

**SOUTHERN OREGON COMMUTER RAIL STUDY ESTIMATED CAPITAL COSTS
LIMITED SERVICE CENTRAL POINT TO GRANTS PASS (LEVEL 2)**

In order to accommodate a limited Grants Pass service scenario, all of the 90lb rail would be replaced.									
There would be a general upgrading of ties but the current signaling system left in place. It would be necessary to construct one passing siding at Gold Hill to accommodate meets.									
Item	Distance		Estimated Usage		Quantity	Unit Cost	Measurement	Total Cost	Notes
Welded 136 lb relay rail	12.5	miles	240	tons p/m	3,000	\$ 118,800.00	per mile	\$ 1,485,000	To trackside
Tie plates	12.5	miles	6,400	plates p/m	80,000	\$ 2.50	each	\$ 200,000	
Labor for relay rail	12.5	miles				\$ 75,000.00	per mile	\$ 937,500	
Ties	28.3	miles	1,700	ties p/m	48,110	\$ 55.00	each	\$ 2,646,050	Includes installation
Spikes	28.3	miles	4	per tie	789	\$ 90.00	kegs (244 p/k)	\$ 70,982	
Ballast & surfacing	28.3	miles		per foot	149,424	\$ 7.50	per foot	\$ 1,120,680	
Equipment	28.3	miles		per mile	28.8	\$ 3,000	per mile	\$ 86,400	
Remove old turnouts					11	\$ 20,000.00	each	\$ 220,000	
Replace with new turnouts					11	\$ 135,000.00	each	\$ 1,485,000	
						Subtotal of upgrading existing track		\$ 8,251,612	
Construct one passing siding at Gold Hill									
#14 turnouts					2	\$ 140,000.00	each	\$ 280,000	
Track				feet	1,000	\$ 175.00	per foot	\$ 175,000	
Earthwork				feet	1,000	\$ 130.00	per foot	\$ 130,000	
New signals				feet	1,000	\$ 70.00	per foot	\$ 70,000	
						Subtotal for new passing siding		\$ 655,000	
Grade Crossings									
New crossing surfaces								\$ 245,000	
Signalization								\$ 2,190,000	
						Subtotal for grade crossings		\$ 2,435,000	
Bridge Improvements	2					\$ 3,125,000.00	Lump Sum	\$ 3,125,000	
Stations					3	\$ 750,000.00		\$ 2,250,000	
							Subtotal	\$ 14,466,612	
Engineering			10%					1,446,661	
						Subtotal		\$ 15,913,273	
Contingencies			20%					3,182,655	
						Total		\$ 19,095,928	