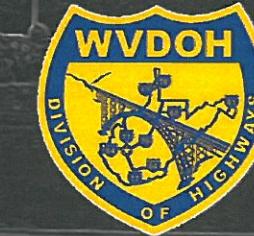


# Design Report For Beckley Z-Way

**State Project X241-ZWA/Y-1  
Federal Project HPP-2007(050)D  
County: Raleigh County**

Submitted to:



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

Submitted by:



May 2014

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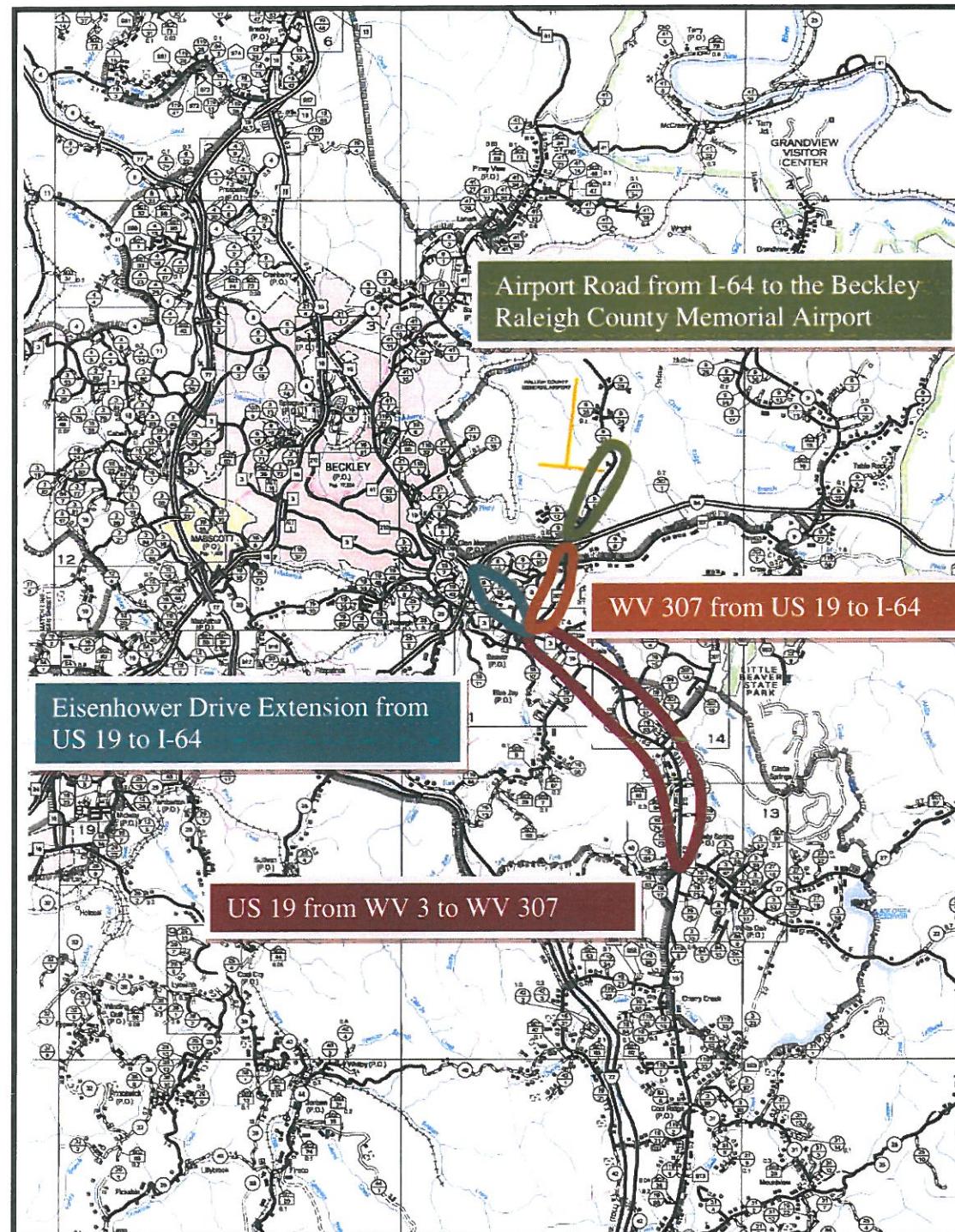
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**Figure 1: Vicinity Map**

## SECTION 1 - PROJECT SUMMARY

The Beckley Z-Way design study includes developing feasible alternates along four segments of roadway in Raleigh County, WV. The alternates will be further studied through the NEPA process with final alternates being selected for future design and construction projects. The segment numbering methodology maintains the segments identified in the original traffic study (Phase I). Three of the four segments involve potential improvements to the existing roadway. Segment 8 will be a new facility which connects US 19 directly to I-64. The construction of this segment helps alleviate congestion on the existing network by providing a convenient access to the City of Beckley and the commercial areas along Eisenhower and Robert C. Byrd Drives as well as the East Beckley Bypass. This study was developed assuming a connection from Shady Springs to and a new interchange with I-77 would not be constructed by the West Virginia Turnpike.

### **Segment 1 (US 19 from WV 3 to WV 307)**

Segment 1 starts in the Shady Springs area at the intersection of WV 3 and ends near WV 307 (Airport Road) in Beaver. A traffic study was conducted to determine the most feasible configuration for US 19. The analysis shows that a 3-lane typical section, two through lanes (one lane in each direction) and a continuous center turn lane, is appropriate. The speed limit for this segment is at 40 mph from the US 19/WV 3 Intersection north to Lewis Drive just to the southeast of Daniels. The speed limit varies from 40 to 50 mph along the alignment. The speed limit is 40 mph in the vicinity of the WV 3 intersection, and in the vicinity of the WV 307 intersection.

The design criterion on US 19 is based upon Rural Arterial Functional Classification, with a minimum of 45 mph design speed. The typical section includes 12-foot wide through lanes and a 14-foot wide continuous center turn lane. A summary of the design criteria is shown in the appendix.

There are six potential alternates for widening US 19.

1. No Build.
2. Widening along both sides using the existing alignment. (Less than 45 mph design speed). *no horizontal or vertical changes*
3. Widening and reducing the sharpness of the existing horizontal and vertical curves. *meets 45 m.p.h.*
4. Widening on the sides opposite of alternate 3.
5. Same alignment as Alternate #3, but uses a curb and gutter typical roadway section.
6. Same alignment as Alternate #4, but uses a curb and gutter typical roadway section.

Each of these alternates will be evaluated for cost and environmental impacts with a preferred option selected for final design. Extensive utility relocations will be required for Alternatives 2 through 6. A new signal will be added at the US 19 and Segment 8 intersection.



**Figure 2: View Looking North on US 19**

The land use along US 19 includes numerous commercial properties and a high demand for access. The three-lane typical section will provide better traffic flow by separating the left turning traffic from the through traffic. Table 1 shows the accident rates for various segments along US 19.

Table 2 shows the accident rates at selected intersections. The accident statistics show a predominance (60%) of rear-end type collisions all along this roadway segment. Another 15% of the accidents were either Access Conflict or Left turn. A three lane typical section reduces these accidents by separating left-turning traffic from the traffic flow. The highest concentration of accidents occurs on the section of US 19 between C&O Dam Road and Old Crow Road. The higher than average accident rate consists mostly of rear end type collisions. This area has closely spaced intersections and driveways along with a 6% grade and deficient sag vertical curve. The addition of the continuous left turn lane and increasing the sag vertical curve to a 45 mph design speed in alternates 3 thru 6 will help reduce these accidents. Access management also would help eliminate the turning conflicts. The US 19/WV3 intersection has the highest accident rate. However, the accident data was collected prior to the installation of a signal at this intersection. The signal should decrease the accident rate.

**Table 1: US 19 Segment Accident Summary**

Route Name	County	Start	Stop	Milepost (Start)	Milepost (Stop)	Distance (miles)	Number of Accidents	Time Period (yrs.)	Volume (AADT)	R(section)	Versus Average (%)
US 19	Raleigh	WV 3	4th Street / Hampton Drive	8.78	9.78	1.00	14	3.5	15,650	70.0	34.0%
US 19	Raleigh	4th Street / Hampton Drive	WV 307 Grandview Road	9.78	10.45	0.67	23	3.5	17,200	156.2	75.8%
US 19	Raleigh	WV 307 Grandview Road	CR 19/15 4-H Lake Road	10.45	11.56	1.11	33	3.5	15,850	146.8	71.3%
US 19	Raleigh	CR 19/15 4-H Lake Road	CR 19/13 C&O Dam Road	11.56	12.17	0.61	17	3.5	19,265	113.2	55.0%
US 19	Raleigh	CR 19/13 C&O Dam Road	CR 119/36 Old Crow Road	12.17	12.49	0.32	35	3.5	18,375	465.9	226.2%
US 19	Raleigh	CR 119/36 Old Crow Road	WV 307 Airport Road	12.49	12.90	0.41	25	3.5	21,600	221.0	107.3%

**Table 2: US 19 Intersection Accident Summary**

Route Name	Real Milepost	County	Intersection	Number of Accidents	Time Period (yrs.)	Intersection DEV	R(spot)	Route Name
WV 3	8.78	Raleigh	WV 3	33	3.5	14,700	1.76	
WV 307	10.45	Raleigh	WV 307	6	3.5	14,850	0.32	Rite Aid / IGA Parking
CR 19/15 4-H Lake Road	11.56	Raleigh	CR 19/15 (4H Lake Road)	12	3.5	16,850	0.56	CR 19/37 (Dan Mont Vista)
CR 19/13 C&O Dam Road	12.17	Raleigh	CR 19/13	14	3.5	14,800	0.74	CR 19/99 (Price Street)
WV 307	12.90	Raleigh	WV 307 (Airport Road)	25	3.5	21,200	0.92	Walgreens / KFC Parking

### **Segment 2 WV 307 from US 19 to I-64**

This segment of roadway has existing 10 foot lanes, little development, and a rural character. The 10-foot travel lanes do not meet lane width requirements for a roadway with an AADT>2000 vpd. Therefore this roadway will be widened to have 12-foot wide travel lanes with 8-foot wide shoulders. These wider travel lanes and shoulders helps increase the safety and increase capacity by reducing side friction. The horizontal and vertical alignments will remain intact. The speed limit for this segment is 45 mph.

There are two potential alternates for widening WV 307

1. No Build
2. Widening to 12-foot wide lanes and 6-foot wide paved shoulders and an 8-foot wide shoulders

The traffic demand for this segment will be reduced once Segment 8 is constructed. This lower demand will reduce the need for a continuous left turn lane. Additionally, there are few driveways and intersections within the middle of the alignment, which reduces the need for a turn lane. On this segment, the accident rate is lower than the statewide average. The accidents were concentrated at the two ends of the segment. The accidents were located within a quarter-mile of the US 19 Intersection and at the CR 9/9 intersection. Only two accidents occurred along the remaining segment length.

**Table 3: WV 307 Segment Accident Summary**

Route Name	Real Milepost	County	Intersection	Number of Accidents	Time Period (yrs.)	Intersection DEV	R(spot)	Route Name
WV 307 Airport Road	1.32	Raleigh	CR 9/9	6	3.5	8,250	0.57	Orchard Hill Road

**Table 4: WV 307 Intersection Accident Summary**

Route Name	County	Start	Stop	Milepost (Start)	Milepost (Stop)	Distance (miles)	Number of Acciden	Time Period (yrs.)	Volume (AADT)	R(section)	Versus Average (%)
WV 307	Raleigh	US 19	CR 9/9 Orchard Hill Road	0.10	1.32	1.22	27	3.5	12,950	133.8	64.9%

### **Segment 7(Airport Road (CR 9/9) from I-64 to the Beckley – Raleigh County Airport)**

This segment of roadway has existing 10 foot lanes, little development, and a rural character. The 10-foot travel lanes do not meet lane width requirements for a roadway with an AADT>2000 vpd. Therefore this roadway will be widened to have 12-foot wide travel lanes with 8-foot wide shoulders. These wider travel lanes and shoulders helps increase the safety and increases capacity by reducing side friction. The speed limit for segment 7 is 50 mph.

There are two potential alternates for widening WV 307

1. No Build
2. Widening to 12-foot wide lanes and 6-foot wide paved shoulders and an 8-foot wide shoulders

A continuous center turn lane option is not supported by the traffic volumes. Additionally, the driveways are located at a reasonable spacing, which diminishes the effect of the turn lane.

The accident rate for Airport Road is well below the statewide rate for county roads. However, there were 11 accidents over the 3.5 year period, which occurred near the entrance of the Mine Health and Safety Academy. The accidents were classified as single vehicle for 6 of the accidents. This section of the alignment has several horizontal and vertical curves. The horizontal curves have a minimum design speed of 45 mph, whereas one of the vertical curves has a design speed of 25 mph. The milepost location of these vertical curves does not correspond to the accident locations. The vertical curve in the vicinity of the Academy is 50 mph.

**Table 5: CR 9/9 Segment Accident Summary**

Route Name	County	Start	Stop	Milepost (Start)	Milepost (Stop)	Distance (miles)	Number of Accidents	Time Period (yrs.)	Volume (AADT)	R(section)	Versus Average (%)
CR 9/9 Airport Road	Raleigh	WV 307	Interstate 64 Interchange	0.00	0.81	0.81	6	3.5	9,350	62.0	19.3%
CR 9/9 Airport Road	Raleigh	Interstate 64 Interchange	Raleigh County Airport	0.81	1.81	1.00	16	3.5	8,550	146.5	45.5%

**Table 6: CR 9/9 Intersection Accident Summary**

Route Name	Real Milepost	County	Intersection	Number of Accidents	Time Period (yrs.)	Intersection DEV	R(spot)	Route Name
CR 9/9	0.11 to 0.37	Raleigh	Interstate 64 Interchange Ramps (EB & WB)	5	3.5	9,320	0.42	Airport Road

#### **Segment 8 (Eisenhower Drive Extension from US 19 to I-64)**

This is new roadway from just southeast of the WV 307 intersection up to the existing I-64 interchange. This roadway segment will include a crossing of Little Beaver Creek. The traffic demand model showed an increase of the level of service on the existing roadways with the inclusion of this segment. This segment has a design speed of 45 mph. The typical section for this roadway will be a three lane, with a continuous center turn lane. An access modification study will be required for the I-64 interchange at milepost 124.

There are three potential alternates for the Eisenhower extension. The alignment studied for alternate 2 is closer to US 19 and does not allow a suitable connection to US 19. Both versions of Alternate 1 provide a feasible connection to US 19

1. Alignment Alternate 1 - Grade separated intersection with WV 307
2. Alignment Alternate 1 - At-grade intersection with WV 307
3. Alignment Alternate 2 - Grade separated intersection with 307, with different starting point.

The I-64 Interchange will need to be modified to accommodate the southern access. This study presents a feasible option which will include;

- Providing I-64 eastbound off-ramp left turn lane and providing two southbound left turn lanes.
- Signalizing the eastbound ramps.
- Providing two receiving lanes on I-64 on-ramp.
- Signalizing the I-64 westbound ramps to accommodate northbound left turn and westbound left turn traffic.

### ***Incident Management***

Reducing traffic congestion and improving roadway safety are high priorities. Traffic incidents are a major source of both highway congestion and safety problems. Incidents are estimated to cause approximately half of all traffic delay. Crashes that result from other incidents account for approximately 16 percent of all crashes and cause 18 percent of freeway deaths. For these reasons, FHWA strongly endorses the establishment and use of good traffic incident management. Effective transportation system management and operations depends on the aggressive management of temporary disruptions (caused by traffic incidents, work zones, weather, special events, etc.) in order to reduce the consequences of these disruptions and return the system to full capacity. The FHWA publication "Simplified Guide to the Incident Command System for TRANSPORTATION PROFESSIONALS, February 2006" outlines procedures and stakeholders for implementing a workable an incident management plan and an incident command system.



**Figure 3: View Looking North on WV 307**

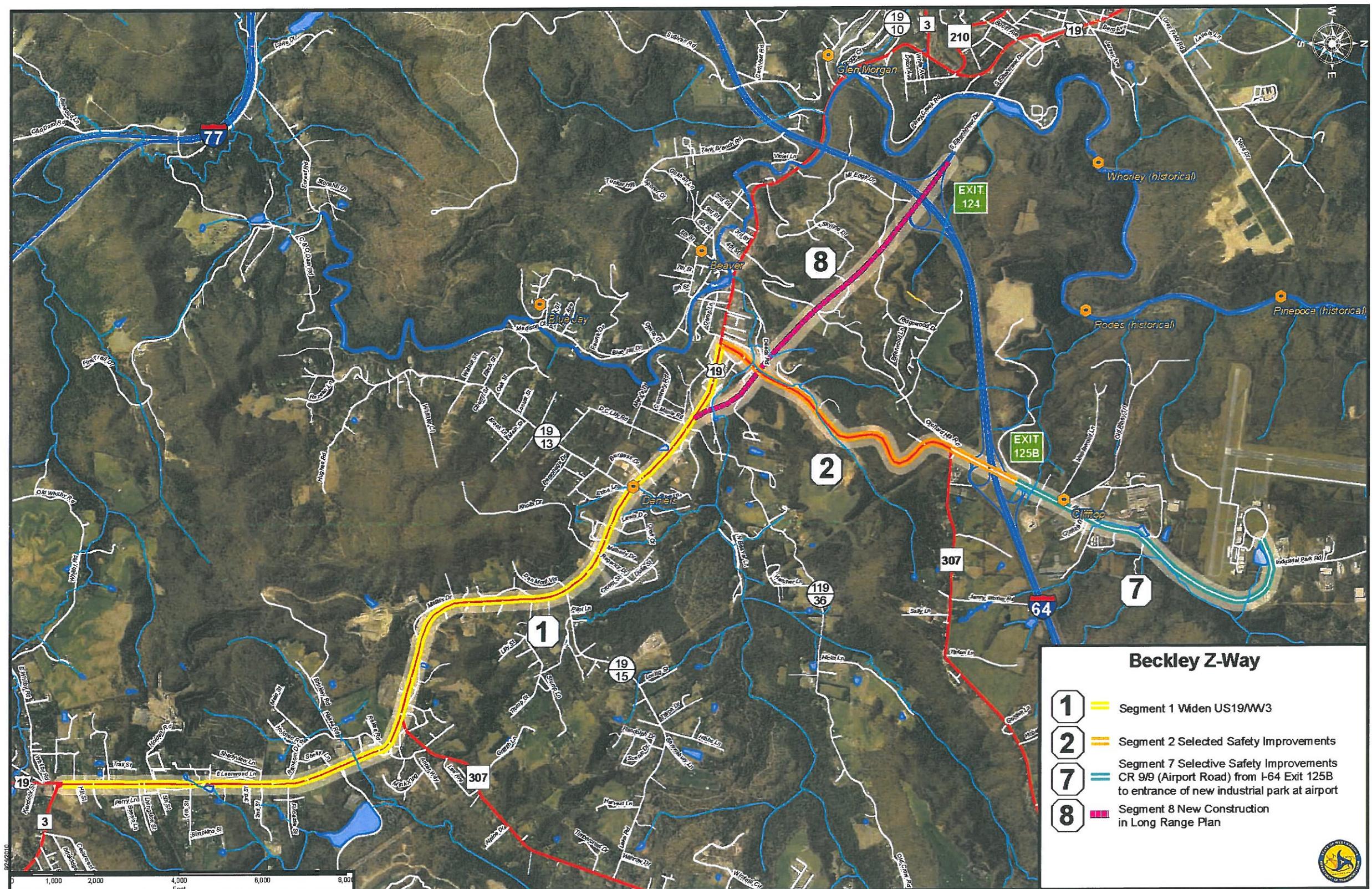


Figure 4: Segment Location Map

## **SECTION II - GEOTECHNICAL OVERVIEW**

The purpose of this project is to improve accessibility through an area known as the Beckley Z-Way and to route more traffic through Beckley, West Virginia. The study limits for the Beckley Z-Way are shown on Figure 6. The corridor improvements are anticipated to include the following:

- widening along approximately 4.25 miles of US 19;
- widening about 1.5 miles of Airport Road to the north of I-64;
- widening about 1 mile of WV 307 to the south of I-64; and
- about 1.5 miles of new alignment from I-64 at Exit 124 to the south to US 19.

