Appendix L – Capital Cost Spreadsheets

Milwaukee to Twin Cities

Route 1

Amtrak Route

Segment	Unit	2010 Unit Cost (1000's)	Segment A		Segments B & C		Segment E		Segment K		Segments N & O		Segment R	
Sub-Segment Number			Sub-Segment 1		Sub-Segment 2		Sub-Segment 36		Sub-Segment 11		Sub-Segment 16		Sub-Segment 21	
From - To			Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to Watertown (note 1)		Watertown to Portage		Portage to Camp Douglas		Camp Douglas to La Crosse		La Crosse to Winona	
Host Carrier			CP		CP		CP		CP		CP		CP	
Mileposts			MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.2 - 178.2		MP 178.2 - 226.0		MP 226.0 - 281.0		MP 281.0 - 308.2	
Track Miles			2.5 miles		42.9 miles		47.0 miles		47.8 miles		55.0 miles		27.2 miles	
Proposed Max. Passenger Speed			110 mph		110 mph		110 mph		110 mph		110 mph		90 mph	
Proposed # of New Tracks			0		0		0		1		1		1	
	Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork														
HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	12	$ 14,371	37.9	$ 45,387	0	$ -	22.5	$ 26,945
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -	30	$ 50,616	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	69.4	$ 17,423	47.8	$ 12,000	56.2	$ 14,109	0	$ -
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	14	$ 5,240	9.9	$ 3,706	20	$ 7,486	31.6	$ 11,828
Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	14	$ 5,604	9.9	$ 3,963	8	$ 3,203	4.7	$ 1,881
Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	6	$ 6,188	0	$ -	0	$ -
Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	10	$ 15,560	0	$ -	0	$ -
Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	40	$ 2,307	22.8	$ 1,315	50	$ 2,884	20	$ 1,153
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	4	$ 692	10	$ 1,730	5	$ 865	7	$ 1,211
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	3	$ 1,337	5	$ 2,228	0	$ -	2.2	$ 980
Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	47	$ 3,508	37.9	$ 2,829	55	$ 4,105	27.2	$ 2,030
Land Acquisition Urban	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	2	$ 1,391	2	$ 1,391	0	$ -
#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	4	$ 590	0	$ -	0	$ -
#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	5	$ 525	18	$ 1,890	22	$ 2,310	13	$ 1,365
16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	5	$ 170	18	$ 612	22	$ 748	13	$ 442
#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	4	$ 5,139	2	$ 2,569	4	$ 5,139	2	$ 2,569
#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	4.7	$ 308	4.8	$ 315	5.5	$ 361	2.7	$ 177
Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ 56,623**	**0**	**$ 102,273**	**0**	**$ 93,216**	**0**	**$ 50,583**
Structures														
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	0	$ -	12	$ 10,992	0	$ -
Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	0.0	$ -	0	$ -	1600	$ 2,528	650	$ 1,027	1800	$ 2,844	1250	$ 1,975
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	0.0	$ -	0	$ -	20000	$ 59,256	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	26	$ 1,508	47.8	$ 2,772	0	$ -	27.2	$ 1,578
Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ 63,292**	**0**	**$ 3,799**	**0**	**$ 13,836**	**0**	**$ 3,553**
Systems														
Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	24.6	$ 5,091	37.9	$ 7,843	35	$ 7,243	22.5	$ 4,656
Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	47	$ 8,318	47.8	$ 8,460	55	$ 9,734	27.2	$ 4,814
Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	5	$ 582	0	$ -	0	$ -	13	$ 1,514
New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	2	$ 2,868	4	$ 5,736	4	$ 5,736	1	$ 1,434
Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Systems (C)				**$ 442**		**$ 12,817**		**$ 16,859**		**$ 22,039**		**$ 22,713**		**$ 12,418**
Crossings														
Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	6	$ 563	3	$ 282	3	$ 282
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	EA	$ 326	0.0	$ -	0	$ -	23	$ 7,491	41	$ 13,353	19	$ 6,188	17	$ 5,537
Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	20	$ 3,393	0	$ -	18	$ 3,053	0	$ -
Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	10	$ 1,877	0	$ -	20	$ 3,754
Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	13	$ 3,014	7	$ 1,623	23	$ 5,332	0	$ -
Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	56	$ 5,066	66	$ 5,971	40	$ 3,619	37	$ 3,347
Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	20	$ 3,393	0	$ -
Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ 18,963**	**0**	**$ 23,387**	**0**	**$ 21,866**	**0**	**$ 12,920**
Station/Maintenance Facilities														
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	EA	$ 103,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	LS	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Allocations for Special Elements														
Yard - Category A - Placeholder	LS	$ 10,000	0.0	$ -	0	$ -	1.5	$ 15,000	1	$ 10,000	2	$ 20,000	1	$ 10,000
Yard - Category B - Placeholder	LS	$ 30,700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	LS	$ 37,400	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	LS	$ 100	0.0	$ -	0	$ -	2	$ 200	0	$ -	4	$ 400	0	$ -
Maintenance of Way Spur	LS	$ 1,000	0.0	$ -	0	$ -	1	$ 1,000	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	$ 12,466	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	$ -	1	$ 213,908	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	LS	$ 1,500	0.0	$ -	0	$ -	1	$ 55,000	0	$ -	0	$ -	0	$ -
Retaining Wall	MI	$ 12,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	MI	$ 700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Allocations for Special Elements (F)			**0**	**$ 12,466**	**0**	**$ 213,908**	**0**	**$ 71,200**	**0**	**$ 10,000**	**0**	**$ 20,400**	**0**	**$ 10,000**
Sub-total Construction Elements (A+B+C+D+E+F)			0	$ 12,908	0	$ 252,708	0	$ 226,937	0	$ 161,498	0	$ 172,030	0	$ 89,473
Contingency			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	0	$ 68,081	0	$ 48,449	0	$ 51,609	0	$ 26,842
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 12,908**	**0**	**$ 252,708**	**0**	**$ 295,019**	**0**	**$ 209,947**	**0**	**$ 223,639**	**0**	**$ 116,316**
Professional Services and Environmental			0	0	0	0	0	0	0	0	0	0	0	0
Design Engineering		10%	0	0	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0	0	0
Program Management		4%	0	0	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)		**24%**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 70,804**	**0**	**$ 50,387**	**0**	**$ 53,673**	**0**	**$ 27,916**
Total Sub-Segment Cost (G)+(H)			**$**	**12,908,463**	**$**	**252,708,119**	**$**	**365,822,943**	**$**	**260,334,551**	**$**	**277,312,322**	**$**	**144,231,281**
Sub-Segment Costs Per Mile			**$**	**5,163,385**	**$**	**5,890,632**	**$**	**7,783,467**	**$**	**5,446,330**	**$**	**5,042,042**	**$**	**5,302,621**
			Sub-Segment 1		Sub-Segment 2		Sub-Segment 36		Sub-Segment 11		Sub-Segment 16		Sub-Segment 21	

Segment	Unit	2010 Unit Cost (1000's)	Segments S & V		Segment AA						Segment FF	
Sub-Segment Number			Sub-Segment 24		Sub-Segment 28		Sub-Segment 29		Sub-Segment 34		Sub-Segment 35	
From - To			Winona through Redwing to Hastings (St Croix Jct - start shared tracks w/ BNSF)		Hastings (St Croix Jct - start shared tracks w/ BNSF) to Hoffman Avenue		Hoffman Avenue to Division Street		Division Street to St. Paul Junction		St Paul Junction to St. Paul Union Depot	
Host Carrier			CP		CP/BNSF each owns 1 track		BNSF		BNSF/St Paul Union Depot Co.		St Paul Union Depot Co/UP	
Mileposts			MP 308.2 - 392.1		MP 392.1 - 409.0 (CP)		MP 429.1 - 429.7		MP 429.7 - 0.3		MP 0.3 - 0.8	
Track Miles			83.9 miles		16.9 miles		0.6 miles		0.3 miles		0.5 miles	
Proposed Max. Passenger Speed			90 mph		90 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks			1		1		1		1		1	
	Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork												
HSR on Existing Roadbed	MI	$ 1,123	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	83.9	$ 100,475	0	$ -	0.6	$ 719	0.3	$ 359	0.5	$ 599
HSR on New Roadbed & New Embankment	MI	$ 1,687	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0	$ -	17	$ 51,103	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0	$ -	33.8	$ 8,485	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	110.6	$ 41,398	0	$ -	0	$ -	0	$ -	0.5	$ 187
Replace Existing Rail w/ 136# CWR	MI	$ 400	25.2	$ 10,088	4	$ 1,601	0	$ -	0	$ -	0.5	$ 200
Freight Siding	MI	$ 1,031	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	MI	$ 1,556	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	LF	$ 1	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	78	$ 4,498	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	16.2	$ 2,803	16.9	$ 2,924	0.6	$ 104	0.3	$ 52	0.5	$ 87
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	MI	$ 75	94.2	$ 7,031	16.9	$ 1,261	0.6	$ 45	0.3	$ 22	0.5	$ 37
Land Acquisition Urban	MI	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0	$ -	16.9	$ 3,141	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	EA	$ 696	4	$ 2,782	6	$ 4,173	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	EA	$ 509	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	0	$ -	0	$ -	2	$ 366	1	$ 183	1	$ 183
#15 Turnout - Timber	EA	$ 148	8	$ 1,180	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	EA	$ 105	54	$ 5,670	0	$ -	0	$ -	0	$ -	0	$ -
16'6" Double Switch Point Derail	EA	$ 34	54	$ 1,836	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	EA	$ 282	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	8	$ 10,277	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	EA	$ 563	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	MI	$ 66	0	$ -	2	$ 131	0	$ -	0	$ -	0	$ -
Curvature Reduction	MI	$ 444	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0	$ -	2	$ 185	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)			**0**	**$ 188,038**	**0**	**$ 73,006**	**0**	**$ 1,233**	**0**	**$ 617**	**0**	**$ 1,293**
Structures												
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 3,454	0	$ -	1	$ 3,454	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	8	$ 7,328	9	$ 8,244	0	$ -	0	$ -	0	$ -
Major River	EA	$ 9,158	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	2500	$ 3,950	800	$ 1,264	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	2500	$ 7,407	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 6,909	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	83.9	$ 4,866	16.9	$ 980	0	$ -	0	$ -	0	$ -
Two Bore Long Tunnel	route ft	$ 46	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0**	**$ 23,551**	**0**	**$ 13,942**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Systems												
Install CTC System (Single Track)	MI	$ 207	38	$ 7,864	16.9	$ 3,497	0.6	$ 124	0.3	$ 62	0.5	$ 103
Install CTC System (Double Track)	MI	$ 339	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	MI	$ 177	115.9	$ 20,513	16.9	$ 2,991	0.6	$ 106	0.3	$ 53	0.5	$ 88
Electric Lock for Industry Turnout	EA	$ 116	54	$ 6,290	0	$ -	0	$ -	0	$ -	0	$ -
New Control Point (CP)	EA	$ 1,434	12	$ 17,207	0	$ -	0	$ -	1	$ 1,434	0	$ -
Signal work to add Crossover to CP	EA	$ 792	0	$ -	3	$ 2,375	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0	$ -	0	$ -	2	$ 905	0	$ -	0	$ -
Sub-total Systems (C)				**$ 51,873**		**$ 8,863**		**$ 1,135**		**$ 1,549**		**$ 192**
Crossings												
Private Closure	EA	$ 94	10	$ 939	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	10	$ 5,564	2	$ 1,113	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	EA	$ 326	65	$ 21,169	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	EA	$ 170	39	$ 6,615	4	$ 679	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	EA	$ 188	28	$ 5,256	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	EA	$ 232	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	EA	$ 57	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	104	$ 9,409	6	$ 543	0	$ -	0	$ -	0	$ -
Precast Panels with Rdway Improvements	EA	$ 170	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	EA	$ 75	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)			**0**	**$ 48,952**	**0**	**$ 2,334**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Station/Maintenance Facilities												
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	EA	$ 82,800	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	EA	$ 103,500	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	LS	$ 10,350	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)			**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Allocations for Special Elements												
Yard - Category A - Placeholder	LS	$ 10,000	4	$ 40,000	1	$ 10,000	0	$ -	0	$ -	0.25	$ 2,500
Yard - Category B - Placeholder	LS	$ 30,700	0	$ -	1	$ 30,700	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	LS	$ 37,400	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	LS	$ 100	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	LS	$ 1,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	LS	$ 40,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	LS	$ 40,000	1	$ 40,000	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	LS	$ 1,500	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	MI	$ 12,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	LS	$ 10,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	MI	$ 700	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Allocations for Special Elements (F)			**0**	**$ 80,000**	**0**	**$ 40,700**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 2,500**
Sub-total Construction Elements (A+B+C+D+E+F)			0	$ 392,414	0	$ 138,845	0	$ 2,368	0	$ 2,166	0	$ 3,985
Contingency			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)		30%	0	$ 117,724	0	$ 41,653	0	$ 710	0	$ 650	0	$ 1,195
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 510,138**	**0**	**$ 180,498**	**0**	**$ 3,079**	**0**	**$ 2,815**	**0**	**$ 5,180**
Professional Services and Environmental			0	0	0	0	0	0	0	0	0	0
Design Engineering		10%	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0
Program Management		4%	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)		**24%**	**0**	**$ 122,433**	**0**	**$ 43,320**	**0**	**$ 739**	**0**	**$ 676**	**0**	**$ 1,243**
Total Sub-Segment Cost (G)+(H)			**$**	**632,571,163**	**$**	**223,817,590**	**$**	**3,817,460**	**$**	**3,491,014**	**$**	**6,423,626**
Sub-Segment Costs Per Mile			**$**	**7,539,585**	**$**	**13,243,644**	**$**	**6,362,433**	**$**	**11,636,713**	**$**	**12,847,252**
			Sub-Segment 24		Sub-Segment 28		Sub-Segment 29		Sub-Segment 34		Sub-Segment 35	

Segment	Unit	2010 Unit Cost (1000's)	Segment GG		Segment HH							
Sub-Segment Number			Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	
From - To			St. Paul Union Depot to Robert St		Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)	
Host Carrier			St Paul Union Depot Co/UP		CP		CP		BNSF/MNNR		BNSF	
Mileposts			MP 0.8 - 1.1		MP 410.5 - 411.2		MP 411.2 - 417.6					
Track Miles			0.3 miles		0.7 miles		6.4 miles		3.2 miles		1.9 miles	
Proposed Max. Passenger Speed			79 mph		79 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks			1		1		1		1		0	
	Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork												
HSR on Existing Roadbed	MI	$ 1,123	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0	$ -	0	$ -	0	$ -	3.2	$ 3,832	0	$ -
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.3	$ 506	0.7	$ 1,181	6.4	$ 10,798	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0	$ -	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0	$ -	0.7	$ 262	6.4	$ 2,396	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	MI	$ 400	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	MI	$ 1,031	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	MI	$ 1,556	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	LF	$ 1	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0	$ -	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.3	$ 59	0.7	$ 139	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.3	$ 134	0.7	$ 312	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	MI	$ 75	0	$ -	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -
Land Acquisition Urban	MI	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	EA	$ 696	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	EA	$ 509	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	1	$ 183	0	$ -	0	$ -	1	$ 183	0	$ -
#15 Turnout - Timber	EA	$ 148	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	EA	$ 105	0	$ -	0	$ -	0	$ -	2	$ 210	0	$ -
16'6" Double Switch Point Derail	EA	$ 34	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	EA	$ 282	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	EA	$ 563	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	MI	$ 66	0.15	$ 10	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -
Curvature Reduction	MI	$ 444	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.15	$ 14	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -
Sub-total Trackwork (A)			**0**	**$ 906**	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**
Structures												
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0	$ -	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0	$ -	0	$ -	1	$ 3,454	0	$ -	0	$ -
Rail	EA	$ 3,454	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Major River	EA	$ 9,158	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	2	$ 6,624	0	$ -	4	$ 13,249	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	1	$ 2,152	0	$ -	2	$ 4,304	0	$ -	0	$ -
Rail	EA	$ 6,909	0	$ -	0	$ -	1	$ 6,909	0	$ -	0	$ -
Other Structural			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	1	$ 58	1	$ 58	6	$ 348	3	$ 174	0	$ -
Two Bore Long Tunnel	route ft	$ 46	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0**	**$ 8,834**	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**
Systems												
Install CTC System (Single Track)	MI	$ 207	0.3	$ 62	0	$ -	6.4	$ 1,324	0	$ -	0	$ -
Install CTC System (Double Track)	MI	$ 339	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	MI	$ 177	0.3	$ 53	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -
Electric Lock for Industry Turnout	EA	$ 116	0	$ -	0	$ -	0	$ -	2	$ 233	0	$ -
New Control Point (CP)	EA	$ 1,434	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Crossover to CP	EA	$ 792	1	$ 792	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0	$ -	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -
Sub-total Systems (C)				**$ 907**		**$ 718**		**$ 13,766**		**$ 2,156**		**$ -**
Crossings												
Private Closure	EA	$ 94	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	EA	$ 326	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	EA	$ 170	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	EA	$ 188	0	$ -	0	$ -	0	$ -	3	$ 563	0	$ -
Conventional Gates double mainline track	EA	$ 232	0	$ -	1	$ 232	7	$ 1,623	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	EA	$ 57	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0	$ -	1	$ 90	14	$ 1,267	3	$ 271	0	$ -
Precast Panels with Rdway Improvements	EA	$ 170	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	EA	$ 75	0	$ -	1	$ 75	3	$ 225	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)			**0**	**$ -**	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**
Station/Maintenance Facilities												
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	EA	$ 82,800	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	EA	$ 103,500	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	LS	$ 10,350	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)			**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Allocations for Special Elements												
Yard - Category A - Placeholder	LS	$ 10,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category B - Placeholder	LS	$ 30,700	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	LS	$ 37,400	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	LS	$ 100	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	LS	$ 1,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	LS	$ 40,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 5,100
Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	1	$ 10,000	1	$ 10,000	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	LS	$ 40,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	LS	$ 1,500	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	MI	$ 12,000	0	$ -	0.5	$ 6,000	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	LS	$ 10,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	MI	$ 700	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Allocations for Special Elements (F)			**0**	**$ 10,000**	**0**	**$ 16,000**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 5,100**
Sub-total Construction Elements (A+B+C+D+E+F)			0	$ 20,647	0	$ 19,266	0	$ 70,951	0	$ 15,307	0	$ 5,100
Contingency			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)		30%	0	$ 6,194	0	$ 5,780	0	$ 21,285	0	$ 4,592	0	$ 1,530
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 26,841**	**0**	**$ 25,046**	**0**	**$ 92,237**	**0**	**$ 19,900**	**0**	**$ 6,630**
Professional Services and Environmental			0	0	0	0	0	0	0	0	0	0
Design Engineering		10%	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0
Program Management		4%	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)		**24%**	**0**	**$ 6,442**	**0**	**$ 6,011**	**0**	**$ 22,137**	**0**	**$ 4,776**	**0**	**$ 1,591**
Total Sub-Segment Cost (G)+(H)			**$**	**33,283,170**	**$**	**31,056,876**	**$**	**114,373,619**	**$**	**24,675,658**	**$**	**8,221,200**
Sub-Segment Costs Per Mile			**$**	**110,943,899**	**$**	**44,366,966**	**$**	**17,870,878**	**$**	**7,711,143**	**$**	**4,349,841**
			Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	

Total Cost	$	2,395,049,054
Average Cost/Mile	$	7,105,073
Miles		337.1 miles

Milwaukee-Twin Cities

Route 2
Amtrak - Rochester

		Unit	Segment	Segment A		Segments B & C		Segment E		Segment K		Segments N & O		Segment R		Segments T, W & X		Segment Z				Segment BB		Segment GG		Segment HH							
			Sub-Segment Number	Sub-Segment 1		Sub-Segment 2		Sub-Segment 36		Sub-Segment 11		Sub-Segment 16		Sub-Segment 21		Sub-Segment 25		Sub-Segment 26		Sub-Segment 42		Sub-Segment 27		Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	
			From - To	Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to Watertown (note 1)		Watertown to Portage		Portage to Camp Douglas		Camp Douglas to La Crosse		La Crosse to Winona		Winona through Rochester & Dodge Center to Owatonna		Owatonna to Northfield		Northfield to Inver Grove Heights		Inver Grove Heights to Robert St		St. Paul Union Depot to Robert St		Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)	
			Host Carrier	CP		CP		CP		CP		CP		CP		CP (former DM&E)		UP		UP		UP		St Paul Union Depot Co/UP		CP		CP		BNSF/MNNR		BNSF	
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.2 - 178.2		MP 178.2 - 226.0		MP 226.0 - 281.0		MP 281.0 - 308.2		MP 0.0 - 88.3		MP 285.4 - 313.2		MP 313.2 - 344.2		Yard Limits - 10 miles		MP 0.8 - 1.1		MP 410.5 - 411.2		MP 411.2 - 417.6		$	-	$	-
			Track Miles	2.5 miles		42.9 miles		47.0 miles		47.8 miles		55.0 miles		27.2 miles		88.3 miles		27.8 miles		31.0 miles		10.0 miles	0.0 miles	0.3 miles	0.0 miles	0.7 miles	0.0 miles	6.4 miles	0.0 miles	3.2 miles	0.0 miles	1.9 miles	0.0 miles
			Proposed Max. Passenger Speed	110 mph		110 mph		110 mph	0.0 mph	110 mph	0.0 mph	110 mph	0.0 mph	90 mph	0.0 mph	110 mph	0.0 mph	110 mph	0.0 mph	110 mph	0.0 mph	90 mph	0.0 mph	79 mph	0.0 mph	79 mph	0.0 mph	79 mph	0.0 mph	79 mph	0.0 mph	79 mph	0.0 mph
			Proposed # of New Tracks	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ -	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -	$ 1	$ -
		Unit	2010 Unit Cost (1000's)	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	Quantity	Amount	Quantity	Amount
Trackwork																																	
0	HSR on Existing Roadbed	MI	1,123	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-
0	HSR on New Roadbed	MI	1,198	0.0	-	0.0	-	12	14,371	38	45,387	-	-	23	26,945	60	72,213	28	33,292	31	37,124	-	-	0	-	-	-	-	-	3	3,832	-	-
0	HSR on New Roadbed & New Embankment	MI	1,687	0.0	-	15.4	25,983	-	-	-	-	30	50,616	-	-	18	30,370	-	-	-	-	10	16,872	0.3	506	1	1,181	6	10,798	-	-	-	-
0	HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	3,024	0.0	-	0.0	-	0	-	-	-	-	-	0	-	0	-	28	84,063	31	93,740	0	-	0	-	0	-	0	-	0	-	0	-
0	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	15,972	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	2	31,943	-	-	-	-	0	-	-	-	-	-	-	-	-	-
0	Timber & Surface w/ 33% Tie replacement	MI	251	0.0	-	0.0	-	69	17,423	48	12,000	56	14,109	-	-	-	-	-	-	-	-	-	-	0	-	1	176	-	-	6	1,607	-	-
0	Timber & Surface w/ 66% Tie Replacement	MI	374	0.0	-	0.0	-	14	5,240	10	3,706	20	7,486	32	11,828	-	-	-	-	-	-	-	-	0	-	1	262	6	2,396	-	-	-	-
0	Replace Existing Rail w/ 136# CWR	MI	400	0.0	-	0.0	-	14	5,604	10	3,963	8	3,203	5	1,881	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-
0	Freight Siding	MI	1,031	0.0	-	0.0	-	-	-	6	6,188	-	-	-	-	12	12,376	3	3,094	3	3,094	-	-	0	-	-	-	-	-	-	-	-	-
0.00	Passenger Siding	MI	1,556	0.0	-	0.0	-	-	-	10	15,560	-	-	-	-	20	31,121	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-
0	Highway Barrier Type 6	LF	1	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Highway Barrier Type 5	LF	0	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Fencing, 4 ft Woven Wire (both sides)	MI	58	0.0	-	0.0	-	40	2,307	23	1,315	50	2,884	20	1,153	60	3,460	18	1,027	16	923	-	-	-	-	-	-	-	-	-	-	-	-
0	Fencing, 6 ft Chain Link (both sides)	MI	173	0.0	-	0.0	-	4	692	10	1,730	5	865	7	1,211	18	3,114	8	1,384	8	1,384	10.00	1,730	-	-	-	-	6	1,107	3	554	-	-
0	Fencing, 10 ft Chain Link (both sides)	MI	198	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3	59	1	139	-	-	-	-	-	-
0	Decorative Fencing (both sides)	MI	446	0.0	-	0.0	-	3	1,337	5	2,228	-	-	2	980	10	4,589	2	891	7	3,119	-	-	0.3	134	1	312	-	-	-	-	-	-
0	Drainage Improvements (cross country)	MI	75	0.0	-	0.0	-	47	3,508	38	2,829	55	4,105	27	2,030	88	6,590	-	-	-	-	10.00	746	-	-	-	-	6	478	3	239	-	-
0	Land Acquisition Urban	MI	558	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	6	3,234	8	4,461	10.00	5,576	-	-	-	-	-	-	-	-	-	-
0	Land Acquisition Rural	MI	186	0.0	-	0.0	-	-	-	-	-	-	-	-	-	32	5,948	22	4,089	22	4,089	-	-	-	-	-	-	-	-	-	-	-	-
0.00	#33 High Speed Turnout	EA	696	0.0	-	0.0	-	-	-	2	1,391	2	1,391	-	-	4	2,782	1	696	1	696	-	-	-	-	-	-	-	-	-	-	-	-
0.00	#24 High Speed Turnout	EA	509	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	#20 Turnout Timber	EA	183	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.00	366	1	183	-	-	-	-	1	183	-	-
0	#15 Turnout - Timber	EA	148	0.0	-	0.0	-	-	-	4	590	-	-	-	-	8	1,180	2	295	2	295	-	-	-	-	-	-	-	-	-	-	-	-
0	#10 Turnout Timber	EA	105	0.0	-	0.0	-	5	525	18	1,890	22	2,310	13	1,365	44	4,620	5	525	4	420	-	-	-	-	-	-	-	-	2	210	-	-
0	16'6" Double Switch Point Derail	EA	34	0.0	-	0.0	-	5	170	18	612	22	748	13	442	44	1,496	5	170	4	136	-	-	-	-	-	-	-	-	-	-	-	-
0	#20 Turnout Concrete	EA	282	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	#15 Turnout - Concrete	EA	155	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	#10 Turnout Concrete	EA	133	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	#33 Crossover	EA	1,285	0.0	-	0.0	-	4	5,139	2	2,569	4	5,139	2	2,569	-	-	1	1,285	1	1,285	-	-	-	-	-	-	-	-	-	-	-	-
0.00	#20 Crossover	EA	563	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Elevate & Surface Curves	MI	66	0.0	-	0.0	-	5	308	5	315	6	361	3	177	-	-	-	-	-	-	-	-	0.15	10	0.15	10	1	42	0	21	-	-
0	Curvature Reduction	MI	444	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-	0	-	-	-	-	-	-	-
0	Elastomeric Rail Fasteners	MI	93	0.0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.15	14	0.15	14	1	52	0	30	-	-
Sub-Total Trackwork (A)				-	-	-	25,983	-	56,623	-	102,273	-	93,216	-	50,583	-	179,859	-	165,987	-	150,764	-	25,290	-	906	-	2,093	-	14,873	-	6,675	-	-
Structures																																	
0	**Bridges-under**		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.0	Four Lane Urban Expressway	EA	5,468	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	10,935	1	5,468	-	-
0.0	Four Lane Rural Expressway	EA	4,552	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.0	Two Lane Highway	EA	3,454	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3,454	-	-	-	-
0.0	Rail	EA	3,454	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.0	Minor river	EA	916	0.0	-	-	-	-	-	-	-	12	10,992	-	-	-	-	10	9,160	5	4,580	-	-	-	-	-	-	-	-	-	-	-	-
0.0	Major River	EA	9,158	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.0	Double Track High (50') Level Bridge	LF	14	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.0	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	2	0.0	-	-	-	1,600	2,528	650	1,027	1,800	2,844	1,250	1,975	-	-	800	1,264	300	474	1.00	2	-	-	-	-	-	-	-	-	-	-
0.0	Convert open deck bridge to ballast deck (single track)	LF	5	0.0	-	-	-	-	-	-	-	-	-	-	-	2,000	10,576	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Convert open deck bridge to ballast deck (double track)	LF	11	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Single Track on Flyover/Elevated Structure	LF	10	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Single Track on Approach Embankment w/ Retaining Wall	LF	5	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Ballasted Deck Replacement Bridge	LF	3	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Land Bridges	LF	3	0.0	-	-	-	20,000	59,256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Double Track on Flyover/Elevated Structure	LF	18	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Double Track on Approach Embankment w/ Retaining Wall	LF	9	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	**Bridges-over**	0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Four Lane Urban Expressway	EA	3,312	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6,624	-	-	4	13,249	-	-	-	-
0.00	Four Lane Rural Expressway	EA	2,360	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Two Lane Highway	EA	2,152	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2,152	-	-	2	4,304	-	-	-	-
0.00	Rail	EA	6,909	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6,909	-	-	-	-
0.00	**Other Structural**	0	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Culvert Extension	MI	58	0.0	-	-	-	26	1,508	48	2,772	-	-	27	1,578	32	1,856	-	-	-	-	10	580	1	58	1	58	6	348	3	174	-	-
0.00	Two Bore Long Tunnel	route ft	46	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Single Bore Short Tunnel	LF	26	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total Structures (B)				0.0	-	-	-	-	63,292	-	3,799	-	13,836	-	3,553	-	12,432	-	10,424	-	5,054	-	582	-	8,834	-	58	-	39,199	-	5,642	-	-
Systems																																	
0	Install CTC System (Single Track)	MI	207	0.0	-	-	-	25	5,091	38	7,843	35	7,243	23	4,656	56	11,651	28	5,753	31	6,415	10	2,069	0.3	62	-	-	6	1,324	-	-	-	-
0	Install CTC System (Double Track)	MI	339	0.0	-	15	5,224	-	-	-	-	-	-	-	-	32	10,856	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-
0	Install PTC System	MI	177	2.5	442	43	7,593	47	8,318	48	8,460	55	9,734	27	4,814	88	15,628	28	4,920	31	5,487	10	1,770	0.3	53	2	265	6	1,133	3	566	-	-
0	Electric Lock for Industry Turnout	EA	116	0.0	-	-	-	5	582	-	-	-	-	13	1,514	40	4,659	9	1,048	9	1,048	-	-	0	-	-	-	-	-	2	233	-	-
0	New Control Point (CP)	EA	1,434	0.0	-	-	-	2	2,868	4	5,736	4	5,736	1	1,434	9	12,905	4	5,736	2	2,868	2	2,868	0	-	-	-	-	-	-	-	-	-
0	Signal work to add Crossover to CP	EA	792	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	792	-	-	-	-	-	-	-	-
0	Signal work to add Turnout to CP	EA	452	0.0	-	-	-	-	-	-	-	-	-	-	-	3	1,357	2	905	2	905	-	-	0	-	1	452	25	11,308	3	1,357	-	-
Sub-Total Systems (C)				0.0	442	-	12,817	-	16,859	-	22,039	-	22,713	-	12,418	-	57,056	-	18,362	-	16,723	-	6,707	-	907	-	718	-	13,766	-	2,156	-	-
Crossings																																	
0	Private Closure	EA	94	0.0	-	-	-	-	-	6	563	3	282	3	282	5	469	4	375	4	375	2	188	-	-	-	-	-	-	-	-	-	-
0	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	556	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Four Quadrant Gates	EA	326	0.0	-	-	-	23	7,491	41	13,353	19	6,188	17	5,537	30	9,770	5	1,628	5	1,628	4	1,303	-	-	-	-	-	-	-	-	-	-
0	Convert Dual Gates to Quad Gates	EA	170	0.0	-	-	-	20	3,393	-	-	18	3,053	-	-	54	9,160	7	1,187	7	1,187	-	-	-	-	-	-	-	-	-	-	-	-
0	Conventional Gates single mainline track	EA	188	0.0	-	-	-	-	-	10	1,877	-	-	20	3,754	44	8,260	-	-	-	-	-	-	-	-	-	-	-	-	3	563	-	-
0	Conventional Gates double mainline track	EA	232	0.0	-	-	-	13	3,014	7	1,623	23	5,332	-	-	-	-	12	2,782	12	2,782	-	-	-	-	1	232	7	1,623	-	-	-	-
0	Convert Flashers Only to Dual Gate	EA	57	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Dual Gate with Median Barrier	EA	204	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Convert Dual Gate to Extended Arm	EA	17	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Precast Panels without Rdway Improvements	EA	90	0.0	-	-	-	56	5,066	66	5,971	40	3,619	37	3,347	84	7,599	18	1,628	18	1,628	-	-	-	-	1	90	14	1,267	3	271	-	-
0.00	Precast Panels with Rdway Improvements	EA	170	0.0	-	-	-	-	-	-	-	20	3,393	-	-	44	7,464	6	1,018	6	1,018	-	-	-	-	-	-	-	-	-	-	-	-
0.00	Traffic Signal Preemption	EA	75	0.0	-	-	-	-	-	-	-	-	-	-	-	10	750	-	-	-	-	-	-	-	-	1	75	3	225	-	-	-	-
0.00	Traffic Signal Preemption and Intersection Signalization	EA	300	0.0	-	-	-	-	-	-	-	-	-	-	-	8	2,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total Crossings (D)				0.0	-	-	-	-	18,963	-	23,387	-	21,866	-	12,920	-	45,872	-	8,619	-	8,619	-	1,490	-	-	-	397	-	3,114	-	835	-	-
Station/Maintenance Facilities																																	
0	Full Service - New - Low Volume - 500 Surface Park	EA	5,175	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Full Service - Renovated - Low Volume- 500 Surface Park	EA	4,140	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Terminal - New - Low Volume - 500 Surface Park	EA	7,763	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Terminal - Renovated - Low Volume - 500 Surface Park	EA	6,210	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	10,350	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	15,525	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Maintenance Facility (non-electrified track)	EA	82,800	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Maintenance Facility (electrified track)	EA	103,500	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Layover Facility	LS	10,350	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total Station/Maintenance Facilities (E)				0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Allocations for Special Elements																																	
0	Yard - Category A - Placeholder	LS	10,000	0.0	-	-	-	2	15,000	1	10,000	2	20,000	1	10,000	1	10,000	1	10,000	-	-	1	10,000	-	-	-	-	-	-	-	-	-	-
0	Yard - Category B - Placeholder	LS	30,700	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Yard - Category C - Placeholder	LS	37,400	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Access to Signal/Switch Location	LS	100	0.0	-	-	-	2	200	-	-	4	400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Maintenance of Way Spur	LS	1,000	0.0	-	-	-	1	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Rail-Rail Flyovers	LS	40,000	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	12,466	1.0	12,466	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	213,908	0.0	-	1	213,908	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	ARRA application - Watertown-Madison - Capital Cost Estimate	LS	292,788	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	5,100	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5,100
0	Structural Reconfiguration - West Approach to SPUD	LS	10,000	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	10,000	1	10,000	-	-	-	-	-	-
0	Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	25,000	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Lift bridge @ Hastings and approach	LS	40,000	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Marshland & settlement issues between Richwood & Reeseville, WI	LS	55,000	0.0	-	-	-	1	55,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Retaining Wall	MI	12,000	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6,000	-	-	-	-	-	-
0	Restore UP br. over route @ Canco	LS	10,000	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Bike Path / Trail Relocation	MI	700	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total Allocations for Special Elements (F)				-	12,466	-	213,908	-	71,200	-	10,000	-	20,400	-	10,000	-	10,000	-	10,000	-	-	-	10,000	-	10,000	-	16,000	-	-	-	-	-	5,100
Sub-Total Construction Elements (A+B+C+D+E+F)				-	12,908	-	252,708	-	226,937	-	161,498	-	172,030	-	89,473	-	305,218	-	213,392	-	181,160	-	44,070	-	20,647	-	19,266	-	70,951	-	15,307	-	5,100
Contingency				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Contingency - 30% of Construction Costs (G)		30%	-	-	-	-	-	68,081	-	48,449	-	51,609	-	26,842	-	91,565	-	64,018	-	54,348	-	13,221	-	6,194	-	5,780	-	21,285	-	4,592	-	1,530
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)				-	12,908	-	252,708	-	295,019	-	209,947	-	223,639	-	116,316	-	396,784	-	277,410	-	235,508	-	57,290	-	26,841	-	25,046	-	92,237	-	19,900	-	6,630
Professional Services and Environmental				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Design Engineering		10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Insurance and Bonding		0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Program Management		4%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Construction Management & Inspection		6%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Engineering Services During Construction		2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Integrated Testing and Commissioning		2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	Erosion Control and Water Quality Management		0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total Professional Services and Environmental (H)			**24%**	-	-	-	-	-	70,804	-	50,387	-	53,673	-	27,916	-	95,228	-	66,578	-	56,522	-	13,750	-	6,442	-	6,011	-	22,137	-	4,776	-	1,591
Total Sub-Segment Cost (G)+(H)				$	12,908,463	$	252,708,119	$	365,822,943	$	260,334,551	$	277,312,322	$	144,231,281	$	492,011,848	$	343,987,954	$	292,029,662	$	71,040,053	$	33,283,170	$	31,056,876	$	114,373,619	$	24,675,658	$	8,221,200
Sub-Segment Costs Per Mile				$	5,163,385	$	5,890,632	$	7,783,467	$	5,446,330	$	5,042,042	$	5,302,621	$	5,572,048	$	12,373,667	$	9,420,312	$	7,104,005	$	110,943,899	$	44,366,966	$	17,870,878	$	7,711,143	$	4,349,841
				Sub-Segment 1		Sub-Segment 2		Sub-Segment 36		Sub-Segment 11		Sub-Segment 16		Sub-Segment 21		Sub-Segment 25		Sub-Segment 26		Sub-Segment 42		Sub-Segment 27		Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	

