

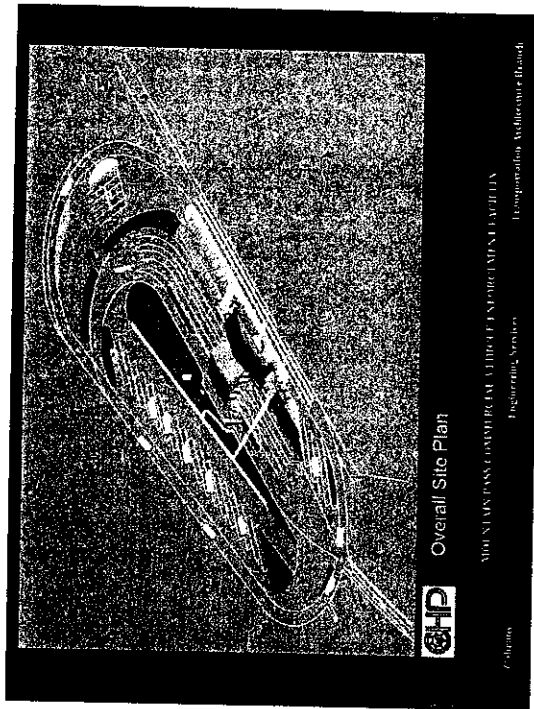
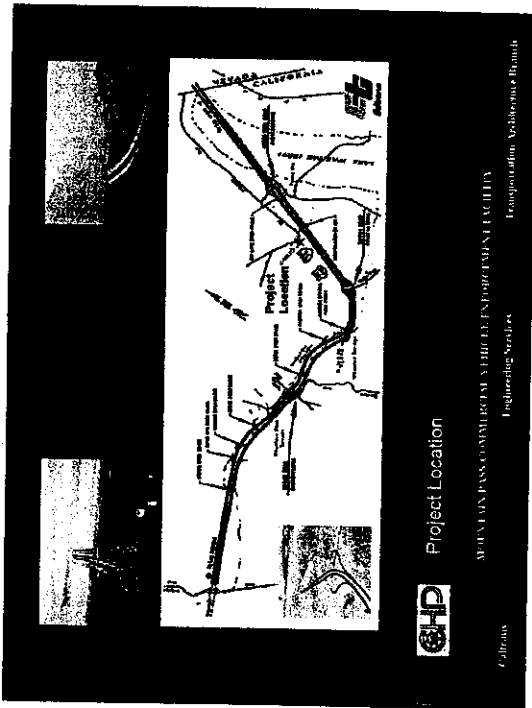
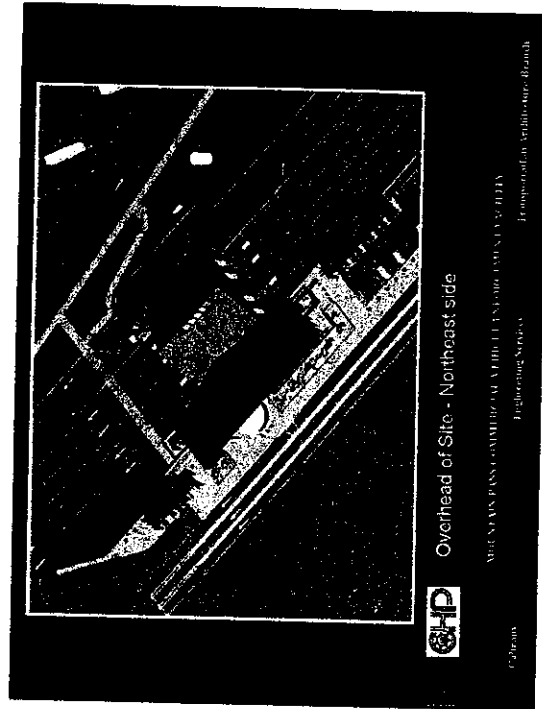
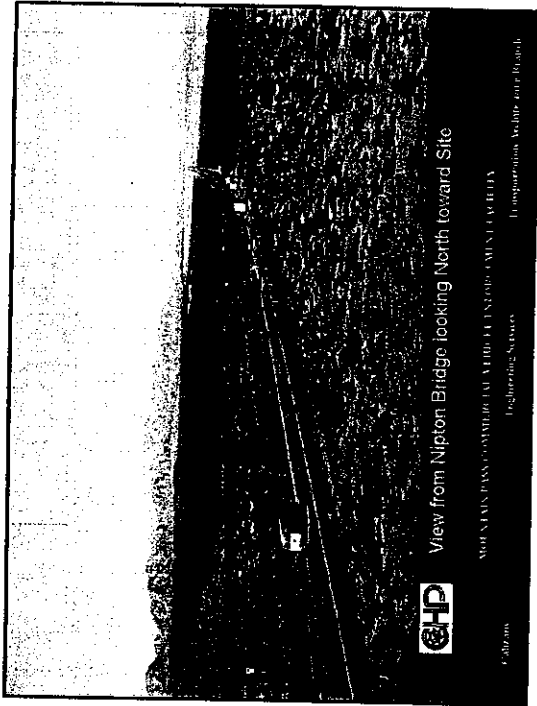
DISCLAIMER