### ***Objective***

The primary objective of this geotechnical overview study was to review readily available site data and to identify potential geotechnical and/or geological features that may impact the planning, design, and/or construction of new or modified roadways in the corridor.

### ***Site Conditions***

A site visit has not been made by WSA's geotechnical personnel. However, a review of readily available aerial mapping, topographic mapping, and site photos has been made.

The topography of the study area may be characterized by rugged terrain where wooded hills typically overlook relatively narrow lowlands occupied by rivers, creeks and branches. Several branches or creeks extend under existing roadways within the study area. The elevations along most of the affected alignments range between about +2,200 feet near the intersection of US 19 and WV 307 and about +2,700 feet near the southern extent of the study area.

From this data review effort, it appears that a majority of the properties adjacent to US 19, which is primarily a two-lane facility within the study limits, are either residential or commercial. Overhead

power lines typically parallel one or both sides of the roadway. Existing cuts and fills along US 19 are unknown; however, thicknesses less than 10 feet appear common as the topography along the roadway often appears to be gently to moderately rolling. Some notable exceptions to this includes several cut slopes in rock (see Figure 7) and several retaining walls apparently built off the roadway shoulder to accommodate the West Virginia Department of Highways right of way. Several box culverts provide passage over Sand Branch, Beaver Creek and Little Beaver Creek. A bridge is also present on US 19 to allow access over WV 307.

The land use along existing WV 307, which is a two lane facility, was observed to be a mix of residential, commercial and undeveloped woodlands. This section of roadway from about US 19 to just west of I-64 at Exit 125B is winding and rises steadily to the north. Several large slopes, especially near the roadway's horizontal curves, were observed. A sizable rock cut slope is present on the uphill side of the section of greatest horizontal curvature.

Airport Road extends north from I-64 at Exit 125B to Raleigh County Airport. Based on aerial mapping, this area is mostly undeveloped with some wooded areas. The ground surface elevations along this roadway and adjacent properties are about +2,500 feet and are relatively flat.

The proposed new roadway from US 19 and extending northwest towards I-64 at Exit 124 is mostly wooded and presently undeveloped although a portion of this area has been subject to past coal mining activities as described further below. It is anticipated that a new bridge over Beaver Creek may be required. The relief along this future roadway corridor is quite rolling with ground surface elevations increasing from south to north.

## **Geologic Overview**

Based on the published geologic mapping, the study area is located in the Allegheny Plateau, which is comprised of Pennsylvanian and Permian strata containing minable coal beds. The rock strata in this area are likely comprised of cyclic sequences of sandstone, shale, clay, coal and limestone. No faults were identified within the limits of the corridor study.

It is anticipated that the study area has a very low karst potential (i.e., karst features are rare or absent). However, detailed geologic quadrangles containing the study area have not been reviewed.

Based on materials reviewed for this study, springs have not been identified within the study area. Regardless, it is possible that some locations contain wet weather springs.



**Figure 5: MSHA Entrance**

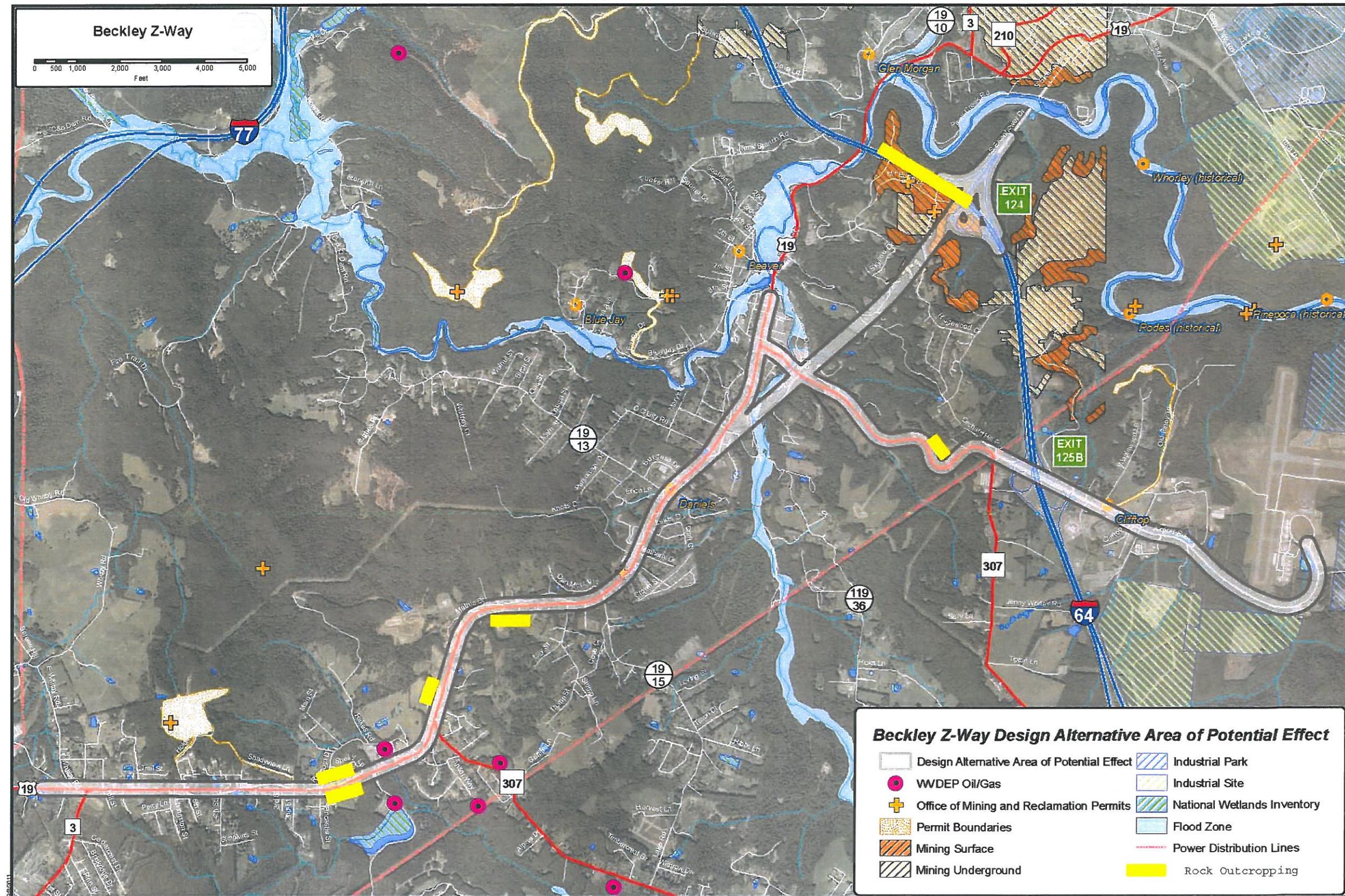


Figure 6: Geological Feature Map

### **SECTION III - ENVIRONMENTAL OVERVIEW**

The Beckley Z-Way design study includes developing feasible alternates along four segments of roadway in Raleigh County, WV. See Figure 4: Segment Location Map. The alternates will be further studied through the National Environmental Policy Act (NEPA) process with a recommended alternate being selected for future design and construction projects.

This Environmental Overview is a level of documentation that identifies environmentally sensitive areas within the project area to aid in planning activities. This type of documentation provides a framework to identify environmentally sensitive areas and develop a scope to assist with the NEPA process. No in-depth research is warranted at this stage of project development. A field visit was conducted in July 2011 to view the project area. The primary area of concern will be focused on 250 feet of either side of the existing centerline for a total corridor of 500 feet as shown in Figure 9. This study corridor is typically referred to as Area of Potential Effect (APE).

Data was gathered using the Geographic Names Information System (GNIS) for all known places, features, and areas in the United States that are identified by a proper name. Each feature is located by state, county, and geographic coordinates; and referenced to Statewide Mapping Aerials.



**Figure 7: US 19 North of WV 3**



**Figure 8: WV 307 North of US 19**

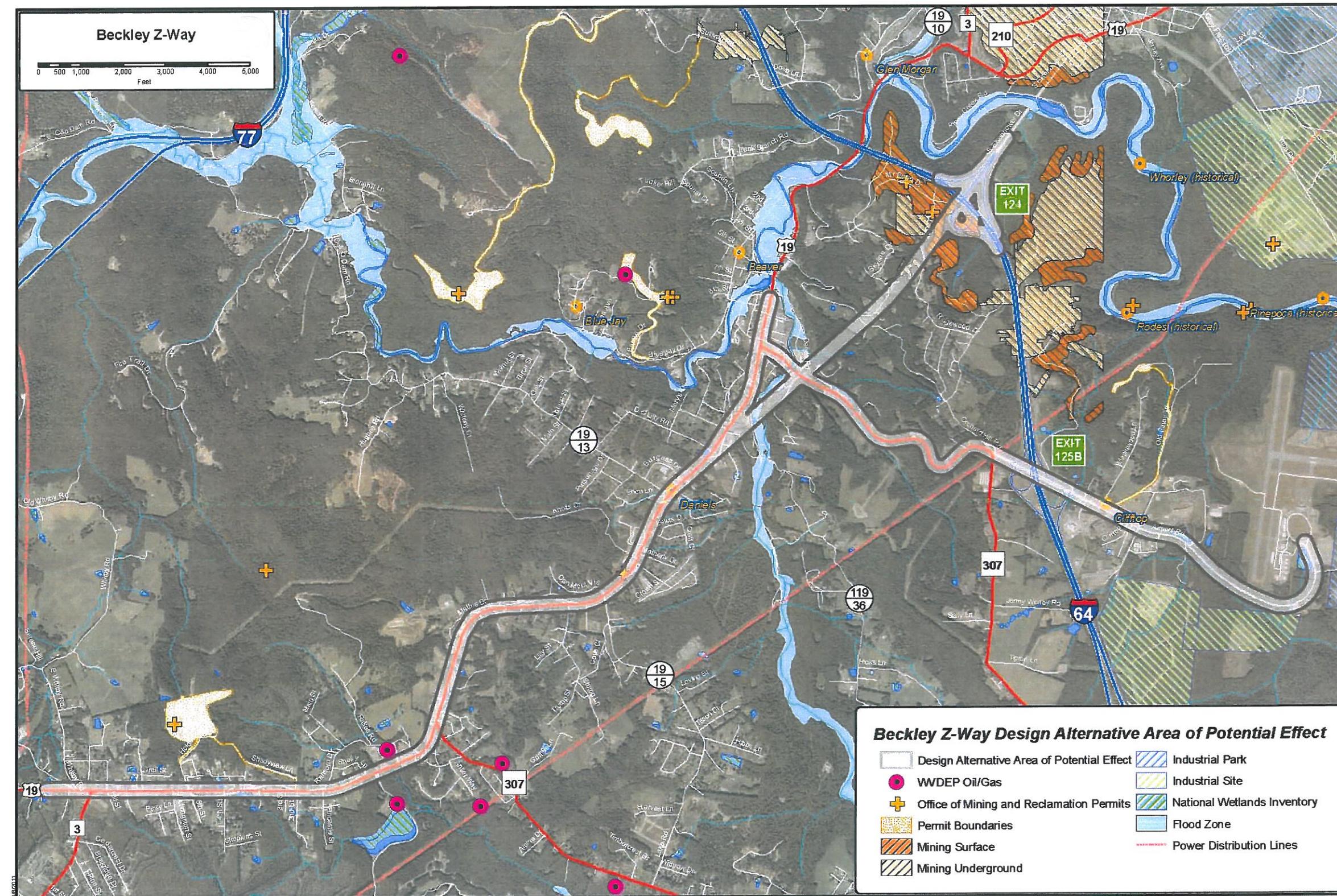


Figure 9: Area of Potential Effect Map

## I. Environmental Inventory

### A. Historic and Archaeological Resources

The National Register of Historic Places is a listing of historic and archaeological resources. Historic and archaeological resources can include districts, archaeological sites, buildings, structures and objects. Listed resources are generally at least fifty years old and possess historic and culture significance and integrity. Archival research at the West Virginia Division of Culture and History (WVDCH), Historic Preservation Unit was not conducted at this time. As this project is advanced through the development process, a thorough investigation into cultural resources will be completed at the WVDCH and the West Virginia State Historic Preservation Office (WVSHPO) utilizing their expansive reserves of documents, mapping, reports and files.

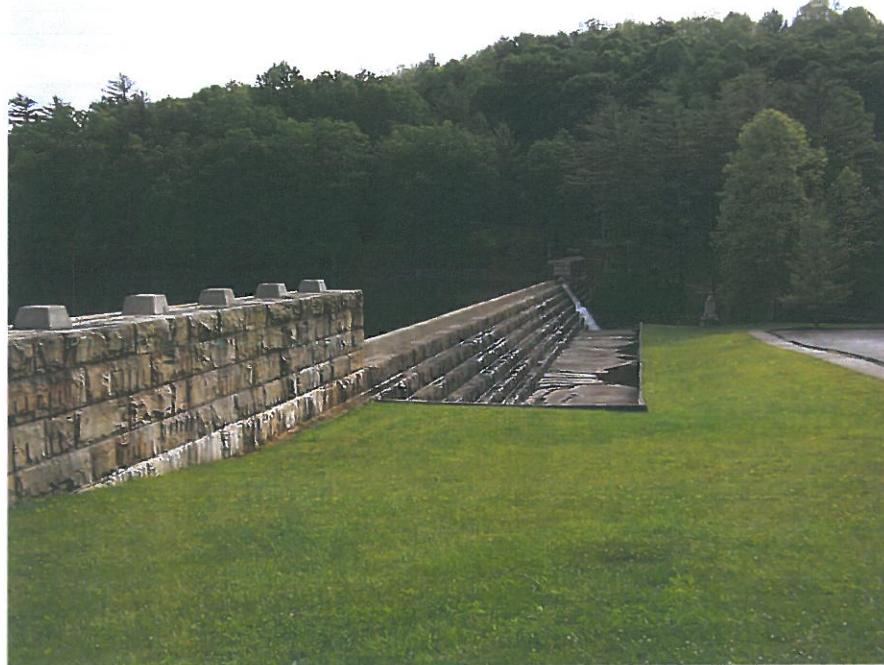


Figure 10: Little Beaver Dam

### Archaeological Resources

The likelihood of archaeological resources in this area is small due to previous disturbance resulting from the construction of I-64, US 19 and adjacent industrial commercial and

residential development. Any previous deposits of archaeological resources have likely been impacted or removed by construction.

### Historic Resources

A search for National Register of Historic Places listed properties was conducted by utilizing *Historic West Virginia, The National Register of Historic Places*, published by the WVDCH. Within the entirety of Raleigh County there are eight National Register of Historic listings.

COMMUNITY	NAME OF LISTING	LOCATION
Beckley	Beckley Courthouse Square Historic District	Prince, Kanawha, Church, Lebanon, Howe, McCreery and Earwood Streets and Alaska and First Avenues
Beckley	Beckley Feed and Hardware Company	Prince Street
Crow	Little Beaver Dam	Little Beaver Creek
Beckley	Phillips-Sprague Mine	Beckley Exhibition Coal Mine
Sandstone	<u>St. Coleman's Roman Catholic Church and Cemetery</u>	New River
Hinton	<u>Trump-Lilly Farmstead</u>	
Sophia	<u>Sophia Historic District</u>	
Beckley	<u>Wildwood</u>	Laurel Terrace

Figure 11: National Register Listings in Raleigh County

There are no properties listed on the National Register of Historic Places within or near the project area. A site visit didn't identify any potential historic sites within the APE. An historic survey will be conducted during the scoping of the NEPA process to further determine if the project will impact potential historic structures.

### B. Rare and Threatened Species

The West Virginia Department of Natural Resources (WVDNR), Wildlife Resources Section will be contacted to obtain information on any rare, threatened or endangered species (RTE)

within the project area of potential effect. There have been several Indiana Bat Mist Net Surveys conducted to the north of this project. As of this study there have been no bats found. During the next phase of the project, the US Fish and Wildlife service will additionally be contacted concerning potential RTE species.

#### **C. Cemeteries and Burial Grounds**

A query of the GNIS mapping database and examination of USGS topographical maps were conducted to identify locations of cemeteries and burial grounds within the project area. No cemeteries or burial grounds were found to be located within the project APE utilizing these resources. Further investigation into the cemeteries will be conducted during the course of this study.

#### **D. Hazardous Waste, Underground Storage Tanks, Superfund Sites**

Correspondence with the West Virginia Department of Environmental Protection will be initiated for information on any underground storage tanks, superfund sites or hazardous waste sites . Potential Sites Identified during a field investigation are listed.

