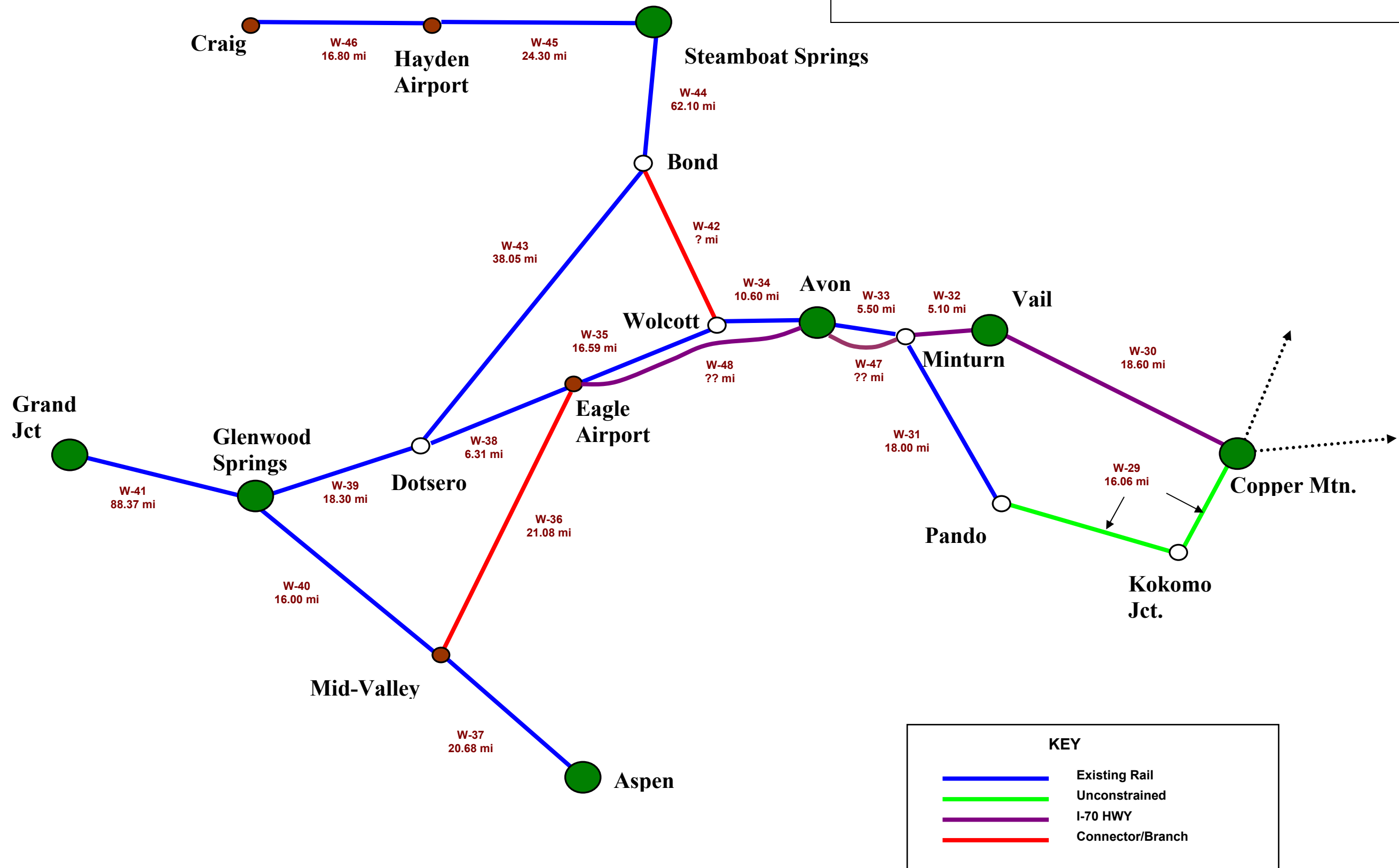


E Capital Cost Detailed Segment Schematics and Data

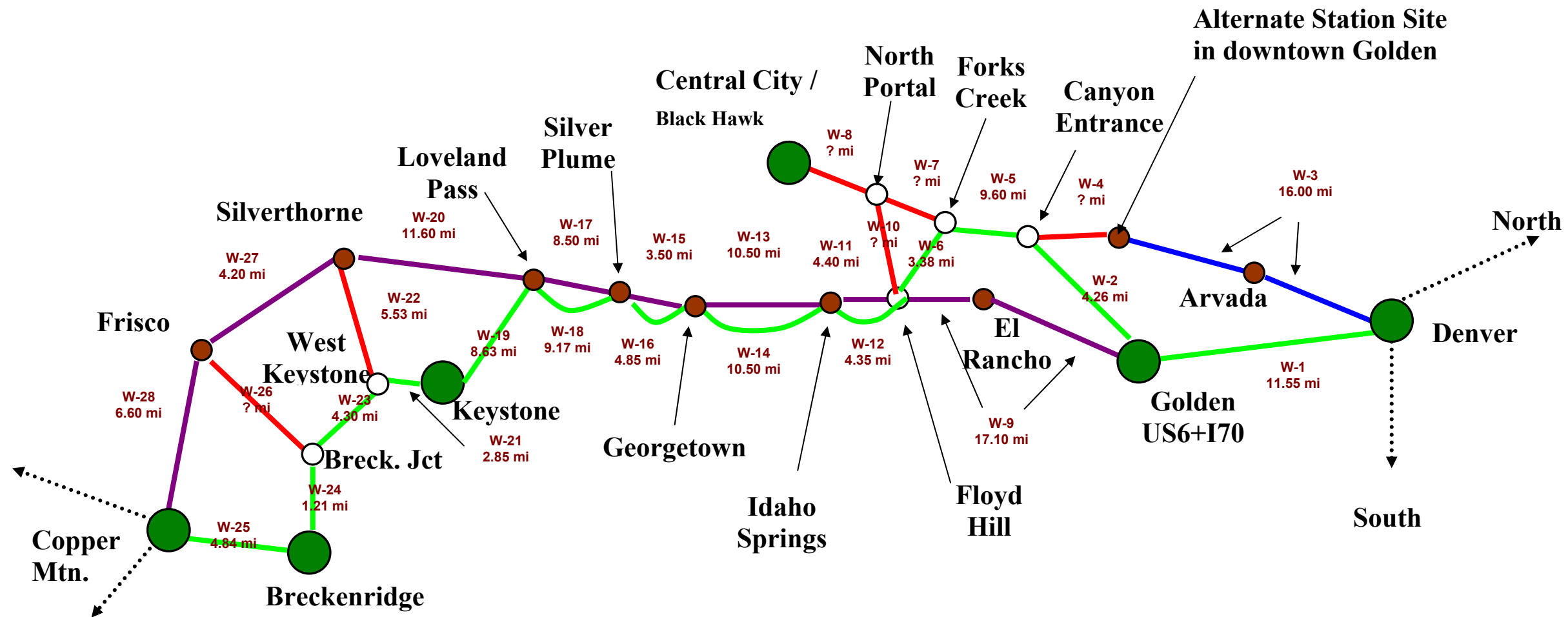
E.1 Capital Cost Detailed Segment Schematics

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I-70 WEST CORRIDOR – West of Copper



