

## Stage 0 Environmental Checklist

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C.S. \_\_\_\_\_ Parish St. Bernard and Orleans Parishes  
Route Florida Avenue Expressway Begin Log mile 0.00 End Log mile 6.78

ADJACENT LAND USE: residential, industrial, forested, waterfront

Any property owned by a Native American Tribe?

(Y or **N** or Unknown) If so, which Tribe? \_\_\_\_\_

Any property enrolled into the Wetland Reserve Program?

(Y or **N** or Unknown) If so, give the location \_\_\_\_\_

Community Elements: Is the project impacting or adjacent to any:

(Y or **N**) Cemeteries \_\_\_\_\_  
(**Y** or **N**) Churches Silver Creek Baptist Church is adjacent to the Tupelo Street Alternative but is not within the ROW. The Gathering is located within the required ROW for N-S Build Alternative 3.  
(**Y** or **N**) Schools Tupelo Street Build Alternative is adjacent to Light City Christian Academy. Arabi Elementary School is adjacent to N-S Build Alternative 1.  
(**Y** or **N**) Public Facilities (i.e., fire station, library, etc.) The St. Bernard Community Center, Torres Memorial Park, Lee's Playground, and a new recreation area off Caffin Avenue are adjacent to Build Alternatives, but outside the ROW.

(Y or **N**) Community water well/supply \_\_\_\_\_

Section 4(f) issue: Is the project impacting or adjacent to any:

(**Y** or **N**) Public recreation areas Bayou Bienvenue Wetland Triangle observation area is located off Florida Avenue within the ROW where the Florida Bridge Build Alternatives meet the Caffin Avenue to Paris Road Alternative.

(Y or **N**) Public parks \_\_\_\_\_

(Y or **N**) Wildlife Refuges \_\_\_\_\_

(**Y** or **N**) Historic Sites There are pre-recorded historic standing structures and archaeological sites adjacent to the Build Alternatives (bridge and N/S); however, no post-Katrina surveys have been completed to determine if these structures and sites remain.

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) Is the project within a historic district or a national landmark district? (**Y** or **N**) If the answer is yes to either question, list names and locations below: Five historic districts are in or partially within the project study area: New Marigny Historic District, Holy Cross Historic District, Old Arabi Historic District, Jean Lafitte Historic Park Chalmette Unit, and Friscoville Historic District. Only the New Marigny Historic District is located adjacent to a Build Alternative but is not within the project area.

Do you know of any threatened or endangered species in the area? (**Y** or **N**)

If so, which species? Gulf and pallid sturgeon, piping plover, five species of sea turtles, and the West Indian manatee – all of these are noted in or near the waters outside the levee system and should not be affected by the project.

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)

If yes, name the stream. \_\_\_\_\_

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(**Y** or **N**) If so, where? Some live oak trees were observed along the N-S Build Alternatives and the Caffin Avenue to Paris Road Alternative, east of Jean Lafitte Parkway, which may qualify as significant trees.

What year was the existing bridge built? 2005

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: The Inner Harbor Navigation Canal and possibly, a shallow, leveed marsh/open water area adjacent to BFI Crescent Acres Landfill may be affected, navigability is unknown.

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**Hazardous Material:** Have you checked the following DEQ and EPA databases for potential problems?

(Y or N) Leaking Underground Storage Tanks *Serignan's Chevron, 6455 St. Claude Avenue*

(Y or N) CERCLIS *BFI Crescent Acres Landfill, off Florida Avenue*

(Y or N) ERNS \_\_\_\_\_

(Y or N) Enforcement and Compliance History \_\_\_\_\_

If found site, give the name and location: \_\_\_\_\_

**Underground Storage Tanks (UST):** Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) If so, give the name and location: *There are several gas stations and USTs in the project study area (see summary) only four are located within or adjacent to the proposed project ROW. They include Palm's Truck Stop & Casino, 8001 W. St. Bernard Hwy; Spur Station, 7245 St. Claude Avenue; B Express, 3101 Elysian Fields Avenue; and Shell Food Mart, 3032 Elysian Fields Avenue.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Any large manufacturing facilities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to any, give names and locations: *Sam Wing Cleaners & Laundry (AI 10601), located at 3018 Elysian Fields Avenue, is located adjacent to the Elysian Fields Avenue to Alvar Street Alternative. BFI Crescent Acres Landfill (AI 11072) and the City of New Orleans-East Bank Sewage Treatment Plant (AI 4859) are accessible from Florida Avenue and adjacent to the Caffin Avenue to Paris Road Alternative. An inactive wastewater treatment plant is located off Jean Lafitte Parkway and structures on this property are located within the required ROW for the Caffin Avenue to Paris Road Alternative.*

