

ATTACHMENT A.
FY2022 IRAP APPLICATION COVER SHEET
(Please type in text boxes provided below)

1. Name of Applicant: **Grafton and Upton Railroad Company**
2. Address of Applicant: **42 Westboro Road, North Grafton, MA 01536**
3. Nature of Applicants Business: **Railroad - Rail Infrastructure of Industrial Park**
4. Contact Person: **Michael Milanoski**
5. Title: **President**

Email: **mmilanoski@graftonuptonrr.com**

Phone: **(508)965-3493**

6. Descriptive Name of Project:

Expansion of railroad yard infrastructure to accommodate new industrial park for growing demand of clean manufacturing business in Massachusetts.

7. Total project cost: \$ **\$5,000,000** Proposed Start Date: **underway, rail sept 21**
Completion Date: **June 30, 2022**

8. Funding Sources: **Private** Amount: **\$5.337M** Percent of Project **90**
Cost: **\$5,837,000**

IRAP Request: \$ **500,000** **10%**

Source of Private Sector Project Funding:

- | | | |
|------------|---------------------|-------------|
| 1. Company | \$ 5,337,000 | % 90 |
| 2. | \$ | % |
| 3. | \$ | % |

9. Project location (limits):

Grafton and Upton Railroad located on West Street in Hopedale MA.

11. Railroad Milepost From: 14 _____ To: 14.9 _____

12. Is Project fully designed by a qualified design firm? Yes: No:

13. Has Project received necessary environmental approvals? Yes: No:

14. Are there any right-of-way considerations that will need to be addressed/resolved for this project to be constructed? Yes: No:

15. In the space provided below provide a brief project description (limit of 250 words) of the work that will be constructed under the proposed IRAP project.

2 tracks as proposed in this IRAP Phase I, GU will need to add 2 tracks Phase II, to receive the railcars.

Materials to be installed
2,120 LF of relay rail
ties and other rail material (OTM)
5 rail switches installed
3 rail bumpers installed
Grading and Ballast

The applicant certifies that the information provided in this application is true and correct, and that the private sector matching funding commitments shown above are in place and are not contingent upon any other project funding award that may be anticipated or pending.

Signature: 

Title: President

Name: Michael R. Milanoski
(Please Type)

Date: June 16, 2021

ATTACHMENT B.

Proposed Project Schedule and Estimated Timelines

*IRAP Projects should be completed within 12 months from the MassDOT Notice to Proceed Date.
MassDOT Notice to Proceed should not be planned any earlier than September 1, 2021.*

Hopedale Task's Phase 1	September	October	November	December	January	February	March	April	May	June
Finalize Design Details										
Procure Materials										
Site Prep and Grading										
Track /Turnout Construction										
Surfacing/Tamping										

Instructions: complete the project schedule table to reflect the status of your project and the remaining implementation tasks and work that will be completed under contract with MassDOT. Insert additional rows as needed.

If the applicant has already completed pre-construction activities that cannot be funded under the IRAP contract – any completed readiness activities such as design, permitting and ROW work should be included along with the completion date to show MassDOT that project implementation work has already begun, or is already completed – this information is important from a project readiness standpoint and is also evidence of the applicant's capacity to undertake and manage the project. The schedule should indicate an understanding of the sequencing of activities and who will be responsible for completion of various tasks and construction activities.

ATTACHMENT C. Budget and Budget Narrative

ESTIMATE HOPEDALE TRANSLOADING AND STAGING TRACKS PHASE 1 IRAP FY22

<i>Identified Project Costs/Major Expense Components</i>	<i>IRAP Funds</i>	<i>Private Funds</i>	<i>Project Budget</i>
ALL MATERIAL FOR THE ENTIRE SCOPE OF WORK	\$279,188	\$186,125	\$465,313
FINE GRADE AND PLACE FIRST 4" OF BALLAST	\$66,764	\$44,509	\$111,273
CONSTRUCT WOOD TIE PLAIN TRACK 3700 TRACK FEET	\$72,994	\$48,663	\$121,657
CONSTRUCT TURNOUTS	\$13,648	\$9,099	\$22,747
BALLAST AND SURFACE ALL TRACKS AND TURNOUTS 2 FULL PASSES	\$36,625	\$24,417	\$61,042
INSTALL HAYES WD BUMPER 1 EA AND 1 HAYES HBX	\$20,720	\$13,814	\$34,534
DESIGN / ENGINEERING / MOBILIZATION	\$12,667	\$8,445	\$21,112
Total Project Cost Estimate (Inclusive of Material and Labor):	\$502,607	\$335,071	\$837,678

Budget Narrative Notes:

he Public Private Partnership Project Budget is \$837,000 of which 40% will be funded by GU in amount of \$337,000. The IRAP match requested amount is 60% or \$500,000. GU has a proven track record to compete IRAP project on-time and budget and commits to competing this by June 30, 2022 and is ready to begin upon notice to proceed. The project's right of way is complete, design is complete (attached), all required permits completed, railroad is sponsoring this project and paying match, no third party coordination required, and this site is properly zoned by the town of Upton as Industrial Land and has been used as rail yard for over 130 years.

Instructions: Complete the Budget table provided above inserting additional rows as needed. Applicants are reminded that the maximum FY2022 MassDOT IRAP grant contribution for a proposed project cannot exceed \$500,000, nor can the MassDOT IRAP funding requested represent more than 60 percent (60%) of the total project cost.

If the project is anticipated to be completed after the end of State Fiscal Year 2022 (June 30, 2022) provide an estimated breakdown of costs planned in State Fiscal Year 2022 and those in future State Fiscal Years.

Use the space below the table to include a brief budget narrative to identify how budgeted costs were determined (working estimates, preliminary quotes received or based on prior experience) and indicate underlying budget assumptions and the basis for identified costs (unit price x quantity for example) wherever possible.