I-70 WEST CORRIDOR – East of Copper

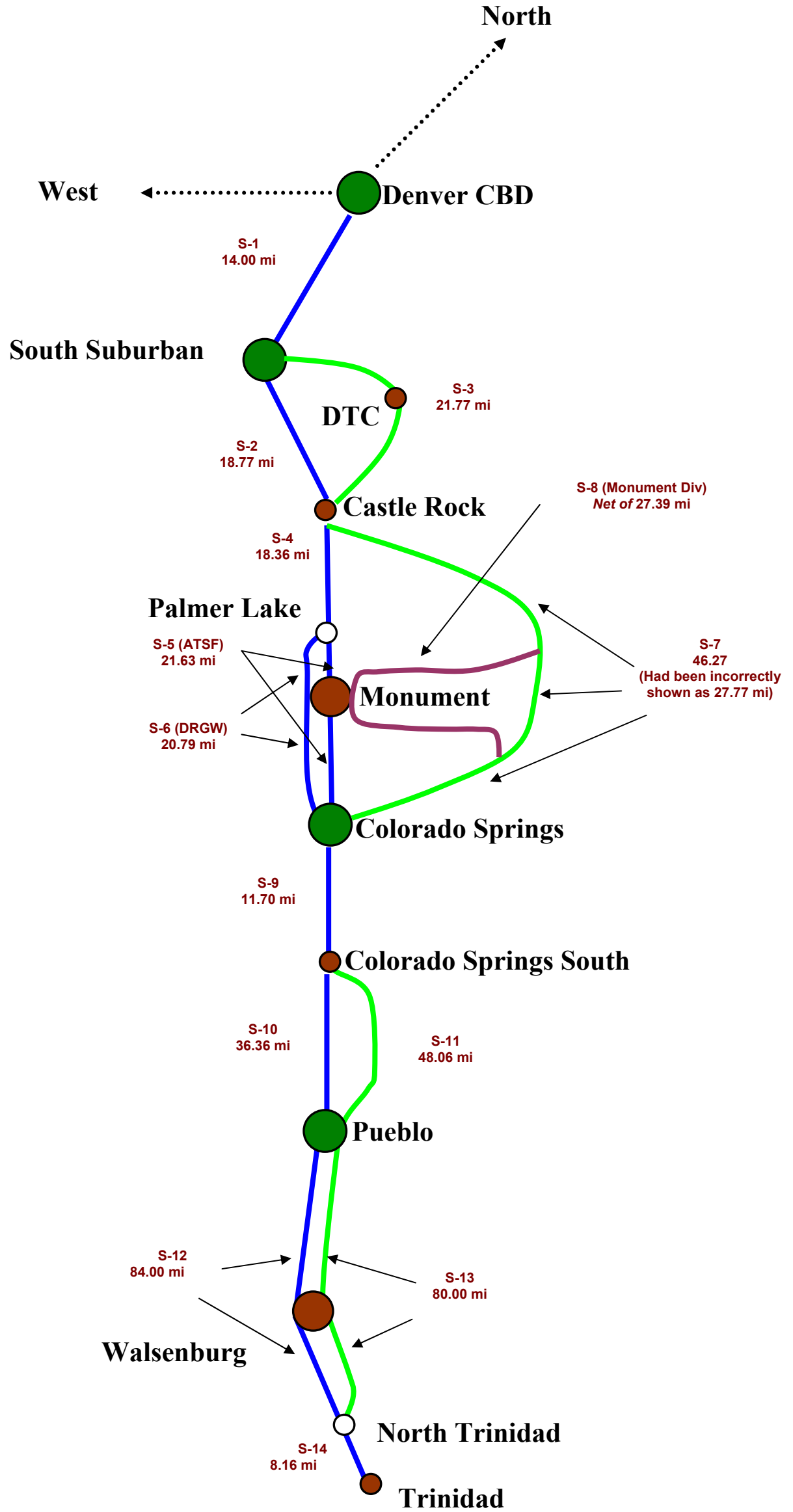


KEY	
	Existing Rail
	Unconstrained
	I-70 HWY
	Connector/Branch

I-25 NORTH CORRIDOR



I-25 SOUTH CORRIDOR



E.2 I-70 Rail

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4.4	Convert Dual Gates to Quad Gates	each	\$	178	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4.5	Conventional Gates single mainline track	each	\$	196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4.6	Conventional Gates double mainline track	each	\$	243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4.7	Convert Flashers Only to Dual Gate	each	\$	59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4.8	Single Gate with Median Barrier	each	\$	213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4.9	Convert Single Gate to Extended Arm	each	\$	18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4.10	Precast Panels without Rdway Improvements	each	\$	95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
4.11	Precast Panels with Rdway Improvements	each	\$	178	3	\$ 533	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Sub-total Crossings (D)					\$ 2,279	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Station/Maintenance Facilities																					
5.1	Full Service - New - Low Volume - 500 Surface Park	each	\$	5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.2	Full Service - Renovated - Low Volume- 500 Surface Park	each	\$	4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.3	Terminal - New - Low Volume - 500 Surface Park	each	\$	7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 7,500	1	\$ 7,500
5.4	Terminal - Renovated - Low Volume - 500 Surface Park	each	\$	6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.5	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	each	\$	10,000	\$ -	1	\$ 10,000	1	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.6	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	each	\$	15,000	1	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	1	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	
5.7	Maintenance Facility (non-electrified track)	each	\$	80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.8	Maintenance Facility (electrified track)	each	\$	100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.9	Layover Facility	lump sum	\$	10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Sub-total Station/Maintenance Facilities (E)					\$ 15,000	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ 7,500	\$ 7,500	
Allocations for Special Elements																					
		lump sum			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		lump sum			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		lump sum			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		lump sum			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		lump sum			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Sub-Total Allocations for Special Elements (F)				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Sub-total Construction Elements (A+B+C+D+E+F)					\$ 553,670	\$ 156,124	\$ 610,358	\$ 33,492	\$ 1,256,885	\$ 318,977	\$ 121,847	\$ 247,426	\$ 890,948	\$ 241,925	\$ 257,489	\$ 220,740				
Contingency																					
	Design and Construction Contingency			30%	\$ 166,101	\$ 46,837	\$ 183,107	\$ 10,048	\$ 377,065	\$ 95,693	\$ 36,554	\$ 74,228	\$ 267,284	\$ 72,578	\$ 77,247	\$ 66,222					
	Sub-total Construction Elements Including Contingency (G)				\$ 719,771	\$ 202,962	\$ 793,466	\$ 43,540	\$ 1,633,950	\$ 414,671	\$ 158,401	\$ 321,653	\$ 1,158,232	\$ 314,503	\$ 334,735	\$ 286,963					
Professional Services and Environmental																					
	Design Engineering			10%																	
	Insurance and Bonding			2%																	
	Program Management			4%																	
	Construction Management & Inspection			6%																	
	Engineering Services During Construction			2%																	
	Integrated Testing and Commissioning			2%																	
	Erosion Control and Water Quality Management			2%																	
	Sub-total Professional Services and Environmental (H)			28%	\$ 201,536	\$ 56,829	\$ 222,170	\$ 12,191	\$ 457,506	\$ 116,108	\$ 44,352	\$ 90,063	\$ 324,305	\$ 88,061	\$ 93,726	\$ 80,350					
	Total Segment Cost (G)+(H)				\$ 921,307	\$ 259,791	\$ 1,015,636	\$ 55,731	\$ 2,091,456	\$ 530,778	\$ 202,754	\$ 411,716	\$ 1,482,537	\$ 402,564	\$ 428,461	\$ 367,312					

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	\$ 546,718	\$ 355,756	\$ 251,948	\$ 665,947	\$ 453,696	\$ 227,049	\$ 1,442,238	\$ 878,210	\$ 81,971	\$ 177,136	\$ 591,040	\$ 28,375	\$ 1,022,177	\$ 446,844	\$ 236,522	\$ 336,105	\$ 492,085					
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	\$ 199,005	\$ 129,495	\$ 91,709	\$ 242,405	\$ 165,145	\$ 82,646	\$ 524,974	\$ 319,668	\$ 29,837	\$ 64,477	\$ 215,139	\$ 10,328	\$ 372,073	\$ 162,651	\$ 86,094	\$ 122,342	\$ 179,119					
	\$ 909,739	\$ 591,978	\$ 419,241	\$ 1,108,135	\$ 754,951	\$ 377,810	\$ 2,399,883	\$ 1,461,341	\$ 136,400	\$ 294,754	\$ 983,491	\$ 47,216	\$ 1,700,903	\$ 743,548	\$ 393,573	\$ 559,279	\$ 818,829					

E.3 I-25 Rail

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RMRA: I-25 North Capital Cost Summary 110 mph	Segment No.	Segment N1	Segment N2	Segment N3	Segment N4	Segment N5	Segment N6	Segment N7
	From - To	Denver to 96 St via Brush	96th St to DIA greenfield	96th St to E470/US85	E470/US85 to Milliken Jct via Greeley Line	Milliken Junction to North Front Range via Milliken Line	North Front Range to Fort Collins via Milliken Line	Milliken Junction to Greeley via Greeley Line
	Host Carrier	BNSF	N/A	BNSF	UP/Greenfield (GF)	UP/GF	UP	UP
	Mileposts	MP 542.5-MP 531.3	MP 0 to MP 9	MP 531.3	MP 15.0- MP 36.5	GF 0 - MKN 18.9	Mkn 18.9 - Mkn 33	Gre 36.5-Gre 51.9
	Track Miles	11.2 miles	9.0 miles	8.7 miles	21.5 miles	17.1 miles	13.2 miles	15.4 miles
Maximum Authorized Speed	110 mph	110 mph	110 mph	110 mph	110 mph	110 mph	110 mph	

Costs in \$1,000

Trackwork	\$ 24,931	\$ 37,058	\$ 28,873	\$ 44,619	\$ 50,618	\$ 28,683	\$ 47,989
Structures	\$ 14,273	\$ 21,208	\$ 41,641	\$ 8,626	\$ 36,249	\$ 11,061	\$ 40,026
Systems	\$ 23,408	\$ 35,881	\$ 26,903	\$ 41,435	\$ 51,238	\$ 25,439	\$ 47,962
Crossings	\$ 2,171	\$ 4,665	\$ 1,135	\$ 20,186	\$ 15,200	\$ 5,898	\$ 12,537
Stations/Maintenance Facilities	\$ -	\$ 15,000	\$ 10,000	\$ -	\$ 5,000	\$ 10,000	\$ 5,000
Allocation for Special Elements	\$ 150,000	\$ -	\$ -	\$ 8,000	\$ 4,000	\$ -	\$ -
Total of Construction Elements	\$ 214,783	\$ 113,812	\$ 108,551	\$ 122,866	\$ 162,305	\$ 81,081	\$ 153,514
Contingency	\$ 64,435	\$ 34,144	\$ 32,565	\$ 36,860	\$ 48,691	\$ 24,324	\$ 46,054
Other Costs	\$ 78,181	\$ 41,428	\$ 39,513	\$ 44,723	\$ 59,079	\$ 29,513	\$ 55,879
Total Segment Costs	\$ 357,399	\$ 189,383	\$ 180,629	\$ 204,449	\$ 270,075	\$ 134,918	\$ 255,447
Cost Per Mile	\$ 31,911	\$ 21,043	\$ 20,762	\$ 9,509	\$ 15,794	\$ 10,221	\$ 16,587

Segment N8	Segment N9	Segment N10	Segment N11	Segment N12	Segment N13	Segment N14
Greeley to Fort Collins via GWR GWR 98.7-GWR 74.6 24.1 miles 110 mph	Fort Collins to North Fort Collins via BNSF BNSF FR 74.6-FR 80.5 5.9 miles 110 mph	North Fort Collins to StateLine via BNSF BNSF FR 80.5-FR 106.8 27.1 miles 110 mph	E470/US85 to North Front Range via I25 GF GF 18 - GF59 41.0 miles 110 mph	North Front Range to North Fort Collins via I25 GF GF 59 - GF72 13.0 miles 110 mph	North Fort Collins to StateLine via I25 GF GF 72 - GF98 26.0 miles 110 mph	StateLine to Cheyenne Union via BNSF BNSF FR106.8- UD 12.6 miles 110 mph

\$ 66,302	\$ 3,420	\$ 40,710	\$ 268,198	\$ 111,864	\$ 218,432	\$ 10,531
\$ 60,204	\$ -	\$ 4,792	\$ 207,047	\$ 39,591	\$ 88,432	\$ 958
\$ 64,729	\$ 11,370	\$ 74,181	\$ 190,215	\$ 60,878	\$ 120,927	\$ 20,347
\$ 28,845	\$ 5,379	\$ 8,811	\$ -	\$ -	\$ -	\$ 2,592
\$ 10,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ 16,000
\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
\$ 230,079	\$ 30,169	\$ 128,495	\$ 675,460	\$ 222,333	\$ 427,791	\$ 150,427
\$ 69,024	\$ 9,051	\$ 38,548	\$ 202,638	\$ 66,700	\$ 128,337	\$ 45,128
\$ 83,749	\$ 10,982	\$ 46,772	\$ 245,868	\$ 80,929	\$ 155,716	\$ 54,756
\$ 382,852	\$ 50,202	\$ 213,815	\$ 1,123,966	\$ 369,962	\$ 711,845	\$ 250,311
\$ 15,886	\$ 8,523	\$ 7,890	\$ 27,414	\$ 28,459	\$ 27,431	\$ 19,866

RMRA: I-25 South Capital Cost Summary 110 mph	Segment No.	Segment S1	Segment S2	Segment S3	Segment S4	Segment S5	Segment S6	Segment S7
	From - To	Denver to Suburban South via Joint Line	Suburban South to Castle Rock via Joint Line	Suburban South to Castle Rock via Greenfield	Castle Rock to Palmer Lake via Joint Line	Palmer Lake to Colorado Springs via restored ATSF and I25 segment	Palmer Lake to Colorado Springs via double track DRGW	Castle Rock to Colorado Springs via Greenfield (no Diversion)
	Host Carrier	BNSF/UP	BNSF/UP	GF	BNSF/UP	BNSF/UP	BNSF/UP	BNSF/UP/GF
	Mileposts	JL 14-JL 0	JL 32.8-JL 14	GF 190.2-GF212	JL 51.2-JL 32.8	JL 73-ATSF 686.3	JL 72.8 - JL52	JL 72.8-GF 190.2
	Track Miles	14.0 miles	18.8 miles	21.8 miles	18.4 miles	21.6 miles	20.8 miles	27.8 miles
Maximum Authorized Speed								

Costs in \$1,000

Trackwork	\$ 5,609	\$ 33,556	\$ 152,837	\$ 15,688	\$ -	\$ 215,333	\$ 292,663
Structures	\$ -	\$ 34,065	\$ 412,435	\$ 12,980	\$ -	\$ 76,740	\$ 117,008
Systems	\$ 23,950	\$ 43,695	\$ 95,522	\$ 41,337	\$ -	\$ 41,979	\$ 129,242
Crossings	\$ 4,665	\$ 8,658	\$ -	\$ 5,898	\$ -	\$ 3,208	\$ -
Stations/Maintenance Facilities	\$ 25,000	\$ 105,000	\$ 25,000	\$ -	\$ -	\$ 10,000	\$ 10,000
Allocation for Special Elements	\$ -	\$ 6,000	\$ 27,000	\$ 6,000	\$ -	\$ 6,000	\$ -
Total of Construction Elements	\$ 59,223	\$ 230,974	\$ 712,793	\$ 81,903	\$ -	\$ 353,261	\$ 548,913
Contingency	\$ 17,767	\$ 69,292	\$ 213,838	\$ 24,571	\$ -	\$ 105,978	\$ 164,674
Other Costs	\$ 21,557	\$ 84,074	\$ 259,457	\$ 29,813	\$ -	\$ 128,587	\$ 199,804
Total Segment Costs	\$ 98,547	\$ 384,340	\$ 1,186,088	\$ 136,286	\$ -	\$ 587,826	\$ 913,392
Cost Per Mile	\$ 7,039	\$ 20,476	\$ 54,483	\$ 7,423	\$ -	\$ 28,274	\$ 32,891

Segment S8	Segment S9	Segment S10	Segment S11	Segment S12	Segment S13	Segment S14
Greenfield Monument Diversion - Placeholder, net of 15.03 Straight Line miles GF GF 144.4-GF 171.7 27.8 miles	Colorado Springs to Fountain BNSF/UP JL 84.5-JL 73 11.5 miles	Fountain to Pueblo via Joint Line BNSF/UP ATSF618.4-JL 84.5 36.4 miles	Fountain to Pueblo via Greenfield BNSF/UP/GF GF 80- JL 84.4 48.1 miles	Pueblo to North Trinidad via Spanish Peaks Sub BNSF ATSF 618.4-SP204 84.0 miles	Pueblo to North Trinidad via Greenfield GF GF 0-GF 80 80.0 miles	North Trinidad to downtown Trinidad BNSF Transcon- SP 204 8.2 miles

