## APPENDIX I

## Planning-Level Cost Estimates



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| Corridor 1 - Linda Vista Road |  |  |  |  |  |  |
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| $\begin{array}{\|c\|} \hline \text { Item } \\ \text { No. } \\ \hline \end{array}$ | Segment Length (LF) | Quantity | Unit | Item | Unit Price | Total |
| Alcala Knolls Dr. to Kramer St. |  |  |  |  |  |  |
| 1 | 2300 | 4600 | LF | Demo Existing Striping | \$2 | \$9,200 |
| 2 | 2300 | 4600 | LF | Stripe bike lane and buffer | \$4 | \$18,400 |
| 3 | 2300 | 4600 | LF | Stripe travel lanes | \$1 | \$4,600 |
| 4 | 2300 | 14 | EA | Stripe bike lane symbols and arrows | \$100 | \$1,400 |
| Section Subtotal |  |  |  |  |  | \$33,600 |
| Kramer St. to Tait St. |  |  |  |  |  |  |
| 1 | 1400 | 2800 | LF | Demo Existing Striping | \$2 | \$5,600 |
| 2 | 1400 | 2800 | LF | Stripe bike lane and buffer | \$4 | \$11,200 |
| 3 | 1400 | 2800 | LF | Stripe travel lanes | \$1 | \$2,800 |
| 4 | 1400 | 8 | EA | Stripe bike lane symbols and arrows | \$100 | \$800 |
| Section Subtotal |  |  |  |  |  | \$20,400 |
| Tait St. to Comstock St. |  |  |  |  |  |  |
| 1 | 1000 | 2000 | LF | Demo Existing Striping | \$2 | \$4,000 |
| 2 | 1000 | 2000 | LF | Stripe bike lane and buffer | \$4 | \$8,000 |
| 3 | 1000 | 2000 | LF | Stripe travel lanes | \$1 | \$2,000 |
| 4 | 1000 | 10 | EA | Stripe bike lane symbols and arrows | \$100 | \$1,000 |
| Section Subtotal |  |  |  |  |  | \$15,000 |
| Ulic St. to Fulton St. |  |  |  |  |  |  |
| 1 | 1600 | 8000 | LF | Demo Existing Striping | \$2 | \$16,000 |
| 2 | 1600 | 3200 | LF | Stripe bike lane and buffer | \$4 | \$12,800 |
| 3 | 1600 | 3200 | LF | Stripe travel lane | \$1 | \$3,200 |
| 4 | 1600 | 1600 | LF | Stripe parking lane | \$1 | \$1,600 |
| 5 | 1600 | 10 | EA | Stripe bike lane symbols and arrows | \$100 | \$1,000 |
| Section Subtotal |  |  |  |  |  | \$34,600 |
| Fulton St. to Mesa College Dr. |  |  |  |  |  |  |
| 1 | 5000 | 20000 | LF | Demo Existing Striping | \$2 | \$40,000 |
| 2 | 5000 | 10000 | LF | Stripe bike lane and buffer | \$4 | \$40,000 |
| 3 | 5000 | 10000 | LF | Stripe travel lane | \$1 | \$10,000 |
| 4 | 5000 | 30 | EA | Stripe bike lane symbols and arrows | \$100 | \$3,000 |
| Section Subtotal |  |  |  |  |  | \$93,000 |
| Mesa College Dr. to 600' N/O Baltic St. |  |  |  |  |  |  |
| 1 | 2600 | 15600 | LF | Demo Existing Striping | \$2 | \$31,200 |
| 2 | 2600 | 5200 | LF | Stripe bike lane and buffer | \$4 | \$20,800 |
| 3 | 2600 | 5200 | LF | Stripe travel lane | \$1 | \$5,200 |
| 4 | 2600 | 3600 | LF | Stripe parking lane | \$1 | \$3,600 |
| 5 | 2600 | 16 | EA | Stripe bike lane symbols and arrows | \$100 | \$1,600 |
| Section Subtotal |  |  |  |  |  | \$62,400 |
| Corridor Subtotal |  |  |  |  |  | \$259,000 |
| 20\% Contingency |  |  |  |  |  | \$52,000 |
| Total |  |  |  |  |  | \$311,000 |


