



# MADERA STATION RELOCATION PROJECT

APPENDIX F  
PRELIMINARY PROJECT CAPITAL  
COST ESTIMATES

SAN JOAQUIN JOINT POWERS AUTHORITY

October 2020

# Madera Station Relocation Project - Preliminary Cost Estimate Summary

20-Aug-20

| <u>Item Code</u>            | <u>Description</u>  | <u>Construction Cost</u> | <u>Project Cost</u>  |
|-----------------------------|---|--------------------------|----------------------|
| MS-1                        | PHASE 1 - SAN JOAQUINS RELOCATED STATION  | \$18,900,314             | \$24,910,614         |
| MS-2                        | PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (ACCESS ROAD)                           | \$22,327,288             | \$29,427,365         |
| MS-3                        | PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (HSR PLATFORM & PARKING AREA EXPANSION) | \$7,725,838              | \$10,182,655         |
| MS-4                        | PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (HSR TRACK)                             | \$49,567,609             | \$65,330,109         |
| <b><i>Project Total</i></b> |   | <b>\$98,521,049</b>      | <b>\$129,850,742</b> |
| <u>Note:</u>                |   |                          |                      |
|                             | If intrusion protection is needed for the HSR Station Track (ADD)                       | \$10,800,000             | \$14,234,400         |

# Madera Station Preliminary Cost Estimate Summary

20-Aug-20

MS-1

PHASE 1 - SAN JOAQUINS RELOCATED STATION

| <u>Item Description</u>             | <u>Construction Cost</u> |
|-------------------------------------|--------------------------|
| Civil Works                         | \$9,054,493              |
| Track, Signal & Train Control       | \$3,489,549              |
| Structures                          | \$0                      |
| Stations                            | \$4,003,696              |
| Right of Way                        | \$650,000                |
| Subtotal                            | \$17,197,738             |
| Escalation from 2017 to 2020 (9.9%) | \$18,900,314             |
| <b>Project Cost</b>                 | <b>\$24,910,614</b>      |

# Madera Station Preliminary Cost Estimate Summary

20-Aug-20

MS-2

PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (ACCESS ROAD)

| <u>Item Description</u>             | <u>Construction Cost</u> |
|-------------------------------------|--------------------------|
| Civil Works                         | \$14,998,503             |
| Track, Signal & Train Control       | \$0                      |
| Structures                          | \$3,780,000              |
| Stations                            | \$0                      |
| Right of Way                        | \$1,537,500              |
| Subtotal                            | \$20,316,003             |
| Escalation from 2017 to 2020 (9.9%) | \$22,327,288             |
| <b>Project Cost</b>                 | <b>\$29,427,365</b>      |

# Madera Station Preliminary Cost Estimate Summary

20-Aug-20

MS-3

PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (HSR PLATFORM & PARKING AREA EXPANSION)

| <u>Item Description</u>             | <u>Construction Cost</u> |
|-------------------------------------|--------------------------|
| Civil Works                         | \$880,874                |
| Track, Signal & Train Control       | \$0                      |
| Structures                          | \$0                      |
| Stations                            | \$6,149,006              |
| Right of Way                        | \$0                      |
| Subtotal                            | \$7,029,880              |
| Escalation from 2017 to 2020 (9.9%) | \$7,725,838              |
| <b>Project Cost</b>                 | <b>\$10,182,655</b>      |

# Madera Station Preliminary Cost Estimate Summary

20-Aug-20

MS-4

PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (HSR TRACK)

| <u>Item Description</u>             | <u>Construction Cost</u> |
|-------------------------------------|--------------------------|
| Civil Works                         | \$5,512,634              |
| Track, Signal & Train Control       | \$35,833,511             |
| Structures                          | \$3,141,320              |
| Stations                            | \$0                      |
| Right of Way                        | \$615,000                |
| Subtotal                            | \$45,102,465             |
| Escalation from 2017 to 2020 (9.9%) | \$49,567,609             |
| <b>Project Cost</b>                 | <b>\$65,330,109</b>      |

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MS-1 PHASE 1 - SAN JOAQUINS RELOCATED STATION

| SCC Codes          | Estimate<br>Quantity | DESCRIPTION               | UNITS | UNIT COSTS | BASE COST   | CONTINGENCY | TOTAL PRICE | SUB TOTAL WORK<br>ELEMENT |
|--------------------|----------------------|---------------------------|-------|------------|-------------|-------------|-------------|---------------------------|
| <b>CIVIL WORKS</b> |                      |                           |       |            |             |             |             | \$9,054,493               |
| 40.01              | 14.2                 | CLEAR & GRUB LIGHT        | AC    | \$2,500    | \$35,500    | 40.00%      | \$49,700    |                           |
| 40.01              |                      | CLEAR & GRUB HEAVY        | AC    | \$5,000    | \$0         | 30.00%      | \$0         |                           |
| 40.01              |                      | DEMOLITION                | SF    | \$8        | \$0         | 30.00%      | \$0         |                           |
| 40.01              | 33260                | EARTHWORK COMMON          | BCY   | \$25       | \$831,500   | 30.00%      | \$1,080,950 |                           |
| 40.01              |                      | EARTHWORK (EXCAVATION     | BCY   | \$50       | \$0         | 30.00%      | \$0         |                           |
| 40.01              |                      | EMBANKMENT                | FCY   | \$10       | \$0         | 30.00%      | \$0         |                           |
| 40.01              | 8000                 | BORROW                    | FCY   | \$25       | \$200,000   | 30.00%      | \$260,000   |                           |
| 40.01              |                      | REMOVE HOV LANE CONT      | LF    | \$400      | \$0         | 30.00%      | \$0         |                           |
| 40.07              |                      | RECONSTRUCT FREEWAY L     | SF    | \$100      | \$0         | 50.00%      | \$0         |                           |
| 40.01              |                      | STRUCTURE EXCAVATION      | CY    | \$40       | \$0         | 25.00%      | \$0         |                           |
| 40.05              |                      | RETAINING WALLS (0 TO 10  | SF    | \$35       | \$0         | 20.00%      | \$0         |                           |
| 40.05              |                      | RETAINING WALLS (10 TO 20 | SF    | \$60       | \$0         | 30.00%      | \$0         |                           |
| 10.08              |                      | SOIL NAIL WALLS           | SF    | \$70       | \$0         | 30.00%      | \$0         |                           |
| 10.08              |                      | MSE WALL ROADWAY          | SF    | \$55       | \$0         | 25.00%      | \$0         |                           |
| 40.05              |                      | SOUND WALL                | LF    | \$90       | \$0         | 50.00%      | \$0         |                           |
| 40.02              |                      | BOX CULVERT               | CY    | \$1,000    | \$0         | 30.00%      | \$0         |                           |
| 40.02              |                      | BOX CULVERT               | CY    | \$1,000    | \$0         | 30.00%      | \$0         |                           |
| 40.02              | 41752                | DRAINAGE (DIA-INCH-FOOT   | LF    | \$12       | \$501,027   | 40.00%      | \$701,438   |                           |
| 40.02              |                      | DRAINAGE (DIA-INCH-FOOT   | LF    | \$12       | \$0         | 40.00%      | \$0         |                           |
| 40.01              |                      | IMPORTED BORROW ROADW     | CY    | \$25       | \$0         | 25.00%      | \$0         |                           |
| 40.07              | 165849               | ROADWAY CONSTRUCTION      | SF    | \$27       | \$4,477,924 | 25.00%      | \$5,597,405 |                           |
| 40.07              |                      | AGGREGATE BASE ROADW      | CY    | \$45       | \$0         | 25.00%      | \$0         |                           |
| 40.07              |                      | ASPHALT CONCRETE ROAD     | TONS  | \$65       | \$0         | 25.00%      | \$0         |                           |
| 40.07              |                      | CONCRETE PAVEMENT         | CY    | \$210      | \$0         | 20.00%      | \$0         |                           |
| 40.07              |                      | GUARD RAIL ROADWAY        | LF    | \$30       | \$0         | 25.00%      | \$0         |                           |
| 40.07              |                      | ASPHALT DIKES ROADWAY     | LF    | \$4        | \$0         | 25.00%      | \$0         |                           |
| 40.07              |                      | STREET RESTORATIONS       | SF    | \$15       | \$0         | 40.00%      | \$0         |                           |
| 50.02              |                      | SIGNALLED STREET TRAFFIC  | EACH  | \$300,000  | \$0         | 20.00%      | \$0         |                           |
| 50.02              |                      | MODIFIED TRAFFIC SIGNAL   | EACH  | \$100,000  | \$0         | 20.00%      | \$0         |                           |
| 40.02              | 40                   | STREET LIGHTING           | EACH  | \$4,500    | \$180,000   | 20.00%      | \$216,000   |                           |

|       |       |                          |      |           |           |        |           |
|-------|-------|--------------------------|------|-----------|-----------|--------|-----------|
|       |       | TRAFFIC CONTROL          | DAYS | \$1,200   | \$0       | 50.00% | \$0       |
|       |       | MINOR CONCRETE           | CY   | \$400     | \$0       | 30.00% | \$0       |
|       |       | K RAIL TEMPORARY         | LF   | \$30      | \$0       | 30.00% | \$0       |
|       |       | CONCRETE BARRIER         | LF   | \$50      | \$0       | 30.00% | \$0       |
|       |       | STRIPPING                | LF   | \$1       | \$0       | 20.00% | \$0       |
| 40.06 | 1000  | PERMANENT FENCING        | LF   | \$35      | \$35,000  | 20.00% | \$42,000  |
|       |       | VEHICULAR FENCE GATES    | EACH | \$2,000   | \$0       | 20.00% | \$0       |
| 40.04 | 9000  | SILT FENCE and ORANGE FE | LF   | \$15      | \$135,000 | 20.00% | \$162,000 |
| 40.04 |       | EROSION CONTROL TEMPOF   | SF   | \$7       | \$0       | 30.00% | \$0       |
| 40.06 | 10000 | LANDSCAPING PERMANENT    | SY   | \$15      | \$150,000 | 30.00% | \$195,000 |
| 40.02 | 1     | UTILITY ALLOCATION       | LS   | \$750,000 | \$750,000 | 0.00%  | \$750,000 |
| 40.02 |       | DEVELOP PERMANENT WATI   | LS   | \$100,000 | \$0       | 30.00% | \$0       |
| 40.02 |       | YARD LIGHTING            | EACH | \$2,500   | \$0       | 20.00% | \$0       |