\$ -	\$ 9,195	\$ 32,491	\$ 479,709	\$ 125,128	\$ 835,792	\$ 4,806
\$ -	\$ 11,063	\$ 19,168	\$ 200,000	\$ 26,835	\$ 336,000	\$ -
\$ -	\$ 25,599	\$ 83,317	\$ 223,012	\$ 164,885	\$ 371,192	\$ 3,178
\$ -	\$ 5,183	\$ 11,375	\$ -	\$ 15,904	\$ -	\$ 374
\$ -	\$ 10,000	\$ 15,000	\$ 10,000	\$ 20,000	\$ 10,000	\$ 7,500
\$ -	\$ 6,000	\$ 6,000	\$ -	\$ 6,000	\$ -	\$ 6,000
\$ -	\$ 67,041	\$ 167,351	\$ 912,721	\$ 358,752	\$ 1,552,985	\$ 21,857
\$ -	\$ 20,112	\$ 50,205	\$ 273,816	\$ 107,626	\$ 465,895	\$ 6,557
\$ -	\$ 24,403	\$ 60,916	\$ 332,230	\$ 130,586	\$ 565,286	\$ 7,956
\$ -	\$ 111,556	\$ 278,473	\$ 1,518,768	\$ 596,963	\$ 2,584,167	\$ 36,371
\$ -	\$ 9,700	\$ 7,659	\$ 31,601	\$ 7,107	\$ 32,302	\$ 4,457

5.1	Full Service - New - Low Volume - 500 Surface Park	each	\$ 5,000	\$ -	\$ -	\$ -	\$ -	1	\$ 5,000	\$ -	1	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.2	Full Service - Renovated - Low Volume- 500 Surface Park	each	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.3	Terminal - New - Low Volume - 500 Surface Park	each	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.4	Terminal - Renovated - Low Volume - 500 Surface Park	each	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.5	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	each	\$ 10,000	\$ -	\$ -	1	\$ 10,000	\$ -	\$ -	1	\$ 10,000	\$ -	1	\$ 10,000	\$ -	\$ -	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000
5.6	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	each	\$ 15,000	\$ -	1	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.7	Maintenance Facility (non-electrified track)	each	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.8	Maintenance Facility (electrified track)	each	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.9	Layover Facility	lump sum	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 10,000
	Sub-total Station/Maintenance Facilities (E)			\$ -	\$ 15,000	\$ 10,000	\$ -	\$ 5,000	\$ 10,000	\$ 5,000	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 16,000	
Allocations for Special Elements																								
	North Denver Infrastructure Improvements	lump sum	\$ 150,000	1	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Business Relocations	lump sum	\$ 4,000	\$ -	\$ -	\$ -	2	\$ 8,000	1	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Freight facility reconstruction at North Yard	lump sum	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Cheyenne Infrastructure Improvements	lump sum	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 100,000
	Sub-Total Allocations for Special Elements (F)			\$ 150,000	\$ -	\$ -	\$ 8,000	\$ 4,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	
	Sub-total Construction Elements (A+B+C+D+E+F)			\$ 214,783	\$ 113,812	\$ 108,551	\$ 122,866	\$ 162,305	\$ 81,081	\$ 153,514	\$ 230,079	\$ 30,169	\$ 128,495	\$ 675,460	\$ 222,333	\$ 427,791	\$ 150,427							
Contingency																								
	Design and Construction Contingency		30%	\$ 64,435	\$ 34,144	\$ 32,565	\$ 36,860	\$ 48,691	\$ 24,324	\$ 46,054	\$ 69,024	\$ 9,051	\$ 38,548	\$ 202,638	\$ 66,700	\$ 128,337	\$ 45,128							
	Sub-total Construction Elements Including Contingency (G)			\$ 279,218	\$ 147,956	\$ 141,117	\$ 159,725	\$ 210,996	\$ 105,405	\$ 199,568	\$ 299,103	\$ 39,220	\$ 167,043	\$ 878,098	\$ 289,033	\$ 556,129	\$ 195,556							
Professional Services and Environmental																								
	Design Engineering		10%																					
	Insurance and Bonding		2%																					
	Program Management		4%																					
	Construction Management & Inspection		6%																					
	Engineering Services During Construction		2%																					
	Integrated Testing and Commissioning		2%																					
	Erosion Control and Water Quality Management		2%																					
	Sub-total Professional Services and Environmental (H)		28%	\$ 78,181	\$ 41,428	\$ 39,513	\$ 44,723	\$ 59,079	\$ 29,513	\$ 55,879	\$ 83,749	\$ 10,982	\$ 46,772	\$ 245,868	\$ 80,929	\$ 155,716	\$ 54,756							
	Total Segment Cost (G)+(H)			\$ 357,399	\$ 189,383	\$ 180,629	\$ 204,449	\$ 270,075	\$ 134,918	\$ 255,447	\$ 382,852	\$ 50,202	\$ 213,815	\$ 1,123,966	\$ 369,962	\$ 711,845	\$ 250,311							

Station/Maintenance Facilities																					
5.1	Full Service - New - Low Volume - 500 Surface Park	each	\$ 5,000	\$ -	1	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 5,000	\$ -	\$ -	\$ -	\$ -
5.2	Full Service - Renovated - Low Volume - 500 Surface Park	each	\$ 4,000	\$ -	1	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 4,000	\$ -	\$ -	\$ -	\$ -
5.3	Terminal - New - Low Volume - 500 Surface Park	each	\$ 7,500	\$ -	1	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 7,500	\$ -	\$ -	\$ -	\$ -
5.4	Terminal - Renovated - Low Volume - 500 Surface Park	each	\$ 6,000	\$ -	1	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 6,000	\$ -	\$ -	\$ -	\$ -
5.5	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	each	\$ 10,000	\$ -	1	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 10,000	\$ -	\$ -	\$ -	\$ -
5.6	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	each	\$ 15,000	\$ -	1	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 15,000	\$ -	\$ -	\$ -	\$ -
5.7	Maintenance Facility (non-electrified track)	each	\$ 80,000	\$ -	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
5.8	Maintenance Facility (electrified track)	each	\$ 100,000	\$ -	1	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
5.9	Layover Facility	lump sum	\$ 10,000	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
Sub-total Station/Maintenance Facilities (E)				\$ 25,000		\$ 105,000	\$ 25,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ 10,000	\$ 15,000	\$ 10,000		\$ 10,000	\$ 20,000	\$ 10,000	\$ 7,500	\$ -
Allocations for Special Elements																					
	Curve Reduction in Rugged Terrain	lump sum	\$ 6,000	\$ -	1	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1	\$ 6,000	\$ -	\$ -	\$ -	\$ -
	Construction in 470 from CML to I-25 (\$3M per mile)	lump sum	\$ 27,000	\$ -	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
		lump sum	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
		lump sum	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -
Sub-Total Allocations for Special Elements (F)				\$ -		\$ 6,000	\$ 27,000	\$ 6,000	\$ -	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ 6,000	\$ -		\$ 6,000	\$ -	\$ 6,000	\$ -	\$ 6,000
Sub-total Construction Elements (A+B+C+D+E+F)				\$ 59,223		\$ 230,974	\$ 712,793	\$ 81,903	\$ -	\$ 353,261	\$ 548,913	\$ -	\$ 67,041	\$ 167,351	\$ 912,721		\$ 358,752	\$ 1,552,985	\$ 21,857		
Contingency																					
	Design and Construction Contingency		30%	\$ 17,767		\$ 69,292	\$ 213,838	\$ 24,571	\$ -	\$ 105,978	\$ 164,674	\$ -	\$ 20,112	\$ 50,205	\$ 273,816		\$ 107,626	\$ 465,895	\$ 6,557		
Sub-total Construction Elements Including Contingency (G)				\$ 76,990		\$ 300,266	\$ 926,631	\$ 106,473	\$ -	\$ 459,239	\$ 713,587	\$ -	\$ 87,153	\$ 217,557	\$ 1,186,537		\$ 466,377	\$ 2,018,880	\$ 28,414		
Professional Services and Environmental																					
	Design Engineering		10%																		
	Insurance and Bonding		2%																		
	Program Management		4%																		
	Construction Management & Inspection		6%																		
	Engineering Services During Construction		2%																		
	Integrated Testing and Commissioning		2%																		
	Erosion Control and Water Quality Management		2%																		
Sub-total Professional Services and Environmental (H)			28%	\$ 21,557		\$ 84,074	\$ 259,457	\$ 29,813	\$ -	\$ 128,587	\$ 199,804	\$ -	\$ 24,403	\$ 60,916	\$ 332,230		\$ 130,586	\$ 565,286	\$ 7,956		
Total Segment Cost (G)+(H)				\$ 98,547		\$ 384,340	\$ 1,186,088	\$ 136,286	\$ -	\$ 587,826	\$ 913,392	\$ -	\$ 111,556	\$ 278,473	\$ 1,518,768		\$ 596,963	\$ 2,584,167	\$ 36,371		

E.4 Maglev

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CAPITAL COST ESTIMATE
Cost in thousands

Cost Elements

Right of Way

Land Acquisition Rural
Land Acquisition Urban

Sub Right of Way

Guideway & Track

At Grade Guideway
Aerial Guideway Type A
Aerial Guideway Type B
Bridge
Tunnel Type A
Tunnel Type B

Sub Guideway & Track

Systems

Propulsion, C& C Systems
Power Distribution

Sub Systems

Maintenance Facilities

Maintenance Facilities

Stations & Parking

Full Service - New - Low Volume - 500 Surface Park																	
Full Service - Renovated - Low Volume- 500 Surface Park																	
Terminal - New - Low Volume - 500 Surface Park																	
Terminal - Renovated - Low Volume - 500 Surface Park																	
Full Service - New- High Volume - Dual Platform - 1000 Surface Park		1				1									1		
Terminal - New- High Volume - Dual Platform - 1000 Surface Park		1															

Stations & Parking

Sub Construction Costs

Contingency

Other Costs

Design Engineering
Insurance and Bonding
Program Management
Const Mgt & Insp
Eng During Construction
Integrated Testing & Com
Erosion Control & Water Mgt

