

Haverhill-Plaistow MBTA Commuter Rail Extension Project Budget

CATEGORY/ITEM	TOTAL	FEDERAL	MATCH	NOTES
Planning/Design/Engineering				
Preliminary Engineering	\$ 1,541,689	\$ 1,233,351	\$ 308,338	Estimated at 10% of ROW and Constr. project budget (includes environmental assessment and permitting)
Engineering total	\$ 1,541,689	\$ 1,233,351	\$ 308,338	
Right of Way				
Purchase in Fee for Layover Facility property	\$ 1,815,000	\$ 1,452,000	\$ 363,000	Westville Homes site - Per Comm. Appraiser opinion of value @ \$25-\$28/sq. ft. & assessed value per Town of Plaistow. (25.7 Acres)
Purchase of Easement for Siding	\$ 40,000	\$ 32,000	\$ 8,000	Freedom Tire Site. Easement 22 feet wide x 600 feet long abutting rail corridor; Per Comm. Appraiser opinion of value plus contingency.
Right of Way Contingency	\$ 1,200,000	\$ 960,000	\$ 240,000	Contingency for additional property acquisition costs
Right of Way total	\$ 3,055,000	\$ 2,444,000	\$ 611,000	
Construction				
Construction of Passenger Platform and Waiting Area (full high level platform)	\$ 1,348,800	\$ 1,079,040	\$ 269,760	See attached MBTA design specification and line item estimate. MBTA figure is reduced by 20% because Plaistow station will be single platform on single track; contingency omitted from line estimate; included below
Trackwork including Turnouts and Crossovers	\$ 4,255,085	\$ 3,404,068	\$ 851,017	Derived from line item estimates from MBTA proposed Lucent Layover facility.
Signal and Communication	\$ 1,500,000	\$ 1,200,000	\$ 300,000	Figure from line item estimates from MBTA proposed Lucent Layover facility.
Layover: Site work, demolition, drainage, utilities and access	\$ 1,758,000	\$ 1,406,400	\$ 351,600	Derived from unit cost estimates from MBTA proposed Lucent Layover facility
Layover: Electrical Work including substation & xfmr enclosures	\$ 3,000,000	\$ 2,400,000	\$ 600,000	Figure from line item estimates from MBTA proposed Lucent Layover facility.
Layover: Site Mitigation	\$ 500,000	\$ 400,000	\$ 100,000	Environmental and other impact mitigation
Construction Subtotal	\$ 12,361,885	\$ 9,889,508	\$ 2,472,377	
Construction Mobilization (5%)	\$ 618,094	\$ 494,475	\$ 123,619	
Construction Management (10%)	\$ 1,236,189	\$ 988,951	\$ 247,238	
Construction Contingency (25%)	\$ 3,090,471	\$ 2,472,377	\$ 618,094	
Construction total	\$ 17,306,639	\$ 13,845,311	\$ 3,461,328	
Rolling Stock	\$ 6,900,000	\$ 5,520,000	\$ 1,380,000	Assumes three bi-level cars @ \$2.3M each
Capital Equipment total	\$ 6,900,000	\$ 5,520,000	\$ 1,380,000	
Estimate of NH trackage rights value	\$ 654,192	\$ -	\$ 654,192	Calculated at \$4.50/train mile * 2.2 RT miles in NH. 10 weekday trains and 6 weekend trains. 265 weekdays, 109 weekend days. Capitalized over 20 years.
PROJECT TOTAL	\$ 29,457,520	\$ 23,042,662	\$ 6,414,858	
OTHER FUNDING				
Existing NH CMAQ Allocation	\$ (976,000)	\$ (780,800)	\$ (195,200)	approved in 2003
2010 Revised NH CMAQ Request	\$ (4,005,019)	\$ (3,204,015)	\$ (801,004)	filed in 2010 funding round
TIGER II FUNDING REQUEST	\$ 24,476,501	\$ 19,057,847	\$ 5,418,654	
	100.0%	77.9%	22.1%	

Proposed Funding Summary		
	\$	%
TIGER II	\$ 19,057,847	65%
New Hampshire CMAQ Allocation	\$ 3,984,815	14%
MBTA Match	\$ 6,414,858	22%
TOTAL	\$ 29,457,520	100%