Total Cost	$	2,723,997,718
Average Cost/Mile	$	6,949,151
Miles		392.0 miles

Milwaukee-Twin Cities

Route 3
Amtrak - BNSF River

Code	Item	Unit	2010 Unit Cost (1000's)	Segment A		Segments B & C		Segment E	
	Sub-Segment Number			Sub-Segment 1		Sub-Segment 2		Sub-Segment 36	
	From - To			Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to		Watertown to Portage	
	Host Carrier			CP		CP		CP	
	Mileposts			MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.2 - 178.2	
	Track Miles			2.5 miles		42.9 miles		47.0 miles	
	Proposed Max. Passenger Speed			110 mph		110 mph		110 mph	
	Proposed # of New Tracks			1		1		1	
				Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork									
0	HSR on Existing Roadbed	MI	1,123	0.0	-	-	-	0	-
0	HSR on New Roadbed	MI	1,198	0.0	-	-	-	12	14,371
0	HSR on New Roadbed & New Embankment	MI	1,687	0.0	-	15.4	25,983	0	-
0	HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	3,024	0.0	-	0	-	0	-
0	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	15,972	0.0	-	0	-	0	-
0	Timber & Surface w/ 33% Tie replacement	MI	251	0.0	-	0	-	69	17,423
0	Timber & Surface w/ 66% Tie Replacement	MI	374	0.0	-	0	-	14	5,240
0	Replace Existing Rail w/ 136# CWR	MI	400	0.0	-	0	-	14	5,604
0	Freight Siding	MI	1,031	0.0	-	0	-	0	-
0.00	Passenger Siding	MI	1,556	0.0	-	0	-	0	-
0	Highway Barrier Type 6	LF	1	0.0	-	0	-	0	-
0	Highway Barrier Type 5	LF	0	0.0	-	0	-	0	-
0	Fencing, 4 ft Woven Wire (both sides)	MI	58	0.0	-	0	-	40	2,307
0	Fencing, 6 ft Chain Link (both sides)	MI	173	0.0	-	0	-	4	692
0	Fencing, 10 ft Chain Link (both sides)	MI	198	0.0	-	0	-	0	-
0	Decorative Fencing (both sides)	MI	446	0.0	-	0	-	3	1,337
0	Drainage Improvements (cross country)	MI	75	0.0	-	0	-	47	3,508
0	Land Acquisition Urban	MI	558	0.0	-	0	-	0	-
0	Land Acquisition Rural	MI	186	0.0	-	0	-	0	-
0.00	#33 High Speed Turnout	EA	696	0.0	-	0	-	0	-
0.00	#24 High Speed Turnout	EA	509	0.0	-	0	-	0	-
0	#20 Turnout Timber	EA	183	0.0	-	0	-	0	-
0	#15 Turnout - Timber	EA	148	0.0	-	0	-	0	-
0	#10 Turnout Timber	EA	105	0.0	-	0	-	5	525
0	16'6" Double Switch Point Derail	EA	34	0.0	-	0	-	5	170
0	#20 Turnout Concrete	EA	282	0.0	-	0	-	0	-
0	#15 Turnout - Concrete	EA	155	0.0	-	0	-	0	-
0	#10 Turnout Concrete	EA	133	0.0	-	0	-	0	-
0	#33 Crossover	EA	1,285	0.0	-	0	-	4	5,139
0.00	#20 Crossover	EA	563	0.0	-	0	-	0	-
0.00	Elevate & Surface Curves	MI	66	0.0	-	0	-	5	308
0	Curvature Reduction	MI	444	0.0	-	0	-	0	-
0	Elastomeric Rail Fasteners	MI	93	0.0	-	0	-	0	-
Sub-Total Trackwork (A)				**0**	**-**	**0**	**25,983**	**0**	**56,623**
Structures									
0	**Bridges-under**	0	-	0	-	0	-	0	-
0.0	Four Lane Urban Expressway	EA	5,468	0.0	-	0	-	0	-
0.0	Four Lane Rural Expressway	EA	4,552	0.0	-	0	-	0	-
0.0	Two Lane Highway	EA	3,454	0.0	-	0	-	0	-
0.0	Rail	EA	3,454	0.0	-	0	-	0	-
0.0	Minor river	EA	916	0.0	-	0	-	0	-
0.0	Major River	EA	9,158	0.0	-	0	-	0	-
0.0	Double Track High (50') Level Bridge	LF	14	0.0	-	0	-	0	-
0.0	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	2	0.0	-	0	-	1,600	2,528
0.0	Convert open deck bridge to ballast deck (single track)	LF	5	0.0	-	0	-	0	-
0.00	Convert open deck bridge to ballast deck (double track)	LF	11	0.0	-	0	-	0	-
0.00	Single Track on Flyover/Elevated Structure	LF	10	0.0	-	0	-	0	-
0.00	Single Track on Approach Embankment w/ Retaining Wall	LF	5	0.0	-	0	-	0	-
0.00	Ballasted Deck Replacement Bridge	LF	3	0.0	-	0	-	0	-
0.00	Land Bridges	LF	3	0.0	-	0	-	20,000	59,256
0.00	Double Track on Flyover/Elevated Structure	LF	18	0.0	-	0	-	0	-
0.00	Double Track on Approach Embankment w/ Retaining Wall	LF	9	0.0	-	0	-	0	-
0	**Bridges-over**	0	-	0.0	-	0	-	0	-
0.00	Four Lane Urban Expressway	EA	3,312	0.0	-	0	-	0	-
0.00	Four Lane Rural Expressway	EA	2,360	0.0	-	0	-	0	-
0.00	Two Lane Highway	EA	2,152	0.0	-	0	-	0	-
0.00	Rail	EA	6,909	0.0	-	0	-	0	-
0.00	**Other Structural**	0	-	0.0	-	0	-	0	-
0.00	Culvert Extension	MI	58	0.0	-	0	-	26	1,508
0.00	Two Bore Long Tunnel	route ft	46	0.0	-	0	-	0	-
0.00	Single Bore Short Tunnel	LF	26	0.0	-	0	-	0	-
Sub-Total Structures (B)				**0.0**	**-**	**0**	**-**	**0**	**63,292**
0	Install CTC System (Single Track)	MI	207	0.0	-	0	-	25	5,091
0	Install CTC System (Double Track)	MI	339	0.0	-	15.4	5,224	0	-
0	Install PTC System	MI	177	2.5	442	42.9	7,593	47	8,318
0	Electric Lock for Industry Turnout	EA	116	0.0	-	0	-	5	582
0	New Control Point (CP)	EA	1,434	0.0	-	0	-	2	2,868
0	Signal work to add Crossover to CP	EA	792	0.0	-	0	-	0	-
0	Signal work to add Turnout to CP	EA	452	0.0	-	0	-	0	-
Sub-Total Systems (C)				**0.0**	**442**	**0**	**12,817**	**0**	**16,859**
Crossings									
0	Private Closure	EA	94	0.0	-	0	-	0	-
0	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	556	0.0	-	0	-	0	-
0	Four Quadrant Gates	EA	326	0.0	-	0	-	23	7,491
0	Convert Dual Gates to Quad Gates	EA	170	0.0	-	0	-	20	3,393
0	Conventional Gates single mainline track	EA	188	0.0	-	0	-	0	-
0	Conventional Gates double mainline track	EA	232	0.0	-	0	-	13	3,014
0	Convert Flashers Only to Dual Gate	EA	57	0.0	-	0	-	0	-
0	Dual Gate with Median Barrier	EA	204	0.0	-	0	-	0	-
0	Convert Dual Gate to Extended Arm	EA	17	0.0	-	0	-	0	-
0.00	Precast Panels without Rdway Improvements	EA	90	0.0	-	0	-	56	5,066
0.00	Precast Panels with Rdway Improvements	EA	170	0.0	-	0	-	0	-
0.00	Traffic Signal Preemption	EA	75	0.0	-	0	-	0	-
0.00	Traffic Signal Preemption and Intersection Signalization	EA	300	0.0	-	0	-	0	-
Sub-Total Crossings (D)				**0.0**	**-**	**0**	**-**	**0**	**18,963**
Station/Maintenance Facilities									
0	Full Service - New - Low Volume - 500 Surface Park	EA	5,175	0.0	-	0	-	0	-
0	Full Service - Renovated - Low Volume- 500 Surface Park	EA	4,140	0.0	-	0	-	0	-
0	Terminal - New - Low Volume - 500 Surface Park	EA	7,763	0.0	-	0	-	0	-
0	Terminal - Renovated - Low Volume - 500 Surface Park	EA	6,210	0.0	-	0	-	0	-
0	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	10,350	0.0	-	0	-	0	-
0	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	15,525	0.0	-	0	-	0	-
0	Maintenance Facility (non-electrified track)	EA	82,800	0.0	-	0	-	0	-
0	Maintenance Facility (electrified track)	EA	103,500	0.0	-	0	-	0	-
0	Layover Facility	LS	10,350	0.0	-	0	-	0	-
Sub-Total Station/Maintenance Facilities (E)				0.0	-	0	-	0	-
Allocations for Special Elements									
0	Yard - Category A - Placeholder	LS	10,000	0.0	-	0	-	2	15,000
0	Yard - Category B - Placeholder	LS	30,700	0.0	-	0	-	0	-
0	Yard - Category C - Placeholder	LS	37,400	0.0	-	0	-	0	-
0	Access to Signal/Switch Location	LS	100	0.0	-	0	-	2	200
0	Maintenance of Way Spur	LS	1,000	0.0	-	0	-	1	1,000
0	Rail-Rail Flyovers	LS	40,000	0.0	-	0	-	0	-
0	ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	12,466	1.0	12,466	0	-	0	-
0	ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	213,908	0.0	-	1	213,908	0	-
0	ARRA application - Watertown-Madison - Capital Cost Estimate	LS	292,788	0.0	-	0	-	0	-
0	Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	5,100	0.0	-	0	-	0	-
0	Structural Reconfiguration - West Approach to SPUD	LS	10,000	0.0	-	0	-	0	-
0	Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	25,000	0.0	-	0	-	0	-
0	Lift bridge @ Hastings and approach	LS	40,000	0.0	-	0	-	0	-
0	Marshland & settlement issues between Richwood & Reeseville, WI	LS	55,000	0.0	-	0	-	1	55,000
0	Retaining Wall	MI	12,000	0.0	-	0	-	0	-
0	Restore UP br. over route @ Canco	LS	10,000	0.0	-	0	-	0	-
0	Bike Path / Trail Relocation	MI	700	0.0	-	0	-	0	-
Sub-Total Allocations for Special Elements (F)				**0**	**12,466**	**0**	**213,908**	**0**	**71,200**
Sub-Total Construction Elements (A+B+C+D+E+F)				0	12,908	0	252,708	0	226,937
Contingency				0	-	0	-	0	-
0	Contingency - 30% of Construction Costs (G)		30%	0	-	0	-	0	68,081
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)				**0**	**12,908**	**0**	**252,708**	**0**	**295,019**
Professional Services and Environmental				0	0	0	0	0	-
0	Design Engineering		10%	0	0	0	0	0	-
0	Insurance and Bonding		0%	0	0	0	0	0	-
0	Program Management		4%	0	0	0	0	0	-
0	Construction Management & Inspection		6%	0	0	0	0	0	-
0	Engineering Services During Construction		2%	0	0	0	0	0	-
0	Integrated Testing and Commissioning		2%	0	0	0	0	0	-
0	Erosion Control and Water Quality Management		0%	0	0	0	0	0	-
Sub-Total Professional Services and Environmental (H)			**24%**	**0**	**-**	**0**	**-**	**0**	**70,804**
Total Sub-Segment Cost (G)+(H)				$	12,908,463	$	252,708,119	$	365,822,943
Sub-Segment Costs Per Mile				$	5,163,385	$	5,890,632	$	7,783,467
				Sub-Segment 1		Sub-Segment 2		Sub-Segment 36	

Item	Segment K		Segments N & O		Segment Q		Segment AA			
Sub-Segment Number	Sub-Segment 11		Sub-Segment 16		Sub-Segment 20		Sub-Segment 28		Sub-Segment 29	
From - To	Portage to Camp Douglas		Camp Douglas to La Crosse		La Crosse to Hastings ("St Croix Jct")		Hastings (St Croix Jct - start shared tracks w/ BNSF) to Hoffman Avenue		Hoffman Avenue to Division Street	
Host Carrier	CP		CP		BNSF		CP/BNSF each owns 1 track		BNSF	
Mileposts	MP 178.2 - 226.0		MP 226.0 - 281.0		MP 300.2 - 410.5		MP 392.1 - 409.0 (CP)		MP 429.1 - 429.7	
Track Miles	47.8 miles		55.0 miles		110.3 miles		16.9 miles	0.0 miles	0.6 miles	0.0 miles
Proposed Max. Passenger Speed	110 mph		110 mph		110.0 mph		90 mph		79 mph	
Proposed # of New Tracks	1		1		1		1		1	
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork										
HSR on Existing Roadbed	0	-	0	-	-	-	-	-	-	-
HSR on New Roadbed	38	45,387	0	-	-	-	-	-	1	719
HSR on New Roadbed & New Embankment	0	-	30	50,616	60	101,232	-	-	-	-
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	-	0	-	0	-	17	51,103	0	-
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	-	0	-	40	643,656	-	-	-	-
Timber & Surface w/ 33% Tie replacement	48	12,000	56	14,109	110	27,690	34	8,485	-	-
Timber & Surface w/ 66% Tie Replacement	10	3,706	20	7,486	-	-	-	-	-	-
Replace Existing Rail w/ 136# CWR	10	3,963	8	3,203	12	4,804	4	1,601	-	-
Freight Siding	6	6,188	0	-	-	-	-	-	-	-
Passenger Siding	10	15,560	0	-	-	-	-	-	-	-
Highway Barrier Type 6	0	-	0	-	-	-	-	-	-	-
Highway Barrier Type 5	0	-	0	-	-	-	-	-	-	-
Fencing, 4 ft Woven Wire (both sides)	23	1,315	50	2,884	80	4,631	-	-	-	-
Fencing, 6 ft Chain Link (both sides)	10	1,730	5	865	20	3,460	17	2,924	1	104
Fencing, 10 ft Chain Link (both sides)	0	-	0	-	-	-	-	-	-	-
Decorative Fencing (both sides)	5	2,228	0	-	10	4,455	-	-	-	-
Drainage Improvements (cross country)	38	2,829	55	4,105	-	-	17	1,261	1	45
Land Acquisition Urban	0	-	0	-	-	-	-	-	-	-
Land Acquisition Rural	0	-	0	-	110	20,445	17	3,141	-	-
#33 High Speed Turnout	2	1,391	2	1,391	-	-	6	4,173	-	-
#24 High Speed Turnout	0	-	0	-	-	-	-	-	-	-
#20 Turnout Timber	0	-	0	-	-	-	-	-	2	366
#15 Turnout - Timber	4	590	0	-	-	-	-	-	-	-
#10 Turnout Timber	18	1,890	22	2,310	5	525	-	-	-	-
16'6" Double Switch Point Derail	18	612	22	748	5	170	-	-	-	-
#20 Turnout Concrete	0	-	0	-	-	-	-	-	-	-
#15 Turnout - Concrete	0	-	0	-	-	-	-	-	-	-
#10 Turnout Concrete	0	-	0	-	-	-	-	-	-	-
#33 Crossover	2	2,569	4	5,139	12	15,416	-	-	-	-
#20 Crossover	0	-	0	-	12	6,756	-	-	-	-
Elevate & Surface Curves	5	315	6	361	-	-	2	131	-	-
Curvature Reduction	0	-	0	-	-	-	-	-	-	-
Elastomeric Rail Fasteners	0	-	0	-	-	-	2	185	-	-
Sub-Total Trackwork (A)	**0**	**102,273**	**0**	**93,216**	**-**	**833,240**	**-**	**73,006**	**-**	**1,233**
Structures										
Bridges-under	0	-	0	-	-	-	-	-	-	-
Four Lane Urban Expressway	0	-	0	-	-	-	-	-	-	-
Four Lane Rural Expressway	0	-	0	-	-	-	-	-	-	-
Two Lane Highway	0	-	0	-	-	-	1	3,454	-	-
Rail	0	-	0	-	-	-	-	-	-	-
Minor river	0	-	12	10,992	35	32,059	9	8,244	-	-
Major River	0	-	0	-	3	27,473	-	-	-	-
Double Track High (50') Level Bridge	0	-	0	-	-	-	-	-	-	-
Rehab for Higher Passenger Speeds (90 - 110 mph)	650	1,027	1,800	2,844	70,000	110,600	800	1,264	-	-
Convert open deck bridge to ballast deck (single track)	0	-	0	-	-	-	-	-	-	-
Convert open deck bridge to ballast deck (double track)	0	-	0	-	-	-	-	-	-	-
Single Track on Flyover/Elevated Structure	0	-	0	-	-	-	-	-	-	-
Single Track on Approach Embankment w/ Retaining Wall	0	-	0	-	-	-	-	-	-	-
Ballasted Deck Replacement Bridge	0	-	0	-	-	-	-	-	-	-
Land Bridges	0	-	0	-	-	-	-	-	-	-
Double Track on Flyover/Elevated Structure	0	-	0	-	-	-	-	-	-	-
Double Track on Approach Embankment w/ Retaining Wall	0	-	0	-	-	-	-	-	-	-
Bridges-over	0	-	0	-	-	-	-	-	-	-
Four Lane Urban Expressway	0	-	0	-	-	-	-	-	-	-
Four Lane Rural Expressway	0	-	0	-	-	-	-	-	-	-
Two Lane Highway	0	-	0	-	-	-	-	-	-	-
Rail	0	-	0	-	-	-	-	-	-	-
Other Structural	0	-	0	-	-	-	-	-	-	-
Culvert Extension	48	2,772	0	-	45	2,610	17	980	-	-
Two Bore Long Tunnel	0	-	0	-	-	-	-	-	-	-
Single Bore Short Tunnel	0	-	0	-	-	-	-	-	-	-
Sub-Total Structures (B)	**0**	**3,799**	**0**	**13,836**	**-**	**172,742**	**-**	**13,942**	**-**	**-**
				Systems						
Install CTC System (Single Track)	38	7,843	35	7,243	110	22,826	17	3,497	1	124
Install CTC System (Double Track)	0	-	0	-	-	-	-	-	-	-
Install PTC System	48	8,460	55	9,734	110	19,521	17	2,991	1	106
Electric Lock for Industry Turnout	0	-	0	-	-	-	-	-	-	-
New Control Point (CP)	4	5,736	4	5,736	12	17,207	-	-	-	-
Signal work to add Crossover to CP	0	-	0	-	-	-	3	2,375	-	-
Signal work to add Turnout to CP	0	-	0	-	-	-	-	-	2	905
Sub-Total Systems (C)	**0**	**22,039**	**0**	**22,713**	**-**	**59,554**	**-**	**8,863**	**-**	**1,135**
Crossings										
Private Closure	6	563	3	282	3	282	-	-	-	-
Four Quadrant Gates w/ Trapped Vehicle Detector	0	-	0	-	-	-	2	1,113	-	-
Four Quadrant Gates	41	13,353	19	6,188	15	4,885	-	-	-	-
Convert Dual Gates to Quad Gates	0	-	18	3,053	20	3,393	4	679	-	-
Conventional Gates single mainline track	10	1,877	0	-	-	-	-	-	-	-
Conventional Gates double mainline track	7	1,623	23	5,332	26	6,027	-	-	-	-
Convert Flashers Only to Dual Gate	0	-	0	-	-	-	-	-	-	-
Dual Gate with Median Barrier	0	-	0	-	-	-	-	-	-	-
Convert Dual Gate to Extended Arm	0	-	0	-	-	-	-	-	-	-
Precast Panels without Rdway Improvements	66	5,971	40	3,619	61	5,518	6	543	-	-
Precast Panels with Rdway Improvements	0	-	20	3,393	-	-	-	-	-	-
Traffic Signal Preemption	0	-	0	-	-	-	-	-	-	-
Traffic Signal Preemption and Intersection Signalization	0	-	0	-	-	-	-	-	-	-
Sub-Total Crossings (D)	**0**	**23,387**	**0**	**21,866**	**-**	**20,105**	**-**	**2,334**	**-**	**-**
Station/Maintenance Facilities										
Full Service - New - Low Volume - 500 Surface Park	0	-	0	-	-	-	-	-	-	-
Full Service - Renovated - Low Volume- 500 Surface Park	0	-	0	-	-	-	-	-	-	-
Terminal - New - Low Volume - 500 Surface Park	0	-	0	-	-	-	-	-	-	-
Terminal - Renovated - Low Volume - 500 Surface Park	0	-	0	-	-	-	-	-	-	-
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	-	0	-	-	-	-	-	-	-
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	-	0	-	-	-	-	-	-	-
Maintenance Facility (non-electrified track)	0	-	0	-	-	-	-	-	-	-
Maintenance Facility (electrified track)	0	-	0	-	-	-	-	-	-	-
Layover Facility	0	-	0	-	-	-	-	-	-	-
Sub-Total Station/Maintenance Facilities (E)	0	-	0	-	-	-	-	-	-	-
Allocations for Special Elements										
Yard - Category A - Placeholder	1	10,000	2	20,000	-	-	1	10,000	-	-
Yard - Category B - Placeholder	0	-	0	-	-	-	1	30,700	-	-
Yard - Category C - Placeholder	0	-	0	-	-	-	-	-	-	-
Access to Signal/Switch Location	0	-	4	400	-	-	-	-	-	-
Maintenance of Way Spur	0	-	0	-	-	-	-	-	-	-
Rail-Rail Flyovers	0	-	0	-	-	-	-	-	-	-
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	-	0	-	-	-	-	-	-	-
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	-	0	-	-	-	-	-	-	-
ARRA application - Watertown-Madison - Capital Cost Estimate	0	-	0	-	-	-	-	-	-	-
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	-	0	-	-	-	-	-	-	-
Structural Reconfiguration - West Approach to SPUD	0	-	0	-	-	-	-	-	-	-
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	-	0	-	-	-	-	-	-	-
Lift bridge @ Hastings and approach	0	-	0	-	-	-	-	-	-	-
Marshland & settlement issues between Richwood & Reeseville, WI	0	-	0	-	-	-	-	-	-	-
Retaining Wall	0	-	0	-	-	-	-	-	-	-
Restore UP br. over route @ Canco	0	-	0	-	-	-	-	-	-	-
Bike Path / Trail Relocation	0	-	0	-	-	-	-	-	-	-
Sub-Total Allocations for Special Elements (F)	**0**	**10,000**	**0**	**20,400**	**-**	**-**	**-**	**40,700**	**-**	**-**
Sub-Total Construction Elements (A+B+C+D+E+F)	0	161,498	0	172,030	-	1,085,641	-	138,845	-	2,368
Contingency	0	-	0	-	-	-	-	-	-	-
Contingency - 30% of Construction Costs (G)	0	48,449	0	51,609	-	325,692	-	41,653	-	710
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**209,947**	**0**	**223,639**	**-**	**1,411,334**	**-**	**180,498**	**-**	**3,079**
Professional Services and Environmental	0	-	0	-	-	-	-	-	-	-
Design Engineering	0	-	0	-	-	-	-	-	-	-
Insurance and Bonding	0	-	0	-	-	-	-	-	-	-
Program Management	0	-	0	-	-	-	-	-	-	-
Construction Management & Inspection	0	-	0	-	-	-	-	-	-	-
Engineering Services During Construction	0	-	0	-	-	-	-	-	-	-
Integrated Testing and Commissioning	0	-	0	-	-	-	-	-	-	-
Erosion Control and Water Quality Management	0	-	0	-	-	-	-	-	-	-
Sub-Total Professional Services and Environmental (H)	**0**	**50,387**	**0**	**53,673**	**-**	**338,720**	**-**	**43,320**	**-**	**739**
Total Sub-Segment Cost (G)+(H)	$	260,334,551	$	277,312,322	$	1,750,053,645	$	223,817,590	$	3,817,460
Sub-Segment Costs Per Mile	$	5,446,330	$	5,042,042	$	15,866,307	$	13,243,644	$	6,362,433
	Sub-Segment 11		Sub-Segment 16		Sub-Segment 20		Sub-Segment 28		Sub-Segment 29	

