

Summary of Cost Estimates – Reconnecting Passenger Rail

(Detailed project element costs have been rounded UP to the nearest \$100,000 for simplicity.)

Infrastructure

Project Element	\$
Wistow Stabling Yard	4,600,000
Dual Gauge Track, Wistow to Mount Barker Central	6,700,000
Heysen Boulevard Station and Park-and Ride Car Parks	8,500,000
Mount Barker South Station	1,400,000
Mount Barker Central Station	4,800,000
Standard Gauge Track, Mount Barker Central to Mount Barker Junction	7,300,000
Littlehampton Station and Car Park	3,000,000
Trackwork at Mount Barker Junction	1,900,000
Balhannah Station Trackwork, Platforms and Car Parks	8,100,000
Bridgewater Station and Car Parks	7,500,000
Aldgate Station Trackwork, Platforms and Car Parks	10,100,000
Upper Sturt/Long Gully Passing Loop	1,900,000
Blackwood Station	1,600,000
Coromandel/Eden Hills Passing Loop	1,900,000
Mitcham Station Trackwork only	1,400,000
Goodwood Station Platform and High-Level Interchange	6,100,000
Adelaide Gaol Triangle Trackwork	3,700,000
Adelaide Wye to Platform 5 (and 4 and 6) Trackwork	8,600,000
Mile End Stabling Yard	<u>3,300,000</u>
Infrastructure Total	<u>92,400,000</u>
Plus Contractors' Establishment Costs and Overheads 20%	18,480,000
Plus Engineering and Architectural Consultants' Fees 15%	<u>13,860,000</u>
Total	<u>124,740,000</u>
Plus Contingency Provision 30%	<u>37,422,000</u>
Infrastructure Budget Cost	<u>\$ 162,162,000</u>

Railcar Costs

If Existing/Surplus 3000 Class Railcars ex-Gawler Line are used:

For each Railcar:

Conversion of bogies from Broad Gauge to Standard Gauge (2 x \$250,000)	500,000
General Refurbishment (say)	<u>1,000,000</u>
	<u>\$1,500,000</u>

Total for 30 No. Gauge-Converted 3000 Class DMU's \$ 45,000,000

Alternatively,

For 30 Railcars pro-rata with Gawler Line's new 4000 Class EMU's

(\$269m/66) = \$4.1m x 30 = **\$ 123,000,000**

For Hydrogen Fuel Cell/Battery Electric, add 25% to the above **\$**
154,000,000

TOTAL PROJECT COST (\$ 163,000,000 + \$ 154,000,000) \$
317,000,000