### TRACK WORK

\$2,061,549

|       |      |                           |      |             |           |        |             |
|-------|------|---------------------------|------|-------------|-----------|--------|-------------|
| 40.01 | 488  | REMOVE EXISTING TRACK     | TF   | \$40        | \$19,520  | 20.00% | \$23,424    |
| 40.01 |      | REMOVE EXISTING TURNOUT   | EACH | \$25,000    | \$0       | 10.00% | \$0         |
| 10.11 |      | SHIFT EXISTING TRACK      | TF   | \$100       | \$0       | 20.00% | \$0         |
| 10.11 |      | UPGRADE EXISTING TRACK    | TF   | \$300       | \$0       | 20.00% | \$0         |
| 10.11 | 1853 | TRACK (INCL RAIL, CONCRE  | TF   | \$500       | \$926,500 | 25.00% | \$1,158,125 |
| 10.11 |      | TRACK (INCL RAIL, WOOD TI | TF   | \$450       | \$0       | 25.00% | \$0         |
| 10.12 |      | GRADE CROSSING TRACK C    | TF   | \$750       | \$0       | 20.00% | \$0         |
| 10.12 |      | TRACK PANELS              | SF   | \$75        | \$0       | 30.00% | \$0         |
| 10.12 |      | CROSSOVER No.15           | EACH | \$800,000   | \$0       | 20.00% | \$0         |
| 10.12 |      | CROSSOVER No.20           | EACH | \$1,000,000 | \$0       | 20.00% | \$0         |
| 10.12 |      | TURNOUT (#7)              | EACH | \$200,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | TURNOUT (#8)              | EACH | \$210,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | TURNOUT (#9)              | EACH | \$220,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | TURNOUT (#10)             | EACH | \$250,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | TURNOUT (#14)             | EACH | \$325,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | TURNOUT (#15)             | EACH | \$350,000   | \$0       | 10.00% | \$0         |
| 10.12 | 2    | TURNOUT (#20)             | EACH | \$400,000   | \$800,000 | 10.00% | \$880,000   |
| 10.12 |      | TURNOUT (#24)             | EACH | \$450,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | DIAMOND CROSSING          | EACH | \$500,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | DERAIL                    | EACH | \$100,000   | \$0       | 10.00% | \$0         |
| 10.12 |      | BUMPING POST              | EACH | \$25,000    | \$0       | 20.00% | \$0         |
| 10.11 |      | UPGRADE MAINTRACK TO C    | TF   | \$100       | \$0       | 30.00% | \$0         |

### SIGNAL WORK

\$1,428,000

|       |  |                         |      |           |     |        |     |
|-------|--|-------------------------|------|-----------|-----|--------|-----|
| 50.02 |  | PEDESTRIAN GATES & SIGN | EACH | \$100,000 | \$0 | 20.00% | \$0 |
| 50.02 |  | CANTILEVER SIGNAL       | EACH | \$200,000 | \$0 | 20.00% | \$0 |



|       |                              |      |           |           |        |           |
|-------|------------------------------|------|-----------|-----------|--------|-----------|
| 50.01 | 2 DOG HOUSE (Signal House)   | EACH | \$250,000 | \$500,000 | 20.00% | \$600,000 |
| 40.02 | 2 NEW ELECTRIC SERVICE       | EACH | \$20,000  | \$40,000  | 20.00% | \$48,000  |
| 50.01 | NEW INTERMEDIATE SIGNAL      | EACH | \$150,000 | \$0       | 20.00% | \$0       |
| 50.01 | NEW INTERMEDIATE SIGNAL      | EACH | \$300,000 | \$0       | 20.00% | \$0       |
| 50.01 | 2 NEW TURNOUT SIGNAL         | EACH | \$325,000 | \$650,000 | 20.00% | \$780,000 |
| 50.01 | NEW CROSSOVER SIGNAL         | EACH | \$500,000 | \$0       | 20.00% | \$0       |
| 50.02 | NEW GRADE CROSSING SIGNAL    | EACH | \$250,000 | \$0       | 20.00% | \$0       |
| 50.02 | NEW CROSSING GATES & SIGNALS | EACH | \$400,000 | \$0       | 20.00% | \$0       |
| 50.01 | UPGRADE SIGNALS TO CLASS 1   | MILE | \$200,000 | \$0       | 30.00% | \$0       |

**BRIDGE STRUCTURES**

\$0

|       |                                |    |       |     |        |     |
|-------|--------------------------------|----|-------|-----|--------|-----|
| 40.01 | BRIDGE REMOVAL                 | SF | \$200 | \$0 | 50.00% | \$0 |
| 10.04 | RAILROAD SHORT BRIDGE CONCRETE | SF | \$400 | \$0 | 30.00% | \$0 |
| 10.04 | RAILROAD AERIAL GUIDEWAY       | SF | \$500 | \$0 | 30.00% | \$0 |
| 10.04 | RAILROAD BRIDGE STEEL          | SF | \$500 | \$0 | 30.00% | \$0 |
| 10.04 | HIGHWAY BRIDGE CONCRETE        | SF | \$400 | \$0 | 50.00% | \$0 |
| 10.04 | HIGHWAY BRIDGE STEEL           | SF | \$500 | \$0 | 30.00% | \$0 |
| 10.04 | TRESTLE BRIDGE STEEL           | SF | \$550 | \$0 | 30.00% | \$0 |
| 10.04 | PEDESTRIAN BRIDGE              | SF | \$400 | \$0 | 30.00% | \$0 |
|       | BARRIER RAIL PERMANENT         | LF | \$100 | \$0 | 25.00% | \$0 |
| 10.06 | UNDERPASS STRUCTURE            | CY | \$750 | \$0 | 25.00% | \$0 |

**TRAIN CONTROL**

\$0

|       |                                |      |             |     |        |     |
|-------|--------------------------------|------|-------------|-----|--------|-----|
| 50.01 | POSITIVE TRAIN CONTROL         | MILE | \$2,000,000 | \$0 | 25.00% | \$0 |
| 50.01 | TRAIN CONTROL SYSTEM           | EACH | \$200,000   | \$0 | 30.00% | \$0 |
| 50.01 | TRAIN CONTROL CABLING          | LF   | \$12        | \$0 | 30.00% | \$0 |
| 50.01 | TRAIN CONTROL DIGITAL CONTROL  | EACH | \$500,000   | \$0 | 40.00% | \$0 |
| 50.01 | COMPUTER TRAFFIC MANAGEMENT    | LS   | \$1,500,000 | \$0 | 30.00% | \$0 |
| 40.02 | COMMERCIAL ELECTRICAL SERVICES | EACH | \$50,000    | \$0 | 25.00% | \$0 |
| 40.02 | LINE UTILITIES WITHIN TRACK    | LF   | \$30        | \$0 | 30.00% | \$0 |
| 40.02 | LINE UTILITIES CROSSING TRACK  | EACH | \$2,500     | \$0 | 30.00% | \$0 |
| 40.02 | LINE UTILITIES FIBER OPTIC     | LF   | \$50        | \$0 | 30.00% | \$0 |

**STATIONS**

\$4,003,696

|       |                                   |      |       |             |        |             |
|-------|-----------------------------------|------|-------|-------------|--------|-------------|
| 20.01 | TYPE A SMALL INTERMODEL           | EACH | ##### | \$0         | 20.00% | \$0         |
| 20.01 | TYPE K LARGE INTERMODEL           | EACH | ##### | \$0         | 50.00% | \$0         |
| 20.01 | 9000 STATION PLATFORM STRUCTURE   | SF   | \$200 | \$1,800,000 | 20.00% | \$2,160,000 |
| 20.01 | 2400 STATION SHELTERS / BUILDINGS | SF   | \$75  | \$180,000   | 20.00% | \$216,000   |
| 20.01 | STATION PLATFORM STRUCTURE        | SF   | \$300 | \$0         | 20.00% | \$0         |