A. Project Need Statement –

The Grafton and Upton Railroad (GU) has recently purchased 196 acres of industrial zoned land in Hopedale, Massachusetts. GU has significant interest in this parcel of land from several large warehouse users, some of which are dedicated long haul truck routes traveling from the south along the Gulf of Mexico to the GU or surrounding areas. GU is applying for an IRAP grant to begin construction of two rail sidings to serve multiple warehouses which will begin construction in 2021. The project to create a rail served industrial park is a major financial undertaking and shows GU's consistent commitment to improving freight rail in the Commonwealth of Massachusetts. The project will consist of several phases and will be exclusive to freight rail users. Phase 1 will relocate the existing main to accommodate the two (2) tracks adjacent to future warehouses.

The Grafton and Upton Railroad Company (GU) is experiencing year over year double digit freight growth with the addition of new customers that are creating manufacturing and recycling jobs in the Commonwealth. To ensure new customers were able to continue to expand their freight service on the GU, and the Commonwealth of Massachusetts this IRAP is submitted for Phase I for the Hopedale Industrial Rail Complex. As GU continues to invest into their properties, it is evident that GU's efforts to bring more jobs to the Commonwealth proves more track and freight rail infrastructure is needed to support these manufacturing jobs and to keep up with the anticipated 34% freight rail growth as stated in the latest state rail transportation plan.

B. Project Description –

The first phase is designed to open a million square feet of development on 100 acres of industrial land. Site access is in the engineering phase for an initial 250,000 square foot food grade storage warehouse which will include cold storage. The parties interested in this warehouse space will receive over 3,000 carloads per year. This warehouse will be designed to handle the unloading of over 20 railcars per day with rail access on each side of the building.

In addition, the first phase will include 100,000 square foot warehouse various building materials, including room for expansion of GU's existing customer Georgia Pacific and other lumber and steel products for the construction industry, which is expected to handle over 500 railcars per year. This siding will include flat outdoor space for unloading center beam, flat and open top railcars as well as open rail docks and building doors; allowing all types of railcars to be unloaded.

Therefore, to serve these two warehouses and high capacity rail users, GU will require a run-around track with switches at each end coming from the main track as well as two industry lead switches with phase 1 construction which is shovel ready. Given the lead time on rail materials and time for construction, GU needs to begin the rail phase as soon as possible to align with construction of the two warehouses. The customers cannot occupy the warehouse without rail access and rail is the only means of inbound product for storage and distribution. Safety improvements are easily found with the addition of each track which gives each customer a safe place to operate without interference or risk of running into another company's work area.

Further, the staging capabilities on each track for the repositioning of railcars to be loaded/unloaded will allow the customers of the GU to have an adequate car supply available to keep material moving so it does not have to be stored on site and they can operate a proper supply chain. Safety improvements are also found in the transloading process by designing a rail yard and transloading facility that can accommodate all the customers and align with efficient business operations and process maps that make safe operations more possible within the transloading. This gives each customer enough track space to preposition the required number of cars to meet their customer's needs and project deadlines.

C. Project Readiness –

GU has a proven track record to compete IRAP project on-time and budget and commits to competing this by June 30, 2022 and is ready to begin upon notice to proceed. The project's right of way is complete, design is complete

(attached), all required permits completed, railroad is sponsoring this project and paying match, no third party coordination required, and this site is properly zoned by the town of Upton as Industrial Land and has been used as rail yard for over 130 years.

D. Project Schedule

The project will be self-performed by GU railroad employees under our forced account as other awards from MassDOT and will begin as soon as award is made by MassDOT. Materials are standard stock materials that are readily available. Upon award construction will begin and will be completed no later than June 30, 2022.

<i>Hopedale Task's Phase 1</i>	September	October	November	December	January	February	March	April	May	June
Finalize Design Details										
Procure Materials										
Site Prep and Grading										
Track /Turnout Construction										
Surfacing/Tamping										

E. Anticipated Project Benefits

GU, in partnership with several customers located in Hopedale that are committed to bringing and retaining manufacturing jobs within the Commonwealth. This IRAP will help the GU and their customers continue their success within the Commonwealth and add hundreds of jobs at this location and many more indirectly throughout the Commonwealth. The GU has a proven track record with successful implementation of IRAP awards and adding job growth to the Commonwealth. GU is committed to creating jobs in the Commonwealth, achieving state environmental and emissions reductions goals and maintaining a strong safety culture.

F. Budget

The Public Private Partnership Project Budget is \$835,000 of which 40% will be funded by GU in amount of \$335,000. The IRAP match requested amount is 60% or \$500,000.

ESTIMATE HOPEDALE TRANSLOADING AND STAGING TRACKS PHASE 1 IRAP FY22			
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Detailed budget estimate included in Appendix.

PLAN OF LAND GRAFTON & UPTON RAILROAD

364 WEST STREET
(WORCESTER COUNTY)
HOPEDALE, MASSACHUSETTS

PROFESSIONAL LAND SURVEYOR

OWNER
GRAFTON & UPTON RAILROAD COMPANY
45 WASHINGTON ROAD
NORTH SAFTON, MA 02858

ADDRESS REFERENCE
ADDRESS PARCEL ID: 2-5-0
(TRACTS 1 & 2, 3, 4, 5)

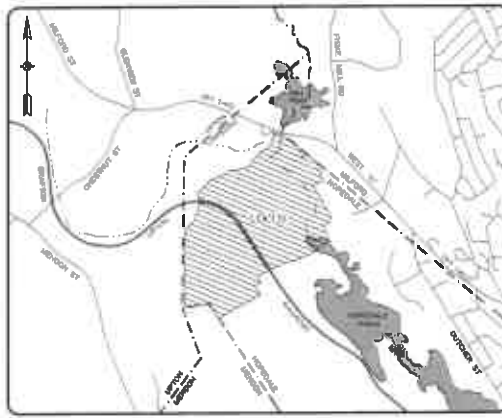
DEED REFERENCE
DEED BY 43493 PAGE 281
(TRACTS 1 & 2)
DEED BY 43493 PAGE 28
(TRACTS 3, 4, & 5)
DEED BY 43527 PAGE 118
(IN AC. TRACT)

