

*Cost Summary – With Whipple Road Base Alternative*

Phase	Interchange Location	Build Alternative 1	Build Alternative 2	Build Alternative 3
Capital Outlay – Support	Industrial	\$32,240,000	\$34,150,000	\$32,070,000
	Whipple	\$17,550,000	\$17,550,000	\$17,550,000
Subtotal Support		\$49,790,000	\$51,700,000	\$49,620,000
Capital Outlay-Construction	Industrial	\$103,323,581	\$110,224,753	\$101,383,800
	Whipple	\$57,024,469	\$57,024,469	\$57,024,469
Subtotal CON		\$160,348,049	\$167,249,222	\$158,408,268
Capital Outlay – Right of Way	Industrial	\$17,312,738	\$16,966,868	\$20,814,673
	Whipple	\$7,402,176	\$7,402,176	\$7,402,176
Subtotal ROW		\$24,714,914	\$24,369,044	\$28,216,849
Project Total		<b>\$234,852,963</b>	<b>\$243,318,266</b>	<b>\$236,245,117</b>

*Cost Summary – With Whipple Road Design Variation*

Phase	Interchange Location	Build Alternative 1	Build Alternative 2	Build Alternative 3
Capital Outlay – Support	Industrial	\$32,240,000	\$31,150,000	\$32,070,000
	Whipple	\$10,190,000	\$10,190,000	\$10,190,000
Subtotal Support		\$42,430,000	\$44,340,000	\$42,260,000
Capital Outlay-Construction	Industrial	\$103,323,581	\$110,224,753	\$101,383,800
	Whipple	\$31,696,673	\$31,696,673	\$31,693,673
Subtotal CON		\$135,020,254	\$141,921,426	\$133,080,473
Capital Outlay – Right of Way	Industrial	\$17,312,738	\$16,966,868	\$20,814,673
	Whipple	\$7,402,176	\$7,402,176	\$7,402,176
Subtotal ROW		\$24,714,914	\$24,369,044	\$28,216,849
Project Total		<b>\$202,165,168</b>	<b>\$210,630,470</b>	<b>\$203,557,322</b>