Item	Segment AA		Segment FF		Segment GG		Segment HH	
Sub-Segment Number	Sub-Segment 34		Sub-Segment 35		Sub-Segment 41		Sub-Segment 37	
From - To	Division Street to St. Paul Junction		St Paul Junction to St. Paul Union Depot		St. Paul Union Depot to Robert St		Robert St to Chestnut St	
Host Carrier	BNSF/St Paul Union Depot Co.		St Paul Union Depot Co/UP		St Paul Union Depot Co/UP		CP	
Mileposts	MP 429.7 - 0.3		MP 0.3 - 0.8		MP 0.8 - 1.1		MP 410.5 - 411.2	
Track Miles	0.3 miles	0.0 miles	0.5 miles	0.0 miles	0.3 miles	0.0 miles	0.7 miles	0.0 miles
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks	1		0		1		1	
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork								
HSR on Existing Roadbed	-	-	-	-	-	-	-	-
HSR on New Roadbed	0	359	1	599	-	-	-	-
HSR on New Roadbed & New Embankment	-	-	-	-	0	506	1	1,181
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	-	0	-	0	-	0	-
HSR Double Track on 15' Retained Earth Fill (Cross Country)	-	-	-	-	-	-	-	-
Timber & Surface w/ 33% Tie replacement	-	-	-	-	-	-	1	176
Timber & Surface w/ 66% Tie Replacement	-	-	1	187	-	-	1	262
Replace Existing Rail w/ 136# CWR	-	-	1	200	-	-	-	-
Freight Siding	-	-	-	-	-	-	-	-
Passenger Siding	-	-	-	-	-	-	-	-
Highway Barrier Type 6	-	-	-	-	-	-	-	-
Highway Barrier Type 5	-	-	-	-	-	-	-	-
Fencing, 4 ft Woven Wire (both sides)	-	-	-	-	-	-	-	-
Fencing, 6 ft Chain Link (both sides)	0	52	1	87	-	-	-	-
Fencing, 10 ft Chain Link (both sides)	-	-	-	-	0	59	1	139
Decorative Fencing (both sides)	-	-	-	-	0	134	1	312
Drainage Improvements (cross country)	0	22	1	37	-	-	-	-
Land Acquisition Urban	-	-	-	-	-	-	-	-
Land Acquisition Rural	-	-	-	-	-	-	-	-
#33 High Speed Turnout	-	-	-	-	-	-	-	-
#24 High Speed Turnout	-	-	-	-	-	-	-	-
#20 Turnout Timber	1	183	1	183	1	183	-	-
#15 Turnout - Timber	-	-	-	-	-	-	-	-
#10 Turnout Timber	-	-	-	-	-	-	-	-
16'6" Double Switch Point Derail	-	-	-	-	-	-	-	-
#20 Turnout Concrete	-	-	-	-	-	-	-	-
#15 Turnout - Concrete	-	-	-	-	-	-	-	-
#10 Turnout Concrete	-	-	-	-	-	-	-	-
#33 Crossover	-	-	-	-	-	-	-	-
#20 Crossover	-	-	-	-	-	-	-	-
Elevate & Surface Curves	-	-	-	-	0	10	0	10
Curvature Reduction	-	-	-	-	-	-	-	-
Elastomeric Rail Fasteners	-	-	-	-	0	14	0	14
Sub-Total Trackwork (A)	**-**	**617**	**-**	**1,293**	**-**	**906**	**-**	**2,093**
Structures								
Bridges-under	-	-	-	-	-	-	-	-
Four Lane Urban Expressway	-	-	-	-	-	-	-	-
Four Lane Rural Expressway	-	-	-	-	-	-	-	-
Two Lane Highway	-	-	-	-	-	-	-	-
Rail	-	-	-	-	-	-	-	-
Minor river	-	-	-	-	-	-	-	-
Major River	-	-	-	-	-	-	-	-
Double Track High (50') Level Bridge	-	-	-	-	-	-	-	-
Rehab for Higher Passenger Speeds (90 - 110 mph)	-	-	-	-	-	-	-	-
Convert open deck bridge to ballast deck (single track)	-	-	-	-	-	-	-	-
Convert open deck bridge to ballast deck (double track)	-	-	-	-	-	-	-	-
Single Track on Flyover/Elevated Structure	-	-	-	-	-	-	-	-
Single Track on Approach Embankment w/ Retaining Wall	-	-	-	-	-	-	-	-
Ballasted Deck Replacement Bridge	-	-	-	-	-	-	-	-
Land Bridges	-	-	-	-	-	-	-	-
Double Track on Flyover/Elevated Structure	-	-	-	-	-	-	-	-
Double Track on Approach Embankment w/ Retaining Wall	-	-	-	-	-	-	-	-
Bridges-over	-	-	-	-	-	-	-	-
Four Lane Urban Expressway	-	-	-	-	2	6,624	-	-
Four Lane Rural Expressway	-	-	-	-	-	-	-	-
Two Lane Highway	-	-	-	-	1	2,152	-	-
Rail	-	-	-	-	-	-	-	-
Other Structural	-	-	-	-	-	-	-	-
Culvert Extension	-	-	-	-	1	58	1	58
Two Bore Long Tunnel	-	-	-	-	-	-	-	-
Single Bore Short Tunnel	-	-	-	-	-	-	-	-
Sub-Total Structures (B)	**-**	**-**	**-**	**-**	**-**	**8,834**	**-**	**58**
Install CTC System (Single Track)	0	62	1	103	0	62	-	-
Install CTC System (Double Track)	-	-	-	-	-	-	-	-
Install PTC System	0	53	1	88	0	53	2	265
Electric Lock for Industry Turnout	-	-	-	-	-	-	-	-
New Control Point (CP)	1	1,434	-	-	-	-	-	-
Signal work to add Crossover to CP	-	-	-	-	1	792	-	-
Signal work to add Turnout to CP	-	-	-	-	-	-	1	452
Sub-Total Systems (C)	**-**	**1,549**	**-**	**192**	**-**	**907**	**-**	**718**
Crossings								
Private Closure	-	-	-	-	-	-	-	-
Four Quadrant Gates w/ Trapped Vehicle Detector	-	-	-	-	-	-	-	-
Four Quadrant Gates	-	-	-	-	-	-	-	-
Convert Dual Gates to Quad Gates	-	-	-	-	-	-	-	-
Conventional Gates single mainline track	-	-	-	-	-	-	-	-
Conventional Gates double mainline track	-	-	-	-	-	-	1	232
Convert Flashers Only to Dual Gate	-	-	-	-	-	-	-	-
Dual Gate with Median Barrier	-	-	-	-	-	-	-	-
Convert Dual Gate to Extended Arm	-	-	-	-	-	-	-	-
Precast Panels without Rdway Improvements	-	-	-	-	-	-	1	90
Precast Panels with Rdway Improvements	-	-	-	-	-	-	-	-
Traffic Signal Preemption	-	-	-	-	-	-	1	75
Traffic Signal Preemption and Intersection Signalization	-	-	-	-	-	-	-	-
Sub-Total Crossings (D)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**397**
Station/Maintenance Facilities								
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	-	-	-	-	-	-	-	-
Maintenance Facility (non-electrified track)	-	-	-	-	-	-	-	-
Maintenance Facility (electrified track)	-	-	-	-	-	-	-	-
Layover Facility	-	-	-	-	-	-	-	-
Sub-Total Station/Maintenance Facilities (E)	-	-	-	-	-	-	-	-
Allocations for Special Elements								
Yard - Category A - Placeholder	-	-	0	2,500	-	-	-	-
Yard - Category B - Placeholder	-	-	-	-	-	-	-	-
Yard - Category C - Placeholder	-	-	-	-	-	-	-	-
Access to Signal/Switch Location	-	-	-	-	-	-	-	-
Maintenance of Way Spur	-	-	-	-	-	-	-	-
Rail-Rail Flyovers	-	-	-	-	-	-	-	-
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	-	-	-	-	-	-	-	-
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	-	-	-	-	-	-	-	-
ARRA application - Watertown-Madison - Capital Cost Estimate	-	-	-	-	-	-	-	-
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	-	-	-	-	-	-	-	-
Structural Reconfiguration - West Approach to SPUD	-	-	-	-	1	10,000	1	10,000
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	-	-	-	-	-	-	-	-
Lift bridge @ Hastings and approach	-	-	-	-	-	-	-	-
Marshland & settlement issues between Richwood & Reeseville, WI	-	-	-	-	-	-	-	-
Retaining Wall	-	-	-	-	-	-	1	6,000
Restore UP br. over route @ Canco	-	-	-	-	-	-	-	-
Bike Path / Trail Relocation	-	-	-	-	-	-	-	-
Sub-Total Allocations for Special Elements (F)	**-**	**-**	**-**	**2,500**	**-**	**10,000**	**-**	**16,000**
Sub-Total Construction Elements (A+B+C+D+E+F)	-	2,166	-	3,985	-	20,647	-	19,266
Contingency	-	-	-	-	-	-	-	-
Contingency - 30% of Construction Costs (G)	-	650	-	1,195	-	6,194	-	5,780
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**-**	**2,815**	**-**	**5,180**	**-**	**26,841**	**-**	**25,046**
Professional Services and Environmental	-	-	-	-	-	-	-	-
Design Engineering	-	-	-	-	-	-	-	-
Insurance and Bonding	-	-	-	-	-	-	-	-
Program Management	-	-	-	-	-	-	-	-
Construction Management & Inspection	-	-	-	-	-	-	-	-
Engineering Services During Construction	-	-	-	-	-	-	-	-
Integrated Testing and Commissioning	-	-	-	-	-	-	-	-
Erosion Control and Water Quality Management	-	-	-	-	-	-	-	-
Sub-Total Professional Services and Environmental (H)	**-**	**676**	**-**	**1,243**	**-**	**6,442**	**-**	**6,011**
Total Sub-Segment Cost (G)+(H)	$	3,491,014	$	6,423,626	$	33,283,170	$	31,056,876
Sub-Segment Costs Per Mile	$	11,636,713	$	12,847,252	$	110,943,899	$	44,366,966
	Sub-Segment 34		Sub-Segment 35		Sub-Segment 41		Sub-Segment 37	

Item	Segment HH						Segments N & O	
Sub-Segment Number	Sub-Segment 38		Sub-Segment 39		Sub-Segment 40		Sub-Segment 16 - option	
From - To	Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)		Connection CP to BNSF - NE Quadrant @ La Crosse	
Host Carrier	CP		BNSF/MNNR		BNSF		CP / BNSF	
Mileposts	MP 411.2 - 417.6						$	-
Track Miles	6.4 miles	0.0 miles	3.2 miles	0.0 miles	1.9 miles	0.0 miles	1.3 miles	0.0 miles
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph	0.0 mph
Proposed # of New Tracks	1		1		1		$ 1	$ -
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork							$ -	$ -
HSR on Existing Roadbed	-	-	-	-	-	-	-	-
HSR on New Roadbed	-	-	3	3,832	-	-	-	-
HSR on New Roadbed & New Embankment	6	10,798	-	-	-	-	0	253
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	-	0	-	0	-	0	-
HSR Double Track on 15' Retained Earth Fill (Cross Country)	-	-	-	-	-	-	-	-
Timber & Surface w/ 33% Tie replacement	-	-	6	1,607	-	-	-	-
Timber & Surface w/ 66% Tie Replacement	6	2,396	-	-	-	-	-	-
Replace Existing Rail w/ 136# CWR	-	-	-	-	-	-	-	-
Freight Siding	-	-	-	-	-	-	-	-
Passenger Siding	-	-	-	-	-	-	-	-
Highway Barrier Type 6	-	-	-	-	-	-	-	-
Highway Barrier Type 5	-	-	-	-	-	-	-	-
Fencing, 4 ft Woven Wire (both sides)	-	-	-	-	-	-	-	-
Fencing, 6 ft Chain Link (both sides)	6	1,107	3	554	-	-	-	-
Fencing, 10 ft Chain Link (both sides)	-	-	-	-	-	-	-	-
Decorative Fencing (both sides)	-	-	-	-	-	-	-	-
Drainage Improvements (cross country)	6	478	3	239	-	-	-	-
Land Acquisition Urban	-	-	-	-	-	-	1	697
Land Acquisition Rural	-	-	-	-	-	-	-	-
#33 High Speed Turnout	-	-	-	-	-	-	-	-
#24 High Speed Turnout	-	-	-	-	-	-	-	-
#20 Turnout Timber	-	-	1	183	-	-	2	366
#15 Turnout - Timber	-	-	-	-	-	-	-	-
#10 Turnout Timber	-	-	2	210	-	-	-	-
16'6" Double Switch Point Derail	-	-	-	-	-	-	-	-
#20 Turnout Concrete	-	-	-	-	-	-	-	-
#15 Turnout - Concrete	-	-	-	-	-	-	-	-
#10 Turnout Concrete	-	-	-	-	-	-	-	-
#33 Crossover	-	-	-	-	-	-	-	-
#20 Crossover	-	-	-	-	-	-	2	1,126
Elevate & Surface Curves	1	42	0	21	-	-	-	-
Curvature Reduction	-	-	-	-	-	-	-	-
Elastomeric Rail Fasteners	1	52	0	30	-	-	-	-
Sub-Total Trackwork (A)	**-**	**14,873**	**-**	**6,675**	**-**	**-**	**-**	**2,442**
Structures							$ -	$ -
Bridges-under	-	-	-	-	-	-	-	-
Four Lane Urban Expressway	2	10,935	1	5,468	-	-	-	-
Four Lane Rural Expressway	-	-	-	-	-	-	-	-
Two Lane Highway	1	3,454	-	-	-	-	-	-
Rail	-	-	-	-	-	-	-	-
Minor river	-	-	-	-	-	-	-	-
Major River	-	-	-	-	-	-	-	-
Double Track High (50') Level Bridge	-	-	-	-	-	-	-	-
Rehab for Higher Passenger Speeds (90 - 110 mph)	-	-	-	-	-	-	-	-
Convert open deck bridge to ballast deck (single track)	-	-	-	-	-	-	-	-
Convert open deck bridge to ballast deck (double track)	-	-	-	-	-	-	-	-
Single Track on Flyover/Elevated Structure	-	-	-	-	-	-	4,900	50,131
Single Track on Approach Embankment w/ Retaining Wall	-	-	-	-	-	-	1,900	9,719
Ballasted Deck Replacement Bridge	-	-	-	-	-	-	-	-
Land Bridges	-	-	-	-	-	-	-	-
Double Track on Flyover/Elevated Structure	-	-	-	-	-	-	-	-
Double Track on Approach Embankment w/ Retaining Wall	-	-	-	-	-	-	-	-
Bridges-over	-	-	-	-	-	-	-	-
Four Lane Urban Expressway	4	13,249	-	-	-	-	-	-
Four Lane Rural Expressway	-	-	-	-	-	-	-	-
Two Lane Highway	2	4,304	-	-	-	-	-	-
Rail	1	6,909	-	-	-	-	-	-
Other Structural	-	-	-	-	-	-	-	-
Culvert Extension	6	348	3	174	-	-	-	-
Two Bore Long Tunnel	-	-	-	-	-	-	-	-
Single Bore Short Tunnel	-	-	-	-	-	-	-	-
Sub-Total Structures (B)	**-**	**39,199**	**-**	**5,642**	**-**	**-**	**-**	**59,850**
							$ -	$ -
Install CTC System (Single Track)	6	1,324	-	-	-	-	-	-
Install CTC System (Double Track)	-	-	-	-	-	-	-	-
Install PTC System	6	1,133	3	566	-	-	2	336
Electric Lock for Industry Turnout	-	-	2	233	-	-	-	-
New Control Point (CP)	-	-	-	-	-	-	-	-
Signal work to add Crossover to CP	-	-	-	-	-	-	-	-
Signal work to add Turnout to CP	25	11,308	3	1,357	-	-	-	-
Sub-Total Systems (C)	**-**	**13,766**	**-**	**2,156**	**-**	**-**	**-**	**336**
Crossings							$ -	$ -
Private Closure	-	-	-	-	-	-	-	-
Four Quadrant Gates w/ Trapped Vehicle Detector	-	-	-	-	-	-	-	-
Four Quadrant Gates	-	-	-	-	-	-	-	-
Convert Dual Gates to Quad Gates	-	-	-	-	-	-	-	-
Conventional Gates single mainline track	-	-	3	563	-	-	-	-
Conventional Gates double mainline track	7	1,623	-	-	-	-	-	-
Convert Flashers Only to Dual Gate	-	-	-	-	-	-	-	-
Dual Gate with Median Barrier	-	-	-	-	-	-	-	-
Convert Dual Gate to Extended Arm	-	-	-	-	-	-	-	-
Precast Panels without Rdway Improvements	14	1,267	3	271	-	-	-	-
Precast Panels with Rdway Improvements	-	-	-	-	-	-	-	-
Traffic Signal Preemption	3	225	-	-	-	-	-	-
Traffic Signal Preemption and Intersection Signalization	-	-	-	-	-	-	-	-
Sub-Total Crossings (D)	**-**	**3,114**	**-**	**835**	**-**	**-**	**-**	**-**
Station/Maintenance Facilities							$ -	$ -
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	-	-	-	-	-	-	-	-
Maintenance Facility (non-electrified track)	-	-	-	-	-	-	-	-
Maintenance Facility (electrified track)	-	-	-	-	-	-	-	-
Layover Facility	-	-	-	-	-	-	-	-
Sub-Total Station/Maintenance Facilities (E)	-	-	-	-	-	-	-	-
Allocations for Special Elements							$ -	$ -
Yard - Category A - Placeholder	-	-	-	-	-	-	1	10,000
Yard - Category B - Placeholder	-	-	-	-	-	-	-	-
Yard - Category C - Placeholder	-	-	-	-	-	-	-	-
Access to Signal/Switch Location	-	-	-	-	-	-	-	-
Maintenance of Way Spur	-	-	-	-	-	-	-	-
Rail-Rail Flyovers	-	-	-	-	-	-	-	-
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	-	-	-	-	-	-	-	-
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	-	-	-	-	-	-	-	-
ARRA application - Watertown-Madison - Capital Cost Estimate	-	-	-	-	-	-	-	-
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	-	-	-	-	1	5,100	1	5,100
Structural Reconfiguration - West Approach to SPUD	-	-	-	-	-	-	-	-
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	-	-	-	-	-	-	-	-
Lift bridge @ Hastings and approach	-	-	-	-	-	-	-	-
Marshland & settlement issues between Richwood & Reeseville, WI	-	-	-	-	-	-	-	-
Retaining Wall	-	-	-	-	-	-	-	-
Restore UP br. over route @ Canco	-	-	-	-	-	-	-	-
Bike Path / Trail Relocation	-	-	-	-	-	-	-	-
Sub-Total Allocations for Special Elements (F)	**-**	**-**	**-**	**-**	**-**	**5,100**	**-**	**15,100**
Sub-Total Construction Elements (A+B+C+D+E+F)	-	70,951	-	15,307	-	5,100	-	77,729
Contingency	-	-	-	-	-	-	-	-
Contingency - 30% of Construction Costs (G)	-	21,285	-	4,592	-	1,530	-	23,319
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**-**	**92,237**	**-**	**19,900**	**-**	**6,630**	**-**	**101,047**
Professional Services and Environmental	-	-	-	-	-	-	-	-
Design Engineering	-	-	-	-	-	-	-	-
Insurance and Bonding	-	-	-	-	-	-	-	-
Program Management	-	-	-	-	-	-	-	-
Construction Management & Inspection	-	-	-	-	-	-	-	-
Engineering Services During Construction	-	-	-	-	-	-	-	-
Integrated Testing and Commissioning	-	-	-	-	-	-	-	-
Erosion Control and Water Quality Management	-	-	-	-	-	-	-	-
Sub-Total Professional Services and Environmental (H)	**-**	**22,137**	**-**	**4,776**	**-**	**1,591**	**-**	**24,251**
Total Sub-Segment Cost (G)+(H)	$	114,373,619	$	24,675,658	$	8,221,200	$	125,298,523
Sub-Segment Costs Per Mile	$	17,870,878	$	7,711,143	$	4,349,841	$	100,238,818
	Sub-Segment 38		Sub-Segment 39		Sub-Segment 40		Sub-Segment 16 - option	

Total Cost	$	3,368,300,254
Average Cost/Mile	$	10,016,058
Miles		336.3 miles

Milwaukee-Twin Cities High-Speed Rail Corridor Program

Route 4
MWRRI - Madison

Sub-Segment Number	Segment	From - To	Host Carrier	Mileposts	Track Miles	Proposed Max. Passenger Speed	Proposed # of New Tracks
Sub-Segment 1	Segment A	Milwaukee to Grand Avenue Jct (note 1)	CP	MP 85.8 - MP 88.3	2.5 miles	110 mph	1
Sub-Segment 2	Segments B & C	Grand Avenue Junction through Wauwatosa to Watertown (note 1)	CP	MP 88.3 - MP 131.2	42.9 miles	110 mph	1
Sub-Segment 6	Segment F	Watertown to Madison (note 1)	WSOR	MP 131.5-164.7/MP 79.7-81.1	34.6 miles	110 mph	0
Sub-Segment 8	Segment G	Madison to Portage (through Portage Jct)	CP	MP 30.2-0.0/MP 177.0-178.2	31.4 miles	110 mph	0
Sub-Segment 11	Segment K	Portage to Camp Douglas	CP	MP 178.2 - 226.0	47.8 miles	110 mph	1
Sub-Segment 16	Segments N & O	Camp Douglas to La Crosse	CP	MP 226.0 - 281.0	55.0 miles	110 mph	1
Sub-Segment 21	Segment R	La Crosse to Winona	CP	MP 281.0 - 308.2	27.2 miles	90 mph	1
Sub-Segment 24	Segments S & V	Winona through Redwing to Hastings (St Croix Jct - start shared tracks w/ BNSF)	CP	MP 308.2 - 392.1	83.9 miles	90 mph	1
Sub-Segment 28	Segment AA	Hastings (St Croix Jct - start shared tracks w/ BNSF) to Hoffman Avenue	CP/BNSF each owns 1 track	MP 392.1 - 409.0 (CP)	16.9 miles	90 mph	1
Sub-Segment 29	Segment AA	Hoffman Avenue to Division Street	BNSF	MP 429.1 - 429.7	0.6 miles	79 mph	1
Sub-Segment 34	Segment AA	Division Street to St. Paul Junction	BNSF/St Paul Union Depot Co.	MP 429.7 - 0.3	0.3 miles	79 mph	1
Sub-Segment 35	Segment FF	St Paul Junction to St. Paul Union Depot	St Paul Union Depot Co/UP	MP 0.3 - 0.8	0.5 miles	79 mph	0
Sub-Segment 41	Segment GG	St. Paul Union Depot to Robert St	St Paul Union Depot Co/UP	MP 0.8 - 1.1	0.3 miles	79 mph	1
Sub-Segment 37	Segment HH	Robert St to Chestnut St	CP	MP 410.5 - 411.2	0.7 miles	79 mph	1
Sub-Segment 38	Segment HH	Chestnut St to Merriam Park (note 2)	CP	MP 411.2 - 417.6	6.4 miles	79 mph	1
Sub-Segment 39	Segment HH	Merriam Park to Minneapolis Jct (note 2)	BNSF/MNNR	$ -	3.2 miles	79 mph	1
Sub-Segment 40	Segment HH	Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)	BNSF	$ -	1.9 miles	79 mph	1

	Item	Unit	2010 Unit Cost (1000's)	Sub-Segment 1 Quantity	Sub-Segment 1 Amount	Sub-Segment 2 Quantity	Sub-Segment 2 Amount	Sub-Segment 6 Quantity	Sub-Segment 6 Amount	Sub-Segment 8 Quantity	Sub-Segment 8 Amount	Sub-Segment 11 Quantity	Sub-Segment 11 Amount	Sub-Segment 16 Quantity	Sub-Segment 16 Amount
	Trackwork														
0	HSR on Existing Roadbed	MI	$ 1,123	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	HSR on New Roadbed	MI	$ 1,198	0.0	-	0.0	-	0.0	-	30.0	35,927	37.9	45,387	0.0	-
0	HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	-	15.4	25,983	0.0	-	0.0	-	0.0	-	30.0	50,616
0	HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	-	0.0	-	0.0	-	0.0	-	47.8	12,000	56.2	14,109
0	Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	-	0.0	-	0.0	-	0.0	-	9.9	3,706	20.0	7,486
0	Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	-	0.0	-	0.0	-	0.0	-	9.9	3,963	8.0	3,203
0	Freight Siding	MI	$ 1,031	0.0	-	0.0	-	0.0	-	3.0	3,094	6.0	6,188	0.0	-
0.00	Passenger Siding	MI	$ 1,556	0.0	-	0.0	-	0.0	-	10.0	15,560	10.0	15,560	0.0	-
0	Highway Barrier Type 6	LF	$ 1	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Highway Barrier Type 5	LF	$ 0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	-	0.0	-	0.0	-	20.0	1,153	22.8	1,315	50.0	2,884
0	Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	-	0.0	-	0.0	-	8.0	1,384	10.0	1,730	5.0	865
0	Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Decorative Fencing (both sides)	MI	$ 446	0.0	-	0.0	-	0.0	-	2.2	980	5.0	2,228	0.0	-
0	Drainage Improvements (cross country)	MI	$ 75	0.0	-	0.0	-	0.0	-	0.0	-	37.9	2,829	55.0	4,105
0	Land Acquisition Urban	MI	$ 558	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Land Acquisition Rural	MI	$ 186	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	#33 High Speed Turnout	EA	$ 696	0.0	-	0.0	-	0.0	-	2.0	1,391	2.0	1,391	2.0	1,391
0.00	#24 High Speed Turnout	EA	$ 509	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#20 Turnout Timber	EA	$ 183	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#15 Turnout - Timber	EA	$ 148	0.0	-	0.0	-	0.0	-	0.0	-	4.0	590	0.0	-
0	#10 Turnout Timber	EA	$ 105	0.0	-	0.0	-	0.0	-	0.0	-	18.0	1,890	22.0	2,310
0	16'6" Double Switch Point Derail	EA	$ 34	0.0	-	0.0	-	0.0	-	15.0	510	18.0	612	22.0	748
0	#20 Turnout Concrete	EA	$ 282	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#15 Turnout - Concrete	EA	$ 155	0.0	-	0.0	-	0.0	-	2.0	310	0.0	-	0.0	-
0	#10 Turnout Concrete	EA	$ 133	0.0	-	0.0	-	0.0	-	30.0	4,003	0.0	-	0.0	-
0	#33 Crossover	EA	$ 1,285	0.0	-	0.0	-	0.0	-	0.0	-	2.0	2,569	4.0	5,139
0.00	#20 Crossover	EA	$ 563	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Elevate & Surface Curves	MI	$ 66	0.0	-	0.0	-	0.0	-	0.0	-	4.8	315	5.5	361
0	Curvature Reduction	MI	$ 444	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Elastomeric Rail Fasteners	MI	$ 93	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**$ -**	**$ -**	**$ -**	**$ 64,313**	**$ -**	**$ 102,273**	**0.0**	**$ 93,216**
	Structures											0	0	0	0
0	**Bridges-under**			0	$ -	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0.0	Four Lane Urban Expressway	EA	$ 5,468	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Four Lane Rural Expressway	EA	$ 4,552	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Two Lane Highway	EA	$ 3,454	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Rail	EA	$ 3,454	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Minor river	EA	$ 916	0.0	-	0.0	-	0.0	-	4.0	3,664	0.0	-	12.0	10,992
0.0	Major River	EA	$ 9,158	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Double Track High (50') Level Bridge	LF	$ 14	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	$ 2	0.0	-	0.0	-	0.0	-	1200.0	1,896	650.0	1,027	1800.0	2,844
0.0	Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Ballasted Deck Replacement Bridge	LF	$ 3	0.0	-	0.0	-	0.0	-	400.0	1,280	0.0	-	0.0	-
0.00	Land Bridges	LF	$ 3	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	**Bridges-over**			0.0	$ -	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0.00	Four Lane Urban Expressway	EA	$ 3,312	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Four Lane Rural Expressway	EA	$ 2,360	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Two Lane Highway	EA	$ 2,152	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Rail	EA	$ 6,909	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	**Other Structural**	0	$ -	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Culvert Extension	MI	$ 58	0.0	-	0.0	-	0.0	-	28.0	1,624	47.8	2,772	0.0	-
0.00	Two Bore Long Tunnel	route ft	$ 46	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Bore Short Tunnel	LF	$ 26	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,464**	**$ -**	**$ 3,799**	**$ -**	**$ 13,836**
	Systems											0	0	0	0
0	Install CTC System (Single Track)	MI	$ 207	0.0	-	0.0	-	0.0	-	31.4	6,498	37.9	7,843	35.0	7,243
0	Install CTC System (Double Track)	MI	$ 339	0.0	-	15.4	5,224	0.0	-	0.0	-	0.0	-	0.0	-
0	Install PTC System	MI	$ 177	2.5	442	42.9	7,593	34.6	6,124	31.4	5,557	47.8	8,460	55.0	9,734
0	Electric Lock for Industry Turnout	EA	$ 116	0.0	-	0.0	-	0.0	-	15.0	1,747	0.0	-	0.0	-
0	New Control Point (CP)	EA	$ 1,434	0.0	-	0.0	-	0.0	-	4.0	5,736	4.0	5,736	4.0	5,736
0	Signal work to add Crossover to CP	EA	$ 792	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Signal work to add Turnout to CP	EA	$ 452	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Systems (C)			**0.0**	**$ 442**	**0**	**$ 12,817**	**$ -**	**$ 6,124**	**$ -**	**$ 19,538**	**$ -**	**$ 22,039**	**$ -**	**$ 22,713**
	Crossings											0	0	0	0
0	Private Closure	EA	$ 94	0.0	-	0.0	-	0.0	-	3.0	282	6.0	563	3.0	282
0	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Four Quadrant Gates	EA	$ 326	0.0	-	0.0	-	0.0	-	44.0	14,330	41.0	13,353	19.0	6,188
0	Convert Dual Gates to Quad Gates	EA	$ 170	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	18.0	3,053
0	Conventional Gates single mainline track	EA	$ 188	0.0	-	0.0	-	0.0	-	15.0	2,816	10.0	1,877	0.0	-
0	Conventional Gates double mainline track	EA	$ 232	0.0	-	0.0	-	0.0	-	0.0	-	7.0	1,623	23.0	5,332
0	Convert Flashers Only to Dual Gate	EA	$ 57	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Dual Gate with Median Barrier	EA	$ 204	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Convert Dual Gate to Extended Arm	EA	$ 17	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Precast Panels without Rdway Improvements	EA	$ 90	0.0	-	0.0	-	0.0	-	29.0	2,624	66.0	5,971	40.0	3,619
0.00	Precast Panels with Rdway Improvements	EA	$ 170	0.0	-	0.0	-	0.0	-	30.0	5,089	0.0	-	20.0	3,393
0.00	Traffic Signal Preemption	EA	$ 75	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 25,140**	**$ -**	**$ 23,387**	**$ -**	**$ 21,866**
	Station/Maintenance Facilities											0	0	0	0
0	Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance Facility (electrified track)	EA	$ 103,500	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Layover Facility	LS	$ 10,350	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Station/Maintenance Facilities (E)			**0**				**0**				**0**	**0**	**0**	**0**
	Allocations for Special Elements											0	0	0	0
0	Yard - Category A - Placeholder	LS	$ 10,000	0.0	-	0.0	-	0.0	-	1.0	10,000	1.0	10,000	2.0	20,000
0	Yard - Category B - Placeholder	LS	$ 30,700	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Yard - Category C - Placeholder	LS	$ 37,400	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Access to Signal/Switch Location	LS	$ 100	0.0	-	0.0	-	0.0	-	2.0	200	0.0	-	4.0	400
0	Maintenance of Way Spur	LS	$ 1,000	0.0	-	0.0	-	0.0	-	1.0	1,000	0.0	-	0.0	-
0	Rail-Rail Flyovers	LS	$ 40,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	12,466	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	-	1.0	213,908	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	-	0.0	-	1.0	292,788	0.0	-	0.0	-	0.0	-
0	Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Marshland & settlement issues between Richwood & Reeseville, WI	LS	$ 55,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Retaining Wall	MI	$ 12,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Restore UP br. over route @ Canco	LS	$ 10,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Bike Path / Trail Relocation	MI	$ 700	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Allocations for Special Elements (F)			**0**	**$ 12,466**	**0**	**$ 213,908**	**$ -**	**$ 292,788**	**$ -**	**$ 11,200**	**$ -**	**$ 10,000**	**$ -**	**$ 20,400**
	Sub-Total Construction Elements (A+B+C+D+E+F)			0	$ 12,908	0	$ 252,708	$ -	$ 298,912	$ -	$ 128,655	$ -	$ 161,498	$ -	$ 172,030
	Contingency			0	$ -	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	$ -	$ -	$ -	$ 38,596	$ -	$ 48,449	$ -	$ 51,609
	Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 12,908**	**0**	**$ 252,708**	**$ -**	**$ 298,912**	**$ -**	**$ 167,251**	**$ -**	**$ 209,947**	**$ -**	**$ 223,639**
	Professional Services and Environmental			0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Design Engineering		10%	0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Insurance and Bonding		0%	0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Program Management		4%	0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Construction Management & Inspection		6%	0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Engineering Services During Construction		2%	0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Integrated Testing and Commissioning		2%	0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Erosion Control and Water Quality Management		0%	0	0	0	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Sub-Total Professional Services and Environmental (H)		**24%**	**0**	**$ -**	**0**	**$ -**	**$**	**-**	**$ -**	**$ 40,140**	**$ -**	**$ 50,387**	**$ -**	**$ 53,673**
	Total Sub-Segment Cost (G)+(H)			**$**	**12,908,463**	**$**	**252,708,119**	**$**	**298,911,681**	**$**	**207,391,155**	**$**	**260,334,551**	**$**	**277,312,322**
	Sub-Segment Costs Per Mile			**$**	**5,163,385**	**$**	**5,890,632**	**$**	**8,639,066**	**$**	**6,604,814**	**$**	**5,446,330**	**$**	**5,042,042**
				Sub-Segment 1		**Sub-Segment 2**		**Sub-Segment 6**		**Sub-Segment 8**		**Sub-Segment 11**		**Sub-Segment 16**	

