

The information and analysis in this report are based on estimates and assumptions that have the potential to change over time. Actual results depicted in these scenarios would likely vary depending on the National Environmental Policy Act (NEPA) process, final design work, and costs at the time of construction.

| Table 1: Laredo to Oklahoma Including IH-35 E and IH-35 W Estimated Costs to Add Two Lanes in Each Direction | | | | |
|---|-------|--------------------|------------|-------------------------|
| Description | Miles | Cost Per Lane/Mile | # of Lanes | Total Cost |
| Urban Design and Construction | 217 | \$12,000,000 | 2NB & 2SB | \$10,416,000,000 |
| Rural Design and Construction | 375 | \$6,000,000 | 2NB & 2SB | \$9,000,000,000 |
| ROW Costs | | | | \$4,194,600,000 |
| Utility Relocation (\$1,500,000 per CL mile) | 592 | | | \$888,000,000 |
| Total Widening Cost = | | | | \$24,498,600,000 |

| Table 2: San Antonio to Oklahoma Including IH-35 E and IH-35 W Estimated to Add Two Lanes in Each Direction | | | | |
|--|-------|--------------------|------------|-------------------------|
| Description | Miles | Cost Per Lane/Mile | # of Lanes | Total Cost |
| Urban Design and Construction | 217 | \$12,000,000 | 2NB & 2SB | \$10,416,000,000 |
| Rural Design and Construction | 232 | \$6,000,000 | 2NB & 2SB | \$5,568,000,000 |
| ROW Costs | | | | \$4,070,800,000 |
| Utility Relocation (\$1,500,000 per CL mile) | 449 | | | \$673,500,000 |
| Total Widening Cost = | | | | \$20,728,300,000 |

Notes:

- Estimate includes IH-35 E and IH-35 W alignment. IH-35 E is 97.5 miles in length; IH-35 W is 85.5 miles in length.
- Construction cost is based on recent data from SH 130, SH 45SE, and Katy freeway projects.
- ROW cost is based on recent data from SH 130, SH 45SE, and data received from TxDOT districts. ROW cost assumes an additional 60 feet of new acquisition on each side of IH-35.
- The cost estimate is based on the assumption that IH-35 is built to at least six (6) lanes with the other lanes (lanes 7, 8, 9 and 10) occurring to the outside.
- The per lane-mile costs include reconstruction/relocation of frontage roads, on/off ramps, interchange modifications and existing overpass expansions.
- Existing capacity between San Antonio and Laredo, with planned upgrades will meet anticipated demand until at least 2030.