|                              |        |   |        |             |           |        |                  |  |
|------------------------------|--------|---|--------|-------------|-----------|--------|------------------|--|
| 40.01                        | 1      | STATION PRIMARY ELECTRIC  | EACH   | \$50,000    | \$50,000  | 10.00% | \$55,000         |  |
| 20.01                        |        | STATION AMENITIES   | SF     | \$65        | \$0       | 30.00% | \$0              |  |
| 30.02                        | 30430  | SIDEWALK  | SF     | \$10        | \$304,300 | 30.00% | \$395,590        |  |
| 40.07                        | 102    | PARKING LOTS  | SPACES | \$3,000     | \$306,000 | 25.00% | \$382,500        |  |
| 20.06                        |        | PARKING STRUCTURES  | SPACES | \$20,000    | \$0       | 25.00% | \$0              |  |
| 40.07                        | 22245  | BUS LANE AND UNLOADING  | SF     | \$25        | \$556,125 | 25.00% | \$695,156        |  |
| 40.02                        | 102    | PARKING LOT LIGHTING  | SPACES | \$750       | \$76,500  | 30.00% | \$99,450         |  |
| 20.07                        |        | ELEVATORS   | EACH   | \$450,000   | \$0       | 25.00% | \$0              |  |
| 20.07                        |        | ESCALATOR   | EACH   | \$300,000   | \$0       | 25.00% | \$0              |  |
| <b>RIGHT OF WAY</b>          |        |   |        |             |           |        | <b>\$650,000</b> |  |
| 60.01                        |        | ROW LAND ONLY   | SF     | \$4         | \$0       | 25.00% | \$0              |  |
| 60.01                        | 260000 | ROW AGRICULTURAL  | SF     | \$2         | \$520,000 | 25.00% | \$650,000        |  |
| 60.01                        |        | ROW ORCHARDS  | SF     | \$6         | \$0       | 25.00% | \$0              |  |
| 60.01                        |        | ROW PAVED AREAS   | SF     | \$8         | \$0       | 25.00% | \$0              |  |
| 60.01                        |        | ROW RESIDENTIAL AREA  | SF     | \$10        | \$0       | 25.00% | \$0              |  |
| 60.01                        |        | ROW LIGHT INDUSTRIAL ARI  | SF     | \$14        | \$0       | 25.00% | \$0              |  |
| 60.01                        |        | ROW HEAVY INDUSTRIAL ARI  | SF     | \$16        | \$0       | 25.00% | \$0              |  |
|                              |        |   | VALUE  | \$1         | \$0       | 0.00%  | \$0              |  |
|                              |        | BUSINESS RELOCATIONS<br>(Value of business, relocation, goodwill, legal, appraisal, etc.) |        |             |           |        |                  |  |
| 60.02                        |        |   |        |             |           |        |                  |  |
| <b>TUNNEL CONSTRUCTION</b>   |        |   |        |             |           |        | <b>\$0</b>       |  |
|                              |        | TUNNELING CONSTRUCTION  | LF     | \$12,000    | \$0       | 30.00% | \$0              |  |
|                              |        | TUNNELING CONSTRUCTION  | LF     |             | \$0       | 30.00% | \$0              |  |
|                              |        | SINGLE BORE RESTORE (DIA)   | LF     | \$12,000    | \$0       | 30.00% | \$0              |  |
|                              |        | TWIN BORE RESTORE (DIA)   | LF     |             | \$0       | 30.00% | \$0              |  |
| <b>GENERAL SUPPORT ITEMS</b> |        |   |        |             |           |        | <b>\$0</b>       |  |
|                              |        | BART INTERFACE  | DAYS   | \$900       | \$0       | 20.00% | \$0              |  |
|                              |        | CALTRANS INTERFACE WOF  | DAYS   | \$900       | \$0       | 20.00% | \$0              |  |
| <b>ROLLING STOCK</b>         |        |   |        |             |           |        | <b>\$0</b>       |  |
|                              |        | ROLLING STOCK DMU EQUIP   | EACH   | \$8,000,000 | \$0       | 0.00%  | \$0              |  |

|                                     |                     |
|-------------------------------------|---------------------|
| <b>TOTAL CONSTRUCTION COST</b>      | <b>\$17,197,738</b> |
| Escalation from 2017 to 2020 (9.9%) | \$18,900,314        |
| Project Cost                        | \$24,910,614        |

216000

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MS-2 PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (ACCESS ROAD)

| SCC Codes          | Estimate CODE | Quantity | DESCRIPTION                                     | UNITS | UNIT COSTS | BASE COST   | CONTINGENC | TOTAL PRICE | SUB TOTAL WORK ELEMENT |
|--------------------|---------------|----------|---|-------|------------|-------------|------------|-------------|------------------------|
| <b>CIVIL WORKS</b> |               |          |   |       |            |             |            |             |                        |
|                    |               |          |   |       |            |             |            |             | \$14,998,503           |
| 40.01              | 40.01         | 12       | CLEAR & GRUB LIGHT                              | AC    | \$2,500    | \$30,000    | 40.00%     | \$42,000    |                        |
| 40.01              | 40.02         |          | CLEAR & GRUB HEAVY                              | AC    | \$5,000    | \$0         | 30.00%     | \$0         |                        |
| 40.01              | 40.03         |          | DEMOLITION                                      | SF    | \$8        | \$0         | 30.00%     | \$0         |                        |
| 40.01              | 40.04         | 25000    | EARTHWORK COMMON                                | BCY   | \$25       | \$625,000   | 30.00%     | \$812,500   |                        |
| 40.01              | 40.05         |          | EARTHWORK (EXCAVATION ROCK)                     | BCY   | \$50       | \$0         | 30.00%     | \$0         |                        |
| 40.01              | 40.01         |          | EMBANKMENT                                      | FCY   | \$10       | \$0         | 30.00%     | \$0         |                        |
| 40.01              |               | 40000    | BORROW  | FCY   | \$25       | \$1,000,000 | 30.00%     | \$1,300,000 |                        |
| 40.01              |               |          | REMOVE HOV LANE CONTROLS SYSTEM                 | LF    | \$400      | \$0         | 30.00%     | \$0         |                        |
| 40.07              |               |          | RECONSTRUCT FREEWAY LANE 580                    | SF    | \$100      | \$0         | 50.00%     | \$0         |                        |
| 40.01              |               |          | STRUCTURE EXCAVATION                            | CY    | \$40       | \$0         | 25.00%     | \$0         |                        |
| 40.05              |               |          | RETAINING WALLS (0 TO 10 FEET TALL)             | SF    | \$35       | \$0         | 20.00%     | \$0         |                        |
| 40.05              |               |          | RETAINING WALLS (10 TO 20 FEET TALL)            | SF    | \$60       | \$0         | 30.00%     | \$0         |                        |
| 10.08              |               | 8400     | SOIL NAIL WALLS                                 | SF    | \$70       | \$588,000   | 30.00%     | \$764,400   |                        |
| 10.08              |               |          | MSE WALL ROADWAY                                | SF    | \$55       | \$0         | 25.00%     | \$0         |                        |
| 40.05              |               |          | SOUND WALL                                      | LF    | \$90       | \$0         | 50.00%     | \$0         |                        |
| 40.02              |               |          | BOX CULVERT                                     | CY    | \$1,000    | \$0         | 30.00%     | \$0         |                        |
| 40.02              |               |          | BOX CULVERT                                     | CY    | \$1,000    | \$0         | 30.00%     | \$0         |                        |
| 40.02              |               | 35284    | DRAINAGE (DI-1/2-INCH-FOOT) - Including Storm W | LF    | \$12       | \$423,403   | 40.00%     | \$592,764   |                        |
| 40.02              | 40.05         |          | DRAINAGE (DI-1/2-INCH-FOOT)                     | LF    | \$12       | \$0         | 40.00%     | \$0         |                        |
| 40.01              | 40.05         |          | IMPORTED BORROW ROADWAY                         | CY    | \$25       | \$0         | 25.00%     | \$0         |                        |
| 40.07              |               | 319373   | ROADWAY CONSTRUCTION (BASE, PAVE, FINIS         | SF    | \$27       | \$8,623,071 | 25.00%     | #####       |                        |
| 40.07              | 41.01         |          | AGGREGATE BASE ROADWAY                          | CY    | \$45       | \$0         | 25.00%     | \$0         |                        |
| 40.07              | 41.05         |          | ASPHALT CONCRETE ROADWAY                        | TONS  | \$65       | \$0         | 25.00%     | \$0         |                        |
| 40.07              | 30.02         |          | CONCRETE PAVEMENT                               | CY    | \$210      | \$0         | 20.00%     | \$0         |                        |
| 40.07              | 30.02         |          | GUARD RAIL ROADWAY                              | LF    | \$30       | \$0         | 25.00%     | \$0         |                        |
| 40.07              | 41.01         |          | ASPHALT DIKES ROADWAY                           | LF    | \$4        | \$0         | 25.00%     | \$0         |                        |
| 40.07              | 41.01         |          | STREET RESTORATIONS                             | SF    | \$15       | \$0         | 40.00%     | \$0         |                        |
| 50.02              | 41.01         |          | SIGNALLED STREET TRAFFIC CONTROL                | EACH  | \$300,000  | \$0         | 20.00%     | \$0         |                        |
| 50.02              |               | 1        | MODIFIED TRAFFIC SIGNAL                         | EACH  | \$150,000  | \$150,000   | 20.00%     | \$180,000   |                        |
| 40.02              | 41.01         | 10       | STREET LIGHTING                                 | EACH  | \$4,500    | \$45,000    | 20.00%     | \$54,000    |                        |
|                    | 41.01         |          | TRAFFIC CONTROL                                 | DAYS  | \$1,200    | \$0         | 50.00%     | \$0         |                        |
|                    | 41.01         |          | MINOR CONCRETE                                  | CY    | \$400      | \$0         | 30.00%     | \$0         |                        |
|                    |               |          | K RAIL TEMPORARY                                | LF    | \$30       | \$0         | 30.00%     | \$0         |                        |
|                    | 41.01         |          | CONCRETE BARRIER                                | LF    | \$50       | \$0         | 30.00%     | \$0         |                        |
|                    | 41.01         |          | STRIPPING                                       | LF    | \$1        | \$0         | 20.00%     | \$0         |                        |

|       |       |                                  |      |           |           |        |           |
|-------|-------|----------------------------------|------|-----------|-----------|--------|-----------|
| 40.06 | 20.3  | PERMANENT FENCING                | LF   | \$35      | \$0       | 20.00% | \$0       |
|       |       | VEHICULAR FENCE GATES            | EACH | \$2,000   | \$0       | 20.00% | \$0       |
| 40.04 | 50.02 | 5000 SILT FENCE and ORANGE FENCE | LF   | \$15      | \$75,000  | 20.00% | \$90,000  |
| 40.04 |       | EROSION CONTROL TEMPORARY        | SF   | \$7       | \$0       | 30.00% | \$0       |
| 40.06 | 41.01 | 12000 LANDSCAPING PERMANENT      | SY   | \$15      | \$180,000 | 30.00% | \$234,000 |
| 40.02 |       | 1 UTILITY ALLOCATION             | LS   | \$150,000 | \$150,000 | 0.00%  | \$150,000 |
| 40.02 |       | DEVELOP PERMANENT WATER SUPPLY   | LS   | \$100,000 | \$0       | 30.00% | \$0       |
| 40.02 |       | YARD LIGHTING                    | EACH | \$2,500   | \$0       | 20.00% | \$0       |

