



March 21, 2017

Atkins North America, Inc.
7604 Technology Way, Suite 400
Denver, Colorado 80237

Attention: Mr. Matt Aguirre, PE
Transportation Engineer

Subject: Life Cycle Cost Analysis, North I-25 Reconstruction Project – Infill 2 North Segment from North of State Highway 392 to the Port of Entry, Larimer County, Colorado, CDOT Project No. IM 0253-255(21506), RockSol Project Number 292.05

Dear Mr. Aguirre:

RockSol Consulting Group, Inc. (RockSol) has performed a Life Cycle Cost Analysis (LCCA) for the subject project as part of the pavement design evaluation. Per Section 13.2 of the 2017 CDOT ME Pavement Design Manual (PDM), a Life Cycle Cost Analysis (LCCA) comparing asphalt and concrete should be prepared for all surface treatment projects with more than \$2,000,000 initial pavement cost where both pavement types are considered feasible alternatives as determined by the CDOT Regional Materials Engineer.

This LCCA is based on proposed pavement construction for northbound and southbound I-25 between approximate Mile Post (MP) 263.3 to MP 267.5, located just north of State Highway 392 to the Port of Entry located just south of Prospect Road, (Project Station No. 3770+00 to 3990+00). Also included in this LCCA is a section of northbound I-25 from the south end of the Port of Entry (Station No. 3990+00) extending to the north approximately 1,375 feet (Station No. 4003+75). The term infill is used to describe a non-EIS configuration with widening to the inside median area for the express lane construction as well as to the outside areas as needed for the 2-plus-1 lane configuration.

Table 1 lists the approximate widths and lengths based on information provided in the project plans (*North I-25 Express Lanes, Typical Sections, I-25 Mainline*, dated 1/9/2017) where new pavement is constructed over new subgrade and where new pavement is constructed over existing pavement (overlay section) are proposed in the Infill 2 North Segment project limits. The term "overlay" is used in this LCCA only to indicate new pavement construction over existing pavement structure. Design life of 20 years for new flexible pavement and 30 years for new rigid pavement was used for design of new pavements for Infill 2 North Segment project limits.

For this project, two pavement types were considered for the LCCA; rigid pavement consisting of portland cement concrete pavement (PCCP) and flexible pavement consisting of hot mix asphalt (HMA) and stone matrix asphalt (SMA). An Annual Growth Rate of 2.6 percent was used for pavement thickness designs. A summary of evaluated pavement sections is presented in Tables 2A and 2B.

Table 1 – Infill 2 North Segment Project Area Description

Station No.	New Pavement over New Subgrade				Overlay Section – New Pavement over Existing Pavement			
	Average Width (ft)	Length (ft)	Area (SF)	Area (SY)	Average Width (ft)	Length (ft)	Area (SF)	Area (SY)
3770 to 3773+49	130	349	45370	5041.1	0	0	0	0.0
3773+49 to 3789+50	90	1601	144090	16010.0	34	1601	54434	6048.2
3789+50 to 3801	56	1150	64400	7155.6	68	1150	78200	8688.9
3801 to 3849	63	4800	303840	33760.0	55	4800	265920	29546.7
3849 to 3883+62	56	3462	193872	21541.3	89	3462	308118	34235.3
3883+62 to 3886+67	90	305	27450	3050.0	44	305	13420	1491.1
3886+67 to 3928	141	4133	582753	64750.3	0	0	0	0.0
3928 to 3990	56	6200	347200	38577.8	82	6200	508400	56488.9
NB ONLY 3990 to 3995+96	28	596	16688	1854.2	39	596	23244	2582.7
NB ONLY 3995+96 to 4003+75	28	779	21812	2423.6	35	779	27265	3029.4
Total			1,747,475	194,164	Total		1,279,001	142,111

Table 2A – Evaluated Pavement Section Summary (New Pavement Construction)

North I-25 Mainline Infill 2 North Segment Station and Mile Post	Full Depth Pavement Section (20 year SMA/HMA and 30 Year PCCP)		
	SMA over HMA (inches) (Note 1)	ABC (inches)	R-40 (inches)
Station No. 3770+00 to 3990+00 MP 263.3 to MP 267.5 And Northbound Only from 3990+00 to 4003+75	12.5	6.0	24
	PCCP (inches)	ABC (inches)	R-40 (inches)
	12.0	6.0	24

Note 1: 2 inches of SMA over 10.5 inches of HMA.

ABC = CDOT Class 6 Aggregate Base Course. R-40 = R-Value of subgrade material for the minimum designed depth beneath ABC.

Table 2B – Evaluated Pavement Section Summary (Overlay Pavement Construction)

North I-25 Mainline Infill 2 North Segment Station and Mile Post	Overlay Pavement Section (20 year SMA/HMA and 30 Year PCCP)		
Station No. 3770+00 to 3990+00 MP 263.3 to MP 267.5 And Northbound Only from 3990+00 to 4003+75	SMA over HMA (inches) (Note 1)	Remaining of Existing HMA after Milling (inches)	Minimum Rubblized Existing Concrete (inches)
	4.0	4.0	8.0
	PCCP (inches)	Remaining of Existing HMA after Milling (inches)	Minimum Rubblized Existing Concrete (inches)
	13.5	4.0	8.0

Note 1: 2 inches of SMA over 2 inches of new HMA.

All PCCP pavement sections presented in Tables 2A and 2B include ¼ inch allowance for future diamond grinding.

This LCCA is based on phasing for the initial pavement construction to be completed off the inside shoulder median area of northbound and southbound I-25, then traffic will be shifted onto the newly constructed pavement so overlay pavement can be constructed for northbound and southbound I-25. RockSol understands that two lanes of traffic will be required to remain open for northbound and southbound I-25 during construction for this project. Initial pavement construction near overpasses will be governed by the construction phasing of the proposed bridge structures within the limits of the LCCA site. The estimated length of time for pavement construction is estimated to be significantly less than the estimated length of time for the construction of the proposed bridge structures planned for this project. A construction phasing schedule was not developed at the time of this LCCA.

Based on recent construction projects and traffic control permitting requirements for Region 4 along I-25, a workzone speed limit of 65 miles per hour (mph) and a workzone length of 4.2 miles (full project limit) was used for initial construction for long term traffic control purposes. A workzone speed limit of 55 mph and a workzone length of 2 miles was used for rehabilitation construction for short term operations.

LCCA Input Summary

The LCCA was performed using a 40-year analysis period and a 30-year design life period for rigid pavement, assuming an initial/base construction year of 2020. Based on Section 13.3.3 of the 2017 CDOT ME PDM, a triangular distribution with the most likely value of 27 years (2047) was used for the first rigid pavement rehabilitation cycle. The rigid pavement rehabilitation analysis included a ½ percent slab replacement in the travel lanes and 100 percent diamond grinding of ¼ inch and longitudinal and transverse joint resealing.

The LCCA was performed using a 40-year analysis period and a 20-year design life period for flexible pavement, assuming an initial/base construction year of 2020. Rehabilitation of the flexible pavement included a 2-inch mill and overlay with 2 inches of SMA and 1.5 inches of HMA at year 2034 and a 2-inch mill and overlay with 2 inches of SMA and 2 inches of HMA at year 2047. The rehabilitation time periods are based on Table 13.1 in the 2017 CDOT ME PDM and discussions with CDOT Region 4 Materials.

Additional factors used in the LCCA for both flexible and rigid pavements include a discount rate of 2.22 percent, Cost of Engineering (CE) of 22.1 percent, Traffic Control Cost of 15 percent for the initial construction and rehabilitation operations. A Preliminary Engineering (PE) cost of 10 percent was used for the rehabilitation operations.

Annual maintenance costs used for the LCCA are \$1,027 per lane mile for HMA and \$640 per lane mile for PCCP per Section 13.5.3 of the 2017 CDOT PDM.

Sources for evaluation of material costs and production rates included:

- 1) 2017 CDOT Pavement Design Manual (Chapter 13).
- 2) CDOT Colorado Construction Cost Index Report, Calendar Year 2016, Second Quarter.
- 3) 2013 through 2016 CDOT Cost Data Information and Bid Tabs.
- 4) Discussions with CDOT Region 4.
- 5) Discussions with representatives from the Colorado Asphalt Pavement Association (CAPA) and American Concrete Pavement Association (ACPA).
- 6) CDOT Engineering Estimates and Marketing Analysis information.
- 7) Recent E-470 Asphalt Paving Material Prices

Pricing for PCCP was evaluated with CDOT data for large projects considered appropriate for comparison and a plot of that price data is attached. Most of the price data was for PCCP ranging from 10 to 12 inches. Also evaluated was Table 13.19 of the 2017 CDOT M-E PDM which lists prices for PCCP, 12 or greater inches, with a normalized average price per square yard of \$38.36. This value is slightly higher than the price indicated in the price plot attached.

Also strongly considered was a recent PCCP paving project, I-25 from Lincoln to County Line that included PCCP which was 13-inches thick and was for nearly 75,000 square yards. For that project three bidders provided costs for the PCCP which were \$38.50, \$49.50, and \$52.00 per square yard (\$2.96, \$3.81, and \$4.00 per square yard-inch, respectively). ACPA has provided an estimated unit price of PCCP of \$3.50 to \$3.75 per square yard-inch. Based on this range of PCCP pricing, RockSol is using PCCP pricing that is consistent with the I-25 Lincoln to County Line bidding prices and the ACPA pricing estimate.

Pricing for SMA and S mix asphalt was evaluated using prices for projects bid after 2012 and a plot of the price data is included in Appendix A. Tack coat (emulsified asphalt – slow setting) was included as a cost item for this LCCA. Of the projects evaluated for cost, most listed tack coat as a separate cost item but some did not. Where tack coat was not listed as a separate cost item in the cost data, it was included in the SMA/ HMA cost data. To appropriately compare SMA/HMA costs for all projects evaluated, where tack coat was included in the HMA/SMA costs, an average cost for tack coat per ton of HMA/SMA was subtracted from the HMA/SMA unit costs for this LCCA.

Table 3 presents the basic material, construction and rehabilitation costs, and production rates.

Table 3 - Material, Construction and Rehabilitation Costs and Production Rates

Operation/Material	Production Rate	Minimum Cost (\$)	Most Likely Cost (\$)	Maximum Cost (\$)
10.5-inches - HMA Grading S (100) PG 64-22 (price per ton)	2,200 tons/day (75%) 1,800 tons/day (25%)	60.00	65.00	70.00
2-inches - SMA (Fiber)	1,800 tons/day (75%) 1,500 tons/day (25%)	90.00	95.00	100.00
Tack Coat Material (Emulsified Asphalt – Slow Setting) (SY)	Performed ahead of paving operations (same day/night)	0.28	0.38	0.48
Planing/Milling (HMA) SY	2 days ahead of paving operations	2.04	2.27	2.50
Rigid Pavement 12.0 to 13.5 inches (price per SY-in)	5,500 (75%)(SY/day) 2,880 (25%) (SY/day) [Production rate includes time required to achieve strength and sealing]	3.25	3.50	3.75
Rigid Slab Replacement (SY) (includes removal/replacement)	5 Panels per day/night	125	150	175
Grinding Concrete Pavement (SY)	7,040 SY/day	3.00	3.50	4.00
Sawing and Sealing Concrete Joints (linear feet)	10,000 LF/day	2.25	2.75	3.25

The area for Infill 2 North Segment is approximately 336,275 square yards (SY). Using the production rates of 5,500 SY per day for normal production (75 percent of the time) and 2,880 SY per day for lower production (25 percent of the time), the initial construction for the rigid alternative was determined to be 75 days.

A total of 36,990 tons of SMA and 127,762 tons of HMA was determined based on the total area and design thicknesses. Tack coat placement was based on total project square yardage, number of lifts for HMA/SMA placement, and an application rate of 0.1 gallons per square yard. Based on 25 percent of the total tons for low production days, 75 percent for normal production days and the production rates listed in Table 3 for SMA and HMA material types, a total of 83 days was determined for initial construction of the flexible alternative.

User costs are included in the LCCA for both pavement alternatives for initial pavement construction and for their respective rehabilitation operations. User cost information from the LCCA is attached.

LCCA Output Summary

Based on the results of the LCCA, the probabilistic analysis indicates the rigid pavement option is less costly than the flexible pavement option by a difference of 32.2 percent at the 75 percentile as shown in Table 4. CDOT uses the 75 percentile as the basis for comparison of pavement alternatives. The output results for CDOT User Cost Website and RealCost are included in Appendix B.

Table 4 – Probabilistic LCCA Results (40 Year Analysis)

Statistics	Alternative 1 – Flexible Pavement			Alternative 2 – Rigid Pavement		
	LCCAOutput: Alternative 1: Agency Cost	LCCAOutput: Alternative 1: User Cost	Flexible Pavement Total	LCCAOutput: Alternative 2: Agency Cost	LCCAOutput: Alternative 2: User Cost	Rigid Pavement Total
Probability Function	(Thousands)	(Thousands)	(Thousands)	(Thousands)	(Thousands)	(Thousands)
Minimum	22067.20	78.85	22146.05	19354.14	24.17	19378.31
Maximum	33231.85	245.97	33477.82	24307.77	283.70	24591.47
Mean	29030.38	190.27	29220.65	22197.04	184.98	22382.02
Median	29175.28	193.23	29368.51	22217.13	201.64	22418.77
Standard Deviation	1727.79	24.28	1752.08	867.40	57.29	924.69
Percentile (5%)	26033.81	147.38	26181.19	20764.36	74.80	20839.16
Percentile (25%)	27974.82	176.18	28151.00	21615.13	143.58	21758.71
Percentile (75%)	30249.46	207.32	30456.77	22808.14	228.67	23036.81
Percentile (95%)	31622.55	224.29	31846.84	23606.21	254.43	23860.64

The cost and duration indicated on the User Cost output sheets are based on the total pavement area (new and overlay pavement sections) as outlined in Table 1 for the Infill 2 North Segment Project limits. Based on the CDOT User Cost website, user costs for initial and rehabilitation construction operations for the flexible and rigid pavement alternatives are outlined in Table 5.