	Item	Unit	2010 Unit Cost (1000's)	Sub-Segment 21 Quantity	Sub-Segment 21 Amount	Sub-Segment 24 Quantity	Sub-Segment 24 Amount	Sub-Segment 28 Quantity	Sub-Segment 28 Amount	Sub-Segment 29 Quantity	Sub-Segment 29 Amount	Sub-Segment 34 Quantity	Sub-Segment 34 Amount	Sub-Segment 35 Quantity	Sub-Segment 35 Amount
	Trackwork														
0	HSR on Existing Roadbed	MI	$ 1,123	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	HSR on New Roadbed	MI	$ 1,198	22.5	26,945	83.9	100,475	0.0	-	0.6	719	0.3	359	0.5	599
0	HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	-	0.0	-	16.9	51,103	0.0	-	0.0	-	0.0	-
0	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	-	0.0	-	33.8	8,485	0.0	-	0.0	-	0.0	-
0	Timber & Surface w/ 66% Tie Replacement	MI	$ 374	31.6	11,828	110.6	41,398	0.0	-	0.0	-	0.0	-	0.5	187
0	Replace Existing Rail w/ 136# CWR	MI	$ 400	4.7	1,881	25.2	10,088	4.0	1,601	0.0	-	0.0	-	0.5	200
0	Freight Siding	MI	$ 1,031	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Passenger Siding	MI	$ 1,556	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Highway Barrier Type 6	LF	$ 1	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Highway Barrier Type 5	LF	$ 0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	20.0	1,153	78.0	4,498	0.0	-	0.0	-	0.0	-	0.0	-
0	Fencing, 6 ft Chain Link (both sides)	MI	$ 173	7.0	1,211	16.2	2,803	16.9	2,924	0.6	104	0.3	52	0.5	87
0	Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Decorative Fencing (both sides)	MI	$ 446	2.2	980	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Drainage Improvements (cross country)	MI	$ 75	27.2	2,030	94.2	7,031	16.9	1,261	0.6	45	0.3	22	0.5	37
0	Land Acquisition Urban	MI	$ 558	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Land Acquisition Rural	MI	$ 186	0.0	-	0.0	-	16.9	3,141	0.0	-	0.0	-	0.0	-
0.00	#33 High Speed Turnout	EA	$ 696	0.0	-	4.0	2,782	6.0	4,173	0.0	-	0.0	-	0.0	-
0.00	#24 High Speed Turnout	EA	$ 509	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#20 Turnout Timber	EA	$ 183	0.0	-	0.0	-	0.0	-	2.0	366	1.0	183	1.0	183
0	#15 Turnout - Timber	EA	$ 148	0.0	-	8.0	1,180	0.0	-	0.0	-	0.0	-	0.0	-
0	#10 Turnout Timber	EA	$ 105	13.0	1,365	54.0	5,670	0.0	-	0.0	-	0.0	-	0.0	-
0	16'6" Double Switch Point Derail	EA	$ 34	13.0	442	54.0	1,836	0.0	-	0.0	-	0.0	-	0.0	-
0	#20 Turnout Concrete	EA	$ 282	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#15 Turnout - Concrete	EA	$ 155	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#10 Turnout Concrete	EA	$ 133	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#33 Crossover	EA	$ 1,285	2.0	2,569	8.0	10,277	0.0	-	0.0	-	0.0	-	0.0	-
0.00	#20 Crossover	EA	$ 563	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Elevate & Surface Curves	MI	$ 66	2.7	177	0.0	-	2.0	131	0.0	-	0.0	-	0.0	-
0	Curvature Reduction	MI	$ 444	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Elastomeric Rail Fasteners	MI	$ 93	0.0	-	0.0	-	2.0	185	0.0	-	0.0	-	0.0	-
	Sub-Total Trackwork (A)			**0.0**	**$ 50,583**	**0.0**	**$ 188,038**	**0.0**	**$ 73,006**	**0.0**	**$ 1,233**	**0.0**	**$ 617**	**0.0**	**$ 1,293**
	Structures														
0	**Bridges-under**			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0.0	Four Lane Urban Expressway	EA	$ 5,468	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Four Lane Rural Expressway	EA	$ 4,552	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Two Lane Highway	EA	$ 3,454	0.0	-	0.0	-	1.0	3,454	0.0	-	0.0	-	0.0	-
0.0	Rail	EA	$ 3,454	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Minor river	EA	$ 916	0.0	-	8.0	7,328	9.0	8,244	0.0	-	0.0	-	0.0	-
0.0	Major River	EA	$ 9,158	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Double Track High (50') Level Bridge	LF	$ 14	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	$ 2	1250.0	1,975	2500.0	3,950	800.0	1,264	0.0	-	0.0	-	0.0	-
0.0	Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Ballasted Deck Replacement Bridge	LF	$ 3	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Land Bridges	LF	$ 3	0.0	-	2500.0	7,407	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	**Bridges-over**			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0.00	Four Lane Urban Expressway	EA	$ 3,312	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Four Lane Rural Expressway	EA	$ 2,360	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Two Lane Highway	EA	$ 2,152	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Rail	EA	$ 6,909	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	**Other Structural**	0	$ -	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Culvert Extension	MI	$ 58	27.2	1,578	83.9	4,866	16.9	980	0.0	-	0.0	-	0.0	-
0.00	Two Bore Long Tunnel	route ft	$ 46	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Bore Short Tunnel	LF	$ 26	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Structures (B)			**$ -**	**$ 3,553**	**$ -**	**$ 23,551**	**$ -**	**$ 13,942**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
	Systems														
0	Install CTC System (Single Track)	MI	$ 207	22.5	4,656	38.0	7,864	16.9	3,497	0.6	124	0.3	62	0.5	103
0	Install CTC System (Double Track)	MI	$ 339	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Install PTC System	MI	$ 177	27.2	4,814	115.9	20,513	16.9	2,991	0.6	106	0.3	53	0.5	88
0	Electric Lock for Industry Turnout	EA	$ 116	13.0	1,514	54.0	6,290	0.0	-	0.0	-	0.0	-	0.0	-
0	New Control Point (CP)	EA	$ 1,434	1.0	1,434	12.0	17,207	0.0	-	0.0	-	1.0	1,434	0.0	-
0	Signal work to add Crossover to CP	EA	$ 792	0.0	-	0.0	-	3.0	2,375	0.0	-	0.0	-	0.0	-
0	Signal work to add Turnout to CP	EA	$ 452	0.0	-	0.0	-	0.0	-	2.0	905	0.0	-	0.0	-
	Sub-Total Systems (C)			**$ -**	**$ 12,418**	**$ -**	**$ 51,873**	**$ -**	**$ 8,863**	**$ -**	**$ 1,135**	**$ -**	**$ 1,549**	**$ -**	**$ 192**
	Crossings														
0	Private Closure	EA	$ 94	3.0	282	10.0	939	0.0	-	0.0	-	0.0	-	0.0	-
0	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	-	10.0	5,564	2.0	1,113	0.0	-	0.0	-	0.0	-
0	Four Quadrant Gates	EA	$ 326	17.0	5,537	65.0	21,169	0.0	-	0.0	-	0.0	-	0.0	-
0	Convert Dual Gates to Quad Gates	EA	$ 170	0.0	-	39.0	6,615	4.0	679	0.0	-	0.0	-	0.0	-
0	Conventional Gates single mainline track	EA	$ 188	20.0	3,754	28.0	5,256	0.0	-	0.0	-	0.0	-	0.0	-
0	Conventional Gates double mainline track	EA	$ 232	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Convert Flashers Only to Dual Gate	EA	$ 57	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Dual Gate with Median Barrier	EA	$ 204	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Convert Dual Gate to Extended Arm	EA	$ 17	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Precast Panels without Rdway Improvements	EA	$ 90	37.0	3,347	104.0	9,409	6.0	543	0.0	-	0.0	-	0.0	-
0.00	Precast Panels with Rdway Improvements	EA	$ 170	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Traffic Signal Preemption	EA	$ 75	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Crossings (D)			**$ -**	**$ 12,920**	**$ -**	**$ 48,952**	**$ -**	**$ 2,334**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
	Station/Maintenance Facilities														
0	Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance Facility (electrified track)	EA	$ 103,500	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Layover Facility	LS	$ 10,350	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Station/Maintenance Facilities (E)			**0**				**0**				**0**			
	Allocations for Special Elements														
0	Yard - Category A - Placeholder	LS	$ 10,000	1.0	10,000	4.0	40,000	1.0	10,000	0.0	-	0.0	-	0.3	2,500
0	Yard - Category B - Placeholder	LS	$ 30,700	0.0	-	0.0	-	1.0	30,700	0.0	-	0.0	-	0.0	-
0	Yard - Category C - Placeholder	LS	$ 37,400	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Access to Signal/Switch Location	LS	$ 100	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance of Way Spur	LS	$ 1,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Rail-Rail Flyovers	LS	$ 40,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	-	1.0	40,000	0.0	-	0.0	-	0.0	-	0.0	-
0	Marshland & settlement issues between Richwood & Reeseville, WI	LS	$ 55,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Retaining Wall	MI	$ 12,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Restore UP br. over route @ Canco	LS	$ 10,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Bike Path / Trail Relocation	MI	$ 700	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Allocations for Special Elements (F)			**$ -**	**$ 10,000**	**$ -**	**$ 80,000**	**$ -**	**$ 40,700**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,500**
	Sub-Total Construction Elements (A+B+C+D+E+F)			$ -	$ 89,473	$ -	$ 392,414	$ -	$ 138,845	$ -	$ 2,368	$ -	$ 2,166	$ -	$ 3,985
	Contingency			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Contingency - 30% of Construction Costs (G)		30%	$ -	$ 26,842	$ -	$ 117,724	$ -	$ 41,653	$ -	$ 710	$ -	$ 650	$ -	$ 1,195
	Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)			**$ -**	**$ 116,316**	**$ -**	**$ 510,138**	**$ -**	**$ 180,498**	**$ -**	**$ 3,079**	**$ -**	**$ 2,815**	**$ -**	**$ 5,180**
	Professional Services and Environmental			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Design Engineering		10%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Insurance and Bonding		0%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Program Management		4%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Construction Management & Inspection		6%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Engineering Services During Construction		2%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Integrated Testing and Commissioning		2%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Erosion Control and Water Quality Management		0%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Sub-Total Professional Services and Environmental (H)		**24%**	**$ -**	**$ 27,916**	**$ -**	**$ 122,433**	**$ -**	**$ 43,320**	**$ -**	**$ 739**	**$ -**	**$ 676**	**$ -**	**$ 1,243**
	Total Sub-Segment Cost (G)+(H)			**$**	**144,231,281**	**$**	**632,571,163**	**$**	**223,817,590**	**$**	**3,817,460**	**$**	**3,491,014**	**$**	**6,423,626**
	Sub-Segment Costs Per Mile			**$**	**5,302,621**	**$**	**7,539,585**	**$**	**13,243,644**	**$**	**6,362,433**	**$**	**11,636,713**	**$**	**12,847,252**
				Sub-Segment 21		**Sub-Segment 24**		**Sub-Segment 28**		**Sub-Segment 29**		**Sub-Segment 34**		**Sub-Segment 35**	

	Item	Unit	2010 Unit Cost (1000's)	Sub-Segment 41 Quantity	Sub-Segment 41 Amount	Sub-Segment 37 Quantity	Sub-Segment 37 Amount	Sub-Segment 38 Quantity	Sub-Segment 38 Amount	Sub-Segment 39 Quantity	Sub-Segment 39 Amount	Sub-Segment 40 Quantity	Sub-Segment 40 Amount
	Trackwork												
0	HSR on Existing Roadbed	MI	$ 1,123	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	HSR on New Roadbed	MI	$ 1,198	0.0	-	0.0	-	0.0	-	3.2	3,832	0.0	-
0	HSR on New Roadbed & New Embankment	MI	$ 1,687	0.3	506	0.7	1,181	6.4	10,798	0.0	-	0.0	-
0	HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	-	0.7	176	0.0	-	6.4	1,607	0.0	-
0	Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	-	0.7	262	6.4	2,396	0.0	-	0.0	-
0	Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Freight Siding	MI	$ 1,031	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Passenger Siding	MI	$ 1,556	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Highway Barrier Type 6	LF	$ 1	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Highway Barrier Type 5	LF	$ 0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	-	0.0	-	6.4	1,107	3.2	554	0.0	-
0	Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.3	59	0.7	139	0.0	-	0.0	-	0.0	-
0	Decorative Fencing (both sides)	MI	$ 446	0.3	134	0.7	312	0.0	-	0.0	-	0.0	-
0	Drainage Improvements (cross country)	MI	$ 75	0.0	-	0.0	-	6.4	478	3.2	239	0.0	-
0	Land Acquisition Urban	MI	$ 558	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Land Acquisition Rural	MI	$ 186	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	#33 High Speed Turnout	EA	$ 696	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	#24 High Speed Turnout	EA	$ 509	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#20 Turnout Timber	EA	$ 183	1.0	183	0.0	-	0.0	-	1.0	183	0.0	-
0	#15 Turnout - Timber	EA	$ 148	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#10 Turnout Timber	EA	$ 105	0.0	-	0.0	-	0.0	-	2.0	210	0.0	-
0	16'6" Double Switch Point Derail	EA	$ 34	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#20 Turnout Concrete	EA	$ 282	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#15 Turnout - Concrete	EA	$ 155	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#10 Turnout Concrete	EA	$ 133	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	#33 Crossover	EA	$ 1,285	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	#20 Crossover	EA	$ 563	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Elevate & Surface Curves	MI	$ 66	0.2	10	0.2	10	0.6	42	0.3	21	0.0	-
0	Curvature Reduction	MI	$ 444	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Elastomeric Rail Fasteners	MI	$ 93	0.2	14	0.2	14	0.6	52	0.3	30	0.0	-
	Sub-Total Trackwork (A)			**0.0**	**$ 906**	**0.0**	**$ 2,093**	**0.0**	**$ 14,873**	**0.0**	**$ 6,675**	**0.0**	**$ -**
	Structures												
0	**Bridges-under**			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0.0	Four Lane Urban Expressway	EA	$ 5,468	0.0	-	0.0	-	2.0	10,935	1.0	5,468	0.0	-
0.0	Four Lane Rural Expressway	EA	$ 4,552	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Two Lane Highway	EA	$ 3,454	0.0	-	0.0	-	1.0	3,454	0.0	-	0.0	-
0.0	Rail	EA	$ 3,454	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Minor river	EA	$ 916	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Major River	EA	$ 9,158	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Double Track High (50') Level Bridge	LF	$ 14	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	$ 2	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.0	Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Ballasted Deck Replacement Bridge	LF	$ 3	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Land Bridges	LF	$ 3	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	**Bridges-over**			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0.00	Four Lane Urban Expressway	EA	$ 3,312	2.0	6,624	0.0	-	4.0	13,249	0.0	-	0.0	-
0.00	Four Lane Rural Expressway	EA	$ 2,360	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Two Lane Highway	EA	$ 2,152	1.0	2,152	0.0	-	2.0	4,304	0.0	-	0.0	-
0.00	Rail	EA	$ 6,909	0.0	-	0.0	-	1.0	6,909	0.0	-	0.0	-
0.00	**Other Structural**	0	$ -	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Culvert Extension	MI	$ 58	1.0	58	1.0	58	6.0	348	3.0	174	0.0	-
0.00	Two Bore Long Tunnel	route ft	$ 46	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Single Bore Short Tunnel	LF	$ 26	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Structures (B)			**$ -**	**$ 8,834**	**$ -**	**$ 58**	**$ -**	**$ 39,199**	**$ -**	**$ 5,642**	**$ -**	**$ -**
	Systems												
0	Install CTC System (Single Track)	MI	$ 207	0.3	62	0.0	-	6.4	1,324	0.0	-	0.0	-
0	Install CTC System (Double Track)	MI	$ 339	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Install PTC System	MI	$ 177	0.3	53	1.5	265	6.4	1,133	3.2	566	0.0	-
0	Electric Lock for Industry Turnout	EA	$ 116	0.0	-	0.0	-	0.0	-	2.0	233	0.0	-
0	New Control Point (CP)	EA	$ 1,434	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Signal work to add Crossover to CP	EA	$ 792	1.0	792	0.0	-	0.0	-	0.0	-	0.0	-
0	Signal work to add Turnout to CP	EA	$ 452	0.0	-	1.0	452	25.0	11,308	3.0	1,357	0.0	-
	Sub-Total Systems (C)			**$ -**	**$ 907**	**$ -**	**$ 718**	**$ -**	**$ 13,766**	**$ -**	**$ 2,156**	**$ -**	**$ -**
	Crossings												
0	Private Closure	EA	$ 94	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Four Quadrant Gates	EA	$ 326	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Convert Dual Gates to Quad Gates	EA	$ 170	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Conventional Gates single mainline track	EA	$ 188	0.0	-	0.0	-	0.0	-	3.0	563	0.0	-
0	Conventional Gates double mainline track	EA	$ 232	0.0	-	1.0	232	7.0	1,623	0.0	-	0.0	-
0	Convert Flashers Only to Dual Gate	EA	$ 57	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Dual Gate with Median Barrier	EA	$ 204	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Convert Dual Gate to Extended Arm	EA	$ 17	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Precast Panels without Rdway Improvements	EA	$ 90	0.0	-	1.0	90	14.0	1,267	3.0	271	0.0	-
0.00	Precast Panels with Rdway Improvements	EA	$ 170	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0.00	Traffic Signal Preemption	EA	$ 75	0.0	-	1.0	75	3.0	225	0.0	-	0.0	-
0.00	Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Crossings (D)			**$ -**	**$ -**	**$ -**	**$ 397**	**$ -**	**$ 3,114**	**$ -**	**$ 835**	**$ -**	**$ -**
	Station/Maintenance Facilities												
0	Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance Facility (electrified track)	EA	$ 103,500	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Layover Facility	LS	$ 10,350	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Station/Maintenance Facilities (E)			**0**				**0**				**0**	
	Allocations for Special Elements												
0	Yard - Category A - Placeholder	LS	$ 10,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Yard - Category B - Placeholder	LS	$ 30,700	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Yard - Category C - Placeholder	LS	$ 37,400	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Access to Signal/Switch Location	LS	$ 100	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Maintenance of Way Spur	LS	$ 1,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Rail-Rail Flyovers	LS	$ 40,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	-	0.0	-	0.0	-	0.0	-	1.0	5,100
0	Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	1.0	10,000	1.0	10,000	0.0	-	0.0	-	0.0	-
0	Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Marshland & settlement issues between Richwood & Reeseville, WI	LS	$ 55,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Retaining Wall	MI	$ 12,000	0.0	-	0.5	6,000	0.0	-	0.0	-	0.0	-
0	Restore UP br. over route @ Canco	LS	$ 10,000	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
0	Bike Path / Trail Relocation	MI	$ 700	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-
	Sub-Total Allocations for Special Elements (F)			**$ -**	**$ 10,000**	**$ -**	**$ 16,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,100**
	Sub-Total Construction Elements (A+B+C+D+E+F)			$ -	$ 20,647	$ -	$ 19,266	$ -	$ 70,951	$ -	$ 15,307	$ -	$ 5,100
	Contingency			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Contingency - 30% of Construction Costs (G)		30%	$ -	$ 6,194	$ -	$ 5,780	$ -	$ 21,285	$ -	$ 4,592	$ -	$ 1,530
	Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)			**$ -**	**$ 26,841**	**$ -**	**$ 25,046**	**$ -**	**$ 92,237**	**$ -**	**$ 19,900**	**$ -**	**$ 6,630**
	Professional Services and Environmental			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
0	Design Engineering		10%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	$ -
0	Insurance and Bonding		0%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	$ -
0	Program Management		4%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	$ -
0	Construction Management & Inspection		6%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	$ -
0	Engineering Services During Construction		2%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	$ -
0	Integrated Testing and Commissioning		2%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	$ -
0	Erosion Control and Water Quality Management		0%	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	$ -
	Sub-Total Professional Services and Environmental (H)		**24%**	**$ -**	**$ 6,442**	**$ -**	**$ 6,011**	**$ -**	**$ 22,137**	**$ -**	**$ 4,776**	**$ -**	**$ 1,591**
	Total Sub-Segment Cost (G)+(H)			**$**	**33,283,170**	**$**	**31,056,876**	**$**	**114,373,619**	**$**	**24,675,658**	**$**	**8,221,200**
	Sub-Segment Costs Per Mile			**$**	**110,943,899**	**$**	**44,366,966**	**$**	**17,870,878**	**$**	**7,711,143**	**$**	**4,349,841**
				Sub-Segment 41		**Sub-Segment 37**		**Sub-Segment 38**		**Sub-Segment 39**		**Sub-Segment 40**	

Total Cost	$	2,535,528,947
Average Cost/Mile	$	7,120,472
Miles		356.1 miles

Milwaukee-Twin Cities

Route 5

Madison - Rochester

			Segment	Segment A		Segments B & C		Segment F		Segment G		Segment K		Segments N & O	
			Sub-Segment Number	Sub-Segment 1		Sub-Segment 2		Sub-Segment 6		Sub-Segment 8		Sub-Segment 11		Sub-Segment 16	
			From - To	Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to Watertown (note 1)		Watertown to Madison (note 1)		Madison to Portage (through Portage Jct)		Portage to Camp Douglas		Camp Douglas to La Crosse	
			Host Carrier	CP		CP		WSOR		CP		CP		CP	
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.5-164.7/MP 79.7-81.1		MP 30.2-0.0/MP 177.0-178.2		MP 178.2 - 226.0		MP 226.0 - 281.0	
			Track Miles	2.5 miles		42.9 miles		34.6 miles		31.4 miles		47.8 miles		55.0 miles	
			Proposed Max. Passenger Speed	110 mph		110 mph		110 mph		110 mph		110 mph		110 mph	
			Proposed # of New Tracks	1		1		0		0		1		1	
		Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork															
0	HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	0	$ -	30	$ 35,927	37.9	$ 45,387	0	$ -
0	HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -	0	$ -	30	$ 50,616
0	HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	0	$ -	0	$ -	47.8	$ 12,000	56.2	$ 14,109
0	Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	0	$ -	0	$ -	9.9	$ 3,706	20	$ 7,486
0	Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	0	$ -	0	$ -	9.9	$ 3,963	8	$ 3,203
0	Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	3	$ 3,094	6	$ 6,188	0	$ -
0.00	Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	10	$ 15,560	10	$ 15,560	0	$ -
0	Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	0	$ -	20	$ 1,153	22.8	$ 1,315	50	$ 2,884
0	Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	0	$ -	8	$ 1,384	10	$ 1,730	5	$ 865
0	Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	0	$ -	2.2	$ 980	5	$ 2,228	0	$ -
0	Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -	37.9	$ 2,829	55	$ 4,105
0	Land Acquisition Urban	MI	$ 558	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Land Acquisition Rural	MI	$ 186	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	2	$ 1,391	2	$ 1,391	2	$ 1,391
0.00	#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 590	0	$ -
0	#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	0	$ -	0	$ -	18	$ 1,890	22	$ 2,310
0	16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	0	$ -	15	$ 510	18	$ 612	22	$ 748
0	#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	2	$ 310	0	$ -	0	$ -
0	#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	30	$ 4,003	0	$ -	0	$ -
0	#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	0	$ -	0	$ -	2	$ 2,569	4	$ 5,139
0.00	#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	0	$ -	0	$ -	4.8	$ 315	5.5	$ 361
0	Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Trackwork (A)				**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ -**	**0**	**$ 64,313**	**0**	**$ 102,273**	**0**	**$ 93,216**
Structures															
0	**Bridges-under**	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.0	Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.0	Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.0	Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.0	Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.0	Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	4	$ 3,664	0	$ -	12	$ 10,992
0.0	Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.0	Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.0	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	$ 2	0.0	$ -	0	$ -	0	$ -	1200	$ 1,896	650	$ 1,027	1800	$ 2,844
0.0	Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	400	$ 1,280	0	$ -	0	$ -
0.00	Land Bridges	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	**Bridges-over**	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	**Other Structural**	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	0	$ -	28	$ 1,624	47.8	$ 2,772	0	$ -
0.00	Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Structures (B)				**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 8,464**	**0**	**$ 3,799**	**0**	**$ 13,836**
Systems															
0	Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	0	$ -	31.4	$ 6,498	37.9	$ 7,843	35	$ 7,243
0	Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	0	$ -	0	$ -	0	$ -
0	Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	34.6	$ 6,124	31.4	$ 5,557	47.8	$ 8,460	55	$ 9,734
0	Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	0	$ -	15	$ 1,747	0	$ -	0	$ -
0	New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	0	$ -	4	$ 5,736	4	$ 5,736	4	$ 5,736
0	Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Systems (C)				**0.0**	**$ 442**	**0**	**$ 12,817**	**0**	**$ 6,124**	**0**	**$ 19,538**	**0**	**$ 22,039**	**0**	**$ 22,713**
Crossings															
0	Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	3	$ 282	6	$ 563	3	$ 282
0	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Four Quadrant Gates	EA	$ 326	0.0	$ -	0	$ -	0	$ -	44	$ 14,330	41	$ 13,353	19	$ 6,188
0	Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	18	$ 3,053
0	Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	15	$ 2,816	10	$ 1,877	0	$ -
0	Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	0	$ -	0	$ -	7	$ 1,623	23	$ 5,332
0	Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	0	$ -	29	$ 2,624	66	$ 5,971	40	$ 3,619
0.00	Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	30	$ 5,089	0	$ -	20	$ 3,393
0.00	Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0.00	Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Crossings (D)				**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 25,140**	**0**	**$ 23,387**	**0**	**$ 21,866**
Station/Maintenance Facilities															
0	Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Maintenance Facility (electrified track)	EA	$ 103,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Layover Facility	LS	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Station/Maintenance Facilities (E)				**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Allocations for Special Elements															
0	Yard - Category A - Placeholder	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	1	$ 10,000	1	$ 10,000	2	$ 20,000
0	Yard - Category B - Placeholder	LS	$ 30,700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Yard - Category C - Placeholder	LS	$ 37,400	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Access to Signal/Switch Location	LS	$ 100	0.0	$ -	0	$ -	0	$ -	2	$ 200	0	$ -	4	$ 400
0	Maintenance of Way Spur	LS	$ 1,000	0.0	$ -	0	$ -	0	$ -	1	$ 1,000	0	$ -	0	$ -
0	Rail-Rail Flyovers	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	$ 12,466	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	$ -	1	$ 213,908	0	$ -	0	$ -	0	$ -	0	$ -
0	ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	$ -	0	$ -	1	$ 292,788	0	$ -	0	$ -	0	$ -
0	Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Marshland & settlement issues between Richwood & Reeseville, WI	LS	$ 55,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Retaining Wall	MI	$ 12,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Restore UP br. over route @ Canco	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
0	Bike Path / Trail Relocation	MI	$ 700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)				**0**	**$ 12,466**	**0**	**$ 213,908**	**0**	**$ 292,788**	**0**	**$ 11,200**	**0**	**$ 10,000**	**0**	**$ 20,400**
Sub-Total Construction Elements (A+B+C+D+E+F)				0	$ 12,908	0	$ 252,708	0	$ 298,912	0	$ 128,655	0	$ 161,498	0	$ 172,030
Contingency															
0	Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	0	$ -	0	$ 38,596	0	$ 48,449	0	$ 51,609
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)				**0**	**$ 12,908**	**0**	**$ 252,708**	**0**	**$ 298,912**	**0**	**$ 167,251**	**0**	**$ 209,947**	**0**	**$ 223,639**
Professional Services and Environmental															
0	Design Engineering		10%	0	0	0	0	0	0	0	0	0	0	0	0
0	Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0	0	0
0	Program Management		4%	0	0	0	0	0	0	0	0	0	0	0	0
0	Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0	0	0
0	Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0	0	0
0	Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0	0	0
0	Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)			**24%**	**0**	**$ -**	**0**	**$ -**	**$**	**-**	**0**	**$ 40,140**	**0**	**$ 50,387**	**0**	**$ 53,673**
			Total Sub-Segment Cost (G)+(H)	**$**	**12,908,463**	**$**	**252,708,119**	**$**	**298,911,681**	**$**	**207,391,155**	**$**	**260,334,551**	**$**	**277,312,322**
			Sub-Segment Costs Per Mile	**$**	**5,163,385**	**$**	**5,890,632**	**$**	**8,639,066**	**$**	**6,604,814**	**$**	**5,446,330**	**$**	**5,042,042**
0		0	0 0	**Sub-Segment 1**		**Sub-Segment 2**		**Sub-Segment 6**		**Sub-Segment 8**		**Sub-Segment 11**		**Sub-Segment 16**	

Segment	Segment R		Segments T, W & X		Segment Z				Segment BB		Segment GG	
Sub-Segment Number	Sub-Segment 21		Sub-Segment 25		Sub-Segment 26		Sub-Segment 42		Sub-Segment 27		Sub-Segment 41	
From - To	La Crosse to Winona		Winona through Rochester & Dodge Center to Owatonna		Owatonna to Northfield		Northfield to Inver Grove Heights		Inver Grove Heights to Robert St		St. Paul Union Depot to Robert St	
Host Carrier	CP		DME		UP		UP		UP		St Paul Union Depot Co/UP	
Mileposts	MP 281.0 - 308.2		MP 0.0 - 88.3		MP 285.4 - 313.2		MP 313.2 - 344.2		Yard Limits - 10 miles		MP 0.8 - 1.1	
Track Miles	27.2 miles		88.3 miles		27.8 miles		31.0 miles		10.0 miles		0.3 miles	
Proposed Max. Passenger Speed	90 mph		110 mph		110 mph		110 mph		90 mph		79 mph	
Proposed # of New Tracks	1		0		1		1		1		1	
Item	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork												
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	22.5	$ 26,945	60.3	$ 72,213	27.8	$ 33,292	31	$ 37,124	0	$ -	0	$ -
HSR on New Roadbed & New Embankment	0	$ -	18	$ 30,370	0	$ -	0	$ -	10	$ 16,872	0.3	$ 506
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	27.8	$ 84,063	31	$ 93,740	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	2	$ 31,943	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 66% Tie Replacement	31.6	$ 11,828	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	4.7	$ 1,881	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	0	$ -	12	$ 12,376	3	$ 3,094	3	$ 3,094	0	$ -	0	$ -
Passenger Siding	0	$ -	20	$ 31,121	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	20	$ 1,153	60	$ 3,460	17.8	$ 1,027	16	$ 923	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	7	$ 1,211	18	$ 3,114	8	$ 1,384	8	$ 1,384	10	$ 1,730	0	$ -
Fencing, 10 ft Chain Link (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 59
Decorative Fencing (both sides)	2.2	$ 980	10.3	$ 4,589	2	$ 891	7	$ 3,119	0	$ -	0.3	$ 134
Drainage Improvements (cross country)	27.2	$ 2,030	88.3	$ 6,590	0	$ -	0	$ -	10	$ 746	0	$ -
Land Acquisition Urban	0	$ -	0	$ -	5.8	$ 3,234	8	$ 4,461	10	$ 5,576	0	$ -
Land Acquisition Rural	0	$ -	32	$ 5,948	22	$ 4,089	22	$ 4,089	0	$ -	0	$ -
#33 High Speed Turnout	0	$ -	4	$ 2,782	1	$ 696	1	$ 696	0	$ -	0	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 366	1	$ 183
#15 Turnout - Timber	0	$ -	8	$ 1,180	2	$ 295	2	$ 295	0	$ -	0	$ -
#10 Turnout Timber	13	$ 1,365	44	$ 4,620	5	$ 525	4	$ 420	0	$ -	0	$ -
16'6" Double Switch Point Derail	13	$ 442	44	$ 1,496	5	$ 170	4	$ 136	0	$ -	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	2	$ 2,569	0	$ -	1	$ 1,285	1	$ 1,285	0	$ -	0	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	2.7	$ 177	0	$ -	0	$ -	0	$ -	0	$ -	0.15	$ 10
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.15	$ 14
Sub-Total Trackwork (A)	**0**	**$ 50,583**	**0**	**$ 179,859**	**0**	**$ 165,987**	**0**	**$ 150,764**	**0**	**$ 25,290**	**0**	**$ 906**
Structures												
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	0	$ -	0	$ -	10	$ 9,160	5	$ 4,580	0	$ -	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for Higher Passenger Speeds (90 - 110 mph)	1250	$ 1,975	0	$ -	800	$ 1,264	300	$ 474	1	$ 2	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	2000	$ 10,576	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 6,624
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 2,152
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	27.2	$ 1,578	32	$ 1,856	0	$ -	0	$ -	10	$ 580	1	$ 58
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Structures (B)	**0**	**$ 3,553**	**0**	**$ 12,432**	**0**	**$ 10,424**	**0**	**$ 5,054**	**0**	**$ 582**	**0**	**$ 8,834**
Systems												
Install CTC System (Single Track)	22.5	$ 4,656	56.3	$ 11,651	27.8	$ 5,753	31	$ 6,415	10	$ 2,069	0.3	$ 62
Install CTC System (Double Track)	0	$ -	32	$ 10,856	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	27.2	$ 4,814	88.3	$ 15,628	27.8	$ 4,920	31	$ 5,487	10	$ 1,770	0.3	$ 53
Electric Lock for Industry Turnout	13	$ 1,514	40	$ 4,659	9	$ 1,048	9	$ 1,048	0	$ -	0	$ -
New Control Point (CP)	1	$ 1,434	9	$ 12,905	4	$ 5,736	2	$ 2,868	2	$ 2,868	0	$ -
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 792
Signal work to add Turnout to CP	0	$ -	3	$ 1,357	2	$ 905	2	$ 905	0	$ -	0	$ -
Sub-Total Systems (C)	**0**	**$ 12,418**	**0**	**$ 57,056**	**0**	**$ 18,362**	**0**	**$ 16,723**	**0**	**$ 6,707**	**0**	**$ 907**
Crossings												
Private Closure	3	$ 282	5	$ 469	4	$ 375	4	$ 375	2	$ 188	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	17	$ 5,537	30	$ 9,770	5	$ 1,628	5	$ 1,628	4	$ 1,303	0	$ -
Convert Dual Gates to Quad Gates	0	$ -	54	$ 9,160	7	$ 1,187	7	$ 1,187	0	$ -	0	$ -
Conventional Gates single mainline track	20	$ 3,754	44	$ 8,260	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	0	$ -	0	$ -	12	$ 2,782	12	$ 2,782	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	37	$ 3,347	84	$ 7,599	18	$ 1,628	18	$ 1,628	0	$ -	0	$ -
Precast Panels with Rdway Improvements	0	$ -	44	$ 7,464	6	$ 1,018	6	$ 1,018	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	10	$ 750	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	8	$ 2,400	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Crossings (D)	**0**	**$ 12,920**	**0**	**$ 45,872**	**0**	**$ 8,619**	**0**	**$ 8,619**	**0**	**$ 1,490**	**0**	**$ -**
Station/Maintenance Facilities												
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Station/Maintenance Facilities (E)	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Allocations for Special Elements												
Yard - Category A - Placeholder	1	$ 10,000	1	$ 10,000	1	$ 10,000	0	$ -	1	$ 10,000	0	$ -
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 10,000
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Marshland & settlement issues between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path / Trail Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 10,000**	**0**	**$ 10,000**	**0**	**$ 10,000**	**0**	**$ -**	**0**	**$ 10,000**	**0**	**$ 10,000**
Sub-Total Construction Elements (A+B+C+D+E+F)	0	$ 89,473	0	$ 305,218	0	$ 213,392	0	$ 181,160	0	$ 44,070	0	$ 20,647
Contingency												
Contingency - 30% of Construction Costs (G)	0	$ 26,842	0	$ 91,565	0	$ 64,018	0	$ 54,348	0	$ 13,221	0	$ 6,194
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 116,316**	**0**	**$ 396,784**	**0**	**$ 277,410**	**0**	**$ 235,508**	**0**	**$ 57,290**	**0**	**$ 26,841**
Professional Services and Environmental												
Design Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)	**0**	**$ 27,916**	**0**	**$ 95,228**	**0**	**$ 66,578**	**0**	**$ 56,522**	**0**	**$ 13,750**	**0**	**$ 6,442**
Total Sub-Segment Cost (G)+(H)	**$**	**144,231,281**	**$**	**492,011,848**	**$**	**343,987,954**	**$**	**292,029,662**	**$**	**71,040,053**	**$**	**33,283,170**
Sub-Segment Costs Per Mile	**$**	**5,302,621**	**$**	**5,572,048**	**$**	**12,373,667**	**$**	**9,420,312**	**$**	**7,104,005**	**$**	**110,943,899**
	Sub-Segment 21		**Sub-Segment 25**		**Sub-Segment 26**		**Sub-Segment 42**		**Sub-Segment 27**		**Sub-Segment 41**	