Alternate	Station	Description
1	RT 1014+00 US 19	Active Service Station
1	LT 1025+50 US 19	Historic Service Station
1	RT 1037+00 US 19	Historic Service Station
1	RT 1054+00 US 19	Active Service Station
1	RT 1109+00 US 19	Active Service Station
1	LT 1127+00 US 19	Active Service Station
1	LT 1194+00 US 19	Active Service Station
1	LT 1223+50 US 19	Dry Cleaners
1	LT 2004+00 WV 307	Active Service Station
1	LT 2100+00 WV 307	Active Service Station

**Figure 12: Potentially Contaminated Soil Locations**



**Figure 13: Citgo Station at US 19 and WV 3 Intersection**

In addition to correspondence with the WVDEP, the United States Environmental Protection Agency ([www.epa.gov](http://www.epa.gov)) website was consulted. This website revealed a total of four Superfund sites are located in Raleigh County. These sites are listed below in Figure 5.

Site Name	EPA ID	NPL Status	City	County	Zip
Glen Morgan Drum Dump	WVD988767455	Non	Glen Morgan	Raleigh	25847
Hoffman Metal Removal	WVN000305643	Non	Mabscott	Raleigh	25827
Holly Hill Subdivision	WV0001095421	Non	Fairdale	Raleigh	25839
Sophia Battery Dump	WVSFN0305434	Non	Sophia	Raleigh	25921

**Figure 14: EPA listed Superfund Sites**

More detailed investigations will be conducted when alternates have been chosen. These investigations will determine if the sites listed in Figure 5 will be impacted. Also available on the EPA website are Comprehensive Environmental Response, Compensation and Liability

Information System (CERCLIS) Hazardous Waste Sites listings. Within Raleigh County, federally listed CERCLIS sites are shown in Figure 7. The exact locations of these sites are not known. General locations were provided by the EPA website, however their specific locations were not given and cannot be shown on project mapping due to the possibility of misidentification or mislabeling of a property. Upon establishment of alternatives and determination of a preferred alignment, further investigations to determine precise locations of the CERCLIS sites will need to be conducted.

EPA ID	Site Name	City	Count y	State	Non-NPL Status Code	Non-NPL Status Date	NPL Status Code
WVD016138760	BARKER JUNK CO, INC	MABSCOTT	RALEI GH	WV	OS	7/2/2002	N
WVSFN0305434	SOPHIA BATTERY DUMP	SOPHIA	RALEI GH	WV	RW	4/24/2008	N
WV0002326486	WALTON MTN ROAD HOME	RHODELL	RALEI GH	WV	RO	1/12/2000	N

Figure 15: CERCLIS Sites in Raleigh County

#### **E. Wetlands**

Within the study area, wetlands are present in areas where existing roadways traverse streams or rivers. United States Department of the Interior, National Wetland Inventory Maps has been reviewed for any locations of previously identified wetlands within the project area. The wetland boundaries are shown in Figure 9. The primary wetland area relates to Little Beaver Creek. The Z-Way project crosses the floodplain near the intersection of WV 307 and US 19. The other wetlands will be classified as the project progresses. Depending on the preferred alternate for the project, further investigations into registered wetlands within the APE will be warranted.

#### **F. Air Quality & Noise**

At this level of documentation air and noise monitoring is not required. Upon determination of a preferred alternate, these areas of concern will be examined in more detail.

#### **G. Groundwater Resources & Existing Well Records**

The underlying groundwater aquifer of the Beckley area is the New River Formation of the Pottsville Group, which is of Pennsylvanian Age. This geologic formation consists of thick layers of sandstone separated by thinner beds of shale, siltstone, and coal. Primary permeability, the movement of water directly through the pore spaces of rocks, is low throughout the area. Therefore, movement of groundwater is mostly by secondary permeability through the fractures, joints, and separations of the geologic formation. Wells that penetrate these few fractures generally have yields less than 1 gallon per minute per foot of drawdown. Yields are highly variable depending on the number of water-bearing openings penetrated by the well. In the Beckley area, this variability can result in wells located near each other having vastly different yields. Additionally, the United States Geological Survey (USGS) describes groundwater discharge to the many small streams in this area as insufficient to maintain flow during drought periods.

The State of West Virginia Department of Health and Human Resources, Bureau of Health reported that the Beckley Water Company provides public water for the entire study area, and their water sources are from one surface water plant and one groundwater plant. The surface water plant is located to the east of the project area at Glade Creek Reservoir, and the groundwater plant is located outside of the study area at Sweeneysburg. The only items within the study area related to public water supply are distribution lines and tanks. The Beckley-Raleigh County Board of Health reported that to their knowledge, there are no private water wells within the study area. The State of West Virginia Division of Environmental Protection, Office of Water Resources (WVDEP-OWR) stated that state law does not protect aquifer recharge areas.

#### **H. Other State and Federal Actions Required**

Other federal and state agency actions may be required when it has been determined what the preferred alternate will be. At this point, coordination with these agencies is not warranted, as this level of investigation is an overview and may include:

- Section 404 permit approval by the U.S. Army Corps of Engineers (Huntington District) for stream and wetland encroachment required for roadway construction,
- Section 401 Water Quality Certification from the West Virginia Department of Environmental Protection,
- The US Fish and Wildlife Service and Marine Fisheries Service,
- National Pollution Discharge Elimination System (NPDES) Permit from the West Virginia Department of Environmental Protection,
- Contact any public land holders in the area and,
- Federal Emergency Management Agency (FEMA) for permits and coordination,
- Public Land Corporation easements.

The subject project is limited to a 250-foot wide buffer zone area on either side of the existing roadways. By utilizing the GNIS maps and the project field visit, it has been determined that there are no schools, libraries, parks or recreational facilities located within the APE. Also established was the lack of public services within the APE, such as emergency services, waste disposal facilities and other similar services. Industrial/commercial and residential are the two primary land uses within the project area.

Further correspondence with the Natural Resources Conservation Service will determine if there are Prime and Statewide Important Farmlands present in the project area.

## ***II. Socioeconomic Impacts***

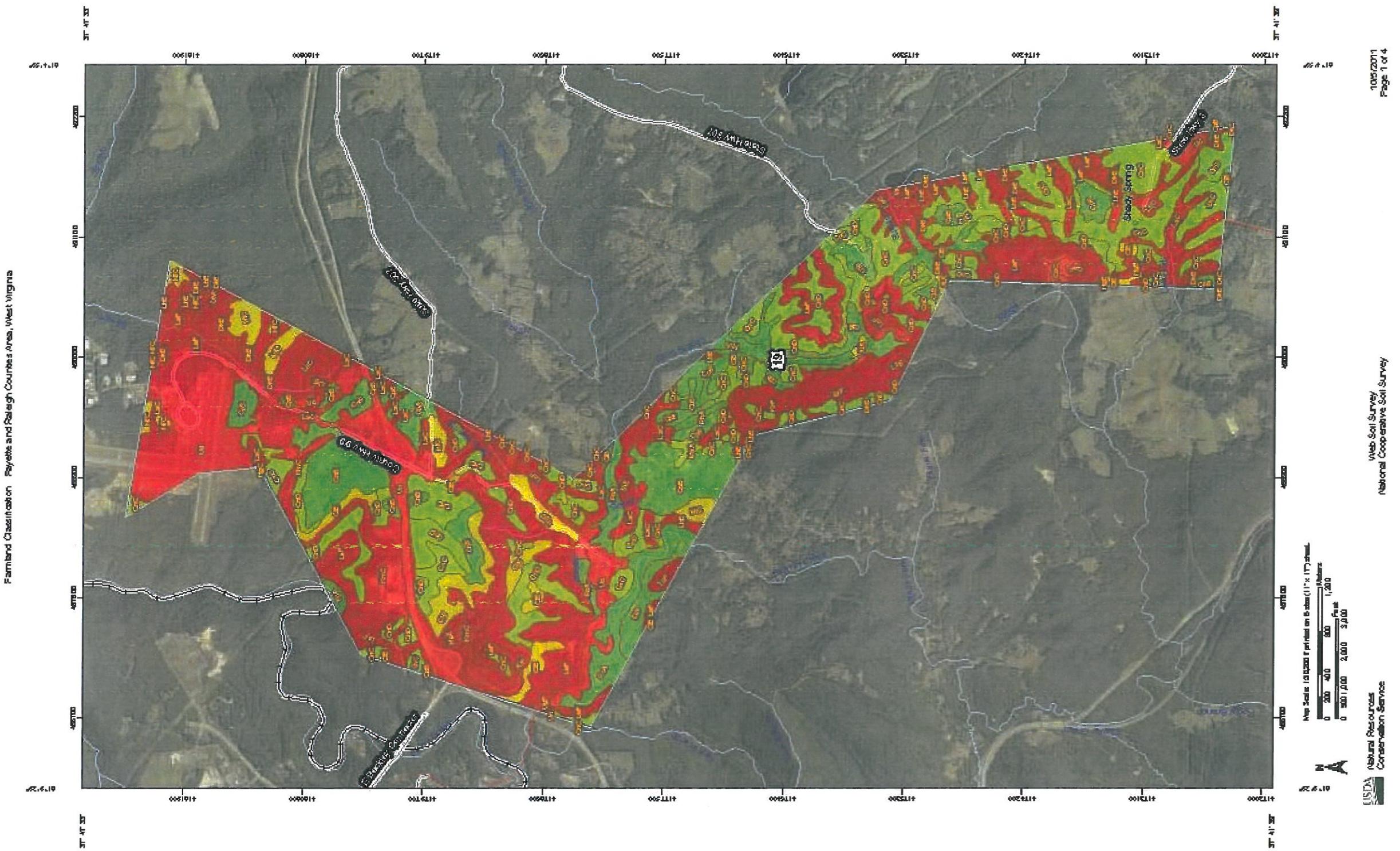
### ***A. Social***

The City of Beckley is centrally located in southern West Virginia. It is situated about 60 miles (96 km) southeast of Charleston, West Virginia and 45 miles (72 km) north of Bluefield, West Virginia. Beckley serves as the seat of government for Raleigh County and is its largest municipality. Beckley is the commercial center of the rural, coal mining area of southern West Virginia. Several counties border Raleigh County: Boone and Wyoming on the west, Kanawha and Fayette on the north, Summers on the east and Mercer on the south. The New River shapes the eastern edge of the county.

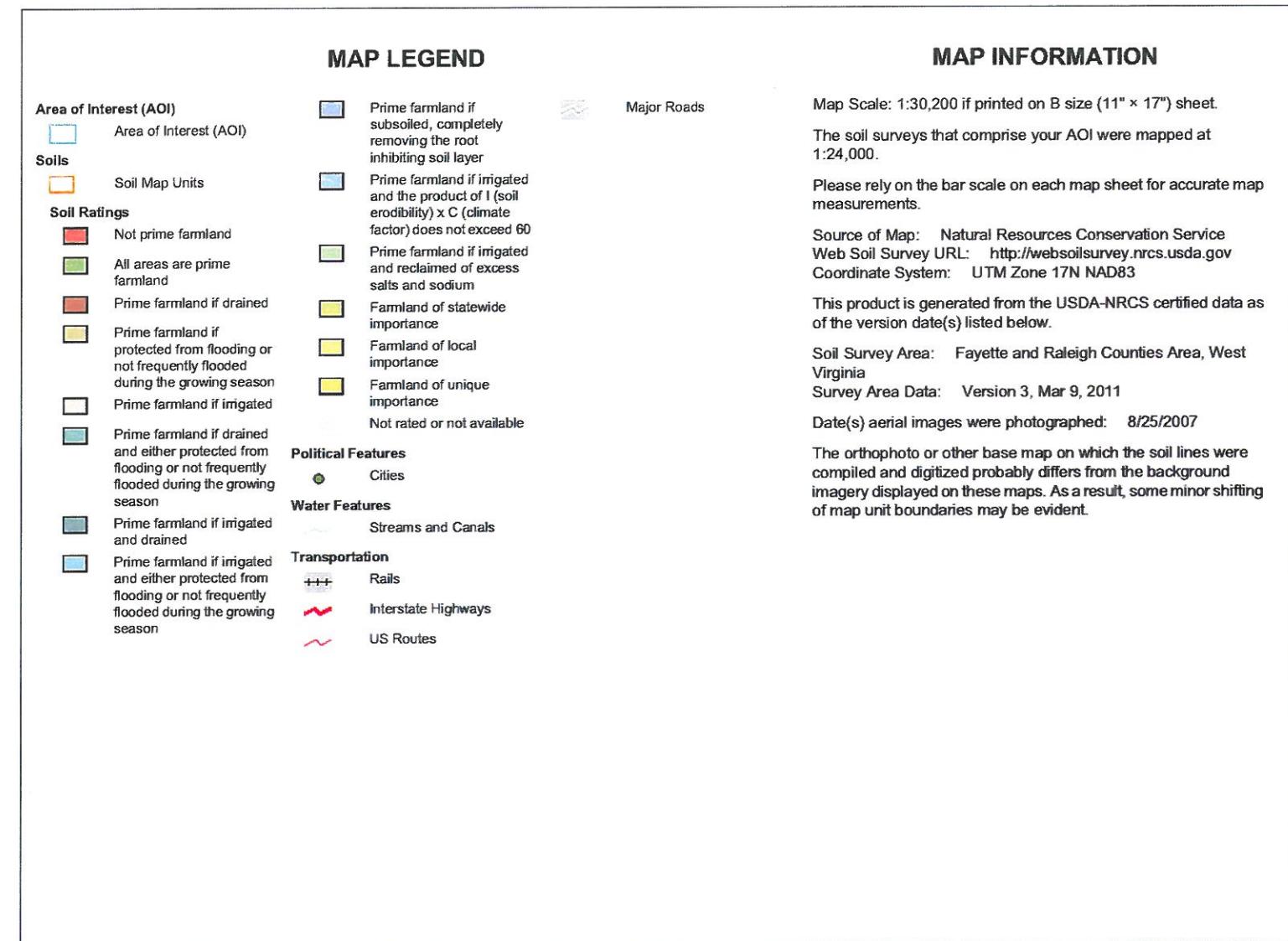
Several major highways serve the Beckley and Raleigh County area. These highways include Interstate 77 (West Virginia Turnpike), Interstate 64 (I-64), and US Route 19 (Appalachian Corridor L).

Travel patterns will be modified and improved, because this project provides an additional access to I-64 and a connection from the Shady Springs area to the downtown Beckley area. Additionally, because the widening of the roadway is located at or near its current location, pedestrian and/or bicycle facilities will be improved by the construction of paved shoulders.

Effects on social groups will be minimal due to this project's location with respect to the location of the existing roadway, the amount of roadway being affected, and the limits of the project. Since this project is along an existing interstate, no impact will occur to social groups.



**Figure 16: Farmlands Within Project Area**



 Natural Resources Conservation Service

Web Soil Survey  
National Cooperative Soil Survey

10/5/2011  
Page 2 of 4

Figure 17: Farmland Legends

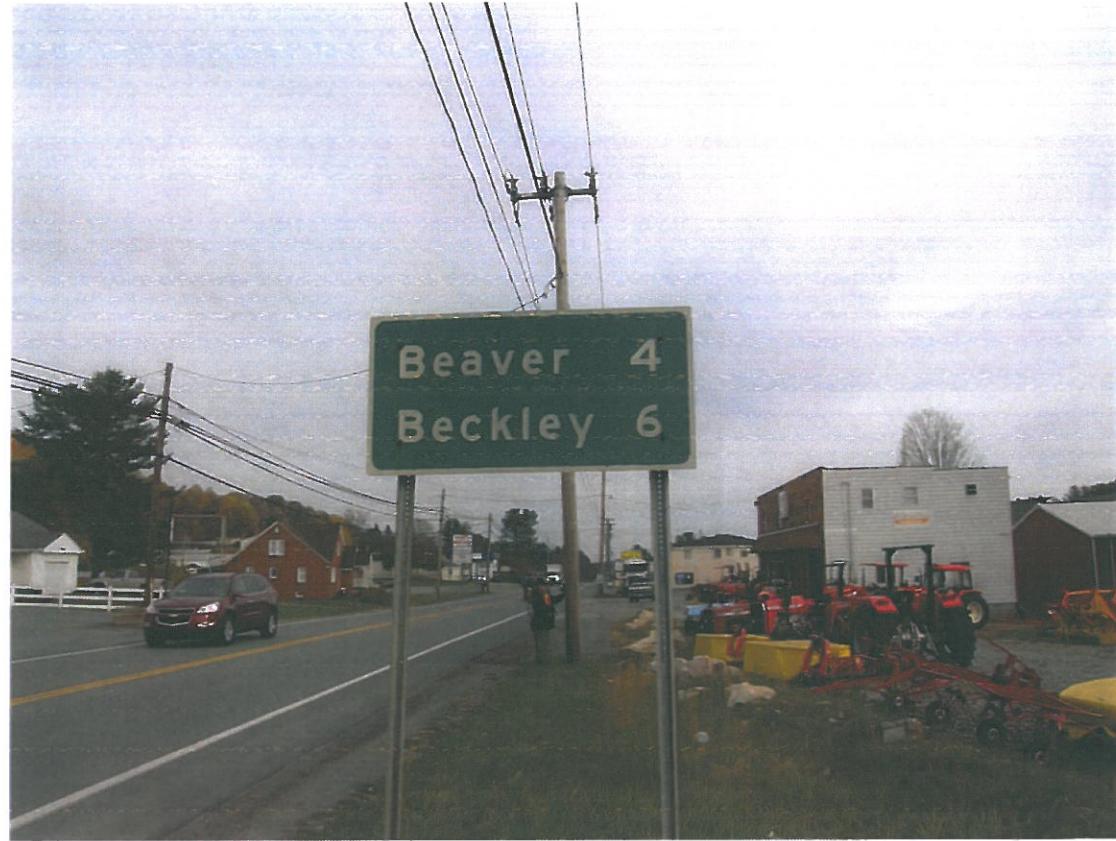
Section 4(f) of the Department of Transportation Act of 1966 (49 USC 1653 (f)), that declares it a national policy that special effort be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites. There will be no 4(f) impacts associated with this project. Any potential 4(f) properties are outside the APE of this project.

In accordance with the Presidential Executive Order on Environmental Justice, this project will be analyzed to determine the likelihood of impacts to minorities or disadvantaged populations. The project area may involve substantial relocations depending on the preferred alternate. Nevertheless, it is unlikely that any alignment chosen would have a disproportionate impact on environmental justice populations.