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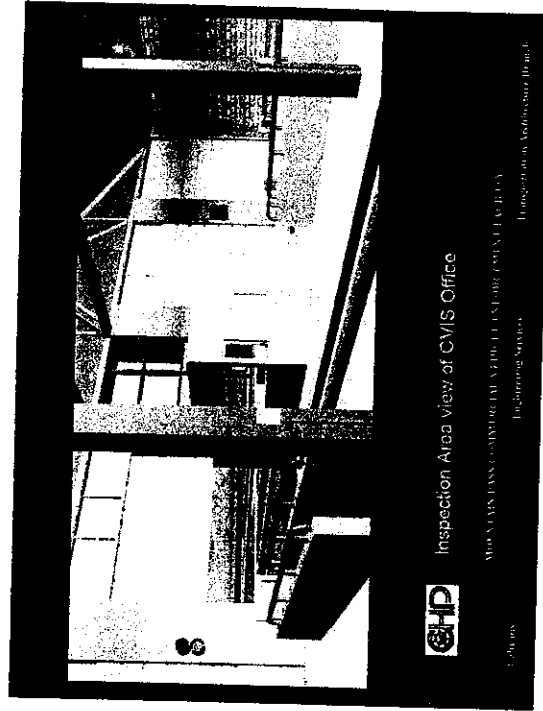
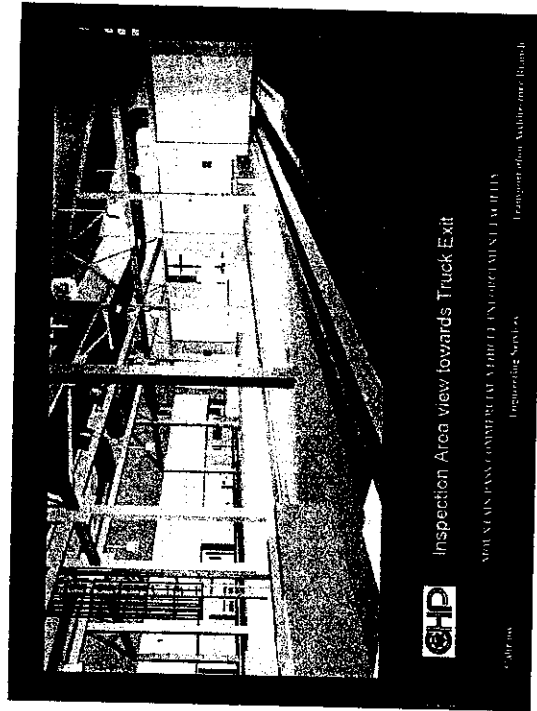
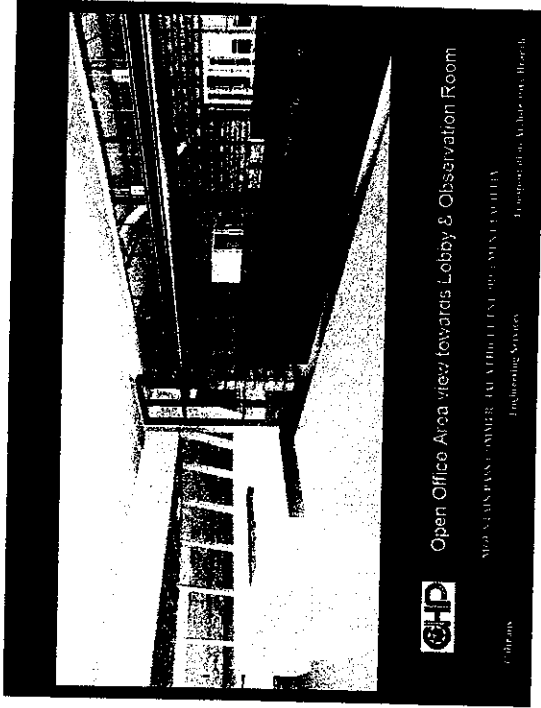
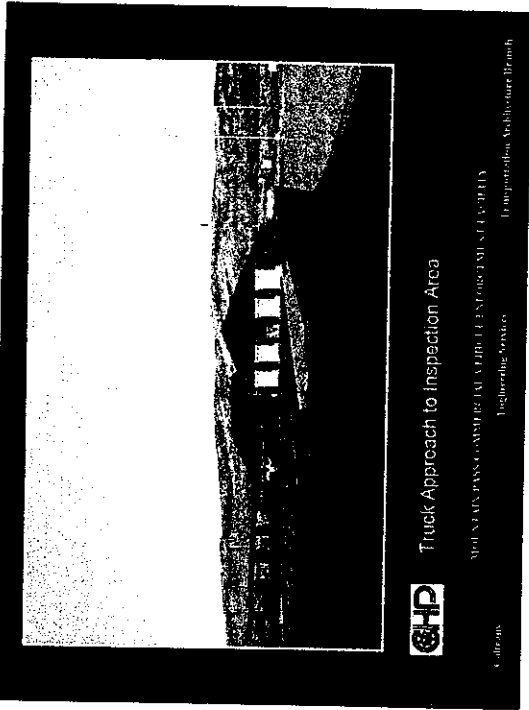
Original exhibits are on file at the Legislative Counsel Bureau Research Library in Carson City.

Contact the Library at (775) 684-6827 or library@lcb.state.nv.us.