| Corridor 2 - Mesa College Drive |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|} \hline \text { Item } \\ \text { No. } \end{array}$ | Segment <br> Length (LF) | Quantity | Unit | Item | Unit Price | Total |
| Armstrong Street to 100' E/O Armstrong St. and transition zone |  |  |  |  |  |  |
| 1 | 500 | 1000 | LF | Demo Existing Striping | \$2 | \$2,000 |
| 2 | 500 | 1000 | LF | Stripe bike lane | \$2 | \$2,000 |
| 3 | 500 | 1000 | LF | Stripe travel lane | \$1 | \$1,000 |
| 4 | 500 | 500 | LF | Stripe parking lane | \$1 | \$500 |
| 5 | 500 | 4 | EA | Stripe bike lane symbols and arrows | \$100 | \$400 |
| 6 | 500 | 1200 | SF | Stripe continental crosswalk | \$5 | \$6,000 |
| 7 | 500 | 1100 | LF | Remove existing median curb | \$8 | \$8,800 |
| 8 | 500 | 3500 | SF | Remove existing median | \$6 | \$21,000 |
| 9 | 500 | 1100 | LF | Install median curb | \$15 | \$16,500 |
| 10 | 500 | 2000 | SF | Install median | \$11 | \$22,000 |
| 11 | 500 | 2800 | SF | Install AC pavement | \$10 | \$28,000 |
|  |  |  |  |  | Ion Subtotal | \$108,200 |
| 650' E/O Armstrong St. to Ashford St. |  |  |  |  |  |  |
| 1 | 700 | 1400 | LF | Demo Existing Striping | \$2 | \$2,800 |
| 2 | 700 | 1400 | LF | Stripe bike lane | \$2 | \$2,800 |
| 3 | 700 | 1400 | LF | Stripe travel lane | \$1 | \$1,400 |
| 4 | 700 | 700 | LF | Stripe parking lane | \$1 | \$700 |
| 5 | 700 | 6 | EA | Stripe bike lane symbols and arrows | \$100 | \$600 |
| 6 | 700 | 600 | SF | Stripe continental crosswalk | \$5 | \$3,000 |
| 7 | 700 | 1250 | LF | Remove existing median curb | \$8 | \$10,000 |
| 8 | 700 | 1900 | SF | Remove existing median | \$6 | \$11,400 |
| 8 | 700 | 1250 | LF | Install median curb | \$15 | \$18,750 |
| 9 | 700 | 1900 | SF | Install median | \$11 | \$20,900 |
| 10 | 700 | 3500 | SF | Install AC pavement | \$10 | \$35,000 |
|  |  |  |  |  | ion Subtotal | \$107,350 |
| Ashford St. to Linda Vista Rd |  |  |  |  |  |  |
| 1 | 500 | 1500 | LF | Demo Existing Striping | \$2 | \$3,000 |
| 2 | 500 | 1000 | LF | Stripe bike lane | \$2 | \$2,000 |
| 3 | 500 | 750 | LF | Stripe travel lane | \$1 | \$750 |
| 4 | 500 | 500 | LF | Stripe turn lane | \$1 | \$500 |
| 5 | 500 | 4 | EA | Stripe bike lane symbols and arrows | \$100 | \$400 |
| 6 | 500 | 550 | SF | Green pavement paint | \$5 | \$2,750 |
| 7 | 500 | 850 | LF | Remove existing median curb | \$8 | \$6,800 |
| 8 | 500 | 2250 | SF | Remove existing median | \$6 | \$13,500 |
| 9 | 500 | 800 | LF | Install median curb | \$15 | \$12,000 |
| 10 | 500 | 1200 | SF | Install median | \$11 | \$13,200 |
| 11 | 500 | 1200 | SF | Install AC pavement | \$10 | \$12,000 |
| 12 | 500 | 1 | LS | Modify traffic signal | \$100,000 | \$100,000 |
| Section Subtotal |  |  |  |  |  | \$166,900 |
| Corridor Subtotal |  |  |  |  |  | \$383,000 |
| 20\% Contingency |  |  |  |  |  | \$77,000 |
| Total |  |  |  |  |  | \$460,000 |