#### ***B. Economic***

Beckley is the most populated municipality within Raleigh County. For decades Beckley and Raleigh County were known as an area of major coal production. While the coal mining industry is no longer at its peak, the city has grown into a regional commercial center providing wholesale, retail and services to the surrounding counties in southern West Virginia.

The economy of the project area should not be adversely impacted widening of US 19. There will be some temporary impacts caused by business relocations and during construction. There are numerous commercial properties which lie along US 19 that could be impacted depending on which alternate is chosen. The economy should not be detrimentally affected by the implementation of the project.



**Figure 18: Example of existing service related industries.**

## **REFERENCES**

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- NRCS  
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Online at <http://websoilsurvey.nrcs.usda.gov/app/> (Accessed October 2011).
- Map WV  
2011 WV Geologic and Economic Survey Interactive Mapping Portal.  
Online at <http://ims.wvgs.wvnet.edu/index.html> (Accessed September 2011).

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Simplified Guide to the Incident Command System for TRANSPORTATION PROFESSIONALS, February 2006

# **Appendix A - Evaluation Matrices**

### Beckley Z-Way Alignment Alternative Evaluation/Cost Matrix - OFFICE REVIEW

Impact Category		Alternative No. 1	Alternative No. 2	Alternative No. 3	Alternative No. 4	Alternative No. 5	Alternative No. 6
<b>Engineering</b>							
Prelim. Length of US 19/WV3 Improvements	Feet	Existing Conditions	23,000	23,000	23,000	23,000	23,000
	Miles	Existing Conditions	4.36	4.36	4.36	4.36	4.36
Roadway Configuration		Existing Conditions Average 2 (11' Lanes). Many areas have less than a 2' Shoulder	2 (12' Lanes) 14' Continuous Left Turn Lane 6' Paved Shoulders	2 (12' Lanes) 14' Continuous Left Turn Lane 6' Paved Shoulders	2 (12' Lanes) 14' Continuous Left Turn Lane 6' Paved Shoulders	2 (12' Lanes) 14' Continuous Left Turn Lane 2' Gutter with Curb	2 (12' Lanes) 14' Continuous Left Turn Lane 2' Gutter with Curb
Horizontal Geometry (Min Radius)		716'	716'	822'	822'	822'	822'
<b>Financial / Costs</b>							
Estimated Right of Way Acquisition		\$0	\$27,270,000	\$24,770,000	\$20,675,000	\$25,050,000	\$27,690,000
Estimated Utility Relocation Cost		\$0	\$5,250,000	\$5,250,000	\$5,250,000	\$5,250,000	\$5,250,000
Estimated Construction Cost		\$0	\$20,393,290	\$19,767,010	\$19,865,290	\$23,498,898	\$23,503,698
Estimated Total Project Cost		\$0	\$52,913,290	\$49,787,010	\$45,790,290	\$53,798,898	\$56,443,698
<b>Traffic Operations</b>							
Number of Local Roadways Severed		None	None	None	None	None	None
Safety Constraints / Impacts		Existing Conditions	Increased safety in comparison to Alternative 1 due to the addition of a continuous left turn lane and widened template. The horizontal alignment follows the existing alignment and widening occurs to both sides of the existing roadway.	Increased safety in comparison to Alternative 1 due to the addition of a continuous left turn lane and widened template. Improved Horizontal Alignment.	Increased safety in comparison to Alternative 1 due to the addition of a continuous left turn lane and widened template. Improved Horizontal Alignment.	Increased safety in comparison to Alternative 1 due to the addition of a continuous left turn lane and widened template. Improved Horizontal Alignment.	Increased safety in comparison to Alternative 1 due to the addition of a continuous left turn lane and widened template. Improved Horizontal Alignment.
<b>Human Environment</b>							
Historic Resource Impacts		None	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED
Cemetery Impacts		None	None	None	None	None	None
Industrial Facilities Impacts (e.g. Chemical Plant)		None	None	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED
Commercial Facilities Impacts (e.g. Businesses)		None	75	63	54	63	54
Residential Displacement (# houses)		None	52	28	35	28	35
Potential Land Development		TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED
<b>Physical Impacts</b>							
Potential Hazard Waste Site(s)		None	Impacts to Existing and Historic Service Stations	Impacts to Existing and Historic Service Stations	Impacts to Existing and Historic Service Stations	Impacts to Existing and Historic Service Stations	Impacts to Existing and Historic Service Stations
Major (Public) Utility Conflicts / Impacts		None	Major Utility Relocations Required	Major Utility Relocations Required	Major Utility Relocations Required	Major Utility Relocations Required	Major Utility Relocations Required
Major (Private) Utility Conflicts / Impacts		None	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED	TO BE DETERMINED

**Beckley Z-Way Alignment Alternative Evaluation/Cost Matrix Segments 2 and 7 - OFFICE REVIEW**

<b>Impact Category</b>	<b>Alternative No. 1</b>		<b>Alternative No. 2</b>	<b>Alternative No. 3</b>
<b>Engineering</b>				
Prelim. Length of Airport Road	Feet	Existing Conditions	16,800	16,800
	Miles	Existing Conditions	3.18	3.18
Roadway Configuration		Existing Conditions Average 2 (11' Lanes). Many areas have less than a 2' Shoulder	2 (12' Lanes) 6' Paved Shoulders	2 (12' Lanes) 14' Continuous Left Turn Lane 6' Paved Shoulders
Horizontal Geometry (Min Radius)		292.96'	292.96'	292.96'
<b>Financial / Costs</b>				
Estimated Right of Way Acquisition	\$0	\$5,410,000	\$5,500,000	
Estimated Utility Relocation Cost	\$0	\$5,250,000	\$5,250,000	
Estimated Construction Cost	\$0	\$9,188,242	\$16,490,746	
Estimated Total Project Cost	\$0	\$19,848,242	\$27,240,746	
<b>Traffic Operations</b>				
Number of Local Roadways Severed	None	None	None	
Safety Constraints / Impacts	Existing Conditions	Widened driving lanes and shoulder	Widened driving lanes, shoulder, and added a continuous left turn lane	
<b>Human Environment</b>				
Historic Resource Impacts	None	None	None	
Cemetery Impacts	None	None	None	
Industrial Facilities Impacts (e.g. Chemical Plant)	None	None	None	
Commercial Facilities Impacts (e.g. Businesses)	None	None	None	
Residential Displacement (# houses)	None	None	None	
Potential Land Development	None	TO BE DETERMINED	TO BE DETERMINED	
<b>Physical Impacts</b>				
Potential Hazard Waste Site(s)	None	Impacts to Existing and Historic Service Stations	Impacts to Existing and Historic Service Stations	
Major (Public) Utility Conflicts / Impacts	None	Major Utility Relocations Required	Major Utility Relocations Required	
Major (Private) Utility Conflicts / Impacts	None	Major Utility Relocations Required	Major Utility Relocations Required	

Beckley Z-Way Alignment Alternative Evaluation/Cost Matrix Segment 8 and US 19 Connector - OFFICE REVIEW						
Impact Category		Alternative No. 1 - Overpass	Alternative No. 1 - At Grade	Alternative No. 2		US 19 Connector
<b>Engineering</b>						
Prelim. Length	Feet	9,800	9,800	8,300		2,100
	Miles	1.86	1.86	1.57		0.40
Roadway Configuration		2 (12' Lanes) 14' Continuous Left Turn Lane 6' Paved Shoulders	2 (12' Lanes) 14' Continuous Left Turn Lane 6' Paved Shoulders	2 (12' Lanes) 14' Continuous Left Turn Lane 6' Paved Shoulders		2 (12' Lanes) 14' Continuous Left Turn Lane 2' Gutter with Curb
Horizontal Geometry (Min Radius)		6000'	6000'	1850'		371'
<b>Financial / Costs</b>						
Estimated Right of Way Acquisition		\$10,275,000	\$9,985,000	\$9,985,000		\$2,760,000
Estimated Utility Relocation Cost		\$5,250,000	\$5,250,000	\$5,250,000		\$5,250,000
Estimated Construction Cost		\$34,016,570	\$49,957,028	\$39,331,480		\$5,159,483
Estimated Total Project Cost		\$49,541,570	\$65,192,028	\$54,566,480		\$13,169,483
<b>Traffic Operations</b>						
Number of Local Roadways Severed		None	None	None		None
Safety Constraints / Impacts		New Alignment that connects to the I-64/Eisenhower Interchange. Provides an overpass at WV 307/Airport Road.	New Alignment that connects to the I-64/Eisenhower Interchange. Provides an at grade intersection with WV 307/Airport Road.	New Alignment that connects to the I-64/Eisenhower Interchange. Provides an overpass at WV 307/Airport Road. Due to the close proximity of US 19, a connector road to US 19 is not feasable.		New Alignment that connects to the I-64/Eisenhower Interchange. Provides an overpass at WV 307/Airport Road. Due to the close proximity of US 19, a connector road to US 19 is not feasable.
<b>Human Environment</b>						
Historic Resource Impacts		None	TO BE DETERMINED	TO BE DETERMINED		TO BE DETERMINED
Cemetery Impacts		None	TO BE DETERMINED	TO BE DETERMINED		TO BE DETERMINED
Industrial Facilities Impacts (e.g. Chemical Plant)		None	None	None		None
Commercial Facilities Impacts (e.g. Businesses)		13	13	13		13
Residential Displacement (# houses)		14	14	14		18
Potential Land Development		None	TO BE DETERMINED	TO BE DETERMINED		TO BE DETERMINED
<b>Physical Impacts</b>						
Potential Hazard Waste Site(s)		None	Impacts to Existing and Historic Service Stations	Impacts to Existing and Historic Service Stations		Impacts to Existing and Historic Service Stations
Major (Public) Utility Conflicts / Impacts		None	Major Utility Relocations Required	Major Utility Relocations Required		Major Utility Relocations Required
Major (Private) Utility Conflicts / Impacts		None	TO BE DETERMINED	TO BE DETERMINED		TO BE DETERMINED

# **Appendix B - Design Criteria Summary**

## **Beckley Z-Way**

Functional Classification – Rural Arterial  
Design Speed

Minimum Design Speed 40 mph – Mountainous Terrain

### **Horizontal Geometry**

Maximum Radius of Curvature = 444'

### **Vertical Geometry**

Minimum 'K' Vertical Crest = 44

Minimum 'K' Vertical Sag = 64

Maximum Grade = ~~6% 87%~~

Minimum Vertical Clearance to Structures = 16 feet w/ 6" allowance for Overlay

Minimum Vertical Clearance to Pedestrian Overpass = 17'

### **Control Access**

None

### **Structures**

Full Width for Approach Roadway

### **Bridge Design Loading**

HL93 using AASHTO LRFD Bridge Design Specifications

### **Typical Section**

Lane Widths (DHV>400) = 12 feet

Continuous Left Turn Lane Width = 14 feet

Usable (Paved) Outside Shoulders = 6 feet

Travel Lane Cross-Slope = 2%

Shoulder Cross Slope = 4%

Maximum Allowable Breakover (Outside Shoulder) = 3% (High-Side Superelevation)

Clear Zone Distance (DHV>1500) = 30'

Roadside (Foreslope) = 1V:4H

Roadside (Ditch) Width = 4' Flat Bottom

Roadside (Backslope) = 1V:3H

Horizontal Clearance to Obstacles = 10 feet

### **Superelevation**

Maximum Superelevation Rate = 8.0%

### **Design Vehicles**

From Arterial to Local Road = SU

From Arterial to Industrial Plants = WB-50

# **Appendix C - Cost Estimates**

Segment 1 Alignment Alternative No. 2 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	127	LS	\$10,000.00	\$ 1,270,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	110,000	CY	\$12.00	\$ 1,320,000
207002-000	SUBGRADE	18,663	CY	\$52.00	\$ 970,476
207034-000	FABRIC FOR SEPARATION	111,978	SY	\$1.50	\$ 167,967
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	12,442	CY	\$120.00	\$ 1,493,040
401 ITEMS	SUPERPAVE HMA	73,905	TON	\$105.00	\$ 7,760,025
<b>MAJOR DRAINAGE( PIPES&gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605-ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	46,000	FT	\$12.00	\$ 552,000
606030-001	OUTLET PIPE	9,200	FT	\$12.00	\$ 110,400
607001	TYPE 1 GUARDRAIL - CLASS I	4,075	FT	\$12.00	\$ 48,900
	GUARDRAIL END TERMINAL	12	EA.	\$1,600.00	\$ 19,200
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$150,000.00	\$ 150,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	2	EA	\$135,000.00	\$ 270,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$340,000.00	\$ 340,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
		0	LS	\$ -	
CONSTRUCTION SUBTOTAL					\$ 16,994,408
20% E&C					3,398,882
CONSTRUCTION ESTIMATE					\$ 20,393,290
<b>RIGHT OF WAY AND UTILITIES</b>					
	RIGHT OF WAY ACQUISITION	1	LS	\$27,270,000.00	\$ 27,270,000.00
	UTILITY RELOCATION	1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE					\$ 32,520,000
TOTAL PROJECT					\$ 52,913,290

Segment 1 Alignment Alternative No. 3 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$125,000.00	\$ 125,000
202001-000	BUILDING DEMOLITION	91	LS	\$10,000.00	\$ 910,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	108,000	CY	\$12.00	\$ 1,296,000
207002-000	SUBGRADE	18,663	CY	\$52.00	\$ 970,476
207034-000	FABRIC FOR SEPARATION	111,978	SY	\$1.50	\$ 167,967
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	12,442	CY	\$120.00	\$ 1,493,040
401 ITEMS	SUPERPAVE HMA	73,905	TON	\$105.00	\$ 7,760,025
<b>MAJOR DRAINAGE( PIPES&gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605-ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	46,000	FT	\$12.00	\$ 552,000
606030-001	OUTLET PIPE	9,200	FT	\$12.00	\$ 110,400
607001	TYPE 1 GUARDRAIL - CLASS I	3,600	FT	\$12.00	\$ 43,200
	GUARDRAIL END TERMINAL	12	EA.	\$1,000.00	\$ 12,000
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$150,000.00	\$ 150,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	2	EA	\$135,000.00	\$ 270,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$340,000.00	\$ 340,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
		0	LS	\$ -	
CONSTRUCTION SUBTOTAL					\$ 16,472,508
20% E&C					3,294,502
CONSTRUCTION ESTIMATE					\$ 19,767,010
<b>RIGHT OF WAY AND UTILITIES</b>					
	RIGHT OF WAY ACQUISITION	1	LS	\$24,770,000.00	\$ 24,770,000.00
	UTILITY RELOCATION	1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE					\$ 30,020,000
TOTAL PROJECT					\$ 49,787,010

Segment 1 Alignment Alternative No. 4 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
	<b>ROADWAY</b>				
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	89	LS	\$10,000.00	\$ 890,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	105,000	CY	\$12.00	\$ 1,260,000
207002-000	SUBGRADE	18,663	CY	\$52.00	\$ 970,476
207034-000	FABRIC FOR SEPARATION	111,978	SY	\$1.50	\$ 167,967
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	12,442	CY	\$120.00	\$ 1,493,040
401 ITEMS	SUPERPAVE HMA	73,905	TON	\$105.00	\$ 7,760,025
	<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>				
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
	<b>MINOR DRAINAGE (PIPES &lt; 36")</b>				
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605-ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	46,000	FT	\$12.00	\$ 552,000
606030-001	OUTLET PIPE	9,200	FT	\$12.00	\$ 110,400
607001	TYPE 1 GUARDRAIL - CLASS I	4,075	FT	\$12.00	\$ 48,900
	GUARDRAIL END TERMINAL	12	EA.	\$1,600.00	\$ 19,200
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$150,000.00	\$ 150,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	2	LS	\$135,000.00	\$ 270,000
	<b>SIGNING &amp; PAVEMENT MARKINGS</b>				
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$340,000.00	\$ 340,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
	<b>STRUCTURES</b>				
		0	LS	\$ -	
CONSTRUCTION SUBTOTAL					\$ 16,554,408
20% E&C					\$ 3,310,882
CONSTRUCTION ESTIMATE					\$ 19,865,290
	<b>RIGHT OF WAY AND UTILITIES</b>				
	RIGHT OF WAY ACQUISITION	1	LS	\$20,675,000.00	\$ 20,675,000.00
	UTILITY RELOCATION	1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE					\$ 25,925,000
TOTAL PROJECT					\$ 45,790,290

Segment 1 Alignment Alternative No. 5 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
	<b>ROADWAY</b>				
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	91	LS	\$10,000.00	\$ 910,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	103,000	CY	\$12.00	\$ 1,236,000
207002-000	SUBGRADE	16,107	CY	\$52.00	\$ 837,564
207034-000	FABRIC FOR SEPARATION	96,644	SY	\$1.50	\$ 144,966
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	10,738	CY	\$120.00	\$ 1,288,560
401 ITEMS	SUPERPAVE HMA	63,785	TON	\$105.00	\$ 6,697,425
	<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>				
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$85,000.00	\$ 85,000
	<b>MINOR DRAINAGE (PIPES &lt; 36")</b>				
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$910,000.00	\$ 910,000
605-ITEMS	DRAINAGE INLETS	130	EA.	\$1,500.00	\$ 195,000
606029-001	FREE DRAINING BASE TRENCH	46,000	FT	\$12.00	\$ 552,000
606030-001	OUTLET PIPE	9,200	FT	\$12.00	\$ 110,400
607001	TYPE 1 GUARDRAIL - CLASS I	4,075	FT	\$12.00	\$ 48,900
	GUARDRAIL END TERMINAL	12	EA.	\$1,600.00	\$ 19,200
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	46,000	LF	\$75.00	\$ 3,450,000
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$150,000.00	\$ 150,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	2	EA	\$135,000.00	\$ 270,000
	<b>SIGNING &amp; PAVEMENT MARKINGS</b>				
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$340,000.00	\$ 340,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
	<b>STRUCTURES</b>				
		0	LS	\$ -	
CONSTRUCTION SUBTOTAL					\$ 19,582,415
20% E&C					\$ 3,916,483
CONSTRUCTION ESTIMATE					\$ 23,498,898
	<b>RIGHT OF WAY AND UTILITIES</b>				
	RIGHT OF WAY ACQUISITION	1	LS	\$25,050,000.00	\$ 25,050,000.00
	UTILITY RELOCATION	1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE					\$ 30,300,000
TOTAL PROJECT					\$ 53,798,898