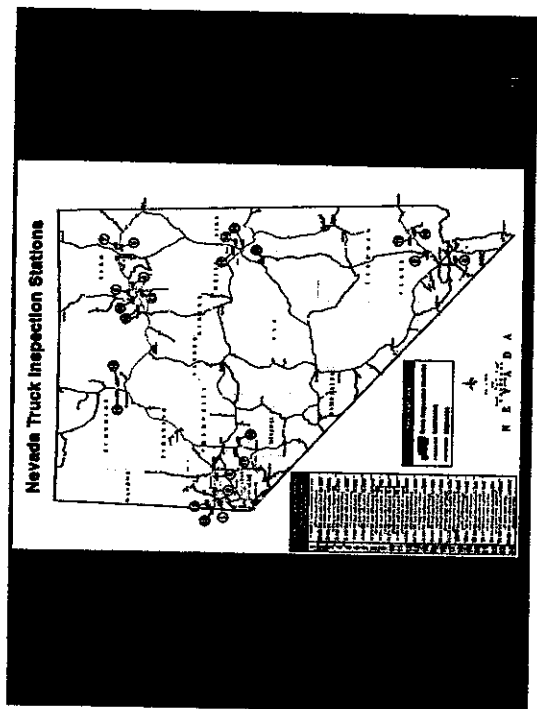
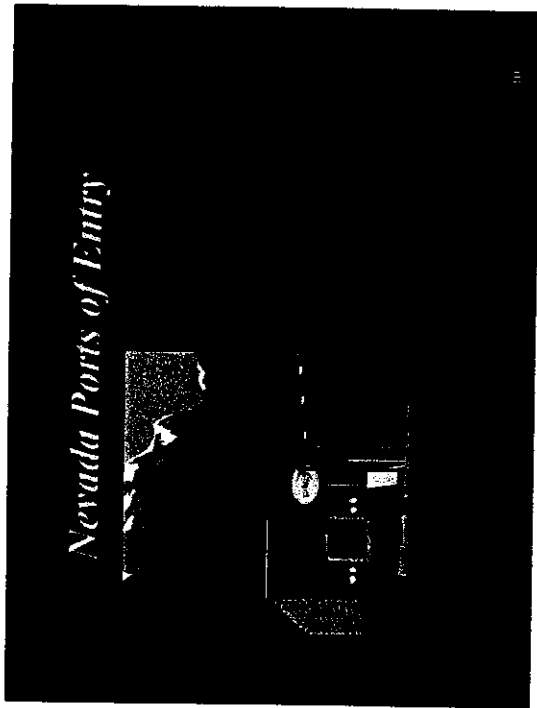
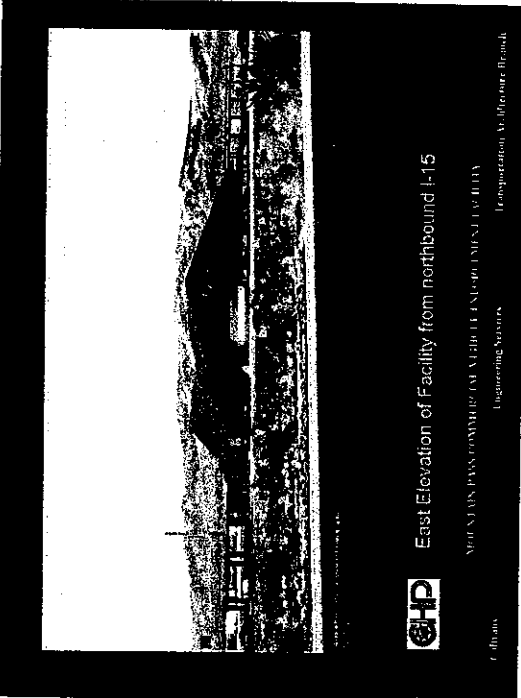


M-1 of 12

ASSEMBLY WAYS AND MEANS
 DATE: 3/3/03 ROOM: 3137 EXHIBIT M
 SUBMITTED BY: NDOT



M-20612



1993 Port of Entry Benefit Cost Study

- Jean site selected for study because a 1991 benefit cost study showed it held the most promising economies
- Also, CalTrans was interested in a joint port
- Study was well done and comprehensive.

M-30612

Port of Entry Study Update

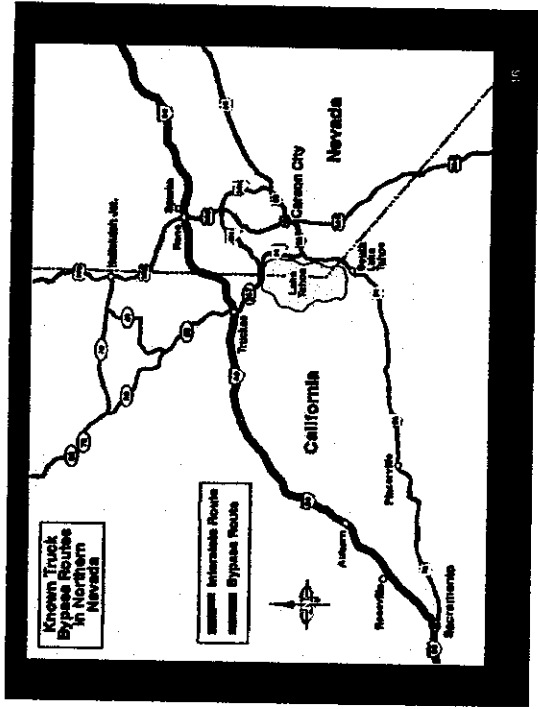
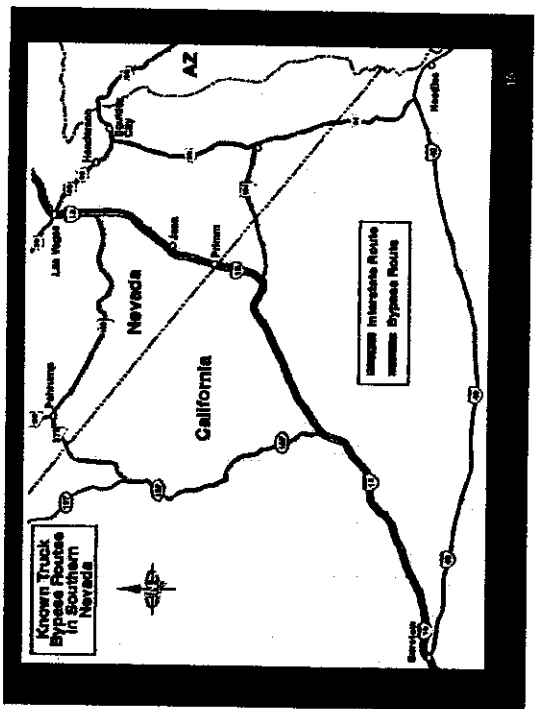
- Because of legislative interest in ports of entry, the Jean study is being updated.
- Because our fee structure has not changed since the study was done in 1993 and trooper salaries and construction costs have risen significantly, preliminary results show poor economics.