**TRACK WORK**

\$0

|       |       |  |      |             |     |        |     |
|-------|-------|--|------|-------------|-----|--------|-----|
| 40.01 | 10.03 | REMOVE EXISTING TRACK                      | TF   | \$40        | \$0 | 20.00% | \$0 |
| 40.01 | 10.03 | REMOVE EXISTING TURNOUTS                   | EACH | \$25,000    | \$0 | 10.00% | \$0 |
| 10.11 | 10.03 | SHIFT EXISTING TRACK                       | TF   | \$100       | \$0 | 20.00% | \$0 |
| 10.11 | 10.03 | UPGRADE EXISTING TRACK                     | TF   | \$300       | \$0 | 20.00% | \$0 |
| 10.11 | 10.11 | TRACK (INCL RAIL, CONCRETE TIES, BALLAST & | TF   | \$500       | \$0 | 25.00% | \$0 |
| 10.11 | 10.11 | TRACK (INCL RAIL, WOOD TIES, BALLAST & SUE | TF   | \$450       | \$0 | 25.00% | \$0 |
| 10.12 | 10.12 | GRADE CROSSING TRACK COMPLETE (T+T+B+SI    | TF   | \$750       | \$0 | 20.00% | \$0 |
| 10.12 | 10.12 | TRACK PANELS                               | SF   | \$75        | \$0 | 30.00% | \$0 |
| 10.12 | 10.12 | CROSSOVER No.15                            | EACH | \$800,000   | \$0 | 20.00% | \$0 |
| 10.12 | 10.12 | CROSSOVER No.20                            | EACH | \$1,000,000 | \$0 | 20.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#7)                               | EACH | \$200,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#8)                               | EACH | \$210,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#9)                               | EACH | \$220,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#10)                              | EACH | \$250,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#14)                              | EACH | \$325,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#15)                              | EACH | \$350,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#20)                              | EACH | \$400,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | TURNOUT (#24)                              | EACH | \$450,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | DIAMOND CROSSING                           | EACH | \$500,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | DERAIL                                     | EACH | \$100,000   | \$0 | 10.00% | \$0 |
| 10.12 | 10.12 | BUMPING POST                               | EACH | \$25,000    | \$0 | 20.00% | \$0 |
| 10.11 |       | UPGRADE MAINTRACK TO CLASS 6               | TF   | \$100       | \$0 | 30.00% | \$0 |

**SIGNAL WORK**

\$0

|       |       |                                       |      |           |     |        |     |
|-------|-------|---------------------------------------|------|-----------|-----|--------|-----|
| 50.02 | 50.02 | PEDESTRIAN GATES & SIGNALS            | EACH | \$100,000 | \$0 | 20.00% | \$0 |
| 50.02 | 50.02 | CANTILEVER SIGNAL                     | EACH | \$200,000 | \$0 | 20.00% | \$0 |
| 50.01 | 50.1  | DOG HOUSE (Signal House)              | EACH | \$250,000 | \$0 | 20.00% | \$0 |
| 40.02 | 50.15 | NEW ELECTRIC SERVICE                  | EACH | \$20,000  | \$0 | 20.00% | \$0 |
| 50.01 | 50.02 | NEW INTERMEDIATE SIGNALS SINGLE TRACK | EACH | \$150,000 | \$0 | 20.00% | \$0 |
| 50.01 | 50.02 | NEW INTERMEDIATE SIGNALS DOUBLE TRACK | EACH | \$300,000 | \$0 | 20.00% | \$0 |
| 50.01 | 50.02 | NEW TURNOUT SIGNAL                    | EACH | \$325,000 | \$0 | 20.00% | \$0 |
| 50.01 | 50.02 | NEW CROSSOVER SIGNALLING              | EACH | \$500,000 | \$0 | 20.00% | \$0 |
| 50.02 | 50.02 | NEW GRADE CROSSING SIGNALS            | EACH | \$250,000 | \$0 | 20.00% | \$0 |
| 50.02 | 50.02 | NEW CROSSING GATES & SIGNALS          | EACH | \$400,000 | \$0 | 20.00% | \$0 |
| 50.01 | 50.02 | UPGRADE SIGNALS TO CLASS 6            | MLE  | \$200,000 | \$0 | 30.00% | \$0 |

**BRIDGE STRUCTURES**

\$3,780,000

|       |      |                                |    |       |             |        |             |
|-------|------|--------------------------------|----|-------|-------------|--------|-------------|
| 40.01 |      | BRIDGE REMOVAL                 | SF | \$200 | \$0         | 50.00% | \$0         |
| 10.04 |      | RAILROAD SHORT BRIDGE CONCRETE | SF | \$400 | \$0         | 30.00% | \$0         |
| 10.04 |      | RAILROAD AERIAL GUIDEWAY       | SF | \$500 | \$0         | 30.00% | \$0         |
| 10.04 |      | RAILROAD BRIDGE STEEL          | SF | \$500 | \$0         | 30.00% | \$0         |
| 10.04 | 6300 | HIGHWAY BRIDGE CONCRETE        | SF | \$400 | \$2,520,000 | 50.00% | \$3,780,000 |
| 10.04 |      | HIGHWAY BRIDGE STEEL           | SF | \$500 | \$0         | 30.00% | \$0         |
| 10.04 |      | TRESTLE BRIDGE STEEL           | SF | \$550 | \$0         | 30.00% | \$0         |
| 10.04 |      | PEDESTRIAN BRIDGE              | SF | \$400 | \$0         | 30.00% | \$0         |
|       |      | BARRIER RAIL PERMANENT         | LF | \$100 | \$0         | 25.00% | \$0         |
| 10.06 |      | UNDERPASS STRUCTURE            | CY | \$750 | \$0         | 25.00% | \$0         |

**TRAIN CONTROL**

\$0

|       |       |  |      |             |     |        |     |
|-------|-------|--|------|-------------|-----|--------|-----|
| 50.01 |       | POSITIVE TRAIN CONTROL                     | MLE  | \$2,000,000 | \$0 | 25.00% | \$0 |
| 50.01 | 50.21 | TRAIN CONTROL SYSTEM                       | EACH | \$200,000   | \$0 | 30.00% | \$0 |
| 50.01 | 50.25 | TRAIN CONTROL CABLING                      | LF   | \$12        | \$0 | 30.00% | \$0 |
| 50.01 | 50.2  | TRAIN CONTROL DIGITAL CBOSS                | EACH | \$500,000   | \$0 | 40.00% | \$0 |
| 50.01 | 40.75 | COMPUTER TRAFFIC MANAGEMENT                | LS   | \$1,500,000 | \$0 | 30.00% | \$0 |
| 40.02 | 50.03 | COMMERCIAL ELECTRICAL SERVICE              | EACH | \$50,000    | \$0 | 25.00% | \$0 |
| 40.02 |       | LINE UTILITIES WITHIN TRACKWAY             | LF   | \$30        | \$0 | 30.00% | \$0 |
| 40.02 |       | LINE UTILITIES CROSSING TRACKS             | EACH | \$2,500     | \$0 | 30.00% | \$0 |
| 40.02 |       | LINE UTILITIES FIBER OPTIC PARALLEL TO TR/ | LF   | \$50        | \$0 | 30.00% | \$0 |

**STATIONS**

\$0

|       |       |                                     |        |              |     |        |     |
|-------|-------|-------------------------------------|--------|--------------|-----|--------|-----|
| 20.01 |       | TYPE A SMALL INTERMODEL STATION     | EACH   | \$13,000,000 | \$0 | 20.00% | \$0 |
| 20.01 |       | TYPE K LARGE INTERMODEL STATION     | EACH   | \$32,000,000 | \$0 | 50.00% | \$0 |
| 20.01 | 20.01 | STATION PLATFORM STRUCTURES NEW     | SF     | \$200        | \$0 | 20.00% | \$0 |
| 20.01 | 20.01 | STATION SHELTERS / BUILDINGS        | SF     | \$75         | \$0 | 20.00% | \$0 |
| 20.01 | 20.01 | STATION PLATFORM STRUCTURES UPGRADE | SF     | \$300        | \$0 | 20.00% | \$0 |
| 40.01 | 20.01 | STATION PRIMARY ELECTRICAL SERVICE  | EACH   | \$50,000     | \$0 | 10.00% | \$0 |
| 20.01 |       | STATION AMENITIES                   | SF     | \$65         | \$0 | 30.00% | \$0 |
| 30.02 | 20.25 | SIDEWALK                            | SF     | \$10         | \$0 | 30.00% | \$0 |
| 40.07 | 20.06 | PARKING LOTS                        | SPACES | \$3,000      | \$0 | 25.00% | \$0 |
| 20.06 | 20.26 | PARKING STRUCTURES                  | SPACES | \$20,000     | \$0 | 25.00% | \$0 |
| 40.07 |       | BUS LANE AND UNLOADING              | SF     | \$25         | \$0 | 25.00% | \$0 |
| 40.02 |       | PARKING LOT LIGHTING                | SPACES | \$750        | \$0 | 30.00% | \$0 |
| 20.07 |       | ELEVATORS                           | EACH   | \$450,000    | \$0 | 25.00% | \$0 |
| 20.07 |       | ESCALATOR                           | EACH   | \$300,000    | \$0 | 25.00% | \$0 |