Sub Other Costs

Total Infrastructure Costs VHS Maglev

Cost Per Mile

Systems Cost for VHS Maglev

Propulsion, C& C Systems
Power Distribution

Sub Systems

System Cost for Urban Maglev

Difference in Base Cost per Mile

Cost per Mile Urban Maglev

Cost per Segment Urban Maglev

Segment No.	Segment W1		Segment W2		Segment W3		Segment W4		Segment W5		Segment W6		Segment W7		Segment W8		
	From - To Host Carrier Mileposts	Track Miles	Lineal Feet	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	Denver to US6/170 Junction via US6	11.6	60,984	4.3	22,493	16.0	84,480	0.9	4,752	9.6	50,688	3.4	17,846	2.9	15,312	4.0	21,120
Unit	Unit Cost	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Mile	\$ 129.0			4.3	\$ 555												
Mile	\$ 387.0	11.6	\$ 4,489		\$ 555		\$ 0		\$ 0		\$ 0		\$ 0		\$ 0		\$ 0
			\$ 4,489		\$ 555		\$ 0		\$ 0		\$ 0		\$ 0		\$ 0		\$ 0
LF	\$ 3.4	22,000	\$ 73,920	19,000	\$ 63,840	34,480	\$ 115,853		\$ -	25,000	\$ 84,000.0	6,000	\$ 20,160		\$ -		\$ -
LF	\$ 6.6	28,984	\$ 192,176	1,493	\$ 9,899	50,000	\$ 331,520	4,752	\$ 31,508	25,688	\$ 170,322	11,846	\$ 78,544	15,312	\$ 101,525	21,120	\$ 140,034
LF	\$ 8.8	6,000	\$ 52,550	2,000	\$ 17,517		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
LF	\$ 25.8	4,000	\$ 103,040		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
LF	\$ 33.6		\$ -		\$ -		\$ -		\$ -	25,000	\$ 840,000.0	6,000	\$ 201,600		\$ -		\$ -
LF	\$ 44.8		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
		60,984	\$ 421,686	22,493	\$ 91,256	84,480	\$ 447,373		\$ 31,508		\$ 1,094,322		\$ 300,304		\$ 101,525		\$ 140,034
Mile	\$ 18,368	11.6	\$ 213,069	4.3	\$ 78,982	16.0	\$ 293,888	0.9	\$ 16,531.2	9.6	\$ 176,332.8	3.4	\$ 62,451	2.9	\$ 53,267	4	\$ 73,472
Mile	\$ 1,389	11.6	\$ 16,110	4.3	\$ 5,972	16.0	\$ 22,221	0.9	\$ 1,250	9.6	\$ 13,332.5	3.4	\$ 4,722	2.9	\$ 4,028	4	\$ 5,555
			\$ 229,179		\$ 84,954		\$ 316,109		\$ 17,781		\$ 189,665		\$ 67,173		\$ 57,295		\$ 79,027
Sections	\$ 3,080																
	\$ 5,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 4,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 7,500		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 6,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 10,000	1	\$ 10,000		\$ -	1	\$ 10,000		\$ -		\$ -		\$ -		\$ -	1	\$ 10,000
	\$ 15,000	1	\$ 15,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
			\$ 25,000		\$ -		\$ 10,000		\$ -		\$ -		\$ -		\$ -		\$ 10,000
			\$ 680,354		\$ 176,765		\$ 773,482		\$ 49,289		\$ 1,283,987		\$ 367,477		\$ 158,819		\$ 229,061
30%			\$ 204,106		\$ 53,029		\$ 232,044		\$ 14,787		\$ 385,196		\$ 110,243		\$ 47,646		\$ 68,718
10%			\$ 88,446		\$ 22,979		\$ 100,553		\$ 6,408		\$ 166,918		\$ 47,772		\$ 20,647		\$ 29,778
2%			\$ 17,689		\$ 4,596		\$ 20,111		\$ 1,282		\$ 33,384		\$ 9,554		\$ 4,129		\$ 5,956
4%			\$ 35,378		\$ 9,192		\$ 40,221		\$ 2,563		\$ 66,767		\$ 19,109		\$ 8,259		\$ 11,911
6%			\$ 53,068		\$ 13,788		\$ 60,332		\$ 3,845		\$ 100,151		\$ 28,663		\$ 12,388		\$ 17,867
2%			\$ 17,689		\$ 4,596		\$ 20,111		\$ 1,282		\$ 33,384		\$ 9,554		\$ 4,129		\$ 5,956
2%			\$ 17,689		\$ 4,596		\$ 20,111		\$ 1,282		\$ 33,384		\$ 9,554		\$ 4,129		\$ 5,956
2%			\$ 17,689		\$ 4,596		\$ 20,111		\$ 1,282		\$ 33,384		\$ 9,554		\$ 4,129		\$ 5,956
			\$ 247,649		\$ 64,342		\$ 281,547		\$ 17,941		\$ 467,371		\$ 133,762		\$ 57,810		\$ 83,378
			\$ 1,132,109		\$ 294,137		\$ 1,287,073		\$ 82,017		\$ 2,136,554		\$ 611,481		\$ 264,275		\$ 381,158
			\$ 98,018		\$ 69,046		\$ 80,442		\$ 91,129		\$ 222,558		\$ 180,912		\$ 91,129		\$ 95,289
Mile	\$ 18,368																
Mile	\$ 1,389																
Mile	\$ 19,757																
Mile	\$ 7,742																
Mile	\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014
			\$ 86,004		\$ 57,032		\$ 68,428		\$ 79,115		\$ 210,543		\$ 168,897		\$ 79,115		\$ 83,275
			\$ 993,343		\$ 242,956		\$ 1,094,844		\$ 71,204		\$ 2,021,217		\$ 570,873		\$ 229,434		\$ 333,101

Segment W9		Segment W10		Segment W11		Segment W12		Segment W13		Segment W14		Segment W15		Segment W16		Segment W17		Segment W18		Segment W19		Segment W20		Segment W
US6/I70 Junction to Floyds Hill via El Rancho on I70		Floyds Hill to Blackhawk Tunnel N Portal		Floyds Hill to Idaho Springs via I70		Floyds Hill to Idaho Springs via Unconstrained		Idaho Springs to Georgetown via I70		Idaho Springs to Georgetown via Unconstrained		Georgetown to Silver Plume via I70		Georgetown to Silver Plume via Unconstrained		Silver Plume to Loveland Pass via I70		Silver Plume to Loveland Pass via Unconstrained		Loveland Pass to Keystone via North Fork Tunnel		Loveland Pass to Silverthorne via EJMT		Keyston Keyston
17.3	91,080	1.0	5,280	4.4	22,968	4.4	22,968	10.5	55,440	10.5	55,440	4.9	25,872	4.9	25,608.0 LF	8.6	45,408	9.2	48,418	8.6	45,566	9.9	52,272	2
Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity
						4.4	\$ 568			10.5	\$ 1,355			4.9	\$ 632			9.2	\$ 1,187			4.3	\$ 555	0.9
	\$0		\$0		\$0		\$568		\$0		\$1,355		\$0		\$632		\$0		\$1,187		\$2,219		\$0	2
18,000	\$ 60,480	5280	\$ 17,741	8,900	\$ 29,904	11,500	\$ 38,640	22,176	\$ 74,511	27,720	\$ 93,139	5,000	\$ 16,800	12,804	\$ 43,021	18,163	\$ 61,028	24,209	\$ 81,342	30,000	\$ 100,800	20,909	\$ 70,254	
54,000	\$ 358,042			11,500	\$ 76,250	11,468	\$ 76,037	27,720	\$ 183,795	27,720	\$ 183,795	7,936	\$ 52,619	12,804	\$ 84,896	22,704	\$ 150,537	24,209	\$ 160,514	15,566	\$ 103,209	26,136	\$ 173,292	15048
19,080	\$ 167,110			2,568	\$ 22,492		\$ -	5,544	\$ 48,557		\$ -	12,936	\$ 113,299		\$ -	4,541	\$ 39,770		\$ -		\$ -	5,227	\$ 45,782	
	\$ -				\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
	\$ -			740	\$ 24,864	740	\$ 24,864		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
	\$ -	5280	\$ 236,544		\$ -		\$ -		\$ -		\$ -		\$ -	14,000	\$ 627,200		\$ -		\$ -	30,000	\$ 1,344,000	10000	\$ 448,000	
	\$ 585,632		\$ 254,285		\$ 153,509		\$ 139,541		\$ 306,863		\$ 276,934	25,872	\$ 182,718		\$ 755,117		\$ 251,335		\$ 241,856		\$ 1,548,009		\$ 737,328	
17.3	\$ 317,766	1	\$ 18,368	4.4	\$ 80,819	4.4	\$ 80,819	10.5	\$ 192,864	10.5	\$ 192,864	4.9	\$ 90,003	4.9	\$ 90,003	8.6	\$ 157,965	9.2	\$ 168,986	8.6	\$ 157,965	9.9	\$ 181,843	2.9
17.3	\$ 24,026			4.4	\$ 6,111	4.4	\$ 6,111	10.5	\$ 14,582	10.5	\$ 14,582	4.9	\$ 6,805	4.9	\$ 6,805	8.6	\$ 11,944	9.2	\$ 12,777	8.6	\$ 11,944	9.9	\$ 13,749	2.9
	\$ 341,793		\$ 18,368		\$ 86,930		\$ 86,930		\$ 207,446		\$ 207,446		\$ 96,808		\$ 96,808		\$ 169,908		\$ 181,763		\$ 169,908		\$ 195,592	
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
	\$ -		\$ -	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000		\$ -		\$ -	1	\$ 10,000	1	\$ 10,000		\$ -	1	\$ 10,000	1
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
	\$ -		\$ -		\$ 10,000		\$ 10,000		\$ 10,000		\$ 10,000		\$ -		\$ -		\$ 10,000		\$ 10,000		\$ -		\$ 10,000	
	\$ 927,425		\$ 272,653		\$ 250,439		\$ 237,039		\$ 524,309		\$ 495,735		\$ 279,526		\$ 852,558		\$ 431,244		\$ 434,805		\$ 1,720,136		\$ 942,920	
	\$ 278,227		\$ 81,796		\$ 75,132		\$ 71,112		\$ 157,293		\$ 148,720		\$ 83,858		\$ 255,767		\$ 129,373		\$ 130,441		\$ 516,041		\$ 282,876	
	\$ 120,565		\$ 35,445		\$ 32,557		\$ 30,815		\$ 68,160		\$ 64,446		\$ 36,338		\$ 110,832		\$ 56,062		\$ 56,525		\$ 223,618		\$ 122,580	
	\$ 24,113		\$ 7,089		\$ 6,511		\$ 6,163		\$ 13,632		\$ 12,889		\$ 7,268		\$ 22,166		\$ 11,212		\$ 11,305		\$ 44,724		\$ 24,516	
	\$ 48,226		\$ 14,178		\$ 13,023		\$ 12,326		\$ 27,264		\$ 25,778		\$ 14,535		\$ 44,333		\$ 22,425		\$ 22,610		\$ 89,447		\$ 49,032	
	\$ 72,339		\$ 21,267		\$ 19,534		\$ 18,489		\$ 40,896		\$ 38,667		\$ 21,803		\$ 66,499		\$ 33,637		\$ 33,915		\$ 134,171		\$ 73,548	
	\$ 24,113		\$ 7,089		\$ 6,511		\$ 6,163		\$ 13,632		\$ 12,889		\$ 7,268		\$ 22,166		\$ 11,212		\$ 11,305		\$ 44,724		\$ 24,516	
	\$ 24,113		\$ 7,089		\$ 6,511		\$ 6,163		\$ 13,632		\$ 12,889		\$ 7,268		\$ 22,166		\$ 11,212		\$ 11,305		\$ 44,724		\$ 24,516	
	\$ 24,113		\$ 7,089		\$ 6,511		\$ 6,163		\$ 13,632		\$ 12,889		\$ 7,268		\$ 22,166		\$ 11,212		\$ 11,305		\$ 44,724		\$ 24,516	
	\$ 337,583		\$ 99,246		\$ 91,160		\$ 86,282		\$ 190,848		\$ 180,447		\$ 101,747		\$ 310,331		\$ 156,973		\$ 158,269		\$ 626,130		\$ 343,223	
	\$ 1,543,234		\$ 453,694		\$ 416,731		\$ 394,433		\$ 872,450		\$ 824,903		\$ 465,131		\$ 1,418,656		\$ 717,589		\$ 723,515		\$ 2,862,306		\$ 1,569,019	
	\$ 89,463		\$ 453,694		\$ 95,800		\$ 90,674		\$ 83,090		\$ 78,562		\$ 94,925		\$ 292,506		\$ 83,441		\$ 78,900		\$ 331,669		\$ 158,487	
	\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014	
	\$ 77,449		\$ 441,680		\$ 83,786		\$ 78,660		\$ 71,076		\$ 66,548		\$ 82,910		\$ 280,492		\$ 71,426		\$ 66,886		\$ 319,655		\$ 146,472	
	\$ 1,335,987		\$ 441,680		\$ 364,468		\$ 342,170		\$ 746,300		\$ 698,752		\$ 406,261		\$ 1,360,386		\$ 614,266		\$ 613,344		\$ 2,758,623		\$ 1,450,077	