Segment 1 Alignment Alternative No. 6 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	89	LS	\$10,000.00	\$ 890,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	105,000	CY	\$12.00	\$ 1,260,000
207002-000	SUBGRADE	16,107	CY	\$52.00	\$ 837,564
207034-000	FABRIC FOR SEPARATION	96,644	SY	\$1.50	\$ 144,966
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	10,738	CY	\$120.00	\$ 1,288,560
401 ITEMS	SUPERPAVE HMA	63,785	TON	\$105.00	\$ 6,697,425
<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$85,000.00	\$ 85,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$90,000.00	\$ 90,000
605-ITEMS	DRAINAGE INLETS	130	EA.	\$1,500.00	\$ 195,000
606029-001	FREE DRAINING BASE TRENCH	46,000	FT	\$12.00	\$ 552,000
606030-001	OUTLET PIPE	9,200	FT	\$12.00	\$ 110,400
607001	TYPE 1 GUARDRAIL - CLASS I	4,075	FT	\$12.00	\$ 48,900
	GUARDRAIL END TERMINAL	12	EA.	\$1,600.00	\$ 19,200
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	46,000	LF	\$75.00	\$ 3,450,000
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$150,000.00	\$ 150,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	2	EA	\$135,000.00	\$ 270,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$340,000.00	\$ 340,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
		1	LS	\$ -	\$ -
CONSTRUCTION SUBTOTAL				\$ 19,586,415	\$ 19,586,415
20% E&C				3,917,283	3,917,283
CONSTRUCTION ESTIMATE				\$ 23,503,698	\$ 23,503,698
<b>RIGHT OF WAY AND UTILITIES</b>					
	RIGHT OF WAY ACQUISITION	1	LS	\$27,690,000.00	\$ 27,690,000.00
	UTILITY RELOCATION	1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE				\$ 32,940,000	\$ 32,940,000
TOTAL PROJECT				\$ 56,443,698	\$ 56,443,698

Segment 2 and 7 Alignment Alternative No. 2 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	0	LS	\$10,000.00	\$ -
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	59,000	CY	\$12.00	\$ 708,000
207002-000	SUBGRADE	7,863	CY	\$52.00	\$ 406,876
207034-000	FABRIC FOR SEPARATION	47,178	SY	\$1.50	\$ 70,767
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	5,242	CY	\$120.00	\$ 629,040
401 ITEMS	SUPERPAVE HMA	31,137	TON	\$105.00	\$ 3,269,385
<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605-ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	27,000	FT	\$12.00	\$ 324,000
606030-001	OUTLET PIPE	5,400	FT	\$12.00	\$ 64,800
607001	TYPE 1 GUARDRAIL - CLASS I	1,400	FT	\$12.00	\$ 16,800
	GUARDRAIL END TERMINAL	8	EA.	\$1,600.00	\$ 12,800
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$750,000.00	\$ 750,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$75,000.00	\$ 75,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	1	EA	\$135,000.00	\$ 135,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$170,000.00	\$ 170,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
		1	LS	\$ -	\$ -
CONSTRUCTION SUBTOTAL				\$ 7,656,868	\$ 7,656,868
20% E&C				1,531,374	1,531,374
CONSTRUCTION ESTIMATE				\$ 9,188,242	\$ 9,188,242
<b>RIGHT OF WAY AND UTILITIES</b>					
	RIGHT OF WAY ACQUISITION	1	LS	\$5,410,000.00	\$ 5,410,000.00
	UTILITY RELOCATION	1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE				\$ 10,660,000	\$ 10,660,000
TOTAL PROJECT				\$ 19,848,242	\$ 19,848,242

Segment 2 and 7 Alignment Alternative No. 3 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	0	LS	\$10,000.00	\$ -
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	121,000	CY	\$12.00	\$ 1,452,000
207002-000	SUBGRADE	11,244	CY	\$52.00	\$ 584,688
207034-000	FABRIC FOR SEPARATION	67,467	SY	\$1.50	\$ 101,201
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	7,496	CY	\$120.00	\$ 899,520
401 ITEMS	SUPERPAVE HMA	44,528	TON	\$105.00	\$ 4,675,440
<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605-ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	27,600	FT	\$12.00	\$ 331,200
606030-001	OUTLET PIPE	5,520	FT	\$12.00	\$ 66,240
607001	TYPE 1 GUARDRAIL - CLASS I	1,400	FT	\$12.00	\$ 16,800
	GUARDRAIL END TERMINAL	8	EA.	\$1,600.00	\$ 12,800
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	46,000	LF	\$75.00	\$ 3,450,000
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$750,000.00	\$ 750,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$75,000.00	\$ 75,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	1	EA	\$135,000.00	\$ 135,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$170,000.00	\$ 170,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
		1	LS	\$ -	
CONSTRUCTION SUBTOTAL				\$ 13,742,289	
20% E&C				2,748,458	
CONSTRUCTION ESTIMATE				\$ 16,490,746	
<b>RIGHT OF WAY AND UTILITIES</b>					
	RIGHT OF WAY ACQUISITION	1	LS	\$5,500,000.00	\$ 5,500,000.00
	UTILITY RELOCATION	1	LS	\$3,250,000.00	\$ 3,250,000.00
RW AND UTILITY ESTIMATE				\$ 10,750,000	
TOTAL PROJECT				\$ 27,240,746	

Segment 8 Alternative No. 1 Overpass Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	27	LS	\$10,000.00	\$ 270,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	1,154,000	CY	\$12.00	\$ 13,848,000
207002-000	SUBGRADE	7,578	CY	\$52.00	\$ 394,056
207034-000	FABRIC FOR SEPARATION	45,467	SY	\$1.50	\$ 68,201
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	5,052	CY	\$120.00	\$ 606,240
401 ITEMS	SUPERPAVE HMA	30,008	TON	\$105.00	\$ 3,150,840
<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604-ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605-ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	18,600	FT	\$12.00	\$ 223,200
606030-001	OUTLET PIPE	3,720	FT	\$12.00	\$ 44,640
607001	TYPE 1 GUARDRAIL - CLASS I	7,800	FT	\$12.00	\$ 93,600
	GUARDRAIL END TERMINAL	16	EA.	\$1,600.00	\$ 25,600
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610-ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633-ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636-ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637-ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638-ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639-ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640-ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642-ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$75,000.00	\$ 75,000
652-ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655-ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660-ITEMS	TRAFFIC SIGNALS PER LOCATION	3	EA	\$135,000.00	\$ 405,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657-ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661-ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$170,000.00	\$ 170,000
663-ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
LITTLE BEAVER CREEK BRIDGE (ESTIMATED AT \$201 PER SQ. FT.)		1	LS	\$1,034,727.00	\$ 1,034,727.00
WV 307 OVERPASS (ESTIMATED AT \$201 PER SQ. FT.)		1	LS	\$5,415,638.00	\$ 5,415,638.00
CONSTRUCTION SUBTOTAL					\$ 28,347,142
20% E&C					5,669,428
CONSTRUCTION ESTIMATE					\$ 34,016,570
<b>RIGHT OF WAY AND UTILITIES</b>					
RIGHT OF WAY ACQUISITION		1	LS	\$10,275,000.00	\$ 10,275,000.00
UTILITY RELOCATION		1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE					\$ 15,525,000
TOTAL PROJECT					\$ 49,541,570

Segment 8 Alternative No. 1 At-Grade Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	27	LS	\$10,000.00	\$ 270,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	2,235,000	CY	\$12.00	\$ 26,820,000
207002-000	SUBGRADE	7,985	CY	\$52.00	\$ 415,220
207034-000	FABRIC FOR SEPARATION	47,911	SY	\$1.50	\$ 71,867
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	5,323	CY	\$120.00	\$ 638,760
401 ITEMS	SUPERPAVE HMA	31,621	TON	\$105.00	\$ 3,320,205
<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604 ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605 ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	19,600	FT	\$12.00	\$ 235,200
606030-001	OUTLET PIPE	3,920	FT	\$12.00	\$ 47,040
607001	TYPE 1 GUARDRAIL - CLASS I	3,500	FT	\$12.00	\$ 42,000
	GUARDRAIL END TERMINAL	8	EA.	\$1,600.00	\$ 12,800
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610 ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633 ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636 ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637 ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638 ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639 ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640 ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642 ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$75,000.00	\$ 75,000
652 ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655 ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660 ITEMS	TRAFFIC SIGNALS PER LOCATION	4	EA	\$135,000.00	\$ 540,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657 ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661 ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$170,000.00	\$ 170,000
663 ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
LITTLE BEAVER CREEK BRIDGE (ESTIMATED AT \$201 PER SQ. FT.)		1	LS	\$1,034,727.00	\$ 1,034,727.00
WV 307 OVERPASS (ESTIMATED AT \$201 PER SQ. FT.)		1	LS	\$5,415,638.00	\$ 5,415,638.00
CONSTRUCTION SUBTOTAL				\$ 41,630,857	
20% E&C				8,326,171	
CONSTRUCTION ESTIMATE				\$ 49,957,028	
<b>RIGHT OF WAY AND UTILITIES</b>					
RIGHT OF WAY ACQUISITION		1	LS	\$9,985,000.00	\$ 9,985,000.00
UTILITY RELOCATION		1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE				\$ 15,235,000	
TOTAL PROJECT				\$ 65,192,028	

Segment 8 Alternative No. 2 Cost Summary - Office Review					
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	27	LS	\$10,000.00	\$ 270,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	1,566,000	CY	\$12.00	\$ 18,792,000
207002-000	SUBGRADE	6,763	CY	\$52.00	\$ 351,676
207034-000	FABRIC FOR SEPARATION	40,578	SY	\$1.50	\$ 60,867
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	4,509	CY	\$120.00	\$ 541,080
401 ITEMS	SUPERPAVE HMA	26,781	TON	\$105.00	\$ 2,812,005
<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$80,000.00	\$ 80,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604 ITEMS	MINOR DRAINAGE PIPES	1	LS	\$70,000.00	\$ 70,000
605 ITEMS	DRAINAGE INLETS	10	EA.	\$1,500.00	\$ 15,000
606029-001	FREE DRAINING BASE TRENCH	16,600	FT	\$12.00	\$ 199,200
606030-001	OUTLET PIPE	3,320	FT	\$12.00	\$ 39,840
607001	TYPE 1 GUARDRAIL - CLASS I	5,900	FT	\$12.00	\$ 70,800
	GUARDRAIL END TERMINAL	10	EA.	\$1,600.00	\$ 16,000
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610 ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633 ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636 ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637 ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638 ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639 ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640 ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642 ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$75,000.00	\$ 75,000
652 ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655 ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660 ITEMS	TRAFFIC SIGNALS PER LOCATION	3	EA	\$135,000.00	\$ 405,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657 ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661 ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$170,000.00	\$ 170,000
663 ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
LITTLE BEAVER CREEK BRIDGE (ESTIMATED AT \$201 PER SQ. FT.)		1	LS	\$1,034,727.00	\$ 1,034,727.00
WV 307 OVERPASS (ESTIMATED AT \$201 PER SQ. FT.)		1	LS	\$5,415,638.00	\$ 5,415,638.00
CONSTRUCTION SUBTOTAL				\$ 32,776,233	
20% E&C				6,555,247	
CONSTRUCTION ESTIMATE				\$ 39,331,480	
<b>RIGHT OF WAY AND UTILITIES</b>					
RIGHT OF WAY ACQUISITION		1	LS	\$9,985,000.00	\$ 9,985,000.00
UTILITY RELOCATION		1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE				\$ 15,235,000	
TOTAL PROJECT				\$ 54,566,480	

US 19 Connector Cost Summary - Office Review

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>ROADWAY</b>					
201001-000	CLEARING AND GRUBBING	1	LS	\$250,000.00	\$ 250,000
202001-000	BUILDING DEMOLITION	31	LS	\$10,000.00	\$ 310,000
204001-000	MOBILIZATION	1	LS	\$150,000.00	\$ 150,000
207001-001	UNCLASSIFIED EXCAVATION	0	CY	\$12.00	\$ -
207002-000	SUBGRADE	1,301	CY	\$52.00	\$ 67,652
207034-000	FABRIC FOR SEPARATION	7,804	SY	\$1.50	\$ 11,706
311006-001	OPEN GRADED FREE DRAINING BASE COURSE	867	CY	\$120.00	\$ 104,040
401 ITEMS	SUPERPAVE HMA	5,151	TON	\$105.00	\$ 540,855
<b>MAJOR DRAINAGE (PIPES &gt; 36")</b>					
	PIPE END SECTIONS	1	LS	\$60,000.00	\$ 60,000
	PIPES	1	LS	\$100,000.00	\$ 100,000
<b>MINOR DRAINAGE (PIPES &lt; 36")</b>					
604 ITEMS	MINOR DRAINAGE PIPES	1	LS	\$35,000.00	\$ 35,000
605 ITEMS	DRAINAGE INLETS	5	EA.	\$1,500.00	\$ 7,500
606029-001	FREE DRAINING BASE TRENCH	6,411	FT	\$12.00	\$ 76,932
606030-001	OUTLET PIPE	1,282	FT	\$12.00	\$ 15,384
607001	TYPE 1 GUARDRAIL - CLASS I	4,075	FT	\$12.00	\$ 48,900
	GUARDRAIL END TERMINAL	12	EA.	\$1,600.00	\$ 19,200
608002	RIGHT OF WAY FENCE, FARM FIELD TYPE	0	FT	\$4.00	\$ -
610 ITEMS	CONCRETE CURB AND GUTTER	0	LF	\$75.00	\$ -
633 ITEMS	DUMPED ROCK GUTTER	1	LS	\$50,000.00	\$ 50,000
636 ITEMS	MAINTENANCE OF TRAFFIC	1	LS	\$1,500,000.00	\$ 1,500,000
637 ITEMS	WATER FOR DUST PALLIATIVE	1,240	MGAL	\$10.00	\$ 12,400
638 ITEMS	PROJECT, RIGHT-OF-WAY, SURVEY MARKERS	1	LS	\$25,000.00	\$ 25,000
639 ITEMS	CONSTRUCTION LAYOUT STAKES	1	LS	\$50,000.00	\$ 50,000
640 ITEMS	FIELD OFFICE AND STORAGE BUILDING	1	LS	\$50,000.00	\$ 50,000
642 ITEMS	TEMPORARY PROJECT WATER POLLUTION CONTROL	1	LS	\$150,000.00	\$ 150,000
652 ITEMS	SEEDING AND MULCHING	1	LS	\$60,000.00	\$ 60,000
655 ITEMS	MATTING	1	LS	\$20,000.00	\$ 20,000
660 ITEMS	TRAFFIC SIGNALS	1	LS	\$135,000.00	\$ 135,000
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
657 ITEMS	ROADSIDE MOUNTED SIGN SUPPORTS	1	LS	\$50,000.00	\$ 50,000
661 ITEMS	TRAFFIC SIGNS AND DELINEATORS	1	LS	\$340,000.00	\$ 340,000
663 ITEMS	MISCELLANEOUS PAVEMENT MARKINGS	1	LS	\$60,000.00	\$ 60,000
<b>STRUCTURES</b>					
CONSTRUCTION SUBTOTAL					\$ 4,299,569
20% E&C					\$ 859,914
CONSTRUCTION ESTIMATE					\$ 5,159,483
<b>RIGHT OF WAY AND UTILITIES</b>					
	RIGHT OF WAY ACQUISITION	1	LS	\$2,760,000.00	\$ 2,760,000.00
	UTILITY RELOCATION	1	LS	\$5,250,000.00	\$ 5,250,000.00
RW AND UTILITY ESTIMATE					\$ 8,010,000
TOTAL PROJECT					\$ 13,169,483