**RIGHT OF WAY**

\$1,537,500

|       |       |                           |    |      |             |        |             |
|-------|-------|---------------------------|----|------|-------------|--------|-------------|
| 60.01 | 60.01 | ROW LAND ONLY             | SF | \$4  | \$0         | 25.00% | \$0         |
| 60.01 |       | 615000 ROW AGRICULTURAL   | SF | \$2  | \$1,230,000 | 25.00% | \$1,537,500 |
| 60.01 | 60.01 | ROW ORCHARDS              | SF | \$6  | \$0         | 25.00% | \$0         |
| 60.01 |       | ROW PAVED AREAS           | SF | \$8  | \$0         | 25.00% | \$0         |
| 60.01 |       | ROW RESIDENTIAL AREA      | SF | \$10 | \$0         | 25.00% | \$0         |
| 60.01 |       | ROW LIGHT INDUSTRIAL AREA | SF | \$14 | \$0         | 25.00% | \$0         |

|       |  |       |             |     |        |     |              |
|-------|--|-------|-------------|-----|--------|-----|--------------|
| 60.01 | ROW HEAVY INDUSTRIAL AREA  | SF    | \$16        | \$0 | 25.00% | \$0 |              |
| 60.02 | BUSINESS RELOCATIONS (Value of business, relocation, goodwill, legal, appraisal, etc.) | VALUE | \$1         | \$0 | 0.00%  | \$0 |              |
|       | <b>TUNNEL CONSTRUCTION</b>   |       |             |     |        |     | \$0          |
|       | TUNNELING CONSTRUCTION NEW SINGLE BO   | LF    | \$12,000    | \$0 | 30.00% | \$0 |              |
|       | TUNNELING CONSTRUCTION NEW TWIN BORE   | LF    |             | \$0 | 30.00% | \$0 |              |
|       | SINGLE BORE RESTORE (DIA)  | LF    | \$12,000    | \$0 | 30.00% | \$0 |              |
|       | TWIN BORE RESTORE (DIA)  | LF    |             | \$0 | 30.00% | \$0 |              |
|       | <b>GENERAL SUPPORT ITEMS</b>   |       |             |     |        |     | \$0          |
|       | BART INTERFACE   | DAYS  | \$900       | \$0 | 20.00% | \$0 |              |
|       | CALTRANS INTERFACE WORK  | DAYS  | \$900       | \$0 | 20.00% | \$0 |              |
|       | <b>ROLLING STOCK &amp; CAPITAL INVESTMENTS</b>   |       |             |     |        |     | \$0          |
|       | ROLLING STOCK DMU EQUIPMENT  | EACH  | \$8,000,000 | \$0 | 0.00%  | \$0 |              |
|       | <b>TOTAL CONSTRUCTION COST</b>   |       |             |     |        |     | #####        |
|       | Escalation from 2017 to 2020 (9.9%)  |       |             |     |        |     | \$22,327,288 |
|       | <b>Project Cost</b>  |       |             |     |        |     | \$29,427,365 |

STOCKTON SUBDIVISION

Rev1 8/20/2020  
 Rev 2  
 DATE Rev 3  
 Rev 4

MS-3 PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (HSR PLATFORM & PARKING AREA EXPANSION)

| SCC Codes          | Estimate Quantity | DESCRIPTION                                   | UNITS | UNIT COSTS | BASE COST | CONTINGENCY | TOTAL PRICE | SUB TOTAL WORK ELEMENT |
|--------------------|-------------------|---|-------|------------|-----------|-------------|-------------|------------------------|
| <b>CIVIL WORKS</b> |                   |   |       |            |           |             |             | <b>\$880,874</b>       |
| 40.01              | 2.5               | CLEAR & GRUB LIGHT                            | AC    | \$2,500    | \$6,250   | 40.00%      | \$8,750     |                        |
| 40.01              |                   | CLEAR & GRUB HEAVY                            | AC    | \$5,000    | \$0       | 30.00%      | \$0         |                        |
| 40.01              |                   | DEMOLITION                                    | SF    | \$8        | \$0       | 30.00%      | \$0         |                        |
| 40.01              | 5000              | EARTHWORK COMMON                              | BCY   | \$25       | \$125,000 | 30.00%      | \$162,500   |                        |
| 40.01              |                   | EARTHWORK (EXCAVATION ROCK)                   | BCY   | \$50       | \$0       | 30.00%      | \$0         |                        |
| 40.01              |                   | EMBANKMENT                                    | FCY   | \$10       | \$0       | 30.00%      | \$0         |                        |
| 40.01              |                   | BORROW  | FCY   | \$25       | \$0       | 30.00%      | \$0         |                        |
| 40.01              |                   | REMOVE HOV LANE CONTROLS SYSTEM               | LF    | \$400      | \$0       | 30.00%      | \$0         |                        |
| 40.07              |                   | RECONSTRUCT FREEWAY LANE 580                  | SF    | \$100      | \$0       | 50.00%      | \$0         |                        |
| 40.01              |                   | STRUCTURE EXCAVATION                          | CY    | \$40       | \$0       | 25.00%      | \$0         |                        |
| 40.05              |                   | RETAINING WALLS (0 TO 10 FEET TALL)           | SF    | \$35       | \$0       | 20.00%      | \$0         |                        |
| 40.05              |                   | RETAINING WALLS (10 TO 20 FEET TALL)          | SF    | \$60       | \$0       | 30.00%      | \$0         |                        |
| 10.08              |                   | SOIL NAIL WALLS                               | SF    | \$70       | \$0       | 30.00%      | \$0         |                        |
| 10.08              |                   | MSE WALL ROADWAY                              | SF    | \$55       | \$0       | 25.00%      | \$0         |                        |
| 40.05              |                   | SOUND WALL                                    | LF    | \$90       | \$0       | 50.00%      | \$0         |                        |
| 40.02              |                   | BOX CULVERT                                   | CY    | \$1,000    | \$0       | 30.00%      | \$0         |                        |
| 40.02              |                   | BOX CULVERT                                   | CY    | \$1,000    | \$0       | 30.00%      | \$0         |                        |
| 40.02              | 7351              | DRAINAGE (DIA-INCH-FOOT) - Including Storm Wa | LF    | \$12       | \$88,209  | 40.00%      | \$123,493   |                        |
| 40.02              |                   | DRAINAGE (DIA-INCH-FOOT)                      | LF    | \$12       | \$0       | 40.00%      | \$0         |                        |
| 40.01              |                   | IMPORTED BORROW ROADWAY                       | CY    | \$25       | \$0       | 25.00%      | \$0         |                        |
| 40.07              | 9915              | ROADWAY CONSTRUCTION (BASE, PAVE, FINISHE     | SF    | \$27       | \$267,705 | 25.00%      | \$334,631   |                        |
| 40.07              |                   | AGGREGATE BASE ROADWAY                        | CY    | \$45       | \$0       | 25.00%      | \$0         |                        |
| 40.07              |                   | ASPHALT CONCRETE ROADWAY                      | TONS  | \$65       | \$0       | 25.00%      | \$0         |                        |
| 40.07              |                   | CONCRETE PAVEMENT                             | CY    | \$210      | \$0       | 20.00%      | \$0         |                        |
| 40.07              |                   | GUARD RAIL ROADWAY                            | LF    | \$30       | \$0       | 25.00%      | \$0         |                        |
| 40.07              |                   | ASPHALT DIKES ROADWAY                         | LF    | \$4        | \$0       | 25.00%      | \$0         |                        |
| 40.07              |                   | STREET RESTORATIONS                           | SF    | \$15       | \$0       | 40.00%      | \$0         |                        |
| 50.02              |                   | SIGNALLED STREET TRAFFIC CONTROL              | EACH  | \$300,000  | \$0       | 20.00%      | \$0         |                        |
| 50.02              |                   | MODIFIED TRAFFIC SIGNAL                       | EACH  | \$150,000  | \$0       | 20.00%      | \$0         |                        |
| 40.02              | 10                | STREET LIGHTING                               | EACH  | \$4,500    | \$45,000  | 20.00%      | \$54,000    |                        |



|       |                                |      |           |           |        |           |
|-------|--------------------------------|------|-----------|-----------|--------|-----------|
|       | TRAFFIC CONTROL                | DAYS | \$1,200   | \$0       | 50.00% | \$0       |
|       | MINOR CONCRETE                 | CY   | \$400     | \$0       | 30.00% | \$0       |
|       | K RAIL TEMPORARY               | LF   | \$30      | \$0       | 30.00% | \$0       |
|       | CONCRETE BARRIER               | LF   | \$50      | \$0       | 30.00% | \$0       |
|       | STRIPPING                      | LF   | \$1       | \$0       | 20.00% | \$0       |
| 40.06 | PERMANENT FENCING              | LF   | \$35      | \$0       | 20.00% | \$0       |
|       | VEHICULAR FENCE GATES          | EACH | \$2,000   | \$0       | 20.00% | \$0       |
| 40.04 | SILT FENCE and ORANGE FENCE    | LF   | \$15      | \$0       | 20.00% | \$0       |
| 40.04 | EROSION CONTROL TEMPORARY      | SF   | \$7       | \$0       | 30.00% | \$0       |
| 40.06 | 5000 LANDSCAPING PERMANENT     | SY   | \$15      | \$75,000  | 30.00% | \$97,500  |
| 40.02 | 1 UTILITY ALLOCATION           | LS   | \$100,000 | \$100,000 | 0.00%  | \$100,000 |
| 40.02 | DEVELOP PERMANENT WATER SUPPLY | LS   | \$100,000 | \$0       | 30.00% | \$0       |
| 40.02 | YARD LIGHTING                  | EACH | \$2,500   | \$0       | 20.00% | \$0       |

### TRACK WORK

\$0

|       |  |      |             |     |        |     |
|-------|--|------|-------------|-----|--------|-----|
| 40.01 | REMOVE EXISTING TRACK                        | TF   | \$40        | \$0 | 20.00% | \$0 |
| 40.01 | REMOVE EXISTING TURNOUTS                     | EACH | \$25,000    | \$0 | 10.00% | \$0 |
| 10.11 | SHIFT EXISTING TRACK                         | TF   | \$100       | \$0 | 20.00% | \$0 |
| 10.11 | UPGRADE EXISTING TRACK                       | TF   | \$300       | \$0 | 20.00% | \$0 |
| 10.11 | TRACK (INCL RAIL, CONCRETE TIES, BALLAST & S | TF   | \$500       | \$0 | 25.00% | \$0 |
| 10.11 | TRACK (INCL RAIL, WOOD TIES, BALLAST & SUBB. | TF   | \$450       | \$0 | 25.00% | \$0 |
| 10.12 | GRADE CROSSING TRACK COMPLETE (T+T+B+SB+     | TF   | \$750       | \$0 | 20.00% | \$0 |
| 10.12 | TRACK PANELS                                 | SF   | \$75        | \$0 | 30.00% | \$0 |
| 10.12 | CROSSOVER No.15                              | EACH | \$800,000   | \$0 | 20.00% | \$0 |
| 10.12 | CROSSOVER No.20                              | EACH | \$1,000,000 | \$0 | 20.00% | \$0 |
| 10.12 | TURNOUT (#7)                                 | EACH | \$200,000   | \$0 | 10.00% | \$0 |
| 10.12 | TURNOUT (#8)                                 | EACH | \$210,000   | \$0 | 10.00% | \$0 |
| 10.12 | TURNOUT (#9)                                 | EACH | \$220,000   | \$0 | 10.00% | \$0 |
| 10.12 | TURNOUT (#10)                                | EACH | \$250,000   | \$0 | 10.00% | \$0 |
| 10.12 | TURNOUT (#14)                                | EACH | \$325,000   | \$0 | 10.00% | \$0 |
| 10.12 | TURNOUT (#15)                                | EACH | \$350,000   | \$0 | 10.00% | \$0 |
| 10.12 | TURNOUT (#20)                                | EACH | \$400,000   | \$0 | 10.00% | \$0 |
| 10.12 | TURNOUT (#24)                                | EACH | \$450,000   | \$0 | 10.00% | \$0 |
| 10.12 | DIA MOND CROSSING                            | EACH | \$500,000   | \$0 | 10.00% | \$0 |
| 10.12 | DERAIL                                       | EACH | \$100,000   | \$0 | 10.00% | \$0 |
| 10.12 | BUMPING POST                                 | EACH | \$25,000    | \$0 | 20.00% | \$0 |
| 10.11 | UPGRADE MAINTRACK TO CLASS 6                 | TF   | \$100       | \$0 | 30.00% | \$0 |

