

Attachment 3. Cost Estimate for Proposed Primary Transmission Line Routes

Mill Creek CCN Estimate

Confidential and Proprietary Information

	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8	Route 9	Route 10	Route 11	Route 12	Route 13	Route 14	Route 15	Route 16	Route 17	Route 18	Route 19	Route 20	Route 21	Route 22	Route 23
Right-of-Way (Easement and Fees)	\$ 19,681,000	\$ 13,420,000	\$ 17,458,000	\$ 11,827,000	\$ 12,297,000	\$ 12,371,000	\$ 24,764,000	\$ 20,110,000	\$ 17,899,000	\$ 16,353,000	\$ 16,822,000	\$ 23,170,000	\$ 24,457,000	\$ 25,437,000	\$ 21,213,000	\$ 18,718,000	\$ 17,904,000	\$ 25,024,000	\$ 24,255,000	\$ 26,317,000	\$ 16,068,000	\$ 16,054,000	\$ 13,418,000
Labor and Transportation (Utility)	\$ 925,000	\$ 746,000	\$ 873,000	\$ 737,000	\$ 764,000	\$ 851,000	\$ 963,000	\$ 996,000	\$ 803,000	\$ 702,000	\$ 731,000	\$ 845,000	\$ 1,039,000	\$ 930,000	\$ 1,354,000	\$ 931,000	\$ 879,000	\$ 1,006,000	\$ 1,034,000	\$ 1,122,000	\$ 1,223,000	\$ 1,402,000	\$ 867,000
Labor and Transportation (Contract)	\$ 22,195,000	\$ 17,897,000	\$ 20,952,000	\$ 17,667,000	\$ 18,315,000	\$ 20,407,000	\$ 23,090,000	\$ 23,898,000	\$ 19,256,000	\$ 16,834,000	\$ 17,537,000	\$ 20,268,000	\$ 24,914,000	\$ 22,308,000	\$ 32,475,000	\$ 22,325,000	\$ 21,081,000	\$ 24,144,000	\$ 24,804,000	\$ 26,910,000	\$ 29,352,000	\$ 33,626,000	\$ 20,785,000
Material and Supplies (including Stores)	\$ 6,907,000	\$ 6,510,000	\$ 6,713,000	\$ 5,788,000	\$ 6,124,000	\$ 6,768,000	\$ 8,225,000	\$ 7,643,000	\$ 5,896,000	\$ 5,295,000	\$ 5,634,000	\$ 6,991,000	\$ 8,519,000	\$ 7,609,000	\$ 11,187,000	\$ 7,131,000	\$ 6,560,000	\$ 8,300,000	\$ 8,298,000	\$ 9,100,000	\$ 9,579,000	\$ 10,960,000	\$ 6,866,000
Engineering and Administration (Utility)	\$ 3,070,000	\$ 2,594,000	\$ 2,918,000	\$ 2,508,000	\$ 2,618,000	\$ 2,888,000	\$ 3,317,000	\$ 3,316,000	\$ 2,662,000	\$ 2,372,000	\$ 2,488,000	\$ 2,896,000	\$ 3,495,000	\$ 3,151,000	\$ 4,522,000	\$ 3,129,000	\$ 2,936,000	\$ 3,423,000	\$ 3,477,000	\$ 3,769,000	\$ 4,071,000	\$ 4,622,000	\$ 2,965,000
Engineering and Administration (Contract)	\$ 419,000	\$ 354,000	\$ 398,000	\$ 342,000	\$ 357,000	\$ 394,000	\$ 453,000	\$ 453,000	\$ 363,000	\$ 324,000	\$ 340,000	\$ 395,000	\$ 477,000	\$ 430,000	\$ 617,000	\$ 427,000	\$ 401,000	\$ 467,000	\$ 475,000	\$ 514,000	\$ 556,000	\$ 631,000	\$ 405,000
Estimated Total Cost	\$ 53,197,000	\$ 41,521,000	\$ 49,312,000	\$ 38,869,000	\$ 40,475,000	\$ 43,679,000	\$ 60,812,000	\$ 56,416,000	\$ 46,879,000	\$ 41,880,000	\$ 43,552,000	\$ 54,565,000	\$ 62,901,000	\$ 59,865,000	\$ 71,368,000	\$ 52,661,000	\$ 49,761,000	\$ 62,364,000	\$ 62,343,000	\$ 67,732,000	\$ 60,849,000	\$ 67,295,000	\$ 45,306,000
Other Costs-Transmission	\$ 7,538,331	\$ 7,538,331	\$ 7,538,331	\$ 4,003,337	\$ 5,292,680	\$ 5,292,680	\$ 3,078,998	\$ 7,538,331	\$ 7,538,331	\$ 4,003,337	\$ 5,292,680	\$ 3,078,998	\$ 3,078,998	\$ 3,078,998	\$ 3,078,998	\$ 5,292,680	\$ 4,003,337	\$ 3,078,998	\$ 4,003,337	\$ 3,078,998	\$ 3,078,998	\$ 3,078,998	\$ 4,003,337
Other Costs - Distribution																							
Other Costs-Substation	\$ 19,994,000	\$ 19,994,000	\$ 19,994,000	\$ 19,994,000	\$ 19,994,000	\$ 19,994,000	\$ 19,994,000	\$ 19,994,000	\$ 15,194,000	\$ 15,194,000	\$ 15,194,000	\$ 15,194,000	\$ 15,194,000	\$ 15,194,000	\$ 15,194,000	\$ 18,994,000	\$ 18,994,000	\$ 18,994,000	\$ 18,994,000	\$ 18,994,000	\$ 18,994,000	\$ 18,994,000	\$ 18,994,000
Grand Total Cost	\$ 80,729,331	\$ 69,053,331	\$ 76,844,331	\$ 62,866,337	\$ 65,761,680	\$ 68,965,680	\$ 83,884,998	\$ 83,948,331	\$ 69,611,331	\$ 61,077,337	\$ 64,038,680	\$ 72,837,998	\$ 81,173,998	\$ 78,137,998	\$ 89,640,998	\$ 76,947,680	\$ 72,758,337	\$ 84,436,998	\$ 85,340,337	\$ 89,804,998	\$ 82,921,998	\$ 89,367,998	\$ 68,303,337

Assumptions:

- 1 Assumed 750 ft Nominal Span Length Between Tangent Structures
- 2 Combined the parallel lengths for the pipeline and railroad from "Evaluation Criteria" table and estimated that the mitigation would be the same cost for both per foot.
- 3 Assumed 96% Labor and Transportation (Contract) and 4% Labor and Transportation (Utility)
- 4 Assumed 88% Engineering & Admin (Utility) and 12% Engineering & Admin (Contract)

E&A (Utility)	88%
E&A (Contract)	12%
L&T (Utility)	4%
L&T (Contract)	96%

		Route
Max	\$ 89,804,998	Route 20
Min	\$ 61,077,337	Route 10