

City of York Redevelopment Authority
Northwest Triangle Initiative
Concept Design Study

Table 8A Estimate of Probable Construction Cost - Alternate A

October 2005

Work Item Description	Quantity	Unit	Unit Price	Cost														
TRACKWORK																		
Demolition																		
Remove Track & Dispose Crossties	6000	TF	\$13.00	\$78,000														
Remove Turnout	8	EA	\$6,200	\$49,600														
Earthwork																		
Light Grading and Sub-Ballast Placement	3200	TF	\$35.00	\$112,000														
Track Construction																		
No. 8 Turnout - Hand Thrown Switch - Panelized - New	4	EA	\$71,000	\$284,000														
Construct New Track (115RE Jointed)	3200	TF	\$160.00	\$512,000														
Crossing Removal and Installation																		
Remove Track at Crossing (N. Beaver St.) includes re-paving	170	TF	\$45.00	\$7,650														
Remove Track at Crossing (N. George St.)	50	TF	\$45.00	\$2,250														
Remove Track at Crossing (W. North St.)	50	TF	\$45.00	\$2,250														
Remove Track at Crossing (W. Gas Ave.)	25	TF	\$45.00	\$1,125														
Full Depth Crossing Installation (N. Beaver St.)	50	TF	\$400.00	\$20,000														
Full Depth Crossing Installation (N. George St.)	50	TF	\$400.00	\$20,000														
Signing and Pavement Markings	1	LS	\$8,000	\$8,000														
Crossing Signals	1	LS	\$150,000	\$150,000														
Pedestrian Crossing Gate near Br. No. 13.52	1	LS	\$95,000	\$95,000														
Lubrication Machine for 10-degree curve	2	EA	\$10,000	\$20,000														
BRIDGE WORK																		
Bridge No. 15.60 Superstructure Replacement																		
Substructure																		
Abutment Modifications	2	EA	\$85,000	\$170,000														
Pier Modifications	1	EA	\$90,000	\$90,000														
Superstructure																		
Temporary Falsework Design & Construction	2	EA	\$115,000	\$230,000														
Two 141-ft Spans	282	TF	\$9,500	\$2,679,000														
Track on Bridge	282	TF	\$400.00	\$112,800														
Bridge No. 13.52 Conversion to Pedestrian																		
Remove & Dispose Existing Deck	216	TF	\$20.00	\$4,320														
Install New Pedestrian Deck (8-ft. wide)	1750	SF	\$50.00	\$87,500														
Track & Bridge Construction Subtotal				\$4,735,495.00														
ANCILLARY WORK																		
Demolish and Remove Freight House (Agmark)	1	LS	\$12,000	\$12,000														
Demolish and Remove Unloading Pits (Agmark)	1	LS	\$5,000	\$5,000														
Demolish and Remove Abandoned Timber Trestle	1	LS	\$10,000	\$10,000														
Construction Subtotal				\$4,762,495.00														
Notes:																		
<p>1. Given the nature of the proposed work and limited review of existing site conditions, HDR has added a contingency of 20% to the total project cost. This amount may be reduced to 10% as design progresses and assumptions are refined.</p> <p>2. Estimate does NOT include unknown cost for utility protection / relocation, right-of-way acquisition or business relocation.</p>			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">7% Design Eng.</td> <td style="text-align: right;">\$333,375</td> </tr> <tr> <td style="padding-left: 20px;">0.5% Owner Review</td> <td style="text-align: right;">\$23,812</td> </tr> <tr> <td style="padding-left: 20px;">8% Const. Eng.</td> <td style="text-align: right;">\$381,000</td> </tr> <tr> <td style="padding-left: 20px;">1% Permitting</td> <td style="text-align: right;">\$47,625</td> </tr> <tr> <td style="padding-left: 20px;">20% Contingency</td> <td style="text-align: right;">\$952,499</td> </tr> <tr> <td style="padding-left: 40px;">TOTAL</td> <td style="text-align: right;">\$6,500,806</td> </tr> <tr> <td style="padding-left: 20px;">APPROXIMATELY</td> <td style="text-align: right;">\$6,501,000</td> </tr> </table>		7% Design Eng.	\$333,375	0.5% Owner Review	\$23,812	8% Const. Eng.	\$381,000	1% Permitting	\$47,625	20% Contingency	\$952,499	TOTAL	\$6,500,806	APPROXIMATELY	\$6,501,000
7% Design Eng.	\$333,375																	
0.5% Owner Review	\$23,812																	
8% Const. Eng.	\$381,000																	
1% Permitting	\$47,625																	
20% Contingency	\$952,499																	
TOTAL	\$6,500,806																	
APPROXIMATELY	\$6,501,000																	

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Table 8B Estimate of Probable Construction Cost - Alternate B

