

All the alternative plans under consideration involve substantial costs. The potential realization of any of plans will require a combination of local, state and federal funding.

All of these plans represent long range plans and as such are not expected to be implemented at one time. In addition, due to the potential cost of implementing any of these plans or their components, staging will be necessary. Prioritization of projects within the selected plan will be an important part of subsequent studies.

## Cost Estimate Assumptions

- Planning level estimates for comparison of alternatives, consider as a range +/- 10%
- Based on recent, project construction or as bid costs
- Upgrades included in all (but differ if US 27 is improved to four lanes)
- US 27 (Millville) / SR 129 project is part of all alternatives
- Re-alignments around Oxford (2A, 2B, 3A and 3B): 2 lane, parkway, controlled access, limited number of intersections
- Costs for right-of-way and utilities are not included
- Service roads are two lane local roads for property access (no driveways to widened or re-aligned US 27)

## Preliminary Cost Estimate Comparison

COMPONENTS	ALTERNATIVES						
	1A	1B parallel facility	1B widen existing	2A	2B	3A	3B
<b>UPGRADES</b> (intersections; lane and shoulder widths)	\$ 24.2	\$ 13.8	\$ 13.8	\$ 13.8	\$ 13.8	\$ 13.8	\$ 13.8
<b>MAJOR IMPROVEMENTS</b> (widening, new alignment)	\$ 33.2	\$ 77.0	\$ 78.4	\$ 81.9	\$ 88.6	\$ 86.6	\$ 92.0
<b>SERVICE ROADS</b> (property access)	\$ 0.0	\$ 0.9	\$ 1.9	\$ 1.9	\$ 1.9	\$ 1.9	\$ 1.9
<b>TOTAL</b>	\$ 57.4	\$ 91.7	\$ 94.1	\$100.4	\$107.1	\$105.1	\$110.5
RANGE (in millions)	\$52-63	\$83-101	\$ 85-104	\$90-110	\$96-118	\$95-116	\$99-122

Note: An additional \$2-4 million will be required under 1A to address access management problems (access problems will increase as traffic increases).