

**Option 8 Spur Line Utility Relocation Capital Costs**

Capital Cost Items	70% Design Report SNC, Nov 2011	Cost per Double Track km
<b>Section 1</b>	<b>0.338</b>	
Utility costs	\$1,581,100	
<b>Section 2</b>	<b>0.375</b>	<b>1.0</b>
Utility costs	\$2,208,100	\$5,888,267
<b>Total Utility Cost (2011 \$)</b>	<b>\$2,208,100</b>	<b>\$5,888,267</b>
Design and Management (0.222936)	\$492,265	\$1,312,707
<b>Sub Total Design &amp; Management:</b>	<b>\$492,265</b>	<b>\$1,312,707</b>
Property Allowance (0.063970)	\$141,252	\$376,672
<b>Sub Total Property Allowance:</b>	<b>\$141,252</b>	<b>\$376,672</b>
<b>Total Estimate Before Contingencies (2011 \$)</b>	<b>\$2,841,617</b>	<b>\$7,577,646</b>
Contingencies (0.1671342313)	\$474,931	\$1,266,484
<b>Sub Total Contingencies:</b>	<b>\$474,931</b>	<b>\$1,266,484</b>
<b>Total Estimate With Contingencies (2011 \$)</b>	<b>\$3,316,549</b>	<b>\$8,844,130</b>

	Option 8 Spur Line		
	Double Track	Single Track (@60%)	Total
	<b>0.9</b>	<b>1.4</b>	<b>2.3</b>
	\$5,299,440	\$4,946,144	\$10,245,584
	<b>\$5,299,440</b>	<b>\$4,946,144</b>	<b>\$10,245,584</b>
	\$1,181,436	\$1,102,674	\$2,284,110
	<b>\$1,181,436</b>	<b>\$1,102,674</b>	<b>\$2,284,110</b>
	\$339,005	\$316,405	\$655,410
	<b>\$339,005</b>	<b>\$316,405</b>	<b>\$655,410</b>
	<b>\$6,819,881</b>	<b>\$6,365,222</b>	<b>\$13,185,104</b>
	\$1,139,836	\$1,063,847	\$2,203,682
	<b>\$1,139,836</b>	<b>\$1,063,847</b>	<b>\$2,203,682</b>
	<b>\$7,959,717</b>	<b>\$7,429,069</b>	<b>\$15,388,786</b>

**Assumptions:**

Utility costs presented above are derived from the SNC "70% Design Report", dated November 2011 and are based on the more conservative "Section 2" costs  
 Costs per double track km have been developed as a directly proportionate ratio based on the total Section 2 route length divided by Section 2 costs  
 Single Track sections are priced at a 60% ratio of the cost of double track sections  
 Design Management and Property Allowances have been applied at the same percentage rates as were previously applied  
 Contingency has been applied at the same percentage rate as was previously applied