# **Appendix D - Acquisition Tables**

ACQUISITION TABLE

PARCEL NUMBER	PARCEL TOTALS		SEGMENT 1 - US 19												
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6		
			SF	AC	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC
1	8,936	0.21	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
2	27,768	0.64	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
3	78,003	1.79	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
4	71,194	1.63	0	0	0.00	0	0.00	1,805	0.04	0	0.00	1,805	0.04		
5	40,429	0.93	0	1,573	0.04	1,965	0.05	5,242	0.12	1,965	0.05	5,242	0.12		
6	293,373	6.73	0	17,085	0.39	17,085	0.39	23,500	0.54	17,085	0.39	23,500	0.54		
7	49,778	1.14	0	7,873	0.18	9,530	0.22	8,777	0.20	9,530	0.22	8,777	0.20		
8	4,719	0.11	0	804	0.02	982	0.02	923	0.02	982	0.02	923	0.02		
9	3,724	0.09	0	845	0.02	130	0.00	963	0.02	130	0.00	963	0.02		
10	6,147	0.14	0	763	0.02	967	0.02	902	0.02	967	0.02	902	0.02		
11	37,406	0.86	0	8,225	0.19	8,225	0.19	7,750	0.18	8,225	0.19	7,750	0.18		
12	18,683	0.43	0	8,175	0.19	9,491	0.22	9,150	0.21	9,491	0.22	9,150	0.21		
13	11,179	0.26	0	3,207	0.07	3,207	0.07	3,074	0.07	3,207	0.07	3,074	0.07		
14	12,254	0.28	0	2,954	0.07	2,954	0.07	2,825	0.06	2,954	0.07	2,825	0.06		
15	36,011	0.83	0	214	0.00	562	0.01	527	0.01	562	0.01	527	0.01		
16	70,797	1.63	0	7,146	0.16	7,146	0.16	6,827	0.16	7,146	0.16	6,827	0.16		
17	45,067	1.03	0	7,938	0.18	7,938	0.18	8,244	0.19	7,938	0.18	8,244	0.19		
18	20,599	0.47	0	5,469	0.13	5,469	0.13	5,198	0.12	5,469	0.13	5,198	0.12		
19	32,857	0.75	0	3,869	0.09	3,673	0.08	4,024	0.09	3,673	0.08	4,024	0.09		
20	50,412	1.16	0	8,182	0.19	7,523	0.17	8,387	0.19	7,523	0.17	8,387	0.19		
21	1,763,594	40.49	0	21,530	0.49	24,802	0.57	20,276	0.47	24,802	0.57	20,276	0.47		
22	29,667	0.68	0	4,418	0.10	4,051	0.09	4,641	0.11	4,051	0.09	4,641	0.11		
23	25,730	0.59	0	4,103	0.09	3,769	0.09	4,255	0.10	3,769	0.09	4,255	0.10		
24	13,027	0.30	0	4,232	0.10	3,743	0.09	4,520	0.10	3,743	0.09	4,520	0.10		
25	27,293	0.63	0	4,582	0.11	4,010	0.09	4,871	0.11	4,010	0.09	4,871	0.11		
26	32,761	0.75	0	5,446	0.13	4,687	0.11	5,783	0.13	4,687	0.11	5,783	0.13		
27	19,732	0.45	0	4,057	0.09	3,453	0.08	4,293	0.10	3,453	0.08	4,293	0.10		
28	15,405	0.35	0	5,925	0.14	6,622	0.15	5,553	0.13	6,622	0.15	5,553	0.13		
29	10,999	0.25	0	885	0.02	989	0.02	833	0.02	989	0.02	833	0.02		
30	45,746	1.05	0	7,002	0.16	5,794	0.13	7,421	0.17	5,794	0.13	7,421	0.17		
31	21,712	0.50	0	5,361	0.12	6,080	0.14	4,991	0.11	6,080	0.14	4,991	0.11		
32	13,598	0.31	0	5,770	0.13	6,392	0.15	5,433	0.12	6,392	0.15	5,433	0.12		
33	32,292	0.74	0	4,576	0.11	3,685	0.08	4,827	0.11	3,685	0.08	4,827	0.11		
34	12,352	0.28	0	4,953	0.11	5,519	0.13	4,648	0.11	5,519	0.13	4,648	0.11		
35	24,156	0.55	0	2,929	0.07	2,101	0.05	3,158	0.07	2,101	0.05	3,158	0.07		
36	48,149	1.11	0	3,630	0.08	4,040	0.09	3,329	0.08	4,040	0.09	3,329	0.08		
37	20,287	0.47	0	6,887	0.16	7,676	0.18	6,444	0.15	7,676	0.18	6,444	0.15		
38	13,366	0.31	0	4,411	0.10	4,907	0.11	4,115	0.09	4,907	0.11	4,115	0.09		
39	6,838	0.16	0	6,838	0.16	6,838	0.16	6,838	0.16	6,838	0.16	6,838	0.16		
40	65,678	1.51	0	11,923	0.27	13,203	0.30	11,903	0.27	13,203	0.30	11,903	0.27		
41	6,002	0.14	0	1,270	0.03	177	0.00	1,315	0.03	177	0.00	1,315	0.03		
42	7,385	0.17	0	2,935	0.07	2,060	0.05	3,051	0.07	2,060	0.05	3,051	0.07		
43	1,613	0.04	0	952	0.02	707	0.02	1,018	0.02	707	0.02	1,018	0.02		
44	22,981	0.53	0	2,966	0.07	3,411	0.08	2,654	0.06	3,411	0.08	2,654	0.06		
45	20,891	0.48	0	5,165	0.12	4,139	0.10	5,344	0.12	4,139	0.10	5,344	0.12		
46	23,594	0.54	0	4,999	0.11	5,754	0.13	4,442	0.10	5,754	0.13	4,442	0.10		
47	29,591	0.68	0	9,197	0.21	6,772	0.16	9,848	0.23	7,389	0.17	9,848	0.23		
48	108,361	2.49	0	5,100	0.12	5,647	0.13	3,761	0.09	5,647	0.13	3,761	0.09		
49	20,127	0.46	0	4,158	0.10	2,652	0.06	4,435	0.10	3,324	0.08	4,435	0.10		

**ACQUISITION TABLE**

PARCEL	PARCEL TOTALS		SEGMENT 1 - US 19												
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6		
			SF	AC	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC
50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
51	19,640	0.45	0	8,167	0.19	8,899	0.20	6,327	0.15	8,899	0.20	6,327	0.15		
52	72,204	1.66	0	9,978	0.23	4,768	0.11	10,666	0.24	7,901	0.18	10,666	0.24		
53	18,333	0.42	0	2,121	0.05	2,498	0.06	1,273	0.03	2,498	0.06	1,273	0.03		
54	7,523	0.17	0	3,375	0.08	1,484	0.03	4,155	0.10	1,974	0.05	4,155	0.10		
55	25,440	0.58	0	5,095	0.12	2,493	0.06	5,550	0.13	2,493	0.06	5,550	0.13		
56	6,009	0.14	0	2,296	0.05	1,011	0.02	2,501	0.06	1,325	0.03	2,501	0.06		
57	24,733	0.57	0	3,953	0.09	1,782	0.04	4,303	0.10	2,291	0.05	4,303	0.10		
58	41,925	0.96	0	21,194	0.49	24,508	0.56	17,437	0.40	24,508	0.56	17,437	0.40		
59	9,768	0.22	0	4,149	0.10	1,839	0.04	4,523	0.10	2,391	0.05	4,523	0.10		
60	28,242	0.65	0	12,007	0.28	5,335	0.12	13,076	0.30	6,947	0.16	13,076	0.30		
61	8,971	0.21	0	3,721	0.09	1,266	0.03	4,054	0.09	1,856	0.04	4,054	0.09		
62	3,134	0.07	0	1,299	0.03	544	0.01	1,415	0.03	751	0.02	1,415	0.03		
63	5,421	0.12	0	2,169	0.05	844	0.02	2,368	0.05	1,242	0.03	2,368	0.05		
64	27,560	0.63	0	14,768	0.34	16,769	0.38	11,863	0.27	16,769	0.38	11,863	0.27		
65	12,242	0.28	0	5,098	0.12	1,833	0.04	5,552	0.13	2,590	0.06	5,552	0.13		
66	18,293	0.42	0	7,643	0.18	3,333	0.08	8,326	0.19	4,416	0.10	4,005	0.09		
67	19,525	0.45	0	8,145	0.19	3,423	0.08	8,874	0.20	4,704	0.11	8,874	0.20		
68	9,114	0.21	0	3,787	0.09	2,190	0.05	4,125	0.09	2,190	0.05	4,125	0.09		
69	19,051	0.44	0	7,792	0.18	3,341	0.08	8,492	0.19	4,492	0.10	8,492	0.19		
70	11,425	0.26	0	4,814	0.11	1,979	0.05	5,237	0.12	2,800	0.06	5,237	0.12		
71	57,111	1.31	0	6,265	0.14	7,426	0.17	4,123	0.09	7,426	0.17	4,123	0.09		
72	18,676	0.43	0	7,532	0.17	3,137	0.07	8,217	0.19	4,322	0.10	8,217	0.19		
73	70,905	1.63	0	9,968	0.23	12,011	0.28	7,997	0.18	12,011	0.28	7,997	0.18		
74	16,833	0.39	0	2,320	0.05	0	0.00	1,306	0.03	405	0.01	1,306	0.03		
75	74,857	1.72	0	10,320	0.24	12,904	0.30	8,274	0.19	12,904	0.30	8,274	0.19		
76	42,285	0.97	0	31,744	0.73	14,998	0.34	27,282	0.63	14,998	0.34	27,282	0.63		
77	17,729	0.41	0	728	0.02	1,146	0.03	652	0.01	1,146	0.03	652	0.01		
78	28,528	0.65	0	2,795	0.06	5,356	0.12	3,772	0.09	5,356	0.12	3,772	0.09		
79	62,261	1.43	0	9,818	0.23	14,189	0.33	9,848	0.23	14,189	0.33	9,848	0.23		
80	27,540	0.63	0	5,486	0.13	6,677	0.15	4,621	0.11	6,677	0.15	4,621	0.11		
81	82,344	1.89	0	5,401	0.12	6,509	0.15	4,548	0.10	6,509	0.15	4,548	0.10		
82	36,454	0.84	0	24,550	0.56	11,195	0.26	20,696	0.48	11,195	0.26	20,696	0.48		
83	33,431	0.77	0	6,134	0.14	7,383	0.17	5,159	0.12	7,383	0.17	5,159	0.12		
84	3,218	0.07	0	3,001	0.07	3,218	0.07	2,104	0.05	3,218	0.07	2,104	0.05		
85	31,639	0.73	0	10,029	0.23	8,334	0.19	7,214	0.17	10,393	0.24	7,214	0.17		
86	23,802	0.55	0	3,087	0.07	0	0.00	1,434	0.03	0	0.00	1,434	0.03		
87	30,720	0.71	0	10,250	0.24	4,442	0.10	10,573	0.24	4,442	0.10	10,573	0.24		
88	11,064	0.25	0	4,805	0.11	4,257	0.10	4,195	0.10	6,512	0.15	4,195	0.10		
89	32,338	0.74	0	4,479	0.10	3,925	0.09	3,839	0.09	5,899	0.14	3,839	0.09		
90	18,524	0.43	0	6,460	0.15	2,784	0.06	6,623	0.15	2,784	0.06	6,623	0.15		
91	3,960	0.09	0	1,261	0.03	504	0.01	1,276	0.03	504	0.01	1,276	0.03		
92	39,090	0.90	0	5,455	0.13	4,828	0.11	4,675	0.11	7,250	0.17	4,675	0.11		
93	16,953	0.39	0	5,335	0.12	1,547	0.04	5,510	0.13	1,547	0.04	5,510	0.13		
94	35,821	0.82	0	5,161	0.12	6,922	0.16	4,424	0.10	6,922	0.16	4,424	0.10		
95	134,122	3.08	0	4,818	0.11	177	0.00	5,039	0.12	177	0.00	5,039	0.12		
96	18,737	0.43	0	4,434	0.10	6,009	0.14	3,792	0.09	6,009	0.14	3,792	0.09		
97	23,276	0.53	0	5,682	0.13	7,716	0.18	4,257	0.10	7,716	0.18	4,257	0.10		
98	22,211	0.51	0	7,965	0.18	10,680	0.25	5,432	0.12	10,680	0.25				

**ACQUISITION TABLE**

PARCEL	PARCEL TOTALS		SEGMENT 1 - US 19											
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6	
			SF	AC	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF
100	55,870	1.28	0	8,434	0.19	10,617	0.24	4,762	0.11	10,617	0.24	0	0.00	
101	66,865	1.54	0	12,371	0.28	12,374	0.28	4,315	0.10	12,374	0.28	0	0.00	
102	20,145	0.46	0	4,855	0.11	1,183	0.03	3,741	0.09	1,183	0.03	3,741	0.09	
103	46,567	1.07	0	7,036	0.16	3,828	0.09	5,940	0.14	3,828	0.09	0	0.00	
104	40,279	0.92	0	5,462	0.13	4,480	0.10	446	0.01	4,480	0.10	446	0.01	
105	39,490	0.91	0	4,882	0.11	5,700	0.13	2,444	0.06	5,700	0.13	0	0.00	
106	16,441	0.38	0	5,461	0.13	15,531	0.36	31,078	0.71	19,271	0.44	33,240	0.76	
107	37,932	0.87	0	8,694	0.20	48,717	1.12	32,363	0.74	51,515	1.18	40,808	0.94	
108	87,111	2.00	0	10,765	0.25	26,317	0.60	51,631	1.19	28,766	0.66	52,160	1.20	
109	23,375	0.54	0	5,655	0.13	34,391	0.79	19,544	0.45	36,619	0.84	22,264	0.51	
110	1,781,896	40.91	0	14,520	0.33	17,970	0.41	3,731	0.09	17,970	0.41	3,731	0.09	
111	307,027	7.05	0	36,019	0.83	14,943	0.34	30,199	0.69	14,943	0.34	30,199	0.69	
112	420,317	9.65	0	19,046	0.44	52,219	1.20	11,256	0.26	51,401	1.18	40,946	0.94	
113	313,100	7.19	0	49,948	1.15	15,658	0.36	47,361	1.09	15,658	0.36	47,361	1.09	
114	161,915	3.72	0	17,983	0.41	31,867	0.73	11,383	0.26	35,719	0.82	22,216	0.51	
115	122,175	2.80	0	16,293	0.37	15,926	0.37	10,306	0.24	15,926	0.37	10,306	0.24	
116	25,037	0.57	0	16,255	0.37	18,979	0.44	14,145	0.32	18,979	0.44	14,145	0.32	
117	7,638	0.18	0	2,695	0.06	1,678	0.04	1,856	0.04	1,678	0.04	1,856	0.04	
118	6,385	0.15	0	2,560	0.06	1,653	0.04	2,031	0.05	1,653	0.04	2,031	0.05	
119	39,761	0.91	0	19,981	0.46	21,257	0.49	10,006	0.23	21,257	0.49	10,006	0.23	
120	18,225	0.42	0	4,599	0.11	2,945	0.07	4,223	0.10	2,945	0.07	4,223	0.10	
121	10,554	0.24	0	2,487	0.06	1,607	0.04	2,615	0.06	1,607	0.04	2,615	0.06	
122	8,868	0.20	0	2,217	0.05	1,508	0.03	2,655	0.06	1,508	0.03	2,655	0.06	
123	8,214	0.19	0	2,158	0.05	1,554	0.04	2,850	0.07	1,554	0.04	2,850	0.07	
124	9,532	0.22	0	2,197	0.05	1,615	0.04	3,031	0.07	1,615	0.04	3,031	0.07	
125	9,329	0.21	0	1,943	0.04	1,404	0.03	2,768	0.06	1,404	0.03	2,768	0.06	
126	7,927	0.18	0	2,325	0.05	1,681	0.04	3,319	0.08	1,681	0.04	3,319	0.08	
127	84,442	1.94	0	14,586	0.33	18,689	0.43	7,730	0.18	18,689	0.43	7,730	0.18	
128	8,814	0.20	0	4,099	0.09	2,841	0.07	5,806	0.13	2,841	0.07	5,806	0.13	
129	5,435	0.12	0	899	0.02	1,164	0.03	477	0.01	1,164	0.03	477	0.01	
130	19,862	0.46	0	3,414	0.08	1,161	0.03	6,593	0.15	1,161	0.03	6,593	0.15	
131	19,963	0.46	0	10,617	0.24	9,356	0.21	3,787	0.09	9,356	0.21	3,787	0.09	
132	36,337	0.83	0	10,663	0.24	13,766	0.32	5,888	0.14	13,766	0.32	5,888	0.14	
133	60,442	1.39	0	20,963	0.48	13,583	0.31	27,890	0.64	13,583	0.31	27,890	0.64	
134	168,470	3.87	0	25,787	0.59	35,428	0.81	6,162	0.14	35,428	0.81	6,162	0.14	
135	67,630	1.55	0	26,417	0.61	12,915	0.30	38,855	0.89	12,915	0.30	40,511	0.93	
136	639,697	14.69	0	39,839	0.91	53,650	1.23	12,096	0.28	53,650	1.23	12,096	0.28	
137	47,314	1.09	0	11,737	0.27	16,263	0.37	4,229	0.10	16,263	0.37	4,229	0.10	
138	36,358	0.83	0	16,011	0.37	6,152	0.14	18,417	0.42	6,152	0.14	18,417	0.42	
139	144,713	3.32	0	14,878	0.34	5,689	0.13	17,058	0.39	5,689	0.13	17,058	0.39	
140	17,839	0.41	0	7,187	0.16	10,040	0.23	1,963	0.05	10,040	0.23	1,963	0.05	
141	19,633	0.45	0	5,396	0.12	1,993	0.05	6,078	0.14	1,993	0.05	6,078	0.14	
142	42,788	0.98	0	10,845	0.25	3,966	0.09	12,416	0.29	3,966	0.09	12,416	0.29	
143	25,316	0.58	0	15,169	0.35	17,860	0.41	5,972	0.14	17,860	0.41	5,972	0.14	
144	12,375	0.28	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
145	46,935	1.08	0	1,345	0.03	4,128	0.09	0	0.00	4,128	0.09	0	0.00	
146	152,391	3.50	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
147	417,166	9.58	0	22,369	0.51	4,980	0.11	16,634	0.38	4,980	0.11	16,634	0.38	
148	14,899	0.34	0	2,588	0.06	3,350	0.08	803	0.02	3,350	0.08	803	0.02	
149	44,434	1.02	0	5,980	0.14									