Table 5 – LCCA User Costs Summary

Operation	Flexible Pavement	Rigid Pavement
Initial Construction (2020)	\$14,445	\$14,445
Rehabilitation 2034	\$116,152	----
Rehabilitation 2047	\$168,206	\$356,097
Total	\$298,803	\$370,542

Prepared by:
RockSol Consulting Group, Inc.



Ryan Lepro
Engineering Geologist



Donald G. Hunt, P.E.
Senior Geotechnical Engineer

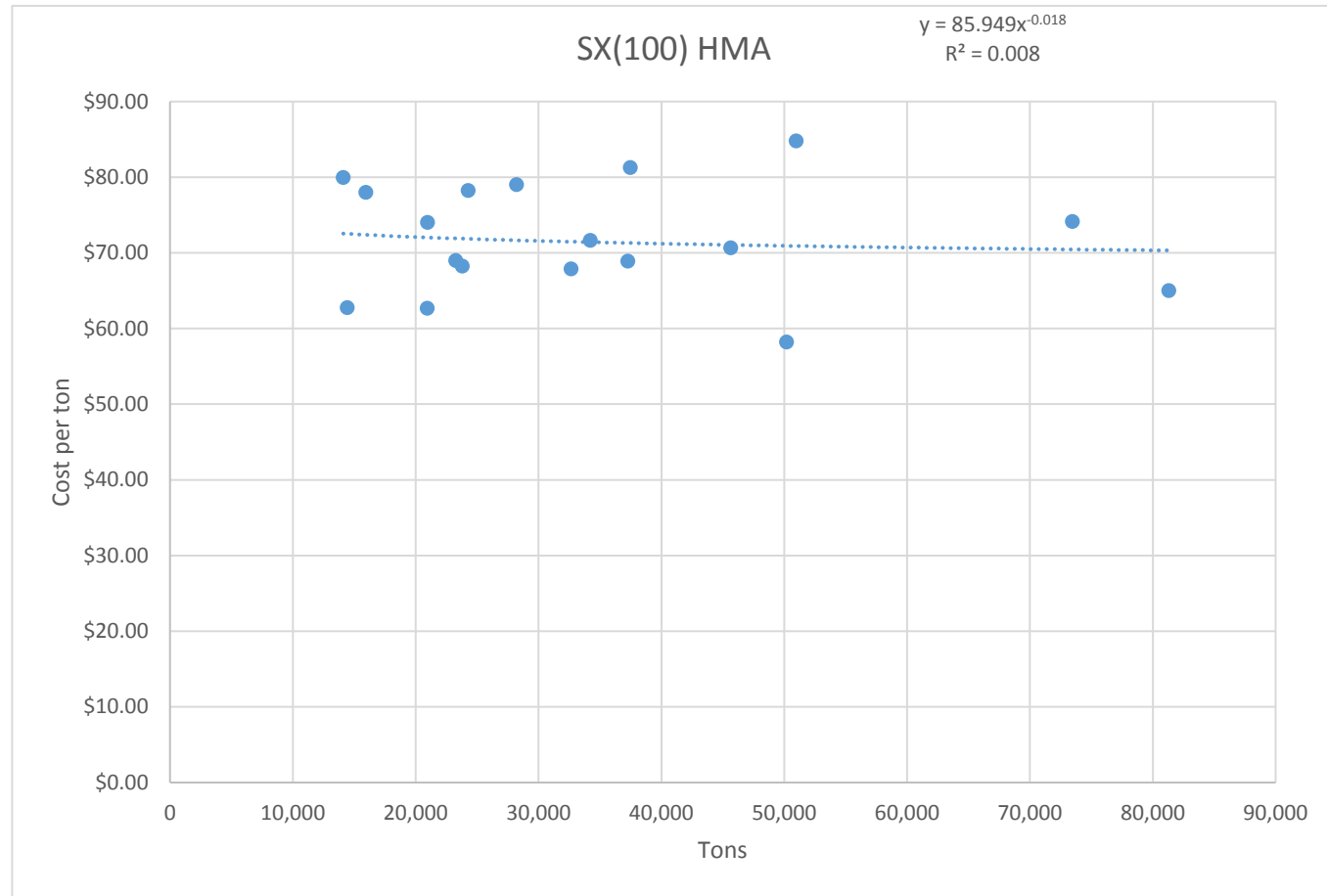


Attachments

- Appendix A: SMA, HMA, PCCP Unit Cost Information
- Appendix B: LCCA Input and Output Summary Sheets

APPENDIX A

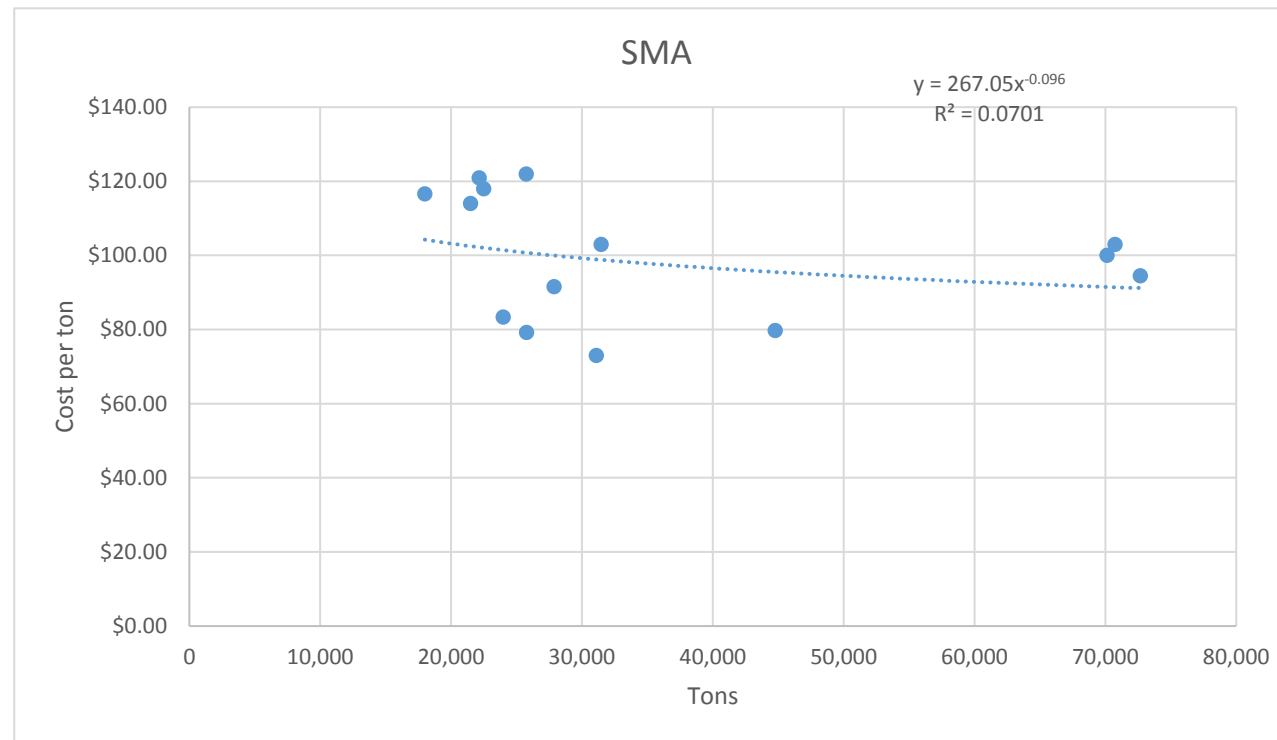
SMA, HMA, PCCP UNIT COST INFORMATION



HMA
300000 tons

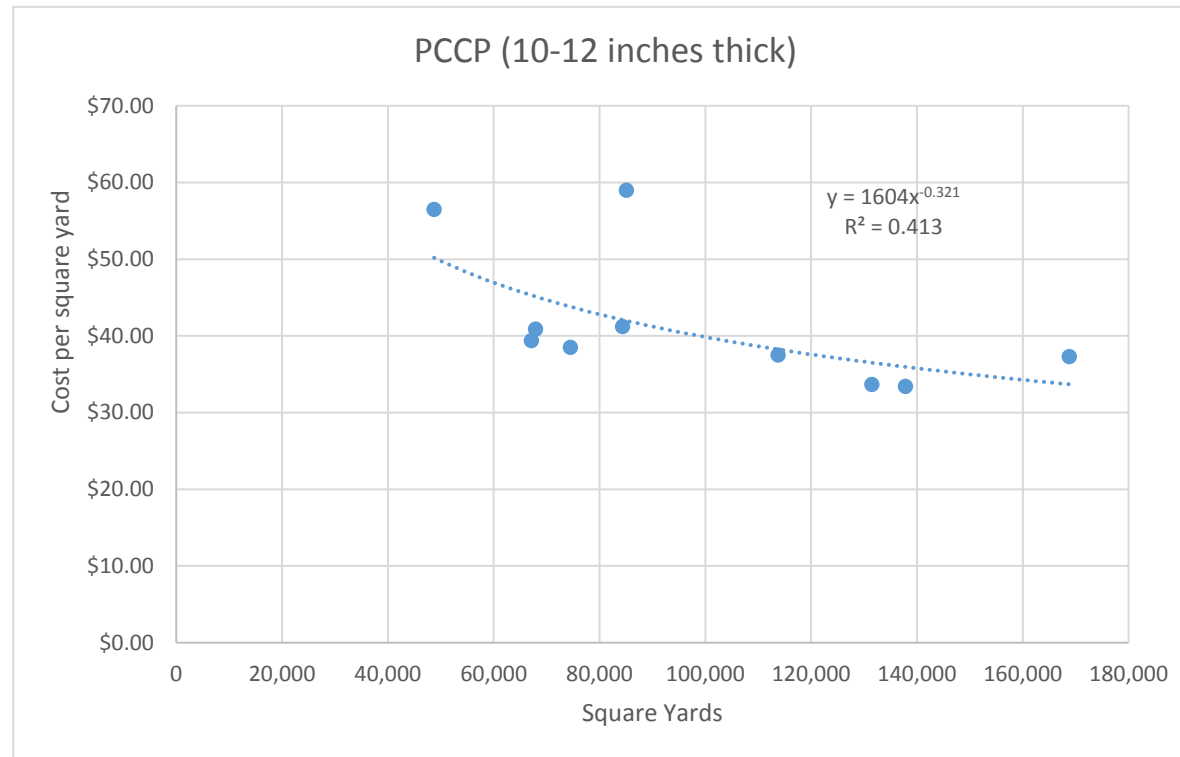
Unit Price
\$ per ton **\$68.49**

Bid Date	Contract ID	Location	Awarded To	Quantity (tons)	Unit Cost (\$/ton)	Total Cost (\$)	Unit Price Tack Coat (\$)	Quantity (gal)	Total Cost Tack Coat (\$)
FEB 07 2013	C18825	US 50, LA JUNTA # EAST, 4-LANE	MARTIN MARIETTA MATERIALS	50,170	\$58.21	\$2,920,396	\$2.81	21,522.00	\$60,477
MAR 28 2013	C19014	I 25A, MIDWAY NORTH, Site 1, Site 2, Site 3, and	SCHMIDT CONSTRUCTION COMPANY	37,258	\$68.90	\$2,567,076	\$2.51	13,283.00	\$33,340
APR 18 2013	C18736	SH30: FLORIDA TO 1ST & SH83: JEWELL TO	BRANNAN SAND AND GRAVEL, LLC	23,247	\$69.00	\$1,604,043	\$3.09	8,050.00	\$24,875
MAR 13 2014	C19655	I-25, BUTTE CREEK SOUTH (MP 50-59)	APC SOUTHERN CONSTRUCTION COMPANY, LLC	73,458	\$74.14	\$5,446,195	\$2.85	22,012.00	\$62,734
MAR 13 2014	C19655	I-25, BUTTE CREEK SOUTH (MP 50-59)	APC SOUTHERN CONSTRUCTION COMPANY, LLC	14,104	\$79.97	\$1,127,897	\$2.85	4,224.00	\$12,038
Apr-14		I-25 SANTA FE ALAMEDA INTERCHANGE (S(100))	HAMON INFRASTRUCTURE, INC.	28,199	\$79.00	\$2,227,721			\$0
Mar-15	C19456	SH58 Resurfacing	APC CONSTRUCTION CO., LLC	14,412	\$62.74	\$904,209	\$4.93	8,736.10	\$43,069
		US 50 Wills to Purcell (S(100) PG64-22))		20,957	\$74.00	\$1,550,818			\$0
FEB 12 2015	C19654	SH 47 FROM DILLION DR TO PCCP SECTION, MP	MARTIN MARIETTA MATERIALS	34,200	\$71.63	\$2,449,761	\$4.89	11,736.00	\$57,389
MAR 12 2015	C20225	SH 16 & SH 21 SYRACUSE TO BRADLEY	ROCKY MOUNTAIN MATERIALS & ASPHALT, INC.	32,631	\$67.89	\$2,215,319	\$5.24	14,731.00	\$77,190
APR 16 2015	C20365	S85 FY15 OVERLAY BRIGHTON TO FT LUPTON	AGGREGATE INDUSTRIES - WCR, INC.	24,274	\$78.25	\$1,899,441			\$0
APR 23 2015	C20487	US 71 from M.P. 18.9 to M.P. 27	A and S CONSTRUCTION CO.	15,937	\$78.00	\$1,243,056	\$4.00	15,088.00	\$60,352
FEB 04 2016	C20519	I25 from Aguilar North	APC SOUTHERN CONSTRUCTION COMPANY, LLC	45,632	\$70.65	\$3,223,926	\$2.90	18,192.00	\$52,757
FEB 18 2016	C19626	I-25 120th to SH7 S(100) PG64-22 Mix	HAMON INFRASTRUCTURE, INC.	81,292	\$65.00	\$5,283,980	\$6.00	26,904.00	\$161,424
MAR 03 2016	C21267	I-76: EAST OF BRUSH TO MERINO	SIMON CONTRACTORS	37,462	\$81.25	\$3,043,788			\$0
MAR 24 2016	C20846	C-470 RESURFACING: S. ROONEY RD TO KEN	APC CONSTRUCTION CO., LLC	20,931	\$62.66	\$1,311,536	\$4.64	12,240.00	\$56,794
April 11 2016		I-25 Arapahoe Rd. Interchange S(100) PG64-22	EKS	50,960	\$84.80	\$4,321,408	\$3.18	13,338.95	\$42,418
MAR 24 2016	C20655	US 85 RESURFACING MP 240-246 SOUTHBOUND	COULSON EXCAVATING COMPANY	23,794	\$68.25	\$1,623,941			\$0



