

Approximate (Ballpark) Construction Costs for Some Road and Bridge Projects

5/22/23

<u>Approx. Cost</u>	<u>Type of Project/Work</u>
\$450,000	<p>Reconstruct one (1) mile of rural two-lane county primary road with a gravel surface for future paving based on "All-Season" pavement design (Federal and/or State funding) Paving and related shoulders is not included <u>Note:</u> "All Season" roads are not restricted for normal allowable vehicle loads during the Spring weight restriction periods</p>
\$350,000	<p>Reconstruct one (1) mile of rural two-lane county local road with a gravel surface for future paving (Local funding) Paving and related shoulders is not included</p>
\$425,000	<p>Perform minor base widenings and crush (pulverize) & shape and resurface one (1) mile of rural two-lane paved county primary road with a 28' wide by 4" thick blacktop surface to meet "All-Season" pavement design (Federal and/or State funding) <u>Note:</u> This treatment has an estimated pavement service life of approximately 15 to 20 years depending on the condition and thickness of the existing pavement and base prior to crushing and shaping</p>
\$350,000	<p>Perform minor base widenings and crush & shape (pulverize) and resurface one (1) mile of rural two-lane county primary or local road with a 24' wide by 3" thick blacktop surface (Local funding) <u>Note:</u> This treatment has an estimated pavement service life of approximately 15 to 20 years depending on the condition and thickness of the existing pavement and base prior to crushing and shaping</p>
\$220,000	<p>Perform full width blacktop pavement wedging to correct distorted and poor pavement areas and for crown correction and overlay one (1) mile of rural two-lane county primary or local road with a 22' wide by new 2" thick blacktop surface (Local funding) <u>Note:</u> This treatment has an estimated pavement service life of approximately 10 to 15 years depending on the condition and thickness of the existing pavement and base</p>
\$40,000	<p>Apply chip seal and fog seal (road preservation treatment) to one (1) mile of rural two-lane county primary or local road, <u>not</u> including blacktop wedging and overlays (Local funding) <u>Note:</u> This treatment extends the existing pavement service life by approximately 5 to 7 years depending on the condition of the existing pavement</p>

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<u>Approx. Cost</u>	<u>Type of Project/Work</u>
\$60,000 to \$100,000	Perform intermittent blacktop wedging and overlays to correct damaged and distorted pavements and apply chip seal and fog seal (road preservation treatment) to one (1) mile of rural two-lane county primary or local road (Local funding) <u>Note:</u> This treatment extends the existing pavement service life by approximately 5 to 7 years (or more) and the costs vary depending on the condition of the existing pavement and the amount of blacktop paving work that is required.
\$140,000	Perform full-width blacktop wedging and overlays to correct damaged and distorted pavements and apply chip seal and fog seal (road preservation treatment) to one (1) mile of rural two-lane county primary or local road (Local funding) <u>Note:</u> This treatment extends the existing pavement service life by approximately 10 to 12 years (or more) and the costs vary depending on the condition of the existing pavement and the amount of blacktop paving work that is required.
\$40,000	Re-gravel one (1) mile of an existing gravel or dirt road at a width of approximately 24' with 3" of new gravel including re-grading of the existing gravel or dirt roadway and new gravel surface <u>Note:</u> This does not include major grade changes or drainage work (ditching and culverts, etc.)
\$1,500,000	Remove and replace a fifty (50) foot long single span county bridge with approaches (Federal and/or State funding)
\$150,000	Remove and replace a twelve (12) foot long single span county bridge (Local funding)

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Notes:

1. The estimated costs for “Road reconstruction” are based on performing major work including tree clearing, and regrading of the existing roadway including drainage improvements (ditching, culverts, etc.), a new sand sub-base (if required) and a new 8” thick gravel base. Additional road right-of-way (ROW) and/or easements may be required in some areas depending on the site conditions and existing road ROW widths.
2. The construction costs shown are approximate only, and vary based on each specific project location, scope of work, and site and soil conditions.
3. The MCRC will provide site specific construction cost estimates when requested if it is likely that funding will be available for a project.

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