WORCESTER COUNTY PLAN REFERENCE
PB 826 PL. 62 PB 326 PL. 81
PB 827 PL. 4 PB 326 PL. 82
PB 788 PL. 2 PB 326 PL. 113
PB 778 PL. 2 PB 183 PL. 62
PB 574 PL. 62 PB 183 PL. 64
PB 483 PL. 62 PB 13 PL. 72

LIBRARY OF CONCORD PLAN REFERENCE
1004 PLAN OF LAND BY THE PARK COMMISSIONERS OF HOPEDALE
1819 TOWN MAP OF MELFORD BY F.W. HALLIDAY
1827 MAP OF WORCESTER COUNTY BY G.C. HALLIDAY
1830 TOWN MAP OF MELFORD BY G.C. HALLIDAY
1831 TOWN MAP OF UPTON BY G.C. HALLIDAY
1832 TOWN MAP OF UPTON BY HENRIE HENSON

HOPEDALE TOWN RECORD PLAN REFERENCE
1846 HOPEDALE TOWN BOUNDARY PLAN BY E. SMITHURST
1974 HOPEDALE AMENDATORY MAP BY E.C. ALLEN & SON

RAILROAD PLAN REFERENCE
1836 GRAFTON & UPTON RAILROAD PLAN BY E.C. ALLEN & SON



PLAN NOTES

1. THE PROPERTY LINES AND EXISTING CONDITIONS SHOWN HEREON ARE THE RESULT OF AN ON-THE-GROUND SURVEY PERFORMED BY LICENSED LAND SURVEYORS BILLY MARCH AND APRIL, 2011.
2. SURVEY STATION POINTS 2, 3, 4, 5, AND 60 WERE OBTAINED WITH A DYNAMIC STATIONING RECEIVER USING THE STATE PLANNED SURVEYING SYSTEM (SPSS) INSTALLED BY THE NATIONAL SURVEYING SOCIETY.
3. **VERTICAL DATUM**
NAD83/NAUTICAL STATE PLANE - MARINE SURVEY MASS (MSM)
4. **VERTICAL DATUM**
NORTH AMERICAN VERTICAL DATUM OF 1988 (NAD 83) - 10 FEET
5. ALL ON-THE-GROUND OBSERVATIONS WERE PERFORMED USING LEICA DISTO D2 DISTANCE MEASUREMENT SYSTEMS.
6. THE LEGAL STATUS OF THE RIGHTS AND OBLIGATIONS SHOWN HEREON, WHETHER THEY ARE PUBLIC OR PRIVATE, WAS NOT MADE PART OF THIS SURVEY.
7. HOPEDALE ROAD IS AN EGRESS WAY OF VARIANCE WITH PARAGRAPHS 1 & 2 OF THE ZONING ORDINANCE OF HOPEDALE, MASSACHUSETTS. THE WAY IS LOCATED IN DEEDS BATHING BEACH TO 1844 DEED OR 257 PL. 288 AND ILLUSTRATED ON MAPS AND PLANS DATED BACK TO LAND DECISION OF HOPEDALE IN QUARTER OF HOPEDALE PLAN REFERENCE.
8. PROPERTY MARKS SHOWN HEREON ARE BASED UPON ALLEGED INFORMATION OBTAINED AS OF THE DATE OF THE SURVEY. THIS DOES NOT REPRESENT A GUARANTEE OF TITLE NOR DOES IT GUARANTEE THE OWNERSHIP OF LOCUS OR ADJOINING PROPERTIES.

Curve #	Length	Radius	Chord	Chord Distance	Chord Length
01	100.00	200.00	100.00	100.00	100.00
02	100.00	200.00	100.00	100.00	100.00
03	100.00	200.00	100.00	100.00	100.00
04	100.00	200.00	100.00	100.00	100.00
05	100.00	200.00	100.00	100.00	100.00

I CONSENT TO THE EXISTENCE OF THE FOLLOWING:
THE PROCEEDINGS AND RECORDS OF THE PROCEEDINGS OF THE BOARD OF LAND SURVEYORS IN THE GOVERNMENT OF MASSACHUSETTS, FILED IN THE OFFICE OF THE REGISTRAR OF DEEDS IN THE COUNTY OF WORCESTER, MASSACHUSETTS, ON APRIL 15, 2011.
THE PROPERTY LINES SHOWN ON THIS PLAN ARE THE RESULT OF AN ON-THE-GROUND SURVEY PERFORMED BY LICENSED LAND SURVEYORS BILLY MARCH AND APRIL, 2011. THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE PROFESSION OF LAND SURVEYING IN THE STATE OF MASSACHUSETTS.
THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE PROFESSION OF LAND SURVEYING IN THE STATE OF MASSACHUSETTS.