SMA
 50000 tons
 Unit Price \$ per ton \$94.51

Bid Date	Contract ID	Location	Awarded To	Quantity (tons)	Unit Cost (\$/ton)	Total Cost (\$)	Unit Price Tack Coat (\$)	Quantity (gal)	Total Cost Tack Coat (\$)
MAR 14 2013	C18449	C470: SANTA FE TO WADSWORTH RE	APC CONSTRUCTION CO., LLC	25,776	\$79.25	\$2,042,748	\$5.74	4,939.35	\$28,352
02/14/13	C19258	I-76 Resurfacing	MARTIN MARIETTA MATERIALS	23,977	\$83.34	\$1,998,243	\$2.56	9,018.00	\$23,086
APR 18 2013	C19314	I-70 WEST OF FLAGLER	MARTIN MARIETTA MATERIALS	72,667	\$94.50	\$6,867,032	\$2.40	25,652.00	\$61,565
FEB 27 2014	C17800S	I-25 RUBBLIZATION HARMONY ROAD	AGGREGATE INDUSTRIES - WCR, INC.	21,483	\$114.00	\$2,449,062			\$0
04/10/14	C17890	Arapahoe Road Resurfacing (2014)	Hamon	31,476	\$103.00	\$3,242,028	\$3.00	10,857.56	\$32,573
03/05/15	C19456	SH 58 US6-SH93 to I-70 (2015)	APC CONSTRUCTION CO., LLC	27,872	\$91.55	\$2,551,682	\$4.93	16,882.92	\$83,233
02/18/16	C19626	I-25: 120th Ave to SH7	Hamon	70,138	\$100.00	\$7,013,800	\$6.00	22,211.32	\$133,268
03/24/16	C20846	C470: Resurfacing (2016) STU4701-129	APC CONSTRUCTION CO., LLC	44,772	\$79.75	\$3,570,567	\$4.64	26,145.52	\$121,315
		E470		70,731	\$102.98	\$7,283,878			\$0
04/14/16	C20836	I-25, NHPP0252-445	Brannan Sand and Gravel	25,750	\$122.00	\$3,141,500	\$2.00	16,521.00	\$33,042
02/11/16	C20583	I-25 Climbing Lane (2016)	SEMA	22,500	\$118.00	\$2,655,000	\$3.90	7,490.88	\$29,214
04/11/16		I-25 Arapahoe Road Interchange	EKS	17,994	\$116.60	\$2,098,100	\$3.18	4,711.05	\$14,981
JUN 02 2016	C20929	I 25 OVERLAY, MLK BYPASS NORTH	SCHMIDT CONSTRUCTION COMPANY	22,135	\$120.94	\$2,677,007	\$3.25	8,355.00	\$27,154
DEC 22 2016	C20902	I-70 MP 158.5 TO 168	OLDCASTLE SW GROUP, INC.	31,096	\$73.00	\$2,270,008	\$2.00	21,447.00	\$42,894



PCCP
140000 square yards

Unit Price
 \$ per Sq
 yd

\$35.75

Bid Date	Contract ID	Location	Awarded To	Quantity (SQ YD)	Sq Yd- In (\$)	Total Cost
JAN 24 2013	C15402	Ft. Morgan to Brush (Phase III)	CASTLE ROCK CONST. CO. OF COLO, LLC	137,818	\$33.40	\$4,603,121
JAN 17 2013	C19303	I-70 GLENWOOD CANYON PCCP PHASE 4	INTERSTATE HIGHWAY CONSTRUCTION	84,334	\$41.23	\$3,477,091
AUG 15 2013	C16259-	I-70 TOWER TO COLFAX	AMES CONSTRUCTION, INC.	113,731	\$37.50	\$4,264,913
JUL 17 2014	C19273	SH86:I-25 TO WOODLANDS BLVD.	CONCRETE WORKS OF COLORADO INC.	48,733	\$56.50	\$2,753,415
MAY 03 2012	C17757	SH 85 IN GREELEY 5TH TO US 34	CASTLE ROCK CONST. CO. OF COLO, LLC	131,455	\$33.67	\$4,426,090
JAN 24 2013	C15402	Ft. Morgan to Brush (Phase III)	CASTLE ROCK CONST. CO. OF COLO, LLC	168,771	\$37.30	\$6,295,158
JUN 26 2014	C16602	I-25 LINCOLN TO COUNTY LINE (12.5")	INTERSTATE HIGHWAY CONSTRUCTION	67,134	\$39.40	\$2,645,080
		I-25 at Crossroads (12.5")		85,064	\$59.00	\$5,018,776
		I-25: Lincoln to County Line (13")	INTERSTATE HIGHWAY CONSTRUCTION	74,487	\$38.50	\$2,867,750
FEB 19 2015	C19029	I-70 SEIBERT-EAST	CASTLE ROCK CONST. CO. OF COLO, LLC	67,876	\$40.90	\$2,776,128

APPENDIX B

LCCA INPUT AND OUTPUT SUMMARY SHEETS

LCCA Initial and Rehab Costs - IM 0253-255 (21506) - Infill 2 North Segment
RockSol Project No. 292.05_March 16_2017

	Total	Units	Directions	PE (%)	CE (%)	Traffic Cost (%)	Minimum Cost	Most Likely Cost	Maximum Cost	Minimum Total	Most Likely Total	Maximum Total	
Initial Construction Costs (Year 2020)													
SMA	36,990	tons	both	0	0.221	0.15	\$90.00	\$95.00	\$100.00	\$4,564,196	\$4,817,763	\$5,071,329	
HMA S(100)PG 64-22	127,762	tons	both	0	0.221	0.15	\$60.00	\$65.00	\$70.00	\$10,509,702	\$11,385,511	\$12,261,319	
Tack Coat	866,714	SY	both	0	0.221	0.15	\$0.28	\$0.38	\$0.48	\$332,714	\$451,541	\$570,367	
										Total	\$15,406,612	\$16,654,814	\$17,903,015
Rehabilitation Costs (Years 2034 and 2047)													
SMA (2034)	36,990	tons	both	0.1	0.221	0.15	\$90.00	\$95.00	\$100.00	\$4,897,106	\$5,169,168	\$5,441,229	
HMA (2034)	27,743	tons	both	0.1	0.221	0.15	\$60.00	\$65.00	\$70.00	\$2,448,597	\$2,652,647	\$2,856,697	
Tack Coat (2034)	672,550	SY	both	0.1	0.221	0.15	\$0.28	\$0.38	\$0.48	\$277,010	\$375,942	\$474,874	
Milling (2034)	336,275	SY	both	0.1	0.221	0.15	\$2.04	\$2.27	\$2.50	\$1,009,107	\$1,122,879	\$1,236,651	
										Total	\$8,631,821	\$9,320,636	\$10,009,451
SMA (2047)	36,990	tons	both	0.1	0.221	0.15	\$90.00	\$95.00	\$100.00	\$4,897,106	\$5,169,168	\$5,441,229	
HMA (2047)	36,990	tons	both	0.1	0.221	0.15	\$60.00	\$65.00	\$70.00	\$3,264,737	\$3,536,799	\$3,808,860	
Tack Coat (2047)	672,550	SY	both	0.1	0.221	0.15	\$0.28	\$0.38	\$0.48	\$277,010	\$375,942	\$474,874	
Milling (2047)	336,275	SY	both	0.1	0.221	0.15	\$2.04	\$2.27	\$2.50	\$1,009,107	\$1,122,879	\$1,236,651	
										Total	\$9,447,961	\$10,204,788	\$10,961,615

LCCA Initial and Rehab Costs - IM 0253-255 (21506) - Infill 2 North Segment
RockSol Project No. 292.05_ March 16_2017

Initial Construction Cost (Year 2020)	Area (SY)	Thickness	Directions	PE (%)	CE (%)	Traffic (%)	Minimum Cost	Most Likely Cost	Maximum Cost	Minimum Total	Total	Most Likely Total	Maximum Total
							(SQ YD-IN)	(SQ YD-IN)	(SQ YD-IN)			Total	
13.5" PCCP Mainline I-25	142,111	13.5 in	both	0	0.221	0.15	\$3.25	\$3.50	\$3.75	\$8,548,350		\$9,205,915	\$9,863,480
12.0" PCCP Mainline I-25	194164	12 in	both	0	0.221	0.15	\$3.25	\$3.50	\$3.75	\$10,381,755		\$11,180,351	\$11,978,948
									Initial Total	\$18,930,105		\$20,386,267	\$21,842,428
Rehabilitation Cost (Year 2047)													
			Directions	PE (%)	CE (%)	Traffic (%)	Minimum Cost	Most Likely Cost	Maximum Cost	Minimum Total	Total	Most Likely Total	Maximum Total
1/2 % Slab Replacement	1,680 SY		both	0.1	0.221	0.15	\$125.00	\$150.00	\$175.00	\$308,910		\$370,692	\$432,474
100% Grinding	336,275 SY		both	0.1	0.221	0.15	\$3.00	\$3.50	\$4.00	\$1,483,982		\$1,731,312	\$1,978,642
Joint Restoration Transverse	204,209 LF		both	0.1	0.221	0.15	\$2.25	\$2.75	\$3.25	\$675,881		\$826,076	\$976,272
Joint Restoration Longitudinal	203,500 LF		both	0.1	0.221	0.15	\$2.25	\$2.75	\$3.25	\$673,534		\$823,208	\$972,883
									Rehab Total	\$3,142,306		\$3,751,289	\$4,360,271

Probabilistic Life Cycle Cost Analysis Worksheet

INPUT WORKSHEET			
1. Economic Variables			
Value of Time for Passenger Cars (\$/hour)	\$18.50		
Value of Time for Single Unit Trucks (\$/hour)	\$43.50		
Value of Time for Combination Trucks (\$/hour)	\$49.50		
2. Analysis Options			
Include User Costs in Analysis	Yes		
Include User Cost Remaining Life Value	Yes		
Use Differential User Costs	Yes		
User Cost Computation Method	Specified		
Include Agency Cost Remaining Life Value	Yes		
Traffic Direction	Both		
Analysis Period (Years)	40		
Beginning of Analysis Period	2020		
Discount Rate (%)	2.2		
Number of Alternatives	2		
3. Project Details			
State Route	025A		
Project Name	North I-25 Infill 2 North Segment		
Region	Region 4		
County	Larimer and Weld Counties		
Analyzed By	RockSol Consulting Group, Inc.		
Mileposts			
Begin	263.30		
End	267.50		
Length of Project (miles)	4.20		
Comments	LCCA Analysis - March 16, 2017		
4. Traffic Data			
AADT Construction Year (total for both directions)	77,086		
Cars as Percentage of AADT (%)	89.0		
Single Unit Trucks as Percentage of AADT (%)	3.0		
Combination Trucks as Percentage of AADT (%)	8.0		
Annual Growth Rate of Traffic (%)	2.6		
Speed Limit Under Normal Operating Conditions (mph)	75		
No of Lanes in Each Direction During Normal Conditions	2		
Free Flow Capacity (vphpl)	2085		
Rural or Urban Hourly Traffic Distribution	Rural		
Queue Dissipation Capacity (vphpl)	2057		
Maximum AADT (total for both directions)	224,256		
Maximum Queue Length (miles)	5.0		
5. Construction			

Probabilistic Life Cycle Cost Analysis Worksheet

Alternative 1	Flexible Alternative		
Number of Activities	3		
Activity 1	Initial Flexible Construction Completed 2020		
Agency Construction Cost (\$1000)	\$16,654.81		
User Work Zone Costs (\$1000)	\$14.45		
Work Zone Duration (days)	83		
No of Lanes Open in Each Direction During Work Zone	2		
Activity Service Life (years)	13.7		
Activity Structural Life (years)	20.0		
Maintenance Frequency (years)	1		
Agency Maintenance Cost (\$1000)	1.027		
Work Zone Length (miles)	4.20		
Work Zone Speed Limit (mph)	65		
Work Zone Capacity (vphpl)	1700		
Traffic Hourly Distribution	Week Day 1		
Time of Day of Lane Closures (use whole numbers based on a 24-hour clock)			
<i>Inbound</i>	Start	End	
First period of lane closure			
Second period of lane closure			
Third period of lane closure			
<i>Outbound</i>	Start	End	
First period of lane closure			
Second period of lane closure			
Third period of lane closure			
Activity 2	2034 Flex Rehab 2" Mill and 2" SMA & 1.5" F		
Agency Construction Cost (\$1000)	\$9,320.64		
User Work Zone Costs (\$1000)	\$116.15		
Work Zone Duration (days)	36		
No of Lanes Open in Each Direction During Work Zone	2		
Activity Service Life (years)	13.3		
Activity Structural Life (years)	10.0		
Maintenance Frequency (years)	1		
Agency Maintenance Cost (\$1000)	1.027		
Work Zone Length (miles)	2.00		
Work Zone Speed Limit (mph)	55		
Work Zone Capacity (vphpl)	1400		
Traffic Hourly Distribution	Week Day 1		
Time of Day of Lane Closures (use whole numbers based on a 24-hour clock)			
<i>Inbound</i>	Start	End	
First period of lane closure	20	24	
Second period of lane closure	0	6	
Third period of lane closure			
<i>Outbound</i>	Start	End	
First period of lane closure	20	24	
Second period of lane closure	0	6	
Third period of lane closure			