| Corridor 3 - Genesee Avenue |  |  |  |  |  |  |
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| Item <br> No. | Segment <br> Length (LF) | Quantity | Unit | Item | Unit Price | Total |
| Linda Vista Rd. to Whitney |  |  |  |  |  |  |
| 1 | 1100 | 2200 | LF | Stripe bike lane and buffer | \$4 | \$8,800 |
| 2 | 1100 | 8 | EA | Stripe bike lane symbols and arrows | \$100 | \$800 |
|  Section Subtotal $\$ 9,600$ |  |  |  |  |  |  |
| Linda Vista Rd. to 350' E/O Linda Vista |  |  |  |  |  |  |
| 1 | 350 | 1050 | LF | Demo Existing Striping | \$2 | \$2,100 |
| 2 | 350 | 700 | LF | Stripe bike lane and buffer | \$4 | \$2,800 |
| 3 | 350 | 350 | LF | Stripe turn lane | \$1 | \$350 |
| 4 | 350 |  | EA | Stripe bike lane symbols and arrows | \$100 | \$400 |
| Section Subtotal |  |  |  |  |  | \$5,650 |
| 350' E/O Linda Vista Rd. to 300' E/O Richland St. |  |  |  |  |  |  |
| 1 | 770 | 1540 | LF | Stripe bike lane and buffer | \$4 | \$6,160 |
| 2 | 770 | 6 | EA | Stripe bike lane symbols and arrows | \$100 | \$600 |
| 2 | 770 | 800 | SF | Stripe continental crosswalk | \$5 | \$4,000 |
| Section Subtotal |  |  |  |  |  | \$10,760 |
| Corridor Subtotal |  |  |  |  |  | \$27,000 |
| 20\% Contingency |  |  |  |  |  | \$6,000 |
| Total |  |  |  |  |  | \$33,000 |


| Corridor 4 - Ulric Street |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{c\|} \text { Item } \\ \text { No. } \end{array}$ | Segment <br> Length (LF) | Quantity | Unit | Item | Unit Price | Total |
| Tait St. to David St. |  |  |  |  |  |  |
| 1 | 410 |  | LS | Lighting | \$30,000 | \$30,000 |
| 2 | 410 | 2460 | LF | Demo Existing Striping | \$2 | \$4,920 |
| 3 | 410 | 820 | LF | Stripe bike lane and buffer | \$4 | \$3,280 |
| 4 | 410 | 410 | LF | Stripe turn lane | \$1 | \$410 |
| 5 | 410 | 410 | LF | Stripe painted median | \$5 | \$2,050 |
| 6 | 410 | 8 | EA | Stripe bike lane symbols and arrows | \$100 | \$800 |
| 7 | 410 | 800 | SF | Stripe continental crosswalk | \$5 | \$4,000 |
| 8 | 410 | 600 | SF | Green pavement paint | \$5 | \$3,000 |
| 9 | 410 | 410 | LF | Stripe cycle track | \$1 | \$410 |
| 10 | 410 | 100 | LF | Remove existing curb and gutter | \$8 | \$800 |
| 11 | 410 | 400 | SF | Remove existing sidewalk | \$6 | \$2,400 |
| 12 | 410 | 100 | LF | Install curb and gutter | \$15 | \$1,500 |
| 13 | 410 | 800 | SF | Install sidewalk | \$11 | \$8,800 |
| 14 | 410 | 2 | EA | Install curb ramp | \$3,500 | \$7,000 |
| 15 | 410 | 650 | LF | Install median curb | \$15 | \$9,750 |
| 16 | 410 | 650 | SF | Install median | \$11 | \$7,150 |
| 17 | 410 | 1500 | SF | Install AC pavement | \$10 | \$15,000 |
| 18 | 410 |  | LS | Modify traffic signal | \$120,000 | \$120,000 |
|  |  |  |  |  | ion Subtotal | \$221,270 |
| David St. to Fashion Hills Blvd. |  |  |  |  |  |  |
| 1 | 2300 |  | LS | Lighting | \$150,000 | \$150,000 |
| 2 | 2300 | 13800 | LF | Demo Existing Striping | \$2 | \$27,600 |
| 3 | 2300 | 2300 | LF | Stripe bike lane and buffer | \$4 | \$9,200 |
| 4 | 2300 | 2300 | LF | Stripe painted median | \$5 | \$11,500 |
| 5 | 2300 | 28 | EA | Stripe bike lane symbols and arrows | \$100 | \$2,800 |
| 6 | 2300 | 900 | SF | Stripe continental crosswalk | \$5 | \$4,500 |
| 7 | 2300 | 2300 | LF | Stripe cycle track | \$1 | \$2,300 |
| 8 | 2300 | 4500 | LF | Install median curb | \$15 | \$67,500 |
| 9 | 2300 | 4500 | SF | Install median | \$11 | \$49,500 |
| 10 | 2300 | 9000 | SF | Install AC pavement | \$10 | \$90,000 |
| 11 | 2300 | 2300 | LF | Relocate existing K-rail | \$25 | \$57,500 |
| 12 | 2300 |  | LS | Modify traffic signal | \$120,000 | \$120,000 |
| Section Subtotal |  |  |  |  |  | \$592,400 |