Segment	Segment HH							
Sub-Segment Number	Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	
From - To	Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)	
Host Carrier	CP		CP		BNSF/MNNR		BNSF	
Mileposts	MP 410.5 - 411.2		MP 411.2 - 417.6					
Track Miles	0.7 miles		6.4 miles		3.2 miles		1.9 miles	
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks	1		1		1		0	
Item	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork								
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	0	$ -	0	$ -	3.2	$ 3,832	0	$ -
HSR on New Roadbed & New Embankment	0.7	$ 1,181	6.4	$ 10,798	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -
Timber & Surface w/ 66% Tie Replacement	0.7	$ 262	6.4	$ 2,396	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -
Fencing, 10 ft Chain Link (both sides)	0.7	$ 139	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	0.7	$ 312	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	0	$ -	0	$ -	1	$ 183	0	$ -
#15 Turnout - Timber	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	0	$ -	0	$ -	2	$ 210	0	$ -
16'6" Double Switch Point Derail	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -
Sub-Total Trackwork (A)	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**
Structures								
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	1	$ 3,454	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	0	$ -	0	$ -	0	$ -	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for Higher Passenger Speeds (90 - 110 mph)	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	4	$ 13,249	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	2	$ 4,304	0	$ -	0	$ -
Rail	0	$ -	1	$ 6,909	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	1	$ 58	6	$ 348	3	$ 174	0	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Structures (B)	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**
Systems								
Install CTC System (Single Track)	0	$ -	6.4	$ 1,324	0	$ -	0	$ -
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -
Electric Lock for Industry Turnout	0	$ -	0	$ -	2	$ 233	0	$ -
New Control Point (CP)	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -
Sub-Total Systems (C)	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**	**0**	**$ -**
Crossings								
Private Closure	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	3	$ 563	0	$ -
Conventional Gates double mainline track	1	$ 232	7	$ 1,623	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	1	$ 90	14	$ 1,267	3	$ 271	0	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	1	$ 75	3	$ 225	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Crossings (D)	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**
Station/Maintenance Facilities								
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Station/Maintenance Facilities (E)	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Allocations for Special Elements								
Yard - Category A - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	1	$ 5,100
Structural Reconfiguration - West Approach to SPUD	1	$ 10,000	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -
Marshland & settlement issues between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0.5	$ 6,000	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path / Trail Relocation	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 16,000**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 5,100**
Sub-Total Construction Elements (A+B+C+D+E+F)	0	$ 19,266	0	$ 70,951	0	$ 15,307	0	$ 5,100
Contingency								
Contingency - 30% of Construction Costs (G)	0	$ 5,780	0	$ 21,285	0	$ 4,592	0	$ 1,530
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 25,046**	**0**	**$ 92,237**	**0**	**$ 19,900**	**0**	**$ 6,630**
Professional Services and Environmental								
Design Engineering	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)	**0**	**$ 6,011**	**0**	**$ 22,137**	**0**	**$ 4,776**	**0**	**$ 1,591**
Total Sub-Segment Cost (G)+(H)	**$**	**31,056,876**	**$**	**114,373,619**	**$**	**24,675,658**	**$**	**8,221,200**
Sub-Segment Costs Per Mile	**$**	**44,366,966**	**$**	**17,870,878**	**$**	**7,711,143**	**$**	**4,349,841**
	Sub-Segment 37		**Sub-Segment 38**		**Sub-Segment 39**		**Sub-Segment 40**	

Total Cost	$	2,864,477,611
Average Cost/Mile	$	6,969,701
Miles		411.0 miles

Milwaukee-Twin Cities

Route 6
MWRRI-Madison-BNSF River

			Segment	Segment A		Segments B & C		Segment F		Segment G	
			Sub-Segment Number	Sub-Segment 1		Sub-Segment 2		Sub-Segment 6		Sub-Segment 8	
			From - To	Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to Watertown (note 1)		Watertown to Madison (note 1)		Madison to Portage (through Portage Jct)	
			Host Carrier	CP		CP		WSOR		CP	
			Mileposts	MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.5-164.7/MP 79.7-81.1		MP 30.2-0.0/MP 177.0-178.2	
			Track Miles	2.5 miles		42.9 miles		34.6 miles		31.4 miles	
			Proposed Max. Passenger Speed	110 mph		110 mph		110 mph		110 mph	
			Proposed # of New Tracks	1		1		0		0	
		Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	Trackwork										
0	HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -
0	HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	0	$ -	30	$ 35,927
0	HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -
0	HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	0	$ -
0	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	3	$ 3,094
0.00	Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	10	$ 15,560
0	Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	0	$ -	20	$ 1,153
0	Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	0	$ -	8	$ 1,384
0	Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	0	$ -	2.2	$ 980
0	Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Land Acquisition Urban	MI	$ 558	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Land Acquisition Rural	MI	$ 186	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	2	$ 1,391
0.00	#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -
0	#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -
0	#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	0	$ -
0	#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	0	$ -	0	$ -
0	16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	0	$ -	15	$ 510
0	#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -
0	#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	2	$ 310
0	#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	30	$ 4,003
0	#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -
	Sub-Total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ -**	**0**	**$ 64,313**
	Structures										
0	**Bridges-under**			0	$ -	0	$ -	0	$ -	0	$ -
0.0	Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -
0.0	Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -
0.0	Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -
0.0	Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -
0.0	Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	4	$ 3,664
0.0	Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	0	$ -
0.0	Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -
0.0	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	$ 2	0.0	$ -	0	$ -	0	$ -	1200	$ 1,896
0.0	Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	400	$ 1,280
0.00	Land Bridges	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -
0	**Bridges-over**			0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	**Other Structural**			0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	0	$ -	28	$ 1,624
0.00	Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -
	Sub-Total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 8,464**
	Systems										
0	Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	0	$ -	31.4	$ 6,498
0	Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	0	$ -
0	Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	34.6	$ 6,124	31.4	$ 5,557
0	Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	0	$ -	15	$ 1,747
0	New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	0	$ -	4	$ 5,736
0	Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -
	Sub-Total Systems (C)			**0.0**	**$ 442**	**0**	**$ 12,817**	**0**	**$ 6,124**	**0**	**$ 19,538**
	Crossings										
0	Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	3	$ 282
0	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Four Quadrant Gates	EA	$ 326	0.0	$ -	0	$ -	0	$ -	44	$ 14,330
0	Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	15	$ 2,816
0	Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	0	$ -	29	$ 2,624
0.00	Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	30	$ 5,089
0.00	Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -
0.00	Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	0	$ -
	Sub-Total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 25,140**
	Station/Maintenance Facilities										
0	Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Maintenance Facility (electrified track)	EA	$ 103,500	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Layover Facility	LS	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -
	Sub-Total Station/Maintenance Facilities (E)			0.0	$ -	0	$ -	0	$ -	0	$ -
	Allocations for Special Elements										
0	Yard - Category A - Placeholder	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	1	$ 10,000
0	Yard - Category B - Placeholder	LS	$ 30,700	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Yard - Category C - Placeholder	LS	$ 37,400	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Access to Signal/Switch Location	LS	$ 100	0.0	$ -	0	$ -	0	$ -	2	$ 200
0	Maintenance of Way Spur	LS	$ 1,000	0.0	$ -	0	$ -	0	$ -	1	$ 1,000
0	Rail-Rail Flyovers	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -
0	ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	$ 12,466	0	$ -	0	$ -	0	$ -
0	ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	$ -	1	$ 213,908	0	$ -	0	$ -
0	ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	$ -	0	$ -	1	$ 292,788	0	$ -
0	Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Marshland & settlement issues between Richwood & Reeseville, WI	LS	$ 55,000	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Retaining Wall	MI	$ 12,000	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Restore UP br. over route @ Canco	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -
0	Bike Path / Trail Relocation	MI	$ 700	0.0	$ -	0	$ -	0	$ -	0	$ -
	Sub-Total Allocations for Special Elements (F)			**0**	**$ 12,466**	**0**	**$ 213,908**	**0**	**$ 292,788**	**0**	**$ 11,200**
	Sub-Total Construction Elements (A+B+C+D+E+F)			0	$ 12,908	0	$ 252,708	0	$ 298,912	0	$ 128,655
	Contingency			0	$ -	0	$ -	0	$ -	0	$ -
0	Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	0	$ -	0	$ 38,596
	Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 12,908**	**0**	**$ 252,708**	**0**	**$ 298,912**	**0**	**$ 167,251**
	Professional Services and Environmental			0	0	0	0	0	0	0	0
0	Design Engineering		10%	0	0	0	0	0	0	0	0
0	Insurance and Bonding		0%	0	0	0	0	0	0	0	0
0	Program Management		4%	0	0	0	0	0	0	0	0
0	Construction Management & Inspection		6%	0	0	0	0	0	0	0	0
0	Engineering Services During Construction		2%	0	0	0	0	0	0	0	0
0	Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0
0	Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0
	Sub-Total Professional Services and Environmental (H)		**24%**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 40,140**
			Total Sub-Segment Cost (G)+(H)	**$**	**12,908,463**	**$**	**252,708,119**	**$**	**298,911,681**	**$**	**207,391,155**
			Sub-Segment Costs Per Mile	**$**	**5,163,385**	**$**	**5,890,632**	**$**	**8,639,066**	**$**	**6,604,814**
				Sub-Segment 1		**Sub-Segment 2**		**Sub-Segment 6**		**Sub-Segment 8**	

	Segment K		Segments N & O		Segment Q		Segment AA	
Sub-Segment Number	Sub-Segment 11		Sub-Segment 16		Sub-Segment 20		Sub-Segment 28	
From - To	Portage to Camp Douglas		Camp Douglas to La Crosse		La Crosse to Hastings, MN ("St Croix", along BNSF line)		Hastings (St Croix Jct - start shared tracks w/ BNSF) to Hoffman Avenue	
Host Carrier	CP		CP		BNSF		CP/BNSF each owns 1 track	
Mileposts	MP 178.2 - 226.0		MP 226.0 - 281.0		MP 300.2 - 410.5		MP 392.1 - 409.0 (CP)	
Track Miles	47.8 miles		55.0 miles		110.3 miles		16.9 miles	
Proposed Max. Passenger Speed	110 mph		110 mph		110.0 mph		90 mph	
Proposed # of New Tracks	1		1		0		1	
Item	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork								
HSR on Existing Roadbed	0	$ -	0	$ -	0.0	$ -	0	$ -
HSR on New Roadbed	37.9	$ 45,387	0	$ -	0.0	$ -	0	$ -
HSR on New Roadbed & New Embankment	0	$ -	30	$ 50,616	60.0	$ 101,232	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0.0	$ -	17	$ 51,103
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	40.3	$ 643,656	0	$ -
Timber & Surface w/ 33% Tie replacement	47.8	$ 12,000	56.2	$ 14,109	110.3	$ 27,690	33.8	$ 8,485
Timber & Surface w/ 66% Tie Replacement	9.9	$ 3,706	20	$ 7,486	0.0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	9.9	$ 3,963	8	$ 3,203	12.0	$ 4,804	4	$ 1,601
Freight Siding	6	$ 6,188	0	$ -	0.0	$ -	0	$ -
Passenger Siding	10	$ 15,560	0	$ -	0.0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0.0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0.0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	22.8	$ 1,315	50	$ 2,884	80.3	$ 4,631	0	$ -
Fencing, 6 ft Chain Link (both sides)	10	$ 1,730	5	$ 865	20.0	$ 3,460	16.9	$ 2,924
Fencing, 10 ft Chain Link (both sides)	0	$ -	0	$ -	0.0	$ -	0	$ -
Decorative Fencing (both sides)	5	$ 2,228	0	$ -	10.0	$ 4,455	0	$ -
Drainage Improvements (cross country)	37.9	$ 2,829	55	$ 4,105	0.0	$ -	16.9	$ 1,261
Land Acquisition Urban	0	$ -	0	$ -	0.0	$ -	0	$ -
Land Acquisition Rural	0	$ -	0	$ -	110.0	$ 20,445	16.9	$ 3,141
#33 High Speed Turnout	2	$ 1,391	2	$ 1,391	0.0	$ -	6	$ 4,173
#24 High Speed Turnout	0	$ -	0	$ -	0.0	$ -	0	$ -
#20 Turnout Timber	0	$ -	0	$ -	0.0	$ -	0	$ -
#15 Turnout - Timber	4	$ 590	0	$ -	0.0	$ -	0	$ -
#10 Turnout Timber	18	$ 1,890	22	$ 2,310	5.0	$ 525	0	$ -
16'6" Double Switch Point Derail	18	$ 612	22	$ 748	5.0	$ 170	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0.0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0.0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0.0	$ -	0	$ -
#33 Crossover	2	$ 2,569	4	$ 5,139	12.0	$ 15,416	0	$ -
#20 Crossover	0	$ -	0	$ -	12.0	$ 6,756	0	$ -
Elevate & Surface Curves	4.8	$ 315	5.5	$ 361	0.0	$ -	2	$ 131
Curvature Reduction	0	$ -	0	$ -	0.0	$ -	0	$ -
Elastomeric Rail Fasteners	0	$ -	0	$ -	0.0	$ -	2	$ 185
Sub-Total Trackwork (A)	**0**	**$ 102,273**	**0**	**$ 93,216**	**0**	**$ 833,240**	**0**	**$ 73,006**
Structures								
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	1	$ 3,454
Rail	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	0	$ -	12	$ 10,992	35	$ 32,059	9	$ 8,244
Major River	0	$ -	0	$ -	3	$ 27,473	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for Higher Passenger Speeds (90 - 110 mph)	650	$ 1,027	1800	$ 2,844	70000	$ 110,600	800	$ 1,264
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	47.8	$ 2,772	0	$ -	45	$ 2,610	16.9	$ 980
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Structures (B)	**0**	**$ 3,799**	**0**	**$ 13,836**	**0**	**$ 172,742**	**0**	**$ 13,942**
Systems								
Install CTC System (Single Track)	37.9	$ 7,843	35	$ 7,243	110.3	$ 22,826	16.9	$ 3,497
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	47.8	$ 8,460	55	$ 9,734	110.3	$ 19,521	16.9	$ 2,991
Electric Lock for Industry Turnout	0	$ -	0	$ -	0	$ -	0	$ -
New Control Point (CP)	4	$ 5,736	4	$ 5,736	12	$ 17,207	0	$ -
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	3	$ 2,375
Signal work to add Turnout to CP	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Systems (C)	**0**	**$ 22,039**	**0**	**$ 22,713**	**0**	**$ 59,554**	**0**	**$ 8,863**
Crossings								
Private Closure	6	$ 563	3	$ 282	3	$ 282	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	2	$ 1,113
Four Quadrant Gates	41	$ 13,353	19	$ 6,188	15	$ 4,885	0	$ -
Convert Dual Gates to Quad Gates	0	$ -	18	$ 3,053	20	$ 3,393	4	$ 679
Conventional Gates single mainline track	10	$ 1,877	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	7	$ 1,623	23	$ 5,332	26	$ 6,027	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	66	$ 5,971	40	$ 3,619	61	$ 5,518	6	$ 543
Precast Panels with Rdway Improvements	0	$ -	20	$ 3,393	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Crossings (D)	**0**	**$ 23,387**	**0**	**$ 21,866**	**0**	**$ 20,105**	**0**	**$ 2,334**
Station/Maintenance Facilities								
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements								
Yard - Category A - Placeholder	1	$ 10,000	2	$ 20,000	0	$ -	1	$ 10,000
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	1	$ 30,700
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	4	$ 400	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -
Marshland & settlement issues between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path / Trail Relocation	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 10,000**	**0**	**$ 20,400**	**0**	**$ -**	**0**	**$ 40,700**
Sub-Total Construction Elements (A+B+C+D+E+F)	0	$ 161,498	0	$ 172,030	0	$ 1,085,641	0	$ 138,845
Contingency	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 48,449	0	$ 51,609	0	$ 325,692	0	$ 41,653
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 209,947**	**0**	**$ 223,639**	**0**	**$ 1,411,334**	**0**	**$ 180,498**
Professional Services and Environmental	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)	**0**	**$ 50,387**	**0**	**$ 53,673**	**0**	**$ 338,720**	**0**	**$ 43,320**
Total Sub-Segment Cost (G)+(H)	**$**	**260,334,551**	**$**	**277,312,322**	**$**	**1,750,053,645**	**$**	**223,817,590**
Sub-Segment Costs Per Mile	**$**	**5,446,330**	**$**	**5,042,042**	**$**	**15,866,307**	**$**	**13,243,644**
	Sub-Segment 11		**Sub-Segment 16**		**Sub-Segment 20**		**Sub-Segment 28**	

	Segment AA				Segment FF		Segment GG	
Sub-Segment Number	Sub-Segment 29		Sub-Segment 34		Sub-Segment 35		Sub-Segment 41	
From - To	Hoffman Avenue to Division Street		Division Street to St. Paul Junction		St Paul Junction to St. Paul Union Depot		St. Paul Union Depot to Robert St	
Host Carrier	BNSF		BNSF/St Paul Union Depot Co.		St Paul Union Depot Co/UP		St Paul Union Depot Co/UP	
Mileposts	MP 429.1 - 429.7		MP 429.7 - 0.3		MP 0.3 - 0.8		MP 0.8 - 1.1	
Track Miles	0.6 miles		0.3 miles		0.5 miles		0.3 miles	
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks	1		1		1		1	
Item	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork								
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	0.6	$ 719	0.3	$ 359	0.5	$ 599	0	$ -
HSR on New Roadbed & New Embankment	0	$ -	0	$ -	0	$ -	0.3	$ 506
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 66% Tie Replacement	0	$ -	0	$ -	0.5	$ 187	0	$ -
Replace Existing Rail w/ 136# CWR	0	$ -	0	$ -	0.5	$ 200	0	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	0.6	$ 104	0.3	$ 52	0.5	$ 87	0	$ -
Fencing, 10 ft Chain Link (both sides)	0	$ -	0	$ -	0	$ -	0.3	$ 59
Decorative Fencing (both sides)	0	$ -	0	$ -	0	$ -	0.3	$ 134
Drainage Improvements (cross country)	0.6	$ 45	0.3	$ 22	0.5	$ 37	0	$ -
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	2	$ 366	1	$ 183	1	$ 183	1	$ 183
#15 Turnout - Timber	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	0	$ -	0	$ -	0	$ -	0	$ -
16'6" Double Switch Point Derail	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	0	$ -	0	$ -	0	$ -	0.15	$ 10
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0	$ -	0	$ -	0	$ -	0.15	$ 14
Sub-Total Trackwork (A)	**0**	**$ 1,233**	**0**	**$ 617**	**0**	**$ 1,293**	**0**	**$ 906**
Structures								
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	0	$ -	0	$ -	0	$ -	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for Higher Passenger Speeds (90 - 110 mph)	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	2	$ 6,624
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	1	$ 2,152
Rail	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	0	$ -	0	$ -	0	$ -	1	$ 58
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Structures (B)	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 8,834**
Systems								
Install CTC System (Single Track)	0.6	$ 124	0.3	$ 62	0.5	$ 103	0.3	$ 62
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	0.6	$ 106	0.3	$ 53	0.5	$ 88	0.3	$ 53
Electric Lock for Industry Turnout	0	$ -	0	$ -	0	$ -	0	$ -
New Control Point (CP)	0	$ -	1	$ 1,434	0	$ -	0	$ -
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	1	$ 792
Signal work to add Turnout to CP	2	$ 905	0	$ -	0	$ -	0	$ -
Sub-Total Systems (C)	**0**	**$ 1,135**	**0**	**$ 1,549**	**0**	**$ 192**	**0**	**$ 907**
Crossings								
Private Closure	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	0	$ -	0	$ -	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Crossings (D)	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Station/Maintenance Facilities								
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements								
Yard - Category A - Placeholder	0	$ -	0	$ -	0.25	$ 2,500	0	$ -
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	0	$ -	0	$ -	0	$ -	1	$ 10,000
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -
Marshland & settlement issues between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path / Trail Relocation	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ -**	**0**	**$ -**	**0**	**$ 2,500**	**0**	**$ 10,000**
Sub-Total Construction Elements (A+B+C+D+E+F)	0	$ 2,368	0	$ 2,166	0	$ 3,985	0	$ 20,647
Contingency	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 710	0	$ 650	0	$ 1,195	0	$ 6,194
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 3,079**	**0**	**$ 2,815**	**0**	**$ 5,180**	**0**	**$ 26,841**
Professional Services and Environmental	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0
Sub-Total Professional Services and Environmental (H)	**0**	**$ 739**	**0**	**$ 676**	**0**	**$ 1,243**	**0**	**$ 6,442**
Total Sub-Segment Cost (G)+(H)	**$**	**3,817,460**	**$**	**3,491,014**	**$**	**6,423,626**	**$**	**33,283,170**
Sub-Segment Costs Per Mile	**$**	**6,362,433**	**$**	**11,636,713**	**$**	**12,847,252**	**$**	**110,943,899**
	Sub-Segment 29		**Sub-Segment 34**		**Sub-Segment 35**		**Sub-Segment 41**	

	Segment HH								Segments N & O	
Sub-Segment Number	Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40		Sub-Segment 16 - option	
From - To	Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)		Connection CP to BNSF - NE Quadrant @ La Crosse	
Host Carrier	CP		CP		BNSF/MNNR		BNSF		CP / BNSF	
Mileposts	MP 410.5 - 411.2		MP 411.2 - 417.6						$	-
Track Miles	0.7 miles		6.4 miles		3.2 miles		1.9 miles		1.3 miles	0.0 miles
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph		79 mph	0.0 mph
Proposed # of New Tracks	1		1		1		0		$ 1	$ -
Item	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork									$ -	$ -
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
HSR on New Roadbed	0	$ -	0	$ -	3.2	$ 3,832	0	$ -	$ -	$ -
HSR on New Roadbed & New Embankment	0.7	$ 1,181	6.4	$ 10,798	0	$ -	0	$ -	$ 0	$ 253
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Timber & Surface w/ 33% Tie replacement	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -	$ -	$ -
Timber & Surface w/ 66% Tie Replacement	0.7	$ 262	6.4	$ 2,396	0	$ -	0	$ -	$ -	$ -
Replace Existing Rail w/ 136# CWR	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Fencing, 4 ft Woven Wire (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Fencing, 6 ft Chain Link (both sides)	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -	$ -	$ -
Fencing, 10 ft Chain Link (both sides)	0.7	$ 139	0	$ -	0	$ -	0	$ -	$ -	$ -
Decorative Fencing (both sides)	0.7	$ 312	0	$ -	0	$ -	0	$ -	$ -	$ -
Drainage Improvements (cross country)	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -	$ -	$ -
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -	$ 1	$ 697
Land Acquisition Rural	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#33 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Turnout Timber	0	$ -	0	$ -	1	$ 183	0	$ -	$ 2	$ 366
#15 Turnout - Timber	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#10 Turnout Timber	0	$ -	0	$ -	2	$ 210	0	$ -	$ -	$ -
16'6" Double Switch Point Derail	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#33 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 1,126
Elevate & Surface Curves	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -	$ -	$ -
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Elastomeric Rail Fasteners	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -	$ -	$ -
Sub-Total Trackwork (A)	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**	**$ -**	**$ 2,442**
Structures									$ -	$ -
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -	$ -	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Two Lane Highway	0	$ -	1	$ 3,454	0	$ -	0	$ -	$ -	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Minor river	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Rehab for Higher Passenger Speeds (90 - 110 mph)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	$ 4,900	$ 50,131
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	$ 1,900	$ 9,719
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	0	$ -	4	$ 13,249	0	$ -	0	$ -	$ -	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Two Lane Highway	0	$ -	2	$ 4,304	0	$ -	0	$ -	$ -	$ -
Rail	0	$ -	1	$ 6,909	0	$ -	0	$ -	$ -	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Culvert Extension	1	$ 58	6	$ 348	3	$ 174	0	$ -	$ -	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-Total Structures (B)	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**	**$ -**	**$ 59,850**
Systems									$ -	$ -
Install CTC System (Single Track)	0	$ -	6.4	$ 1,324	0	$ -	0	$ -	$ -	$ -
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Install PTC System	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -	$ 2	$ 336
Electric Lock for Industry Turnout	0	$ -	0	$ -	2	$ 233	0	$ -	$ -	$ -
New Control Point (CP)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Signal work to add Turnout to CP	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -	$ -	$ -
Sub-Total Systems (C)	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**	**0**	**$ -**	**$ -**	**$ 336**
Crossings									$ -	$ -
Private Closure	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Quadrant Gates	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert Dual Gates to Quad Gates	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	3	$ 563	0	$ -	$ -	$ -
Conventional Gates double mainline track	1	$ 232	7	$ 1,623	0	$ -	0	$ -	$ -	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Precast Panels without Rdway Improvements	1	$ 90	14	$ 1,267	3	$ 271	0	$ -	$ -	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Traffic Signal Preemption	1	$ 75	3	$ 225	0	$ -	0	$ -	$ -	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-Total Crossings (D)	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**	**$ -**	**$ -**
Station/Maintenance Facilities									$ -	$ -
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-Total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Allocations for Special Elements									$ -	$ -
Yard - Category A - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	$ 1	$ 10,000
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	1	$ 5,100	$ 1	$ 5,100
Structural Reconfiguration - West Approach to SPUD	1	$ 10,000	0	$ -	0	$ -	0	$ -	$ -	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Marshland & settlement issues between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Retaining Wall	0.5	$ 6,000	0	$ -	0	$ -	0	$ -	$ -	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Bike Path / Trail Relocation	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 16,000**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 5,100**	**$ -**	**$ 15,100**
Sub-Total Construction Elements (A+B+C+D+E+F)	0	$ 19,266	0	$ 70,951	0	$ 15,307	0	$ 5,100	$ -	$ 77,729
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Contingency - 30% of Construction Costs (G)	0	$ 5,780	0	$ 21,285	0	$ 4,592	0	$ 1,530	$ -	$ 23,319
Sub-Total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 25,046**	**0**	**$ 92,237**	**0**	**$ 19,900**	**0**	**$ 6,630**	**$ -**	**$ 101,047**
Professional Services and Environmental	0	0	0	0	0	0	0	0	$ -	$ -
Design Engineering	0	0	0	0	0	0	0	0	$ -	$ -
Insurance and Bonding	0	0	0	0	0	0	0	0	$ -	$ -
Program Management	0	0	0	0	0	0	0	0	$ -	$ -
Construction Management & Inspection	0	0	0	0	0	0	0	0	$ -	$ -
Engineering Services During Construction	0	0	0	0	0	0	0	0	$ -	$ -
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	$ -	$ -
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	$ -	$ -
Sub-Total Professional Services and Environmental (H)	**0**	**$ 6,011**	**0**	**$ 22,137**	**0**	**$ 4,776**	**0**	**$ 1,591**	**$ -**	**$ 24,251**
Total Sub-Segment Cost (G)+(H)	**$**	**31,056,876**	**$**	**114,373,619**	**$**	**24,675,658**	**$**	**8,221,200**	**$**	**125,298,523**
Sub-Segment Costs Per Mile	**$**	**44,366,966**	**$**	**17,870,878**	**$**	**7,711,143**	**$**	**4,349,841**	**$**	**100,238,818**
	Sub-Segment 37		**Sub-Segment 38**		**Sub-Segment 39**		**Sub-Segment 40**		**Sub-Segment 16 - option**	