Probabilistic Life Cycle Cost Analysis Worksheet

Activity 3	2047 Flex Rehab 2.0" Mill and 2.0" SMA + 2.		
Agency Construction Cost (\$1000)	\$10,204.79		
User Work Zone Costs (\$1000)	\$168.21		
Work Zone Duration (days)	42		
No of Lanes Open in Each Direction During Work Zone	2		
Activity Service Life (years)	13.3		
Activity Structural Life (years)	10.0		
Maintenance Frequency (years)	1		
Agency Maintenance Cost (\$1000)	1.027		
Work Zone Length (miles)	2.00		
Work Zone Speed Limit (mph)	55		
Work Zone Capacity (vphpl)	1400		
Traffic Hourly Distribution	Week Day 1		
Time of Day of Lane Closures (use whole numbers based on a 24-hour clock)			
<i>Inbound</i>	Start	End	
First period of lane closure	20	24	
Second period of lane closure	0	6	
Third period of lane closure			
<i>Outbound</i>	Start	End	
First period of lane closure	20	24	
Second period of lane closure	0	6	
Third period of lane closure			

Probabilistic Life Cycle Cost Analysis Worksheet

Alternative 2	Rigid Alternative	
Number of Activities	2	
Activity 1	Initial Rigid Construction Completed 2020	
Agency Construction Cost (\$1000)	\$20,386.27	
User Work Zone Costs (\$1000)	\$14.45	
Work Zone Duration (days)	75	
No of Lanes Open in Each Direction During Work Zone	2	
Activity Service Life (years)	27.7	
Activity Structural Life (years)	30.0	
Maintenance Frequency (years)	1	
Agency Maintenance Cost (\$1000)	0.64	
Work Zone Length (miles)	4.20	
Work Zone Speed Limit (mph)	65	
Work Zone Capacity (vphpl)	1700	
Traffic Hourly Distribution	Week Day 1	
Time of Day of Lane Closures (use whole numbers based on a 24-hour clock)		
<i>Inbound</i>	Start	End
First period of lane closure		
Second period of lane closure		
Third period of lane closure		
<i>Outbound</i>	Start	End
First period of lane closure		
Second period of lane closure		
Third period of lane closure		
Activity 2	2047 Rigid Rehab 1/2% Slab, 100% Grinding	
Agency Construction Cost (\$1000)	\$3,751.29	
User Work Zone Costs (\$1000)	\$356.10	
Work Zone Duration (days)	89	
No of Lanes Open in Each Direction During Work Zone	2	
Activity Service Life (years)	13.0	
Activity Structural Life (years)	13.0	
Maintenance Frequency (years)	1	
Agency Maintenance Cost (\$1000)	0.64	
Work Zone Length (miles)	2.00	
Work Zone Speed Limit (mph)	55	
Work Zone Capacity (vphpl)	1400	
Traffic Hourly Distribution	Week Day 1	
Time of Day of Lane Closures (use whole numbers based on a 24-hour clock)		
<i>Inbound</i>	Start	End
First period of lane closure	20	24
Second period of lane closure	0	6
Third period of lane closure		
<i>Outbound</i>	Start	End
First period of lane closure	20	24
Second period of lane closure	0	6
Third period of lane closure		

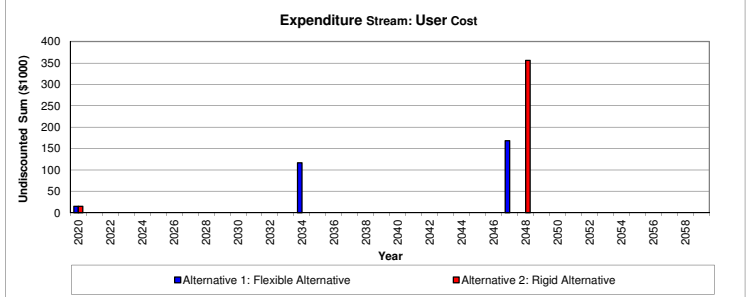
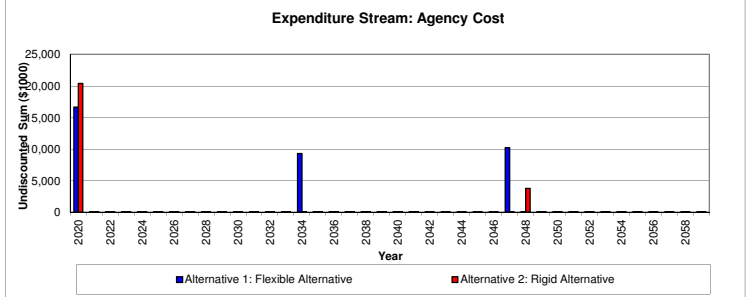
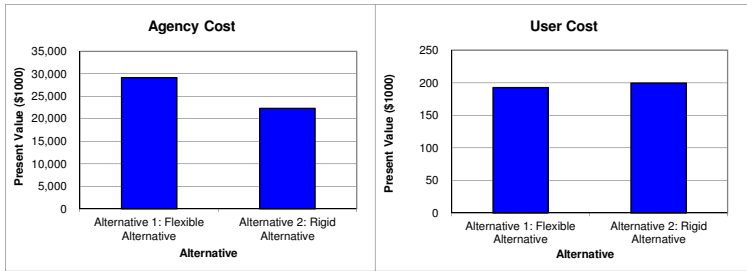
Deterministic Results

Update Results

Total Cost				
Total Cost	Alternative 1: Flexible Alternative		Alternative 2: Rigid Alternative	
	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)
Undiscounted Sum	\$36,218.25	\$298.80	\$23,969.53	\$352.28
Present Value	\$29,174.81	\$192.83	\$22,351.08	\$199.42
EUAC	\$1,108.08	\$7.32	\$848.91	\$7.57

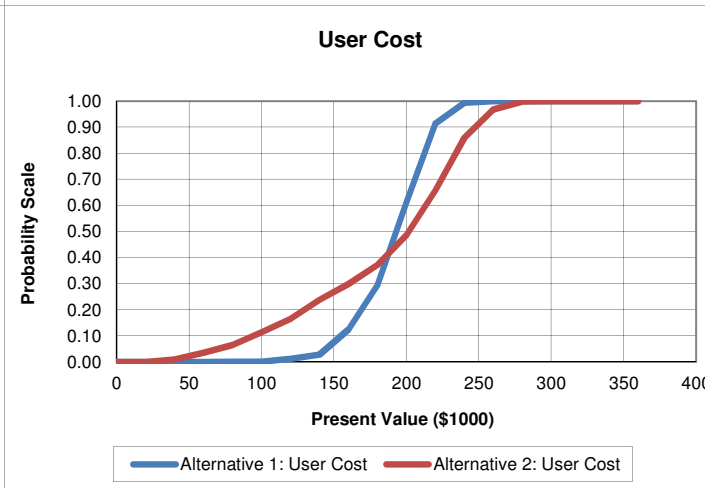
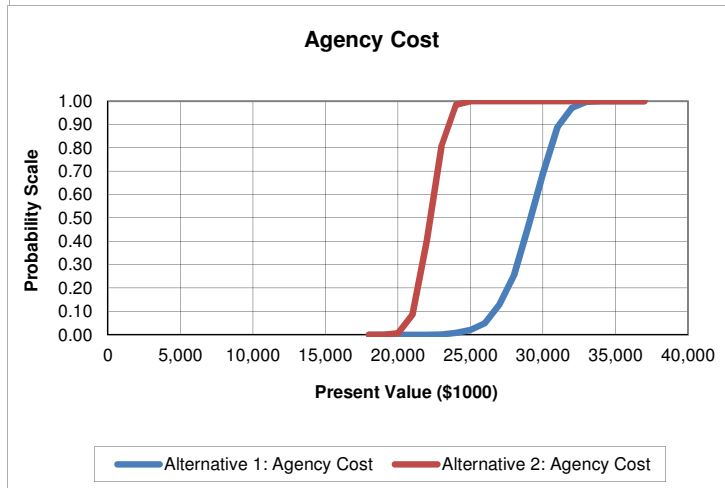
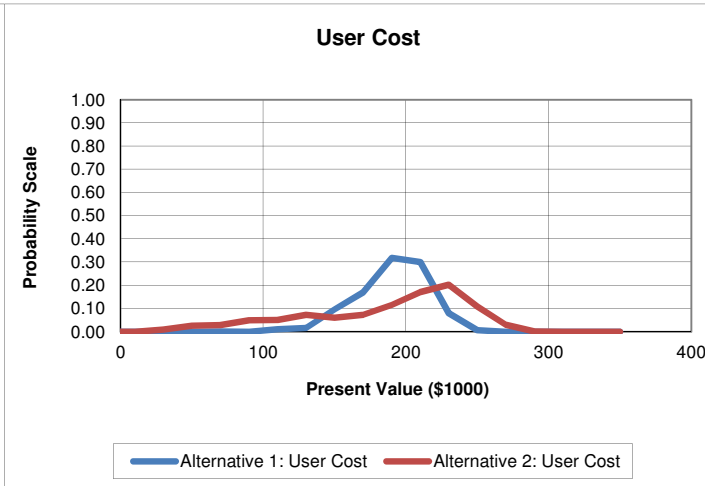
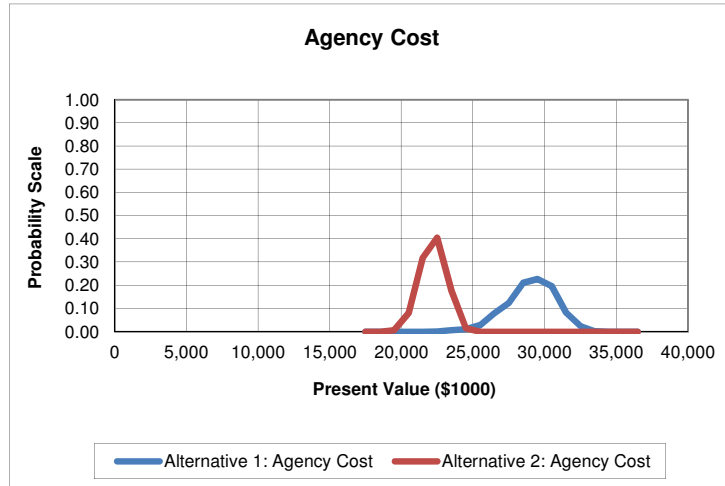
Lowest Present Value Agency Cost: **Alternative 2: Rigid Alternative**
 Lowest Present Value User Cost: **Alternative 1: Flexible Alternative**

Year	Alternative 1: Flexible Alternative		Alternative 2: Rigid Alternative	
	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)
2020	\$16,654.81	\$14.44	\$20,386.27	\$14.44
2021	\$1.03		\$0.64	
2022	\$1.03		\$0.64	
2023	\$1.03		\$0.64	
2024	\$1.03		\$0.64	
2025	\$1.03		\$0.64	
2026	\$1.03		\$0.64	
2027	\$1.03		\$0.64	
2028	\$1.03		\$0.64	
2029	\$1.03		\$0.64	
2030	\$1.03		\$0.64	
2031	\$1.03		\$0.64	
2032	\$1.03		\$0.64	
2033	\$1.03		\$0.64	
2034	\$9,320.64	\$116.15	\$0.64	
2035	\$1.03		\$0.64	
2036	\$1.03		\$0.64	
2037	\$1.03		\$0.64	
2038	\$1.03		\$0.64	
2039	\$1.03		\$0.64	
2040	\$1.03		\$0.64	
2041	\$1.03		\$0.64	
2042	\$1.03		\$0.64	
2043	\$1.03		\$0.64	
2044	\$1.03		\$0.64	
2045	\$1.03		\$0.64	
2046	\$1.03		\$0.64	
2047	\$10,204.79	\$168.21	\$0.64	
2048	\$1.03		\$3,751.29	\$356.10
2049	\$1.03		\$0.64	
2050	\$1.03		\$0.64	
2051	\$1.03		\$0.64	
2052	\$1.03		\$0.64	
2053	\$1.03		\$0.64	
2054	\$1.03		\$0.64	
2055	\$1.03		\$0.64	
2056	\$1.03		\$0.64	
2057	\$1.03		\$0.64	
2058	\$1.03		\$0.64	
2059	\$1.03		\$0.64	
2060			(\$192.37)	(\$18.26)



Probabilistic Results

Total Cost				
Total Cost (Present Value)	Alternative 1: Flexible Alternative		Alternative 2: Rigid Alternative	
	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)
Mean	\$29,030.38	\$190.27	\$22,197.05	\$184.98
Standard Deviation	\$1,727.79	\$24.28	\$867.40	\$57.29
Minimum	\$22,067.20	\$78.85	\$19,354.14	\$24.17
Maximum	\$33,231.85	\$245.97	\$24,307.77	\$283.70



Output Distributions

Alternative 1: Agency Cost

Bin	Mid Point	Rel. Freq.	Cum. Rel. Freq.
18000	17500	0.00	0.00
19000	18500	0.00	0.00
20000	19500	0.00	0.00
21000	20500	0.00	0.00
22000	21500	0.00	0.00
23000	22500	0.00	0.00
24000	23500	0.01	0.01
25000	24500	0.01	0.02
26000	25500	0.03	0.05
27000	26500	0.08	0.13
28000	27500	0.12	0.25
29000	28500	0.21	0.46
30000	29500	0.23	0.69
31000	30500	0.20	0.89
32000	31500	0.08	0.97
33000	32500	0.03	1.00
34000	33500	0.00	1.00
35000	34500	0.00	1.00
36000	35500	0.00	1.00
37000	36500	0.00	1.00