### SIGNAL WORK

\$0

|       |                            |      |           |     |        |     |
|-------|----------------------------|------|-----------|-----|--------|-----|
| 50.02 | PEDESTRIAN GATES & SIGNALS | EACH | \$100,000 | \$0 | 20.00% | \$0 |
| 50.02 | CANTILEVER SIGNAL          | EACH | \$200,000 | \$0 | 20.00% | \$0 |
| 50.01 | DOG HOUSE (Signal House)   | EACH | \$250,000 | \$0 | 20.00% | \$0 |

|       |                                       |      |           |     |        |     |
|-------|---------------------------------------|------|-----------|-----|--------|-----|
| 40.02 | NEW ELECTRIC SERVICE                  | EACH | \$20,000  | \$0 | 20.00% | \$0 |
| 50.01 | NEW INTERMEDIATE SIGNALS SINGLE TRACK | EACH | \$150,000 | \$0 | 20.00% | \$0 |
| 50.01 | NEW INTERMEDIATE SIGNALS DOUBLE TRACK | EACH | \$300,000 | \$0 | 20.00% | \$0 |
| 50.01 | NEW TURNOUT SIGNAL                    | EACH | \$325,000 | \$0 | 20.00% | \$0 |
| 50.01 | NEW CROSSOVER SIGNALLING              | EACH | \$500,000 | \$0 | 20.00% | \$0 |
| 50.02 | NEW GRADE CROSSING SIGNALS            | EACH | \$250,000 | \$0 | 20.00% | \$0 |
| 50.02 | NEW CROSSING GATES & SIGNALS          | EACH | \$400,000 | \$0 | 20.00% | \$0 |
| 50.01 | UPGRADE SIGNALS TO CLASS 6            | MILE | \$200,000 | \$0 | 30.00% | \$0 |

**BRIDGE STRUCTURES**

\$0

|       |                                |    |       |     |        |     |
|-------|--------------------------------|----|-------|-----|--------|-----|
| 40.01 | BRIDGE REMOVAL                 | SF | \$200 | \$0 | 50.00% | \$0 |
| 10.04 | RAILROAD SHORT BRIDGE CONCRETE | SF | \$400 | \$0 | 30.00% | \$0 |
| 10.04 | RAILROAD AERIAL GUIDEWAY       | SF | \$500 | \$0 | 30.00% | \$0 |
| 10.04 | RAILROAD BRIDGE STEEL          | SF | \$500 | \$0 | 30.00% | \$0 |
| 10.04 | HIGHWAY BRIDGE CONCRETE        | SF | \$400 | \$0 | 50.00% | \$0 |
| 10.04 | HIGHWAY BRIDGE STEEL           | SF | \$500 | \$0 | 30.00% | \$0 |
| 10.04 | TRESTLE BRIDGE STEEL           | SF | \$550 | \$0 | 30.00% | \$0 |
| 10.04 | PEDESTRIAN BRIDGE              | SF | \$400 | \$0 | 30.00% | \$0 |
|       | BARRIER RAIL PERMANENT         | LF | \$100 | \$0 | 25.00% | \$0 |
| 10.06 | UNDERPASS STRUCTURE            | CY | \$750 | \$0 | 25.00% | \$0 |

**TRAIN CONTROL**

\$0

|       |  |      |             |     |        |     |
|-------|--|------|-------------|-----|--------|-----|
| 50.01 | POSITIVE TRAIN CONTROL                       | MILE | \$2,000,000 | \$0 | 25.00% | \$0 |
| 50.01 | TRAIN CONTROL SYSTEM                         | EACH | \$200,000   | \$0 | 30.00% | \$0 |
| 50.01 | TRAIN CONTROL CABLING                        | LF   | \$12        | \$0 | 30.00% | \$0 |
| 50.01 | TRAIN CONTROL DIGITAL CBOSS                  | EACH | \$500,000   | \$0 | 40.00% | \$0 |
| 50.01 | COMPUTER TRAFFIC MANAGEMENT                  | LS   | \$1,500,000 | \$0 | 30.00% | \$0 |
| 40.02 | COMMERCIAL ELECTRICAL SERVICE                | EACH | \$50,000    | \$0 | 25.00% | \$0 |
| 40.02 | LINE UTILITIES WITHIN TRACKWAY               | LF   | \$30        | \$0 | 30.00% | \$0 |
| 40.02 | LINE UTILITIES CROSSING TRACKS               | EACH | \$2,500     | \$0 | 30.00% | \$0 |
| 40.02 | LINE UTILITIES FIBER OPTIC PARALLEL TO TRACK | LF   | \$50        | \$0 | 30.00% | \$0 |

**STATIONS**

\$6,149,006

|       |                                       |      |              |             |        |             |
|-------|---------------------------------------|------|--------------|-------------|--------|-------------|
| 20.01 | TYPE A SMALL INTERMODEL STATION       | EACH | \$13,000,000 | \$0         | 20.00% | \$0         |
| 20.01 | TYPE K LARGE INTERMODEL STATION       | EACH | \$32,000,000 | \$0         | 50.00% | \$0         |
| 20.01 | 15000 STATION PLATFORM STRUCTURES NEW | SF   | \$200        | \$3,000,000 | 20.00% | \$3,600,000 |
| 20.01 | 5000 STATION SHELTERS / BUILDINGS     | SF   | \$75         | \$375,000   | 20.00% | \$450,000   |
| 20.01 | STATION PLATFORM STRUCTURES UPGRADE   | SF   | \$300        | \$0         | 20.00% | \$0         |
| 40.01 | 1 STATION PRIMARY ELECTRICAL SERVICE  | EACH | \$50,000     | \$50,000    | 10.00% | \$55,000    |
| 20.01 | STATION AMENITIES                     | SF   | \$65         | \$0         | 30.00% | \$0         |
| 30.02 | 30250 SIDEWALK                        | SF   | \$10         | \$302,500   | 30.00% | \$393,250   |

|       |       |                        |        |           |           |        |           |
|-------|-------|------------------------|--------|-----------|-----------|--------|-----------|
| 40.07 | 266   | PARKING LOTS           | SPACES | \$3,000   | \$798,000 | 25.00% | \$997,500 |
| 20.06 |       | PARKING STRUCTURES     | SPACES | \$20,000  | \$0       | 25.00% | \$0       |
| 40.07 | 12605 | BUS LANE AND UNLOADING | SF     | \$25      | \$315,125 | 25.00% | \$393,906 |
| 40.02 | 266   | PARKING LOT LIGHTING   | SPACES | \$750     | \$199,500 | 30.00% | \$259,350 |
| 20.07 |       | ELEVATORS              | EACH   | \$450,000 | \$0       | 25.00% | \$0       |
| 20.07 |       | ESCALATOR              | EACH   | \$300,000 | \$0       | 25.00% | \$0       |

**RIGHT OF WAY**

|       |  |  |       |      |     |        |     |
|-------|--|--|-------|------|-----|--------|-----|
|       |  |  |       |      |     |        | \$0 |
| 60.01 |  | ROW LAND ONLY  | SF    | \$4  | \$0 | 25.00% | \$0 |
| 60.01 |  | ROW AGRICULTURAL   | SF    | \$2  | \$0 | 25.00% | \$0 |
| 60.01 |  | ROW ORCHARDS   | SF    | \$6  | \$0 | 25.00% | \$0 |
| 60.01 |  | ROW PAVED AREAS  | SF    | \$8  | \$0 | 25.00% | \$0 |
| 60.01 |  | ROW RESIDENTIAL AREA   | SF    | \$10 | \$0 | 25.00% | \$0 |
| 60.01 |  | ROW LIGHT INDUSTRIAL AREA  | SF    | \$14 | \$0 | 25.00% | \$0 |
| 60.01 |  | ROW HEAVY INDUSTRIAL AREA  | SF    | \$16 | \$0 | 25.00% | \$0 |
| 60.02 |  | BUSINESS RELOCATIONS (Value of business, relocation, goodwill, legal, appraisal, etc.) | VALUE | \$1  | \$0 | 0.00%  | \$0 |

**TUNNEL CONSTRUCTION**

|  |  |   |    |          |     |        |     |
|--|--|---|----|----------|-----|--------|-----|
|  |  |   |    |          |     |        | \$0 |
|  |  | TUNNELING CONSTRUCTION NEW SINGLE BORE (1 | LF | \$12,000 | \$0 | 30.00% | \$0 |
|  |  | TUNNELING CONSTRUCTION NEW TWIN BORE (DI  | LF |          | \$0 | 30.00% | \$0 |
|  |  | SINGLE BORE RESTORE (DIA)                 | LF | \$12,000 | \$0 | 30.00% | \$0 |
|  |  | TWIN BORE RESTORE (DIA)                   | LF |          | \$0 | 30.00% | \$0 |