| Corridor 4 - Ulric Street (cont.) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fashion Hills Blvd. to SB 163 Ramp |  |  |  |  |  |  |
| 1 | 1800 | 1 | LS | Lighting | \$120,000 | \$120,000 |
| 2 | 1800 | 12600 | LF | Demo Existing Striping | \$2 | \$25,200 |
| 3 | 1800 | 1800 | LF | Stripe bike lane and buffer | \$4 | \$7,200 |
| 4 | 1800 | 1800 | LF | Stripe travel lane | \$1 | \$1,800 |
| 5 | 1800 | 1800 | LF | Stripe painted median | \$5 | \$9,000 |
| 6 | 1800 | 24 | EA | Stripe bike lane symbols and arrows | \$100 | \$2,400 |
| 7 | 1800 | 1800 | LF | Stripe cycle track | \$1 | \$1,800 |
| 8 | 1800 | 60 | LF | Remove existing curb and gutter | \$8 | \$480 |
| 9 | 1800 | 60 | LF | Install curb and gutter | \$15 | \$900 |
| 10 | 1800 | 340 | SF | Install sidewalk | \$11 | \$3,740 |
| 11 | 1800 | 150 | SF | Install retaining wall | \$75 | \$11,250 |
| 12 | 1800 | 3 | EA | Install curb ramp | \$3,500 | \$10,500 |
| 13 | 1800 | 3400 | LF | Install median curb | \$15 | \$51,000 |
| 14 | 1800 | 4400 | SF | Install median | \$11 | \$48,400 |
| 15 | 1800 | 6800 | SF | Install AC pavement | \$10 | \$68,000 |
| 16 | 1800 | 70 | LF | Safety Rail/Fence | \$315 | \$22,050 |
| 17 | 1800 | 2 | EA | Install bus shelter | \$12,000 | \$24,000 |
|  |  |  |  |  | n Subtotal | \$407,720 |
| SB 163 Ramp to Friars Rd. widening |  |  |  |  |  |  |
| 1 | 300 | 1800 | LF | Demo Existing Striping | \$2 | \$3,600 |
| 2 | 300 | 300 | LF | Stripe cycle track | \$1 | \$300 |
| 3 | 300 | 1200 | LF | Stripe turn lane | \$1 | \$1,200 |
| 4 | 300 | 8 | EA | Stripe bike lane symbols and arrows | \$100 | \$800 |
| 5 | 300 | 100 | LF | Remove existing curb and gutter | \$8 | \$800 |
| 6 | 300 | 650 | SF | Remove existing sidewalk | \$6 | \$3,900 |
| 7 | 300 | 100 | LF | Install curb and gutter | \$15 | \$1,500 |
| 8 | 300 | 850 | SF | Install sidewalk | \$11 | \$9,350 |
| 9 | 300 |  | EA | Install curb ramp | \$3,500 | \$3,500 |
| 10 | 300 | 600 | LF | Install median curb | \$15 | \$9,000 |
| 11 | 300 | 600 | SF | Install median | \$11 | \$6,600 |
| 12 | 300 | 1500 | SF | Install AC pavement | \$10 | \$15,000 |
| 13 | 300 |  | LS | Modify traffic signal | \$250,000 | \$250,000 |
| Section Subtotal |  |  |  |  |  | \$305,550 |
| Corridor Subtotal |  |  |  |  |  | \$1,527,000 |
| 20\% Contingency |  |  |  |  |  | \$306,000 |
| Total |  |  |  |  |  | \$1,833,000 |