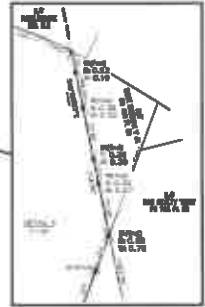
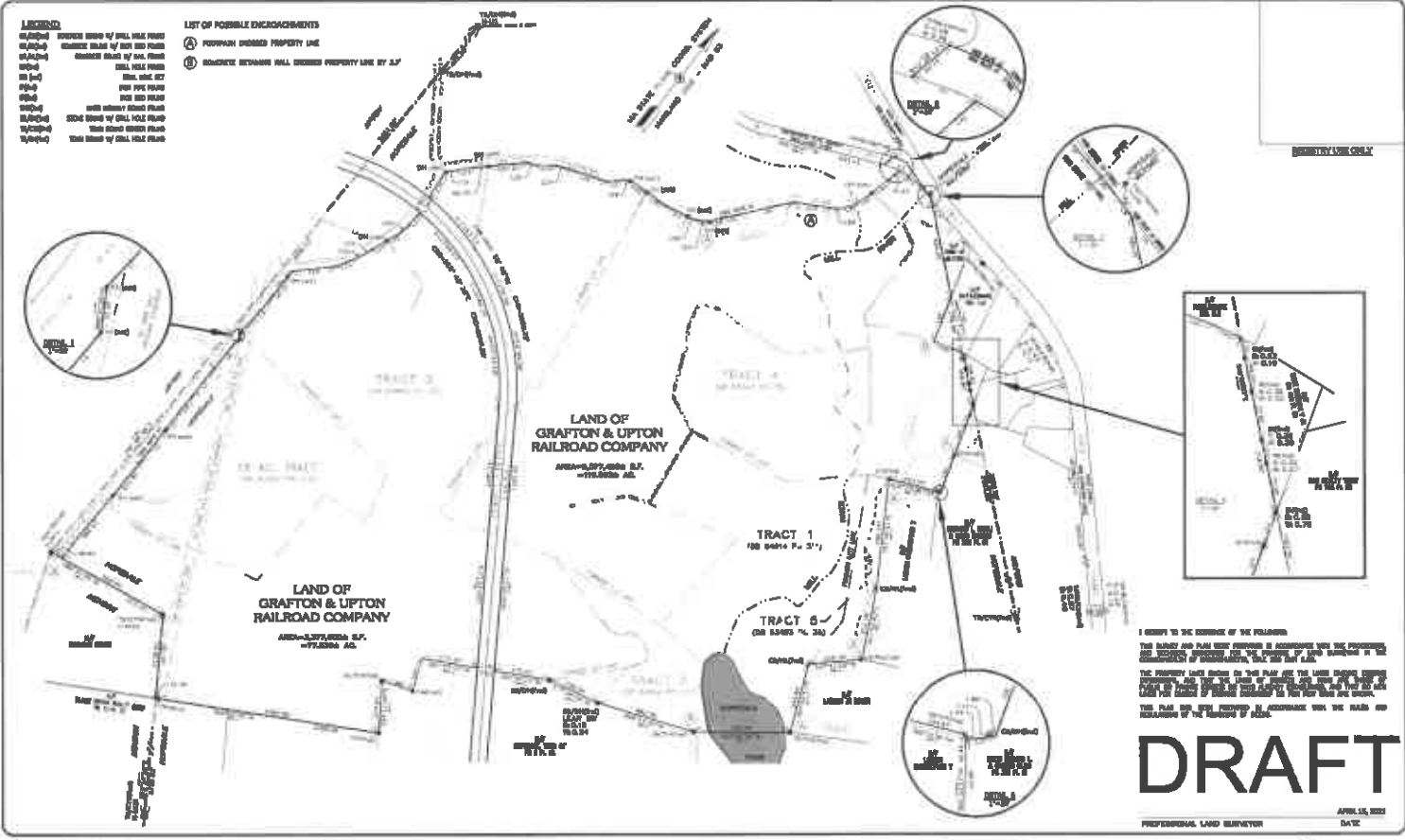
DRAFT

PROFESSIONAL LAND SURVEYOR DATE

<p>PREPARED BY</p> <p>Engineering Design Consultants, Inc. 32 Temple Road Southborough, Massachusetts (603) 480-0225</p>	<p>PROJECT</p> <p>GRAFTON & UPTON RAILROAD 364 WEST STREET (WORCESTER COUNTY) HOPEDALE, MASSACHUSETTS</p>	<p>EXISTING BOUNDARY PLAN OF LAND</p> <p>Grafton & Upton Railroad Company 42 Westford Road North Grafton, Massachusetts 01836</p>	<p>DATE</p> <p>APRIL 15, 2011</p> <p>1 of 2 ENC. PRELIMINARY 3659</p>
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- LEGEND**
- SPOKE ROAD OF RAIL ROAD RIGHT
 - CHANGING ROAD OF RAIL ROAD RIGHT
 - CHANGING ROAD OF RAIL ROAD
 - RAIL ROAD RIGHT
 - RAIL ROAD
 - RAIL ROAD LEFT
 - SIDE ROAD OF RAIL ROAD RIGHT
 - SIDE ROAD OF RAIL ROAD
 - SIDE ROAD OF RAIL ROAD LEFT

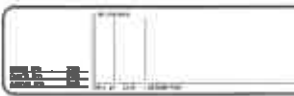
- LIST OF POSSIBLE ENCROACHMENTS**
- Ⓐ POSSIBLY EXISTING PROPERTY LINE
 - Ⓑ EXISTENCE BETWEEN RAIL GRABBED PROPERTY LINE BY A.P.



I HEREBY TO BE CERTAIN OF THE FOLLOWING:
 THE BOUNDARY AND PLAN HERE SHOWN IS ACCURATE AND IS BASED UPON THE BEST AVAILABLE RECORDS AND THE SURVEY OF LAND BOUNDARIES BY THE SURVEYOR OF RECORDS, AND THE SURVEY OF THE LAND.
 THE PROPERTY LINES SHOWN ON THIS PLAN ARE THE LAND BOUNDARIES OF THE PROPERTY, AND THE SURVEY OF THE LAND AND THE SURVEY OF THE LAND.
 THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE BOARD OF REGISTRY.

