

## Beartooth Highway Reconstruction Project (Segment 4, Wyoming)

### Project Phasing and Funding Needs May 2007

#### 2006 Funding Plan

A Funding Plan was released in February 2006 to present total costs to reconstruct all of Segment 4 to the alternative selected in the Record of Decision (ROD). Bid prices from the 2005 project (solicitation cancelled) were updated to 2007 using inflation trends expected in the highway construction industry at that time. Selection of individual projects was based on reasonable project phasing and funding appropriations over time. Project costs included all project development, construction, construction engineering, administration, and support, as well as post-construction monitoring required to deliver a final project in accordance with ROD commitments.

#### Revised Funding Requirements

The table below updates the previously released 2006 funding requirements for the selected projects based on bid prices received in the 2007 project solicitation (also cancelled due to insufficient funds). A location map is included on the back of this page to assist in locating projects.

### Beartooth Highway Reconstruction Project Current Funding Needs Estimate May 2007

Year of Construction	Project Limits		Previous 2007 Estimated Total Cost <sup>1</sup> (2007 dollars)	Revised 2007 Estimated Total Cost <sup>3</sup> (2007 dollars)	Future Construction Only Cost <sup>4</sup> (Dollars in Year of Construction)
	Stations	Description			
2007	39+450 to 42+100	Clay Butte through Beartooth Ravine	\$18,800,000	\$24,400,000	\$22,400,000
2009	42+100 to 46+500	Beartooth Ravine to Little Bear Creek Bridge 2	\$11,900,000	\$16,000,000	\$15,900,000
2011	46+500 to 52+423	Little Bear Creek Bridge 2 to Road Closure Gate	\$15,600,000	\$20,500,000	\$23,400,000
2013	52+423 to 61+340	Road Closure Gate to Gardner Lake Trailhead	\$18,600,000	\$25,500,000	\$31,400,000
2015	61+340 to 69+100	Gardner Lake Trailhead to Montana State Line	\$16,100,000	\$21,900,000	\$30,500,000
<b>Segment 4 Total</b>			<b>\$81,000,000<sup>2</sup></b>	<b>\$108,300,000<sup>2</sup></b>	<b>\$123,600,000</b>

