

CREATE Program – 75th Street CIP
SEGMENT P2/EW2 B-1 - METRA

(Updated 12/03/2024)

NOTES

(*) quantities identify cost items with multiple sub-components having variable units of measure
Unit prices for cost items may vary dependent upon participant Rail Road

Item #	Item Description	Quantity	Unit	Unit Price	Direct Cost	CREATE PHASE 2 Contingency %		Contingency	Total Cost	Notes/Comments
						Mgmt Reserve	Allocated (Design + Const)			
1.0	Removals / Demolition				\$419,433			\$83,887	\$503,319	
a	Track Removal	(*)		(*)	\$69,433			\$13,887	\$83,319	
	i Remove Track (METRA)	1,193	TF	\$58.20	\$69,433	5%	15%	\$13,887	\$83,319	
	ii Remove Crossover (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	iii Remove Diamond (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	iv Remove Turnout (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	i Remove Track (UP)				\$0	5%	15%	\$0	\$0	
	ii Remove Crossover (UP)				\$0	5%	15%	\$0	\$0	
	iii Remove Diamond (UP)				\$0	5%	15%	\$0	\$0	
	iv Remove Turnout (UP)				\$0	5%	15%	\$0	\$0	
	i Remove Track (NS)				\$0	5%	15%	\$0	\$0	
	ii Remove Crossover (NS)				\$0	5%	15%	\$0	\$0	
	iii Remove Diamond (NS)				\$0	5%	15%	\$0	\$0	
	iv Remove Turnout (NS)				\$0	5%	15%	\$0	\$0	
	i Remove Track (BRC)				\$0	5%	15%	\$0	\$0	
	ii Remove Crossover (BRC)				\$0	5%	15%	\$0	\$0	
	iii Remove Diamond (BRC)				\$0	5%	15%	\$0	\$0	
	iv Remove Turnout (BRC)				\$0	5%	15%	\$0	\$0	
	i Remove Track (CSX)				\$0	5%	15%	\$0	\$0	
	ii Remove Crossover (CSX)				\$0	5%	15%	\$0	\$0	
	iii Remove Diamond (CSX)				\$0	5%	15%	\$0	\$0	
	iv Remove Turnout (CSX)				\$0	5%	15%	\$0	\$0	
b	Remove Existing Interlocking or Control Point (CP)				\$0			\$0	\$0	
	i OAKDALE (UP)		LS		\$0	5%	15%	\$0	\$0	
	ii 81ST STREET (NS)		LS		\$0	5%	15%	\$0	\$0	
	iii 80TH STREET (BRC)		LS		\$0	5%	15%	\$0	\$0	
	iv CP 74TH STREET (METRA)	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
	v BELT JUNCTION (BRC)		LS		\$0	5%	15%	\$0	\$0	
	vi 75TH STREET INTERLOCKING (B&OCT) (FOREST HILL)		LS		\$0	5%	15%	\$0	\$0	
	vii 82ND STREET INTERLOCKING (B&OCT)		LS		\$0	5%	15%	\$0	\$0	
	viii 88TH STREET INTERLOCKING (B&OCT)		LS		\$0	5%	15%	\$0	\$0	
	ix BELT CONNECTION (B&OCT)		LS		\$0	5%	15%	\$0	\$0	
	x WESTERN AVENUE (BRC)		LS		\$0	5%	15%	\$0	\$0	
	xi LANDERS INTERLOCKING (NS)		LS		\$0	5%	15%	\$0	\$0	
	xii ASHBURN INTERLOCKING (METRA)	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
c	Remove Signal Bridge				\$0			\$0	\$0	
	i Remove Signal Bridge (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	ii Remove Signal Bridge (UP)				\$0	5%	15%	\$0	\$0	
	iii Remove Signal Bridge (NS)				\$0	5%	15%	\$0	\$0	
	iv Remove Signal Bridge (BRC)				\$0	5%	15%	\$0	\$0	
	v Remove Signal Bridge (CSX)				\$0	5%	15%	\$0	\$0	
d	Remove Signal Cantilever				\$0			\$0	\$0	
	i Remove Signal Cantilever (METRA)	0		\$0.00	\$0	5%	15%	\$0	\$0	
	ii Remove Signal Cantilever (UP)				\$0	5%	15%	\$0	\$0	
	iii Remove Signal Cantilever (NS)				\$0	5%	15%	\$0	\$0	
	iv Remove Signal Cantilever (BRC)				\$0	5%	15%	\$0	\$0	
	v Remove Signal Cantilever (CSX)				\$0	5%	15%	\$0	\$0	
e	Remove Ground Signal	0	LS	(*)	\$0			\$0	\$0	
	i Remove Ground Signal (METRA)	0		\$0.00	\$0	5%	15%	\$0	\$0	
	ii Remove Ground Signal (UP)				\$0	5%	15%	\$0	\$0	
	iii Remove Ground Signal (NS)				\$0	5%	15%	\$0	\$0	
	iv Remove Ground Signal (BRC)				\$0	5%	15%	\$0	\$0	
	v Remove Ground Signal (CSX)				\$0	5%	15%	\$0	\$0	
f	ROW Demolition	18		(*)	\$350,000			\$70,000	\$420,000	
	i Multi-unit	8	EA	\$25,000.00	\$200,000	5%	15%	\$40,000	\$240,000	affected units associated with cost category 10.0 (b)
	ii Single-family	10	EA	\$15,000.00	\$150,000	5%	15%	\$30,000	\$180,000	affected units associated with cost category 10.0 (b)
g					\$0			\$0	\$0	
h					\$0			\$0	\$0	
i					\$0	5%	15%	\$0	\$0	
2.0	Civil - Earthwork				\$3,101,638			\$620,328	\$3,721,965	
a	Earth Excavation	2,558.00	C.Y.	\$30.00	\$76,740			\$15,348	\$92,088	
	i Earth Excavation (METRA)	2,558.00	C.Y.	\$30.00	\$76,740	5%	15%	\$15,348	\$92,088	
	ii Earth Excavation (UP)				\$0	5%	15%	\$0	\$0	
	iii Earth Excavation (NS)				\$0	5%	15%	\$0	\$0	
	iv Earth Excavation (BRC)				\$0	5%	15%	\$0	\$0	
	v Earth Excavation (CSX)				\$0	5%	15%	\$0	\$0	
b	Furnished Fill	10,187.00	C.Y.	\$60.00	\$611,220			\$122,244	\$733,464	
	i Furnished Fill (METRA)	10,187.00	C.Y.	\$60.00	\$611,220	5%	15%	\$122,244	\$733,464	