DRAFT

APRIL 15, 2022
 DATE
 PROFESSIONAL LAND SURVEYOR



PREPARED BY
EDC Engineering Design Consultants, Inc.
 32 Turpin Road
 Southborough, Massachusetts
 (508) 480-0222

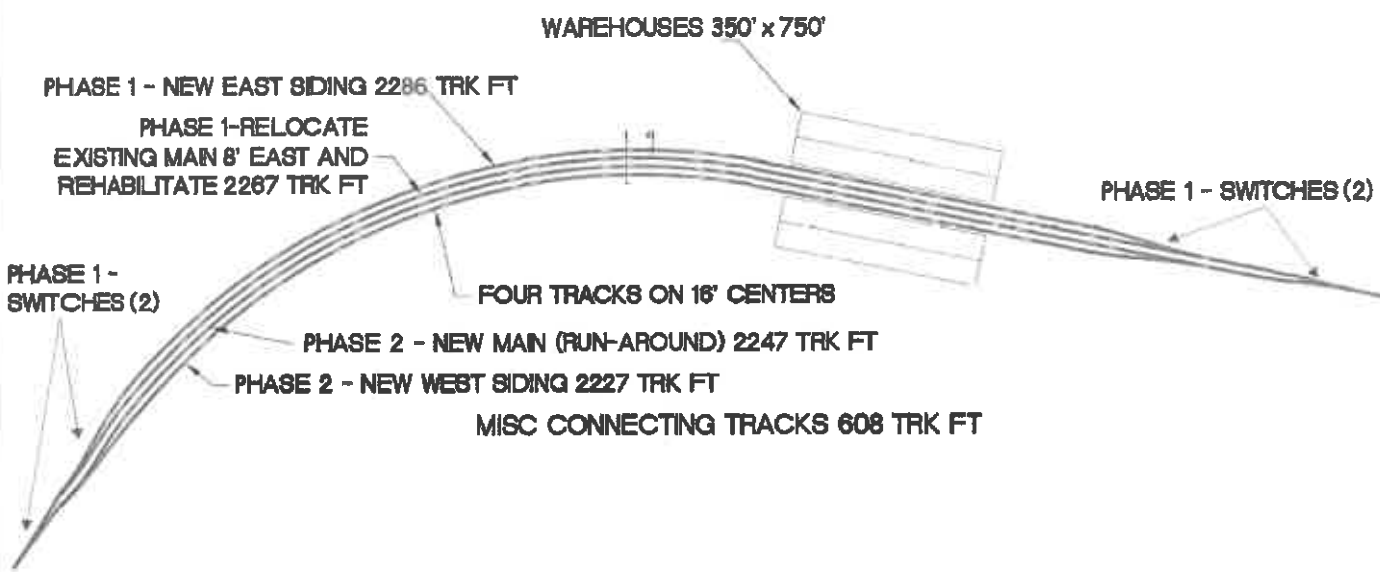
PROJECT
GRAFTON & UPTON RAILROAD
 364 WEST STREET
 (MIDDLESEX COUNTY)
 HOPEDALE, MASSACHUSETTS

TITLE
**EXISTING BOUNDARY
 PLAN OF LAND**
 Grafton & Upton Railroad Company
 42 Westboro Road
 North Grafton, Massachusetts 01836

DATE
 APRIL 15, 2022
 SHEET NO.
2 OF 2
 JOB NUMBER
3659

PHASE 1 - RED TEXT

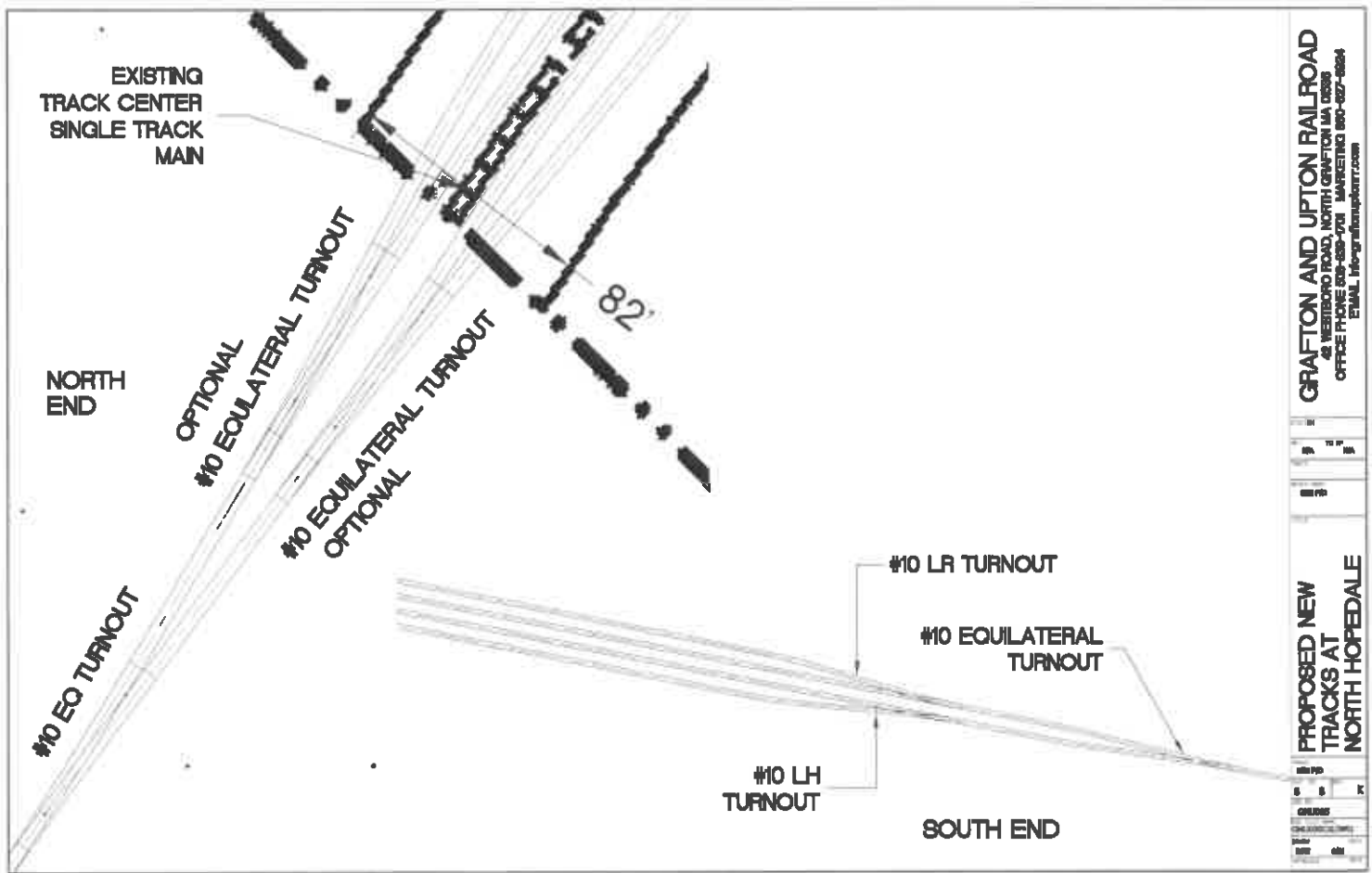
PHASE 2- BLUE TEXT



GRAFTON AND UPTON RAILROAD
42 WESTCOTE ROAD, NORTH GRAFTON MA 01855
OFFICE PHONE 937-638-1701 | TELEFAX 937-637-8224
EMAIL: info@graftonuptonrr.com