21	Segment W22	Segment W23	Segment W24	Segment W25	Segment W26	Segment W27	Segment W28	Segment W29	Segment W30	Segment W31	Segment W32	Segment W33	Segment W34
West via US6	West Keystone to Silverthorne via US6	West Keystone to Breckenridge Junction	Breckenridge Junction to Breckenridge	Breckenridge to Copper Mtn via Tunnel	Breckenridge Junction to Frisco	Silverthorne to Frisco via I70	Frisco to Copper Mtn via I70	Copper Mtn to Pando via Greenfield	Copper Mtn to Vail via I70	Pando to Minturn via existing Rail ROW	Vail to Minturn via I70	Minturn to Avon	Avon to Wolcott
2.9	4.2	4.3	1.2	4.8	5.3	4.6	6.3	16.1	21.1	18.0	2.9	5.5	10.6
15,048	22,176	22,704	6,389	25,555	27984.0 LF	24288.0 LF	33,264	84,797	111,408	95,040	15,312	29,040	55,968
Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount	Quantity Amount
\$ 116	2 \$ 258	4.3 \$ 555		4.8 \$ 619	2 \$ 258	4.6 \$ 593	6.3 \$ 813	16.1 \$ 2,077	21.1 \$ 2,722	18 \$ 2,322	2.9 \$ 374	5.5 \$ 710	10.6 \$ 1,367
\$ 774	2.2 \$ 851	\$ -	1.2 \$ 464	\$ -	3.3 \$ 1,277	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 890	\$ 1,109	\$ 555	\$ 464	\$ 619	\$ 1,535	\$ 593	\$ 813	\$ 2,077	\$ 2,722	\$ 2,322	\$ 374	\$ 710	\$ 1,367
\$ -	12000 \$ 40,320	16000 \$ 53,760	3000 \$ 10,080	23000 \$ 77,280	12000 \$ 40,320	9,715 \$ 32,643	13,306 \$ 44,707	20000 \$ 67,200	44,563 \$ 149,732	45040 \$ 151,334	3,125 \$ 10,500	12000 \$ 40,320	30000 \$ 100,800
\$ 99,774	10176 \$ 67,471	6704 \$ 44,450	3389 \$ 22,470	2555 \$ 16,941	15984 \$ 105,980	12,144 \$ 80,520	16,632 \$ 110,277	42000 \$ 278,477	55,704 \$ 369,340	50000 \$ 331,520	7,656 \$ 50,762	17040 \$ 112,982	25968 \$ 172,178
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2,429 \$ 21,272	3,326 \$ 29,134	0 \$ -	11,141 \$ 97,576	\$ -	4,531 \$ 39,684	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	22797 \$ 587,251	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	12000 \$ 537,600	\$ -	22000 \$ 985,600	6000 \$ 268,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 99,774	\$ 107,791	\$ 635,810	\$ 32,550	\$ 1,079,821	\$ 415,100	\$ 134,435	\$ 184,118	\$ 932,928	\$ 616,648	\$ 482,854	15,312 \$ 100,947	\$ 153,302	\$ 272,978
\$ 53,267	4.2 \$ 77,146	4.3 \$ 78,982	1.2 \$ 22,042	4.8 \$ 88,166	5.3 \$ 97,350	4.6 \$ 84,493	6.3 \$ 115,718	16.1 \$ 295,725	21.1 \$ 387,565	18 \$ 330,624	2.9 \$ 53,267	5.5 \$ 101,024	10.6 \$ 194,701
\$ 4,028	4.2 \$ 5,833	4.3 \$ 5,972	1.2 \$ 1,667	4.8 \$ 6,666	5.3 \$ 7,361	4.6 \$ 6,388	6.3 \$ 8,749	16.1 \$ 22,360	21.1 \$ 29,304	18 \$ 24,998	2.9 \$ 4,028	5.5 \$ 7,638	10.6 \$ 14,721
\$ 57,295	\$ 82,979	\$ 84,954	\$ 23,708	\$ 94,833	\$ 104,711	\$ 90,881	\$ 124,468	\$ 318,084	\$ 416,868	\$ 355,622	\$ 57,295	\$ 108,662	\$ 209,422
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 10,000	\$ -	\$ -	1 \$ 10,000	1 \$ 10,000	\$ -	1 \$ 10,000	1 \$ 10,000	\$ -	1 \$ 10,000	\$ -	1 \$ 10,000	\$ -	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 10,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ 10,000	\$ -	\$ 10,000	\$ -	\$ -
\$ 167,959	\$ 191,879	\$ 721,319	\$ 66,723	\$ 1,185,273	\$ 521,346	\$ 235,910	\$ 319,398	\$ 1,253,089	\$ 1,046,238	\$ 840,799	\$ 168,615	\$ 262,674	\$ 483,768
\$ 50,388	\$ 57,564	\$ 216,396	\$ 20,017	\$ 355,582	\$ 156,404	\$ 70,773	\$ 95,819	\$ 375,927	\$ 313,871	\$ 252,240	\$ 50,585	\$ 78,802	\$ 145,130
\$ 21,835	\$ 24,944	\$ 93,771	\$ 8,674	\$ 154,085	\$ 67,775	\$ 30,668	\$ 41,522	\$ 162,902	\$ 136,011	\$ 109,304	\$ 21,920	\$ 34,148	\$ 62,890
\$ 4,367	\$ 4,989	\$ 18,754	\$ 1,735	\$ 30,817	\$ 13,555	\$ 6,134	\$ 8,304	\$ 32,580	\$ 27,202	\$ 21,861	\$ 4,384	\$ 6,830	\$ 12,578
\$ 8,734	\$ 9,978	\$ 37,509	\$ 3,470	\$ 61,634	\$ 27,110	\$ 12,267	\$ 16,609	\$ 65,161	\$ 54,404	\$ 43,722	\$ 8,768	\$ 13,659	\$ 25,156
\$ 13,101	\$ 14,967	\$ 56,263	\$ 5,204	\$ 92,451	\$ 40,665	\$ 18,401	\$ 24,913	\$ 97,741	\$ 81,607	\$ 65,582	\$ 13,152	\$ 20,489	\$ 37,734
\$ 4,367	\$ 4,989	\$ 18,754	\$ 1,735	\$ 30,817	\$ 13,555	\$ 6,134	\$ 8,304	\$ 32,580	\$ 27,202	\$ 21,861	\$ 4,384	\$ 6,830	\$ 12,578
\$ 4,367	\$ 4,989	\$ 18,754	\$ 1,735	\$ 30,817	\$ 13,555	\$ 6,134	\$ 8,304	\$ 32,580	\$ 27,202	\$ 21,861	\$ 4,384	\$ 6,830	\$ 12,578
\$ 4,367	\$ 4,989	\$ 18,754	\$ 1,735	\$ 30,817	\$ 13,555	\$ 6,134	\$ 8,304	\$ 32,580	\$ 27,202	\$ 21,861	\$ 4,384	\$ 6,830	\$ 12,578
\$ 61,137	\$ 69,844	\$ 262,560	\$ 24,287	\$ 431,439	\$ 189,770	\$ 85,871	\$ 116,261	\$ 456,124	\$ 380,831	\$ 306,051	\$ 61,376	\$ 95,613	\$ 176,091
\$ 279,484	\$ 319,287	\$ 1,200,275	\$ 111,027	\$ 1,972,293	\$ 867,520	\$ 392,554	\$ 531,478	\$ 2,085,140	\$ 1,740,940	\$ 1,399,089	\$ 280,576	\$ 437,089	\$ 804,989
\$ 98,065	\$ 76,021	\$ 279,134	\$ 91,758	\$ 407,499	\$ 163,683	\$ 85,338	\$ 84,362	\$ 129,834	\$ 82,509	\$ 77,727	\$ 96,750	\$ 79,471	\$ 75,942
\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014	\$ 12,014
\$ 86,050	\$ 64,006	\$ 267,119	\$ 79,744	\$ 395,484	\$ 151,669	\$ 73,323	\$ 72,347	\$ 117,820	\$ 70,495	\$ 65,713	\$ 84,736	\$ 67,456	\$ 63,928
\$ 245,243	\$ 268,826	\$ 1,148,613	\$ 96,490	\$ 1,914,144	\$ 803,845	\$ 337,288	\$ 455,788	\$ 1,892,190	\$ 1,487,438	\$ 1,182,831	\$ 245,735	\$ 371,011	\$ 677,637

Segment W35		Segment W36		Segment W37		Segment W38		Segment W39		Segment W40		Segment W41		Segment W42		Segment W43		Segment W44		Segment W45		Segment W46	
Wolcott to Eagle Airport		Eagle Airport to Mid-Valley (Basalt) via Tunnel		Mid-Valley (Basalt) to Aspen Airport		Eagle Airport to Dotsero		Dotsero to Glenwood Springs via Canyon		Glenwood Springs to Mid-Valley (Basalt)		Glenwood Springs to Grand Junction		Wolcott to Bond via RT131		Dotsero to Bond via DRGW Existing Rail ROW		Bond to Steamboat Springs		Steamboat Springs to Hayden Airport		Hayden Airport to Craig	
16.6		21.1		20.7		6.3		18.3		16.0		88.4		14.2		38.1		62.1		24.3		16.8	
87,595		111,302		109,190		33,317		96,624		84,480		466,594		74,976		200,904		327,888		128,304		88,704	
Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
16.6	\$ 2,141	21.1	\$ 2,722	20.7	\$ 2,670	6.3	\$ 813	18.3	\$ 2,361	16	\$ 2,064		\$ -	14.2	\$ 1,832	38.1	\$ 4,915	62.1	\$ 8,011	24.3	\$ 3,135	16.8	\$ 2,167
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 2,141		\$ 2,722		\$ 2,670		\$ 813		\$ 2,361		\$ 2,064		\$ 0		\$ 1,832		\$ 4,915		\$ 8,011		\$ 3,135		\$ 2,167
47000	\$ 157,920	83302	\$ 279,895	50000	\$ 168,000	15000	\$ 50,400		\$ -	40000	\$ 134,400	66,594	\$ 223,756		\$ -		\$ -		\$ -		\$ -		\$ -
40595	\$ 269,161	28000	\$ 185,651	59190	\$ 392,453	18317	\$ 121,449	16,624	\$ 110,224	44480	\$ 294,920	200,000	\$ 1,326,080	30976	\$ 205,383	200,904	\$ 1,332,074	327,888	\$ 2,174,029	128,304	\$ 850,707	88704	\$ 588,143
	\$ -		\$ -		\$ -		\$ -	80,000	\$ 700,672		\$ -	200,000	\$ 1,751,680	4000	\$ 35,034	0	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	40000	\$ 1,030,400		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -	51000	\$ 2,284,800		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 427,081		\$ 2,750,346		\$ 560,453		\$ 171,849		\$ 810,896		\$ 429,320		\$ 3,301,516		\$ 1,270,817		\$ 1,332,074		\$ 2,174,029		\$ 850,707		\$ 588,143
16.6	\$ 304,909	21.1	\$ 387,565	20.7	\$ 380,218	6.3	\$ 115,718	18.3	\$ 336,134	16	\$ 293,888	88.4	\$ 1,623,731	14.2	\$ 260,826	38.1	\$ 699,821	62.1	\$ 1,140,653	24.3	\$ 446,342	16.8	\$ 308,582
16.6	\$ 23,054	21.1	\$ 29,304	20.7	\$ 28,748	6.3	\$ 8,749	18.3	\$ 25,415	16	\$ 22,221	88.4	\$ 122,770	14.2	\$ 19,721	38.1	\$ 52,913	62.1	\$ 86,244	24.3	\$ 33,748	16.8	\$ 23,332
	\$ 327,963		\$ 416,868		\$ 408,966		\$ 124,468		\$ 361,549		\$ 316,109		\$ 1,746,501		\$ 280,547		\$ 752,734		\$ 1,226,897		\$ 480,090		\$ 331,914
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
1	\$ 10,000	1	\$ 10,000	1	\$ 10,000		\$ -	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000		\$ -		\$ -	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 10,000		\$ 10,000		\$ 10,000		\$ -		\$ 10,000		\$ 10,000		\$ 10,000		\$ -		\$ -		\$ 10,000		\$ 10,000		\$ 10,000
	\$ 767,185		\$ 3,179,936		\$ 982,089		\$ 297,130		\$ 1,184,806		\$ 757,493		\$ 5,058,017		\$ 1,553,195		\$ 2,089,723		\$ 3,418,937		\$ 1,343,932		\$ 932,224
	\$ 230,156		\$ 953,981		\$ 294,627		\$ 89,139		\$ 355,442		\$ 227,248		\$ 1,517,405		\$ 465,959		\$ 626,917		\$ 1,025,681		\$ 403,180		\$ 279,667
	\$ 99,734		\$ 413,392		\$ 127,672		\$ 38,627		\$ 154,025		\$ 98,474		\$ 657,542		\$ 201,915		\$ 271,664		\$ 444,462		\$ 174,711		\$ 121,189
	\$ 19,947		\$ 82,678		\$ 25,534		\$ 7,725		\$ 30,805		\$ 19,695		\$ 131,508		\$ 40,383		\$ 54,333		\$ 88,892		\$ 34,942		\$ 24,238
	\$ 39,894		\$ 165,357		\$ 51,069		\$ 15,451		\$ 61,610		\$ 39,390		\$ 263,017		\$ 80,766		\$ 108,666		\$ 177,785		\$ 69,884		\$ 48,476
	\$ 59,840		\$ 248,035		\$ 76,603		\$ 23,176		\$ 92,415		\$ 59,084		\$ 394,525		\$ 121,149		\$ 162,998		\$ 266,677		\$ 104,827		\$ 72,714
	\$ 19,947		\$ 82,678		\$ 25,534		\$ 7,725		\$ 30,805		\$ 19,695		\$ 131,508		\$ 40,383		\$ 54,333		\$ 88,892		\$ 34,942		\$ 24,238
	\$ 19,947		\$ 82,678		\$ 25,534		\$ 7,725		\$ 30,805		\$ 19,695		\$ 131,508		\$ 40,383		\$ 54,333		\$ 88,892		\$ 34,942		\$ 24,238
	\$ 19,947		\$ 82,678		\$ 25,534		\$ 7,725		\$ 30,805		\$ 19,695		\$ 131,508		\$ 40,383		\$ 54,333		\$ 88,892		\$ 34,942		\$ 24,238
	\$ 279,255		\$ 1,157,497		\$ 357,481		\$ 108,155		\$ 431,269		\$ 275,727		\$ 1,841,118		\$ 565,363		\$ 760,659		\$ 1,244,493		\$ 489,191		\$ 339,330
	\$ 1,276,596		\$ 5,291,414		\$ 1,634,197		\$ 494,424		\$ 1,971,517		\$ 1,260,468		\$ 8,416,540		\$ 2,584,517		\$ 3,477,299		\$ 5,689,111		\$ 2,236,302		\$ 1,551,221
	\$ 76,950		\$ 251,016		\$ 79,023		\$ 78,356		\$ 107,733		\$ 78,779		\$ 95,242		\$ 182,008		\$ 91,388		\$ 91,612		\$ 92,029		\$ 92,335
	\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014
	\$ 64,935		\$ 239,002		\$ 67,009		\$ 66,341		\$ 95,719		\$ 66,765		\$ 83,228		\$ 169,994		\$ 79,373		\$ 79,598		\$ 80,015		\$ 80,320
	\$ 1,077,279		\$ 5,038,152		\$ 1,385,740		\$ 418,613		\$ 1,751,655		\$ 1,068,239		\$ 7,354,833		\$ 2,413,913		\$ 3,020,153		\$ 4,943,020		\$ 1,944,354		\$ 1,349,381