Alternative 1: User Cost

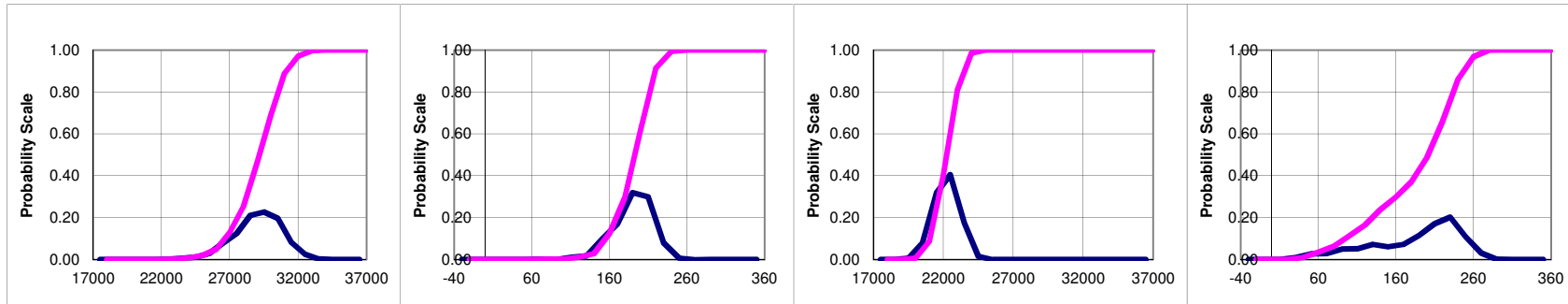
Bin	Mid Point	Rel. Freq.	Cum. Rel. Freq.
-20	-30	0.00	0.00
0	-10	0.00	0.00
20	10	0.00	0.00
40	30	0.00	0.00
60	50	0.00	0.00
80	70	0.00	0.00
100	90	0.00	0.00
120	110	0.01	0.01
140	130	0.02	0.03
160	150	0.10	0.13
180	170	0.17	0.29
200	190	0.32	0.61
220	210	0.30	0.91
240	230	0.08	0.99
260	250	0.01	1.00
280	270	0.00	1.00
300	290	0.00	1.00
320	310	0.00	1.00
340	330	0.00	1.00
360	350	0.00	1.00

Alternative 2: Agency Cost

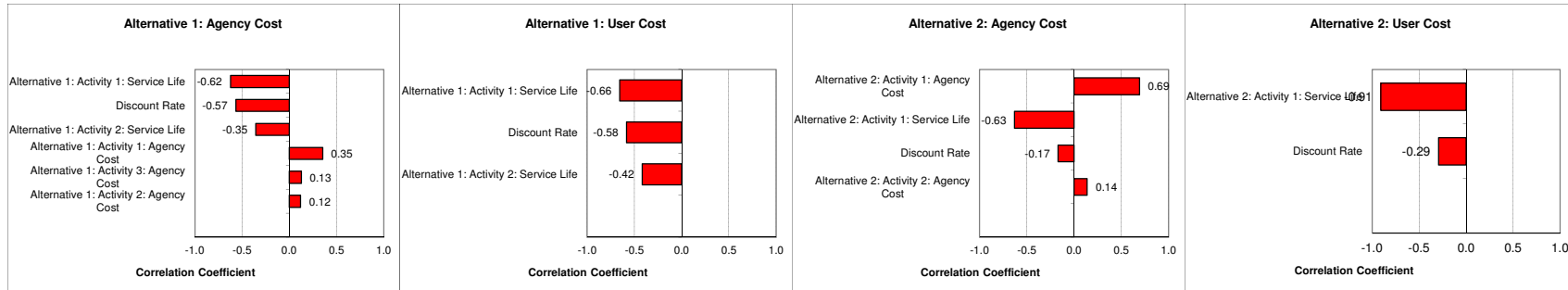
Bin	Mid Point	Rel. Freq.	Cum. Rel. Freq.
18000	17500	0.00	0.00
19000	18500	0.00	0.00
20000	19500	0.01	0.01
21000	20500	0.08	0.09
22000	21500	0.32	0.40
23000	22500	0.41	0.81
24000	23500	0.18	0.99
25000	24500	0.01	1.00
26000	25500	0.00	1.00
27000	26500	0.00	1.00
28000	27500	0.00	1.00
29000	28500	0.00	1.00
30000	29500	0.00	1.00
31000	30500	0.00	1.00
32000	31500	0.00	1.00
33000	32500	0.00	1.00
34000	33500	0.00	1.00
35000	34500	0.00	1.00
36000	35500	0.00	1.00
37000	36500	0.00	1.00

Alternative 2: User Cost

Bin	Mid Point	Rel. Freq.	Cum. Rel. Freq.
-20	-30	0.00	0.00
0	-10	0.00	0.00
20	10	0.00	0.00
40	30	0.01	0.01
60	50	0.03	0.04
80	70	0.03	0.06
100	90	0.05	0.11
120	110	0.05	0.17
140	130	0.07	0.24
160	150	0.06	0.30
180	170	0.07	0.37
200	190	0.12	0.49
220	210	0.17	0.66
240	230	0.20	0.86
260	250	0.11	0.97
280	270	0.03	1.00
300	290	0.00	1.00
320	310	0.00	1.00
340	330	0.00	1.00
360	350	0.00	1.00



Tornado Graphs



Alternative 1: Agency Cost		Alternative 1: User Cost		Alternative 2: Agency Cost		Alternative 2: User Cost	
Input Variable	Corr. Coeff.	Input Variable	Corr. Coeff.	Input Variable	Corr. Coeff.	Input Variable	Corr. Coeff.
Alternative 1: Activity 1: Service Life	-0.62	Alternative 1: Activity 1: Service Life	-0.66	Alternative 2: Activity 1: Agency Cost	0.69	Alternative 2: Activity 1: Service Life	-0.91
Discount Rate	-0.57	Discount Rate	-0.58	Alternative 2: Activity 1: Service Life	-0.63	Discount Rate	-0.29
Alternative 1: Activity 2: Service Life	-0.35	Alternative 1: Activity 2: Service Life	-0.42	Discount Rate	-0.17	Alternative 2: Activity 2: Agency Cost	0.14
Alternative 1: Activity 1: Agency Cost	0.35	Alternative 2: Agency Cost	0.14	Alternative 2: Activity 2: Agency Cost	0.14		
Alternative 1: Activity 3: Agency Cost	0.13						
Alternative 1: Activity 2: Agency Cost	0.12						

Extreme Tail Analysis

Input Variable		Alternative 1: Agency Cost				Alternative 1: User Cost				Alternative 2: Agency Cost				Alternative 2: User Cost			
Name	Probability Function	5%	25%	75%	95%	5%	25%	75%	95%	5%	25%	75%	95%	5%	25%	75%	95%
Discount Rate	LCCALOGNORMAL(2.22,0.38)	0.87	0.86	-0.68	-1.19	0.83	0.85	-0.70	-1.07	0.13	0.15	-0.24	-0.68	0.12	0.21	-0.57	-1.09
Annual Average Daily Traffic	LCCATRIANG(1.6,2.6,3.6)	-0.12	0.06	-0.05	-0.06	-0.21	0.03	-0.05	-0.26	-0.22	-0.05	-0.01	-0.33	0.05	0.03	-0.01	-0.04
Alternative 1: Activity 1: Agency Co	LCCATRIANG(15406.612,16654.8	-1.09	-0.33	0.53	0.74	-0.21	-0.08	0.06	0.11	-0.24	-0.03	0.06	0.11	0.08	-0.03	0.13	-0.03
Alternative 2: Activity 1: Agency Co	LCCATRIANG(18930.105,20386.2	-0.03	0.04	-0.04	-0.02	0.01	0.06	0.01	-0.21	-1.98	-0.92	0.98	1.57	-0.05	0.06	0.02	0.02
Alternative 1: Activity 1: Service Lif	LCCATRIANG(6,14,21)	1.21	0.67	-0.98	-1.44	1.22	0.67	-1.07	-1.85	-0.14	-0.11	0.12	-0.05	-0.28	-0.08	0.10	0.15
Alternative 2: Activity 1: Service Lif	LCCATRIANG(16,27,40)	-0.28	-0.08	0.10	0.20	0.23	-0.05	0.17	0.14	1.66	1.10	-0.81	-0.95	2.05	1.33	-0.85	-1.38
Alternative 1: Activity 2: Agency Co	LCCATRIANG(8631.821,9320.63€	-0.31	-0.19	0.12	0.21	0.00	0.01	-0.03	-0.10	0.05	-0.10	0.00	-0.05	-0.14	-0.19	0.07	0.00
Alternative 2: Activity 2: Agency Co	LCCATRIANG(3142.306,3751.28€	-0.09	-0.12	-0.01	-0.23	-0.32	-0.13	0.00	-0.23	-0.36	-0.14	0.24	0.55	-0.27	-0.06	0.10	0.10
Alternative 1: Activity 2: Service Lif	LCCATRIANG(6,13,21)	1.16	0.63	-0.35	-0.73	1.27	0.63	-0.44	-0.85	-0.09	-0.06	-0.06	0.18	-0.30	0.00	-0.03	-0.06
Alternative 1: Activity 3: Agency Co	LCCATRIANG(9447.961,10204.7€	-0.23	-0.17	0.22	0.53	0.09	-0.13	0.06	0.26	0.29	0.07	0.01	0.21	0.06	0.09	0.02	0.30
Alternative 2: Activity 3: Agency Co	LCCATRIANG(3142.306,3751.28€	0.07	0.07	0.00	0.00	0.07	0.06	-0.11	0.00	-0.18	-0.07	0.05	0.09	-0.16	-0.07	-0.04	-0.26
Alternative 1: Activity 3: Service Lif	LCCATRIANG(6,13,21)	0.33	0.01	0.00	0.23	0.10	0.01	0.04	0.15	0.24	0.03	-0.04	-0.12	-0.04	0.03	0.00	-0.07
Alternative 1: Activity 4: Agency Co	LCCATRIANG(9579.109,10168.9€	0.07	-0.01	0.00	0.34	0.00	-0.02	0.05	-0.05	0.13	0.01	0.03	0.06	-0.24	-0.02	0.03	0.14
Alternative 1: Activity 4: Service Lif	LCCATRIANG(6,14,21)	0.07	0.15	-0.12	-0.15	0.12	0.07	-0.12	0.08	0.14	-0.11	-0.05	-0.23	0.09	0.04	0.02	-0.19

Probability Function

Variable Name: Annual Average Daily Traffic

Probability Distribution: Triangular

Minimum: 1.6

Most Likely: 2.6


Maximum: 3.6

Ok Cancel

RealCost – Annual Average Daily Traffic Triangular Probability Distribution

NOTE: Following Table 13.7 of the PDM, RockSol used an Annual Growth Rate of 1.6% (minimum), 2.6% (most likely) and 3.6% (maximum) in the RealCost Triangular Probability Function.

Traffic Data

AADT at Beginning of Analysis Peiod (total both directions):	77086
Single Unit Trucks as Percentage of AADT (%):	3
Combination Trucks as Percentage of AADT (%):	8
Annual Growth Rate of Traffic (%):	2.59999990 ...
Speed Limit Under Normal Operating Conditions (mph):	75
Lanes Open in Each Direction Under Normal Conditions:	2
Free Flow Capacity (vphpl):	2085 ...
Free Flow Capacity Calculator	
Queue Dissipation Capacity (vphpl):	2057.4 ...
Maximum AADT (total for both directions):	224256
Maximum Queue Length (miles):	5
Rural or Urban Hourly Traffic Distribution:	Rural ▼

Ok Cancel

RealCost – Traffic Data

Free Flow Capacity Calculation

Number of Lanes in Each Direction:

Lane Width (ft):

Proportion of Trucks and Buses (%):

Upgrade (%):

Upgrade Length (miles):

Obstruction on Two Sides:

Distance to Obstruction / Shoulder Width (ft):

Free Flow Capacity (vphpl):

RealCost – Free Flow Capacity Calculation (12 ft Lane Width)

Free Flow Capacity Calculation

Number of Lanes in Each Direction: 2

Lane Width (ft): 11

Proportion of Trucks and Buses (%): 11

Upgrade (%): 0.0

Upgrade Length (miles): 4.20

Obstruction on Two Sides:

Distance to Obstruction / Shoulder Width (ft): 6

Calculate

Free Flow Capacity (vphpl): 1981

Copy to Free Flow Capacity Field Cancel

RealCost – Free Flow Capacity Calculation (11 ft Lane Width)

Probability Function

Variable Name: Alternative 1: Activity 1: Agency Cost

Probability Distribution: Triangular

Minimum: 15406.612

Most Likely: 16654.814

Maximum: 17903.015

Ok Cancel

RealCost – Agency Cost for Initial Flexible Pavement Construction (Alternative 1: Activity 1)

Probability Function

Variable Name: Alternative 1: Activity 1: Service Life

Probability Distribution: Triangular

Minimum: 6

Most Likely: 14

Maximum: 21

Ok Cancel

RealCost – Service Life for Initial Flexible Pavement Construction (Alternative 1: Activity 1)

Probability Function

Variable Name: Alternative 1: Activity 2: Agency Cost

Probability Distribution: Triangular

Minimum: 8631.821

Most Likely: 9320.636

Maximum: 10009.451

Ok Cancel

RealCost – Agency Cost for SMA and HMA Pavement Rehabilitation at 2034
(Alternative 1: Activity 2)

Probability Function

Variable Name: Alternative 1: Activity 3: Agency Cost

Probability Distribution: Triangular

Minimum: 9447.961

Most Likely: 10204.788

Maximum: 10961.615

Ok Cancel

RealCost – Agency Cost for SMA Pavement Rehabilitation at 2047
(Alternative 1: Activity 3)

Probability Function

Variable Name: Alternative 1: Activity 2: Service Life

Probability Distribution: Triangular

Minimum: 6

Most Likely: 13

Maximum: 21

Ok Cancel

RealCost – Service Life for SMA and HMA Pavement Rehabilitation at 2034 and 2047 (Alternative 1: Activities 2 and 3)

Probability Function

Variable Name: Alternative 2: Activity 1: Agency Cost

Probability Distribution: Triangular

Minimum: 18930.105

Most Likely: 20386.267

Maximum: 21842.428

Ok Cancel

RealCost – Agency Cost for Initial Rigid Pavement Construction (Alternative 2: Activity 1)

Probability Function

Variable Name: Alternative 2: Activity 1: Service Life

Probability Distribution: Triangular

Minimum: 16

Most Likely: 27

Maximum: 40

Ok Cancel

RealCost – Service Life for Initial Rigid Pavement Construction (Alternative 2: Activity 1)