PROPOSED NEW TRACKS AT NORTH HOPEDALE

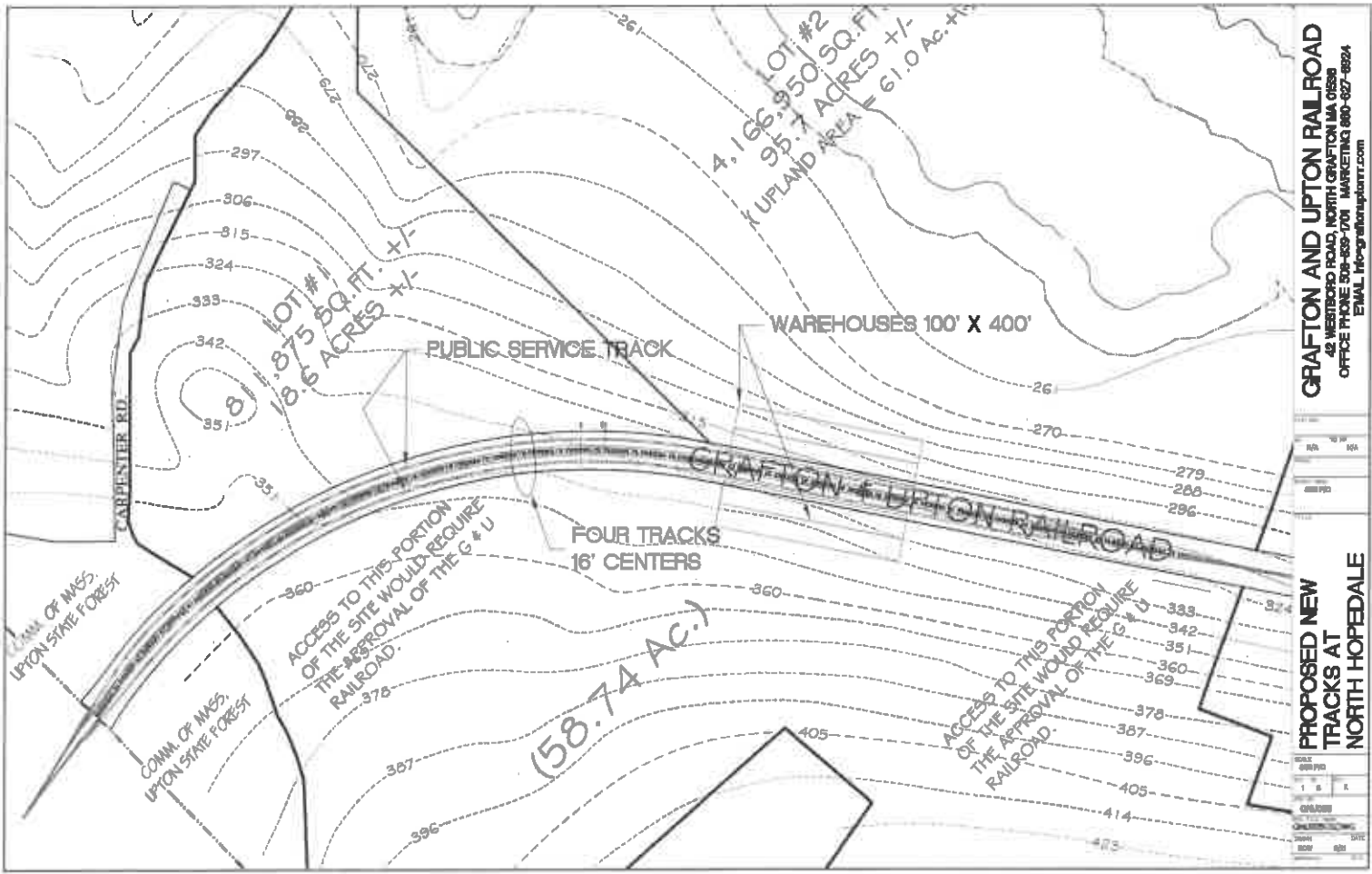
DATE	NOV 10 2011
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
APPROVED BY	...



GRAFTON AND UPTON RAILROAD
 42 WEBB ROAD, NORTH GRAFTON MA 02060
 OFFICE PHONE 508-539-1701 MARKETING 508-657-8884
 EMAIL: info@graftonuptonrr.com

PROPOSED NEW TRACKS AT NORTH HOPEDALE

DATE	BY	CHKD



GRAFTON AND UPTON RAILROAD
 42 WEBSTER ROAD, NORTH GRAFTON MA 01538
 OFFICE PHONE 508-839-1701 MARKETING 800-827-8924
 EMAIL info@graftonupton.com

PROPOSED NEW TRACKS AT NORTH HOPEDALE

SCALE	1" = 100'
DATE	08/11/11
PROJECT	GRAFTON & UPTON RAILROAD
CLIENT	GRAFTON & UPTON RAILROAD
DESIGNER	GRAFTON & UPTON RAILROAD
DATE	08/11/11
BY	GH
CHECKED	GH