	ii Furnished Fill (UP)				\$0	5%	15%	\$0	\$0	
	iii Furnished Fill (NS)				\$0	5%	15%	\$0	\$0	
	iv Furnished Fill (BRC)				\$0	5%	15%	\$0	\$0	
	v Furnished Fill (CSX)				\$0	5%	15%	\$0	\$0	
c	Subballast	4,340.00	C.Y.	\$61.20	\$265,608			\$53,122	\$318,730	
	i Subballast (METRA)	4,340.00	C.Y.	\$61.20	\$265,608	5%	15%	\$53,122	\$318,730	
	ii Subballast (UP)				\$0	5%	15%	\$0	\$0	
	iii Subballast (NS)				\$0	5%	15%	\$0	\$0	
	iv Subballast (BRC)				\$0	5%	15%	\$0	\$0	
	v Subballast (CSX)				\$0	5%	15%	\$0	\$0	
d	Topsail Excavation	13,019.00	S.Y.	\$3.30	\$42,963			\$8,593	\$51,555	
	i Topsail Excavation (METRA)	13,019.00	S.Y.	\$3.30	\$42,963	5%	15%	\$8,593	\$51,555	
	ii Topsail Excavation (UP)				\$0	5%	15%	\$0	\$0	
	iii Topsail Excavation (NS)				\$0	5%	15%	\$0	\$0	
	iv Topsail Excavation (BRC)				\$0	5%	15%	\$0	\$0	
	v Topsail Excavation (CSX)				\$0	5%	15%	\$0	\$0	
e	Access Road	10,000.00	S.Y.	\$65.00	\$650,000			\$130,000	\$780,000	
	i Access Road (METRA)	10,000.00	S.Y.	\$65.00	\$650,000	5%	15%	\$130,000	\$780,000	
	ii Access Road (UP)				\$0	5%	15%	\$0	\$0	
	iii Access Road (NS)				\$0	5%	15%	\$0	\$0	
	iv Access Road (BRC)				\$0	5%	15%	\$0	\$0	
	v Access Road (CSX)				\$0	5%	15%	\$0	\$0	
f	Clear and Grub Tress for Access Roads	1.50	Acre	\$20,000.00	\$30,000			\$6,000	\$36,000	
	i Clear and Grub Tress for Access Roads (METRA)	1.50	Acre	\$20,000.00	\$30,000	5%	15%	\$6,000	\$36,000	
	ii Clear and Grub Tress for Access Roads (UP)				\$0	5%	15%	\$0	\$0	
	iii Clear and Grub Tress for Access Roads (NS)				\$0	5%	15%	\$0	\$0	
	iv Clear and Grub Tress for Access Roads (BRC)				\$0	5%	15%	\$0	\$0	
	v Clear and Grub Tress for Access Roads (CSX)				\$0	5%	15%	\$0	\$0	
g	Wrightwood Station Platform	0	LS	\$0.00	\$0			\$0	\$0	
h	Drainage (non viaduct improvements)	(*)	LS	(*)	\$1,425,107			\$285,021	\$1,710,128	
	i Catch Basin	7.00	EA	\$4,234.00	\$29,638	5%	15%	\$5,928	\$35,566	
	ii Catch Basin with Vortex Restrictor	11.00	EA	\$18,000.00	\$198,000	5%	15%	\$39,600	\$237,600	
	iii Deep Catch Basin with Vortex Restrictor	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	iv 4" Diameter Manholes	7.00	EA	\$5,965.71	\$41,760	5%	15%	\$8,352	\$50,112	
	v 4" Diameter Manhole with Vortex Restrictor	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	vi 4" Perforated Pipe Underdrain	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	vii 6" Storm Sewer	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	viii 8" Perforated Storm Sewer	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	ix 8" Storm Sewer	261.00	LF	\$198.00	\$51,678	5%	15%	\$10,336	\$62,014	
	x 8" RCP Storm Sewer (Jacked)	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	xi 12" RCP Storm Sewer	52.00	LF	\$200.77	\$10,440	5%	15%	\$2,088	\$12,528	
	xii 12" RCP Storm Sewer (Jacked)	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	xiii 18" RCP Storm Sewer	179.00	LF	\$180.00	\$32,220	5%	15%	\$6,444	\$38,664	
	xiv 18" RCP End Section	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	xv 24" RCP Storm Sewer	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	xvi 24" RCP End Section	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	xvii 36" RCP Storm Sewer	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	xviii 36" RCP End Section	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	xix Drainage Ditch Grading	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	xx 2" Storm Sewer	0.00	LF	\$0.00	\$0	5%	15%	\$0	\$0	
	xxi Riprap	6,122.00	SY	\$125.02	\$765,372	5%	15%	\$153,074	\$918,447	
	xxii Check Dam	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	xxiii Clean and Televis Existing Sewer	1,916.00	LF	\$43.26	\$82,886	5%	15%	\$16,577	\$99,463	
	xxiv Detention Structure (80' x 80' x 5')	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	xxv Detention Structure (100' x 100' x 5')	0.00	EA	\$0.00	\$0	5%	15%	\$0	\$0	
	xxvi Fertilizer and Seeding (Permanent + Temp)	6.76	Acre	\$9,008.17	\$60,895	5%	15%	\$12,179	\$73,074	
	xxvii Erosion Control (SW3P)	1.00	LS	\$152,217.00	\$152,217	5%	15%	\$30,443	\$182,660	
i	71st Street at-grade Crossing				\$0			\$0	\$0	
	i Pavement Reconstruction				\$0	5%	15%	\$0	\$0	
	ii Sidewalk Removal				\$0	5%	15%	\$0	\$0	
	iii Tree Removal				\$0	5%	15%	\$0	\$0	
	iv Curb & Gutter Removal				\$0	5%	15%	\$0	\$0	
	v 5" PC Sidewalk				\$0	5%	15%	\$0	\$0	