**GENERAL SUPPORT ITEMS**

|  |  |                         |      |       |     |        |     |
|--|--|-------------------------|------|-------|-----|--------|-----|
|  |  |                         |      |       |     |        | \$0 |
|  |  | BART INTERFACE          | DAYS | \$900 | \$0 | 20.00% | \$0 |
|  |  | CALTRANS INTERFACE WORK | DAYS | \$900 | \$0 | 20.00% | \$0 |

**ROLLING STOCK & CAPITAL INVESTMENTS**

|  |  |                             |      |             |     |       |     |
|--|--|-----------------------------|------|-------------|-----|-------|-----|
|  |  |                             |      |             |     |       | \$0 |
|  |  | ROLLING STOCK DMU EQUIPMENT | EACH | \$8,000,000 | \$0 | 0.00% | \$0 |

**TOTAL CONSTRUCTION COST** **\$7,029,880**

**Escalation from 2017 to 2020 (9.9%)** **\$7,725,838**

**Project Cost** **\$10,182,655**

**STOCKTON SUBDIVISION**

Rev 1                      DATE  
8/20/2020              Rev 2              Rev 3              Rev 4

**MS-4 PHASE 2 - HSR INTERIM OPERATING SEGMENT STATION (HSR TRACK)**

| SCC Codes          | Estimate Quantity | DESCRIPTION                          | UNITS | UNIT COSTS | BASE COST   | CONTINGENCY | TOTAL PRICE | SUB TOTAL WORK ELEMENT |
|--------------------|-------------------|--------------------------------------|-------|------------|-------------|-------------|-------------|------------------------|
| <b>CIVIL WORKS</b> |                   |                                      |       |            |             |             |             | \$5,512,634            |
| 40.01              | 17                | CLEAR & GRUB LIGHT                   | AC    | \$2,500    | \$42,500    | 40.00%      | \$59,500    |                        |
| 40.01              |                   | CLEAR & GRUB HEAVY                   | AC    | \$5,000    | \$0         | 30.00%      | \$0         |                        |
| 40.01              |                   | DEMOLITION                           | SF    | \$8        | \$0         | 30.00%      | \$0         |                        |
| 40.01              |                   | EARTHWORK COMMON                     | BCY   | \$25       | \$0         | 30.00%      | \$0         |                        |
| 40.01              |                   | EARTHWORK (EXCAVATION ROCK)          | BCY   | \$50       | \$0         | 30.00%      | \$0         |                        |
| 40.01              |                   | EMBANKMENT                           | FCY   | \$10       | \$0         | 30.00%      | \$0         |                        |
| 40.01              | 120000            | BORROW                               | FCY   | \$25       | \$3,000,000 | 30.00%      | \$3,900,000 |                        |
| 40.01              |                   | REMOVE HOV LANE CONTROLS SYST        | LF    | \$400      | \$0         | 30.00%      | \$0         |                        |
| 40.07              |                   | RECONSTRUCT FREEWAY LANE 580         | SF    | \$100      | \$0         | 50.00%      | \$0         |                        |
| 40.01              |                   | STRUCTURE EXCAVATION                 | CY    | \$40       | \$0         | 25.00%      | \$0         |                        |
| 40.05              |                   | RETAINING WALLS (0 TO 10 FEET TALL   | SF    | \$35       | \$0         | 20.00%      | \$0         |                        |
| 40.05              |                   | RETAINING WALLS (10 TO 20 FEET TAL   | SF    | \$60       | \$0         | 30.00%      | \$0         |                        |
| 10.08              |                   | SOIL NAIL WALLS                      | SF    | \$70       | \$0         | 30.00%      | \$0         |                        |
| 10.08              |                   | MSE WALL ROADWAY                     | SF    | \$55       | \$0         | 25.00%      | \$0         |                        |
| 40.05              |                   | INTRUSION PROTECTION                 | LF    | \$2,400    | \$0         | 30.00%      | \$0         |                        |
| 40.02              |                   | BOX CULVERT                          | CY    | \$1,000    | \$0         | 30.00%      | \$0         |                        |
| 40.02              |                   | BOX CULVERT                          | CY    | \$1,000    | \$0         | 30.00%      | \$0         |                        |
| 40.02              | 49985             | DRAINAGE (DIA-INCH-FOOT) - Including | LF    | \$12       | \$599,821   | 40.00%      | \$839,750   |                        |
| 40.02              |                   | DRAINAGE (DIA-INCH-FOOT)             | LF    | \$12       | \$0         | 40.00%      | \$0         |                        |
| 40.01              |                   | IMPORTED BORROW ROADWAY              | CY    | \$25       | \$0         | 25.00%      | \$0         |                        |
| 40.07              |                   | ROADWAY CONSTRUCTION (BASE, PA       | SF    | \$27       | \$0         | 25.00%      | \$0         |                        |
| 40.07              |                   | AGGREGATE BASE ROADWAY               | CY    | \$45       | \$0         | 25.00%      | \$0         |                        |
| 40.07              |                   | ASPHALT CONCRETE ROADWAY             | TONS  | \$65       | \$0         | 25.00%      | \$0         |                        |
| 40.07              |                   | CONCRETE PAVEMENT                    | CY    | \$210      | \$0         | 20.00%      | \$0         |                        |
| 40.07              |                   | GUARD RAIL ROADWAY                   | LF    | \$30       | \$0         | 25.00%      | \$0         |                        |
| 40.07              |                   | ASPHALT DIKES ROADWAY                | LF    | \$4        | \$0         | 25.00%      | \$0         |                        |
| 40.07              |                   | STREET RESTORATIONS                  | SF    | \$15       | \$0         | 40.00%      | \$0         |                        |
| 50.02              |                   | SIGNALLED STREET TRAFFIC CONTRC      | EACH  | \$300,000  | \$0         | 20.00%      | \$0         |                        |
| 50.02              |                   | MODIFIED TRAFFIC SIGNAL              | EACH  | \$150,000  | \$0         | 20.00%      | \$0         |                        |
| 40.02              |                   | STREET LIGHTING                      | EACH  | \$4,500    | \$0         | 20.00%      | \$0         |                        |
|                    |                   | TRAFFIC CONTROL                      | DAYS  | \$1,200    | \$0         | 50.00%      | \$0         |                        |
|                    |                   | MINOR CONCRETE                       | CY    | \$400      | \$0         | 30.00%      | \$0         |                        |
|                    |                   | K RAIL TEMPORARY                     | LF    | \$30       | \$0         | 30.00%      | \$0         |                        |
|                    |                   | CONCRETE BARRIER                     | LF    | \$50       | \$0         | 30.00%      | \$0         |                        |
|                    |                   | STRIPPING                            | LF    | \$1        | \$0         | 20.00%      | \$0         |                        |
| 40.06              | 13302             | PERMANENT FENCING                    | LF    | \$35       | \$465,570   | 20.00%      | \$558,684   |                        |
|                    |                   | VEHICULAR FENCE GATES                | EACH  | \$2,000    | \$0         | 20.00%      | \$0         |                        |
| 40.04              |                   | SILT FENCE and ORANGE FENCE          | LF    | \$15       | \$0         | 20.00%      | \$0         |                        |

|       |       |                                |      |           |           |        |           |
|-------|-------|--------------------------------|------|-----------|-----------|--------|-----------|
| 40.04 | 17000 | EROSION CONTROL TEMPORARY      | SF   | \$7       | \$119,000 | 30.00% | \$154,700 |
| 40.06 |       | LANDSCAPING PERMANENT          | SY   | \$15      | \$0       | 30.00% | \$0       |
| 40.02 |       | UTILITY ALLOCATION             | LS   | \$900,000 | \$0       | 0.00%  | \$0       |
| 40.02 |       | DEVELOP PERMANENT WATER SUPPL' | LS   | \$100,000 | \$0       | 30.00% | \$0       |
| 40.02 |       | YARD LIGHTING                  | EACH | \$2,500   | \$0       | 20.00% | \$0       |

**TRACK WORK**

\$15,530,625

|       |       |                                    |      |             |             |        |              |
|-------|-------|------------------------------------|------|-------------|-------------|--------|--------------|
| 40.01 |       | REMOVE EXISTING TRACK              | TF   | \$40        | \$0         | 20.00% | \$0          |
| 40.01 |       | REMOVE EXISTING TURNOUTS           | EACH | \$25,000    | \$0         | 10.00% | \$0          |
| 10.11 |       | SHIFT EXISTING TRACK               | TF   | \$100       | \$0         | 20.00% | \$0          |
| 10.11 |       | UPGRADE EXISTING TRACK             | TF   | \$300       | \$0         | 20.00% | \$0          |
| 10.11 | 17841 | TRACK (INCL RAIL, CONCRETE TIES, E | TF   | \$500       | \$8,920,500 | 25.00% | \$11,150,625 |
| 10.11 |       | TRACK (INCL RAIL, WOOD TIES, BALLA | TF   | \$450       | \$0         | 25.00% | \$0          |
| 10.12 |       | GRADE CROSSING TRACK COMPLETE      | TF   | \$750       | \$0         | 20.00% | \$0          |
| 10.12 |       | TRACK PANELS                       | SF   | \$75        | \$0         | 30.00% | \$0          |
| 10.12 |       | CROSSOVER No.15                    | EACH | \$800,000   | \$0         | 20.00% | \$0          |
| 10.12 | 2     | CROSSOVER No.20                    | EACH | \$1,000,000 | \$2,000,000 | 20.00% | \$2,400,000  |
| 10.12 |       | TURNOUT (#7)                       | EACH | \$200,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | TURNOUT (#8)                       | EACH | \$210,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | TURNOUT (#9)                       | EACH | \$220,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | TURNOUT (#10)                      | EACH | \$250,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | TURNOUT (#14)                      | EACH | \$325,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | TURNOUT (#15)                      | EACH | \$350,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | TURNOUT (#20)                      | EACH | \$400,000   | \$0         | 10.00% | \$0          |
| 10.12 | 4     | TURNOUT (#24)                      | EACH | \$450,000   | \$1,800,000 | 10.00% | \$1,980,000  |
| 10.12 |       | DIAMOND CROSSING                   | EACH | \$500,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | DERAIL                             | EACH | \$100,000   | \$0         | 10.00% | \$0          |
| 10.12 |       | BUMPING POST                       | EACH | \$25,000    | \$0         | 20.00% | \$0          |
| 10.11 |       | UPGRADE MAINTRACK TO CLASS 6       | TF   | \$100       | \$0         | 30.00% | \$0          |