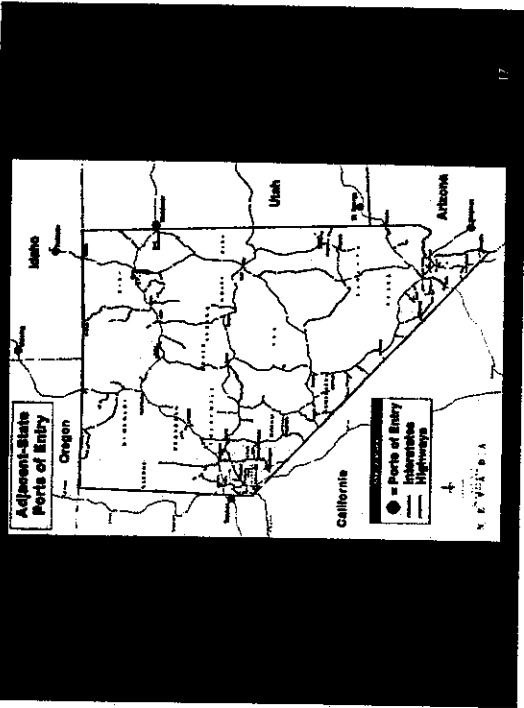
Preliminary Port of Entry Study Results

1-15 near Jean

- **Nevada-Only Port**
 Annual Benefits: \$2.1 million
 Annual Costs: \$5.8 million
 Benefit-Cost Ratio: 0.37
- **Joint California/Nevada Port**
 Annual Benefits: \$3.2 million
 Annual Costs: \$5.9 million
 Benefit-Cost Ratio: 0.54

M-4 of 12





Effect of Adjacent-State Port of Entry Locations

- 1993 commodity study: 80% of trucks traveling our Interstate have an origin and destination outside Nevada and are inspected in an adjacent state
- If we had ports of entry at all Interstate borders the trucks we inspect that were not already being inspected in a neighboring state represents only 7% of Nevada truck travel

Today's "Port of Entry" vs. Yesterday's Dynamic vs. Static

- Intelligent Transportation Systems for Commercial Vehicle Operations
- Commercial Vehicle Information Systems & Networks (CVISN)
- Roving vs. Fixed-Site Enforcement

CVISN PROGRAM

VOLUME I - LEVEL 1 TOP-LEVEL DESIGN

VOLUME II - PROGRAM PLAN

Commercial Vehicle Information Systems & Networks CVISN - Level I

Compliant by Sept. 30, 2003

- Electronic Credentials Administration Internet Credentials
- Electronic Safety Information Exchange National safety database
- Electronic Vehicle Screening via Transponders Weight Motion, Safety, and Credentials Check

Tomorrow's "Port of Entry"

Real-Time Dynamic Information
CVISN - Level 2?

On-Board Systems:

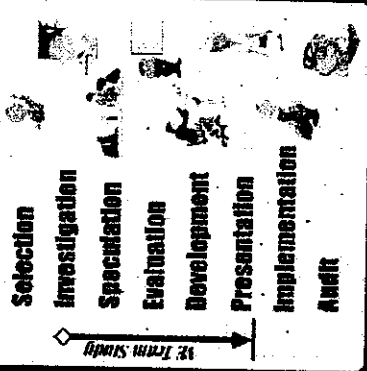
- Driver Condition Monitoring
 - Available now - drowsy, drunk, too many hours
- Vehicle Condition Checks
 - Available now - brakes, wheels
- Collision Avoidance Systems
 - Available now - front, rear, and side monitoring
- Guidance Systems (Antilock)
 - Been there and done that at Westack in Nevada

For more info visit www.jhuapl.edu/programs/trans_intelligent.htm

What to do?



VE Job Plan



M-60612

PRELIMINARY
Summary of Annual Benefits and Costs
For a Nevada-Only Port of Entry on I-15 Northbound
Near Jean, Nevada

Benefits

| | |
|---|---------------------|
| Temporary License & Annual Registration | \$ 217,000 |
| Hazardous-Materials Permits | 36,000 |
| Overdimensional Permits | 1,000 |
| Fines / Bails | 722,000 |
| Court Assessments | 433,000 |
| Accident Reduction | 143,000 |
| Increased Pavement Life | 477,000 |
| Fuel Tax Audits | 111,000 |
| Total | \$ 2,140,000 |

Costs

| | |
|------------------------------------|---------------------|
| Annualized Construction Cost | \$ 1,756,000 |
| Operating Costs: | |
| Salaries & Benefits | 2,584,000 |
| Officer Equipment (annualized) | 42,000 |
| Officer Training (annualized) | 341,000 |
| Computers and Communications | 325,000 |
| Supplies / Utilities / Maintenance | 328,000 |
| Court and Related Costs | 433,000 |
| Total | \$ 5,809,000 |

Difference

Annual Benefits Less Annual Costs = \$ 2,140,000 - \$ 5,809,000 = (**\$ 3,669,000**)

Benefit / Cost Ratio

Annual Benefits Divided by Annual Costs = \$ 2,140,000 / \$ 5,809,000 = **0.37**

M-70612

PRELIMINARY
Summary of Annual Benefits and Costs
For a Nevada-California Joint Port of Entry on I-15 Northbound
Near Jean, Nevada

Benefits

| | |
|---|---------------------|
| Temporary License & Annual Registration | \$ 300,000 |
| Hazardous-Materials Permits | 70,000 |
| Overdimensional Permits | 4,000 |
| Fines / Bails | 919,000 |
| Court Assessments | 561,000 |
| Accident Reduction | 187,000 |
| Increased Pavement Life | 1,057,000 |
| Fuel Tax Audits | 138,000 |
| Total | \$ 3,236,000 |

Costs

| | |
|------------------------------------|---------------------|
| Annualized Construction Cost | \$ 1,756,000 |
| Operating Costs: | |
| Salaries & Benefits | 2,584,000 |
| Officer Equipment (annualized) | 42,000 |
| Officer Training (annualized) | 341,000 |
| Computers and Communications | 325,000 |
| Supplies / Utilities / Maintenance | 328,000 |
| Court and Related Costs | 567,000 |
| Agreement Cost | 5,000 |
| Total | \$ 5,948,000 |