Segment P2
Capital Cost Estimate
(DRAFT)

		25,876	TF	(*)	\$6,602,203			\$1,320,441	\$7,922,644
a	New Track Construction								
i	Construct CWR Track 136/141 (METRA)	0	TF	\$0.00	\$0	5%	15%	\$0	\$0
ii	Construct CWR Yard Track SH 132/136 (METRA)	0	TF	\$0.00	\$0	5%	15%	\$0	\$0
iii	Construct CWR Track 115 (METRA)	11,377	TF	\$507.60	\$5,774,965	5%	15%	\$1,154,993	\$6,929,958
	Construct Inner Guardrails (METRA)	14,497	LF	\$54.00	\$782,838	5%	15%	\$156,568	\$939,406
	Construct Transition Rail (METRA)	2	PR	\$22,200.00	\$44,400	5%	15%	\$8,880	\$53,280
i	Construct CWR Track 136/141 (UP)				\$0	5%	15%	\$0	\$0
ii	Construct CWR Yard Track SH 132/136 (UP)				\$0	5%	15%	\$0	\$0
i	Construct CWR Track 136/141 (NS)				\$0	5%	15%	\$0	\$0
ii	Construct CWR Yard Track SH 132/136 (NS)				\$0	5%	15%	\$0	\$0
i	Construct CWR Track 136/141 (BRC)				\$0	5%	15%	\$0	\$0
ii	Construct CWR Yard Track SH 132/136 (BRC)				\$0	5%	15%	\$0	\$0
i	Construct CWR Track 136/141 (CSX)				\$0	5%	15%	\$0	\$0
ii	Construct CWR Yard Track SH 132/136 (CSX)				\$0	5%	15%	\$0	\$0
b	Turnouts	2	EA	(*)	\$985,680			\$197,136	\$1,182,816
i	#20 Turnout - Timber (METRA)	2	EA	\$492,840.00	\$985,680	5%	15%	\$197,136	\$1,182,816
ii	#15 Turnout - Timber (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
iii	#10 Turnout Timber (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
iv	16'6" Double Switch Point Derail (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
v	#20 Turnout Concrete (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
vi	#15 Turnout - Concrete (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
vii	#10 Turnout Concrete (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
i	#20 Turnout - Timber (UP)				\$0	5%	15%	\$0	\$0
ii	#15 Turnout - Timber (UP)				\$0	5%	15%	\$0	\$0
iii	#10 Turnout Timber (UP)				\$0	5%	15%	\$0	\$0
iv	16'6" Double Switch Point Derail (UP)				\$0	5%	15%	\$0	\$0
v	#20 Turnout Concrete (UP)				\$0	5%	15%	\$0	\$0
vi	#15 Turnout - Concrete (UP)				\$0	5%	15%	\$0	\$0
vii	#10 Turnout Concrete (UP)				\$0	5%	15%	\$0	\$0
i	#20 Turnout - Timber (NS)				\$0	5%	15%	\$0	\$0
ii	#15 Turnout - Timber (NS)				\$0	5%	15%	\$0	\$0
iii	#10 Turnout Timber (NS)				\$0	5%	15%	\$0	\$0
iv	16'6" Double Switch Point Derail (NS)				\$0	5%	15%	\$0	\$0
v	#20 Turnout Concrete (NS)				\$0	5%	15%	\$0	\$0
vi	#15 Turnout - Concrete (NS)				\$0	5%	15%	\$0	\$0
vii	#10 Turnout Concrete (NS)				\$0	5%	15%	\$0	\$0
i	#20 Turnout - Timber (BRC)				\$0	5%	15%	\$0	\$0
ii	#15 Turnout - Timber (BRC)				\$0	5%	15%	\$0	\$0
iii	#10 Turnout Timber (BRC)				\$0	5%	15%	\$0	\$0
iv	16'6" Double Switch Point Derail (BRC)				\$0	5%	15%	\$0	\$0
v	#20 Turnout Concrete (BRC)				\$0	5%	15%	\$0	\$0
vi	#15 Turnout - Concrete (BRC)				\$0	5%	15%	\$0	\$0
vii	#10 Turnout Concrete (BRC)				\$0	5%	15%	\$0	\$0
i	#20 Turnout - Timber (CSX)				\$0	5%	15%	\$0	\$0
ii	#15 Turnout - Timber (CSX)				\$0	5%	15%	\$0	\$0
iii	#10 Turnout Timber (CSX)				\$0	5%	15%	\$0	\$0
iv	16'6" Double Switch Point Derail (CSX)				\$0	5%	15%	\$0	\$0
v	#20 Turnout Concrete (CSX)				\$0	5%	15%	\$0	\$0
vi	#15 Turnout - Concrete (CSX)				\$0	5%	15%	\$0	\$0
vii	#10 Turnout Concrete (CSX)				\$0	5%	15%	\$0	\$0
c	Crossovers	2	EA	(*)	\$1,888,800			\$377,760	\$2,266,560
i	#20 Crossover (METRA)	2	EA	\$944,400.00	\$1,888,800	5%	15%	\$377,760	\$2,266,560
ii	#15 Crossover (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
iii	#10 Crossover (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
i	#20 Crossover (UP)				\$0	5%	15%	\$0	\$0
ii	#15 Crossover (UP)				\$0	5%	15%	\$0	\$0
iii	#10 Crossover (UP)				\$0	5%	15%	\$0	\$0
i	#20 Crossover (NS)				\$0	5%	15%	\$0	\$0
ii	#15 Crossover (NS)				\$0	5%	15%	\$0	\$0
iii	#10 Crossover (NS)				\$0	5%	15%	\$0	\$0
i	#20 Crossover (BRC)				\$0	5%	15%	\$0	\$0
ii	#15 Crossover (BRC)				\$0	5%	15%	\$0	\$0
iii	#10 Crossover (BRC)				\$0	5%	15%	\$0	\$0
i	#20 Crossover (CSX)				\$0	5%	15%	\$0	\$0
ii	#15 Crossover (CSX)				\$0	5%	15%	\$0	\$0
iii	#10 Crossover (CSX)				\$0	5%	15%	\$0	\$0
d	Diamonds	0	EA		\$0			\$0	\$0
i	Diamond Installation (METRA)	0	EA	\$0.00	\$0	5%	15%	\$0	\$0
i	Diamond Installation (UP)				\$0	5%	15%	\$0	\$0
i	Diamond Installation (NS)				\$0	5%	15%	\$0	\$0
i	Diamond Installation (BRC)				\$0	5%	15%	\$0	\$0
i	Diamond Installation (CSX)				\$0	5%	15%	\$0	\$0
e	Track Modifications	6,168	TF	(*)	\$14,815,107			\$2,963,021	\$17,778,129