| Corridor 5 - Via Las Cumbres |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|c} \text { Item } \\ \text { No. } \end{array}$ | Segment Length (LF) | Quantity | Unit | Item | Unit Price | Total |
| Linda Vista Rd. to Camino Costanero (sidewalk) |  |  |  |  |  |  |
| 1 | 200 | 1000 | SF | Install sidewalk | \$15 | \$15,000 |
| 2 | 200 | 450 | CY | Soil excavation | \$10 | \$4,500 |
| 3 | 200 | 800 | SF | Install retaining wall | \$75 | \$60,000 |
| Section Subtotal |  |  |  |  |  | \$79,500 |
| Camino Costanero to Friars Rd. (sidewalk) |  |  |  |  |  |  |
| 1 | 900 | 4500 | SF | Install sidewalk | \$15 | \$67,500 |
| 2 | 900 | 1000 | CY | Soil excavation | \$10 | \$10,000 |
| 3 | 900 | 1800 | SF | Install retaining wall | \$75 | \$135,000 |
| Section Subtotal |  |  |  |  |  | \$212,500 |
| Corridor Subtotal |  |  |  |  |  | \$292,000 |
| 20\% Contingency |  |  |  |  |  | \$59,000 |
| Total |  |  |  |  |  | \$351,000 |


| Improvement Area A |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|c} \text { Item } \\ \text { No. } \end{array}$ | Quantity | Unit | Item | Unit Price | Total |
| Recommended: Striping Modifications |  |  |  |  |  |
| 1 |  | LS | Re-Striping \& Signs | \$11,300 | \$11,300 |
| 2 | 12 | EA | Delineators | \$45 | \$540 |
| 3 | 350 | LF | Safety Rail/Fence | \$315 | \$110,250 |
| 4 |  | EA | Curb Ramp | \$3,500 | \$3,500 |
| Section Subtotal |  |  |  |  | \$126,000 |
| 20\% Contingency |  |  |  |  | \$26,000 |
|  |  |  |  | Total $=$ | \$152,000 |
| Alternative: Realign Ramps |  |  |  |  |  |
| 1 |  | LS | Realign Ramps | \$3,000,000 | \$3,000,000 |
| Section Subtotal |  |  |  |  | \$3,000,000 |
| 20\% Contingency |  |  |  |  | \$600,000 |
| Total $=$ |  |  |  |  | \$3,600,000 |


| Improvement Area B |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|c} \text { Item } \\ \text { No. } \end{array}$ | Quantity | Unit | Item | Unit Price | Total |
| Protected Intersection for Bikes \& Pedestrians |  |  |  |  |  |
| 1 | 1 | LS | Re-striping (crosswalks) | \$10,000 | \$10,000 |
| 2 | 1 | LS | Upgrade Traffic Signals | \$250,000 | \$250,000 |
| 3 | 2 | EA | Median Nose Adjustment | \$5,000 | \$10,000 |
| 4 | 420 | LF | Remove existing curb and gutter | \$10 | \$4,200 |
| 5 | 3200 | SF | Remove Sidewalk | \$2 | \$6,400 |
| 6 | 500 | SF | Full depth AC removal | \$3 | \$1,500 |
| 7 | 400 | LF | New curb and gutter | \$25 | \$10,000 |
| 8 | 4200 | SF | New sidewalk | \$10 | \$42,000 |
| 9 | 2600 | LF | Green Paint | \$5 | \$13,000 |
| 10 | 8 | EA | New large curb ramps | \$7,500 | \$60,000 |
| 11 | 1 | EA | Reduce Curb Radius | \$25,000 | \$25,000 |
| 12 | 1600 | SF | Right-of-way acquisition | \$30 | \$48,000 |
| Section Subtotal |  |  |  |  | \$433,000 |
| 20\% Contingency |  |  |  |  | \$87,000 |
| Total |  |  |  |  | \$520,000 |