**Oil/Gas wells:** Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. *Five wells were located in the project study area; none appear to be located in the proposed ROW of the Build Alternatives; however one well Serial No. 18787, a plugged and abandoned dry hole, is adjacent to N-S Build Alternative 3.*

Are there any possible residential or commercial relocations/displacements? (Y or N)

How many? *The number depends on which of the Build Alternative routes would be selected and how much redevelopment occurs prior to Stage 1. See Tables 3 and 4 of the summary.*

Do you know of any sensitive community issues related to the project? (Y or N)

If so, explain \_\_\_\_\_

Is the project area population minority or low income? (Y or N) \_\_\_\_\_

What type of detour/closures could be used on the job? *This project would be installing a new bridge and providing better access with an improved roadway and north/south access. All efforts to keep the existing bridge open during construction of the new bridge would be utilized. As the existing bridge is movable, normal vessel traffic will temporarily prevent bridge crossing just as it currently does. Detours around the construction would occur, but alternative routes exist to allow traffic to continue to move with little inconvenience.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. \_\_\_\_\_

*Kerry Oriol*

Point of Contact

*225.766.7400*

Phone Number

*March 18, 2013*

Date

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### Threatened & Endangered Species Information

<http://www.wlf.louisiana.gov/experience/threatened/speciesfactsheets/>  
<http://www.wlf.louisiana.gov/experience/threatened/threatenedandendangeredtable/>  
<http://www.wlf.louisiana.gov/experience/threatened/>

### LA Wildlife Refuge Information

<http://www.wlf.louisiana.gov/experience/wmas/refuges/>

### Louisiana Scenic Rivers Act (R.S. 56:1840-1856)

Louisiana Natural and Scenic Rivers (R.S. 56:1847)

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

Louisiana Historic and Scenic Rivers (R.S. 56:1856)

<http://www.legis.state.la.us/lss/lss.asp?doc=105004>

<http://www.wlf.louisiana.gov/experience/scenicrivers/>

### Significant Tree Policy (EDSM I.1.1.21)

EDSMs can be found on DOTD's intranet site: <http://ladotnet/>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

### LA Historic Sites and Districts

<http://www.crt.state.la.us/hp/nhl/default.htm>

### Hazardous Waste Site Information

<http://www.deq.louisiana.gov/portal/tabid/71/Default.aspx>

<http://www.epa.gov/superfund/sites/cursites/index.htm>

<http://www.epa.gov/superfund/sites/npl/la.htm>

[http://www.deq.louisiana.gov/portal/Portals/0/permits/ust\\_facility\\_owner.pdf](http://www.deq.louisiana.gov/portal/Portals/0/permits/ust_facility_owner.pdf)

[http://www.deq.louisiana.gov/portal/Portals/0/remediation/form\\_5222\\_r01.xls](http://www.deq.louisiana.gov/portal/Portals/0/remediation/form_5222_r01.xls)

[http://www.nrc.uscg.mil/wdbcgi/wdbcgi.exe/WWWUSER/WEBDB.foia\\_query.show\\_parms](http://www.nrc.uscg.mil/wdbcgi/wdbcgi.exe/WWWUSER/WEBDB.foia_query.show_parms)

<http://www.epa.gov/echo/>

### DNR Oil & Gas Well Information

[http://sonris-www.dnr.state.la.us/www\\_root/sonris\\_portal\\_1.htm](http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm)

### Environmental Justice (minority & low income)

<http://www.fhwa.dot.gov/environment/ej2000.htm>

### Demographics

<http://www.louisiana.gov/wps/wcm/connect/Louisiana.gov/About+Louisiana/Demographics%3A+Census+Info/Census+2000+Information/>