**ACQUISITION TABLE**

PARCEL	PARCEL TOTALS		SEGMENT 1 - US 19											
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6	
			SF	AC	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF
150	88,511	2.03	0	65,461	1.50	17,196	0.39	59,093	1.36	17,196	0.39	59,093	1.36	
151	26,697	0.61	0	4,023	0.09	5,198	0.12	681	0.02	5,198	0.12	681	0.02	
152	11,689	0.27	0	2,117	0.05	2,669	0.06	12	0.00	2,669	0.06	12	0.00	
153	7,350	0.17	0	1,596	0.04	2,012	0.05	0	0.00	2,012	0.05	0	0.00	
154	13,426	0.31	0	3,240	0.07	4,097	0.09	0	0.00	4,097	0.09	0	0.00	
155	7,102	0.16	0	2,004	0.05	2,427	0.06	0	0.00	2,427	0.06	0	0.00	
156	6,615	0.15	0	2,074	0.05	2,548	0.06	0	0.00	2,548	0.06	0	0.00	
157	3,510	0.08	0	1,682	0.04	2,048	0.05	0	0.00	2,048	0.05	0	0.00	
158	2,015	0.05	0	1,609	0.04	1,881	0.04	0	0.00	1,881	0.04	0	0.00	
159	1,467	0.03	0	1,467	0.03	1,467	0.03	0	0.00	1,467	0.03	0	0.00	
160	29,701	0.68	0	3,407	0.08	2,424	0.06	4,103	0.09	2,424	0.06	4,103	0.09	
161	779	0.02	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
162	1,195	0.03	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
163	2,202	0.05	0	101	0.00	503	0.01	0	0.00	503	0.01	0	0.00	
164	3,056	0.07	0	1,503	0.03	2,065	0.05	0	0.00	2,065	0.05	0	0.00	
165	3,475	0.08	0	2,010	0.05	2,635	0.06	0	0.00	2,635	0.06	0	0.00	
166	35,917	0.82	0	0	0.00	822	0.02	0	0.00	822	0.02	0	0.00	
167	12,083	0.28	0	10,411	0.24	11,660	0.27	601	0.01	11,660	0.27	1,742	0.04	
168	43,012	0.99	0	8,458	0.19	4,255	0.10	14,007	0.32	4,255	0.10	14,007	0.32	
169	8,134	0.19	0	3,284	0.08	1,699	0.04	4,724	0.11	1,699	0.04	4,724	0.11	
170	473,331	10.87	0	37,824	0.87	16,587	0.38	51,652	1.19	16,587	0.38	51,652	1.19	
171	16,860	0.39	0	0	0.00	2,367	0.05	0	0.00	2,367	0.05	0	0.00	
172	7,875	0.18	0	0	0.00	1,244	0.03	0	0.00	1,244	0.03	0	0.00	
173	1,631	0.04	0	1,631	0.04	1,631	0.04	496	0.01	1,631	0.04	1,742	0.04	
174	5,573	0.13	0	0	0.00	675	0.02	0	0.00	675	0.02	0	0.00	
175	12,003	0.28	0	0	0.00	3,265	0.07	0	0.00	3,265	0.07	0	0.00	
176	8,296	0.19	0	8,296	0.19	8,296	0.19	2,824	0.06	8,296	0.19	7,405	0.17	
177	17,356	0.40	0	0	0.00	3,298	0.08	0	0.00	3,298	0.08	0	0.00	
178	17,136	0.39	0	0	0.00	2,982	0.07	0	0.00	2,982	0.07	0	0.00	
179	29,817	0.68	0	7,031	0.16	3,604	0.08	9,341	0.21	3,604	0.08	9,341	0.21	
180	19,018	0.44	0	12,643	0.29	15,082	0.35	3,060	0.07	15,082	0.35	7,405	0.17	
181	3,867	0.09	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
182	8,113	0.19	0	1,955	0.04	1,074	0.02	2,406	0.06	1,074	0.02	2,406	0.06	
183	9,351	0.21	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
184	79,156	1.82	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
185	69,758	1.60	0	22,370	0.51	14,920	0.34	28,061	0.64	14,920	0.34	28,061	0.64	
186	7,406	0.17	0	4,111	0.09	5,201	0.12	1,005	0.02	5,201	0.12	2,614	0.06	
187	868,140	19.93	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
188	9,780	0.22	0	5,664	0.13	7,185	0.16	1,483	0.03	7,185	0.16	3,485	0.08	
189	11,786	0.27	0	6,117	0.14	4,123	0.09	8,643	0.20	4,123	0.09	8,643	0.20	
190	1,894	0.04	0	1,894	0.04	1,894	0.04	1,899	0.04	1,894	0.04	1,899	0.04	
191	18,711	0.43	0	7,067	0.16	9,066	0.21	1,827	0.04	9,066	0.21	4,792	0.11	
192	23,617	0.54	0	14,534	0.33	7,181	0.16	16,290	0.37	7,181	0.16	16,290	0.37	
193	24,924	0.57	0	5,792	0.13	7,134	0.16	2,198	0.05	7,134	0.16	3,920	0.09	
194	14,221	0.33	0	6,453	0.15	8,089	0.19	2,719	0.06	8,089	0.19	4,356	0.10	
195	41,569	0.95	0	9,912	0.23	11,570	0.27	4,638	0.11	11,570	0.27	6,970	0.16	
196	17,464	0.40	0	7,245	0.17	3,669	0.08	8,263	0.19	3,669	0.08	8,263	0.19	
197	18,745	0.43	0	5,608	0.13	2,747	0.06	6,346	0.15	2,747	0.06	6,346	0.15	
198	11,278	0.26	0	6,597	0.15	3,148	0.07	7,157	0.16	3,148	0.07	7,157	0.16	
199	1,388,497	31.88	0	80,215	1.84	62,431	1.43	15,466	0.36	62,431	1.43	15,466	0.36	

ACQUISITION TABLE

PARCEL	PARCEL TOTALS		SEGMENT 1 - US 19												
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6		
			SF	AC	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC
200	28,437	0.65	0	2,892	0.07	4,220	0.10	459	0.01	4,220	0.10	1,307	0.03		
201	9,699	0.22	0	6,691	0.15	7,642	0.18	2,644	0.06	7,642	0.18	4,792	0.11		
202	54,568	1.25	0	10,818	0.25	5,071	0.12	11,986	0.28	5,071	0.12	11,986	0.28		
203	4,767	0.11	0	4,767	0.11	4,767	0.11	3,546	0.08	4,767	0.11	4,356	0.10		
204	60,433	1.39	0	8,228	0.19	2,953	0.07	7,785	0.18	2,953	0.07	7,785	0.18		
205	280,552	6.44	0	34,488	0.79	18,601	0.43	44,570	1.02	18,601	0.43	44,570	1.02		
206	32,378	0.74	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	
207	84,383	1.94	0	4,900	0.11	2,428	0.06	7,515	0.17	2,428	0.06	7,515	0.17		
208	7,779	0.18	0	4,575	0.11	2,728	0.06	6,644	0.15	2,728	0.06	6,644	0.15		
209	3,406	0.08	0	3,092	0.07	1,717	0.04	3,406	0.08	1,717	0.04	3,406	0.08		
210	108,010	2.48	0	4,503	0.10	2,571	0.06	6,755	0.16	2,571	0.06	6,755	0.16		
211	45,397	1.04	0	7,024	0.16	4,163	0.10	9,104	0.21	4,163	0.10	9,104	0.21		
212	5,110	0.12	0	843	0.02	556	0.01	1,045	0.02	556	0.01	1,045	0.02		
213	47,220	1.08	0	11,087	0.25	13,594	0.31	7,429	0.17	13,594	0.31	7,429	0.17		
214	132,360	3.04	0	4,868	0.11	2,794	0.06	5,710	0.13	2,794	0.06	5,710	0.13		
215	210,443	4.83	0	19,907	0.46	18,717	0.43	20,697	0.48	18,717	0.43	20,697	0.48		
216	86,331	1.98	0	0	0.00	0	0.00	164	0.00	0	0.00	164	0.00		
217	13,064	0.30	0	10,651	0.24	10,534	0.24	9,315	0.21	10,534	0.24	9,315	0.21		
218	9,101	0.21	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00		
219	88,320	2.03	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00		
220	17,176	0.39	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00		
221	94,288	2.16	0	4,074	0.09	4,930	0.11	1,804	0.04	4,930	0.11	1,804	0.04		
222	94,461	2.17	0	15,723	0.36	10,769	0.25	23,396	0.54	10,769	0.25	23,396	0.54		
223	967	0.02	0	86	0.00	105	0.00	25	0.00	105	0.00	25	0.00		
224	17,254	0.40	0	4,383	0.10	5,420	0.12	2,009	0.05	5,420	0.12	2,009	0.05		
225	36,383	0.84	0	2,781	0.06	6,537	0.15	1,140	0.03	6,537	0.15	1,140	0.03		
226	39,444	0.91	0	16,645	0.38	23,261	0.53	7,525	0.17	23,261	0.53	7,525	0.17		
227	16,194	0.37	0	2,841	0.07	1,813	0.04	3,922	0.09	1,813	0.04	3,922	0.09		
228	7,392	0.17	0	7,392	0.17	4,802	0.11	7,392	0.17	4,802	0.11	7,392	0.17		
229	144,054	3.31	0	9,172	0.21	6,217	0.14	23,550	0.54	6,217	0.14	23,550	0.54		
230	20,678	0.47	0	6,520	0.15	8,839	0.20	3,443	0.08	8,839	0.20	3,443	0.08		
231	17,541	0.40	0	5,874	0.13	10,707	0.25	3,258	0.07	10,707	0.25	3,258	0.07		
232	43,306	0.99	0	4,231	0.10	2,813	0.06	5,902	0.14	2,813	0.06	5,902	0.14		
233	38,649	0.89	0	5,593	0.13	3,873	0.09	7,630	0.18	3,873	0.09	7,630	0.18		
234	20,861	0.48	0	7,563	0.17	13,770	0.32	4,464	0.10	13,770	0.32	4,464	0.10		
235	53,808	1.24	0	5,182	0.12	3,551	0.08	6,964	0.16	3,551	0.08	6,964	0.16		
236	60,944	1.40	0	5,109	0.12	3,313	0.08	6,500	0.15	3,313	0.08	6,500	0.15		
237	19,067	0.44	0	6,464	0.15	10,264	0.24	3,941	0.09	10,264	0.24	3,941	0.09		
238	78,740	1.81	0	7,890	0.18	4,804	0.11	10,093	0.23	4,804	0.11	10,093	0.23		
239	34,922	0.80	0	5,953	0.14	8,815	0.20	3,832	0.09	8,815	0.20	3,832	0.09		
240	34,794	0.80	0	3,072	0.07	1,364	0.03	4,231	0.10	1,364	0.03	4,231	0.10		
241	142,727	3.28	0	8,366	0.19	12,289	0.28	5,222	0.12	12,289	0.28	5,222	0.12		
242	38,423	0.88	0	4,542	0.10	876	0.02	7,387	0.17	876	0.02	7,387	0.17		
243	10,506	0.24	0	6,409	0.15	4,002	0.09	8,041	0.18	4,002	0.09	8,041	0.18		
244	7,283	0.17	0	5,473	0.13	3,372	0.08	6,578	0.15	3,372	0.08	6,578	0.15		
245	176,371	4.05	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00		
246	10,281	0.24	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00		
247	21,907	0.50	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00		
248	24,125	0.55	0	513	0.01	0	0.00	1,649	0.04	0	0.00	1,649	0.04		
249	27,113	0.62	0	7,300	0.1										

ACQUISITION TABLE

PARCEL	PARCEL TOTALS		SEGMENT 1 - US 19											
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6	
			SF	AC	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF
250	68,919	1.58	0	6,580	0.15	9,612	0.22	4,036	0.09	9,612	0.22	4,036	0.09	
251	31,418	0.72	0	7,368	0.17	10,250	0.24	4,443	0.10	10,250	0.24	4,443	0.10	
252	33,393	0.77	0	5,646	0.13	2,870	0.07	7,912	0.18	2,870	0.07	7,912	0.18	
253	18,536	0.43	0	3,346	0.08	4,860	0.11	1,881	0.04	4,860	0.11	1,881	0.04	
254	214,572	4.93	0	20,375	0.47	27,681	0.64	9,973	0.23	27,681	0.64	9,973	0.23	
255	38,360	0.88	0	3,077	0.07	1,718	0.04	3,390	0.08	1,718	0.04	3,390	0.08	
256	20,406	0.47	0	5,517	0.13	3,267	0.08	6,781	0.16	3,267	0.08	6,781	0.16	
257	49,331	1.13	0	10,230	0.23	5,103	0.12	12,054	0.28	5,103	0.12	12,054	0.28	
258	38,846	0.89	0	7,445	0.17	4,248	0.10	9,902	0.23	4,248	0.10	9,902	0.23	
259	54,979	1.26	0	3,807	0.09	4,810	0.11	1,765	0.04	4,810	0.11	1,765	0.04	
260	14,549	0.33	0	1,749	0.04	1,192	0.03	3,098	0.07	1,192	0.03	3,098	0.07	
261	14,331	0.33	0	1,635	0.04	1,193	0.03	2,938	0.07	1,193	0.03	2,938	0.07	
262	15,700	0.36	0	2,971	0.07	2,417	0.06	4,910	0.11	2,417	0.06	4,910	0.11	
263	29,593	0.68	0	7,245	0.17	8,689	0.20	3,735	0.09	8,689	0.20	3,735	0.09	
264	9,425	0.22	0	827	0.02	706	0.02	1,396	0.03	706	0.02	1,396	0.03	
265	6,120	0.14	0	582	0.01	483	0.01	971	0.02	483	0.01	971	0.02	
266	58,012	1.33	0	6,038	0.14	6,586	0.15	3,044	0.07	6,586	0.15	3,044	0.07	
267	116,164	2.67	0	9,329	0.21	9,075	0.21	14,797	0.34	9,075	0.21	14,797	0.34	
268	114,213	2.62	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
269	8,375	0.19	0	5,200	0.12	5,098	0.12	3,923	0.09	5,098	0.12	3,923	0.09	
270	7,421	0.17	0	2,177	0.05	1,985	0.05	1,575	0.04	1,985	0.05	1,575	0.04	
271	8,131	0.19	0	2,835	0.07	2,540	0.06	2,136	0.05	2,540	0.06	2,136	0.05	
272	29,833	0.68	0	4,226	0.10	3,545	0.08	4,105	0.09	3,545	0.08	4,105	0.09	
273	15,407	0.35	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
274	22,773	0.52	0	13,687	0.31	12,419	0.29	10,944	0.25	12,419	0.29	10,944	0.25	
275	14,639	0.34	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
276	172,211	3.95	0	27,771	0.64	30,220	0.69	29,522	0.68	30,220	0.69	29,522	0.68	
277	8,789	0.20	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
278	13,703	0.31	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
279	13,346	0.31	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
280	99,970	2.29	0	8,509	0.20	8,200	0.19	6,815	0.16	8,200	0.19	8,276	0.19	
281	24,746	0.57	0	11,032	0.25	10,882	0.25	10,287	0.24	10,882	0.25	10,287	0.24	
282	17,863	0.41	0	851	0.02	1,951	0.04	726	0.02	1,951	0.04	726	0.02	
283	126,063	2.89	0	11,771	0.27	11,114	0.26	13,364	0.31	16,117	0.37	16,553	0.38	
284	14,999	0.34	0	11,390	0.26	11,702	0.27	8,239	0.19	11,702	0.27	8,239	0.19	
285	29,397	0.67	0	0	0.00	24	0.00	0	0.00	24	0.00	0	0.00	
286	8,640	0.20	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	
287	15,540	0.36	0	3,883	0.09	5,619	0.13	4,304	0.10	5,619	0.13	4,304	0.10	
288	10,196	0.23	0	10,196	0.23	10,196	0.23	8,901	0.20	10,019	0.23	10,019	0.23	
289	19,076	0.44	0	2,937	0.07	4,270	0.10	3,709	0.09	4,270	0.10	3,709	0.09	
290	29,132	0.67	0	8,820	0.20	9,068	0.21	8,249	0.19	9,068	0.21	8,249	0.19	
291	9,127	0.21	0	6,462	0.15	7,518	0.17	7,314	0.17	7,841	0.18	9,148	0.21	
292	754	0.02	0	476	0.01	567	0.01	502	0.01	567	0.01	871	0.02	
293	5,089	0.12	0	2,341	0.05	2,791	0.06	2,407	0.06	2,791	0.06	3,049	0.07	
294	20,209	0.46	0	8,976	0.21	9,017	0.21	8,227	0.19	9,017	0.21	8,227	0.19	
295	12,826	0.29	0	4,921	0.11	5,707	0.13	5,031	0.12	5,707	0.13	5,227	0.12	
296	17,269	0.40	0	4,600	0.11	5,546	0.13	4,797	0.11	5,546	0.13	4,797	0.11	
297	20,882	0.48	0	7,729	0.18	7,381	0.17	6,798	0.16	7,381	0.17	6,798	0.16	
298	12,943	0.30	0	2,942	0.07	3,575	0.08	3,122	0.07	3,575	0.08	3,122	0.07	
299	17,870	0.41	0	3,252	0.07	3,869	0.09	3,442	0.08	3,869	0.09	3,442	0.08	

**ACQUISITION TABLE**

PARCEL	PARCEL TOTALS		SEGMENT 1 - US 19											
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6	
			SF	AC	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF
300	9,751	0.22	0		3,923	0.09	3,069	0.07	2,848	0.07	3,069	0.07	2,848	0.07
301	8,431	0.19	0		3,093	0.07	2,455	0.06	2,273	0.05	2,455	0.06	2,273	0.05
302	16,084	0.37	0		5,416	0.12	6,468	0.15	5,672	0.13	6,468	0.15	5,672	0.13
303	12,348	0.28	0		7,655	0.18	8,689	0.20	7,428	0.17	8,689	0.20	7,428	0.17
304	45,215	1.04	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
305	8,298	0.19	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
306	45,892	1.05	0		6,485	0.15	6,583	0.15	5,749	0.13	6,583	0.15	5,749	0.13
307	4,776	0.11	0		4,776	0.11	4,776	0.11	4,776	0.11	4,776	0.11	4,776	0.11
308	13,145	0.30	0		2,957	0.07	3,465	0.08	3,077	0.07	3,465	0.08	3,077	0.07
309	24,975	0.57	0		5,424	0.12	6,298	0.14	5,676	0.13	6,298	0.14	5,676	0.13
310	11,420	0.26	0		3,277	0.08	3,778	0.09	3,263	0.07	3,778	0.09	3,263	0.07
311	36,620	0.84	0		11,087	0.25	10,133	0.23	11,804	0.27	10,133	0.23	11,804	0.27
312	47,924	1.10	0		1,087	0.02	1,316	0.03	1,072	0.02	1,316	0.03	1,072	0.02
313	30,377	0.70	0		7,297	0.17	6,802	0.16	6,794	0.16	6,802	0.16	6,794	0.16
314	73,136	1.68	0		6,793	0.16	6,975	0.16	6,246	0.14	6,975	0.16	6,246	0.14
315	NOT USED		NOT USED						NOT USED					
316	8,821	0.20	0		2,848	0.07	2,290	0.05	1,526	0.04	2,290	0.05	1,526	0.04
317	9,443	0.22	0		3,094	0.07	1,241	0.03	1,259	0.03	1,241	0.03	1,259	0.03
318	37,950	0.87	0		410	0.01	143	0.00	644	0.01	143	0.00	644	0.01
319	9,983	0.23	0		0	0.00	0	0.00	70	0.00	0	0.00	70	0.00
320	9,321	0.21	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
321	7,790	0.18	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
322	8,950	0.21	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
323	41,078	0.94	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
324	8,223	0.19	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
325	9,295	0.21	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
326	8,449	0.19	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
327	245,822	5.64	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
328	101,519	2.33	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
329	40,912	0.94	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
330	49,239	1.13	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
331	55,777	1.28	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
332	15,189	0.35	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
333	44,193	1.01	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
334	NOT USED		NOT USED						NOT USED					
335	NOT USED		NOT USED						NOT USED					
336	210,073	4.82	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
337	35,504	0.82	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
338	4,039	0.09	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
339	812,061	18.64	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
340	12,089	0.28	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
341	95,837	2.20	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
342	32,733	0.75	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
343	197,842	4.54	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
344	928,794	21.32	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
345	28,992	0.67	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
346	1,228,222	28.20	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
347	78,814	1.81	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
348	28,910	0.66	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
349	485,404	11.14	0		0	0.00	0	0.00	0	0.00	0	0.00	0	0.00

