

Table I-1: Estimated Capital Costs - Freight Service

BID ITEM #	ITEM DESCRIPTION	QUANTITY			ESTIMATE \$	MAKE INVESTMENT?	GENERAL COMMENTS & ASSUMPTIONS
		U.C.	Qty	Unit			
1.0	GENERAL						
1.1	Mobilization		1	LS	\$700,000.00		Approx. 8% of Subtotal Construction Cost
1.2	Remove & Salvage Rail & OTM	\$12,408.00	13.76	TM	\$170,734.08	No - freight service can continue on existing track	Assumed removal and hauling of all rail (18.28 miles) and other track material (OTM) listed in Appendix G of the NLV report dated March 2004 as having a 10% or lower life remaining, except for the 5.5 miles that falls within the recreational segment.
1.3	Remove & Dispose Crossties	\$3.00	18,603	EA	\$55,809.60		Removal and disposal of all crossties with 10% or lower depreciated value, per Appendix G of the NLV, March 2004 Except for the 20% that falls within the recreational segment.
1.4	Handling & Disposal of Contaminated Material				\$0.00		
	Sub Total				\$926,543.68		
3.0	Trackwork - Furnish and Install						
3.1	New 112/113 CWR & OTM	\$273,240.00	13.76	TM	\$3,759,782.40	No - freight service can continue on existing track	All removed rail & OTM are replaced with 112/113 lb. Cost derived from NLV, March 2004 Appendix G, Replacement Cost New (RCN) including labor cost.
3.2	Crossties	\$50.00	18,603	EA	\$930,160.00		Replace all crossties with 10% or lower depreciated value shown on NLV, March 2004 Appendix G
3.3	Ballast	\$14.00	7,706	TON	\$107,684.00		20% of the ballast within the 18.28 TM gets scattered and lost with the removal and replacement of rail and crossties and using the value of 2,800 Tons/TM per NLV, March 2004
	Sub Total				\$4,797,626.40		
4.0	Other Trackway Improvements						
4.1	Initial Drainage Inspection & Minor Repair	\$48,173.00	1	LS	\$48,173.00	Yes - with contingencies = \$74,000	02% cost of the RCN value listed in the NLV Report, May 2004, for Initial Inspection and minor embankment repair.
4.2	Initial Grade Crossing Improvement				\$0.00	No	Operating speed for freight traffic will remain at 10 MPH as it is today and therefore no initial investment for grade crossing improvement would be needed to maintain freight operation.
4.3	Initial Inspection and Repair of Timber Trestles	\$242.00	2,380	LF	\$575,960.00	No - assume structures can support freight service at current speeds and loads	5% of full replacement cost per RCN value listed in NLV Report, May 2004 for inspection by a qualified Structural Engineer and minor repair work.
4.4	Initial Inspection and Repair of Steel Bridges	\$248.00	1,840	LF	\$458,160.00		2% of full replacement cost per RCN value listed in NLV Report, May 2004 for inspection by a qualified Structural Engineer and minor repair work.
4.5	Initial Inspection and Repair of Concrete Deck Bridges	\$100.00	941	LF	\$94,100.00		2% of full replacement cost per RCN value listed in NLV Report, May 2004 for inspection by a qualified Structural Engineer and minor repair work.
	Sub Total				\$1,176,393.00		
	SUBTOTAL CONSTRUCTION COST				\$6,909,763.68		Abbreviations
	Maintenance of Freight rail traffic during construction				\$250,000.00		LS: Lump Sum
	Design Cost (10% Construction Cost)				\$690,076.31		LF: Linear Foot
	Construction Mngmnt (10% Construction Cost)				\$690,076.31		TM: Track Mile
	Contingency (20% Design & Construction Cost)				\$1,518,167.88		EA: Each
							SF: Square Foot

Source: SYSTRA Consulting, Inc.