<http://www.census.gov/>

### Water Wells

<http://www.dotd.state.la.us/intermodal/wells/home.asp>

### FHWA's Environmental Website (Just a good reference for understanding NEPA)

<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked

*See Appendices of the Environmental Inventory for the EDR Report*

Other Comments:

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# Stage 0 Environmental Checklist

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## General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

## The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of October 2006, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address list only the threatened or endangered species in Louisiana. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

## Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

**STAGE 0**  
**Preliminary Scope and Budget Checklist**

**A. Project Background**

District 02 Parish Orleans/St. Bernard  
Route Florida Avenue Control Section \_\_\_\_\_  
Begin Log Mile 0.00 End Log Mile 6.78  
Project Category (Safety, Capacity, etc.): Additional Capacity/New Infrastructure  
Date Study Completed: May 2013

**Describe the existing facility:** The existing Florida Avenue begins at Moss Street near the LSU School of Dentistry and extends southeasterly to cross over the IHNC and terminate at the Orleans-St. Bernard Parish border. The concepts developed in this study for Florida Avenue will begin at Elysian Fields (LA 3021) and extend southeasterly to terminate at Paris Road (LA 47).

**Functional classification:** local road classification **Number and width of lanes:** 2-11' lanes

**Shoulder width and type:** concrete curb **Mode:**

**Access control:** Access is provided from side streets **ADT:** **Posted Speed:** 35 MPH

**Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities):** There are no existing pedestrian facilities within the project area.

**Describe the adjacent land use:** Please refer to the Appendix B: Stage 0 Checklists.

**Who is the sponsor of the study?** Louisiana Department of Transportation and Development (LADOTD)

**List study team members:** Buchart Horn, Inc., Providence Engineering

**Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity?** Yes, not to date.

**Are there recent, current or near future planning studies or projects in the vicinity?** No

**If yes, please describe the relationship of this project to those studies/projects.**

**Provide a brief chronology of these planning study activities:** Previous planning activities have been conducted for Florida Ave Bridge over IHNC that lead up to this Stage 0 Feasibility Study.

**B. Purpose and Need**

**State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.**

Refer to the Sections 1.0 – 3.0 of the Florida Ave Stage 0 Report.

**C. Agency Coordination**

**Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.**

Meetings have been conducted with LADOTD to obtain input regarding the proposed alternatives.

**What transportation agencies were included in the agency coordination effort?**

LADOTD

**Describe the level of participation of other agencies and how the coordination effort was implemented.**

LADOTD provided input and background information to assist in the development of the proposed alternatives.

**C. Agency Coordination (Continued)**

**What steps will need to be taken with each agency during NEPA scoping?**

Schedule and arrange a formal interagency scoping meeting to occur after the Notice of Intent (NOI) is published. Appropriate public officials and interested stakeholders will also be invited to this meeting per the direction of DOTD.

**D. Public Coordination**

**Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).**

Public meetings were held for the 2007 Environmental Assessment. Additional public meetings will be held in later stages of this study.

**E. Range of Alternatives – Evaluation and Screening**

**Give a description of the project concept for each alternative studied.**

**What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable).**

Please refer to Appendix A: Alternative Exhibits.

**Will design exceptions be required?** None are identified with the proposed alternatives at this time.

**What impact would this project have on freight movements?** It will facilitate the movement of goods to and from rail and port facilities.

**Does this project cross or is it near a railroad crossing?** Yes

**Was the DOTD's "Complete Streets" policy taken into consideration?** No, UA-1 Design Criteria

- **If so, describe how. Include a brief explanation of why the policy was determined to be feasible or not feasible.** N/A

**How are Context Sensitive Solutions being incorporated into the project?** N/A

**Was the DOTD's "Access Management" policy taken into consideration? If so, describe how.** Yes.

The project complies with the design criteria established in LADOTD guidelines for limited access

**Were any safety analyses performed? If so describe results.** No

**Are there any abnormal crash locations or overrepresented crashes within the project limits?** Crash data was not provided for this study.

**What future traffic analyses are anticipated?** A traffic study will be conducted in later stages. No further analyses are anticipated.