**ACQUISITION TABLE**

PARCEL	PARCEL TOTALS		SEGMENT 1 - US 19												
	AREA SF	AREA AC	ALT 1		ALT 2		ALT 3		ALT 4		ALT 5		ALT 6		
			AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	
350	1,330,124	30.54	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
351	223,558	5.13	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
352	2,002,822	45.98	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
353	5,411	0.12	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
354	167,690	3.85	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
355	81,889	1.88	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
356	87,017	2.00	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
357	11,875	0.27	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
358	52,359	1.20	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
359	16,732	0.38	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
360	23,772	0.55	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
361	19,930	0.46	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
362	82,339	1.89	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
363	6,283	0.14	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
364	70,180	1.61	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
365	15,996	0.37	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
366	15,438	0.35	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
367	264,367	6.07	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
368	21,225	0.49	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
369	299,554	6.88	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
370	415,715	9.54	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
371	1,951,583	44.80	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
372	1,992,770	45.75	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
373	1,273,757	29.24	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
374	27,955,462	641.77	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
375	458,047	10.52	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
376	1,496,029	34.34	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
377	4,248,452	97.53	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
378	15,324	0.35	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
379	305,933	7.02	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
380	14,033	0.32	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
381	5,100	0.12	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
382	9,569	0.22	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
383	67,051	1.54	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
384	3,389,986	77.82	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
385	3,761	0.09	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
386	824,479	18.93	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
387	606,113	13.91	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
388	45,092,966	1035.19	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
389	39,249	0.90	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
390	53,532	1.23	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
391	283,626	6.51	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
392	29,669	0.68	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
393	30,208	0.69	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
394	28,474	0.65	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
395	66,857	1.53	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
396	12,034	0.28	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
397	37,097	0.85	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
398	42,713	0.98	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
399	35,890	0.82	0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00

## ACQUISITION TABLE

**ACQUISITION TABLE**

PARCEL	PARCEL TOTALS		SEGMENTS 2 and 7 - WV 307/AIRPORT ROAD						SEGMENT 8 - US 19 CONNECTOR						US 19 CONNECTOR	
	AREA SF	AREA AC	ALT 1		ALT 2		ALT 3		ALT 1 - OVERPASS		ALT 1 - AT GRADE		ALT 2		FOR CONNECTOR ONLY SF	FOR CONNECTOR ONLY AC
			AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	
254	214,572	4.93	0	0	0.00	0	0.00		25,274	0.58	25,274	0.58	0	0.00	0	0.00
255	38,360	0.88	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
256	20,406	0.47	0	0	0.00	0	0.00		5,379	0.12	5,379	0.12	0	0.00	0	0.00
257	49,331	1.13	0	0	0.00	0	0.00		10,831	0.25	10,831	0.25	0	0.00	0	0.00
258	38,846	0.89	0	0	0.00	0	0.00		9,105	0.21	9,105	0.21	0	0.00	0	0.00
259	54,979	1.26	0	0	0.00	0	0.00		5,019	0.12	5,019	0.12	0	0.00	0	0.00
260	14,549	0.33	0	0	0.00	0	0.00		2,652	0.06	2,652	0.06	0	0.00	0	0.00
261	14,331	0.33	0	0	0.00	0	0.00		2,457	0.06	2,457	0.06	0	0.00	0	0.00
262	15,700	0.36	0	0	0.00	0	0.00		4,043	0.09	4,043	0.09	0	0.00	0	0.00
263	29,593	0.68	0	0	0.00	0	0.00		11,623	0.27	11,623	0.27	0	0.00	0	0.00
264	9,425	0.22	0	0	0.00	0	0.00		1,090	0.03	1,090	0.03	0	0.00	0	0.00
265	6,120	0.14	0	0	0.00	0	0.00		656	0.02	656	0.02	0	0.00	0	0.00
266	58,012	1.33	0	0	0.00	0	0.00		12,239	0.28	12,239	0.28	0	0.00	0	0.00
267	116,164	2.67	0	0	0.00	0	0.00		5,495	0.13	5,495	0.13	0	0.00	0	0.00
268	114,213	2.62	0	0	0.00	0	0.00		4,023	0.09	4,023	0.09	0	0.00	0	0.00
269	8,375	0.19	0	0	0.00	0	0.00		8,375	0.19	8,375	0.19	0	0.00	0	0.00
270	7,421	0.17	0	0	0.00	0	0.00		7,421	0.17	7,421	0.17	0	0.00	0	0.00
271	8,131	0.19	0	0	0.00	0	0.00		8,131	0.19	8,131	0.19	3,085	0.07	0	0.00
272	29,833	0.68	0	0	0.00	0	0.00		0	0.00	0	0.00	6,005	0.14	0	0.00
273	15,407	0.35	0	0	0.00	0	0.00		605	0.01	605	0.01	0	0.00	1,569	0.04
274	22,773	0.52	0	0	0.00	0	0.00		10,985	0.25	10,985	0.25	14,775	0.34	0	0.00
275	14,639	0.34	0	0	0.00	0	0.00		9,217	0.21	9,217	0.21	0	0.00	0	0.00
276	172,211	3.95	0	0	0.00	0	0.00		0	0.00	0	0.00	19,990	0.46	0	0.00
277	8,789	0.20	0	0	0.00	0	0.00		8,789	0.20	8,789	0.20	0	0.00	0	0.00
278	13,703	0.31	0	0	0.00	0	0.00		8,651	0.20	8,651	0.20	2,414	0.06	0	0.00
279	13,346	0.31	0	0	0.00	0	0.00		9,599	0.22	9,599	0.22	1,462	0.03	0	0.00
280	99,970	2.29	0	0	0.00	0	0.00		42,417	0.97	42,417	0.97	33,464	0.77	25,585	0.59
281	24,746	0.57	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
282	17,863	0.41	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
283	126,063	2.89	0	0	0.00	0	0.00		61,492	1.41	61,492	1.41	112,702	2.59	28,502	0.65
284	14,999	0.34	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
285	29,397	0.67	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
286	8,640	0.20	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
287	15,540	0.36	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
288	10,196	0.23	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	4,694	0.11
289	19,076	0.44	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	10,189	0.23
290	29,132	0.67	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,630	0.08
291	9,127	0.21	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	20,067	0.46
292	754	0.02	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	9,114	0.21
293	5,089	0.12	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,538	0.08
294	20,209	0.46	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	12,089	0.28
295	12,826	0.29	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	5,676	0.13
296	17,269	0.40	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	5,192	0.12
297	20,882	0.48	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	8,768	0.20
298	12,943	0.30	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,597	0.08
299	17,870	0.41	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,883	0.09

ACQUISITION TABLE

PARCEL	PARCEL TOTALS		SEGMENTS 2 and 7 - WV 307/AIRPORT ROAD						SEGMENT 8 - US 19 CONNECTOR						US 19 CONNECTOR FOR CONNECTOR ONLY	
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 1 - OVERPASS		ALT 1 - AT GRADE		ALT 2			
			SF	AC	AC	SF	AC	SF	SF	AC	SF	AC	SF	AC	SF	AC
300	9,751	0.22	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,939	0.09
301	8,431	0.19	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,106	0.07
302	16,084	0.37	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	6,491	0.15
303	12,348	0.28	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	7,646	0.18
304	45,215	1.04	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
305	8,298	0.19	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
306	45,892	1.05	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
307	4,776	0.11	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	4,780	0.11
308	13,145	0.30	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,513	0.08
309	24,975	0.57	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	6,454	0.15
310	11,420	0.26	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	3,798	0.09
311	36,620	0.84	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
312	47,924	1.10	0	11,879	0.27	11,879	0.27		0	0.00	0	0.00	0	0.00	0	0.00
313	30,377	0.70	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
314	73,136	1.68	0	9,595	0.22	9,595	0.22		0	0.00	0	0.00	0	0.00	0	0.00
315	NOT USED		NOT USED						NOT USED						NOT USED	
316	8,821	0.20	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
317	9,443	0.22	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
318	37,950	0.87	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
319	9,983	0.23	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
320	9,321	0.21	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
321	7,790	0.18	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
322	8,950	0.21	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
323	41,078	0.94	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
324	8,223	0.19	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
325	9,295	0.21	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
326	8,449	0.19	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
327	245,822	5.64	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
328	101,519	2.33	0	612	0.01	612	0.01		0	0.00	0	0.00	0	0.00	0	0.00
329	40,912	0.94	0	4,716	0.11	4,716	0.11		0	0.00	0	0.00	0	0.00	0	0.00
330	49,239	1.13	0	9,907	0.23	9,907	0.23		0	0.00	0	0.00	0	0.00	0	0.00
331	55,777	1.28	0	9,896	0.23	9,896	0.23		0	0.00	0	0.00	0	0.00	0	0.00
332	15,189	0.35	0	5,743	0.13	5,743	0.13		0	0.00	0	0.00	0	0.00	0	0.00
333	44,193	1.01	0	4,391	0.10	4,391	0.10		0	0.00	0	0.00	0	0.00	0	0.00
334	NOT USED		NOT USED						NOT USED						NOT USED	
335	NOT USED		NOT USED						NOT USED						NOT USED	
336	210,073	4.82	0	15,653	0.36	59,518	1.37		90,308	2.07	42,077	0.97	59,518	1.37	0	0.00
337	35,504	0.82	0	9,250	0.21	21,512	0.49		22,337	0.51	13,441	0.31	21,512	0.49	0	0.00
338	4,039	0.09	0	3,214	0.07	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
339	812,061	18.64	0	18,600	0.43	19,113	0.44		40,722	0.93	120,722	2.77	96,943	2.23	0	0.00
340	12,089	0.28	0	1,325	0.03	1,724	0.04		0	0.00	0	0.00	0	0.00	0	0.00
341	95,837	2.20	0	14,736	0.34	19,448	0.45		0	0.00	0	0.00	0	0.00	0	0.00
342	32,733	0.75	0	10,903	0.25	10,822	0.25		0	0.00	0	0.00	0	0.00	0	0.00
343	197,842	4.54	0	9,499	0.22	8,153	0.19		0	0.00	0	0.00	0	0.00	0	0.00
344	928,794	21.32	0	83,072	1.91	83,486	1.92		0	0.00	0	0.00	0	0.00	0	0.00
345	28,992	0.67	0	8,293	0.19	10,299	0.24		0	0.00	0	0.00	0	0.00	0	0.00
346	1,228,222	28.20	0	233,345	5.36	280,659	6.44		0	0.00	0	0.00	0	0.00	0	0.00
347	78,814	1.81	0	34,252	0.79	34,627	0.79									

**ACQUISITION TABLE**

PARCEL	PARCEL TOTALS		SEGMENTS 2 and 7 - WV 307/AIRPORT ROAD						SEGMENT 8 - US 19 CONNECTOR						US 19 CONNECTOR FOR CONNECTOR ONLY	
	AREA SF	AREA AC	ALT 1		ALT 2		ALT 3		ALT 1 - OVERPASS		ALT 1 - AT GRADE		ALT 2		SF	AC
			AC	SF	AC	SF	AC	SF	SF	AC	SF	AC	SF	AC		
350	1,330,124	30.54	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
351	223,558	5.13	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
352	2,002,822	45.98	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
353	5,411	0.12	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
354	167,690	3.85	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
355	81,889	1.88	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
356	87,017	2.00	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
357	11,875	0.27	0	3,498	0.08	4,220	0.10		0	0.00	0	0.00	0	0.00	0	0.00
358	52,359	1.20	0	4,107	0.09	6,239	0.14		0	0.00	0	0.00	0	0.00	0	0.00
359	16,732	0.38	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
360	23,772	0.55	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
361	19,930	0.46	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
362	82,339	1.89	0	0	0.00	7,052	0.16		0	0.00	0	0.00	0	0.00	0	0.00
363	6,283	0.14	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
364	70,180	1.61	0	7,820	0.18	10,115	0.23		0	0.00	0	0.00	0	0.00	0	0.00
365	15,996	0.37	0	785	0.02	1,115	0.03		0	0.00	0	0.00	0	0.00	0	0.00
366	15,438	0.35	0	693	0.02	996	0.02		0	0.00	0	0.00	0	0.00	0	0.00
367	264,367	6.07	0	1,454	0.03	2,292	0.05		0	0.00	0	0.00	0	0.00	0	0.00
368	21,225	0.49	0	13,215	0.30	15,619	0.36		0	0.00	0	0.00	0	0.00	0	0.00
369	299,554	6.88	0	7,262	0.17	5,701	0.13		0	0.00	0	0.00	0	0.00	0	0.00
370	415,715	9.54	0	11,724	0.27	9,657	0.22		0	0.00	0	0.00	0	0.00	0	0.00
371	1,951,583	44.80	0	103,396	2.37	97,511	2.24		0	0.00	0	0.00	0	0.00	0	0.00
372	1,992,770	45.75	0	80,943	1.86	78,548	1.80		0	0.00	0	0.00	0	0.00	0	0.00
373	1,273,757	29.24	0	44,141	1.01	41,066	0.94		0	0.00	0	0.00	0	0.00	0	0.00
374	27,955,462	641.77	0	53,103	1.22	21,391	0.49		0	0.00	0	0.00	0	0.00	0	0.00
375	458,047	10.52	0	45,447	1.04	45,447	1.04		0	0.00	0	0.00	0	0.00	0	0.00
376	1,496,029	34.34	0	177,909	4.08	220,775	5.07		0	0.00	0	0.00	0	0.00	0	0.00
377	4,248,452	97.53	0	44,330	1.02	184,915	4.25		0	0.00	0	0.00	0	0.00	0	0.00
378	15,324	0.35	0	10,443	0.24	9,646	0.22		0	0.00	0	0.00	0	0.00	0	0.00
379	305,933	7.02	0	54,594	1.25	54,349	1.25		0	0.00	0	0.00	0	0.00	0	0.00
380	14,033	0.32	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	475	0.01
381	5,100	0.12	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
382	9,569	0.22	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	1,034	0.02
383	67,051	1.54	0	0	0.00	0	0.00		39,650	0.91	38,903	0.89	22,707	0.52	0	0.00
384	3,389,986	77.82	0	122,330	2.81	135,392	3.11		281,402	6.46	263,388	6.05	326,804	7.50	0	0.00
385	3,761	0.09	0	0	0.00	0	0.00		3,761	0.09	3,531	0.08	3,592	0.08	0	0.00
386	824,479	18.93	0	0	0.00	0	0.00		297,616	6.83	309,015	7.09	278,840	6.40	0	0.00
387	606,113	13.91	0	0	0.00	0	0.00		82,090	1.88	149,101	3.42	129,077	2.96	0	0.00
388	45,092,966	1035.19	0	0	0.00	0	0.00		21,464	0.49	27,933	0.64	167,104	3.84	0	0.00
389	39,249	0.90	0	0	0.00	0	0.00		26,015	0.60	38,829	0.89	37,106	0.85	0	0.00
390	53,532	1.23	0	0	0.00	0	0.00		9,236	0.21	43,868	1.01	44,085	1.01	0	0.00
391	283,626	6.51	0	0	0.00	0	0.00		2,960	0.07	37,577	0.86	14,464	0.33	0	0.00
392	29,669	0.68	0	0	0.00	0	0.00		22,621	0.52	29,669	0.68	26,891	0.62	0	0.00
393	30,208	0.69	0	0	0.00	0	0.00		23,970	0.55	30,208	0.69	30,208	0.69	0	0.00
394	28,474	0.65	0	0	0.00	0	0.00		14,653	0.34	28,474	0.65	28,474	0.65	0	0.00
395	66,857	1.53	0	0	0.00	0	0.00		14,742	0.34	19,022	0.44	9,132	0.21	0	0.00
396	12,034	0.28	0	0	0.00	0	0.00		12,034	0.28	9,351	0.21				

## ACQUISITION TABLE

PARCEL	PARCEL TOTALS		SEGMENTS 2 and 7 - WV 307/AIRPORT ROAD						SEGMENT 8 - US 19 CONNECTOR						US 19 CONNECTOR	
	AREA	AREA	ALT 1		ALT 2		ALT 3		ALT 1 - OVERPASS		ALT 1 - AT GRADE		ALT 2		FOR CONNECTOR ONLY	
			SF	AC	AC	SF	AC	SF	SF	AC	SF	AC	SF	AC	SF	AC
400	150,346	3.45	0	0	0.00	0	0.00		57,693	1.32	97,491	2.24	85,957	1.97	0	0.00
401	196,731	4.52	0	0	0.00	0	0.00		78,670	1.81	102,739	2.36	90,542	2.08	0	0.00
402	79,361,921	1821.90	0	0	0.00	0	0.00		432,767	9.93	507,635	11.65	459,628	10.55	0	0.00
403	158,911	3.65	0	0	0.00	0	0.00		60,255	1.38	69,254	1.59	61,795	1.42	0	0.00
404	107,001	2.46	0	0	0.00	0	0.00		34,818	0.80	39,447	0.91	34,346	0.79	0	0.00
405	173,028	3.97	0	0	0.00	0	0.00		28,801	0.66	37,640	0.86	26,115	0.60	0	0.00
406	29,439	0.68	0	0	0.00	0	0.00		19,399	0.45	23,369	0.54	44,352	1.02	0	0.00
407	38,530	0.88	0	0	0.00	0	0.00		5,641	0.13	11,573	0.27	5,201	0.12	0	0.00
408	17,360,460	398.54	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
409	5,354,881	122.93	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
410	512,016	11.75	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
411	983,920	22.59	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
412	14,783	0.34	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
413	16,644	0.38	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
414	16,290	0.37	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
415	13,718	0.31	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
416	16,214	0.37	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
417	41,667	0.96	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
418	197,190	4.53	0	889	0.02	433	0.01		0	0.00	0	0.00	0	0.00	0	0.00
419	12,298	0.28	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
420	41,370	0.95	0	0	0.00	0	0.00		0	0.00	0	0.00	0	0.00	0	0.00
421	11,642	0.27	0	0	0.00	0	0.00		1,504	0.03	1,504	0.03	0	0.00	0	0.00
422	7,845	0.18	0	0	0.00	0	0.00		1,366	0.03	1,366	0.03	0	0.00	6,478	0.15
423	54,079	1.24	0	0	0.00	0	0.00		200	0.00	200	0.00	0	0.00	0	0.00
424	27,960	0.64	0	0	0.00	0	0.00		0	0.00	0	0.00	9,309	0.21	0	0.00
425	1,311,175	30.10	0	0	0.00	0	0.00		27,215	0.62	27,215	0.62	27,215	0.62	0	0.00
426															1,632	0.04
427															157	0.00
428															786	0.02
429															5,940	0.14
430															10,277	0.24
431															374	0.01
432															2,782	0.06
433															14,116	0.32
434															5,779	0.13
435															7,939	0.18
436															7,041	0.16