Difference

Annual Benefits Less Annual Costs = \$ 3,236,000 - \$ 5,948,000 = **(\$ 2,712,000)**

Benefit / Cost Ratio

Annual Benefits Divided by Annual Costs = \$ 3,236,000 / \$ 5,948,000 = **0.54**

Practicality of Ports of Entry in Nevada

Bill Draft Request 83 for the 2003 Nevada Legislature would require ports of entry (POEs) at certain Nevada borders. To help the Legislature make an informed decision, we are compiling and analyzing relevant information regarding the practicality of such facilities. Some salient points evolving from that ongoing analysis have been compiled for presentation to the State Transportation Board at its Jan. 28, 2003 meeting:

- Nevada already has 24 truck inspection stations, with 11 of those located on the Interstate system. Reasonably, eight of those facilities could be operated on a 24-hour basis for about a week.
- Under its Intelligent Transportation Systems for Commercial Vehicle Operations (ITS/CVO) program, Nevada has designed systems that reduce the dependency on fixed ports of entry. Nevada, like the rest of the nation, is designing and implementing electronic screening, credentialing, and safety-information-exchange systems that replace or reduce the demand on traditional port-of-entry functions. As electronic systems evolve, in addition to information about the truck, we will probably receive real-time information regarding the condition of driver. Although such systems may sound farfetched, they are already operational in advanced trucking operations and may be required under homeland-security provisions in the next federal highway bill.
- A 1993 benefit/cost study prepared by NDOT showed Nevada would recover 74 cents of each dollar spent annually on a POE on I-15 south of Las Vegas. Considering that costs (e.g., construction, right of way, and salaries) have grown at a higher rate than benefits (e.g., fines, fuel taxes, and registration fees) since 1993, a planned update of that study will likely show an even lower benefit/cost ratio.
- A 1993 NDOT commodity-flow study revealed that nearly 80 percent of trucks operating on our Interstate have an origin and destination outside of Nevada and are already being inspected at a POE in an adjoining state.
- The number of trucks that would be subject to inspection at a POE on I-15 south of Las Vegas that are not already being inspected at a POE in another state represents less than 2 percent of the commercial truck travel in the State.
- If POEs were constructed at all Interstate border crossings, the number of trucks that would be subject to inspection that are not already being inspected at a POE in another state represents less than 7 percent of the truck travel in Nevada.
- Previous studies have shown that the operation of POEs result in a significant diversion of trucks to alternate routes that are poorly suited for truck operations. Preferably, the trucks should travel on Interstate and other relatively safe routes that have been built to handle aggressive loads. Alternate routes likely to be adversely affected by diversion of both legally operating and illegally operating trucks resulting from POE operations on the Interstate include U.S. 50, U.S. 93, U.S. 95, U.S. 395 and numerous State Routes.
- Vehicle size and weight enforcement statistics have historically shown that the commercial-vehicle violation rates in all categories monitored are lower on the Interstate system than any other roadway classification in Nevada. These

statistics have also shown that targeted mobile, or roving, enforcement is a much more effective strategy than stationary enforcement at fixed sites.

- Currently 51 uniformed trooper positions are allocated for commercial-vehicle enforcement statewide (9 of those positions are vacant and 7 others are assigned other full-time duties outside of commercial enforcement). A POE would require a minimum of 16 troopers to operate continuously, or about one third of our existing 51 commercial trooper positions (or about half of the 35 currently active commercial troopers).