**E. Range of Alternatives – Evaluation and Screening (Continued)**

Will fiber optics be required? If so, are there existing lines to tie into? No

Are there any future ITS/traffic considerations? Not at this time.

Is a Transportation Management Plan (TMP) required?

- Is this project considered significant as defined in EDSM No. VI.1.1.4? No
- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP. N/A
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project? N/A

Was Construction Transportation Management/Property Access taken into consideration? Yes

Were alternative construction methods considered to mitigate work zone impacts? This should be taken into consideration during the NEPA process.

Describe screening criteria used to compare alternatives and from what agency the criteria were defined. LADOTD established the scope to be evaluated and presented in the Stage 0 Report.

Give an explanation for any alternative that was eliminated based on the screening criteria. There are no alternatives eliminated from evaluation.

Which alternatives should be brought forward into NEPA and why? At this time, it was determined that all alternatives should be brought forward and should be evaluated or screened during the NEPA process.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes

Describe any unresolved issues with the public, stakeholders and/or agencies. None

**F. Planning Assumptions and Analytical Methods**

What is the forecast year used in the study? N/A

What method was used for forecasting traffic volumes? N/A

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? Refer to the section 1.0 and 3.0 of the Florida Ave Stage 0 Report.

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion? N/A

**G. Potential Environmental Impacts**

See Appendix B: Stage 0 Checklists.

**H. Cost Estimate**

Provide a cost estimate for each feasible alternative: **Refer to Preliminary Cost Estimates on the following page.**

- Engineering Design: \_\_\_\_\_
- Additional Traffic Analyses: \_\_\_\_\_
- Environmental (document, mitigation, etc.): \_\_\_\_\_
- R/W Acquisition: \_\_\_\_\_  
(C of A if applicable)
- Utility Relocations: \_\_\_\_\_
- Construction (including const. traffic management): \_\_\_\_\_

**TOTAL PROJECT COST** \_\_\_\_\_

**I. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)** \_\_\_\_\_ LADOTD

**ATTACH ANY ADDITIONAL DOCUMENTATION**

**Disposition (circle one):** (1) Advance to Stage 1    (2) Hold for Reconsideration    (3) Shelve

**TABLE 3: FLORIDA AVENUE WEST- ELYSIAN FIELDS TO ALVAR/POLAND**

<b>FLORIDA AVENUE WEST- ELYSIAN FIELDS TO ALVAR/POLAND</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$1,854,845.00	\$1,854,845.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	211000	SF	\$10.00	\$2,110,000.00
New At-Grade Roadway	1	LS	\$9,440,000.00	\$9,440,000.00
Railroad Crossings	17750	SF	\$30.00	\$532,500.00
Railroad Crossing Signals	2	EACH	\$300,000.00	\$600,000.00
Box Culvert	0	EACH	\$25,000.00	\$0.00
<b>Florida/Elysian Fields Overpass Bridge:</b>				
Approach Slabs	5120	SF	\$50.00	\$256,000.00
Concrete Slab Spans	13600	SF	\$70.00	\$952,000.00
Concrete Girder Spans	120560	SF	\$190.00	\$22,906,400.00
<b>TOTAL CONSTRUCTION</b>				<b>\$38,951,745.00</b>
<b>Right of Way Acquisition</b>				
Right of Way	8.78	ACRE	\$100,000.00	\$878,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$750,000.00	\$750,000.00
Industrial Property	2	EACH	\$200,000.00	\$400,000.00
Commercial Property	0	EACH	\$150,000.00	\$0.00
Residential Property	8	EACH	\$80,000.00	\$640,000.00
<b>Engineering and</b>				
Engineering Design				\$3,895,174.50
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$46,514,919.50</b>
			<b>20% CONTINGENCY:</b>	<b>\$9,302,983.90</b>
			<b>TOTAL COST:</b>	<b>\$55,817,903.40</b>