i	Realign (Shift) Track w/ 33% Tie replacement (METRA)	6,168	TF	\$162.90	\$1,004,767	5%	15%	\$200,953	\$1,205,721
ii	Realign (Shift) Track w/ 50% Tie Replacement (METRA)	0	TF	\$0.00	\$0	5%	15%	\$0	\$0
iii	Tie & Surface Track 33% Tie Replacement (METRA)	0	TF	\$0.00	\$0	5%	15%	\$0	\$0
iv	Tie & Surface Track 50% Tie Replacement (METRA)	0	TF	\$0.00	\$0	5%	15%	\$0	\$0
v	Replace Existing Rail w/ 136R/141# CWR (METRA)	0	LF	\$0.00	\$0	5%	15%	\$0	\$0
i	Realign (Shift) Track w/ 33% Tie replacement (UP)				\$0	5%	15%	\$0	\$0
ii	Realign (Shift) Track w/ 50% Tie Replacement (UP)				\$0	5%	15%	\$0	\$0
iii	Tie & Surface Track 33% Tie Replacement (UP)				\$0	5%	15%	\$0	\$0
iv	Tie & Surface Track 50% Tie Replacement (UP)				\$0	5%	15%	\$0	\$0
v	Replace Existing Rail w/ 136R/141# CWR (UP)				\$0	5%	15%	\$0	\$0
i	Realign (Shift) Track w/ 33% Tie replacement (NS)				\$0	5%	15%	\$0	\$0
ii	Realign (Shift) Track w/ 50% Tie Replacement (NS)				\$0	5%	15%	\$0	\$0
iii	Tie & Surface Track 33% Tie Replacement (NS)				\$0	5%	15%	\$0	\$0
iv	Tie & Surface Track 50% Tie Replacement (NS)				\$0	5%	15%	\$0	\$0
v	Replace Existing Rail w/ 136R/141# CWR (NS)				\$0	5%	15%	\$0	\$0
i	Realign (Shift) Track w/ 33% Tie replacement (BRC)				\$0	5%	15%	\$0	\$0
ii	Realign (Shift) Track w/ 50% Tie Replacement (BRC)				\$0	5%	15%	\$0	\$0
iii	Tie & Surface Track 33% Tie Replacement (BRC)				\$0	5%	15%	\$0	\$0
iv	Tie & Surface Track 50% Tie Replacement (BRC)				\$0	5%	15%	\$0	\$0
v	Replace Existing Rail w/ 136R/141# CWR (BRC)				\$0	5%	15%	\$0	\$0
i	Realign (Shift) Track w/ 33% Tie replacement (CSX)				\$0	5%	15%	\$0	\$0
ii	Realign (Shift) Track w/ 50% Tie Replacement (CSX)				\$0	5%	15%	\$0	\$0
iii	Tie & Surface Track 33% Tie Replacement (CSX)				\$0	5%	15%	\$0	\$0
iv	Tie & Surface Track 50% Tie Replacement (CSX)				\$0	5%	15%	\$0	\$0
v	Replace Existing Rail w/ 136R/141# CWR (CSX)				\$0	5%	15%	\$0	\$0
vi	Change Order #2 Retaining Wall and Track Profile Adj.	1	LS	\$4,800,000.00	\$4,800,000	5%	15%	\$960,000	\$5,760,000
vii	EW2B-1 Track Work (NS)	1	LS	\$9,010,340.00	\$9,010,340	5%	15%	\$1,802,068	\$10,812,408
viii					\$0	5%	15%	\$0	\$0
f	Access Road Crossings (Permanent or Temporary)	48	TF	(*)	\$26,400			\$5,280	\$31,680
i	Crossing Pre-cast Concrete Panels (METRA)	48	TF	\$550.00	\$26,400	5%	15%	\$5,280	\$31,680
ii	Crossing Full Timber (METRA)	0	TF	\$0.00	\$0	5%	15%	\$0	\$0
iii	Crossing Timber & Asphalt (METRA)	0	TF	\$0.00	\$0	5%	15%	\$0	\$0
i	Crossing Pre-cast Concrete Panels (UP)				\$0	5%	15%	\$0	\$0
ii	Crossing Full Timber (UP)				\$0	5%	15%	\$0	\$0
iii	Crossing Timber & Asphalt (UP)				\$0	5%	15%	\$0	\$0
i	Crossing Pre-cast Concrete Panels (NS)				\$0	5%	15%	\$0	\$0
ii	Crossing Full Timber (NS)				\$0	5%	15%	\$0	\$0
iii	Crossing Timber & Asphalt (NS)				\$0	5%	15%	\$0	\$0
i	Crossing Pre-cast Concrete Panels (BRC)				\$0	5%	15%	\$0	\$0
ii	Crossing Full Timber (BRC)				\$0	5%	15%	\$0	\$0
iii	Crossing Timber & Asphalt (BRC)				\$0	5%	15%	\$0	\$0
i	Crossing Pre-cast Concrete Panels (CSX)				\$0	5%	15%	\$0	\$0
ii	Crossing Full Timber (CSX)				\$0	5%	15%	\$0	\$0
iii	Crossing Timber & Asphalt (CSX)				\$0	5%	15%	\$0	\$0
g					\$0	5%	15%	\$0	\$0
h					\$0	5%	15%	\$0	\$0
i					\$0	5%	15%	\$0	\$0
4.0	Signals & Systems				\$16,500,000			\$3,300,000	\$19,800,000
a	New Control Point	5		(*)	\$13,000,000			\$2,600,000	\$15,600,000
i	CP OAKDALE (UP)				\$0	5%	15%	\$0	\$0
ii	CP 80TH ST (BRC)	1	LS	\$3,000,000.00	\$3,000,000	5%	15%	\$600,000	\$3,600,000
iii	CP WALLACE (BRC)				\$0	5%	15%	\$0	\$0
iv	CP EMERALD (BRC)				\$0	5%	15%	\$0	\$0
v	CP DAMEN (BRC)				\$0	5%	15%	\$0	\$0
vi	CP WESTERN AVE (BRC)				\$0	5%	15%	\$0	\$0
vii	CP 73RD ST (METRA)	1	LS	\$3,250,000.00	\$3,250,000	5%	15%	\$650,000	\$3,900,000
viii	CP 74TH ST (METRA)	0	LS	\$0.00	\$0	5%	15%	\$0	\$0
ix	CP LEAVITT (METRA)	1	LS	\$2,500,000.00	\$2,500,000	5%	15%	\$500,000	\$3,000,000
x	CP ASHBURN (METRA)	0	LS	\$0.00	\$0	5%	15%	\$0	\$0
xi	CP DAN RYAN (NS)				\$0	5%	15%	\$0	\$0
xii	CP 81ST ST (NS)				\$0	5%	15%	\$0	\$0
xiii	CP SOUTH DAMEN (NS)				\$0	5%	15%	\$0	\$0
xiv	CP LANDERS (NS)	1	LS	\$500,000.00	\$500,000	5%	15%	\$100,000	\$600,000
xv	CP BELT CONNECTION (B&OCT)	1	LS	\$1,500,000.00	\$1,500,000	5%	15%	\$300,000	\$1,800,000
xvi	CP 82ND ST (B&OCT)				\$0	5%	15%	\$0	\$0
xvii	CP 88TH ST (B&OCT)				\$0	5%	15%	\$0	\$0
xviii	CP Aberdeen St (Metra)	1	LS	\$2,250,000.00	\$2,250,000	5%	15%</		