| EXPENDITURE AUTHORIZATION | | | | CURRENT ESTIMATE 10/01/02 | | | |
|--|--|-------|-------------------|---------------------------|-------------|--|--|
| EA:368500 | | | | | | | |
| DISTRICT | COUNTY | ROUTE | KILOPOST/POSTMILE | | | | |
| 08 | SBD | 15 | | | | | |
| DESCRIPTION | | | | | | | |
| JOINT PORT OF ENTRY at MOUNTAIN PASS, CA | | | | | | | |
| ITEM NUMBER CODE | ITEM DESCRIPTION | UNIT | QTY. | UNIT PRICE | AMOUNT | | |
| I. ROADWAY ITEMS | | | | | | | |
| Section 1 Earthwork | | | | | | | |
| 198001 | Imported Borrow | M3 | 207000 | \$8.00 | \$1,656,000 | | |
| 190101 | Excavation | M3 | 231525 | \$12.00 | \$2,778,300 | | |
| 160101 | Grubbing&Clearing | LS | 1 | \$200,000.00 | \$200,000 | | |
| 170101 | Water Supply | LS | 1 | \$100,000.00 | \$100,000 | | |
| Subtotal | | | | | \$4,734,300 | | |
| Section 2 Pavement Structural Section | | | | | | | |
| 280000 | Lean Concrete Base | M3 | 30463 | \$55.00 | \$1,675,465 | | |
| 260201 | Aggregate base | M3 | 24430 | \$27.00 | \$659,610 | | |
| 250201 | Class 2 Aggregate Base | M3 | 17912 | \$13.00 | \$232,856 | | |
| 401000 | Concrete Pavement | M3 | 61094 | \$95.00 | \$5,803,930 | | |
| 520106A | Bar Reinforcing Steel (Dowel Epoxy Coat) | Kg | 549678 | \$1.50 | \$824,517 | | |
| 406001 | Tie Bars | EA | 61744 | \$3.00 | \$185,232 | | |
| 150857 | AC Surface Removal | M3 | 3570 | \$25.00 | \$89,250 | | |
| 390186 | Asphalt Concrete - TYPE A | TONNE | 2577 | \$50.00 | \$128,850 | | |
| 153154 | Cold Plane AC Pavement (60 mm maximum) | M2 | 17280 | \$9.00 | \$155,520 | | |
| Subtotal | | | | | \$9,755,230 | | |
| Section 3 Drainage | | | | | | | |
| 650067 | 300 mm Reinforce Concrete Pipe | M | 32 | \$250.00 | \$8,000 | | |
| 650075 | 600 mm Reinforce Concrete Pipe | M | 2735 | \$250.00 | \$683,750 | | |
| 015222 | 400 mm Pipe Down Drain | M | 14 | \$485.00 | \$6,790 | | |
| 703233 | Grated Line Drain | M | 176 | \$250.00 | \$44,000 | | |
| 510502 | Minor Concrete (Minor Structure) | M3 | 145 | \$600.00 | \$87,000 | | |
| 750001 | Misc Iron and Steel | KG | 6898 | \$1.80 | \$12,416 | | |
| 721008 | Rock Slope Protection(Light Method B) | M3 | 72 | \$180.00 | \$12,960 | | |
| 721010 | Rock Slope Protection(Backing No. 1, Method B) | M3 | 517 | \$45.00 | \$23,265 | | |
| 721619 | Rock Slope Protection(1/4 Tonne Method B) | M2 | 869 | \$90.00 | \$78,210 | | |
| 721023 | Rock Slope Protection(1/2 Tonne) | M2 | 43 | \$48.00 | \$2,064 | | |
| 729010 | Rock Slope Protection Fabric | M2 | 1680 | \$3.25 | \$5,460 | | |
| 530100 | Shotcrete | M3 | 1383 | \$150.00 | \$207,450 | | |
| 194001 | Ditch Excavation | M3 | 12047 | \$14.00 | \$168,658 | | |
| 510410 | Class 1 Concrete | M3 | 497 | \$400.00 | \$198,800 | | |
| 520107 | Bar Reinforcing Steel | KG | 40065 | \$1.25 | \$50,081 | | |
| 405030 | Place PCC (Misc Area) | M3 | 457 | \$98.00 | \$44,786 | | |
| 194001 | Channel Excavation | M3 | 140000 | \$3.00 | \$420,000 | | |
| 011564 | Soil Cement | M2 | 56460 | \$10.00 | \$564,600 | | |
| Subtotal | | | | | \$2,618,291 | | |
| Section 4 Specialty Items | | | | | | | |
| 200001 | Highway Planting | LS | 1 | \$194,000.00 | \$194,000 | | |
| 200114-B | Rock Outcroppings (1.8m-Brown) | EA | 13 | \$1,800.00 | \$23,400 | | |
| 200114-C | Rock Outcroppings (1.8m-Gold) | EA | 37 | \$1,800.00 | \$66,600 | | |
| 200114-D | Rock Outcroppings (1.2 m-Brown) | EA | 26 | \$600.00 | \$15,600 | | |
| 200114-E | Rock Outcroppings (1.2 m-Gold) | EA | 74 | \$600.00 | \$44,400 | | |
| 200114-F | Rock Outcroppings (0.9 m-Brown) | EA | 65 | \$200.00 | \$13,000 | | |
| 200114-G | Rock Outcroppings (0.9 m-Gold) | EA | 185 | \$200.00 | \$37,000 | | |
| 200101-A | Rock Gravel (20mm-Brown) | M3 | 280 | \$150.00 | \$42,000 | | |
| 200101-B | Rock Gravel (20mm-Gold) | M3 | 2750 | \$100.00 | \$275,000 | | |
| 200101-C | Rock Gravel (50mm-Brown) | M3 | 290 | \$200.00 | \$58,000 | | |
| 200101-D | Rock Gravel (50mm-Gold) | M3 | 590 | \$380.00 | \$224,200 | | |
| 200101-E | Rock Gravel (100-300mm-Gold) | M3 | 1120 | \$180.00 | \$201,600 | | |
| 204099 | Plant Establishment Work | LS | 1 | \$80,000.00 | \$80,000 | | |
| 208000 | Irrigation System | LS | 1 | \$290,000.00 | \$290,000 | | |
| 860640 | Irrigation Controller Enclosure Cabinet | EA | 2 | \$3,000.00 | \$6,000 | | |
| 206003 | 25mmx100mm Header Board | M | 4623 | \$4.00 | \$18,492 | | |
| 860640 | Irrigation Controller Enclosure Cabinet | EA | 2 | \$2,500.00 | \$5,000 | | |
| 860797 | Electric Service (Irrigation)(S) | LS | 2 | \$10,000.00 | \$20,000 | | |
| 200114-A | Rock Blanket (Type 1) | HA | 1343 | \$80.00 | \$107,440 | | |
| 202007 | DUFF | HA | 104 | \$5,000.00 | \$520,000 | | |
| 203561-A | Tree Well Grate | EA | 26 | \$500.00 | \$13,000 | | |
| 208758-A | 200mm Bituminous(Coated Corrugated Steel-Irrigation crossover) | M | 203 | \$120.00 | \$24,360 | | |
| 208758-B | 200mm Bituminous(Coated Corrugated Steel-Irrigation) | M | 325 | \$90.00 | \$29,250 | | |
| 066903 | Damage Repair | LS | 1 | \$4,000.00 | \$4,000 | | |
| 066210 | Minor Landscape Modifications | LS | 1 | \$20,000.00 | \$20,000 | | |
| 066904 | Remove Rocks & Debris | LS | 1 | \$8,000.00 | \$8,000 | | |
| 015188 | 24 Station Controller | LS | 2 | \$3,000.00 | \$6,000 | | |
| 203015 | Erosion Control | HA | 113 | \$3,000.00 | \$339,000 | | |
| 074019 | SWPPP | LS | 1 | \$50,000.00 | \$50,000 | | |
| 832003 | Barriers&Guardrails | LS | 1 | \$272,000.00 | \$272,000 | | |
| 800008 | Perimeter Fence - BW Fence | M | 4200 | \$10.00 | \$42,000 | | |
| 150606 | Remove Fence (Type BW) | M | 4040 | \$5.00 | \$20,200 | | |
| 030939 | Additional Desert Tortoise Fence (Permanent) | M | 4050 | \$30.00 | \$121,500 | | |
| 015863 | Temporary DT Fence for construction | M | 8350 | \$15.00 | \$125,250 | | |
| 021167 | Relocate DT Fence | M | 8350 | \$25.00 | \$208,750 | | |
| 066105 | Resident Engineer's Office | LS | 1 | \$150,000.00 | \$150,000 | | |
| 066810 | Survey Marker Disk | LS | 1 | \$5,000.00 | \$5,000 | | |
| Subtotal | | | | | \$3,680,042 | | |

