount due to the inclusion of interchange ramp and bridge rehabilitation work in St. James.

Project Risks:

There is a potential for Alkali-Silica Reactivity (ASR) in the existing concrete, which leads to abnormal expansion and cracking of the pavement. This could cause the project to be a bad candidate for pavement preservation work and would then need to be 'rescoped' for a different solution.

Schedule:

Environmental Approval Date: Pending Approval
 Municipal Consent Approval Date: Not Needed
 Geometric Layout Approval Date: Not Needed
 Construction Limits Established Date: Pending Approval
 Original Letting Date: 10/26/2018
 Current Letting Date: 10/26/2018
 Construction Season: 2019
 Estimated Substantial Completion: November 2019



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District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2015