Segment P2
Capital Cost Estimate
(DRAFT)

Item	Quantity	Unit	Cost	Total Cost	5%	15%	Cost	Cost	Notes
g Automatic Highway Crossing Warning Sys- Interface with existing signal system	0		\$0.00	\$0			\$0	\$0	
i 87th St/ Pulaski Rd.	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
ii Lowndale Ave	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
iii 83rd Pl	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
h Pedestrian Crossings	0		\$0.00	\$0			\$0	\$0	
i Wrightwood Station	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
i Metra Canal Street Control Office	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
j				\$0	5%		\$0	\$0	
k				\$0	5%		\$0	\$0	
5.0 Structures				\$164,647,530			\$32,929,506	\$197,577,036	
a Bridge Repair Locations	14		(*)	\$164,647,530			\$32,929,506	\$197,577,036	
i S. Kedzie Ave. and W. 79th Street_(A&B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	4 track bridge 2 Metro, 1 NS lead & 1 open track space 5 track bridge
i Western Ave._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 BRC & 2 open track spaces 4 track bridge 2 NS, 2 Metro
i Western Ave._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	
i Western Ave._(C)_EW2	0	LS		\$0	5%	15%	\$0	\$0	
i 69th Street North Retaining Walls_(A)_P3	0	LS		\$0	5%	15%	\$0	\$0	
i 69th Street South Retaining Walls_(B)_P3	0	LS		\$0	5%	15%	\$0	\$0	
i North of 71st Structure_(C)_P3	0	LS		\$0	5%	15%	\$0	\$0	5 track bridge 2 CSX Yard, 3 CSX
i P3 Western Wye to 71st_(E)_P3	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 2 CSX
i Wye Structure (S. of 71 st)_F1_P3	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 2 CSX Wye tracks
i P3 Wye Retaining Walls_(G)_P3	0	LS		\$0	5%	15%	\$0	\$0	
i P3 Western Wye Structure_(H)_P3	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 2 CSX
i P3 North Approach_(I)_P3	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 2 CSX
i P3 Flyover_(J)_P3	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 2 CSX
i P3 South Approach_(K)_P3	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 2 CSX
i P3 South Retaining Walls_(L)_P3	0	LS		\$0	5%	15%	\$0	\$0	
i 79th Street_(A)_P3	0	LS		\$0	5%	15%	\$0	\$0	4 track bridge 2 CSX
i 79th Street_(B)_P3	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 2 CSX (temp.)
i 69th Street_(C)_P3	0	LS		\$0	5%	15%	\$0	\$0	4 track bridge 3 CSX, 1 CSX Yard 5 track bridge
i 68th Street_(D)_P3	0	LS		\$0	5%	15%	\$0	\$0	2 CSX Yard, 2 CSX, 1 open track space 5 track bridge 2 CSX Yard, 3 CSX
i Marquette Rd "67th"_(E)_P3	0	LS		\$0	5%	15%	\$0	\$0	
i Damen Ave._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	
i Damen Ave._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	5 track bridge 1 BRC Wye, 3 BRC, 1 Metro 2 track bridge
i Damen Ave._(C)_EW2	0	LS		\$0	5%	15%	\$0	\$0	1 NS, 1 METRA 5 track fill structure
i Wood Street_(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 BRC, 1 Metro & 1 open track space
i Wood Street_(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 track fill structure 1 Metro, 1 NS lead 5 track bridge
i Ashland Ave._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 BRC, 1 Metro & 1 open track space
i Ashland Ave._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 1 Metro, 1 NS main 4 track bridge
i Loomis Ave._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 BRC mains & 1 open track space 3 track bridge
i Loomis Ave._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 Metro & 1 NS main 4 track bridge 3 BRC mains, 1 Metro
i Racine Ave._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	
i Racine Ave._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 1 Metro, 1 NS lead
i Aberdeen Ave._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	4 track bridge 3 BRC mains, 1 Metro
i Aberdeen Ave._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 track bridge 1 Metro, 1 NS lead
i Morgan St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	4 track bridge 3 BRC mains, 1 Metro
i Morgan St._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	1 track bridge 1 Metro
i Morgan St._(C)_EW2	0	LS		\$0	5%	15%	\$0	\$0	1 track bridge 1 NS
i Peoria St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 track bridge 3 BRC mains
i Peoria St._(B)_P2	1	LS	\$360,000.00	\$360,000	5%	15%	\$72,000	\$432,000	1 bay removed Bridge Removed
i Peoria St._(C)_P2	1	LS	\$6,600,000.00	\$6,600,000	5%	15%	\$1,320,000	\$7,920,000	2 track bridge 2 Metro
i Peoria St._(D)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	1 track bridge 1 NS
i Halsted St._(A)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	3 track bridge 3 BRC mains
