

**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	