**SIGNAL WORK**

\$3,408,000

|       |   |                                 |      |           |             |        |             |
|-------|---|---------------------------------|------|-----------|-------------|--------|-------------|
| 50.02 |   | PEDESTRIAN GATES & SIGNALS      | EACH | \$100,000 | \$0         | 20.00% | \$0         |
| 50.02 |   | CANTILEVER SIGNAL               | EACH | \$200,000 | \$0         | 20.00% | \$0         |
| 50.01 | 2 | DOG HOUSE (Signal House)        | EACH | \$250,000 | \$500,000   | 20.00% | \$600,000   |
| 40.02 | 2 | NEW ELECTRIC SERVICE            | EACH | \$20,000  | \$40,000    | 20.00% | \$48,000    |
| 50.01 |   | NEW INTERMEDIATE SIGNALS SINGLE | EACH | \$150,000 | \$0         | 20.00% | \$0         |
| 50.01 |   | NEW INTERMEDIATE SIGNALS DOUBLE | EACH | \$300,000 | \$0         | 20.00% | \$0         |
| 50.01 | 4 | NEW TURNOUT SIGNAL              | EACH | \$325,000 | \$1,300,000 | 20.00% | \$1,560,000 |
| 50.01 | 2 | NEW CROSSOVER SIGNALLING        | EACH | \$500,000 | \$1,000,000 | 20.00% | \$1,200,000 |
| 50.02 |   | NEW GRADE CROSSING SIGNALS      | EACH | \$250,000 | \$0         | 20.00% | \$0         |
| 50.02 |   | NEW CROSSING GATES & SIGNALS    | EACH | \$400,000 | \$0         | 20.00% | \$0         |
| 50.01 |   | UPGRADE SIGNALS TO CLASS 6      | MILE | \$200,000 | \$0         | 30.00% | \$0         |

**BRIDGE STRUCTURES**

\$3,141,320

|       |      |                                |    |       |             |        |             |
|-------|------|--------------------------------|----|-------|-------------|--------|-------------|
| 40.01 |      | BRIDGE REMOVAL                 | SF | \$200 | \$0         | 50.00% | \$0         |
| 10.04 | 6041 | RAILROAD SHORT BRIDGE CONCRETE | SF | \$400 | \$2,416,400 | 30.00% | \$3,141,320 |
| 10.04 |      | RAILROAD AERIAL GUIDEWAY       | SF | \$500 | \$0         | 30.00% | \$0         |
| 10.04 |      | RAILROAD BRIDGE STEEL          | SF | \$500 | \$0         | 30.00% | \$0         |

|       |                         |    |       |     |        |     |
|-------|-------------------------|----|-------|-----|--------|-----|
| 10.04 | HIGHWAY BRIDGE CONCRETE | SF | \$400 | \$0 | 50.00% | \$0 |
| 10.04 | HIGHWAY BRIDGE STEEL    | SF | \$500 | \$0 | 30.00% | \$0 |
| 10.04 | TRESTLE BRIDGE STEEL    | SF | \$550 | \$0 | 30.00% | \$0 |
| 10.04 | PEDESTRIAN BRIDGE       | SF | \$400 | \$0 | 30.00% | \$0 |
|       | BARRIER RAIL PERMANENT  | LF | \$100 | \$0 | 25.00% | \$0 |
| 10.06 | UNDERPASS STRUCTURE     | CY | \$750 | \$0 | 25.00% | \$0 |

**TRAIN CONTROL**

\$16,894,886

|       |                                       |      |             |              |        |              |
|-------|---------------------------------------|------|-------------|--------------|--------|--------------|
| 50.01 | 3.4 SYSTEM FACILITIES (OCS, COMMS, IN | MILE | \$4,000,000 | \$13,515,909 | 25.00% | \$16,894,886 |
| 50.01 | TRAIN CONTROL SYSTEM                  | EACH | \$200,000   | \$0          | 30.00% | \$0          |
| 50.01 | TRAIN CONTROL CABLING                 | LF   | \$12        | \$0          | 30.00% | \$0          |
| 50.01 | TRAIN CONTROL DIGITAL CBOSS           | EACH | \$500,000   | \$0          | 40.00% | \$0          |
| 50.01 | COMPUTER TRAFFIC MANAGEMENT           | LS   | \$1,500,000 | \$0          | 30.00% | \$0          |
| 40.02 | COMMERCIAL ELECTRICAL SERVICE         | EACH | \$50,000    | \$0          | 25.00% | \$0          |
| 40.02 | LINE UTILITIES WITHIN TRACKWAY        | LF   | \$30        | \$0          | 30.00% | \$0          |
| 40.02 | LINE UTILITIES CROSSING TRACKS        | EACH | \$2,500     | \$0          | 30.00% | \$0          |
| 40.02 | LINE UTILITIES FIBER OPTIC PARALLI    | LF   | \$50        | \$0          | 30.00% | \$0          |

**STATIONS**

\$0

|       |                                  |        |              |     |        |     |
|-------|----------------------------------|--------|--------------|-----|--------|-----|
| 20.01 | TYPE A SMALL INTERMODEL STATION  | EACH   | \$13,000,000 | \$0 | 20.00% | \$0 |
| 20.01 | TYPE K LARGE INTERMODEL STATION  | EACH   | \$32,000,000 | \$0 | 50.00% | \$0 |
| 20.01 | STATION PLATFORM STRUCTURES NE   | SF     | \$200        | \$0 | 20.00% | \$0 |
| 20.01 | STATION SHELTERS / BUILDINGS     | SF     | \$75         | \$0 | 20.00% | \$0 |
| 20.01 | STATION PLATFORM STRUCTURES UP   | SF     | \$300        | \$0 | 20.00% | \$0 |
| 40.01 | STATION PRIMARY ELECTRICAL SERVI | EACH   | \$50,000     | \$0 | 10.00% | \$0 |
| 20.01 | STATION AMENITIES                | SF     | \$65         | \$0 | 30.00% | \$0 |
| 30.02 | SIDEWALK                         | SF     | \$10         | \$0 | 30.00% | \$0 |
| 40.07 | PARKING LOTS                     | SPACES | \$3,000      | \$0 | 25.00% | \$0 |
| 20.06 | PARKING STRUCTURES               | SPACES | \$20,000     | \$0 | 25.00% | \$0 |
| 40.07 | BUS LANE AND UNLOADING           | SF     | \$25         | \$0 | 25.00% | \$0 |
| 40.02 | PARKING LOT LIGHTING             | SPACES | \$750        | \$0 | 30.00% | \$0 |
| 20.07 | ELEVATORS                        | EACH   | \$450,000    | \$0 | 25.00% | \$0 |
| 20.07 | ESCALATOR                        | EACH   | \$300,000    | \$0 | 25.00% | \$0 |

**RIGHT OF WAY**

\$615,000

|       |  |       |      |           |        |           |
|-------|--|-------|------|-----------|--------|-----------|
| 60.01 | 82000 ROW LAND ONLY  | SF    | \$6  | \$492,000 | 25.00% | \$615,000 |
| 60.01 | ROW AGRICULTURAL   | SF    | \$2  | \$0       | 25.00% | \$0       |
| 60.01 | ROW ORCHARDS   | SF    | \$6  | \$0       | 25.00% | \$0       |
| 60.01 | ROW PAVED AREAS  | SF    | \$8  | \$0       | 25.00% | \$0       |
| 60.01 | ROW RESIDENTIAL AREA   | SF    | \$10 | \$0       | 25.00% | \$0       |
| 60.01 | ROW LIGHT INDUSTRIAL AREA  | SF    | \$14 | \$0       | 25.00% | \$0       |
| 60.01 | ROW HEAVY INDUSTRIAL AREA  | SF    | \$16 | \$0       | 25.00% | \$0       |
|       | BUSINESS RELOCATIONS (Value of<br>business, relocation, goodwill,<br>legal, appraisal, etc.) | VALUE | \$1  | \$0       | 0.00%  | \$0       |
| 60.02 |  |       |      |           |        |           |

**TUNNEL CONSTRUCTION**

\$0

|  |      |             |     |        |                     |
|--|------|-------------|-----|--------|---------------------|
| TUNNELING CONSTRUCTION NEW SI                  | LF   | \$12,000    | \$0 | 30.00% | \$0                 |
| TUNNELING CONSTRUCTION NEW TV                  | LF   |             | \$0 | 30.00% | \$0                 |
| SINGLE BORE RESTORE (DIA)                      | LF   | \$12,000    | \$0 | 30.00% | \$0                 |
| TWIN BORE RESTORE (DIA)                        | LF   |             | \$0 | 30.00% | \$0                 |
| <b>GENERAL SUPPORT ITEMS</b>                   |      |             |     |        |                     |
| BART INTERFACE                                 | DAYS | \$900       | \$0 | 20.00% | \$0                 |
| CALTRANS INTERFACE WORK                        | DAYS | \$900       | \$0 | 20.00% | \$0                 |
| <b>ROLLING STOCK &amp; CAPITAL INVESTMENTS</b> |      |             |     |        |                     |
| ROLLING STOCK DMU EQUIPMENT                    | EACH | \$8,000,000 | \$0 | 0.00%  | \$0                 |
| <b>TOTAL CONSTRUCTION COST</b>                 |      |             |     |        | <b>\$45,102,465</b> |
| Escalation from 2017 to 2020 (9.9%)            |      |             |     |        | <b>\$49,567,609</b> |
| <b>Project Cost</b>                            |      |             |     |        | <b>\$65,330,109</b> |