i Halsted St._(B)_P2	1	LS	\$360,000.00	\$360,000	5%	15%	\$72,000	\$432,000	1 bay removed Bridge Removed
i Halsted St._(C)_P2	1	LS	\$7,400,000.00	\$7,400,000	5%	15%	\$1,480,000	\$8,880,000	2 track bridge 2 Metro
i Halsted St._(D)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	1 track bridge 1 NS
i P2- Green to Halsted_(E)_P2	1	LS	\$7,200,000.00	\$7,200,000	5%	15%	\$1,440,000	\$8,640,000	2 track bridge 2 Metro tracks 3 track fill structure
i Emerald Ave. Pedway_(A)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	3 BRC mains 1 bay removed Bridge Removed
i Emerald Ave. Pedway_(B)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	1 track fill structure 1 NS
i Union Ave._(A)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	4 track fill structure 3 BRC mains, 1 NS lead
i Union Ave._(B)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
i Union Ave. N. Wall_(C)_EW2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
i NS Landers Main Retaining Wall (75th Street)_D_P2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	
i P2 74th Street Park Retaining Wall_(A)_P2	1	LS	\$805,414.00	\$805,414	5%	15%	\$161,083	\$966,497	
i P2 74th Street Retaining Wall_(B)_P2	1	LS	\$3,521,694.00	\$3,521,694	5%	15%	\$704,339	\$4,226,033	
i P2 Flyover Structure_(C)_P2	1	LS	\$74,609,122.00	\$74,609,122	5%	15%	\$14,921,824	\$89,530,946	2 track bridge 2 Metro tracks 2 track bridge
i P2 Bow-Tie Structure_(D)_P2	0	LS	\$0.00	\$0	5%	15%	\$0	\$0	2 Metro tracks 2 track bridge 2 Metro tracks
i P2-Halsted to Bow-Tie_(E)_P2	1	LS	\$10,800,000.00	\$10,800,000	5%	15%	\$2,160,000	\$12,960,000	2 track bridge 2 Metro tracks
i P2 Retaining Walls_(F)_P2	1	LS	\$11,764,300.00	\$11,764,300	5%	15%	\$2,352,860	\$14,117,160	
i Lowe St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 track bridge 1 NS & 2 open track spaces 6 track bridge
i 73rd St. Pedway_(C)_P2	1	LS	\$3,664,000.00	\$3,664,000	5%	15%	\$732,800	\$4,396,800	2 Metro & 4 open track spaces 5 track bridge
i 73rd St. Pedway_(D)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS 6 track bridge
i 74th St._(A)_P2	1	LS	\$10,800,000.00	\$10,800,000	5%	15%	\$2,160,000	\$12,960,000	4 Metro & 2 open track spaces 6 track bridge
i 74th St._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS & 4 open track spaces 3 track bridge
i 74th St._(C)_EW2	0	LS		\$0	5%	15%	\$0	\$0	1 NS & 2 open track spaces 5 track bridge
i 76th St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS & 3 open track spaces 5 track bridge
i 76th St._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 BRC mains, 1 NS main & 1 open track space 5 track structure
i 78th St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	1 NS & 4 open track spaces 5 track structure
i 78th St._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	3 BRC mains, 1 NS main, & 1 open track space
i 79th St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	REPLACEMENT Lower profile on stack connection track by 0.5 ft. Replace superstructure of northernmost bay (Bay 10) to accommodate lowered track. Construct new BRC and NS tracks in Bays 5 & 6 of bridge. Replace superstructure in these bays to accommodate track profile.
i 79th St._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	Replace superstructure in Bays 3 & 4 for proposed tracks
i 80th St._(C)_EW2	0	LS		\$0	5%	15%	\$0	\$0	
i Metro over BRC/NS_(D)_EW2	0	LS		\$0	5%	15%	\$0	\$0	5 track bridge 2 Metro & 3 open track spaces 5 track bridge
i 80th St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS, 1 UP & 2 open track spaces 5 track bridge
i 80th St._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 BRC mains, 1 x-over (btwn BRC's), 1 NS Landers & 1 open track space 6 track bridge
i 81st St._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS mains, 2 UP tracks & 2 open track spaces 4 track bridge
i 81st St._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 BRC & 1 open track space 4 track bridge
i 81st St._(C)_EW2	0	LS		\$0	5%	15%	\$0	\$0	1 UP, 1 NS & 2 open track spaces 4 track bridge
i Vincennes Ave._(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS mains & 2 UP mains 6 track bridge
i Vincennes Ave._(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 BRC mains, 1 UP Main, 1 NS Main & 2 open track spaces 4 track bridge
i NS over BRC_(C)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS mains & 2 UP mains 6 track bridge
i S. Holland Road_(A)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 BRC mains, 2 BRC siding, 1 NS & 1 open track spaces 2 track bridge
i S. Holland Road_(B)_EW2	0	LS		\$0	5%	15%	\$0	\$0	2 NS mains

