

COST ESTIMATE GUIDE FOR SCOPING

(These cost figures were last updated on 01-01-2026)

***These cost per mile factors contained within this document should in no case be considered to contain sufficient detail to allow their inclusion in the STIP, used to determine a Program Amount or used for the Asset Management Plan. ***

	<u>Cost-per-mile</u>	<u>Assumptions</u>
<u>New 2 Lane (Major)</u>		
Grading & Drainage	\$2,150,000	44 ft. Roadbed
Base & Surface	\$1,675,000	Medium Duty Pavement
<u>New 2 Lane (Minor)</u>		
Grading & Drainage	\$1,575,000	32 ft. Roadbed
Base & Surface	\$1,225,000	32 ft. Light Duty Pavement (2 – 4' Shoulders)
<u>Add Lanes for Dual Lanes</u>		
Grading & Drainage	\$1,875,000	38 ft. Roadbed
Base & Surface	\$1,450,000	Medium Duty Pavement
	\$1,525,000	Heavy Duty Pavement
<u>New 4 Lane</u>		
Grading & Drainage	\$3,725,000	2 - 38 ft. Roadbed & Median
Base & Surface	\$2,900,000	Medium Duty Pavement
	\$3,025,000	Heavy Duty Pavement

Interchanges-Ramps Only, Excludes bridges and crossroad

	<u>Lump sum each</u>
Grading & Drainage	\$1,825,000
Base & Surface	\$975,000

Note: Grading cost includes 30% Rock and assumes Medium Grading.

Grading Adjustment Factors

Flat: 0.7; Rolling: 1.0; Mountainous: 3.0

Use these grading factors, unless justified with district information and proper documentation.

Miscellaneous and Utility Costs may be assumed to total **20 percent** of the sum of grading & drainage, and surface & base, unless additional analysis is warranted.

Maintenance Treatment Cost can be found on Page 5

<u>Bridge Structures</u>	<u>Cost per Sq. foot</u>
Typical Girder	\$200
Temporary Bridge (State furnished)	\$110
Temporary Bridge (Contractor furnished)	\$270
Major River or Lake Crossing	\$400 - \$850

- **Percentage Cost Factors:**

Bridge costs per square foot should be increased per EPG [751.1.2.17 Preliminary Cost Estimate](#). For Preliminary Seismic Design Map, See EPG [Figure 751.9.1 Preliminary Seismic Design Map](#).

- **For Stream Crossings:**

Bridge Replacement Length = 1.10 X Existing Bridge Length, unless otherwise documented. The existing bridge length can be obtained from TMS.

Bridge replacement length may be longer than 1.10 X Existing Bridge Length for bridges crossing FEMA regulatory floodways. Bridges on new alignments are required to span the entire floodway. For bridges on existing alignment, use 1.10 X Existing Bridge Length when the 100-year flood does not overtop the existing roadway. When the 100-year flood does overtop the existing roadway, the new bridge will be required to span the entire floodway.

- **For Companion Grade Separation Structures:**

Bridge Replacement Length = Existing Bridge Length. The existing bridge length can be obtained from TMS.

Bridge Width should equal traveled way, shoulders and barrier rail width.

- **Bridge Approaches:**

The cost of bridge approaches should be added to the total cost derived from the approach slab area. Bridge approach slab cost:

Minor Routes:(\$30/ft²) (roadway width, ft) (20 ft.) (2)
Major Routes:(\$45/ft²) (roadway width, ft) (20 ft.) (2)

<u>Bridge Removals</u>	<u>Cost per Sq. foot</u>
Simple Structures	\$15
Steel Structures over Roads	\$18
Concrete Structures over Interstates (quick opening of lanes to traffic required)	\$30

- **Bridge Rehabilitations:** Fill out a Structural Rehabilitation Checklist and contact Bridge Division for assistance.

Specialized Projects

Projects having unusual features and special scopes of work should be compared to similar types of district projects using historic data. Generic cost information listed in this guide should not be applied for projects such as traffic signal improvements, geometric improvements, and other types of small projects. Check with GHQ Design Bidding and Contract Services for assistance.

Additional costs should be included in the project estimate for retaining walls, extensive sound walls, temporary bypasses, and traffic signals.