Probability Function

Variable Name: Alternative 2: Activity 2: Agency Cost

Probability Distribution: Triangular

Minimum: 3142.306

Most Likely: 3751.289

Maximum: 4360.271

Ok Cancel

RealCost – Agency Cost for Rigid Pavement Rehabilitation at 2047 (Alternative 2: Activity 2)



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CDOT Report - Summary Input and Output for the Crossover Strategy

Project Code	21506	
Project Name	North I-25 - Segments 7 and 8 - Infill 2 North	
Freeway Name	025A	
Input Filename	Flex_2020.WZM	
Project Start Date	2020	
Project End Date	2020	
Design Speed	75 mph	
Speed Limit	75 mph	
Workzone Speed Limit	65 mph	
Grade	2.0 %	
Workzone Length	4.20 miles	
Functional Class	Rural Interstate (Weekday)	
	PRIMARY	SECONDARY
Total Number of Lanes	2	2
Number of Open Lanes	2	2
Number of Temporary Lanes	0	0
AADT	38,543	38,543
Percentage of Single Unit Trucks	3.0 %	3.0 %
Percentage of Combination Trucks	8.0 %	8.0 %

ADDITIONAL USER COST DUE TO WORKZONE

TYPE OF WORK	PRIMARY COST	SECONDARY COST	DURATION
403-HMA (2-in SMA & 10.5-in HMA)	\$7,222.48	\$7,222.48	83
TOTAL ADDL. USER COST	\$7,222.48	\$7,222.48	83

TOTAL USER COST FOR NORMAL CONDITION (WITH NO WORKZONE)

FOR A DURATION OF 83 DAYS : INBOUND = \$11,720,856.26 OUTBOUND = \$11,720,856.26

Disclaimer:

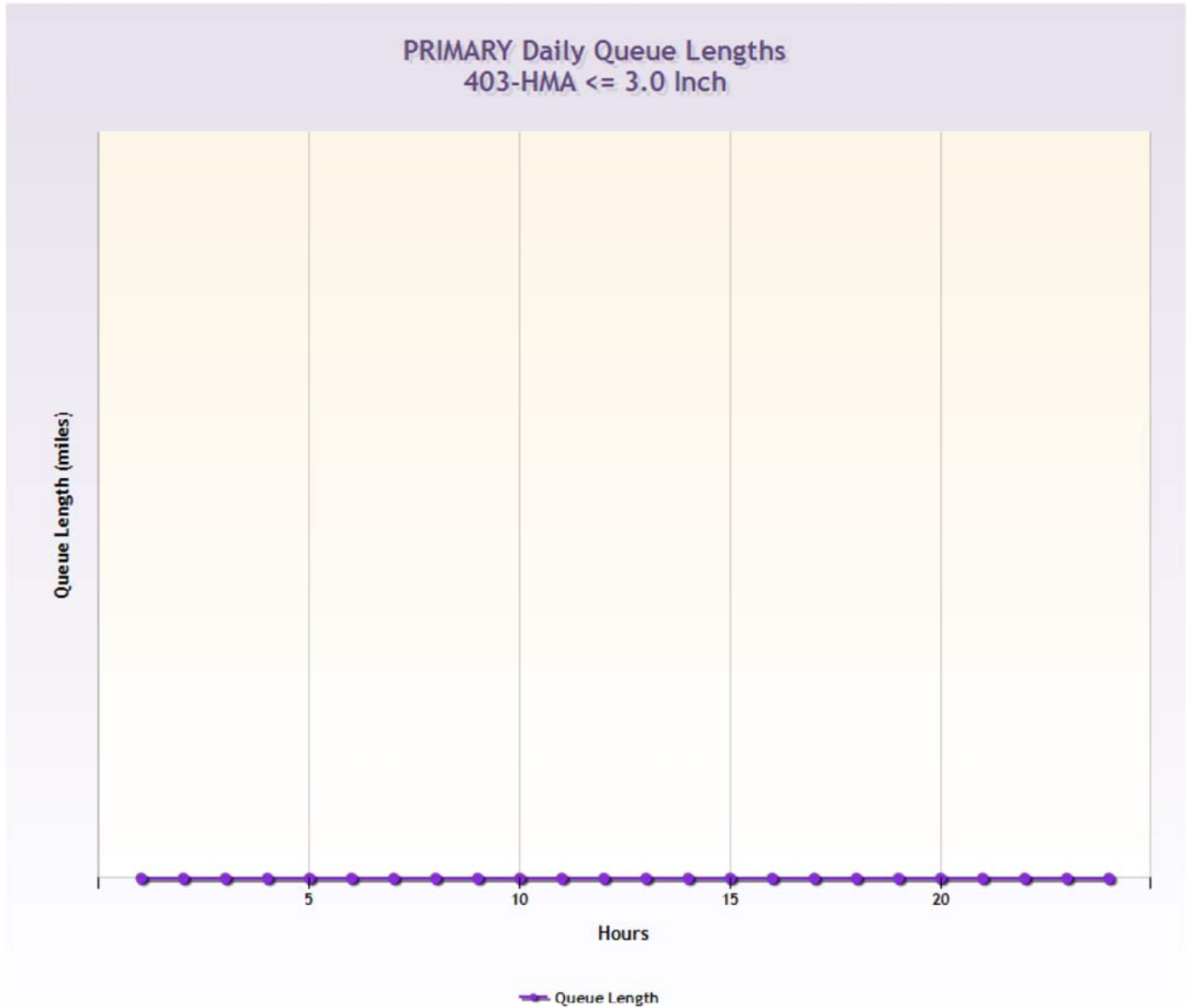
The values presented in this program are intended to provide guidelines only. Engineering judgement must be applied to use these values. No one but the user can assure that these results are properly applied



User Cost Queue Graph

PRIMARY SECONDARY

Type of Work: 403-HMA <= 3.0 Inch





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CDOT Report - Summary Input and Output for the Single Lane Closure Strategy

Project Code	21506
Project Name	North I-25 - Segment 7 and Segment 8 - Infill 2 North
Freeway Name	025A
Input Filename	Flex Rehab_2034.WZM
Project Start Date	2034
Project End Date	2034
Design Speed	75 mph
Speed Limit	75 mph
Workzone Speed Limit	55 mph
Grade	2.0 %
Workzone Length	2.00 miles
Functional Class	Rural Interstate (Weekday)

Total Number of Lanes	2
Number of Open Lanes	1
Number of Temporary Lanes	1
AADT, Directional	51,262
Percentage of Single Unit Trucks	3.0 %
Percentage of Combination Trucks	8.0 %
Work in Both Directions	NO

ADDITIONAL USER COST DUE TO WORKZONE

TYPE OF WORK	COST	DURATION
202-Removal of Asphalt (Planing)	\$6,408.91	2
403-HMA (2-in SMA & 1.5-in HMA)	\$109,742.99	34
TOTAL ADDL. USER COST	\$116,151.90	36

TOTAL USER COST FOR NORMAL CONDITION (WITH NO WORKZONE)
FOR A DURATION OF 36 DAYS = \$645,632.50

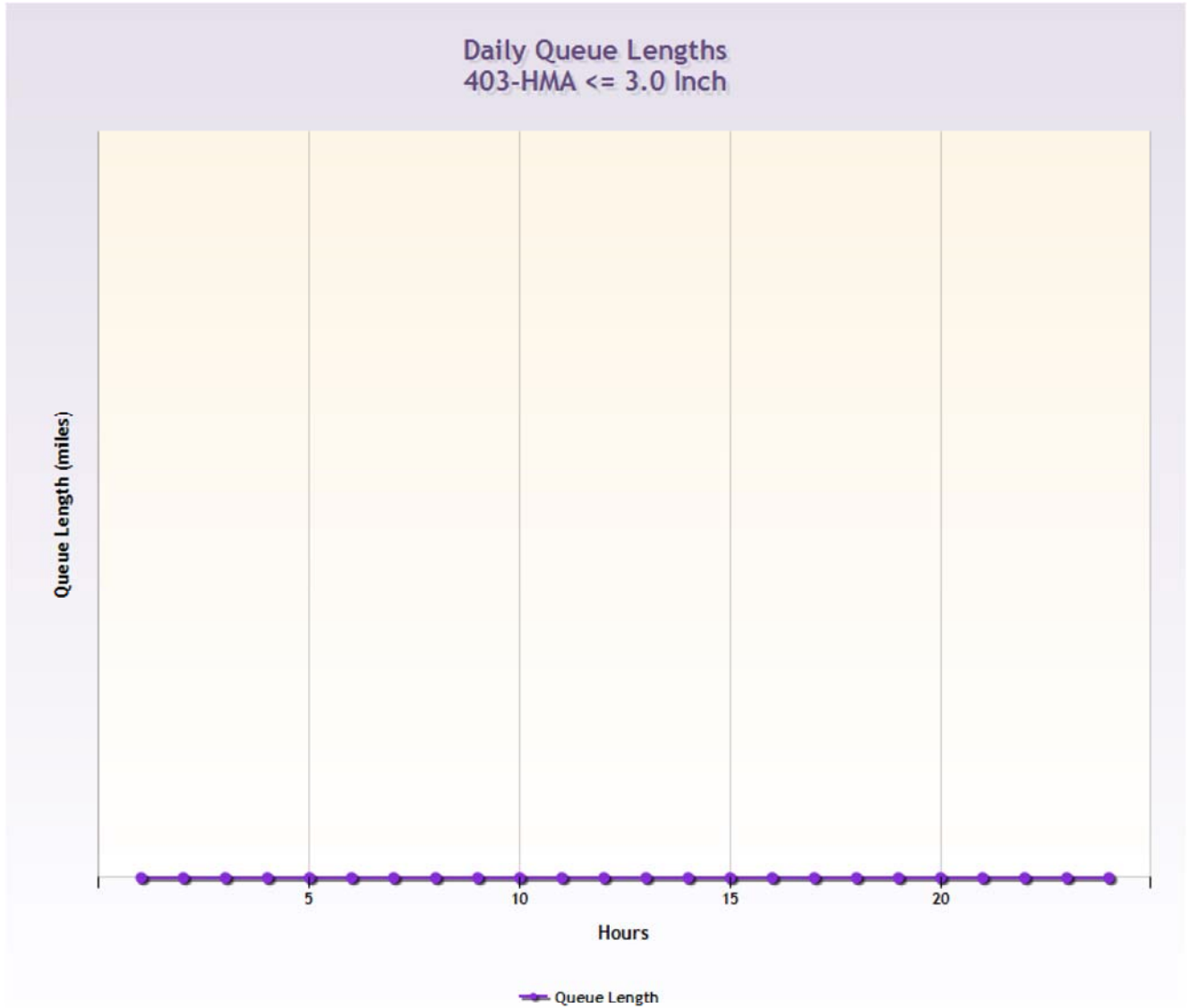
Disclaimer:

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User Cost Queue Graph

Type of Work: ▼





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CDOT Report - Summary Input and Output for the Single Lane Closure Strategy

Project Code	21506
Project Name	North I-25 - Segment 7 and Segment 8 - Infill 2 North
Freeway Name	025A
Input Filename	SMA Rehab 2047.WZM
Project Start Date	2047
Project End Date	2047
Design Speed	75 mph
Speed Limit	75 mph
Workzone Speed Limit	55 mph
Grade	2.0 %
Workzone Length	2.00 miles
Functional Class	Rural Interstate (Weekday)

Total Number of Lanes	2
Number of Open Lanes	1
Number of Temporary Lanes	1
AADT, Directional	63,072
Percentage of Single Unit Trucks	3.0 %
Percentage of Combination Trucks	8.0 %
Work in Both Directions	NO

ADDITIONAL USER COST DUE TO WORKZONE

TYPE OF WORK	COST	DURATION
202-Removal of Asphalt (Planing)	\$7,927.62	2
403-HMA (2-in SMA & 2-in HMA)	\$160,278.38	40
TOTAL ADDL. USER COST	\$168,206.01	42

TOTAL USER COST FOR NORMAL CONDITION (WITH NO WORKZONE)
FOR A DURATION OF 42 DAYS = \$926,145.57

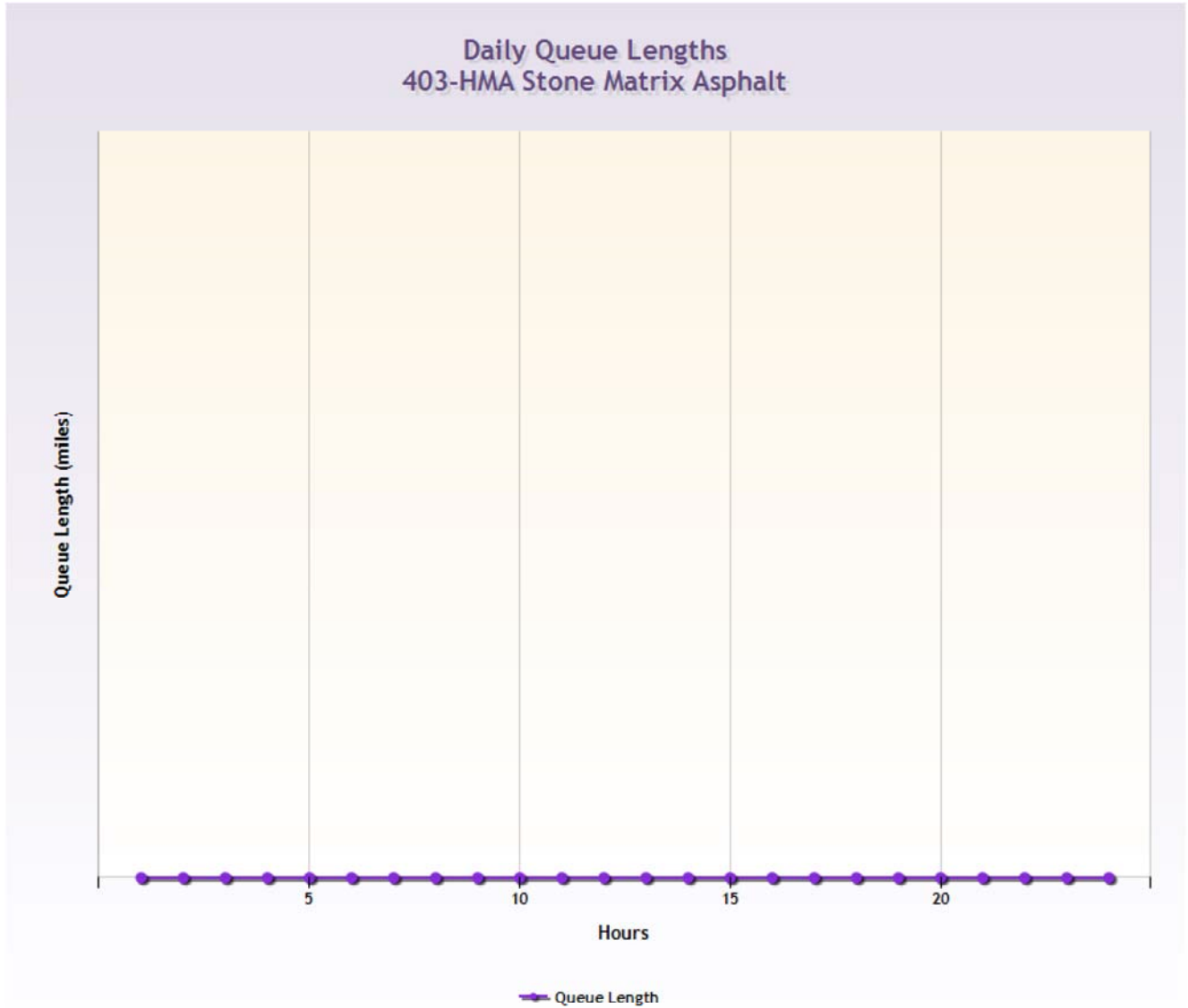
Disclaimer:

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User Cost Queue Graph

Type of Work:





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CDOT Report - Summary Input and Output for the Crossover Strategy

Project Code	21506	
Project Name	North I-25 - Segments 7 and 8 - Infill 2 North	
Freeway Name	025A	
Input Filename	PCCP 2020.WZM	
Project Start Date	2020	
Project End Date	2020	
Design Speed	75 mph	
Speed Limit	75 mph	
Workzone Speed Limit	65 mph	
Grade	2.0 %	
Workzone Length	4.20 miles	
Functional Class	Rural Interstate (Weekday)	
	PRIMARY	SECONDARY
Total Number of Lanes	2	2
Number of Open Lanes	2	2
Number of Temporary Lanes	0	0
AADT	38,543	38,543
Percentage of Single Unit Trucks	3.0 %	3.0 %
Percentage of Combination Trucks	8.0 %	8.0 %

ADDITIONAL USER COST DUE TO WORKZONE

TYPE OF WORK	PRIMARY COST	SECONDARY COST	DURATION
412-Concrete Pavement <= 14.0 inch	\$7,222.48	\$7,222.48	75
TOTAL ADDL. USER COST	\$7,222.48	\$7,222.48	75

TOTAL USER COST FOR NORMAL CONDITION (WITH NO WORKZONE)
FOR A DURATION OF 75 DAYS : INBOUND = \$10,591,135.17 OUTBOUND = \$10,591,135.17

Disclaimer:

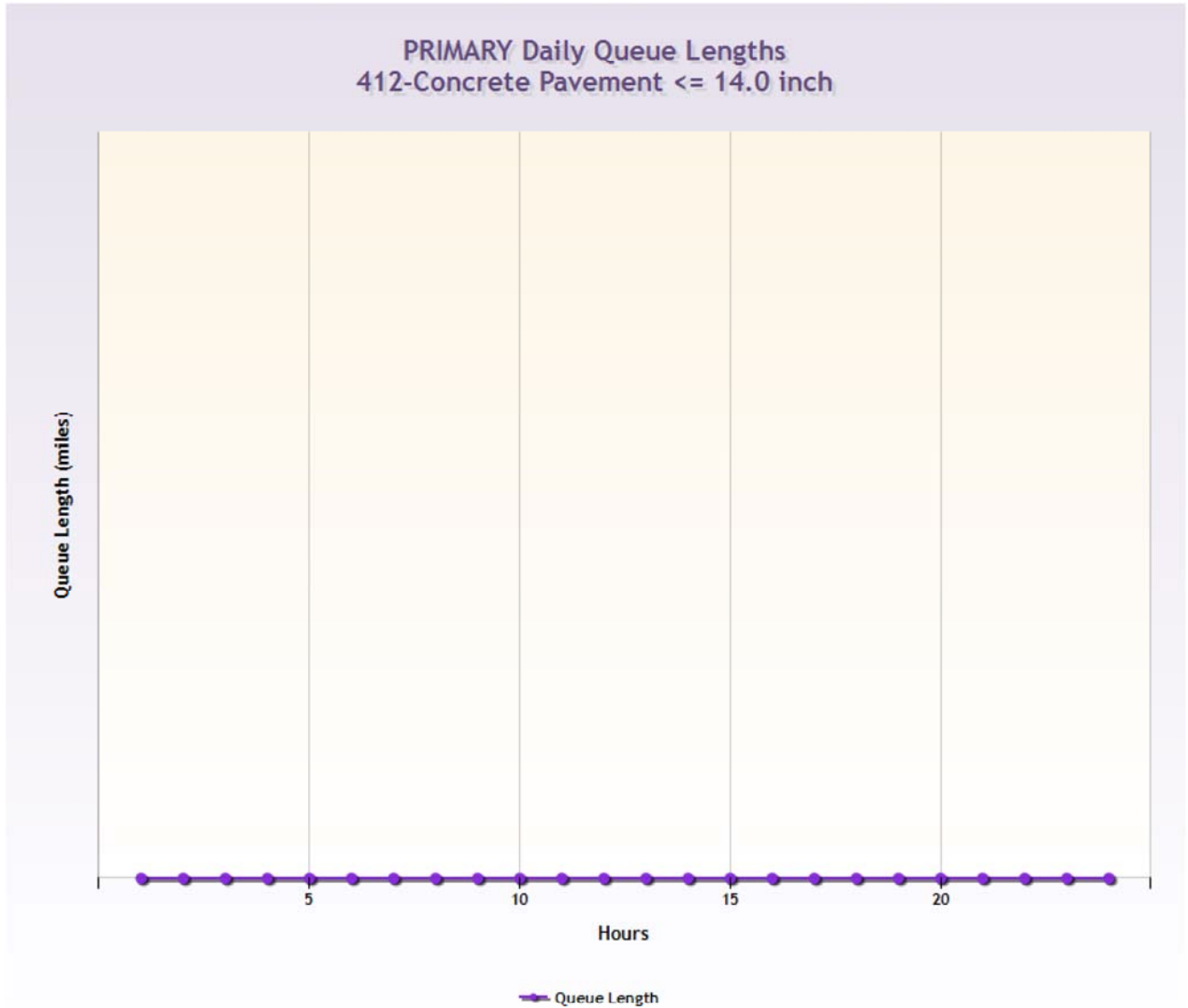
The values presented in this program are intended to provide guidelines only. Engineering judgement must be applied to use these values. No one but the user can assure that these results are properly applied



User Cost Queue Graph

PRIMARY SECONDARY

Type of Work: 412-Concrete Pavement <= 14.0 inch





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CDOT Report - Summary Input and Output for the Single Lane Closure Strategy

Project Code	21506
Project Name	North I-25 - Segments 7 and 8 - Infill 2 North
Freeway Name	025A
Input Filename	2047PCCP.WZM
Project Start Date	2047
Project End Date	2047
Design Speed	75 mph
Speed Limit	75 mph
Workzone Speed Limit	55 mph
Grade	2.0 %
Workzone Length	2.00 miles
Functional Class	Rural Interstate (Weekday)

Total Number of Lanes	2
Number of Open Lanes	1
Number of Temporary Lanes	1
AADT, Directional	63,072
Percentage of Single Unit Trucks	3.0 %
Percentage of Combination Trucks	8.0 %
Work in Both Directions	NO

ADDITIONAL USER COST DUE TO WORKZONE

TYPE OF WORK	COST	DURATION
202-Removal of Concrete (Diamond Grinding)	\$190,262.93	48
412-Routing & Sealing PCCP Cracks	\$165,834.55	41
TOTAL ADDL. USER COST	\$356,097.48	89

TOTAL USER COST FOR NORMAL CONDITION (WITH NO WORKZONE)
FOR A DURATION OF 89 DAYS = \$1,962,546.56

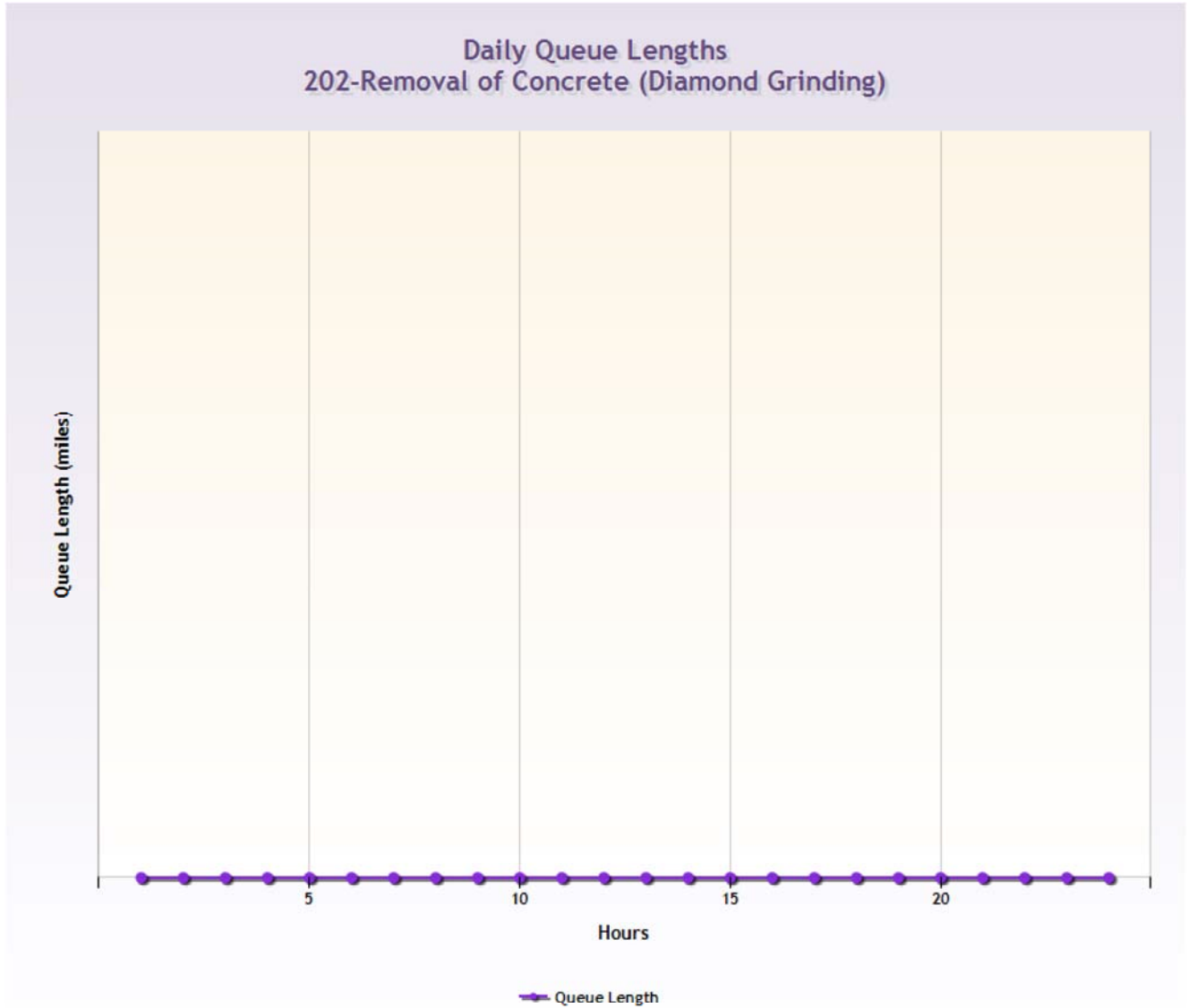
Disclaimer:

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User Cost Queue Graph

Type of Work: ▼



Select File to Open: File Open: PCCP 2020.WZM
Last Modified: 02-03-17

Project Code:	<input type="text" value="21506"/>	Freeway Name:	<input type="text" value="025A"/>
Name of the Project:	<input type="text" value="North I-25 - Segments 7 and 8 - Infill 2 North"/>	Region:	<input type="text" value="R4"/>
Project Start Date:	<input type="text" value="2020"/>	Project End Date:	<input type="text" value="2020"/>
Author & Comments:	<input type="text" value="RockSol Consulting Group, Inc."/>	Design Speed:	<input type="text" value="75"/> mph
Length of Closure:	<input type="text" value="4.2"/> miles	Speed Limit:	<input type="text" value="75"/> mph
Percent Grade:	<input type="text" value="2"/>	Work Zone Speed Limit:	<input type="text" value="65"/> mph

Type of Closure: Single Lane Cross Over

Primary Direction				Secondary Direction			
Total Number of Lanes:	<input type="text" value="2"/>			Total Number of Lanes:	<input type="text" value="2"/>		
Number of Open Lanes:	<input type="text" value="2"/>	<input type="text" value="0"/>	Number of Temporary Lanes	Number of Open Lanes:	<input type="text" value="2"/>	<input type="text" value="0"/>	Number of Temporary Lanes
Single Unit Trucks [%]:	<input type="text" value="3.00"/> %	<input type="text" value="8.00"/> %	Combination Trucks [%]	Single Unit Trucks [%]:	<input type="text" value="3.00"/> %	<input type="text" value="8.00"/> %	Combination Trucks [%]
AADT:	<input type="text" value="38543"/>			AADT:	<input type="text" value="38543"/>		