Total Cost	$	3,634,078,671
Average Cost/Mile	$	10,228,486
Miles		355.3 miles

Milwaukee to Twin Cities

Route 7

MWRRI-Madison-Prairie

Segment			Segment A		Segments B & C		Segment F		Segment J				Segment R	
Sub-Segment Number			Sub-Segment 1		Sub-Segment 2		Sub-Segment 6		Sub-Segment 9		Sub-Segment 12		Sub-Segment 21	
From - To			Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to Watertown (note 1)		Watertown to Madison (note 1)		Madison to Prairie du Chien (Crawford)(see note 4)		Prairie du Chien (Crawford) to La Crosse		La Crosse to Winona	
Host Carrier			CP		CP		WSOR		WSOR		BNSF		CP	
Mileposts			MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.5-164.7/MP 79.7-81.1		MP 81.1/137.9/138.1-233.6		MP 237.0 - 300.2		MP 281.0 - 308.2	
Track Miles			2.5 miles		42.9 miles		34.6 miles		98.9 miles		63.2 miles		27.2 miles	
Proposed Max. Passenger Speed			110 mph		110 mph		110 mph		110.0 mph		110.0 mph		90 mph	
Proposed # of New Tracks			0		0		0		0		1		1	
	Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork														
HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	0	$ -	98.9	$ 118,438	0	$ -	22.5	$ 26,945
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	7	$ 21,167	47.3	$ 143,028	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -	20	$ 319,432	0	$ -
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	0	$ -	0	$ -	116.9	$ 29,347	0	$ -
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	31.6	$ 11,828
Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	0	$ -	0	$ -	12	$ 4,804	4.7	$ 1,881
Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	15	$ 15,470	0	$ -	0	$ -
Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	20	$ 31,121	0	$ -	0	$ -
Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	0	$ -	80	$ 4,614	52	$ 2,999	20	$ 1,153
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	0	$ -	10	$ 1,730	19.7	$ 3,408	7	$ 1,211
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	0	$ -	8.9	$ 3,965	2.5	$ 1,114	2.2	$ 980
Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	0	$ -	35	$ 2,612	63.2	$ 4,717	27.2	$ 2,030
Land Acquisition Urban	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0.0	$ -	0	$ -	0	$ -	25	$ 4,647	63.2	$ 11,746	0	$ -
#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	4	$ 2,782	0	$ -	0	$ -
#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	10	$ 1,475	0	$ -	0	$ -
#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	0	$ -	53	$ 5,565	23	$ 2,415	13	$ 1,365
16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	0	$ -	45	$ 1,530	23	$ 782	13	$ 442
#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 5,139	2	$ 2,569
#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 2,252	0	$ -
Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	0	$ -	9.6	$ 630	6	$ 394	2.7	$ 177
Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ -**	**0**	**$ 215,746**	**0**	**$ 531,577**	**0**	**$ 50,583**
Structures														
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	30	$ 27,479	32	$ 29,311	0	$ -
Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	8	$ 73,260	0	$ -	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	0.0	$ -	0	$ -	0	$ -	0	$ -	2200	$ 3,476	1250	$ 1,975
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	0.0	$ -	0	$ -	0	$ -	10000	$ 29,628	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	0	$ -	35	$ 2,030	63.2	$ 3,666	27.2	$ 1,578
Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 132,397**	**0**	**$ 36,453**	**0**	**$ 3,553**
Systems														
Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	0	$ -	63.9	$ 13,224	67.3	$ 13,927	22.5	$ 4,656
Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	35	$ 11,874	0	$ -	0	$ -
Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	34.6	$ 6,124	98.9	$ 17,504	63.2	$ 11,185	27.2	$ 4,814
Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	0	$ -	45	$ 5,241	23	$ 2,679	13	$ 1,514
New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	0	$ -	14	$ 20,075	4	$ 5,736	1	$ 1,434
Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Systems (C)			**0.0**	**$ 442**	**0**	**$ 12,817**	**0**	**$ 6,124**	**0**	**$ 67,917**	**0**	**$ 33,527**	**0**	**$ 12,418**
Crossings														
Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	22	$ 2,065	3	$ 282	3	$ 282
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	12	$ 6,676	0	$ -	0	$ -
Four Quadrant Gates	EA	$ 326	0.0	$ -	0	$ -	0	$ -	80	$ 26,054	13	$ 4,234	17	$ 5,537
Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	20	$ 3,393	0	$ -
Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	47	$ 8,823	0	$ -	20	$ 3,754
Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	0	$ -	20	$ 4,636	19	$ 4,405	0	$ -
Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	0	$ -	161	$ 14,565	33	$ 2,985	37	$ 3,347
Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	19	$ 3,223	0	$ -
Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	10	$ 750	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	5	$ 1,500	0	$ -	0	$ -
Sub-total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 65,070**	**0**	**$ 18,521**	**0**	**$ 12,920**
Station/Maintenance Facilities														
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	EA	$ 103,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	LS	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements														
Yard - Category A - Placeholder	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	1	$ 10,000	1	$ 10,000	1	$ 10,000
Yard - Category B - Placeholder	LS	$ 30,700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	LS	$ 37,400	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	LS	$ 100	0.0	$ -	0	$ -	0	$ -	7	$ 700	3	$ 300	0	$ -
Maintenance of Way Spur	LS	$ 1,000	0.0	$ -	0	$ -	0	$ -	5	$ 5,000	2	$ 2,000	0	$ -
Rail-Rail Flyovers	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	$ 12,466	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	$ -	1	$ 213,908	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	$ -	0	$ -	1	$ 292,788	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	LS	$ 1,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	MI	$ 12,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	MI	$ 700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)			**0**	**$ 12,466**	**0**	**$ 213,908**	**0**	**$ 292,788**	**0**	**$ 15,700**	**0**	**$ 12,300**	**0**	**$ 10,000**
Sub-total Construction Elements (A+B+C+D+E+F)			0	$ 12,908	0	$ 252,708	0	$ 298,912	0	$ 496,830	0	$ 632,378	0	$ 89,473
Contingency			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	0	$ -	0	$ 149,049	0	$ 189,713	0	$ 26,842
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 12,908**	**0**	**$ 252,708**	**0**	**$ 298,912**	**0**	**$ 645,879**	**0**	**$ 822,092**	**0**	**$ 116,316**
Professional Services and Environmental			0	0	0	0	0	0	0	0	0	0	0	0
Design Engineering		10%	0	0	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0	0	0
Program Management		4%	0	0	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)		**24%**	**0**	**$ -**	**0**	**$ -**		**$ -**	**0**	**$ 155,011**	**0**	**$ 197,302**	**0**	**$ 27,916**
Total Sub-Segment Cost (G)+(H)				**$ 12,908,463**		**$ 252,708,119**		**$ 298,911,681**		**$ 800,890,558**		**$ 1,019,393,492**		**$ 144,231,281**
Sub-Segment Costs Per Mile				**$ 5,163,385**		**$ 5,890,632**		**$ 8,639,066**		**$ 8,097,983**		**$ 16,129,644**		**$ 5,302,621**
			Sub-Segment 1		Sub-Segment 2		Sub-Segment 6		Sub-Segment 9		Sub-Segment 12		Sub-Segment 21	

Segment	Segments S & V		Segment AA						Segment FF		Segment GG	
Sub-Segment Number	Sub-Segment 24		Sub-Segment 28		Sub-Segment 29		Sub-Segment 34		Sub-Segment 35		Sub-Segment 41	
From - To	Winona through Redwing to Hastings (St Croix Jct - start shared tracks w/ BNSF)		Hastings (St Croix Jct - start shared tracks w/ BNSF) to Hoffman Avenue		Hoffman Avenue to Division Street		Division Street to St. Paul Junction		St Paul Junction to St. Paul Union Depot		St. Paul Union Depot to Robert St	
Host Carrier	CP		CP/BNSF each owns 1 track		BNSF		BNSF/St Paul Union Depot Co.		St Paul Union Depot Co/UP		St Paul Union Depot Co/UP	
Mileposts	MP 308.2 - 392.1		MP 392.1 - 409.0 (CP)		MP 429.1 - 429.7		MP 429.7 - 0.3		MP 0.3 - 0.8		MP 0.8 - 1.1	
Track Miles	83.9 miles		16.9 miles		0.6 miles		0.3 miles		0.5 miles		0.3 miles	
Proposed Max. Passenger Speed	90 mph		90 mph		79 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks	1		1		1		1		1		1	
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork												
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	83.9	$ 100,475	0	$ -	0.6	$ 719	0.3	$ 359	0.5	$ 599	0	$ -
HSR on New Roadbed & New Embankment	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 506
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	17	$ 51,103	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0	$ -	33.8	$ 8,485	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 66% Tie Replacement	110.6	$ 41,398	0	$ -	0	$ -	0	$ -	0.5	$ 187	0	$ -
Replace Existing Rail w/ 136# CWR	25.2	$ 10,088	4	$ 1,601	0	$ -	0	$ -	0.5	$ 200	0	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	78	$ 4,498	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	16.2	$ 2,803	16.9	$ 2,924	0.6	$ 104	0.3	$ 52	0.5	$ 87	0	$ -
Fencing, 10 ft Chain Link (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 59
Decorative Fencing (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 134
Drainage Improvements (cross country)	94.2	$ 7,031	16.9	$ 1,261	0.6	$ 45	0.3	$ 22	0.5	$ 37	0	$ -
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	0	$ -	16.9	$ 3,141	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	4	$ 2,782	6	$ 4,173	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	0	$ -	0	$ -	2	$ 366	1	$ 183	1	$ 183	1	$ 183
#15 Turnout - Timber	8	$ 1,180	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	54	$ 5,670	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
16'6" Double Switch Point Derail	54	$ 1,836	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	8	$ 10,277	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	0	$ -	2	$ 131	0	$ -	0	$ -	0	$ -	0.15	$ 10
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0	$ -	2	$ 185	0	$ -	0	$ -	0	$ -	0.15	$ 14
Sub-total Trackwork (A)	**0**	**$ 188,038**	**0**	**$ 73,006**	**0**	**$ 1,233**	**0**	**$ 617**	**0**	**$ 1,293**	**0**	**$ 906**
Structures												
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	1	$ 3,454	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	8	$ 7,328	9	$ 8,244	0	$ -	0	$ -	0	$ -	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	2500	$ 3,950	800	$ 1,264	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	2500	$ 7,407	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 6,624
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 2,152
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	83.9	$ 4,866	16.9	$ 980	0	$ -	0	$ -	0	$ -	1	$ 58
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)	**0**	**$ 23,551**	**0**	**$ 13,942**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 8,834**
Systems												
Install CTC System (Single Track)	38	$ 7,864	16.9	$ 3,497	0.6	$ 124	0.3	$ 62	0.5	$ 103	0.3	$ 62
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	115.9	$ 20,513	16.9	$ 2,991	0.6	$ 106	0.3	$ 53	0.5	$ 88	0.3	$ 53
Electric Lock for Industry Turnout	54	$ 6,290	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
New Control Point (CP)	12	$ 17,207	0	$ -	0	$ -	1	$ 1,434	0	$ -	0	$ -
Signal work to add Crossover to CP	0	$ -	3	$ 2,375	0	$ -	0	$ -	0	$ -	1	$ 792
Signal work to add Turnout to CP	0	$ -	0	$ -	2	$ 905	0	$ -	0	$ -	0	$ -
Sub-total Systems (C)	**0**	**$ 51,873**	**0**	**$ 8,863**	**0**	**$ 1,135**	**0**	**$ 1,549**	**0**	**$ 192**	**0**	**$ 907**
Crossings												
Private Closure	10	$ 939	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	10	$ 5,564	2	$ 1,113	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	65	$ 21,169	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	39	$ 6,615	4	$ 679	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	28	$ 5,256	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	104	$ 9,409	6	$ 543	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)	**0**	**$ 48,952**	**0**	**$ 2,334**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Station/Maintenance Facilities												
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements												
Yard - Category A - Placeholder	4	$ 40,000	1	$ 10,000	0	$ -	0	$ -	0.25	$ 2,500	0	$ -
Yard - Category B - Placeholder	0	$ -	1	$ 30,700	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 10,000
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	1	$ 40,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 80,000**	**0**	**$ 40,700**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 2,500**	**0**	**$ 10,000**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 392,414	0	$ 138,845	0	$ 2,368	0	$ 2,166	0	$ 3,985	0	$ 20,647
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 117,724	0	$ 41,653	0	$ 710	0	$ 650	0	$ 1,195	0	$ 6,194
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 510,138**	**0**	**$ 180,498**	**0**	**$ 3,079**	**0**	**$ 2,815**	**0**	**$ 5,180**	**0**	**$ 26,841**
Professional Services and Environmental	0	0	0	0	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)	**0**	**$ 122,433**	**0**	**$ 43,320**	**0**	**$ 739**	**0**	**$ 676**	**0**	**$ 1,243**	**0**	**$ 6,442**
Total Sub-Segment Cost (G)+(H)		**$ 632,571,163**		**$ 223,817,590**		**$ 3,817,460**		**$ 3,491,014**		**$ 6,423,626**		**$ 33,283,170**
Sub-Segment Costs Per Mile		**$ 7,539,585**		**$ 13,243,644**		**$ 6,362,433**		**$ 11,636,713**		**$ 12,847,252**		**$ 110,943,899**
	Sub-Segment 24		Sub-Segment 28		Sub-Segment 29		Sub-Segment 34		Sub-Segment 35		Sub-Segment 41	

Segment	Segment HH								Segment J	
Sub-Segment Number	Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40		Sub-Segment 12 - option	
From - To	Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)		Connection BNSF to CP - SW Quadrant @ La Crosse	
Host Carrier	CP		CP		BNSF/MNNR		BNSF		BNSF / CP	
Mileposts	MP 410.5 - 411.2		MP 411.2 - 417.6						$ -	
Track Miles	0.7 miles		6.4 miles		3.2 miles		1.9 miles		1.5 miles	
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph		79 mph	0.0 mph
Proposed # of New Tracks	1		1		1		0		$ 1	$ -
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork									$ -	$ -
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
HSR on New Roadbed	0	$ -	0	$ -	3.2	$ 3,832	0	$ -	$ -	$ -
HSR on New Roadbed & New Embankment	0.7	$ 1,181	6.4	$ 10,798	0	$ -	0	$ -	$ 2	$ 2,531
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Timber & Surface w/ 33% Tie replacement	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -	$ -	$ -
Timber & Surface w/ 66% Tie Replacement	0.7	$ 262	6.4	$ 2,396	0	$ -	0	$ -	$ -	$ -
Replace Existing Rail w/ 136# CWR	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Fencing, 4 ft Woven Wire (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Fencing, 6 ft Chain Link (both sides)	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -	$ 2	$ 260
Fencing, 10 ft Chain Link (both sides)	0.7	$ 139	0	$ -	0	$ -	0	$ -	$ -	$ -
Decorative Fencing (both sides)	0.7	$ 312	0	$ -	0	$ -	0	$ -	$ -	$ -
Drainage Improvements (cross country)	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -	$ 2	$ 112
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 836
Land Acquisition Rural	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#33 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Turnout Timber	0	$ -	0	$ -	1	$ 183	0	$ -	$ 2	$ 366
#15 Turnout - Timber	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#10 Turnout Timber	0	$ -	0	$ -	2	$ 210	0	$ -	$ -	$ -
16'6" Double Switch Point Derail	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#33 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 1,126
Elevate & Surface Curves	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -	$ -	$ -
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Elastomeric Rail Fasteners	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -	$ -	$ -
Sub-total Trackwork (A)	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**	**$ -**	**$ 5,231**
Structures									$ -	$ -
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -	$ -	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Two Lane Highway	0	$ -	1	$ 3,454	0	$ -	0	$ -	$ -	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Minor river	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 1,832
Major River	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Rehab for 110	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	0	$ -	4	$ 13,249	0	$ -	0	$ -	$ -	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Two Lane Highway	0	$ -	2	$ 4,304	0	$ -	0	$ -	$ -	$ -
Rail	0	$ -	1	$ 6,909	0	$ -	0	$ -	$ -	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Culvert Extension	1	$ 58	6	$ 348	3	$ 174	0	$ -	$ -	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-total Structures (B)	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**	**$ -**	**$ 1,832**
Systems									$ -	$ -
Install CTC System (Single Track)	0	$ -	6.4	$ 1,324	0	$ -	0	$ -	$ 2	$ 310
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Install PTC System	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -	$ 2	$ 265
Electric Lock for Industry Turnout	0	$ -	0	$ -	2	$ 233	0	$ -	$ -	$ -
New Control Point (CP)	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 2,868
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Signal work to add Turnout to CP	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -	$ -	$ -
Sub-total Systems (C)	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**	**0**	**$ -**	**$ -**	**$ 3,444**
Crossings									$ -	$ -
Private Closure	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Quadrant Gates	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert Dual Gates to Quad Gates	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	3	$ 563	0	$ -	$ -	$ -
Conventional Gates double mainline track	1	$ 232	7	$ 1,623	0	$ -	0	$ -	$ -	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Precast Panels without Rdway Improvements	1	$ 90	14	$ 1,267	3	$ 271	0	$ -	$ -	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Traffic Signal Preemption	1	$ 75	3	$ 225	0	$ -	0	$ -	$ -	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-total Crossings (D)	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**	**$ -**	**$ -**
Station/Maintenance Facilities									$ -	$ -
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Allocations for Special Elements									$ -	$ -
Yard - Category A - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	1	$ 5,100	$ -	$ -
Structural Reconfiguration - West Approach to SPUD	1	$ 10,000	0	$ -	0	$ -	0	$ -	$ -	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Retaining Wall	0.5	$ 6,000	0	$ -	0	$ -	0	$ -	$ -	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 16,000**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 5,100**	**$ -**	**$ -**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 19,266	0	$ 70,951	0	$ 15,307	0	$ 5,100	$ -	$ 10,506
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Contingency - 30% of Construction Costs (G)	0	$ 5,780	0	$ 21,285	0	$ 4,592	0	$ 1,530	$ -	$ 3,152
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 25,046**	**0**	**$ 92,237**	**0**	**$ 19,900**	**0**	**$ 6,630**	**$ -**	**$ 13,658**
Professional Services and Environmental	0	0	0	0	0	0	0	0	$ -	$ -
Design Engineering	0	0	0	0	0	0	0	0	$ -	$ -
Insurance and Bonding	0	0	0	0	0	0	0	0	$ -	$ -
Program Management	0	0	0	0	0	0	0	0	$ -	$ -
Construction Management & Inspection	0	0	0	0	0	0	0	0	$ -	$ -
Engineering Services During Construction	0	0	0	0	0	0	0	0	$ -	$ -
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	$ -	$ -
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	$ -	$ -
Sub-total Professional Services and Environmental (H)	**0**	**$ 6,011**	**0**	**$ 22,137**	**0**	**$ 4,776**	**0**	**$ 1,591**	**$ -**	**$ 3,278**
Total Sub-Segment Cost (G)+(H)		**$ 31,056,876**		**$ 114,373,619**		**$ 24,675,658**		**$ 8,221,200**		**$ 16,936,170**
Sub-Segment Costs Per Mile		**$ 44,366,966**		**$ 17,870,878**		**$ 7,711,143**		**$ 4,349,841**		**$ 11,290,780**
	Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40		Sub-Segment 12 - option	

Total Cost	$	3,627,711,138
Average Cost/Mile	$	9,410,649
Miles		385.5 miles

Milwaukee to Twin Cities

Route 8

Madison - Prairie-Rochester

Segment	Unit	2010 Unit Cost (1000's)	Segment A		Segments B & C		Segment F		Segment J			
Sub-Segment Number			Sub-Segment 1		Sub-Segment 2		Sub-Segment 6		Sub-Segment 9		Sub-Segment 12	
From - To			Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to Watertown (note 1)		Watertown to Madison (note 1)		Madison to Prairie du Chien (Crawford)(see note 4)		Prairie du Chien (Crawford) to La Crosse	
Host Carrier			CP		CP		WSOR		WSOR		BNSF	
Mileposts			MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.5-164.7/MP 79.7-81.1		MP 81.1/137.9/138.1-233.6		MP 237.0 - 300.2	
Track Miles			2.5 miles		42.9 miles		34.6 miles		98.9 miles		63.2 miles	
Proposed Max. Passenger Speed			110 mph		110 mph		110 mph		110.0 mph		110.0 mph	
Proposed # of New Tracks			0		0		0		0		1	
	Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork												
HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	0	$ -	98.9	$ 118,438	0	$ -
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	7	$ 21,167	47.3	$ 143,028
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -	20	$ 319,432
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	0	$ -	0	$ -	116.9	$ 29,347
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	0	$ -	0	$ -	12	$ 4,804
Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	15	$ 15,470	0	$ -
Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	20	$ 31,121	0	$ -
Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	0	$ -	80	$ 4,614	52	$ 2,999
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	0	$ -	10	$ 1,730	19.7	$ 3,408
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	0	$ -	8.9	$ 3,965	2.5	$ 1,114
Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	0	$ -	35	$ 2,612	63.2	$ 4,717
Land Acquisition Urban	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0.0	$ -	0	$ -	0	$ -	25	$ 4,647	63.2	$ 11,746
#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	4	$ 2,782	0	$ -
#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	10	$ 1,475	0	$ -
#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	0	$ -	53	$ 5,565	23	$ 2,415
16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	0	$ -	45	$ 1,530	23	$ 782
#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 5,139
#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 2,252
Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	0	$ -	9.6	$ 630	6	$ 394
Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ -**	**0**	**$ 215,746**	**0**	**$ 531,577**
Structures												
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	30	$ 27,479	32	$ 29,311
Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	8	$ 73,260	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	0.0	$ -	0	$ -	0	$ -	0	$ -	2200	$ 3,476
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	0.0	$ -	0	$ -	0	$ -	10000	$ 29,628	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	0	$ -	35	$ 2,030	63.2	$ 3,666
Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 132,397**	**0**	**$ 36,453**
Systems												
Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	0	$ -	63.9	$ 13,224	67.3	$ 13,927
Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	35	$ 11,874	0	$ -
Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	34.6	$ 6,124	98.9	$ 17,504	63.2	$ 11,185
Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	0	$ -	45	$ 5,241	23	$ 2,679
New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	0	$ -	14	$ 20,075	4	$ 5,736
Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Systems (C)			**0.0**	**$ 442**	**0**	**$ 12,817**	**0**	**$ 6,124**	**0**	**$ 67,917**	**0**	**$ 33,527**
Crossings												
Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	22	$ 2,065	3	$ 282
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	12	$ 6,676	0	$ -
Four Quadrant Gates	EA	$ 326	0.0	$ -	0	$ -	0	$ -	80	$ 26,054	13	$ 4,234
Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	20	$ 3,393
Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	47	$ 8,823	0	$ -
Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	0	$ -	20	$ 4,636	19	$ 4,405
Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	0	$ -	161	$ 14,565	33	$ 2,985
Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	19	$ 3,223
Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	10	$ 750	0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	5	$ 1,500	0	$ -
Sub-total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 65,070**	**0**	**$ 18,521**
Station/Maintenance Facilities												
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	EA	$ 103,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	LS	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements												
Yard - Category A - Placeholder	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	1	$ 10,000	1	$ 10,000
Yard - Category B - Placeholder	LS	$ 30,700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	LS	$ 37,400	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	LS	$ 100	0.0	$ -	0	$ -	0	$ -	7	$ 700	3	$ 300
Maintenance of Way Spur	LS	$ 1,000	0.0	$ -	0	$ -	0	$ -	5	$ 5,000	2	$ 2,000
Rail-Rail Flyovers	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	$ 12,466	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	$ -	1	$ 213,908	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	$ -	0	$ -	1	$ 292,788	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	LS	$ 1,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	MI	$ 12,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	MI	$ 700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)			**0**	**$ 12,466**	**0**	**$ 213,908**	**0**	**$ 292,788**	**0**	**$ 15,700**	**0**	**$ 12,300**
Sub-total Construction Elements (A+B+C+D+E+F)			0	$ 12,908	0	$ 252,708	0	$ 298,912	0	$ 496,830	0	$ 632,378
Contingency			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	0	$ -	0	$ 149,049	0	$ 189,713
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 12,908**	**0**	**$ 252,708**	**0**	**$ 298,912**	**0**	**$ 645,879**	**0**	**$ 822,092**
Professional Services and Environmental			0	0	0	0	0	0	0	0	0	0
Design Engineering		10%	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0
Program Management		4%	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)		**24%**	**0**	**$ -**	**0**	**$ -**		**$ -**	**0**	**$ 155,011**	**0**	**$ 197,302**
Total Sub-Segment Cost (G)+(H)				**$ 12,908,463**		**$ 252,708,119**		**$ 298,911,681**		**$ 800,890,558**		**$ 1,019,393,492**
Sub-Segment Costs Per Mile				**$ 5,163,385**		**$ 5,890,632**		**$ 8,639,066**		**$ 8,097,983**		**$ 16,129,644**
			Sub-Segment 1		Sub-Segment 2		Sub-Segment 6		Sub-Segment 9		Sub-Segment 12	

Segment	Segment R		Segments T, W & X		Segment Z				Segment BB	
Sub-Segment Number	Sub-Segment 21		Sub-Segment 25		Sub-Segment 26		Sub-Segment 42		Sub-Segment 27	
From - To	La Crosse to Winona		Winona through Rochester & Dodge Center to Owatonna		Owatonna to Northfield		Northfield to Inver Grove Heights		Inver Grove Heights to Robert St	
Host Carrier	CP		DME		UP		UP		UP	
Mileposts	MP 281.0 - 308.2		MP 0.0 - 88.3		MP 285.4 - 313.2		MP 313.2 - 344.2		Yard Limits - 10 miles	
Track Miles	27.2 miles		88.3 miles		27.8 miles		31.0 miles		10.0 miles	
Proposed Max. Passenger Speed	90 mph		110 mph		110 mph		110 mph		90 mph	
Proposed # of New Tracks	1		0		1		1		1	
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork										
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	22.5	$ 26,945	60.3	$ 72,213	27.8	$ 33,292	31	$ 37,124	0	$ -
HSR on New Roadbed & New Embankment	0	$ -	18	$ 30,370	0	$ -	0	$ -	10	$ 16,872
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	27.8	$ 84,063	31	$ 93,740	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	2	$ 31,943	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 66% Tie Replacement	31.6	$ 11,828	0	$ -	0	$ -	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	4.7	$ 1,881	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	0	$ -	12	$ 12,376	3	$ 3,094	3	$ 3,094	0	$ -
Passenger Siding	0	$ -	20	$ 31,121	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	20	$ 1,153	60	$ 3,460	17.8	$ 1,027	16	$ 923	0	$ -
Fencing, 6 ft Chain Link (both sides)	7	$ 1,211	18	$ 3,114	8	$ 1,384	8	$ 1,384	10	$ 1,730
Fencing, 10 ft Chain Link (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	2.2	$ 980	10.3	$ 4,589	2	$ 891	7	$ 3,119	0	$ -
Drainage Improvements (cross country)	27.2	$ 2,030	88.3	$ 6,590	0	$ -	0	$ -	10	$ 746
Land Acquisition Urban	0	$ -	0	$ -	5.8	$ 3,234	8	$ 4,461	10	$ 5,576
Land Acquisition Rural	0	$ -	32	$ 5,948	22	$ 4,089	22	$ 4,089	0	$ -
#33 High Speed Turnout	0	$ -	4	$ 2,782	1	$ 696	1	$ 696	0	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 366
#15 Turnout - Timber	0	$ -	8	$ 1,180	2	$ 295	2	$ 295	0	$ -
#10 Turnout Timber	13	$ 1,365	44	$ 4,620	5	$ 525	4	$ 420	0	$ -
16'6" Double Switch Point Derail	13	$ 442	44	$ 1,496	5	$ 170	4	$ 136	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	2	$ 2,569	0	$ -	1	$ 1,285	1	$ 1,285	0	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	2.7	$ 177	0	$ -	0	$ -	0	$ -	0	$ -
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)	**0**	**$ 50,583**	**0**	**$ 179,859**	**0**	**$ 165,987**	**0**	**$ 150,764**	**0**	**$ 25,290**
Structures										
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	0	$ -	0	$ -	10	$ 9,160	5	$ 4,580	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	1250	$ 1,975	0	$ -	800	$ 1,264	300	$ 474	1	$ 2
Convert open deck bridge to ballast deck (single track)	0	$ -	2000	$ 10,576	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	27.2	$ 1,578	32	$ 1,856	0	$ -	0	$ -	10	$ 580
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)	**0**	**$ 3,553**	**0**	**$ 12,432**	**0**	**$ 10,424**	**0**	**$ 5,054**	**0**	**$ 582**
Systems										
Install CTC System (Single Track)	22.5	$ 4,656	56.3	$ 11,651	27.8	$ 5,753	31	$ 6,415	10	$ 2,069
Install CTC System (Double Track)	0	$ -	32	$ 10,856	0	$ -	0	$ -	0	$ -
Install PTC System	27.2	$ 4,814	88.3	$ 15,628	27.8	$ 4,920	31	$ 5,487	10	$ 1,770
Electric Lock for Industry Turnout	13	$ 1,514	40	$ 4,659	9	$ 1,048	9	$ 1,048	0	$ -
New Control Point (CP)	1	$ 1,434	9	$ 12,905	4	$ 5,736	2	$ 2,868	2	$ 2,868
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	0	$ -	3	$ 1,357	2	$ 905	2	$ 905	0	$ -
Sub-total Systems (C)	**0**	**$ 12,418**	**0**	**$ 57,056**	**0**	**$ 18,362**	**0**	**$ 16,723**	**0**	**$ 6,707**
Crossings										
Private Closure	3	$ 282	5	$ 469	4	$ 375	4	$ 375	2	$ 188
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	17	$ 5,537	30	$ 9,770	5	$ 1,628	5	$ 1,628	4	$ 1,303
Convert Dual Gates to Quad Gates	0	$ -	54	$ 9,160	7	$ 1,187	7	$ 1,187	0	$ -
Conventional Gates single mainline track	20	$ 3,754	44	$ 8,260	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	0	$ -	0	$ -	12	$ 2,782	12	$ 2,782	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	37	$ 3,347	84	$ 7,599	18	$ 1,628	18	$ 1,628	0	$ -
Precast Panels with Rdway Improvements	0	$ -	44	$ 7,464	6	$ 1,018	6	$ 1,018	0	$ -
Traffic Signal Preemption	0	$ -	10	$ 750	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	8	$ 2,400	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)	**0**	**$ 12,920**	**0**	**$ 45,872**	**0**	**$ 8,619**	**0**	**$ 8,619**	**0**	**$ 1,490**
Station/Maintenance Facilities										
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements										
Yard - Category A - Placeholder	1	$ 10,000	1	$ 10,000	1	$ 10,000	0	$ -	1	$ 10,000
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 10,000**	**0**	**$ 10,000**	**0**	**$ 10,000**	**0**	**$ -**	**0**	**$ 10,000**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 89,473	0	$ 305,218	0	$ 213,392	0	$ 181,160	0	$ 44,070
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 26,842	0	$ 91,565	0	$ 64,018	0	$ 54,348	0	$ 13,221
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 116,316**	**0**	**$ 396,784**	**0**	**$ 277,410**	**0**	**$ 235,508**	**0**	**$ 57,290**
Professional Services and Environmental	0	0	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)	**0**	**$ 27,916**	**0**	**$ 95,228**	**0**	**$ 66,578**	**0**	**$ 56,522**	**0**	**$ 13,750**
Total Sub-Segment Cost (G)+(H)		**$ 144,231,281**		**$ 492,011,848**		**$ 343,987,954**		**$ 292,029,662**		**$ 71,040,053**
Sub-Segment Costs Per Mile		**$ 5,302,621**		**$ 5,572,048**		**$ 12,373,667**		**$ 9,420,312**		**$ 7,104,005**
	Sub-Segment 21		Sub-Segment 25		Sub-Segment 26		Sub-Segment 42		Sub-Segment 27	

Segment	Segment GG		Segment HH								Segment J	
Sub-Segment Number	Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40		Sub-Segment 12 - option	
From - To	St. Paul Union Depot to Robert St		Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)		Connection BNSF to CP - SW Quadrant @ La Crosse	
Host Carrier	St Paul Union Depot Co/UP		CP		CP		BNSF/MNNR		BNSF		BNSF / CP	
Mileposts	MP 0.8 - 1.1		MP 410.5 - 411.2		MP 411.2 - 417.6						$	-
Track Miles	0.3 miles		0.7 miles		6.4 miles		3.2 miles		1.9 miles		1.5 miles	0.0 miles
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph		79 mph		79 mph	0.0 mph
Proposed # of New Tracks	1		1		1		1		0		$ 1	$ -
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork											$ -	$ -
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
HSR on New Roadbed	0	$ -	0	$ -	0	$ -	3.2	$ 3,832	0	$ -	$ -	$ -
HSR on New Roadbed & New Embankment	0.3	$ 506	0.7	$ 1,181	6.4	$ 10,798	0	$ -	0	$ -	$ 2	$ 2,531
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Timber & Surface w/ 33% Tie replacement	0	$ -	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -	$ -	$ -
Timber & Surface w/ 66% Tie Replacement	0	$ -	0.7	$ 262	6.4	$ 2,396	0	$ -	0	$ -	$ -	$ -
Replace Existing Rail w/ 136# CWR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Fencing, 4 ft Woven Wire (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Fencing, 6 ft Chain Link (both sides)	0	$ -	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -	$ 2	$ 260
Fencing, 10 ft Chain Link (both sides)	0.3	$ 59	0.7	$ 139	0	$ -	0	$ -	0	$ -	$ -	$ -
Decorative Fencing (both sides)	0.3	$ 134	0.7	$ 312	0	$ -	0	$ -	0	$ -	$ -	$ -
Drainage Improvements (cross country)	0	$ -	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -	$ 2	$ 112
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 836
Land Acquisition Rural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#33 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Turnout Timber	1	$ 183	0	$ -	0	$ -	1	$ 183	0	$ -	$ 2	$ 366
#15 Turnout - Timber	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#10 Turnout Timber	0	$ -	0	$ -	0	$ -	2	$ 210	0	$ -	$ -	$ -
16'6" Double Switch Point Derail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#33 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 1,126
Elevate & Surface Curves	0.15	$ 10	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -	$ -	$ -
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Elastomeric Rail Fasteners	0.15	$ 14	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -	$ -	$ -
Sub-total Trackwork (A)	**0**	**$ 906**	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**	**$ -**	**$ 5,231**
Structures											$ -	$ -
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -	$ -	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Two Lane Highway	0	$ -	0	$ -	1	$ 3,454	0	$ -	0	$ -	$ -	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Minor river	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 1,832
Major River	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Rehab for 110	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	2	$ 6,624	0	$ -	4	$ 13,249	0	$ -	0	$ -	$ -	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Two Lane Highway	1	$ 2,152	0	$ -	2	$ 4,304	0	$ -	0	$ -	$ -	$ -
Rail	0	$ -	0	$ -	1	$ 6,909	0	$ -	0	$ -	$ -	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Culvert Extension	1	$ 58	1	$ 58	6	$ 348	3	$ 174	0	$ -	$ -	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-total Structures (B)	**0**	**$ 8,834**	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**	**$ -**	**$ 1,832**
Systems											$ -	$ -
Install CTC System (Single Track)	0.3	$ 62	0	$ -	6.4	$ 1,324	0	$ -	0	$ -	$ 2	$ 310
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Install PTC System	0.3	$ 53	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -	$ 2	$ 265
Electric Lock for Industry Turnout	0	$ -	0	$ -	0	$ -	2	$ 233	0	$ -	$ -	$ -
New Control Point (CP)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ 2	$ 2,868
Signal work to add Crossover to CP	1	$ 792	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Signal work to add Turnout to CP	0	$ -	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -	$ -	$ -
Sub-total Systems (C)	**0**	**$ 907**	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**	**0**	**$ -**	**$ -**	**$ 3,444**
Crossings											$ -	$ -
Private Closure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Quadrant Gates	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert Dual Gates to Quad Gates	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	0	$ -	3	$ 563	0	$ -	$ -	$ -
Conventional Gates double mainline track	0	$ -	1	$ 232	7	$ 1,623	0	$ -	0	$ -	$ -	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Precast Panels without Rdway Improvements	0	$ -	1	$ 90	14	$ 1,267	3	$ 271	0	$ -	$ -	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Traffic Signal Preemption	0	$ -	1	$ 75	3	$ 225	0	$ -	0	$ -	$ -	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-total Crossings (D)	**0**	**$ -**	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**	**$ -**	**$ -**
Station/Maintenance Facilities											$ -	$ -
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Allocations for Special Elements											$ -	$ -
Yard - Category A - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 5,100	$ -	$ -
Structural Reconfiguration - West Approach to SPUD	1	$ 10,000	1	$ 10,000	0	$ -	0	$ -	0	$ -	$ -	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Retaining Wall	0	$ -	0.5	$ 6,000	0	$ -	0	$ -	0	$ -	$ -	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 10,000**	**0**	**$ 16,000**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 5,100**	**$ -**	**$ -**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 20,647	0	$ 19,266	0	$ 70,951	0	$ 15,307	0	$ 5,100	$ -	$ 10,506
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Contingency - 30% of Construction Costs (G)	0	$ 6,194	0	$ 5,780	0	$ 21,285	0	$ 4,592	0	$ 1,530	$ -	$ 3,152
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 26,841**	**0**	**$ 25,046**	**0**	**$ 92,237**	**0**	**$ 19,900**	**0**	**$ 6,630**	**$ -**	**$ 13,658**
Professional Services and Environmental	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Design Engineering	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Program Management	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0	$ -	$ -
Sub-total Professional Services and Environmental (H)	**0**	**$ 6,442**	**0**	**$ 6,011**	**0**	**$ 22,137**	**0**	**$ 4,776**	**0**	**$ 1,591**	**$ -**	**$ 3,278**
Total Sub-Segment Cost (G)+(H)		**$ 33,283,170**		**$ 31,056,876**		**$ 114,373,619**		**$ 24,675,658**		**$ 8,221,200**		**$ 16,936,170**
Sub-Segment Costs Per Mile		**$ 110,943,899**		**$ 44,366,966**		**$ 17,870,878**		**$ 7,711,143**		**$ 4,349,841**		**$ 11,290,780**
	Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40		Sub-Segment 12 - option	