Segment No.	Segment N1	Segment N2	Segment N3	Segment N4	Segment N5	Segment N6	Segment N7	Segment N8
From - To	Denver to 96 St via Brush Line	96th St to DIA greenfield	96th St to E470/US85	E470/US85 to Milliken Jct via Greeley Line	Milliken Junction to North Front Range via Milliken Line	North Front Range to Fort Collins via Milliken Line	Milliken Junction to Greeley via Greeley Line	Greeley to Fort Collins via GWRCO
Host Carrier	BNSF	N/A	BNSF	UP/Greenfield (GF)	UP/GF	UP	UP	GWR
Mileposts	MP 542.5-MP 531.3	MP 0 to MP 9	MP 531.3	MP 15.0- MP 36.5	GF 0 - MKN 18.9	Mkn 18.9 - Mkn 33	Gre 36.5-Gre 51.9	GWR 98.7-GWR 74.6
Miles	11.2	9.0	8.7	21.5	15.5	24.1	15.4	14.1
Lineal Feet	59,136	47,520	45,936	113,520	81,576	127,354	81,312	74,184

Cost Elements	Unit	Unit Cost	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount		
Right of Way																		
Land Acquisition Rural	Mile	\$ 129.0		\$ -		\$ -		\$ -	21.5	\$ 2,774	15.5	\$ 2,000	20	\$ 2,580	12	\$ 1,548	10.1	\$ 1,303
Land Acquisition Urban	Mile	\$ 387.0	11.2	\$ 4,334	9	\$ 3,483	8.7	\$ 3,367		\$ -		\$ -	4.1	\$ 1,587	3.4	\$ 1,316	4	\$ 1,548
Sub Right of Way				\$ 4,334		\$ 3,483		\$ 3,367		\$ 2,774		\$ 2,000		\$ 4,167		\$ 2,864		\$ 2,851
Guideway & Track																		
At Grade Guideway	LF	\$ 3.4		\$ -	34520	\$ 115,987		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Aerial Guideway Type A	LF	\$ 6.6	54,136	\$ 358,943	10000	\$ 66,304	45936	\$ 304,574	113520	\$ 752,683	81576	\$ 540,882	127354	\$ 844,408	81312	\$ 539,131	74184	\$ 491,870
Aerial Guideway Type B	LF	\$ 8.8		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Bridge	LF	\$ 25.8	5000	\$ 128,800	3000	\$ 77,280		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Tunnel Type A	LF	\$ 33.6		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Tunnel Type B	LF	\$ 44.8		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Sub Guideway & Track				\$ 487,743	47520	\$ 259,571		\$ 304,574		\$ 752,683		\$ 540,882		\$ 844,408		\$ 539,131		\$ 491,870
Systems																		
Propulsion, C& C Systems	Mile	\$ 18,368	11.2	\$ 205,722	9	\$ 165,312	8.7	\$ 159,802	21.5	\$ 394,912	15.5	\$ 284,704	24.1	\$ 442,669	15.4	\$ 282,867	14.1	\$ 258,989
Power Distribution	Mile	\$ 1,389	11.2	\$ 15,555	9	\$ 12,499	8.7	\$ 12,083	21.5	\$ 29,859	15.5	\$ 21,526	24.1	\$ 33,470	15.4	\$ 21,388	14.1	\$ 19,582
Sub Systems				\$ 221,276		\$ 177,811		\$ 171,884		\$ 424,771		\$ 306,230		\$ 476,139		\$ 304,255		\$ 278,571
Maintenance Facilities																		
Maintenance Facilities	Sections	\$ 3,080.0																
Stations & Parking																		
Full Service - New - Low Volume - 500 Surface Park		\$ 5,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Full Service - Renovated - Low Volume- 500 Surface Park		\$ 4,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Terminal - New - Low Volume - 500 Surface Park		\$ 7,500		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Terminal - Renovated - Low Volume - 500 Surface Park		\$ 6,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park		\$ 10,000		\$ -		\$ -	1	\$ 10,000		\$ -	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000
Terminal - New- High Volume - Dual Platform - 1000 Surface Park		\$ 15,000	1	\$ 15,000	1	\$ 15,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
Stations & Parking				\$ 15,000		\$ 15,000		\$ 10,000		\$ -		\$ 10,000		\$ 10,000		\$ 10,000		\$ 10,000
Sub Construction Costs				\$ 728,354		\$ 455,865		\$ 489,825		\$ 1,180,228		\$ 859,111		\$ 1,334,714		\$ 856,250		\$ 783,291
Contingency	30%			\$ 218,506		\$ 136,760		\$ 146,948		\$ 354,068		\$ 257,733		\$ 400,414		\$ 256,875		\$ 234,987
Other Costs																		
Design Engineering	10%			\$ 94,686		\$ 59,263		\$ 63,677		\$ 153,430		\$ 111,684		\$ 173,513		\$ 111,312		\$ 101,828
Insurance and Bonding	2%			\$ 18,937		\$ 11,853		\$ 12,735		\$ 30,686		\$ 22,337		\$ 34,703		\$ 22,262		\$ 20,366
Program Management	4%			\$ 37,874		\$ 23,705		\$ 25,471		\$ 61,372		\$ 44,674		\$ 69,405		\$ 44,525		\$ 40,731
Const Mgt & Insp	6%			\$ 56,812		\$ 35,558		\$ 38,206		\$ 92,058		\$ 67,011		\$ 104,108		\$ 66,787		\$ 61,097
Eng During Construction	2%			\$ 18,937		\$ 11,853		\$ 12,735		\$ 30,686		\$ 22,337		\$ 34,703		\$ 22,262		\$ 20,366
Integrated Testing & Com	2%			\$ 18,937		\$ 11,853		\$ 12,735		\$ 30,686		\$ 22,337		\$ 34,703		\$ 22,262		\$ 20,366
Erosion Control & Water Mgt	2%			\$ 18,937		\$ 11,853		\$ 12,735		\$ 30,686		\$ 22,337		\$ 34,703		\$ 22,262		\$ 20,366
Sub Other Costs				\$ 265,121		\$ 165,935		\$ 178,296		\$ 429,603		\$ 312,717		\$ 485,836		\$ 311,675		\$ 285,118
Total Infrastructure Costs VHS Maglev				\$ 1,211,981		\$ 758,560		\$ 815,069		\$ 1,963,899		\$ 1,429,561		\$ 2,220,963		\$ 1,424,799		\$ 1,303,397
Cost Per Mile				\$ 108,213		\$ 84,284		\$ 93,686		\$ 91,344		\$ 92,528		\$ 92,080		\$ 92,519		\$ 92,768
Systems Cost for VHS Maglev																		
Propulsion, C& C Systems	Mile	\$ 18,368																
Power Distribution	Mile	\$ 1,389																
Sub Systems	Mile	\$ 19,757																
System Cost for Urban Maglev	Mile	\$ 7,742																
Difference in Base Cost per Mile	Mile	\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014
Cost per Mile Urban Maglev				\$ 96,198		\$ 72,270		\$ 81,672		\$ 79,330		\$ 80,514		\$ 80,065		\$ 80,505		\$ 80,754
Cost per Segment Urban Maglev				\$ 1,077,420		\$ 650,431		\$ 710,544		\$ 1,705,591		\$ 1,243,940		\$ 1,931,177		\$ 1,239,779		\$ 1,134,595

Segment N9	Segment N10	Segment N11	Segment N12	Segment N13	Segment N14
Fort Collins to North Fort Collins via BNSF BNSF FR 74.6-FR 80.5 5.9 31,099	North Fort Collins to StateLine via BNSF BNSF FR 80.5-FR 106.8 27.1 143,088	E470/US85 to North Front Range via I25 GF GF 18 - GF59 41.0 216,480	North Front Range to North Fort Collins via I25 GF GF 59 - GF72 13.0 68,640	North Fort Collins to StateLine via I25 GF GF 72 - GF98 26.0 137,016	StateLine to Cheyenne Union via BNSF BNSF FR106.8- UD 12.6 66,528

Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	\$ -	27.1	\$ 3,496		\$ -		\$ -		\$ -	12.6	\$ 1,625
5.9	\$ 2,283		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 2,283		\$ 3,496		\$ -		\$ -		\$ -		\$ 1,625
	\$ -		\$ -	80000	\$ 268,800	26640	\$ 89,510	47016	\$ 157,974	24000	\$ 80,640
31099	\$ 206,199	143088	\$ 948,731	96480	\$ 639,701	30000	\$ 198,912	60000	\$ 397,824	30528	\$ 202,413
	\$ -		\$ -	20000	\$ 175,168	6000	\$ 52,550	15000	\$ 131,376	6000	\$ 52,550
	\$ -		\$ -	20000	\$ 515,200	6000	\$ 154,560	15000	\$ 386,400	6000	\$ 154,560
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 206,199		\$ 948,731		\$ 1,598,869		\$ 495,533		\$ 1,073,574		\$ 490,163
5.9	\$ 108,371	27.1	\$ 497,773	41	\$ 753,088	13	\$ 238,784	26	\$ 477,568	12.6	\$ 231,437
5.9	\$ 8,194	27.1	\$ 37,636	41	\$ 56,941	13	\$ 18,054	26	\$ 36,109	12.6	\$ 17,499
	\$ 116,565		\$ 535,409		\$ 810,029		\$ 256,838		\$ 513,677		\$ 248,936
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -	1	\$ 10,000	1	\$ 10,000		\$ -	1	\$ 10,000
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ 10,000		\$ 10,000		\$ -		\$ 10,000
	\$ 325,047		\$ 1,487,636		\$ 2,418,898		\$ 762,371		\$ 1,587,251		\$ 750,724
	\$ 97,514		\$ 446,291		\$ 725,669		\$ 228,711		\$ 476,175		\$ 225,217
	\$ 42,256		\$ 193,393		\$ 314,457		\$ 99,108		\$ 206,343		\$ 97,594
	\$ 8,451		\$ 38,679		\$ 62,891		\$ 19,822		\$ 41,269		\$ 19,519
	\$ 16,902		\$ 77,357		\$ 125,783		\$ 39,643		\$ 82,537		\$ 39,038
	\$ 25,354		\$ 116,036		\$ 188,674		\$ 59,465		\$ 123,806		\$ 58,556
	\$ 8,451		\$ 38,679		\$ 62,891		\$ 19,822		\$ 41,269		\$ 19,519
	\$ 8,451		\$ 38,679		\$ 62,891		\$ 19,822		\$ 41,269		\$ 19,519
	\$ 8,451		\$ 38,679		\$ 62,891		\$ 19,822		\$ 41,269		\$ 19,519
	\$ 118,317		\$ 541,499		\$ 880,479		\$ 277,503		\$ 577,759		\$ 273,264
	\$ 540,879		\$ 2,475,426		\$ 4,025,046		\$ 1,268,586		\$ 2,641,185		\$ 1,249,205
	\$ 91,830		\$ 91,344		\$ 98,172		\$ 97,584		\$ 101,780		\$ 99,143
	\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014
	\$ 79,816		\$ 79,330		\$ 86,158		\$ 85,569		\$ 89,765		\$ 87,129
	\$ 470,114		\$ 2,149,837		\$ 3,532,458		\$ 1,112,399		\$ 2,329,413		\$ 1,097,825

Segment No.	Segment S1	Segment S2	Segment S3	Segment S4	Segment S5	Segment S6
From - To	Denver to Suburban South via Joint Line	Suburban South to Castle Rock via Joint Line	Suburban South to Castle Rock via Greenfield	Castle Rock to Palmer Lake via Joint Line	Palmer Lake to Colorado Springs via restored ATSF and I25 segment	Palmer Lake to Colorado Springs via double track DRGW
Host Carrier	BNSF/UP	BNSF/UP	GF	BNSF/UP	BNSF/UP	BNSF/UP
Mileposts	JL 14-JL 0	JL 32.8-JL 14	GF 190.2-GF212	JL 51.2-JL 32.8	JL 73-ATSF 686.3	JL 72.8 - JL52
Miles	14.0	18.8	21.8	18.4	21.6	20.8
Lineal Feet	73,920	99,106	114,946	96,941	114,206	109,771

Cost Elements

Right of Way

Land Acquisition Rural

Land Acquisition Urban

Sub Right of Way

Guideway & Track

At Grade Guideway

Aerial Guideway Type A

Aerial Guideway Type B

Bridge

Tunnel Type A

Tunnel Type B

Sub Guideway & Track

Systems

Propulsion, C& C Systems

Power Distribution

Sub Systems

Maintenance Facilities

Maintenance Facilities

Stations & Parking

Full Service - New - Low Volume - 500 Surface Park

Full Service - Renovated - Low Volume- 500 Surface Park

Terminal - New - Low Volume - 500 Surface Park

Terminal - Renovated - Low Volume - 500 Surface Park

Full Service - New- High Volume - Dual Platform - 1000 Surface Park

Terminal - New- High Volume - Dual Platform - 1000 Surface Park

Stations & Parking

Sub Construction Costs

Contingency

Other Costs

Design Engineering

Insurance and Bonding

Program Management

Const Mgt & Insp

Eng During Construction

Integrated Testing & Com

Erosion Control & Water Mgt

Sub Other Costs

Total Infrastructure Costs VHS Maglev

Cost Per Mile

Systems Cost for VHS Maglev

Propulsion, C& C Systems

Power Distribution

Sub Systems

System Cost for Urban Maglev

Difference in Base Cost per Mile

Cost per Mile Urban Maglev

Cost per Segment Urban Maglev

Unit	Unit Cost	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Mile	\$ 129.0		\$ -	14	\$ 1,806	15	\$ 1,935	14.4	\$ 1,858	16.6	\$ 2,141	15	\$ 1,935
Mile	\$ 387.0	14	\$ 5,418	4.8	\$ 1,858	6.8	\$ 2,632	4	\$ 1,548	5	\$ 1,935	5.8	\$ 2,245
			\$ 5,418		\$ 3,664		\$ 4,567		\$ 3,406		\$ 4,076		\$ 4,180
LF	\$ 3.4		\$ -		\$ -	40000	\$ 134,400		\$ -	20000	\$ 67,200		\$ -
LF	\$ 6.6	69920	\$ 463,598	94106	\$ 623,960	63000	\$ 417,715	91941	\$ 609,606	85206	\$ 564,950	104771	\$ 694,674
LF	\$ 8.8		\$ -		\$ -	5000	\$ 43,792	0	\$ -	3000	\$ 26,275		\$ -
LF	\$ 25.8	4000	\$ 103,040	5000	\$ 128,800	6946	\$ 178,929	5000	\$ 128,800	6000	\$ 154,560	5000	\$ 128,800
LF	\$ 33.6		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
LF	\$ 44.8		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
			\$ 566,638		\$ 752,760	114946	\$ 774,836		\$ 738,406		\$ 812,985		\$ 823,474
Mile	\$ 18,368	14	\$ 257,152	18.8	\$ 345,318	21.8	\$ 400,422	18.4	\$ 337,971	21.6	\$ 396,749	20.8	\$ 382,054
Mile	\$ 1,389	14	\$ 19,443	18.8	\$ 26,109	21.8	\$ 30,276	18.4	\$ 25,554	21.6	\$ 29,998	20.8	\$ 28,887
			\$ 276,595		\$ 371,428		\$ 430,698		\$ 363,525		\$ 426,747		\$ 410,941
Sections	\$ 3,080.0												
	\$ 5,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 4,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 7,500		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 6,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000
	\$ 15,000	1	\$ 15,000		\$ -		\$ -		\$ -		\$ -		\$ -
			\$ 25,000		\$ 10,000		\$ 10,000		\$ 10,000		\$ 10,000		\$ 10,000
			\$ 873,651		\$ 1,137,852		\$ 1,220,101		\$ 1,115,336		\$ 1,253,808		\$ 1,248,595
30%			\$ 262,095		\$ 341,356		\$ 366,030		\$ 334,601		\$ 376,143		\$ 374,578
10%			\$ 113,575		\$ 147,921		\$ 158,613		\$ 144,994		\$ 162,995		\$ 162,317
2%			\$ 22,715		\$ 29,584		\$ 31,723		\$ 28,999		\$ 32,599		\$ 32,463
4%			\$ 45,430		\$ 59,168		\$ 63,445		\$ 57,997		\$ 65,198		\$ 64,927
6%			\$ 68,145		\$ 88,752		\$ 95,168		\$ 86,996		\$ 97,797		\$ 97,390
2%			\$ 22,715		\$ 29,584		\$ 31,723		\$ 28,999		\$ 32,599		\$ 32,463
2%			\$ 22,715		\$ 29,584		\$ 31,723		\$ 28,999		\$ 32,599		\$ 32,463
2%			\$ 22,715		\$ 29,584		\$ 31,723		\$ 28,999		\$ 32,599		\$ 32,463
			\$ 318,009		\$ 414,178		\$ 444,117		\$ 405,982		\$ 456,386		\$ 454,488
			\$ 1,453,755		\$ 1,893,385		\$ 2,030,248		\$ 1,855,920		\$ 2,086,337		\$ 2,077,662
			\$ 103,840		\$ 100,873		\$ 93,259		\$ 101,085		\$ 96,456		\$ 99,936
Mile	\$ 18,368												
Mile	\$ 1,389												
Mile	\$ 19,757												
Mile	\$ 7,742		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014
Mile	\$ 12,014		\$ 91,825		\$ 88,859		\$ 81,245		\$ 89,071		\$ 84,441		\$ 87,921
			\$ 1,285,554		\$ 1,667,876		\$ 1,768,696		\$ 1,635,336		\$ 1,826,467		\$ 1,827,883

Segment S7	Segment S8	Segment S9	Segment S10	Segment S11	Segment S12	Segment S13	Segment S14
Castle Rock to Colorado Springs via Greenfield (no Diversion) BNSF/UP/GF JL 72.8-GF 190.2 27.8 146,626	Greenfield Monument Diversion - Placeholder, net of 15.03 Straight Line miles GF 144.4-GF 171.7 27.8 146,626	Colorado Springs to Fountain BNSF/UP JL 84.5-JL 73 11.5 60,720	Fountain to Pueblo via Joint Line BNSF/UP ATSF618.4-JL 84.5 36.4 191,981	Fountain to Pueblo via Greenfield BNSF/UP/GF GF 80- JL 84.4 48.1 253,757	Pueblo to North Trinidad via Spanish Peaks Sub BNSF ATSF 618.4-SP204 84.0 443,520	Pueblo to North Trinidad via Greenfield GF GF 0-GF 80 80.0 422,400	North Trinidad to downtown Trinidad BNSF Transcon- SP 204 8.2 43,085

Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount		
21	\$ 2,709	21	\$ 2,709	8	\$ 1,032	30	\$ 3,870	40	\$ 5,160	80	\$ 10,320	72	\$ 9,288	6.2	\$ 800
6.8	\$ 2,632	6.8	\$ 2,632	3.5	\$ 1,355	6.4	\$ 2,477	8.1	\$ 3,135	4	\$ 1,548	8	\$ 3,096	2	\$ 774
	\$ 5,341		\$ 5,341		\$ 2,387		\$ 6,347		\$ 8,295		\$ 11,868		\$ 12,384		\$ 1,574
30000	\$ 100,800	30000	\$ 100,800		\$ -		\$ -	108757	\$ 365,424		\$ -	180000	\$ 604,800		\$ -
100000	\$ 663,040	100000	\$ 663,040	56000	\$ 371,302	181981	\$ 1,206,607	125000	\$ 828,800	400000	\$ 2,652,160	200000	\$ 1,326,080	40085	\$ 265,780
6626	\$ 58,033	6626	\$ 58,033		\$ -		\$ -	5000	\$ 43,792		\$ -		\$ -	1000	\$ 8,758
10000	\$ 257,600	10000	\$ 257,600	4720	\$ 121,587	10000	\$ 257,600	15000	\$ 386,400	43520	\$ 1,121,075	42240	\$ 1,088,102	2000	\$ 51,520
	\$ -		\$ -		\$ -		\$ -	0	\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 1,079,473		\$ 1,079,473		\$ 492,890		\$ 1,464,207	253757	\$ 1,624,416		\$ 3,773,235		\$ 3,018,982		\$ 326,058
27.8	\$ 510,630	27.8	\$ 510,630	11.5	\$ 211,232	36.4	\$ 668,595	48.1	\$ 883,501	84	\$ 1,542,912	80	\$ 1,469,440	8.2	\$ 150,618
27.8	\$ 38,609	27.8	\$ 38,609	11.5	\$ 15,971	36.4	\$ 50,552	48.1	\$ 66,801	84	\$ 116,659	80	\$ 111,104	8.2	\$ 11,388
	\$ 549,239		\$ 549,239		\$ 227,203		\$ 719,148		\$ 950,302		\$ 1,659,571		\$ 1,580,544		\$ 162,006
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
1	\$ 10,000		\$ -		\$ -	1	\$ 10,000	1	\$ 10,000		\$ -		\$ -	1	\$ 10,000
	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	\$ 10,000		\$ -		\$ -		\$ 10,000		\$ 10,000		\$ -		\$ -		\$ 10,000
	\$ 1,644,053		\$ 1,634,053		\$ 722,479		\$ 2,199,701		\$ 2,593,012		\$ 5,444,674		\$ 4,611,910		\$ 499,638
	\$ 493,216		\$ 490,216		\$ 216,744		\$ 659,910		\$ 777,904		\$ 1,633,402		\$ 1,383,573		\$ 149,891
	\$ 213,727		\$ 212,427		\$ 93,922		\$ 285,961		\$ 337,092		\$ 707,808		\$ 599,548		\$ 64,953
	\$ 42,745		\$ 42,485		\$ 18,784		\$ 57,192		\$ 67,418		\$ 141,562		\$ 119,910		\$ 12,991
	\$ 85,491		\$ 84,971		\$ 37,569		\$ 114,384		\$ 134,837		\$ 283,123		\$ 239,819		\$ 25,981
	\$ 128,236		\$ 127,456		\$ 56,353		\$ 171,577		\$ 202,255		\$ 424,685		\$ 359,729		\$ 38,972
	\$ 42,745		\$ 42,485		\$ 18,784		\$ 57,192		\$ 67,418		\$ 141,562		\$ 119,910		\$ 12,991
	\$ 42,745		\$ 42,485		\$ 18,784		\$ 57,192		\$ 67,418		\$ 141,562		\$ 119,910		\$ 12,991
	\$ 42,745		\$ 42,485		\$ 18,784		\$ 57,192		\$ 67,418		\$ 141,562		\$ 119,910		\$ 12,991
	\$ 598,435		\$ 594,795		\$ 262,982		\$ 800,691		\$ 943,856		\$ 1,981,861		\$ 1,678,735		\$ 181,868
	\$ 2,735,704		\$ 2,719,064		\$ 1,202,206		\$ 3,660,303		\$ 4,314,772		\$ 9,059,938		\$ 7,674,219		\$ 831,397
	\$ 98,513		\$ 97,914		\$ 104,540		\$ 100,668		\$ 89,779		\$ 107,856		\$ 95,928		\$ 101,887
	\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014		\$ 12,014
	\$ 86,499		\$ 85,899		\$ 92,525		\$ 88,654		\$ 77,765		\$ 95,842		\$ 83,913		\$ 89,873
	\$ 2,402,066		\$ 2,385,426		\$ 1,064,041		\$ 3,223,461		\$ 3,737,363		\$ 8,050,734		\$ 6,713,072		\$ 733,360