| Amounts Attributed to Agricultural Inspections | Amounts Attributed to Commercial Vehicle Inspections |
|--|--|
| | |
| \$537,944 | \$1,118,056 |
| \$926,100 | \$1,852,200 |
| \$60,000 | \$140,000 |
| \$30,000 | \$70,000 |
| \$1,554,044 | \$3,180,256 |
| | |
| \$558,470 | \$1,116,995 |
| \$219,861 | \$439,749 |
| \$77,623 | \$155,233 |
| \$1,934,675 | \$3,869,255 |
| \$264,992 | \$559,526 |
| \$55,068 | \$130,164 |
| | \$89,250 |
| | \$128,850 |
| | \$155,520 |
| \$3,110,689 | \$6,644,542 |
| | |
| | \$8,000 |
| \$189,500 | \$494,250 |
| | \$6,790 |
| \$14,750 | \$29,250 |
| \$28,800 | \$58,200 |
| \$4,138 | \$8,278 |
| \$1,440 | \$11,520 |
| | \$23,265 |
| | \$78,210 |
| | \$2,064 |
| \$33 | \$5,428 |
| \$1,050 | \$206,400 |
| \$56,224 | \$112,434 |
| \$66,400 | \$132,400 |
| \$16,694 | \$33,388 |
| \$14,896 | \$29,890 |
| \$140,001 | \$279,999 |
| | \$564,600 |
| \$533,925 | \$2,084,365 |
| | |
| \$66,000 | \$128,000 |
| \$9,000 | \$14,400 |
| \$27,000 | \$39,600 |
| \$6,000 | \$9,600 |
| \$18,000 | \$26,400 |
| \$5,000 | \$8,000 |
| \$15,000 | \$22,000 |
| \$21,000 | \$21,000 |
| \$82,000 | \$193,000 |
| \$18,000 | \$40,000 |
| \$60,800 | \$163,400 |
| \$180,000 | \$21,600 |
| \$30,000 | \$50,000 |
| \$85,000 | \$205,000 |
| \$3,000 | \$3,000 |
| \$6,164 | \$12,328 |
| \$2,500 | \$2,500 |
| \$3,500 | \$16,500 |
| \$35,840 | \$71,600 |
| \$150,000 | \$370,000 |
| \$4,500 | \$8,500 |
| \$8,160 | \$16,200 |
| \$9,720 | \$19,530 |
| \$2,000 | \$2,000 |
| \$10,000 | \$10,000 |
| \$4,000 | \$4,000 |
| \$1,000 | \$5,000 |
| | \$339,000 |
| \$15,000 | \$35,000 |
| \$90,000 | \$182,000 |
| \$14,000 | \$28,000 |
| \$6,735 | \$13,465 |
| \$40,500 | \$81,000 |
| \$41,745 | \$83,505 |
| \$69,575 | \$139,175 |
| | \$150,000 |
| | \$5,000 |
| \$1,140,739 | \$2,539,303 |

