

**SOUTHERN OREGON COMMUTER RAIL PROJECT ESTIMATED CAPITAL COSTS
FULL SERVICE BETWEEN GRANTS PASS AND CENTRAL POINT (LEVEL 3)**

In order to provide full service to Grants Pass all the rail would be replaced along								
with a full tie program. In addition, four passing sidings would need to be constructed and the								
signaling system replaced with Centralized Traffic Control (CTC).								
Item	Distance	Estimated Usage	Quantity	Unit Cost	Measurement	Total Cost	Notes	
Welded 136 lb relay rail	28.8 miles	240 tons p/m	6,912	\$ 118,800.00	p/m	\$ 3,421,440	To trackside	
Tie Plates	28.8 miles	6,400 per mile	184,320	\$ 2.50	each	\$ 460,800		
Ties	28.8 miles	1,700 ties p/m	48,960	\$ 55.00	each	\$ 2,692,800	Includes installation.	
Spikes	28.8 miles	4 per tie	368,640	\$ 90.00	kegs (244 p/k)	\$ 135,974		
Labor for relay rail	28.8			\$ 75,000.00	per mile	\$ 2,160,000		
Ballast & surfacing	28.8 miles		per foot	152,064	\$ 7.50	per foot	\$ 1,140,480	
Replace Turnouts								
Remove old			41	\$ 20,000	each	\$ 820,000		
Install new			41	\$ 135,000	each	\$ 5,535,000		
					Subtotal for upgrade of existing track	\$ 16,366,494		
Construct four passing sidings								
#14 turnouts			8	\$ 140,000.00	each	\$ 1,120,000		
Track			4,000	\$ 175.00	feet	\$ 700,000		
Earthwork			per foot	5,000	\$ 150.00	feet	\$ 750,000	
New signals			per foot	8,000	\$ 70.00	feet	\$ 560,000	Includes installation
Equipment	28.8 miles		per mile	28.8	\$ 3,000	per mile	\$ 86,400	
					Subtotal for new passing sidings	\$ 3,216,400		
CTC	28.8		per mile	152,064	\$ 330,000.00	per mile	\$ 9,504,000	
Grade Crossings								
New crossing surfaces						\$ 245,000		
Signalization						\$ 2,190,000		
Bridge Improvements								
						\$ 3,125,000		
Stations (Included in Limited Service)								
						Subtotal	\$ 34,646,894	
Engineering		10%					3,464,689	
					Subtotal		\$ 38,111,583	
Contingencies		20%					\$ 7,622,317	
					Total		\$ 45,733,900	