**TABLE 4: FLORIDA AVENUE TO ELYSIAN FIELDS AVENUE ELEVATED INTERSECTION**

<b>FLORIDA AVENUE TO ELYSIAN FIELDS AVENUE ELEVATED INTERSECTION</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$2,144,160.00	\$2,144,160.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	13300	SF	\$10.00	\$133,000.00
New At-Grade Roadway	1	LS	\$6,400,000.00	\$6,400,000.00
<b>New Fixed High-Rise IHNC Bridge:</b>				
Approach Slabs	20400	SF	\$50.00	\$1,020,000.00
Concrete Slab Spans	25500	SF	\$70.00	\$1,785,000.00
Concrete Girder Spans	175000	SF	\$190.00	\$33,250,000.00
<b>TOTAL CONSTRUCTION</b>				<b>\$45,032,160.00</b>
<b>Right of Way Acquisition</b>				
Required Right of Way	5.7	ACRE	\$100,000.00	\$570,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$750,000.00	\$750,000.00
Industrial Property	0	EACH	\$200,000.00	\$0.00
Commercial Property	4	EACH	\$150,000.00	\$600,000.00
Residential Property	7	EACH	\$80,000.00	\$560,000.00
<b>Engineering</b>				
Engineering Design				\$4,503,216.00
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$53,015,376.00</b>
			<b>20% CONTINGENCY:</b>	<b>\$10,603,075.20</b>
			<b>TOTAL COST:</b>	<b>\$63,618,451.20</b>

**TABLE 5: FLORIDA AVENUE FIXED BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT A**

<b>FLORIDA AVENUE FIXED BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT A</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$7,281,050.00	\$7,281,050.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	75300	SF	\$10.00	\$753,000.00
New At-Grade Roadway	1	LS	\$8,440,000.00	\$8,440,000.00
Railroad Crossings	2200	SF	\$30.00	\$66,000.00
Railroad Crossing Signals	2	EACH	\$300,000.00	\$600,000.00
Box Culvert	3	EACH	\$25,000.00	\$75,000.00
<b>New Fixed High-Rise IHNC Bridge:</b>				
Approach Slabs	10960	SF	\$50.00	\$548,000.00
Concrete Slab Spans	13700	SF	\$70.00	\$959,000.00
Concrete Girder Spans	110000	SF	\$190.00	\$20,900,000.00
Steel Girder Spans	146300	SF	\$300.00	\$43,890,000.00
Main Steel Girder Spans	147000	SF	\$470.00	\$69,090,000.00
<b>TOTAL CONSTRUCTION</b>				<b>\$152,902,050.00</b>
<b>Right of Way Acquisition</b>				
Required Right of Way	10.4	ACRE	\$100,000.00	\$1,040,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$2,000,000.00	\$2,000,000.00
Industrial Property	2	EACH	\$200,000.00	\$400,000.00
Commercial Property	2	EACH	\$150,000.00	\$300,000.00
Residential Property	2	EACH	\$80,000.00	\$160,000.00
<b>Engineering</b>				
Engineering Design				\$15,290,205.00
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$173,092,255.00</b>
			<b>20% CONTINGENCY:</b>	<b>\$34,618,451.00</b>
			<b>TOTAL COST:</b>	<b>\$207,710,706.00</b>

**TABLE 6: FLORIDA AVENUE FIXED BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT B**

<b>FLORIDA AVENUE FIXED BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT B</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$8,820,230.00	\$8,820,230.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	75207	SF	\$10.00	\$752,070.00
New At-Grade Roadway	1	LS	\$5,040,000.00	\$5,040,000.00
Railroad Crossings	2200	SF	\$30.00	\$66,000.00
Railroad Crossing Signals	2	EACH	\$300,000.00	\$600,000.00
Box Culvert	3	EACH	\$25,000.00	\$75,000.00
<b>New Fixed High-Rise IHNC Bridge:</b>				
Approach Slabs	12000	SF	\$50.00	\$600,000.00
Concrete Slab Spans	14950	SF	\$70.00	\$1,046,500.00
Concrete Girder Spans	103000	SF	\$190.00	\$19,570,000.00
Steel Girder Spans	265000	SF	\$300.00	\$79,500,000.00
Main Steel Girder Spans	146500	SF	\$470.00	\$68,855,000.00
<b>TOTAL CONSTRUCTION</b>				<b>\$185,224,800.00</b>
<b>Right of Way Acquisition</b>				
Required Right of Way	11.9	ACRE	\$100,000.00	\$1,190,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$2,000,000.00	\$2,000,000.00
Industrial Property	2	EACH	\$200,000.00	\$400,000.00
Commercial Property	2	EACH	\$150,000.00	\$300,000.00
Residential Property	2	EACH	\$80,000.00	\$160,000.00
<b>Engineering</b>				
Engineering Design				\$18,522,480.00
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$208,797,280.00</b>
			20% <b>CONTINGENCY:</b>	<b>\$41,759,456.00</b>
			<b>TOTAL COST:</b>	<b>\$250,556,736.00</b>