M-110612

| Section 5 Traffic Items | | | | | | | |
|--|---|----|-------|----------------|---------------------|---------------------|---------------------|
| 120090 | Construction Area Signs | LS | 1 | \$15,000.00 | \$15,000 | \$5,000 | \$10,000 |
| 120100 | Traffic Control System | LS | 1 | \$280,000.00 | \$280,000 | \$41,000 | \$239,000 |
| 120159 | Temporary Traffic Stripe (Paint) | M | 800 | \$1.80 | \$1,440 | | \$1,440 |
| 120165 | Channelizer | EA | 10 | \$60.00 | \$600 | \$180 | \$420 |
| 128650 | Portable Changeable Message Sign | EA | 2 | \$10,000.00 | \$20,000 | \$10,000 | \$10,000 |
| 129000 | Temporary Railing (Type K) | M | 3960 | \$40.00 | \$158,400 | \$52,800 | \$105,600 |
| 129100 | Temporary Crush Cushion Module | EA | 28 | \$350.00 | \$9,800 | \$3,150 | \$6,650 |
| 150714 | Remove Thermoplastic Traffic Stripe (White) | M | 3090 | \$1.80 | \$5,562 | | \$5,562 |
| 150714A | Remove Thermoplastic Traffic Stripe (Yellow) | M | 280 | \$1.80 | \$504 | | \$504 |
| 150715 | Remove Thermoplastic Pavement Marking | M2 | 10 | \$40.00 | \$400 | | \$400 |
| 150722 | Remove Pavement Marking | EA | 3475 | \$1.80 | \$6,255 | | \$6,255 |
| 150742 | Remove Roadside Sign | EA | 16 | \$150.00 | \$2,400 | | \$2,400 |
| 150760 | Remove Sign Structures | EA | 1 | \$4,000.00 | \$4,000 | | \$4,000 |
| 560213 | Furnish Sign Structure (Lightweight) | KG | 1600 | \$10.00 | \$16,000 | \$5,330 | \$10,670 |
| 560214 | Install Sign Structure (Lightweight) | KG | 1600 | \$3.00 | \$4,800 | \$1,599 | \$3,201 |
| 560218 | Furnish Sign Structure (Truss) | KG | 8250 | \$6.50 | \$53,625 | \$17,875 | \$35,750 |
| 560219 | Install Sign Structure (Truss) | KG | 8250 | \$2.00 | \$16,500 | \$5,500 | \$11,000 |
| 560223 | Furnish Sign Structure (Bridge mounted w/o walkway) | LS | 1 | \$9,000.00 | \$9,000 | \$3,000 | \$6,000 |
| 560224 | Install Sign Structure (Bridge mounted w/o walkway) | LS | 1 | \$2,000.00 | \$2,000 | \$700 | \$1,300 |
| 561009A | 914 mm Cast-in-drilled-hole concrete pile (sign foundation) | M | 5 | \$1,800.00 | \$8,280 | \$3,600 | \$4,680 |
| 561009 | 920 mm Cast-in-drilled-hole concrete pile (sign foundation) | M | 14 | \$1,800.00 | \$25,200 | \$9,000 | \$16,200 |
| 566011 | Roadside Sign - One Post | EA | 25 | \$350.00 | \$8,750 | \$2,800 | \$5,950 |
| 566012 | Roadside Sign - Two Post | EA | 28 | \$400.00 | \$11,200 | \$3,600 | \$7,600 |
| 840515 | Thermoplastic Pavement Markings | M2 | 124 | \$40.00 | \$4,960 | \$1,640 | \$3,320 |
| 568016 | Install Sign Panel on existing frame | EA | 6 | \$500.00 | \$3,000 | \$1,000 | \$2,000 |
| 820107 | Delineator (Class 1) | EA | 296 | \$45.00 | \$13,320 | \$4,455 | \$8,865 |
| 820134 | Object Marker (Type P) | EA | 4 | \$100.00 | \$400 | \$100 | \$300 |
| 820135 | Object Marker (Type R) | EA | 8 | \$100.00 | \$800 | \$300 | \$500 |
| 840561 | 100mm Thermoplastic Traffic Stripe | M | 29882 | \$1.20 | \$35,858 | \$10,296 | \$25,562 |
| 840563 | 200mm Thermoplastic Traffic Stripe | M | 1708 | \$2.50 | \$4,270 | \$1,423 | \$2,848 |
| 850102 | Pavement Marker - Reflective | EA | 1920 | \$4.00 | \$7,680 | \$2,560 | \$5,120 |
| 842000 | Parking Bumper | EA | 64 | \$50.00 | \$3,200 | \$1,050 | \$2,150 |
| 840666 | Paint Pavement Marker (2-coat) | M2 | 92 | \$40.00 | \$3,680 | \$1,240 | \$2,440 |
| 850102 | Pavement Marker (Retro-reflective) | EA | 2330 | \$4.00 | \$9,320 | \$2,800 | \$6,520 |
| 850101 | Pavement Marker (Non-reflective) | EA | 286 | \$2.50 | \$715 | \$238 | \$478 |
| 840656 | Paint Traffic Stripe | M | 5916 | \$1.50 | \$8,874 | \$2,958 | \$5,916 |
| 860460 | Lighting-Roadway | LS | 1 | \$30,000.00 | \$30,000 | \$10,000 | \$20,000 |
| 066063 | Traffic Management Plan | LS | 1 | \$50,000.00 | \$50,000 | | \$50,000 |
| Subtotal | | | | | \$835,793 | \$205,193 | \$630,600 |
| Total (Sections 1 thru 5) | | | | | \$21,623,656 | \$6,544,590 | \$15,079,066 |
| Section 6 Minor Items | | | | | | 0% | \$0 |
| Subtotal (Sections 1 thru 6) | | | | | \$21,623,656 | \$6,544,590 | \$15,079,066 |
| Section 7 Roadway Mobilizations | | | | | | 10% | \$2,162,366 |
| Section 8 Roadway Additions | | | | | | 0% | \$0 |
| Supplemental Work | | | | | | 0% | \$0 |
| Contingencies | | | | | | 5% | \$1,081,183 |
| TOTAL ROADWAY ITEMS | | | | | \$24,867,204 | \$7,853,508 | \$17,013,697 |
| II. STRUCTURE ITEMS | | | | | | | |
| Section 1 CVEF & AIF Facilities | | | | | | | |
| | Agricultural Inspection Facility | LS | 1 | \$3,022,000.00 | \$3,022,000 | \$3,022,000 | |
| | Commercial Vehicle Enforcement Facility | LS | 1 | \$9,840,000.00 | \$9,840,000 | | \$9,840,000 |
| | Demolition - Yermo Inspection Facility | LS | 1 | \$500,000.00 | \$500,000 | \$500,000 | |
| Subtotal | | | | | \$13,362,000 | \$3,522,000 | \$9,840,000 |
| Section 2 Bridges | | | | | | | |
| | New Bridge for Auto Lane | LS | 1 | \$666,000.00 | \$666,000 | \$222,000 | \$444,000 |
| | New Bridge for Bypass Lane | LS | 1 | \$350,000.00 | \$350,000 | \$116,000 | \$234,000 |
| | New Bridge for Truck Lane | LS | 1 | \$347,000.00 | \$347,000 | \$115,000 | \$232,000 |
| Subtotal | | | | | \$1,363,000 | \$453,000 | \$910,000 |
| TOTAL STRUCTURES ITEMS | | | | | \$14,725,000 | \$3,975,000 | \$10,750,000 |
| SUBTOTAL CONSTRUCTION COST | | | | | \$39,592,204 | \$11,828,508 | \$27,763,697 |
| III. RIGHT OF WAY | | | | | | | |
| | Acquisition (5:1 ratio for 279 acres) | HA | 565 | \$1,420.00 | \$802,300 | \$266,960 | \$535,340 |
| | Utility Relocation (Fiber Optic) | M | 1850 | \$105.00 | \$194,250 | \$64,785 | \$129,465 |
| | Fees and Services | LS | 1 | \$2,000.00 | \$2,000 | \$700 | \$1,300 |
| RIGHT OF WAY COST | | | | | \$998,550 | \$332,445 | \$666,105 |
| TOTAL PROJECT COST | | | | | \$40,590,754 | \$18,705,543 | \$43,508,868 |

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