#### Notes:

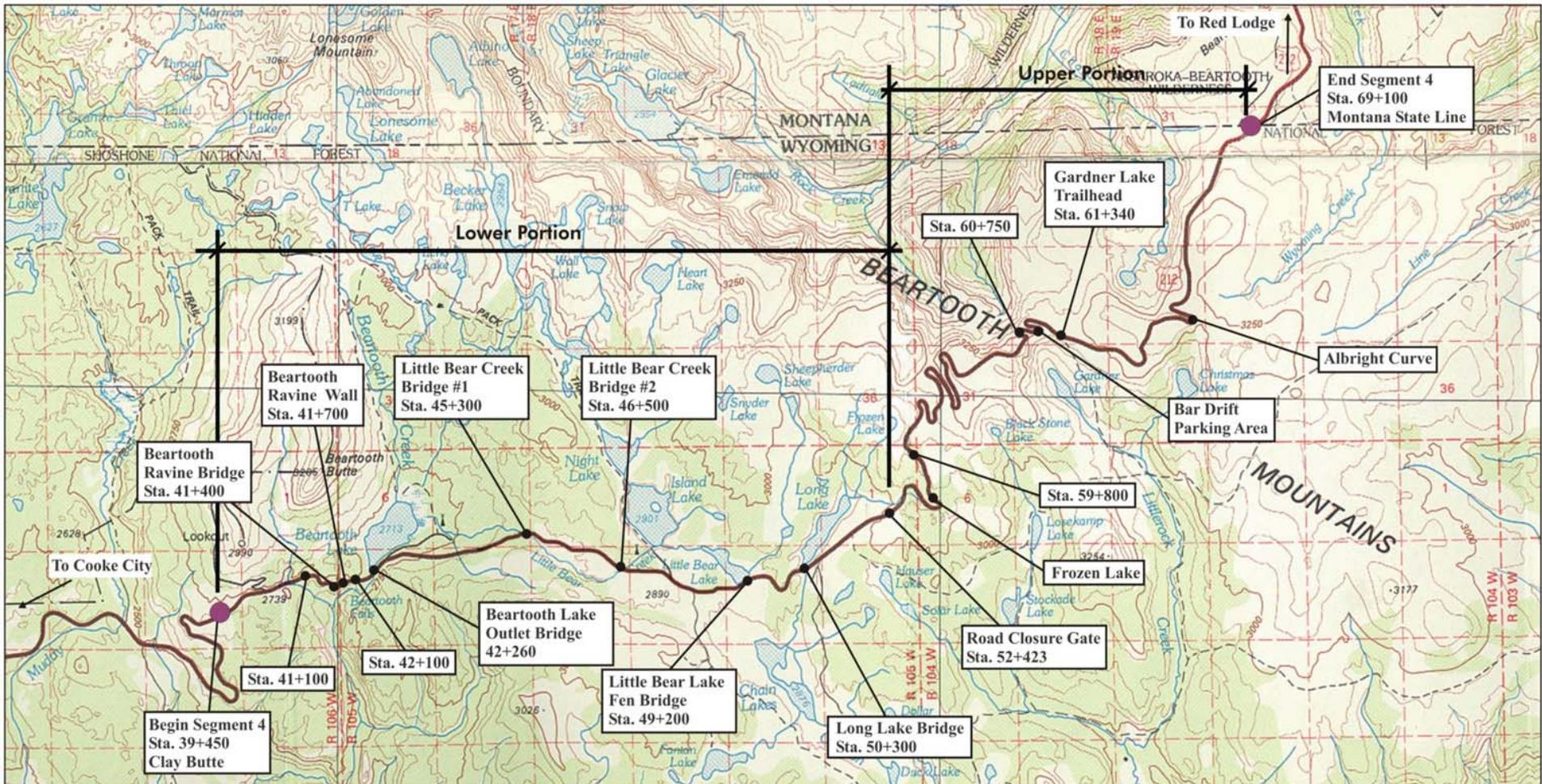
<sup>1</sup> Total Cost includes project development, construction, construction administration and support, and post-construction monitoring required to deliver a final project in accordance with ROD commitments. 2007 dollars are derived from itemized construction prices received for the 2005 project solicitation, brought forward at then current inflation rates.

<sup>2</sup> Due to project phasing constraints, all selected projects could not be constructed beginning in 2007 for the total shown.

<sup>3</sup> Planning estimate – applies 40% increase to previous 2007 construction only estimate which was derived from itemized construction pricing. Duplicates overage of low bid to 2007 project engineer's estimate, and adds all costs in Note 1 above.

<sup>4</sup> Construction only price from Note 3 above increased to future year assuming current 6% per year increase in Construction Cost Index (CCI) remains constant.

<sup>5</sup> Construction only costs for roadway sections without structures can be estimated at approximately \$1,600,000 per kilometer in the previous 2007 cost scenario, and \$2,250,000 per kilometer in the revised 2007 cost scenario.



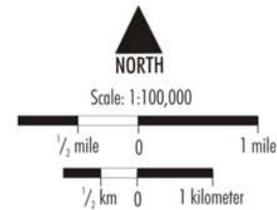
4601 DTC Blvd.  
Suite 700  
Denver, CO 80237  
303-221-7275  
Fax: 303-227-7276

February 2006

● Segment 4 Begin and End

Lower Portion - Sta. 39+450 to Sta. 52+423  
(Clay Butte to Road Closure Gate)

Upper Portion - Sta. 52+423 to Sta. 69+100  
(Road Closure gate to Montana State Line)



Segment 4 of the  
Beartooth Highway  
(Clay Butte to Montana State Line)

FIGURE 1