ESTIMATING SPREAD SHEET, GNU NORTH HOPEDALE 6-15-21 REV FOR TOTAL PROJECT AND PHASE I (IN

ALL MATERIAL FOR THE ENTIRE SCOPE OF WORK 7271 TRK FT & TURNOUTS

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	PHASE 1 3700 TRK FT, 4 TURNOUTS					
							COST/HR	QTY	U/M	HRS	M/U	EXTENDED
TIE 7" INDUSTRIAL GRADE NEW	\$ 69.00	500 EA		1.10		\$ 37,950.00	\$ 69.00	250 EA		1.10		\$ 18,975.00
TIE 7" VERY GOOD RELAY	\$ 35.00	1390 EA		1.10		\$ 53,515.00	\$ 35.00	695 EA		1.10		\$ 26,757.50
TIE PLATE, DOUBLE SHOULDER 5.5" EXCELLENT RELAY	\$ 10.50	9668 EA		1.10		\$ 111,665.40	\$ 10.50	4834 EA		1.10		\$ 55,832.70
SPIKES 5/8" CLT 100LB KEGS	\$ 89.00	250 KEGS		1.10		\$ 24,475.00	\$ 89.00	125 KEGS		1.10		\$ 12,237.50
115RE RAIL, EXCELENT RELAY	\$ 797.00	340 TON		1.10		\$ 298,078.00	\$ 797.00	150 TON		1.10		\$ 131,505.00
JOINT BARS 115RE TOELESS RELAY 4 OR 6 HOLE	\$ 88.00	440 EA		1.10		\$ 42,592.00	\$ 88.00	220 EA		1.10		\$ 21,296.00
COMPROMISE JOINT BAR 115RE X 112RE	\$ 478.00	8 PR		1.10		\$ 4,206.40	\$ 478.00	4 PR		1.10		\$ 2,103.20
TRK BOLT, 1 X 6 NEW W/NUT & LK WSHR	\$ 2.60	2688 SET		1.10		\$ 7,687.68	\$ 2.60	1344 SET		1.10		\$ 3,843.84
RAIL ANCHOR DRIVE ON 3.5" BASE	\$ 2.05	8321 EA		1.10		\$ 19,763.86	\$ 2.05	4108 EA		1.10		\$ 9,268.54
SWITCH TIMBER KIT #10 TURNOUT	\$ 8,000.00	6 EA		1.10		\$ 52,800.00	\$ 8,000.00	3 EA		1.10		\$ 26,400.00
TURNOUT KIT COMPLETE, 115RE #10 SAMPSON PT EX RELAY	\$ 14,800.00	6 SET		1.10		\$ 97,680.00	\$ 14,800.00	4 SET		1.10		\$ 65,120.00
SWITCH OPERATING STAND, CENTURY 51A	\$ 950.00	6 ASSY		1.10		\$ 6,270.00	\$ 950.00	4 ASSY		1.10		\$ 4,180.00
HAYES HBX DERRAIL	\$ 980.00	6 ASSY		1.10		\$ 6,468.00	\$ 980.00	3 ASSY		1.10		\$ 3,294.00
GRAVEL, PROCESSED	\$ 18.50	2415 TON		1.10		\$ 49,143.25	\$ 18.50	1415 TON		1.10		\$ 28,795.25
BALLAST AREMA 4-4A	\$ 19.50	4834 TON		1.10		\$ 103,689.30	\$ 19.50	2600 TON		1.10		\$ 55,770.00
						\$ 914,989.89						\$ 465,313.53

ROUGH GRADE, FINE GRADE AND PLACE FIRST 4" OF BALLAST

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	PHASE 1 - ROUGH GRADE, FINE GRADE AND PLACE FIRST 4" OF BALLAST					
							COST/HR	QTY	U/M	HRS	M/U	EXTENDED
CONSTRUCTION SUPERVISOR EIC	\$ 50.00	1 EA		1.00		\$ 8,000.00	\$ 50.00	1 EA		80	1.00	\$ 4,000.00
FOREMAN	\$ 67.00	1 EA		1.35		\$ 14,472.00	\$ 67.00	1 EA		80	1.35	\$ 7,236.00
OPERATOR	\$ 49.00	4 EA		1.35		\$ 42,336.00	\$ 49.00	4 EA		80	1.35	\$ 21,168.00
LABORER	\$ 46.00	2 EA		1.35		\$ 19,872.00	\$ 46.00	2 EA		80	1.35	\$ 9,936.00
CREW/TOOL TRUCK	\$ 63.33	1 EA		1.25		\$ 12,666.00	\$ 63.33	1 EA		80	1.25	\$ 6,333.00
EXCAVATOR	\$ 89.80	2 EA		1.25		\$ 35,920.00	\$ 89.80	2 EA		80	1.25	\$ 17,960.00
BULLDOZER	\$ 28.00	2 EA		1.25		\$ 11,200.00	\$ 28.00	2 EA		80	1.25	\$ 5,600.00
ROLLER, 20 TON	\$ 66.00	2 EA		1.25		\$ 26,400.00	\$ 66.00	2 EA		80	1.25	\$ 13,200.00
TRACTOR TRAILER DUMP	\$ 64.60	4 EA		1.25		\$ 51,680.00	\$ 64.60	4 EA		80	1.25	\$ 25,840.00
						\$ 222,546.00						\$ 111,273.00