Type of Work	Function Class:	<input type="text" value="Rural Interstate (Weekday)"/>
<ul style="list-style-type: none"> 202-Removal of Concrete 202-Removal of Concrete (Diamond Grinding) 202-Removal of Asphalt 202-Removal of Asphalt (Planing) 203-Unclassified Excavation 203-Unclassified Excavation (C.I.P.) 203-Embankment Material 203-Embankment Material (C.I.P.) 203-Muck Excavation 203-Rolling 	Total Duration (days):	<input type="text" value="75"/>
	Normal Capacity per Lane:	<input type="text" value="1773.5"/> Vehicles per hour per lane

Type of Selected Work	Duration	Depth	Primary Capacity per Lane	Secondary Capacity per Lane	
412-Concrete Pavement <= 14.0 inch	<input type="text" value="75"/>	<input type="text" value="N/A"/>	<input type="text" value="1700"/>	<input type="text" value="1700"/>	✘

Initial Construction (2020) UserCost Screenshot for Rigid Pavement Alternative

Select File to Open: File Open: PCCP Rehab 2047.WZM
 Last Modified: 02-03-17

Project Code:	<input type="text" value="21506"/>	Freeway Name:	<input type="text" value="025A"/>
Name of the Project:	<input type="text" value="North I-25 - Segments 7 and 8 - Infill 2 North"/>	Region:	<input type="text" value="R4"/>
Project Start Date:	<input type="text" value="2047"/>	Project End Date:	<input type="text" value="2047"/>
Author & Comments:	<input type="text" value="RockSol"/>	Design Speed:	<input type="text" value="75"/> mph
Length of Closure:	<input type="text" value="2.00"/> miles	Speed Limit:	<input type="text" value="75"/> mph
Percent Grade:	<input type="text" value="2"/>	Work Zone Speed Limit:	<input type="text" value="55"/> mph

Type of Closure: Single Lane Cross Over

Enter The Following Data Per Direction

Total Number of Lanes:	<input type="text" value="2"/>	Number of Open Lanes:	<input type="text" value="1"/>
Single Unit Trucks [%]:	<input type="text" value="3.00"/> %	Number of Temporary Lanes:	<input type="text" value="1"/>
Combination Trucks [%]:	<input type="text" value="8.00"/> %	Average Annual Daily Traffic:	<input type="text" value="63072"/>
<input type="checkbox"/> Work on Both Directions		<input type="checkbox"/> Pilot Car Operation	Please select stop time: <input type="text" value="15 Minutes"/>

Type of Work	Function Class:	<input type="text" value="Rural Interstate (Weekday)"/>
<ul style="list-style-type: none"> 202-Removal of Concrete 202-Removal of Concrete (Diamond Grinding) 202-Removal of Asphalt 202-Removal of Asphalt (Planing) 203-Unclassified Excavation 203-Unclassified Excavation (C.I.P.) 203-Embankment Material 203-Embankment Material (C.I.P.) 203-Muck Excavation 203-Rolling 	Total Duration (days):	89
	Normal Capacity per Lane:	1773.5 Vehicles per hour per lane

Type of Selected Work	Duration	Depth	Work Zone Capacity per Lane	
202-Removal of Concrete (Diamond Grinding)	<input type="text" value="48"/>	<input type="text" value="N/A"/>	<input type="text" value="1446"/>	✘
412-Routing & Sealing PCCP Cracks	<input type="text" value="41"/>	<input type="text" value="N/A"/>	<input type="text" value="1355"/>	✘

UserCost Screenshot for Rigid Pavement 2047 Rehabilitation

Select File to Open: File Open: 2020FLEX.WZM
Last Modified: 03-16-17

Project Code:	<input type="text" value="21506"/>	Freeway Name:	<input type="text" value="025A"/>
Name of the Project:	<input type="text" value="North I-25 - Segments 7 and 8 - Infill 2 North"/>	Region:	<input type="text" value="R4"/>
Project Start Date:	<input type="text" value="2020"/>	Project End Date:	<input type="text" value="2020"/>
Author & Comments:	<input type="text" value="RockSol Consulting Group, Inc."/>	Design Speed:	<input type="text" value="75"/> mph
Length of Closure:	<input type="text" value="4.20"/> miles	Speed Limit:	<input type="text" value="75"/> mph
Percent Grade:	<input type="text" value="2"/>	Work Zone Speed Limit:	<input type="text" value="65"/> mph

Type of Closure: Single Lane Cross Over

Primary Direction				Secondary Direction			
Total Number of Lanes:	<input type="text" value="2"/>			Total Number of Lanes:	<input type="text" value="2"/>		
Number of Open Lanes:	<input type="text" value="2"/>	<input type="text" value="0"/>	Number of Temporary Lanes	Number of Open Lanes:	<input type="text" value="2"/>	<input type="text" value="0"/>	Number of Temporary Lanes
Single Unit Trucks [%]:	<input type="text" value="3.00"/> %	<input type="text" value="8.00"/> %	Combination Trucks [%]	Single Unit Trucks [%]:	<input type="text" value="3.00"/> %	<input type="text" value="8.00"/> %	Combination Trucks [%]
AADT:	<input type="text" value="38543"/>			AADT:	<input type="text" value="38543"/>		

Type of Work	Function Class:	<input type="text" value="Rural Interstate (Weekday)"/>
<ul style="list-style-type: none"> 202-Removal of Concrete 202-Removal of Concrete (Diamond Grinding) 202-Removal of Asphalt 202-Removal of Asphalt (Planing) 203-Unclassified Excavation 203-Unclassified Excavation (C.I.P.) 203-Embankment Material 203-Embankment Material (C.I.P.) 203-Muck Excavation 203-Rolling 	Total Duration (days):	<input type="text" value="83"/>
	Normal Capacity per Lane:	<input type="text" value="1773.5"/> Vehicles per hour per lane

Type of Selected Work	Duration	Depth	Primary Capacity per Lane	Secondary Capacity per Lane	
403-HMA (2-in SMA & 10.5-in HMA)	<input type="text" value="83"/>	<input type="text" value="12.50"/>	<input type="text" value="1700"/>	<input type="text" value="1700"/>	✘

Initial Construction (2020) UserCost Screenshot for Flexible Pavement Alternative

Select File to Open: File Open: Flex Rehab 2034.WZM
Last Modified: 02-03-17

Project Code:	<input type="text" value="21506"/>	Freeway Name:	<input type="text" value="025A"/>
Name of the Project:	<input type="text" value="North I-25 - Segment 7 and Segment 8 - Infill 2 North"/>	Region:	<input type="text" value="R4"/>
Project Start Date:	<input type="text" value="2034"/>	Project End Date:	<input type="text" value="2034"/>
Author & Comments:	<input type="text" value="RockSol Consulting Group, Inc."/>	Design Speed:	<input type="text" value="75"/> mph
Length of Closure:	<input type="text" value="2.00"/> miles	Speed Limit:	<input type="text" value="75"/> mph
Percent Grade:	<input type="text" value="2"/>	Work Zone Speed Limit:	<input type="text" value="55"/> mph

Type of Closure: Single Lane Cross Over

Enter The Following Data Per Direction

Total Number of Lanes:	<input type="text" value="2"/>	Number of Open Lanes:	<input type="text" value="1"/>
Single Unit Trucks [%]:	<input type="text" value="3.00"/> %	Number of Temporary Lanes:	<input type="text" value="1"/>
Combination Trucks [%]:	<input type="text" value="8.00"/> %	Average Annual Daily Traffic:	<input type="text" value="51262"/>
<input type="checkbox"/> Work on Both Directions		<input type="checkbox"/> Pilot Car Operation	Please select stop time: <input type="text" value="15 Minutes"/>

Type of Work	Function Class:	<input type="text" value="Rural Interstate (Weekday)"/>
<ul style="list-style-type: none"> 202-Removal of Concrete 202-Removal of Concrete (Diamond Grinding) 202-Removal of Asphalt 202-Removal of Asphalt (Planing) 203-Unclassified Excavation 203-Unclassified Excavation (C.I.P.) 203-Embankment Material 203-Embankment Material (C.I.P.) 203-Muck Excavation 203-Rolling 	Total Duration (days):	36
	Normal Capacity per Lane:	1773.5 Vehicles per hour per lane

Type of Selected Work	Duration	Depth	Work Zone Capacity per Lane	
202-Removal of Asphalt (Planing)	<input type="text" value="2"/>	N/A	<input type="text" value="1446"/>	✘
403-HMA (2-in SMA & 1.5-in HMA)	<input type="text" value="34"/>	<input type="text" value="3.50"/>	<input type="text" value="1396"/>	✘

UserCost Screenshot for Flexible Pavement 2034 Rehabilitation

Select File to Open: File Open: 2047FLEX.WZM
Last Modified: 03-16-17

Project Code:	<input type="text" value="21506"/>	Freeway Name:	<input type="text" value="025A"/>
Name of the Project:	<input type="text" value="North I-25 - Segment 7 and Segment 8 - Infill 2 North"/>	Region:	<input type="text" value="R4"/>
Project Start Date:	<input type="text" value="2047"/>	Project End Date:	<input type="text" value="2047"/>
Author & Comments:	<input type="text" value="RockSol Consulting Group, Inc."/>	Design Speed:	<input type="text" value="75"/> mph
Length of Closure:	<input type="text" value="2.00"/> miles	Speed Limit:	<input type="text" value="75"/> mph
Percent Grade:	<input type="text" value="2"/>	Work Zone Speed Limit:	<input type="text" value="55"/> mph

Type of Closure: Single Lane Cross Over

Enter The Following Data Per Direction

Total Number of Lanes:	<input type="text" value="2"/>	Number of Open Lanes:	<input type="text" value="1"/>
Single Unit Trucks [%]:	<input type="text" value="3.00"/> %	Number of Temporary Lanes:	<input type="text" value="1"/>
Combination Trucks [%]:	<input type="text" value="8.00"/> %	Average Annual Daily Traffic:	<input type="text" value="63072"/>
<input type="checkbox"/> Work on Both Directions		<input type="checkbox"/> Pilot Car Operation	Please select stop time: <input type="text" value="15 Minutes"/>

Type of Work	Function Class:	<input type="text" value="Rural Interstate (Weekday)"/>
<ul style="list-style-type: none"> 202-Removal of Concrete 202-Removal of Concrete (Diamond Grinding) 202-Removal of Asphalt 202-Removal of Asphalt (Planing) 203-Unclassified Excavation 203-Unclassified Excavation (C.I.P.) 203-Embankment Material 203-Embankment Material (C.I.P.) 203-Muck Excavation 203-Rolling 	Total Duration (days):	<input type="text" value="42"/>
	Normal Capacity per Lane:	<input type="text" value="1773.5"/> Vehicles per hour per lane

Type of Selected Work	Duration	Depth	Work Zone Capacity per Lane	
202-Removal of Asphalt (Planing)	<input type="text" value="2"/>	<input type="text" value="N/A"/>	<input type="text" value="1446"/>	✘
403-HMA (2-in SMA & 2-in HMA)	<input type="text" value="40"/>	<input type="text" value="4.00"/>	<input type="text" value="1396"/>	✘

UserCost Screenshot for Flexible Pavement 2047 Rehabilitation

For Future Rehabilitations

Edit Hourly Traffic Distribution Factors
Current Functional Class: Rural Interstate (Weekday)

Hour 0 - 1:	0.0165	Hour 12 - 13:	0.0000
Hour 1 - 2:	0.0137	Hour 13 - 14:	0.0000
Hour 2 - 3:	0.0128	Hour 14 - 15:	0.0000
Hour 3 - 4:	0.0136	Hour 15 - 16:	0.0000
Hour 4 - 5:	0.0166	Hour 16 - 17:	0.0000
Hour 5 - 6:	0.0232	Hour 17 - 18:	0.0000
Hour 6 - 7:	0.0000	Hour 18 - 19:	0.0000
Hour 7 - 8:	0.0000	Hour 19 - 20:	0.0000
Hour 8 - 9:	0.0000	Hour 20 - 21:	0.0298
Hour 9 - 10:	0.0000	Hour 21 - 22:	0.0256
Hour 10 - 11:	0.0000	Hour 22 - 23:	0.0212
Hour 11 - 12:	0.0000	Hour 23 - 24:	0.0175

Sum of Hourly Distribution: 0.1905

OK Cancel

For Initial Construction

Edit Hourly Traffic Distribution Factors
Current Functional Class: Rural Interstate (Weekday)

	Primary	Secondary		Primary	Secondary
Hour 0 - 1:	0.0165	0.0165	Hour 12 - 13:	0.0675	0.0675
Hour 1 - 2:	0.0137	0.0137	Hour 13 - 14:	0.0681	0.0681
Hour 2 - 3:	0.0128	0.0128	Hour 14 - 15:	0.0683	0.0683
Hour 3 - 4:	0.0136	0.0136	Hour 15 - 16:	0.0656	0.0656
Hour 4 - 5:	0.0166	0.0166	Hour 16 - 17:	0.0602	0.0602
Hour 5 - 6:	0.0232	0.0232	Hour 17 - 18:	0.0523	0.0523
Hour 6 - 7:	0.0380	0.0380	Hour 18 - 19:	0.0435	0.0435
Hour 7 - 8:	0.0495	0.0495	Hour 19 - 20:	0.0359	0.0359
Hour 8 - 9:	0.0590	0.0590	Hour 20 - 21:	0.0298	0.0298
Hour 9 - 10:	0.0648	0.0648	Hour 21 - 22:	0.0256	0.0256
Hour 10 - 11:	0.0683	0.0683	Hour 22 - 23:	0.0212	0.0212
Hour 11 - 12:	0.0685	0.0685	Hour 23 - 24:	0.0175	0.0175

Sum of Hourly Distribution: Primary: 1.0000 / Secondary: 1.0000

OK Cancel

UserCost Screenshot for Hourly Traffic Distribution Factors for Initial and Rehabilitation Pavement Construction Operations