Total Cost	$ 3,956,659,802
Average Cost/Mile	$ 8,984,445
Miles	440.4 miles

Milwaukee to Twin Cities

Route 9

Madison-Prairie-BNSF

	Sub-Segment 1	Sub-Segment 2	Sub-Segment 6	Sub-Segment 9	Sub-Segment 12	Sub-Segment 20	Sub-Segment 28	Sub-Segment 29	Sub-Segment 34	Sub-Segment 35	Sub-Segment 41	Sub-Segment 37	Sub-Segment 38	Sub-Segment 39	Sub-Segment 40
Segment	Segment A	Segments B & C	Segment F	Segment J	Segment J	Segment Q	Segment AA	Segment AA	Segment AA	Segment FF	Segment GG	Segment HH	Segment HH	Segment HH	Segment HH
From - To	Milwaukee to Grand Avenue Jct (note 1)	Grand Avenue Junction through Wauwatosa to Watertown (note 1)	Watertown to Madison (note 1)	Madison to Prairie du Chien (Crawford)(see note 4)	Prairie du Chien (Crawford) to La Crosse	La Crosse to Hastings, MN ("St Croix", along BNSF line)	Hastings (St Croix Jct - start shared tracks w/ BNSF) to Hoffman Avenue	Hoffman Avenue to Division Street	Division Street to St. Paul Junction	St Paul Junction to St. Paul Union Depot	St. Paul Union Depot to Robert St	Robert St to Chestnut St	Chestnut St to Merriam Park (note 2)	Merriam Park to Minneapolis Jct (note 2)	Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)
Host Carrier	CP	CP	WSOR	WSOR	BNSF	BNSF	CP/BNSF each owns 1 track	BNSF	BNSF/St Paul Union Depot Co.	St Paul Union Depot Co/UP	St Paul Union Depot Co/UP	CP	CP	BNSF/MNNR	BNSF
Mileposts	MP 85.8 - MP 88.3	MP 88.3 - MP 131.2	MP 131.5-164.7/MP 79.7-81.1	MP 81.1/137.9/138.1-233.6	MP 237.0 - 300.2	MP 300.2 - 410.5	MP 392.1 - 409.0 (CP)	MP 429.1 - 429.7	MP 429.7 - 0.3	MP 0.3 - 0.8	MP 0.8 - 1.1	MP 410.5 - 411.2	MP 411.2 - 417.6		
Track Miles	2.5 miles	42.9 miles	34.6 miles	98.9 miles	63.2 miles	110.3 miles	16.9 miles	0.6 miles	0.3 miles	0.5 miles	0.3 miles	0.7 miles	6.4 miles	3.2 miles	1.9 miles
Proposed Max. Passenger Speed	110 mph	110 mph	110 mph	110.0 mph	110.0 mph	110.0 mph	90 mph	79 mph	79 mph	79 mph	79 mph	79 mph	79 mph	79 mph	79 mph
Proposed # of New Tracks	0	0	0	0	1	0	1	1	1	1	1	1	1	1	0

Item	Unit	2010 Unit Cost (1000's)	Sub-Segment 1 Quantity	Sub-Segment 1 Amount	Sub-Segment 2 Quantity	Sub-Segment 2 Amount	Sub-Segment 6 Quantity	Sub-Segment 6 Amount	Sub-Segment 9 Quantity	Sub-Segment 9 Amount	Sub-Segment 12 Quantity	Sub-Segment 12 Amount
Trackwork												
HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	0	$ -	98.9	$ 118,438	0	$ -
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	7	$ 21,167	47.3	$ 143,028
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -	20	$ 319,432
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	0	$ -	0	$ -	116.9	$ 29,347
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	0	$ -	0	$ -	12	$ 4,804
Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	15	$ 15,470	0	$ -
Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	20	$ 31,121	0	$ -
Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	0	$ -	80	$ 4,614	52	$ 2,999
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	0	$ -	10	$ 1,730	19.7	$ 3,408
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	0	$ -	8.9	$ 3,965	2.5	$ 1,114
Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	0	$ -	35	$ 2,612	63.2	$ 4,717
Land Acquisition Urban	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0.0	$ -	0	$ -	0	$ -	25	$ 4,647	63.2	$ 11,746
#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	4	$ 2,782	0	$ -
#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	10	$ 1,475	0	$ -
#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	0	$ -	53	$ 5,565	23	$ 2,415
16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	0	$ -	45	$ 1,530	23	$ 782
#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 5,139
#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 2,252
Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	0	$ -	9.6	$ 630	6	$ 394
Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ -**	**0**	**$ 215,746**	**0**	**$ 531,577**
Structures												
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	30	$ 27,479	32	$ 29,311
Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	8	$ 73,260	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	0.0	$ -	0	$ -	0	$ -	0	$ -	2200	$ 3,476
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	0.0	$ -	0	$ -	0	$ -	10000	$ 29,628	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	0	$ -	35	$ 2,030	63.2	$ 3,666
Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 132,397**	**0**	**$ 36,453**
Systems												
Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	0	$ -	63.9	$ 13,224	67.3	$ 13,927
Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	35	$ 11,874	0	$ -
Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	34.6	$ 6,124	98.9	$ 17,504	63.2	$ 11,185
Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	0	$ -	45	$ 5,241	23	$ 2,679
New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	0	$ -	14	$ 20,075	4	$ 5,736
Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Systems (C)			**0.0**	**$ 442**	**0**	**$ 12,817**	**0**	**$ 6,124**	**0**	**$ 67,917**	**0**	**$ 33,527**
Crossings												
Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	22	$ 2,065	3	$ 282
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	12	$ 6,676	0	$ -
Four Quadrant Gates	EA	$ 326	0.0	$ -	0	$ -	0	$ -	80	$ 26,054	13	$ 4,234
Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	20	$ 3,393
Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	47	$ 8,823	0	$ -
Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	0	$ -	20	$ 4,636	19	$ 4,405
Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	0	$ -	161	$ 14,565	33	$ 2,985
Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	19	$ 3,223
Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	10	$ 750	0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	5	$ 1,500	0	$ -
Sub-total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 65,070**	**0**	**$ 18,521**
Station/Maintenance Facilities												
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	EA	$ 103,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	LS	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements												
Yard - Category A - Placeholder	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	1	$ 10,000	1	$ 10,000
Yard - Category B - Placeholder	LS	$ 30,700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	LS	$ 37,400	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	LS	$ 100	0.0	$ -	0	$ -	0	$ -	7	$ 700	3	$ 300
Maintenance of Way Spur	LS	$ 1,000	0.0	$ -	0	$ -	0	$ -	5	$ 5,000	2	$ 2,000
Rail-Rail Flyovers	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	$ 12,466	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	$ -	1	$ 213,908	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	$ -	0	$ -	1	$ 292,788	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	LS	$ 1,500	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	MI	$ 12,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	MI	$ 700	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)			**0**	**$ 12,466**	**0**	**$ 213,908**	**0**	**$ 292,788**	**0**	**$ 15,700**	**0**	**$ 12,300**
Sub-total Construction Elements (A+B+C+D+E+F)			0	$ 12,908	0	$ 252,708	0	$ 298,912	0	$ 496,830	0	$ 632,378
Contingency			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	0	$ -	0	$ 149,049	0	$ 189,713
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 12,908**	**0**	**$ 252,708**	**0**	**$ 298,912**	**0**	**$ 645,879**	**0**	**$ 822,092**
Professional Services and Environmental			0	0	0	0	0	0	0	0	0	0
Design Engineering		10%	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0
Program Management		4%	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)		**24%**	**0**	**$ -**	**0**	**$ -**		**$ -**	**0**	**$ 155,011**	**0**	**$ 197,302**
Total Sub-Segment Cost (G)+(H)				**$ 12,908,463**		**$ 252,708,119**		**$ 298,911,681**		**$ 800,890,558**		**$ 1,019,393,492**
Sub-Segment Costs Per Mile				**$ 5,163,385**		**$ 5,890,632**		**$ 8,639,066**		**$ 8,097,983**		**$ 16,129,644**
			Sub-Segment 1		Sub-Segment 2		Sub-Segment 6		Sub-Segment 9		Sub-Segment 12	

Item	Sub-Segment 20 Quantity	Sub-Segment 20 Amount	Sub-Segment 28 Quantity	Sub-Segment 28 Amount	Sub-Segment 29 Quantity	Sub-Segment 29 Amount	Sub-Segment 34 Quantity	Sub-Segment 34 Amount	Sub-Segment 35 Quantity	Sub-Segment 35 Amount
Trackwork										
HSR on Existing Roadbed	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	0.0	$ -	0	$ -	0.6	$ 719	0.3	$ 359	0.5	$ 599
HSR on New Roadbed & New Embankment	60.0	$ 101,232	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0.0	$ -	17	$ 51,103	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	40.3	$ 643,656	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	110.3	$ 27,690	33.8	$ 8,485	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 66% Tie Replacement	0.0	$ -	0	$ -	0	$ -	0	$ -	0.5	$ 187
Replace Existing Rail w/ 136# CWR	12.0	$ 4,804	4	$ 1,601	0	$ -	0	$ -	0.5	$ 200
Freight Siding	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	80.3	$ 4,631	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	20.0	$ 3,460	16.9	$ 2,924	0.6	$ 104	0.3	$ 52	0.5	$ 87
Fencing, 10 ft Chain Link (both sides)	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	10.0	$ 4,455	0	$ -	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	0.0	$ -	16.9	$ 1,261	0.6	$ 45	0.3	$ 22	0.5	$ 37
Land Acquisition Urban	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	110.0	$ 20,445	16.9	$ 3,141	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	0.0	$ -	6	$ 4,173	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	0.0	$ -	0	$ -	2	$ 366	1	$ 183	1	$ 183
#15 Turnout - Timber	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	5.0	$ 525	0	$ -	0	$ -	0	$ -	0	$ -
16'6" Double Switch Point Derail	5.0	$ 170	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	12.0	$ 15,416	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	12.0	$ 6,756	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	0.0	$ -	2	$ 131	0	$ -	0	$ -	0	$ -
Curvature Reduction	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0.0	$ -	2	$ 185	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)	**0**	**$ 833,240**	**0**	**$ 73,006**	**0**	**$ 1,233**	**0**	**$ 617**	**0**	**$ 1,293**
Structures										
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	1	$ 3,454	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	35	$ 32,059	9	$ 8,244	0	$ -	0	$ -	0	$ -
Major River	3	$ 27,473	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	70000	$ 110,600	800	$ 1,264	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	45	$ 2,610	16.9	$ 980	0	$ -	0	$ -	0	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)	**0**	**$ 172,742**	**0**	**$ 13,942**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Systems										
Install CTC System (Single Track)	110.3	$ 22,826	16.9	$ 3,497	0.6	$ 124	0.3	$ 62	0.5	$ 103
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	110.3	$ 19,521	16.9	$ 2,991	0.6	$ 106	0.3	$ 53	0.5	$ 88
Electric Lock for Industry Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
New Control Point (CP)	12	$ 17,207	0	$ -	0	$ -	1	$ 1,434	0	$ -
Signal work to add Crossover to CP	0	$ -	3	$ 2,375	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	0	$ -	0	$ -	2	$ 905	0	$ -	0	$ -
Sub-total Systems (C)	**0**	**$ 59,554**	**0**	**$ 8,863**	**0**	**$ 1,135**	**0**	**$ 1,549**	**0**	**$ 192**
Crossings										
Private Closure	3	$ 282	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	2	$ 1,113	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	15	$ 4,885	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	20	$ 3,393	4	$ 679	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	26	$ 6,027	0	$ -	0	$ -	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	61	$ 5,518	6	$ 543	0	$ -	0	$ -	0	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)	**0**	**$ 20,105**	**0**	**$ 2,334**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Station/Maintenance Facilities										
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements										
Yard - Category A - Placeholder	0	$ -	1	$ 10,000	0	$ -	0	$ -	0.25	$ 2,500
Yard - Category B - Placeholder	0	$ -	1	$ 30,700	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ -**	**0**	**$ 40,700**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 2,500**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 1,085,641	0	$ 138,845	0	$ 2,368	0	$ 2,166	0	$ 3,985
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 325,692	0	$ 41,653	0	$ 710	0	$ 650	0	$ 1,195
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 1,411,334**	**0**	**$ 180,498**	**0**	**$ 3,079**	**0**	**$ 2,815**	**0**	**$ 5,180**
Professional Services and Environmental	0	0	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)	**0**	**$ 338,720**	**0**	**$ 43,320**	**0**	**$ 739**	**0**	**$ 676**	**0**	**$ 1,243**
Total Sub-Segment Cost (G)+(H)		**$ 1,750,053,645**		**$ 223,817,590**		**$ 3,817,460**		**$ 3,491,014**		**$ 6,423,626**
Sub-Segment Costs Per Mile		**$ 15,866,307**		**$ 13,243,644**		**$ 6,362,433**		**$ 11,636,713**		**$ 12,847,252**
	Sub-Segment 20		Sub-Segment 28		Sub-Segment 29		Sub-Segment 34		Sub-Segment 35	

Item	Sub-Segment 41 Quantity	Sub-Segment 41 Amount	Sub-Segment 37 Quantity	Sub-Segment 37 Amount	Sub-Segment 38 Quantity	Sub-Segment 38 Amount	Sub-Segment 39 Quantity	Sub-Segment 39 Amount	Sub-Segment 40 Quantity	Sub-Segment 40 Amount
Trackwork										
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	0	$ -	0	$ -	0	$ -	3.2	$ 3,832	0	$ -
HSR on New Roadbed & New Embankment	0.3	$ 506	0.7	$ 1,181	6.4	$ 10,798	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0	$ -	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -
Timber & Surface w/ 66% Tie Replacement	0	$ -	0.7	$ 262	6.4	$ 2,396	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	0	$ -	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -
Fencing, 10 ft Chain Link (both sides)	0.3	$ 59	0.7	$ 139	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	0.3	$ 134	0.7	$ 312	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	0	$ -	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	1	$ 183	0	$ -	0	$ -	1	$ 183	0	$ -
#15 Turnout - Timber	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	0	$ -	0	$ -	0	$ -	2	$ 210	0	$ -
16'6" Double Switch Point Derail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	0.15	$ 10	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0.15	$ 14	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -
Sub-total Trackwork (A)	**0**	**$ 906**	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**
Structures										
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	1	$ 3,454	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	2	$ 6,624	0	$ -	4	$ 13,249	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	1	$ 2,152	0	$ -	2	$ 4,304	0	$ -	0	$ -
Rail	0	$ -	0	$ -	1	$ 6,909	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	1	$ 58	1	$ 58	6	$ 348	3	$ 174	0	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)	**0**	**$ 8,834**	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**
Systems										
Install CTC System (Single Track)	0.3	$ 62	0	$ -	6.4	$ 1,324	0	$ -	0	$ -
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	0.3	$ 53	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -
Electric Lock for Industry Turnout	0	$ -	0	$ -	0	$ -	2	$ 233	0	$ -
New Control Point (CP)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Crossover to CP	1	$ 792	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	0	$ -	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -
Sub-total Systems (C)	**0**	**$ 907**	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**	**0**	**$ -**
Crossings										
Private Closure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	0	$ -	3	$ 563	0	$ -
Conventional Gates double mainline track	0	$ -	1	$ 232	7	$ 1,623	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	0	$ -	1	$ 90	14	$ 1,267	3	$ 271	0	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	1	$ 75	3	$ 225	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)	**0**	**$ -**	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**
Station/Maintenance Facilities										
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements										
Yard - Category A - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 5,100
Structural Reconfiguration - West Approach to SPUD	1	$ 10,000	1	$ 10,000	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0.5	$ 6,000	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 10,000**	**0**	**$ 16,000**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 5,100**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 20,647	0	$ 19,266	0	$ 70,951	0	$ 15,307	0	$ 5,100
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 6,194	0	$ 5,780	0	$ 21,285	0	$ 4,592	0	$ 1,530
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 26,841**	**0**	**$ 25,046**	**0**	**$ 92,237**	**0**	**$ 19,900**	**0**	**$ 6,630**
Professional Services and Environmental	0	0	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)	**0**	**$ 6,442**	**0**	**$ 6,011**	**0**	**$ 22,137**	**0**	**$ 4,776**	**0**	**$ 1,591**
Total Sub-Segment Cost (G)+(H)		**$ 33,283,170**		**$ 31,056,876**		**$ 114,373,619**		**$ 24,675,658**		**$ 8,221,200**
Sub-Segment Costs Per Mile		**$ 110,943,899**		**$ 44,366,966**		**$ 17,870,878**		**$ 7,711,143**		**$ 4,349,841**
	Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	

Total Cost	$ 4,584,026,168
Average Cost/Mile	$ 11,962,802
Miles	383.2 miles

Milwaukee to Twin Cities

Route 10

Amtrak - Eau Claire

Segment			Segment A		Segments B & C		Segment E		Segment K		Segment L	
Sub-Segment Number			Sub-Segment 1		Sub-Segment 2		Sub-Segment 36		Sub-Segment 11		Sub-Segment 15	
From - To			Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction through Wauwatosa to Watertown (note 1)		Watertown to Portage		Portage to Camp Douglas		Camp Douglas to Wyeville	
Host Carrier			CP		CP		CP		CP		UP (Out of Service)	
Mileposts			MP 85.8 - MP 88.3		MP 88.3 - MP 131.2		MP 131.2 - 178.2		MP 178.2 - 226.0		173.9 - 183.7	
Track Miles			2.5 miles		42.9 miles		47.0 miles		47.8 miles		9.8 miles	
Proposed Max. Passenger Speed			110 mph		110 mph		110 mph		110 mph		79 mph	
Proposed # of New Tracks			0		0		0		1		1	
	Unit	2010 Unit Cost (1000's)	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount		
Trackwork												
HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	12	$ 14,371	37.9	$ 45,387	9.8	$ 11,736
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	69.4	$ 17,423	47.8	$ 12,000	0	$ -
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	14	$ 5,240	9.9	$ 3,706	0	$ -
Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	14	$ 5,604	9.9	$ 3,963	0	$ -
Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	6	$ 6,188	0	$ -
Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	10	$ 15,560	0	$ -
Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	40	$ 2,307	22.8	$ 1,315	7.8	$ 450
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	4	$ 692	10	$ 1,730	2	$ 346
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	3	$ 1,337	5	$ 2,228	0	$ -
Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	47	$ 3,508	37.9	$ 2,829	9.8	$ 731
Land Acquisition Urban	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	2	$ 1,391	0	$ -
#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -	2	$ 1,018
#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	4	$ 590	0	$ -
#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	5	$ 525	18	$ 1,890	0	$ -
16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	5	$ 170	18	$ 612	0	$ -
#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	4	$ 5,139	2	$ 2,569	0	$ -
#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	4.7	$ 308	4.8	$ 315	0	$ -
Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ 56,623**	**0**	**$ 102,273**	**0**	**$ 14,281**
Structures												
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	0	$ -	3.0	$ 2,748
Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Rehab for 110	LF	$ 2	0.0	$ -	0	$ -	1600	$ 2,528	650	$ 1,027	0.0	$ -
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Land Bridges	LF	$ 3	0.0	$ -	0	$ -	20000	$ 59,256	0	$ -	0.0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Bridges-over			0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Other Structural			0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	26	$ 1,508	47.8	$ 2,772	9.8	$ 568
Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Sub-total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ 63,292**	**0**	**$ 3,799**	**$ -**	**$ 3,316**
Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	24.6	$ 5,091	37.9	$ 7,843	9.8	$ 2,028
Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	0	$ -	0.0	$ -
Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	47	$ 8,318	47.8	$ 8,460	9.8	$ 1,734
Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	5	$ 582	0	$ -	0.0	$ -
New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	2	$ 2,868	4	$ 5,736	2.0	$ 2,868
Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Sub-total Systems (C)			**0.0**	**$ 442**	**0**	**$ 12,817**	**0**	**$ 16,859**	**0**	**$ 22,039**	**$ -**	**$ 6,630**
Crossings												
Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	6	$ 563	0.0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Four Quadrant Gates	EA	$ 326	0.0	$ -	0	$ -	23	$ 7,491	41	$ 13,353	0.0	$ -
Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	20	$ 3,393	0	$ -	0.0	$ -
Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	10	$ 1,877	8.0	$ 1,502
Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	13	$ 3,014	7	$ 1,623	0.0	$ -
Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	56	$ 5,066	66	$ 5,971	8.0	$ 724
Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Sub-total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ 18,963**	**0**	**$ 23,387**	**$ -**	**$ 2,225**
Station/Maintenance Facilities												
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (non-electrified track)	EA	$ 82,800	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Maintenance Facility (electrified track)	EA	$ 103,500	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Layover Facility	LS	$ 10,350	0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Sub-total Station/Maintenance Facilities (E)			0.0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Allocations for Special Elements												
Yard - Category A - Placeholder	LS	$ 10,000	0.0	$ -	0	$ -	1.5	$ 15,000	1	$ 10,000	0.0	$ -
Yard - Category B - Placeholder	LS	$ 30,700	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Yard - Category C - Placeholder	LS	$ 37,400	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Access to Signal/Switch Location	LS	$ 100	0.0	$ -	0	$ -	2	$ 200	0	$ -	2.0	$ 200
Maintenance of Way Spur	LS	$ 1,000	0.0	$ -	0	$ -	1	$ 1,000	0	$ -	0.0	$ -
Rail-Rail Flyovers	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	LS	$ 12,466	1.0	$ 12,466	0	$ -	0	$ -	0	$ -	0.0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	LS	$ 213,908	0.0	$ -	1	$ 213,908	0	$ -	0	$ -	0.0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	LS	$ 292,788	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	LS	$ 5,100	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Structural Reconfiguration - West Approach to SPUD	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	LS	$ 25,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Lift bridge @ Hastings and approach	LS	$ 40,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	LS	$ 1,500	0.0	$ -	0	$ -	1	$ 55,000	0	$ -	0.0	$ -
Retaining Wall	MI	$ 12,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Restore UP br. over route @ Canco	LS	$ 10,000	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Bike Path Relocation	MI	$ 700	0.0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -
Sub-Total Allocations for Special Elements (F)			**0**	**$ 12,466**	**0**	**$ 213,908**	**0**	**$ 71,200**	**0**	**$ 10,000**	**$ -**	**$ 200**
Sub-total Construction Elements (A+B+C+D+E+F)			0	$ 12,908	0	$ 252,708	0	$ 226,937	0	$ 161,498	$ -	$ 26,653
Contingency			0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -
Contingency - 30% of Construction Costs (G)		30%	0	$ -	0	$ -	0	$ 68,081	0	$ 48,449	$ -	$ 7,996
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)			**0**	**$ 12,908**	**0**	**$ 252,708**	**0**	**$ 295,019**	**0**	**$ 209,947**	**$ -**	**$ 34,649**
Professional Services and Environmental			0	0	0	0	0	0	0	0	0	0
Design Engineering		10%	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding		0%	0	0	0	0	0	0	0	0	0	0
Program Management		4%	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection		6%	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction		2%	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning		2%	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management		0%	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)		**24%**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 70,804**	**0**	**$ 50,387**	**$ -**	**$ 8,316**
Total Sub-Segment Cost (G)+(H)			**$**	**12,908,463**	**$**	**252,708,119**	**$**	**365,822,943**	**$**	**260,334,551**	**$**	**42,964,988**
Sub-Segment Costs Per Mile			**$**	**5,163,385**	**$**	**5,890,632**	**$**	**7,783,467**	**$**	**5,446,330**	**$**	**4,384,182**
			Sub-Segment 1		**Sub-Segment 2**		**Sub-Segment 36**		**Sub-Segment 11**		**Sub-Segment 15**	

Segment	Segment M		Segment DD				Segment EE		Segment FF	
Sub-Segment Number	Sub-Segment 18		Sub-Segment 23		Sub-Segment 32		Sub-Segment 33		Sub-Segment 35	
From - To	Wyeville to Eau Claire		Eau Claire to Westminster Street, MN		Westminster Street to 7th Street		7th Street to St. Paul Junction		St Paul Junction to St. Paul Union Depot	
Host Carrier	UP		UP		BNSF (Midway Sub)		BNSF/St Paul Union Depot Co.		St Paul Union Depot Co/UP	
Mileposts	MP 173.5 - 87.5		MP 87.5 - 0.6		MP 1.0 - 0.4		MP 0.0 - 0.3		MP 0.3 - 0.8	
Track Miles	86.0 miles		86.9 miles		0.6 miles		0.3 miles		0.5 miles	
Proposed Max. Passenger Speed	110 mph		110 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks	1		1		1		1		1	
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork										
HSR on Existing Roadbed	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	0.0	$ -	86.9	$ 104,068	0.6	$ 719	0.3	$ 359	0.5	$ 599
HSR on New Roadbed & New Embankment	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	86.0	$ 260,052	87	$ 262,773	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 66% Tie Replacement	86.0	$ 32,190	0	$ -	0.6	$ 225	0.3	$ 112	0.5	$ 187
Replace Existing Rail w/ 136# CWR	86.0	$ 34,427	0	$ -	0.6	$ 240	0.3	$ 120	0.5	$ 200
Freight Siding	12.0	$ 12,376	12	$ 12,376	0	$ -	0	$ -	0	$ -
Passenger Siding	20.0	$ 31,121	20	$ 31,121	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	78.0	$ 4,498	70	$ 4,037	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	6.0	$ 1,038	14	$ 2,422	0.6	$ 104	0.3	$ 52	0.5	$ 87
Fencing, 10 ft Chain Link (both sides)	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	2.0	$ 891	2.9	$ 1,292	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	86.0	$ 6,419	86.9	$ 6,486	0.6	$ 45	0.3	$ 22	0.5	$ 37
Land Acquisition Urban	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	86.0	$ 15,984	86.9	$ 16,151	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	4.0	$ 2,782	4	$ 2,782	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	0.0	$ -	0	$ -	2	$ 366	3	$ 549	1	$ 183
#15 Turnout - Timber	8.0	$ 1,180	8	$ 1,180	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	24.0	$ 2,520	24	$ 2,520	0	$ -	0	$ -	0	$ -
16'6" Double Switch Point Derail	24.0	$ 816	24	$ 816	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	0.0	$ -	0	$ -	0	$ -	2	$ 1,126	0	$ -
Elevate & Surface Curves	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Curvature Reduction	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Trackwork (A)	**0**	**$ 406,294**	**0**	**$ 448,024**	**0**	**$ 1,698**	**0**	**$ 2,341**	**0**	**$ 1,293**
Structures										
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	12	$ 10,992	20	$ 18,320	0	$ -	0	$ -	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	550	$ 869	700	$ 1,106	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	32	$ 1,856	0	$ -	0	$ -	0	$ -	0	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)	**0**	**$ 13,717**	**0**	**$ 19,426**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
	Systems									
Install CTC System (Single Track)	54	$ 11,175	54.9	$ 11,361	0	$ -	0.3	$ 62	0.5	$ 103
Install CTC System (Double Track)	32	$ 10,856	32	$ 10,856	0	$ -	0	$ -	0	$ -
Install PTC System	86	$ 15,221	86.9	$ 15,380	0.6	$ 106	0.3	$ 53	0.5	$ 88
Electric Lock for Industry Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
New Control Point (CP)	10	$ 14,339	12	$ 17,207	0	$ -	1	$ 1,434	0	$ -
Signal work to add Crossover to CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	0	$ -	0	$ -	2	$ 905	0	$ -	0	$ -
Sub-total Systems (C)	**0**	**$ 51,591**	**0**	**$ 54,804**	**0**	**$ 1,011**	**0**	**$ 1,549**	**0**	**$ 192**
Crossings										
Private Closure	5	$ 469	6	$ 563	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	50	$ 16,284	59	$ 19,215	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	15	$ 2,544	26	$ 4,410	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	38	$ 7,133	32	$ 6,007	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	0	$ -	16	$ 3,709	0	$ -	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	65	$ 5,880	107	$ 9,680	0	$ -	0	$ -	0	$ -
Precast Panels with Rdway Improvements	38	$ 6,446	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)	**0**	**$ 38,757**	**0**	**$ 43,585**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**
Station/Maintenance Facilities										
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements										
Yard - Category A - Placeholder	1	$ 10,000	1	$ 10,000	0.25	$ 2,500	0.15	$ 1,500	0.25	$ 2,500
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	10	$ 1,000	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	4	$ 4,000	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Structural Reconfiguration - West Approach to SPUD	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 15,000**	**0**	**$ 10,000**	**0**	**$ 2,500**	**0**	**$ 1,500**	**0**	**$ 2,500**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 525,359	0	$ 575,838	0	$ 5,209	0	$ 5,390	0	$ 3,985
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 157,608	0	$ 172,751	0	$ 1,563	0	$ 1,617	0	$ 1,195
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 682,966**	**0**	**$ 748,589**	**0**	**$ 6,771**	**0**	**$ 7,007**	**0**	**$ 5,180**
Professional Services and Environmental	0	0	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)	**0**	**$ 163,912**	**0**	**$ 179,661**	**0**	**$ 1,625**	**0**	**$ 1,682**	**0**	**$ 1,243**
Total Sub-Segment Cost (G)+(H)	**$**	**846,878,006**	**$**	**928,250,776**	**$**	**8,396,519**	**$**	**8,688,726**	**$**	**6,423,626**
Sub-Segment Costs Per Mile	**$**	**9,847,419**	**$**	**10,681,827**	**$**	**13,994,199**	**$**	**28,962,419**	**$**	**12,847,252**
	Sub-Segment 18		**Sub-Segment 23**		**Sub-Segment 32**		**Sub-Segment 33**		**Sub-Segment 35**	