Segment P2
Capital Cost Estimate
(DRAFT)

i	87th Street_(A)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	6 track bridge 2 BRC mains, two BRC other tracks & 1 NS Main and 1 open track space
i	87th Street_(B)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	4 track bridge 2 NS mains & 2 UP mains
i	87th Street_(C)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 1 UP main & 1 open track space
i	88th Street_(A)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 2 NS mains
i	88th Street_(B)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 2 UP mains
i	88th Street_(C)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 1 UP main & 1 open track space
i	Lafayette Ave_(A)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	5 track bridge 2 BRC mains, 1 BRC other tracks & 1 NS Main and 1 open track space
i	Lafayette Ave_(B)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 2 NS mains
i	Dan Ryan_(A)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	5 track bridge 2 BRC mains, 1 BRC other tracks & 1 NS Main and 1 open track space
i	Dan Ryan_(B)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 2 NS mains
i	State Street_(A)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	5 track bridge 2 BRC mains, 1 BRC other tracks & 1 NS Main and 1 open track space
i	State Street_(B)_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 2 NS mains
i	66th Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	2 track bridge 2 NS mains
i	67th Street (Marquette Rd)_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	2 track bridge 2 Metro mains
i	69th Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	2 track bridge 2 Metro mains
i	70th Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	2 track bridge 2 Metro mains
i	71st Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	2 track bridge 2 Metro mains
i	72nd Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	2 track bridge 2 Metro mains
i	72nd Street_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	5 track bridge 2 NS
i	75th Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	6 track bridge 2 Metro Mains
i	76th Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	6 track bridge 2 Metro Mains
i	78th Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	6 track bridge 2 Metro Mains
i	80th Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	6 track bridge 2 Metro Mains
i	81st Street_(P2)	0	LS	\$0.00		\$0	5%	15%	\$0	\$0	6 track bridge 2 Metro Mains
i	i-57_(EW2)	0	LS			\$0	5%	15%	\$0	\$0	2 track bridge 2 UP mains
	EW2 B-1 Structure Work (NS)	1	LS	\$20,663,000.00		\$20,663,000	5%	15%	\$4,132,600	\$24,795,600	Added on 12/3/2024 from EW2 B-1 NS Estimate
	Meta Force Account Structure P2 (Metra)	1	LS	\$6,100,000.00		\$6,100,000	5%	15%	\$1,220,000	\$7,320,000	
b						\$0	5%		\$0	\$0	
c						\$0	5%		\$0	\$0	
6.0	Viaducts	7				\$1,226,942			\$245,388	\$1,472,330	
7.0	Environmental Mitigation					\$5,743,884			\$1,148,777	\$6,892,660	
8.0	Miscellaneous & Temporary Facilities					\$22,230,629			\$4,446,126	\$26,676,755	
9.0	Utility					\$7,452,786			\$1,490,557	\$8,943,343	
	Construction SubTotal					\$245,641,031			\$49,128,206	\$294,769,237	
10.0	ROW					\$0			\$0	\$0	
a	Temporary Easements	0.5%	LS	\$171,618,356		\$0	5%	15%	\$0	\$0	% of construction categories 5.0, 6.0, 7.0 Totals
b	Relocations					\$0			\$0	\$0	
i	Tenant Occupied	18	EA	\$15,000.00		\$0	5%	15%	\$0	\$0	
ii	Owner Occupied	8	EA	\$30,000.00		\$0	5%	15%	\$0	\$0	
c	Mortgage Assistance	1	LS	\$1,600,000		\$0	5%	15%	\$0	\$0	Towards purchase of replacement housing or rent to property owners displaced by acquisitions
d	Acquisition	1	LS	\$5,183,780		\$0	5%	15%	\$0	\$0	
e	ROW Consultant	20%	LS	\$6,412,041		\$0	5%	15%	\$0	\$0	% of ROW cost components a,b
11.0	Professional Services					\$24,639,383			\$2,088,024	\$26,727,407	
a	PE / ENV	0.0%	LS	\$10,423,305		\$0	0%	0%	\$0	\$0	Jacobs' contract value (as % of Segment Cost vs. 75th ST CIP Total cost)
b	Final Design/Construct Support	0.0	LS	\$13,725,000		\$0	0%	0%	\$0	\$0	Actual awards to Metra (including \$1.4M for signal Final Design and \$140k contingency&PMR)
c	Program Management through Construction/Designer of Record Construction Support	1.0%	LS	\$253,093,817		\$2,530,938	5%	5%	\$253,094	\$2,784,032	% of costs (categories 1.0 - 9.0). IDOT and CREATE RR partners assume cost of PM through Phase I of project (allowance for Phase III only)
d	Construction Management (RR Force Acct) - Survey, Testing, Site Investigation, Inspection	7.0%	LS	\$44,339,261		\$3,103,748	5%	5%	\$310,375	\$3,414,123	% of RR provided costs (categories 1.0, 2.0, 3.0, 4.0)
e	Construction Management (Consultant) - Survey, Testing, Site Investigation, Inspection	7.0%	LS	\$208,754,557		\$14,612,819	5%	5%	\$1,461,282	\$16,074,101	% of non-RR provided costs (categories 5.0 - 9.0)
f	Legal, Permits, Review Fees by others	0.25%	LS	\$253,093,817		\$632,735	5%	5%	\$63,273	\$696,008	% of costs (categories 1.0 - 9.0)
g	Insurance	0.0%	LS	\$0		\$0	0%	0%	\$0	\$0	CREATE RR partners are self-insured. Construction Contractors will assume all insurance liability, bonding, etc...
h	Public Information / Advocacy/CMC Contract	1%	LS	\$253,093,817		\$2,530,938	0%	0%	\$0	\$2,530,938	
i	Designer of Record Construction Support	0.5%	LS	\$245,641,031		\$1,228,205	0%	0%	\$0	\$1,228,205	Designer of record construction support, to be added via C/O once construction starts, amount expressed as a % of construction cost.
	CREATE Project Total					\$270,280,414		Total Direct Cost		\$321,496,645	Total Direct Cost + Total CREATE Phase II Contgy
									\$51,216,230		CREATE Phase II/III Contingency