October 2005

Work Item Description	Quantity	Unit	Unit Price	Cost
TRACKWORK				
Demolition				
Remove Track & Dispose Crossties	6500	TF	\$13.00	\$84,500
Remove Turnout	6	EA	\$6,200	\$37,200
Earthwork				
Light Grading and Sub-Ballast Placement	3050	TF	\$35.00	\$106,750
Track Construction				
No. 10 Turnout - Hand Thrown Switch - Panelized - New	1	EA	\$80,000	\$80,000
No. 8 Turnout - Hand Thrown Switch - Panelized - New	1	EA	\$71,000	\$71,000
Construct New Track (115RE Jointed)	3050	TF	\$160.00	\$488,000
Crossing Removal and Installation				
Remove Track at Crossing (N. Beaver St.) includes re-paving	235	TF	\$45.00	\$10,575
Remove Track at Crossing (N. George St.)	60	TF	\$45.00	\$2,700
Remove Track at Crossing (W. North St.)	50	TF	\$45.00	\$2,250
Remove Track at Crossing (W. Gas Ave.)	25	TF	\$45.00	\$1,125
Full Depth Crossing Installation (N. Beaver St.)	110	TF	\$400.00	\$44,000
Full Depth Crossing Installation (N. George St.)	75	TF	\$400.00	\$30,000
Signing and Pavement Markings	1	LS	\$8,000	\$8,000
Relocate Crossing Signal	1	LS	\$125,000	\$125,000
Remove Crossing Signal (N. Beaver St. adj. to Codorus Creek)	1	LS	\$8,000	\$8,000
BRIDGE WORK				
Bridge No. 15.60 Conversion to Pedestrian				
Remove & Dispose Existing Deck	282	EA	\$20.00	\$5,640
Instal New Pedestrian Deck (8-ft. wide)	2256	SF	\$50.00	\$112,800
Bridge No. 13.52				
No Work or Improvemets Anticipated				
Track & Bridge Construction Subtotal				\$1,217,540.00
ANCILLARY WORK				
Demolish and Remove Freight House (Agmark)	1	LS	\$12,000	\$12,000
Demolish and Remove Unloading Pits (Agmark)	1	LS	\$5,000	\$5,000
Demolish and Remove Abandoned Timber Trestle	1	LS	\$10,000	\$10,000
Construction Subtotal				\$1,244,540.00

Notes:

1. Given the nature of the proposed work and limited review of existing site conditions, HDR has added a contingency of 20% to the total project cost. This amount may be reduced to 10% as design progresses and assumptions are refined.

2. Estimate does NOT include unknown cost for utility protection / relocation, right-of-way acquisition or business relocation.

6% Design Eng.	\$74,672
0.5% Owner Review	\$6,223
6% Const. Eng.	\$74,672
0.5% Permitting	\$6,223
20% Contingency	\$248,908
TOTAL	\$1,655,238

APPROXIMATELY \$1,655,000



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Table 8C Estimate of Probable Construction Cost - Alternate C

October 2005

Work Item Description	Quantity	Unit	Unit Price	Cost														
TRACKWORK																		
Demolition																		
Remove Track & Dispose Crossties	2200	TF	\$13.00	\$28,600														
Remove Turnout	4	EA	\$6,200	\$24,800														
Crossing Removal																		
Remove Track at Crossing (N. Beaver St.) includes re-paving	110	TF	\$45.00	\$4,950														
BRIDGE WORK																		
Bridge No. 15.60																		
No Work or Improvemets Anticipated																		
Bridge No. 13.52																		
No Work or Improvemets Anticipated																		
Track & Bridge Construction Subtotal				\$58,350.00														
ANCILLARY WORK																		
Demolish and Remove Freight House (Agmark)	1	LS	\$12,000	\$12,000														
Demolish and Remove Unloading Pits (Agmark)	1	LS	\$5,000	\$5,000														
Demolish and Remove Abandoned Timber Trestle	1	LS	\$10,000	\$10,000														
Construction Subtotal				\$85,350.00														
Notes:																		
<p>1. Given the nature of the proposed work and limited review of existing site conditions, HDR has added a contingency of 20% to the total project cost. This amount may be reduced to 10% as design progresses and assumptions are refined.</p> <p>2. Estimate does NOT include unknown cost for utility protection / relocation, right-of-way acquisition or business relocation.</p>			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">5% Design Eng.</td> <td style="text-align: right;">\$4,268</td> </tr> <tr> <td style="padding-left: 20px;">0.5% Owner Review</td> <td style="text-align: right;">\$427</td> </tr> <tr> <td style="padding-left: 20px;">5% Const. Eng.</td> <td style="text-align: right;">\$4,268</td> </tr> <tr> <td style="padding-left: 20px;">0.5% Permitting</td> <td style="text-align: right;">\$427</td> </tr> <tr> <td style="padding-left: 20px;">20% Contingency</td> <td style="text-align: right;">\$17,070</td> </tr> <tr> <td style="padding-left: 40px;">TOTAL</td> <td style="text-align: right; border-top: 1px solid black;">\$111,809</td> </tr> <tr> <td style="padding-left: 20px;">APPROXIMATELY</td> <td style="text-align: right;">\$112,000</td> </tr> </table>		5% Design Eng.	\$4,268	0.5% Owner Review	\$427	5% Const. Eng.	\$4,268	0.5% Permitting	\$427	20% Contingency	\$17,070	TOTAL	\$111,809	APPROXIMATELY	\$112,000
5% Design Eng.	\$4,268																	
0.5% Owner Review	\$427																	
5% Const. Eng.	\$4,268																	
0.5% Permitting	\$427																	
20% Contingency	\$17,070																	
TOTAL	\$111,809																	
APPROXIMATELY	\$112,000																	