**TABLE 7: FLORIDA AVENUE FIXED BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT C**

<b>FLORIDA AVENUE FIXED BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT C</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$9,552,903.00	\$9,552,903.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	75206	SF	\$10.00	\$752,060.00
New At-Grade Roadway	1	LS	\$5,240,000.00	\$5,240,000.00
Railroad Crossings	2200	SF	\$30.00	\$66,000.00
Railroad Crossing Signals	2	EACH	\$300,000.00	\$600,000.00
Box Culvert	3	EACH	\$25,000.00	\$75,000.00
<b>New Fixed High-Rise IHNC Bridge:</b>				
Approach Slabs	14200	SF	\$50.00	\$710,000.00
Concrete Slab Spans	18000	SF	\$70.00	\$1,260,000.00
Concrete Girder Spans	130000	SF	\$190.00	\$24,700,000.00
Steel Girder Spans	295000	SF	\$300.00	\$88,500,000.00
Main Steel Girder Spans	146500	SF	\$470.00	\$68,855,000.00
<b>TOTAL CONSTRUCTION</b>				<b>\$200,610,963.00</b>
<b>Right of Way Acquisition</b>				
Required Right of Way	13.3	ACRE	\$100,000.00	\$1,330,000.00
<b>Utility Relocation</b>				
Utility Relocation	1	LS	\$2,000,000.00	\$2,000,000.00
Industrial Property	2	EACH	\$200,000.00	\$400,000.00
Commercial Property	2	EACH	\$150,000.00	\$300,000.00
Residential Property	2	EACH	\$80,000.00	\$160,000.00
<b>Engineering</b>				
Engineering Design				\$20,061,096.30
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$225,862,059.30</b>
			20% <b>CONTINGENCY:</b>	<b>\$45,172,411.86</b>
			<b>TOTAL COST:</b>	<b>\$271,034,471.16</b>

**TABLE 8: FLORIDA AVENUE MOVEABLE BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT A**

<b>FLORIDA AVENUE MOVEABLE BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT A</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$5,597,859.00	\$5,597,859.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	219208	SF	\$10.00	\$2,192,080.00
New At-Grade Roadway	1	LS	\$12,040,000.00	\$12,040,000.00
Railroad Crossings	2820	SF	\$30.00	\$84,600.00
Railroad Crossing Signals	5	EACH	\$300,000.00	\$1,500,000.00
Box Culvert	3	EACH	\$2,500,000.00	\$7,500,000.00
<b>New Moveable 75' IHNC Bridge:</b>				
Approach Slabs	10960	SF	\$50.00	\$548,000.00
Concrete Slab Spans	13700	SF	\$70.00	\$959,000.00
Concrete Girder Spans	229280	SF	\$190.00	\$43,563,200.00
Steel Girder Spans	54800	SF	\$200.00	\$10,960,000.00
Moveable Span	29729	SF	\$700.00	\$20,810,300.00
Moveable Span (Mechanical & Electrical)			\$11,500,000.00	\$11,500,000.00
<b>TOTAL CONSTRUCTION</b>				<b>\$117,555,039.00</b>
<b>Right of Way Acquisition</b>				
Required Right of Way	2.25	ACRE	\$100,000.00	\$225,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$4,000,000.00	\$4,000,000.00
Industrial Property	2	EACH	\$200,000.00	\$400,000.00
Commercial Property	2	EACH	\$150,000.00	\$300,000.00
Residential Property	0	EACH	\$80,000.00	\$0.00
<b>Engineering</b>				
Engineering Design				\$11,755,503.90
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$135,235,542.90</b>
			20% <b>CONTINGENCY:</b>	<b>\$27,047,108.58</b>
			<b>TOTAL COST:</b>	<b>\$162,282,651.48</b>