Segment	Segment GG		Segment HH							
Sub-Segment Number	Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	
From - To	St. Paul Union Depot to Robert St		Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)	
Host Carrier	St Paul Union Depot Co/UP		CP		CP		BNSF/MNNR		BNSF	
Mileposts	MP 0.8 - 1.1		MP 410.5 - 411.2		MP 411.2 - 417.6					
Track Miles	0.3 miles		0.7 miles		6.4 miles		3.2 miles		1.9 miles	
Proposed Max. Passenger Speed	79 mph		79 mph		79 mph		79 mph		79 mph	
Proposed # of New Tracks	1		1		1		1		0	
	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork										
HSR on Existing Roadbed	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	0	$ -	0	$ -	0	$ -	3.2	$ 3,832	0	$ -
HSR on New Roadbed & New Embankment	0.3	$ 506	0.7	$ 1,181	6.4	$ 10,798	0	$ -	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	0	$ -	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -
Timber & Surface w/ 66% Tie Replacement	0	$ -	0.7	$ 262	6.4	$ 2,396	0	$ -	0	$ -
Replace Existing Rail w/ 136# CWR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	0	$ -	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -
Fencing, 6 ft Chain Link (both sides)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 10 ft Chain Link (both sides)	0.3	$ 59	0.7	$ 139	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	0.3	$ 134	0.7	$ 312	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	0	$ -	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -
Land Acquisition Urban	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	1	$ 183	0	$ -	0	$ -	1	$ 183	0	$ -
#15 Turnout - Timber	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	0	$ -	0	$ -	0	$ -	2	$ 210	0	$ -
16'6" Double Switch Point Derail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	0.15	$ 10	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -
Curvature Reduction	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	0.15	$ 14	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -
Sub-total Trackwork (A)	**0**	**$ 906**	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**
Structures										
Bridges-under	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	0	$ -	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	0	$ -	0	$ -	1	$ 3,454	0	$ -	0	$ -
Rail	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Major River	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	2	$ 6,624	0	$ -	4	$ 13,249	0	$ -	0	$ -
Four Lane Rural Expressway	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	1	$ 2,152	0	$ -	2	$ 4,304	0	$ -	0	$ -
Rail	0	$ -	0	$ -	1	$ 6,909	0	$ -	0	$ -
Other Structural	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	1	$ 58	1	$ 58	6	$ 348	3	$ 174	0	$ -
Two Bore Long Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)	**0**	**$ 8,834**	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**
Install CTC System (Single Track)	0.3	$ 62	0	$ -	6.4	$ 1,324	0	$ -	0	$ -
Install CTC System (Double Track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	0.3	$ 53	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -
Electric Lock for Industry Turnout	0	$ -	0	$ -	0	$ -	2	$ 233	0	$ -
New Control Point (CP)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Crossover to CP	1	$ 792	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	0	$ -	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -
Sub-total Systems (C)	**0**	**$ 907**	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**	**0**	**$ -**
Crossings										
Private Closure	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	0	$ -	0	$ -	0	$ -	3	$ 563	0	$ -
Conventional Gates double mainline track	0	$ -	1	$ 232	7	$ 1,623	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	0	$ -	1	$ 90	14	$ 1,267	3	$ 271	0	$ -
Precast Panels with Rdway Improvements	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	0	$ -	1	$ 75	3	$ 225	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)	**0**	**$ -**	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**
Station/Maintenance Facilities										
Full Service - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New- High Volume - Dual Platform - 1000 Surface Park	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (non-electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance Facility (electrified track)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Layover Facility	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Station/Maintenance Facilities (E)	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocations for Special Elements										
Yard - Category A - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category B - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Yard - Category C - Placeholder	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Access to Signal/Switch Location	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Maintenance of Way Spur	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rail-Rail Flyovers	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Milwaukee to Grand Ave - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Grand Ave to Watertown - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
ARRA application - Watertown-Madison - Capital Cost Estimate	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Upgrades near MTI - Minneapolis Jctn, Aux Track, CP	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 5,100
Structural Reconfiguration - West Approach to SPUD	1	$ 10,000	1	$ 10,000	0	$ -	0	$ -	0	$ -
Rehab swing bridges @ Oshkosh & Gills Landing for HSR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Lift bridge @ Hastings and approach	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Allocation to address flooding between Richwood & Reeseville, WI	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Retaining Wall	0	$ -	0.5	$ 6,000	0	$ -	0	$ -	0	$ -
Restore UP br. over route @ Canco	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bike Path Relocation	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-Total Allocations for Special Elements (F)	**0**	**$ 10,000**	**0**	**$ 16,000**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 5,100**
Sub-total Construction Elements (A+B+C+D+E+F)	0	$ 20,647	0	$ 19,266	0	$ 70,951	0	$ 15,307	0	$ 5,100
Contingency	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Contingency - 30% of Construction Costs (G)	0	$ 6,194	0	$ 5,780	0	$ 21,285	0	$ 4,592	0	$ 1,530
Sub-total Construction Elements and Contingency (A+B+C+D+E+F+G)	**0**	**$ 26,841**	**0**	**$ 25,046**	**0**	**$ 92,237**	**0**	**$ 19,900**	**0**	**$ 6,630**
Professional Services and Environmental	0	0	0	0	0	0	0	0	0	0
Design Engineering	0	0	0	0	0	0	0	0	0	0
Insurance and Bonding	0	0	0	0	0	0	0	0	0	0
Program Management	0	0	0	0	0	0	0	0	0	0
Construction Management & Inspection	0	0	0	0	0	0	0	0	0	0
Engineering Services During Construction	0	0	0	0	0	0	0	0	0	0
Integrated Testing and Commissioning	0	0	0	0	0	0	0	0	0	0
Erosion Control and Water Quality Management	0	0	0	0	0	0	0	0	0	0
Sub-total Professional Services and Environmental (H)	**0**	**$ 6,442**	**0**	**$ 6,011**	**0**	**$ 22,137**	**0**	**$ 4,776**	**0**	**$ 1,591**
Total Sub-Segment Cost (G)+(H)	**$**	**33,283,170**	**$**	**31,056,876**	**$**	**114,373,619**	**$**	**24,675,658**	**$**	**8,221,200**
Sub-Segment Costs Per Mile	**$**	**110,943,899**	**$**	**44,366,966**	**$**	**17,870,878**	**$**	**7,711,143**	**$**	**4,349,841**
	Sub-Segment 41		**Sub-Segment 37**		**Sub-Segment 38**		**Sub-Segment 39**		**Sub-Segment 40**	

Total Cost	$	2,944,987,239
Average Cost/Mile	$	8,744,283
Miles		336.8 miles

Milwaukee to Twin Cities

Route 11
Madison-Eau Claire

Segment	Segment A	Segments B & C	Segment F	Segment G	Segment K	Segment L	Segment M	Segment DD		Segment EE	Segment FF	Segment GG	Segment HH			
Sub-Segment Number	Sub-Segment 1	Sub-Segment 2	Sub-Segment 6	Sub-Segment 8	Sub-Segment 11	Sub-Segment 15	Sub-Segment 18	Sub-Segment 23	Sub-Segment 32	Sub-Segment 33	Sub-Segment 35	Sub-Segment 41	Sub-Segment 37	Sub-Segment 38	Sub-Segment 39	Sub-Segment 40
From - To	Milwaukee to Grand Avenue Jct (note 1)	Grand Avenue Junction through Wauwatosa to Watertown (note 1)	Watertown to Madison (note 1)	Madison to Portage (through Portage Jct)	Portage to Camp Douglas	Camp Douglas to Wyeville	Wyeville to Eau Claire	Eau Claire to Westminster Street, MN	Westminster Street to 7th Street	7th Street to St. Paul Junction	St Paul Junction to St. Paul Union Depot	St. Paul Union Depot to Robert St	Robert St to Chestnut St	Chestnut St to Merriam Park (note 2)	Merriam Park to Minneapolis Jct (note 2)	Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)
Host Carrier	CP	CP	WSOR	CP	CP	UP (Out of Service)	UP	UP	BNSF (Midway Sub)	BNSF/St Paul Union Depot Co.	St Paul Union Depot Co/UP	St Paul Union Depot Co/UP	CP	CP	BNSF/MNNR	BNSF
Mileposts	MP 85.8 - MP 88.3	MP 88.3 - MP 131.2	MP 131.3-134.7/MP 79.7-81.1	MP 10.2-0.0/MP 177.0-178.2	MP 178.2 - 226.0	173.9 - 183.7	MP 173.5 - 87.5	MP 87.5 - 0.6	MP 1.0 - 0.4	MP 0.0 - 0.3	MP 0.3 - 0.8	MP 0.8 - 1.1	MP 410.5 - 411.2	MP 411.2 - 417.6		
Track Miles	2.5 miles	42.9 miles	34.6 miles	31.4 miles	47.8 miles	9.8 miles	86.0 miles	86.9 miles	0.6 miles	0.3 miles	0.5 miles	0.3 miles	0.7 miles	6.4 miles	3.2 miles	1.9 miles
Proposed Max. Passenger Speed	110 mph	110 mph	110 mph	110 mph	110 mph	79 mph	110 mph	110 mph	79 mph	79 mph	79 mph	79 mph	79 mph	79 mph	79 mph	79 mph
Proposed # of New Tracks	0	0	0	0	1	1	0	0	1	1	1	1	1	1	1	0

	Unit	2010 Unit Cost ($1000's)	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	Quantity	Amount
Trackwork																															
HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0	$ -	0	$ -	30	$ 35,927	37.9	$ 45,387	9.8	$ 11,736	0.0	$ -	86.9	$ 104,068	0.6	$ 719	0.3	$ 359	0.5	$ 599	0	$ -	0	$ -	3.2	$ 3,832	0	$ -
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	15.4	$ 25,983	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 506	0.7	$ 1,181	6.4	$ 10,798	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	86.0	$ 260,052	87	$ 262,773	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0	$ -	0	$ -	0	$ -	47.8	$ 12,000	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	0	$ -	0	$ -	0	$ -	9.9	$ 3,706	0	$ -	86.0	$ 32,190	0	$ -	0.6	$ 225	0.3	$ 112	0.5	$ 187	0	$ -	0.7	$ 262	6.4	$ 2,396	0	$ -
Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	0	$ -	0	$ -	0	$ -	9.9	$ 3,963	0	$ -	86.0	$ 34,427	0	$ -	0.6	$ 240	0.3	$ 120	0.5	$ 200	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	MI	$ 1,031	0.0	$ -	0	$ -	0	$ -	3	$ 3,094	6	$ 6,188	0	$ -	12.0	$ 12,376	12	$ 12,376	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	MI	$ 1,556	0.0	$ -	0	$ -	0	$ -	10	$ 15,560	10	$ 15,560	0	$ -	20.0	$ 31,121	20	$ 31,121	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	LF	$ 1	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0	$ -	0	$ -	20	$ 1,153	22.8	$ 1,315	7.8	$ 450	78.0	$ 4,498	70	$ 4,037	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	MI	$ 173	0.0	$ -	0	$ -	0	$ -	8	$ 1,384	10	$ 1,730	2	$ 346	6.0	$ 1,038	14	$ 2,422	0.6	$ 104	0.3	$ 52	0.5	$ 87	0	$ -	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 59	0.7	$ 139	0	$ -	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0	$ -	0	$ -	2.2	$ 980	5.1	$ 2,228	0	$ -	2.0	$ 891	2.9	$ 1,292	0	$ -	0	$ -	0	$ -	0.3	$ 134	0.7	$ 312	0	$ -	0	$ -	0	$ -
Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -	37.9	$ 2,829	9.8	$ 731	86.0	$ 6,419	86.9	$ 6,486	0.6	$ 45	0.3	$ 22	0.5	$ 37	0	$ -	0	$ -	6.4	$ 478	3.2	$ 239	0	$ -
Land Acquisition Urban	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	86.0	$ 15,984	86.9	$ 16,151	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	EA	$ 696	0.0	$ -	0	$ -	0	$ -	2	$ 1,391	2	$ 1,391	0	$ -	4.0	$ 2,782	4	$ 2,782	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	EA	$ 509	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 1,018	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	2	$ 366	3	$ 549	1	$ 183	1	$ 183	0	$ -	0	$ -	1	$ 183	0	$ -
#15 Turnout - Timber	EA	$ 148	0.0	$ -	0	$ -	0	$ -	0	$ -	4	$ 590	0	$ -	8.0	$ 1,180	8	$ 1,180	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	EA	$ 105	0.0	$ -	0	$ -	0	$ -	0	$ -	18	$ 1,890	0	$ -	24.0	$ 2,520	24	$ 2,520	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 210	0	$ -
16'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	0	$ -	0	$ -	15	$ 510	18	$ 612	0	$ -	24.0	$ 816	24	$ 816	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	EA	$ 282	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0	$ -	0	$ -	2	$ 310	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0.0	$ -	0	$ -	0	$ -	30	$ 4,003	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0.0	$ -	0	$ -	0	$ -	0	$ -	2	$ 2,569	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	EA	$ 563	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	2	$ 1,126	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	MI	$ 66	0.0	$ -	0	$ -	0	$ -	0	$ -	4.8	$ 315	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.15	$ 10	0.15	$ 10	0.64	$ 42	0.32	$ 21	0	$ -
Curvature Reduction	MI	$ 444	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.15	$ 14	0.15	$ 14	0.56	$ 52	0.32	$ 30	0	$ -
Sub-total Trackwork (A)			**0**	**$ -**	**0**	**$ 25,983**	**0**	**$ -**	**0**	**$ 64,313**	**0**	**$ 102,273**	**0**	**$ 14,281**	**0**	**$ 406,294**	**0**	**$ 448,024**	**0**	**$ 1,698**	**0**	**$ 2,341**	**0**	**$ 1,293**	**0**	**$ 906**	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**	**0**	**$ -**
Structures																															
Bridges-under			0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 10,935	1	$ 5,468	0	$ -
Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 3,454	0	$ -	0	$ -
Rail	EA	$ 3,454	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	0.0	$ -	0	$ -	0	$ -	4	$ 3,664	0	$ -	3.0	$ 2,748	12.0	$ 10,992	20.0	$ 18,320	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Major River	EA	$ 9,158	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	0.0	$ -	0	$ -	0	$ -	1200	$ 1,896	650	$ 1,027	0.0	$ -	550	$ 869	700	$ 1,106	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	0	$ -	0	$ -	400	$ 1,280	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 6,624	0	$ -	4	$ 13,249	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 2,152	0	$ -	2	$ 4,304	0	$ -
Rail	EA	$ 6,909	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 6,909	0	$ -
Other Structural			0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	0.0	$ -	0	$ -	0	$ -	28	$ 1,624	47.8	$ 2,772	9.8	$ 568	32	$ 1,856	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 58	1	$ 58	6	$ 348	3	$ 174	0	$ -
Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 8,464**	**0**	**$ 3,799**	**$ -**	**$ 3,316**	**0**	**$ 13,717**	**0**	**$ 19,426**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 8,834**	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**	**0**	**$ -**
Systems																															
Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0	$ -	0	$ -	31.4	$ 6,498	37.9	$ 7,843	9.8	$ 2,028	54	$ 11,175	54.9	$ 11,361	0	$ -	0.3	$ 62	0.5	$ 103	0.3	$ 62	0	$ -	6.4	$ 1,324	0	$ -	0	$ -
Install CTC System (Double Track)	MI	$ 339	0.0	$ -	15.4	$ 5,224	0	$ -	0	$ -	0	$ -	0.0	$ -	32	$ 10,856	32	$ 10,856	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	MI	$ 177	2.5	$ 442	42.9	$ 7,593	34.6	$ 6,124	31.4	$ 5,557	47.8	$ 8,460	9.8	$ 1,734	86	$ 15,221	86.9	$ 15,380	0.6	$ 106	0.3	$ 53	0.5	$ 88	0.3	$ 53	1.5	$ 265	6.4	$ 1,133	3.2	$ 566	0	$ -
Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	0	$ -	0	$ -	15	$ 1,747	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 233	0	$ -
New Control Point (CP)	EA	$ 1,434	0.0	$ -	0	$ -	0	$ -	4	$ 5,736	2.0	$ 2,868	0.0	$ -	10.0	$ 14,339	12.0	$ 17,207	0	$ -	0	$ -	1	$ 1,434	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 792	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	1	$ 905	0	$ -	0	$ -	0	$ -	1	$ 452	25	$ 11,308	3	$ 1,357	0	$ -
Sub-total Systems (C)			**0.0**	**$ 442**	**0**	**$ 12,817**	**0**	**$ 6,124**	**0**	**$ 19,538**	**0**	**$ 22,039**	**$ -**	**$ 6,630**	**0**	**$ 51,591**	**0**	**$ 54,804**	**0**	**$ 1,011**	**0**	**$ 1,549**	**0**	**$ 192**	**0**	**$ 907**	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**	**0**	**$ -**
Crossings																															
Private Closure	EA	$ 94	0.0	$ -	0	$ -	0	$ -	3	$ 282	6	$ 563	0.0	$ -	5	$ 469	6	$ 563	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	EA	$ 226	0.0	$ -	0	$ -	0	$ -	44	$ 14,130	41	$ 13,353	0.0	$ -	50	$ 16,284	59	$ 19,215	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	15	$ 2,544	26	$ 4,410	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0	$ -	0	$ -	15	$ 2,816	10	$ 1,877	8.0	$ 1,502	38	$ 7,133	32	$ 6,007	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	3	$ 563	0	$ -
Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0	$ -	0	$ -	0	$ -	7	$ 1,623	0.0	$ -	0	$ -	16	$ 3,709	0	$ -	0	$ -	0	$ -	1	$ 232	1	$ 232	7	$ 1,623	0	$ -	0	$ -
Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0	$ -	0	$ -	29	$ 2,624	66	$ 5,971	8.0	$ 724	65	$ 5,880	107	$ 9,680	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 90	14	$ 1,267	3	$ 271	0	$ -
Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0	$ -	0	$ -	30	$ 5,089	0	$ -	0.0	$ -	38	$ 6,446	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	EA	$ 75	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 75	3	$ 225	0	$ -	0	$ -
Traffic Signal Preemption and Intersection Signalization	EA	$ 300	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Crossings (D)			**0.0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 25,140**	**0**	**$ 23,387**	**$ -**	**$ 2,225**	**0**	**$ 38,757**	**0**	**$ 43,585**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ -**	**0**	**$ 397**	**0**	**$ 3,114**	**0**	**$ 835**	**0**	**$ -**
Station/Maintenance Facilities																															
Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	0.0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0

Milwaukee to Twin Cities

Route 12A
Wyeville-Eau Claire

		Segment	Segment A		Segment D		Segment KK						Segment JJ				Segment M		Segment DD				Segment EE		Segment FF		Segment GG		Segment HH					
		Sub-Segment Number	Sub-Segment 1		Sub-Segment 3		Sub-Segment 43		Sub-Segment 44		Sub-Segment 45		Sub-Segment 46		Sub-Segment 47		Sub-Segment 18		Sub-Segment 23		Sub-Segment 32		Sub-Segment 33		Sub-Segment 35		Sub-Segment 41		Sub-Segment 37		Sub-Segment 38		Sub-Segment 39		Sub-Segment 40	
		From - To	Milwaukee to Grand Avenue Jct (note 1)		Grand Avenue Junction to North Milwaukee		North Milwaukee to Canco		Canco to Wiscona		Wiscona to Butler Junction West		Butler Junction West to Adams		Adams to Wyeville		Wyeville to Eau Claire		Eau Claire to Westminster Street, MN		Westminster Street to 7th Street		7th Street to St. Paul Junction		St Paul Junction to St. Paul Union Depot		St. Paul Union Depot to Robert St		Robert St to Chestnut St		Chestnut St to Merriam Park (note 2)		Merriam Park to Minneapolis Jct (note 2)		Minneapolis Jct to Minneapolis Transportation Interchange (MTI)(note 2)	
		Host Carrier	CP		CP		CP / WSOR		UP		UP		UP		UP		UP		UP		BNSF (Midway Sub)		BNSF/St Paul Union Depot Co.		St Paul Union Depot Co/UP		St Paul Union Depot Co/UP		CP		CP		BNSF/MNNR		BNSF	
		Mileposts	MP 85.8 - MP 88.3		MP 88.3 - 94.4		MP 94.4 - 95.6		Connection		MP 101.5 - 96.3		MP 313.3 - 201.9		MP 201.9 - 173.5		MP 173.5 - 87.5		MP 87.5 - 0.6		MP 1.0 - 0.4		MP 0.0 - 0.3		MP 0.3 - 0.8		MP 0.8 - 1.1		MP 410.5 - 411.2		MP 411.2 - 417.6					
		Track Miles	2.5 miles		5.1 miles		1.2 miles		0.7 miles		5.2 miles		111.4 miles		28.4 miles		86.0 miles		86.9 miles		0.6 miles		0.3 miles		0.5 miles		0.3 miles		0.7 miles		6.4 miles		3.2 miles		1.9 miles	
		Proposed Max. Passenger Speed	110 mph		90.0 mph		90.0 mph		79.0 mph		110 mph		110 mph		110 mph		110 mph		110 mph		79 mph		79 mph		79 mph		79 mph		79 mph		79 mph		79 mph		79 mph	
		Proposed # of New Tracks	0		1		1		1		1		1		1		1		0		1		1		1		1		1		1		1		0	
	Unit	2010 Unit Cost (1000's)	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	Quantity	Amount	Quantity	Amount	Quantity	Amount
Trackwork																																		
HSR on Existing Roadbed	MI	$ 1,123	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 15	$ 16,619	$ 4	$ 4,379	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR on New Roadbed	MI	$ 1,198	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	86.9	$ 104,068	0.6	$ 719	0.3	$ 359	0.5	$ 599	0	$ -	0	$ -	3.2	$ 3,832	0	$ -
HSR on New Roadbed & New Embankment	MI	$ 1,687	0.0	$ -	5.1	$ 8,605	$ 1	$ 2,025	$ 1	$ 1,181	$ 5	$ 8,773	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 506	0.7	$ 1,181	6.4	$ 10,798	0	$ -
HSR on New Roadbed & New Embankment (new track @ 30' offset)	MI	$ 3,024	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 111	$ 336,858	$ 28	$ 85,878	86.0	260051.6	87	$ 262,773	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Timber & Surface w/ 33% Tie replacement	MI	$ 251	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0.7	$ 176	0	$ -	6.4	$ 1,607	0	$ -
Timber & Surface w/ 66% Tie Replacement	MI	$ 374	0.0	$ -	5.1	$ 1,909	$ 1	$ 449	$ 1	$ 262	$ -	$ -	$ 111	$ 41,698	$ 28	$ 10,630	86.0	32190.4	0	$ -	0.6	$ 225	0.3	$ 112	0.5	$ 187	0	$ -	0.7	$ 262	6.4	$ 2,396	0	$ -
Replace Existing Rail w/ 136# CWR	MI	$ 400	0.0	$ -	5.1	$ 2,042	$ 1	$ 480	$ 1	$ 280	$ -	$ -	$ -	$ -	$ -	$ -	86.0	34427.2	0	$ -	0.6	$ 240	0.3	$ 120	0.5	$ 200	0	$ -	0	$ -	0	$ -	0	$ -
Freight Siding	MI	$ 1,031	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5	$ 5,157	$ 1	$ 1,031	12.0	12375.9	12	$ 12,376	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Passenger Siding	MI	$ 1,556	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	20.0	31120.6	20	$ 31,121	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 6	LF	$ 1	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Highway Barrier Type 5	LF	$ 0	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	78.0	4498.5	70	$ 4,037	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Fencing, 6 ft Chain Link (both sides)	MI	$ 171	0.0	$ -	5.1	$ 882	1	$ 208	1	$ 121	$ -	$ -	$ -	$ -	$ -	$ -	6.0	1038.1	14	$ 2,422	0.6	$ 104	0.3	$ 52	0.5	$ 87	0	$ -	0	$ -	6.4	$ 1,107	3.2	$ 554	0	$ -
Fencing, 10 ft Chain Link (both sides)	MI	$ 198	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0.3	$ 59	0.7	$ 139	0	$ -	0	$ -
Decorative Fencing (both sides)	MI	$ 446	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	2.0	891.1	2.9	$ 1,292	0	$ -	0	$ -	0	$ -	0.3	$ 134	0.7	$ 312	0	$ -	0	$ -
Drainage Improvements (cross country)	MI	$ 75	0.0	$ -	5.1	$ 381	1	$ 90	1	$ 52	$ -	$ -	$ -	$ -	$ -	$ -	86.0	6418.6	86.9	$ 6,486	0.6	$ 45	0.3	$ 22	0.5	$ 37	0	$ -	0	$ -	6.4	$ 478	3.2	$ 239
Land Acquisition Urban	MI	$ 558	0.0	$ -	2.0	$ 1,115	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Acquisition Rural	MI	$ 186	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30	$ 5,539	$ 7	$ 1,282	86.0	15984.0	86.9	$ 16,151	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 High Speed Turnout	EA	$ 696	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	4.0	2782.1	4	$ 2,782	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#24 High Speed Turnout	EA	$ 509	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Timber	EA	$ 183	0.0	$ -	4.0	$ 732	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	2	$ 366	3	$ 549	1	$ 183	1	$ 183	0	$ -	0	$ -	1	$ 183
#15 Turnout - Timber	EA	$ 148	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	8.0	1180.0	8	$ 1,180	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Timber	EA	$ 105	0.0	$ -	8.0	$ 840	$ 8	$ 840	$ -	$ -	$ -	$ -	$ 6	$ 525	$ 1	$ 105	24.0	2520.0	24	$ 2,520	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 210
18'6" Double Switch Point Derail	EA	$ 34	0.0	$ -	8.0	$ 272	$ 8	$ 272	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	24.0	816.0	24	$ 816	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Turnout Concrete	EA	$ 282	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#15 Turnout - Concrete	EA	$ 155	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10	$ 1,550	$ 2	$ 310	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#10 Turnout Concrete	EA	$ 133	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12	$ 1,601	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#33 Crossover	EA	$ 1,285	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10	$ 12,846	$ 2	$ 2,569	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
#20 Crossover	EA	$ 563	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5	$ 2,815	$ 1	$ 563	0.0	0.0	0	$ -	0	$ -	2	$ 1,126	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elevate & Surface Curves	MI	$ 66	0.0	$ -	1.0	$ 66	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0.15	$ 10	0.15	$ 10	0.64	$ 42	0.32	$ 21
Curvature Reduction	MI	$ 444	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Elastomeric Rail Fasteners	MI	$ 93	0.0	$ -	1.0	$ 93	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0.15	$ 14	0.15	$ 14	0.56	$ 52	0.32	$ 30
Sub-total Trackwork (A)			**0**	**$ -**	**0.0**	**$ 16,936**	$ -	$ 4,363	$ -	$ 1,897	$ -	$ -	$ 9,174	$ 425,207	$ -	$ 106,748	0.0	406294.0	**0**	**$ 448,024**	0	$ 1,698	**0**	**$ 2,341**	**0**	**$ 1,293**	**0**	**$ 906**	**0**	**$ 2,093**	**0**	**$ 14,873**	**0**	**$ 6,675**
Structures							$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-under			0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 5,468	0.0	$ -	0.0	$ -	$ -	$ -	$ 2	$ 10,935	$ -	$ -	$ 2	$ 10,935	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 10,935	1	$ 5,468
Four Lane Rural Expressway	EA	$ 4,552	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1	$ 4,552	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 3,454	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12	$ 41,443	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 3,454	0	$ -
Rail	EA	$ 3,454	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1	$ 3,454	$ 2	$ 6,907	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Minor river	EA	$ 916	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3	$ 916	$ 44	$ 40,303	12.0	10991.7	20	$ 18,320	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Major River	EA	$ 9,158	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track High (50') Level Bridge	LF	$ 14	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Rehab for 110	LF	$ 2	0.0	$ -	1200.0	$ 1,896	$ 600	$ 948	$ -	$ -	$ -	$ -	$ 5,440	$ 8,595	$ 1,980	$ 3,128	550.0	869.0	700	$ 1,106	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (single track)	LF	$ 5	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3	$ 16	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert open deck bridge to ballast deck (double track)	LF	$ 11	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Flyover/Elevated Structure	LF	$ 10	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Ballasted Deck Replacement Bridge	LF	$ 3	0.0	$ -	200.0	$ 640	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Land Bridges	LF	$ 3	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Flyover/Elevated Structure	LF	$ 18	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Double Track on Approach Embankment w/ Retaining Wall	LF	$ 9	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Bridges-over			0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Lane Urban Expressway	EA	$ 3,312	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 6,624	0	$ -	4	$ 13,249	0	$ -
Four Lane Rural Expressway	EA	$ 2,360	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Two Lane Highway	EA	$ 2,152	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 2,152	0	$ -	2	$ 4,304	0	$ -
Rail	EA	$ 6,909	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 6,909	0	$ -
Other Structural			0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Culvert Extension	MI	$ 58	0.0	$ -	1.5	$ 87	1	$ 70	$ -	$ -	$ -	$ -	$ 302	$ 111	$ 6,461	$ 28	$ 1,647	32.0	1856.0	0	$ -	0	$ -	0	$ -	1	$ 58	1	$ 58	6	$ 348	3	$ 174	0	$ -
Two Bore Long Tunnel	route ft	$ 46	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Single Bore Short Tunnel	LF	$ 26	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Sub-total Structures (B)			**0.0**	**$ -**	**0.0**	**$ 2,623**	$ -	$ 11,953	$ -	$ -	$ -	$ 15,606	$ -	$ 108,277	$ -	$ 20,137	0.0	13716.7	**0**	**$ 19,426**	0	$ -	**0**	**$ -**	**0**	**$ -**	**0**	**$ 8,834**	**0**	**$ 58**	**0**	**$ 39,199**	**0**	**$ 5,642**
Systems							$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -												
Install CTC System (Single Track)	MI	$ 207	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	54.0	11174.9	54.9	$ 11,361	0	$ -	0.3	$ 62	0.5	$ 103	0.3	$ 62	0	$ -	6.4	$ 1,324	0	$ -
Install CTC System (Double Track)	MI	$ 339	0.0	$ -	5.1	$ 1,730	$ 1	$ 407	$ 1	$ 237	$ 5	$ 1,764	$ 111	$ 37,793	$ 28	$ 9,635	32.0	10856.0	32	$ 10,856	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Install PTC System	MI	$ 177	2.5	$ 442	5.1	$ 903	$ 1	$ 212	$ 1	$ 124	$ 5	$ 920	$ 111	$ 19,716	$ 28	$ 5,026	86.0	15220.7	86.9	$ 15,380	0.6	$ 106	0.3	$ 53	0.5	$ 88	0.3	$ 53	1.5	$ 265	6.4	$ 1,133	3.2	$ 566
Electric Lock for Industry Turnout	EA	$ 116	0.0	$ -	8.0	$ 932	$ 8	$ 932	$ -	$ -	$ 3	$ 349	$ 12	$ 1,398	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	2	$ 233
New Control Point (CP)	EA	$ 1,434	0.0	$ -	3.0	$ 4,302	$ 1	$ 1,434	$ 1	$ 1,434	$ -	$ -	$ 10	$ 14,339	$ 2	$ 2,868	10.0	14339.0	12	$ 17,207	0	$ -	1	$ 1,434	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Signal work to add Crossover to CP	EA	$ 792	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5	$ 3,958	$ 1	$ 792	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 792	0	$ -	0	$ -	0	$ -
Signal work to add Turnout to CP	EA	$ 452	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	2	$ 905	0	$ -	0	$ -	0	$ -	1	$ 452	2	$ 11,308	1	$ 1,357
Sub-total Systems (C)			**0.0**	**$ 442**	**0.0**	**$ 7,866**	$ -	$ 2,985	$ -	$ 1,795	$ -	$ 3,034	$ -	$ 77,203	$ -	$ 18,320	0.0	51590.7	**0**	**$ 54,804**	0	$ 1,011	**0**	**$ 1,549**	**0**	**$ 192**	**0**	**$ 907**	**0**	**$ 718**	**0**	**$ 13,766**	**0**	**$ 2,156**
Crossings							$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0																
Private Closure	EA	$ 94	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0																
Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17	$ 1,596	$ 1	$ 94	5.0	469.3	0	$ 563	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Four Quadrant Gates	EA	$ 326	0.0	$ -	0.0	$ -	$ -	$ -	$ 4	$ 1,303	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gates to Quad Gates	EA	$ 170	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4	$ 1,303	$ 88	$ 28,660	50.0	16284.0	59	$ 19,215	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates single mainline track	EA	$ 188	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	15.0	2544.4	26	$ 4,410	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Conventional Gates double mainline track	EA	$ 232	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	38.0	7133.3	32	$ 6,007	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	3	$ 563
Convert Flashers Only to Dual Gate	EA	$ 57	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 52	$ 12,055	$ 3	$ 695	0.0	0.0	16	$ 3,709	0	$ -	0	$ -	0	$ -	0	$ -	1	$ 232	7	$ 1,623	0	$ -
Dual Gate with Median Barrier	EA	$ 204	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Convert Dual Gate to Extended Arm	EA	$ 17	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Precast Panels without Rdway Improvements	EA	$ 90	0.0	$ -	0.0	$ -	$ -	$ -	$ 4	$ 362	$ -	$ -	$ 4	$ 362	$ 140	$ 12,665	$ 28	$ 2,533	65.0	5880.3	107	$ 9,680	0	$ -	0	$ -	0	$ -	1	$ 90	14	$ 1,267	3	$ 271
Precast Panels with Rdway Improvements	EA	$ 170	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	38.0	6445.8	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
Traffic Signal Preemption	EA	$ 75	0.0	$ -	0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0	0.0	0	$ -	0

Milwaukee to Twin Cities

Route 13
Milw - Fond du Lac-Eau Claire

| Segment | Segment A | Segment D | | |

Milwaukee to Twin Cities

Route 14
Milw-Fond du Lac- Chip-TC

| Segment | Segment A | Segment D | | |