E.5 Capital Cost Development for RMRA Feasible Options

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INFRASTRUCTURE CAPITAL COSTS DETAIL FOR THE FEASIBLE OPTIONS

Section 1: Segment Costs included in Representative Routes

Maintenance Bases

	<u>110-mph wo/ Electrification</u>	<u>Electric Rail + Maglev</u>
System Maintenance Base	<u>\$80,000</u>	<u>\$100,000</u>
Turnaround Facilities	<u>\$30,000</u>	<u>\$70,000</u>

110-mph and 150-mph Networks in I-25:

<u>ID</u>	<u>Segment</u>	<u>Miles</u>	<u>110-mph wo/ Electrification</u>	<u>150-mph w/ Electrification</u>
Segment N1	Denver to 96 St via Brush Line	11.2	\$337,239	\$357,399
Segment N3	96th St to E470/US85	8.7	\$164,969	\$180,629
Segment N4	E470/US85 to Milliken Jct via Greeley Line	21.5	\$165,749	\$204,449
Segment N5	Milliken Junction to North Front Range via Milliken Line	15.45	\$242,265	\$270,075
Segment N6	North Front Range to Fort Collins via Milliken Line	24.12	\$91,502	\$134,918
Segment S1	Denver to Suburban South via Joint Line	14	\$73,347	\$98,547
Segment S2	Suburban South to Castle Rock via Joint Line	18.77	\$350,554	\$384,340
Segment S4	Castle Rock to Palmer Lake via Joint Line	18.36	\$103,238	\$136,286
Segment S6	Palmer Lake to Colorado Springs via double track DRGW	20.79	\$550,404	\$587,826
Segment S9	Colorado Springs to Fountain	11.5	\$90,856	\$111,556
Segment S10	Fountain to Pueblo via Joint Line	36.36	\$213,025	\$278,473
			<u>\$2,383,148</u>	<u>\$2,744,498</u>

220-mph Network in I-25:

		<u>220-mph w/ Electrification</u>	<u>300-mph Maglev</u>
Segment N1	Denver to 96 St via Brush Line	11.2	\$357,399
Segment N3	96th St to E470/US85	8.7	\$180,629
Segment N11	E470/US85 to North Front Range via I25	41	\$1,123,966
Segment N12	North Front Range to North Fort Collins via I25	13	\$369,962
Segment S1	Denver to Suburban South via Joint Line	14	\$98,547
Segment S3	Suburban South to Castle Rock via Greenfield	21.77	\$1,186,088
Segment S7	Castle Rock to Colorado Springs via Greenfield (no Diversion)	27.77	\$913,392
Segment S9	Colorado Springs to Fountain	11.5	\$111,556
Segment S11	Fountain to Pueblo via Greenfield	48.06	\$1,518,768
			<u>\$5,860,307</u>

DIA Branch

<u>ID</u>	<u>Segment</u>	<u>Miles</u>	<u>110-mph wo/ Electrification</u>	<u>150-mph and 220-mph w/ Electrification</u>	<u>300-mph Maglev</u>
Segment N2	96th St to DIA greenfield	9	<u>\$173,183</u>	<u>\$189,383</u>	<u>\$758,560</u>

220-mph Network in I-70 (Constrained or HWY Footprint):

		<u>220-mph w/ Electrification</u>	<u>300-mph Maglev</u>
Segment W1	Denver to US6/I70 Junction via US6	11.55	\$921,307
Segment W9	US6/I70 Junction to Floyds Hill via El Rancho on I70	17.25	\$1,482,537
Segment W8	Black Hawk Tunnel N Portal to Central City/Black Hawk	4	\$411,716
Segment W10	Floyds Hill to Blackhawk Tunnel N Portal	1	\$402,564
Segment W11	Floyds Hill to Idaho Springs via I70	4.35	\$428,461
Segment W13	Idaho Springs to Georgetown via I70	10.5	\$909,739
Segment W15	Georgetown to Silver Plume via I70	4.9	\$419,241
Segment W17	Silver Plume to Loveland Pass via I70	8.6	\$754,951
Segment W20	Loveland Pass to Silverthorne via EJMT	9.9	\$1,461,341
Segment W21	Keystone to West Keystone via US6	2.85	\$136,400
Segment W22	West Keystone to Silverthorne via US6	4.2	\$294,754

Segment W23	West Keystone to Breckenridge Junction	4.3	\$983,491	\$1,200,275
Segment W24	Breckenridge Junction to Breckenridge	1.21	\$47,216	\$111,027
Segment W27	Silverthorne to Frisco via I70	4.6	\$393,573	\$392,554
Segment W28	Frisco to Copper Mtn via I70	6.3	\$559,279	\$531,478
Segment W30	Copper Mtn to Vail via I70	21.1	\$1,808,918	\$1,740,940
Segment W32	Vail to Minturn via I70	2.9	\$274,988	\$280,576
Segment W33	Minturn to Avon	5.5	\$238,033	\$437,089
Segment W34	Avon to Wolcott	10.6	\$497,154	\$804,989
Segment W35	Wolcott to Eagle Airport	16.59	\$668,293	\$1,276,596
			<u>\$13,093,956</u>	<u>\$14,883,810</u>

150-mph Network in I-70 (Unconstrained):

			<u>150-mph w/ Electrification</u>	
Segment W3	Denver to Downtown Golden via Arvada	16	\$1,015,636	
Segment W4	Downtown Golden to entrance to Clear Creek Canyon	0.9	\$55,731	
Segment W5	Clear Creek Canyon entrance to Forks Creek via US6	9.6	\$2,091,456	
Segment W6	Forks Creek to Floyds Hill via US6	3.38	\$530,778	
Segment W7	Forks Creek to Black Hawk Tunnel N Portal	2.9	\$202,754	
Segment W8	Black Hawk Tunnel N Portal to Central City/Black Hawk	4	\$411,716	
Segment W12	Floyds Hill to Idaho Springs via Unconstrained	4.35	\$367,312	
Segment W14	Idaho Springs to Georgetown via Unconstrained	10.5	\$591,978	
Segment W16	Georgetown to Silver Plume via Unconstrained	4.85	\$1,108,135	
Segment W18	Silver Plume to Loveland Pass via Unconstrained	9.17	\$377,810	
Segment W19	Loveland Pass to Keystone via North Fork Tunnel	8.63	\$2,399,883	
Segment W21	Keystone to West Keystone via US6	2.85	\$136,400	
Segment W23	West Keystone to Breckenridge Junction	4.3	\$983,491	
Segment W24	Breckenridge Junction to Breckenridge	1.21	\$47,216	
Segment W25	Breckenridge to Copper Mtn via Tunnel	4.84	\$1,700,903	
Segment W29	Copper Mtn to Pando via Greenfield	16.06	\$818,829	
Segment W31	Pando to Minturn via existing Rail ROW	18	\$911,365	
Segment W32	Vail to Minturn via I70	2.9	\$274,988	
Segment W33	Minturn to Avon	5.5	\$238,033	
Segment W34	Avon to Wolcott	10.6	\$497,154	
Segment W35	Wolcott to Eagle Airport	16.59	\$668,293	
			<u>\$15,429,861</u>	

Section 2: Infrastructure Cost Summaries*

Option 2- 110 mph in I-25 (Truncated)

I-25 Existing Rail mainline	\$2,383,148
DIA Branch	\$173,183
System Maintenance Base	\$80,000
Turnaround Facilities	\$30,000
<u>I-25 Subtotal</u>	<u>\$2,666,331</u> ---> Rounds to \$2.7 Billion

Option 4- 150 mph in I-25 and I-70 (Truncated)

I-25 Existing Rail mainline (Electrified)	\$2,744,498
DIA Branch	\$189,383
<u>I-25 Subtotal</u>	<u>\$2,933,881</u> ---> Rounds to \$2.9 Billion

I-70 Unconstrained Alignment	\$15,429,861
System Maintenance Base	\$100,000
Turnaround Facilities	\$70,000
<u>I-70 Subtotal</u>	<u>\$15,599,861</u> ---> Rounds to \$15.6 Billion

Option 5- 220 mph in I-25 and I-70 (Truncated)

I-25 Greenfield	\$5,860,307
DIA Branch	\$189,383
<u>I-25 Subtotal</u>	<u>\$6,049,690</u> ---> Rounds to \$6.0 Billion

I-70 Constrained Alignment	\$13,093,956
System Maintenance Base	\$100,000
Turnaround Facilities	\$70,000
<u>I-70 Subtotal</u>	<u>\$13,263,956</u> ---> Rounds to \$13.3 Billion

Option 7- 110 mph in I-25 and 220-mph on I-70 (Truncated)

I-25 Existing Rail mainline
DIA Branch

\$2,383,148
\$189,383

I-25 Subtotal

\$2,572,531---> Rounds to \$2.5 Billion

I-70 Constrained Alignment
System Maintenance Base
Turnaround Facilities

\$13,093,956
\$100,000
\$70,000

I-70 Subtotal

\$13,263,956---> Rounds to \$13.3 Billion

Option 8- 150 mph in I-25 and 220-mph on I-70 (Truncated)

I-25 Existing Rail mainline (Electrified)
DIA Branch

\$2,744,498
\$189,383

I-25 Subtotal

\$2,933,881---> Rounds to \$2.9 Billion

I-70 Constrained Alignment
System Maintenance Base
Turnaround Facilities

\$13,093,956
\$100,000
\$70,000

I-70 Subtotal

\$13,263,956---> Rounds to \$13.3 Billion

Option 9- 110 mph in I-25 and 300-mph on I-70 (Truncated)

I-25 Existing Rail mainline
DIA Branch Rail
Turnaround Facilities

\$2,383,148
\$189,383
\$70,000

I-25 Subtotal

\$2,642,531---> Rounds to \$2.6 Billion

I-70 Constrained Alignment Maglev
System Maintenance Base

\$14,883,810
\$100,000

US6/US25 to Downtown Denver subsegment (est)

\$600,000

I-70 Subtotal

\$15,583,810---> Rounds to \$15.6 Billion

Options 5W and 9W

These are the same as options 5 and 9, respectively; with \$1 Billion in infrastructure cost added for 110-mph option and \$200 million added for Vehicles

** All costs in thousands of \$2008. Some costs were rounded up or down, so the overall total would come closer*