**TABLE 9: FLORIDA AVENUE MOVEABLE BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT B**

<b>FLORIDA AVENUE MOVEABLE BRIDGE OVER IHNC- ALVAR/POLAND TO CAFFIN AVE.- ALT B</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$5,719,504.00	\$5,719,504.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	219208	SF	\$10.00	\$2,192,080.00
New At-Grade Roadway	1	LS	\$12,040,000.00	\$12,040,000.00
Railroad Crossings	2820	SF	\$30.00	\$84,600.00
Railroad Crossing Signals	5	EACH	\$300,000.00	\$1,500,000.00
Box Culvert	3	EACH	\$2,500,000.00	\$7,500,000.00
<b>New Moveable 85' IHNC Bridge:</b>				
Approach Slabs	10960	SF	\$50.00	\$548,000.00
Concrete Slab Spans	13700	SF	\$70.00	\$959,000.00
Concrete Girder Spans	230260	SF	\$190.00	\$43,749,400.00
Steel Girder Spans	66030	SF	\$200.00	\$13,206,000.00
Moveable Span	29730	SF	\$700.00	\$20,811,000.00
Moveable Span (Mech & Elec)			\$11,500,000.00	\$11,500,000.00
<b>TOTAL CONSTRUCTION</b>				\$120,109,584.00
<b>Right of Way Acquisition</b>				
Required Right of Way	2.25	LS	\$100,000.00	\$225,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$4,000,000.00	\$4,000,000.00
Industrial Property	2	EACH	\$200,000.00	\$400,000.00
Commercial Property	2	EACH	\$150,000.00	\$300,000.00
Residential Property	0	EACH	\$80,000.00	\$0.00
<b>Engineering</b>				
Engineering Design				\$12,010,958.40
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	\$138,045,542.40
			<b>20% CONTINGENCY:</b>	\$27,609,108.48
			<b>TOTAL COST:</b>	\$165,654,650.88

**TABLE 10: FLORIDA AVENUE EAST- CAFFIN AVE. TO PARIS RD.**

<b>FLORIDA AVENUE EAST- CAFFIN AVE. TO PARIS RD.</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$2,756,848.00	\$2,756,848.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	12300	SF	\$10.00	\$123,000.00
New At-Grade Roadway	1	LS	\$17,240,000.00	\$17,240,000.00
Box Culvert	2	EACH	\$25,000.00	\$50,000.00
<b>Overpass Bridges:</b>				
Approach Slabs	32880	SF	\$50.00	\$1,644,000.00
Concrete Slab Spans	49320	SF	\$70.00	\$3,452,400.00
Concrete Girder Spans	359195	SF	\$90.00	\$32,327,550.00
<b>TOTAL CONSTRUCTION</b>				<b>\$57,893,798.00</b>
<b>Right of Way Acquisition</b>				
Right of Way	48.91	ACRE	\$100,000.00	\$4,891,000.00
<b>Utility Relocation</b>				
Utility Relocation			\$1,000,000.00	\$1,000,000.00
Residential Property	85	EACH	\$80,000.00	\$6,800,000.00
<b>Engineering</b>				
Engineering Design				\$5,789,379.80
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$77,374,177.80</b>
			<b>20% CONTINGENCY:</b>	<b>\$15,474,835.56</b>
			<b>TOTAL COST:</b>	<b>\$92,849,013.36</b>

**TABLE 11: NORTH-SOUTH ALTERNATIVE 1 (N-S 1)**

<b>NORTH-SOUTH ALTERNATIVE 1 (N-S 1)</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$628,750.00	\$628,750.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	11500	SF	\$10.00	\$115,000.00
New At-Grade Roadway	1	LS	\$12,160,000.00	\$12,160,000.00
TOTAL CONSTRUCTION				\$13,203,750.00
<b>Right of Way Acquisition</b>				
Required Right of Way	34.2	ACRE	\$100,000.00	\$3,420,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$1,250,000.00	\$1,250,000.00
Commercial Property	2	EACH	\$150,000.00	\$300,000.00
Residential Property	33	EACH	\$80,000.00	\$2,640,000.00
<b>Engineering</b>				
Engineering Design				\$1,320,375.00
Environmental Assessment (EA)				\$1,000,000.00
			SUBTOTAL:	\$23,134,125.00
			20% CONTINGENCY:	\$4,626,825.00
			TOTAL COST:	\$27,760,950.00