Yrs Constructions	July 2024 ODOT Escalation Table	Escalated Costs
2024	5.90%	\$312,160,622.43
2025	5.80%	\$330,265,938.53
2026	5.70%	\$349,091,097.02
2027	5.00%	\$366,545,651.88
2028	4.00%	\$381,207,477.95
2029	3.50%	\$394,549,739.68
	Professional Services	\$26,727,407.24
	Grant Total	\$409,632,647

	Raw Estimate	With Con/PMR/Inf	
1	Removals / Demolition	\$419,433	156% \$ 653,812
2	Civil - Earthwork	\$3,101,638	156% \$ 4,834,833
3	Track work	\$24,318,190	156% \$ 37,907,195
4	Signals & Systems	\$16,500,000	156% \$ 25,720,200
5	Structures	\$164,647,530	156% \$ 256,652,570
6	Viaducts	\$1,226,942	156% \$ 1,912,557
7	Environmental Mitigation	\$5,743,884	156% \$ 8,953,566
8	Miscellaneous & Temporary Facilities	\$22,230,629	156% \$ 34,653,105
9	Utility	\$7,452,786	156% \$ 11,617,403
10	ROW	\$0	156% \$
11	Professional Services	\$24,639,383	\$26,727,407
	Unallocated Contingency		
	Total	\$270,280,414	\$409,632,647

SF-424C Form

COST CLASSIFICATION	Total Cost
1. Administrative and legal expenses	\$ -
2. Land, structures, rights-of-way, appraisals, etc.	\$ -
3. Relocation expenses and payments	\$ -
4. Architectural and engineering fees	\$ 72,239,183
5. Other architectural and engineering fees	\$ -
6. Project inspection fees	\$ 19,488,224
7. Site work	\$ 4,834,833
8. Demolition and removal	\$ 653,812
9. Construction	\$ 377,416,595
10. Equipment	\$ -
11. Miscellaneous	\$ -
12. SUBTOTAL (sum of lines 1-11)	\$ 409,632,647
13. Contingencies	\$ -
14. SUBTOTAL	\$ 409,632,647
15. Project (program) income	\$ -
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	\$ 327,706,117 80%

No.	Cost Categories	FSP	%	Other Fed. Funds	%	Non-Federal	%	Total	Check
1	Removals / Demolition	\$523,049	80.0%	\$0	0.0%	\$130,762	20.0%	\$653,812	\$
2	Civil - Earthwork	\$3,867,866	80.0%	\$0	0.0%	\$966,967	20.0%	\$4,834,833	\$
3	Track work	\$30,325,756	80.0%	\$0	0.0%	\$7,581,439	20.0%	\$37,907,195	\$
4	Signals & Systems	\$20,576,160	80.0%	\$0	0.0%	\$5,144,040	20.0%	\$25,720,200	\$
5	Structures	\$205,322,056	80.0%	\$0	0.0%	\$51,330,514	20.0%	\$256,652,570	\$
6	Viaducts	\$1,530,046	80.0%	\$0	0.0%	\$382,511	20.0%	\$1,912,557	\$
7	Environmental Mitigation	\$7,162,853	80.0%	\$0	0.0%	\$1,790,713	20.0%	\$8,953,566	\$
8	Miscellaneous & Temporary Facilities	\$27,722,484	80.0%	\$0	0.0%	\$6,930,621	20.0%	\$34,653,105	\$
9	Utility	\$9,293,922	80.0%	\$0	0.0%	\$2,323,481	20.0%	\$11,617,403	\$
10	ROW	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$
11	Professional Services	\$21,381,926	80.0%	\$0	0.0%	\$5,345,481	20.0%	\$26,727,407	\$
	Unallocated Contingency	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$
	Total	\$327,706,117	80%	\$0	0.0%	\$81,926,529	20.0%	\$409,632,647	\$

NS/BRC scope within B-1 \$ 50,000,000
 Added percentage for Environmental, Miscellaneous temp work and Utilities 18% \$ 9,000,000

Segment P2
Capital Cost Estimate
(DRAFT)

	\$	59,000,000
Added percentage of Construction Management	10% \$	<u>5,900,000</u>
	\$	64,900,000
Added for Contingency, PMR and inflation	56% \$	<u>36,344,000</u>
Mid year of construction	\$	101,244,000