CONSTRUCT WOOD TIE PLAIN TRACK 7271 TRACK FEET

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS	CONSTRUCT WOOD TIE PLAIN TRACK 3700					
								COST/HR	QTY	U/M	HRS	M/U	EXTENDED
CONSTRUCTION SUPERVISOR EIC	\$ 50.00	1 EA		1.35		\$ 16,875.00		\$ 50.00	1 EA		125	1.35	\$ 8,437.50
FOREMAN	\$ 67.00	1 EA		1.35		\$ 22,812.50		\$ 67.00	1 EA		125	1.35	\$ 11,906.25
OPERATOR	\$ 49.00	2 EA		1.35		\$ 33,075.00		\$ 49.00	2 EA		125	1.35	\$ 16,537.50
LABORER	\$ 46.00	4 EA		1.35		\$ 62,100.00		\$ 46.00	3 EA		125	1.35	\$ 23,287.50
CREW/TOOL TRUCK	\$ 63.33	1 EA		1.25		\$ 19,790.63		\$ 63.33	1 EA		125	1.25	\$ 9,895.31
EXCAVATOR	\$ 89.80	1 EA		1.25		\$ 28,062.50		\$ 89.80	1 EA		100	1.25	\$ 11,225.00
GRAPPLE TRUCK	\$ 129.00	1 EA		1.25		\$ 40,312.50		\$ 129.00	1 EA		125	1.25	\$ 20,156.25
TRACTOR TRAILER DUMP	\$ 64.60	1 EA		1.25		\$ 20,187.50		\$ 64.60	1 EA		0	1.25	\$ -
PETTIBONE SPEED SWING	\$ 65.70	1 EA		1.25		\$ 20,531.25		\$ 65.70	1 EA		125	1.25	\$ 10,265.63
SPIKER, NORDCO MODEL CX OR EQUAL	\$ 150.00	1 EA		1.25		\$ 46,875.00		\$ 150.00	1 EA		40	1.25	\$ 7,500.00
AIR COMPRESSOR	\$ 19.50	1 EA		1.25		\$ 6,093.75		\$ 19.50	1 EA		125	1.25	\$ 3,046.88
						\$ 316,515.63							\$ 121,657.81

RELOCATE EXISTING MAIN TRACK, INSTALL 170 REPLACEMENT TIES, SPOT BALLAST AND SPOT TAMP

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS	RELOCATE EXISTING MAIN TRACK, INSTALL 170 REPLACEMENT TIES, SPOT BALLAST AND SPOT TAMP						
								COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS
CONSTRUCTION SUPERVISOR EIC	\$ 50.00	1 EA		4.00		\$ 2,700.00		\$ 50.00	1 EA		20	1.35	\$ 1,350.00	
FOREMAN	\$ 67.00	1 EA		4.00		\$ 3,618.00		\$ 67.00	1 EA		20	1.35	\$ 1,809.00	

OPERATOR	\$ 49.00	2 EA	40 1.35	\$ 5,292.00	\$ 49.00	2 EA	20 1.35	\$ 2,646.00
LABORER	\$ 46.00	3 EA	40 1.35	\$ 7,452.00	\$ 46.00	3 EA	20 1.35	\$ 3,726.00
CREW/TOOL TRUCK	\$ 63.33	1 EA	40 1.25	\$ 3,166.50	\$ 63.33	1 EA	20 1.25	\$ 1,583.25
EXCAVATOR	\$ 89.80	1 EA	40 1.25	\$ 4,490.00	\$ 89.80	1 EA	20 1.25	\$ 2,245.00
GRAPPLE TRUCK	\$ 129.00	1 EA	40 1.25	\$ 6,450.00	\$ 129.00	1 EA	20 1.25	\$ 3,225.00
TRACTOR TRAILER DUMP	\$ 64.60	1 EA	20 1.25	\$ 1,615.00	\$ 64.60	1 EA	10 1.25	\$ 807.50
PETTIBONE SPEED SWING	\$ 65.70	1 EA	40 1.25	\$ 3,285.00	\$ 65.70	1 EA	20 1.25	\$ 1,642.50
SPIKER, NORDCO MODEL CX OR EQUAL	\$ 71.56	1 EA	20 1.25	\$ 1,789.00	\$ 71.56	1 EA	10 1.25	\$ 894.50
TORSION BEAM TAMPER	\$ 179.10	1 EA	15 1.25	\$ 3,358.13	\$ 179.10	1 EA	8 1.25	\$ 1,791.00
PRODUCTION REGULATOR	\$ 72.00	1 EA	10 1.25	\$ 900.00	\$ 72.00	1 EA	6 1.25	\$ 540.00
AIR COMPRESSOR	\$ 19.50	1 EA	40 1.25	\$ 975.00	\$ 19.50	1 EA	20 1.25	\$ 487.50
				\$ 45,090.63				\$ 22,747.25

INSTALL HAYES HBX DERAILS 6 EACH							INSTALL HAYES HBX DERAILS (4)							
DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS
CONSTRUCTION SUPERVISOR EIC	\$ 50.00	1	EA	16	1.35	\$ 1,080.00		\$ 50.00	1	EA	2	1.35	\$ 135.00	
FOREMAN	\$ 67.00	1	EA	16	1.35	\$ 1,447.20		\$ 67.00	1	EA	8	1.35	\$ 723.60	
OPERATOR	\$ 49.00	1	EA	16	1.95	\$ 1,058.40		\$ 49.00	1	EA	8	1.35	\$ 529.20	
LABORER	\$ 46.00	2	EA	16	1.35	\$ 1,987.20		\$ 46.00	2	EA	8	1.35	\$ 993.60	
CREW/TOOL TRUCK	\$ 63.33	1	EA	16	1.25	\$ 1,266.60		\$ 63.33	1	EA	8	1.25	\$ 633.30	
PETTIBONE SPEED SWING	\$ 65.70	1	EA	16	1.25	\$ 1,314.00		\$ 65.70	1	EA	0	1.25	\$ -	
AIR COMPRESSOR	\$ 19.50	1	EA	16	1.25	\$ 390.00		\$ 19.50	1	EA	4	1.25	\$ 97.50	
						\$ 8,543.40							\$ 3,112.20	
DESIGN / ENGINEERING						\$ 2,000.00							\$ 2,000.00	
SURVEY STAKE-OUT						\$ 4,000.00							\$ 4,000.00	
CONTRACTOR MOBILIZATION - DEMOBILIZATION						\$ 12,000.00							\$ 12,000.00	
						GRAND TOTAL \$ 1,768,048.81							PHASE I GRAND TOTAL \$ 837,680.29	