**TABLE 12: NORTH-SOUTH ALTERNATIVE 2 (N-S 2)**

<b>NORTH-SOUTH ALTERNATIVE 2 (N-S 2)</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$622,500.00	\$622,500.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	11000	SF	\$10.00	\$110,000.00
New At-Grade Roadway	1	LS	\$12,040,000.00	\$12,040,000.00
<b>TOTAL CONSTRUCTION</b>				<b>\$13,072,500.00</b>
<b>Right of Way Acquisition</b>				
Required Right of Way	15.2	ACRE	\$100,000.00	\$1,520,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$1,000,000.00	\$1,000,000.00
<b>Engineering</b>				
Engineering Design				\$1,307,250.00
Environmental Assessment (EA)				\$1,000,000.00
			<b>SUBTOTAL:</b>	<b>\$17,899,750.00</b>
			<b>20% CONTINGENCY:</b>	<b>\$3,579,950.00</b>
			<b>TOTAL COST:</b>	<b>\$21,479,700.00</b>

**TABLE 13: NORTH-SOUTH ALTERNATIVE 3 (N-S 3)**

<b>NORTH-SOUTH ALTERNATIVE 3 (N-S 3)</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$625,000.00	\$625,000.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Removal of At-Grade Roads	12000	SF	\$10.00	\$120,000.00
New At-Grade Roadway	1	LS	\$12,080,000.00	\$12,080,000.00
TOTAL CONSTRUCTION				\$13,125,000.00
<b>Right of Way Acquisition</b>				
Required Right of Way	15.8	ACRE	\$100,000.00	\$1,580,000.00
<b>Relocations</b>				
Utility Relocation	1	LS	\$1,250,000.00	\$1,250,000.00
Residential Property	5	EACH	\$80,000.00	\$400,000.00
<b>Engineering</b>				
Engineering Design				\$1,312,500.00
Environmental Assessment (EA)				\$1,000,000.00
			SUBTOTAL:	\$18,667,500.00
			20% CONTINGENCY:	\$3,733,500.00
			TOTAL COST:	\$22,401,000.00

**TABLE 14: Tupelo Street Improvements**

<b>Tupelo Street Improvements</b>				
<b>ITEM DESCRIPTION</b>	<b>UNIT QTY</b>	<b>UNIT PRICE</b>	<b>UNIT PRICE</b>	<b>AMOUNT</b>
<b>Construction</b>				
Mobilization	1	LS	\$194,210.00	\$194,210.00
Construction Layout	1	LS	\$300,000.00	\$300,000.00
Resurfacing	510000	SF	\$7.00	\$3,570,000.00
Plastic Pavement Striping	4	MILE	\$2,800.00	\$11,200.00
Plastic Pavement Legends and Symbols (Arrow)	8	EACH	\$175.00	\$1,400.00
Plastic Pavement Legends and Symbols (Only)	8	EACH	\$200.00	\$1,600.00
Railroad Crossings	0	SF	\$30.00	\$0.00
<b>TOTAL CONSTRUCTION</b>				<b>\$4,078,410.00</b>
<b>Right of Way Acquisition</b>				
Required Right of Way	N/A	ACRE	\$100,000.00	N/A
<b>Relocations</b>				
Utility Relocation	N/A	LS	\$1,250,000.00	N/A
<b>Engineering</b>				
Engineering Design				\$407,841.00
Environmental Assessment (EA)				\$900,000.00
			<b>SUBTOTAL:</b>	<b>\$5,386,251.00</b>
			20% <b>CONTINGENCY:</b>	<b>\$1,077,250.20</b>
			<b>TOTAL COST:</b>	<b>\$6,463,501.20</b>