| Improvement Area C |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\left\lvert\, \begin{gathered} \text { Item } \\ \text { No. } \end{gathered}\right.$ | Quantity | Unit | Item | Unit Price | Total |
| Recommended: No Signal Improvements |  |  |  |  |  |
| 1 | 1 | LS | Re-striping intersection | \$5,000 | \$5,000 |
| 2 | 5 | EA | Curb Ramp | \$3,500 | \$17,500 |
| 3 | 4 | EA | Median Nose Adjustment | \$5,000 | \$20,000 |
| 4 | 1 | EA | Pedestrian Refugee Island | \$12,000 | \$12,000 |
| 5 |  | EA | Bus Shelter | \$14,500 | \$14,500 |
| Section Subtotal |  |  |  |  | \$69,000 |
| 20\% Contingency |  |  |  |  | \$14,000 |
|  |  |  |  | Total | \$83,000 |
| Alternative: Full Signal |  |  |  |  |  |
| 1 |  | LS | Re-striping intersection | \$10,000 | \$10,000 |
| 2 | 5 | EA | Curb Ramp | \$3,500 | \$17,500 |
| 3 | 2 | EA | Median Nose Adjustment | \$5,000 | \$10,000 |
| 4 | 1 | EA | Pedestrian Refugee Island | \$12,000 | \$12,000 |
| 5 |  | LS | New Signal | \$200,000 | \$200,000 |
| 6 |  | EA | Bus Shelter | \$14,500 | \$14,500 |
| Section Subtotal |  |  |  |  | \$264,000 |
| 20\% Contingency |  |  |  |  | \$53,000 |
| Total |  |  |  |  | \$317,000 |


| Improvement Area D |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Item No. | Quantity | Unit | Item | Unit Price | Total |
| Ulric St / Osler St Recommended: Curb Pop-outs |  |  |  |  |  |
| 1 |  | LS | Re-striping | \$5,000 | \$5,000 |
| 2 | 4 | EA | Curb Pop-out with Ramp | \$25,000 | \$100,000 |
| 3 |  | EA | Cross gutter | \$20,000 | \$40,000 |
| Section Subtotal |  |  |  |  | \$145,000 |
| Ulric St / Osler St Alternative: Full Traffic Signal |  |  |  |  |  |
| 1 |  | LS | Re-striping | \$5,000 | \$5,000 |
| 2 |  | EA | Full Traffic Signal \& Striping | \$180,000 | \$180,000 |
| Section Subtotal |  |  |  |  | \$185,000 |
|  |  |  |  |  |  |
| Ulric St / Eastman St |  |  |  |  |  |
| 1 |  | LS | Re-striping | \$5,000 | \$5,000 |
| 2 |  | EA | Curb Pop-out with Ramp | \$25,000 | \$100,000 |
| Section Subtotal |  |  |  |  | \$105,000 |
|  |  |  |  |  |  |
| Ulric St / Fulton St |  |  |  |  |  |
| 1 |  | LS | Re-striping | \$5,000 | \$5,000 |
| 2 |  | EA | Curb Pop-out with Ramp | \$25,000 | \$100,000 |
| 3 |  | EA | Cross gutter | \$20,000 | \$40,000 |
| Section Subtotal |  |  |  |  | \$145,000 |
| Improvement Area Subtotal (recommended) |  |  |  |  | \$395,000 |
| 20\% Contingency |  |  |  |  | \$79,000 |
| Total (recommended) |  |  |  |  | \$474,000 |
| Improvement Area Subtotal (alternative) |  |  |  |  | \$435,000 |
| 20\% Contingency |  |  |  |  | \$87,000 |
| Total (alternative) |  |  |  |  | \$522,000 |


| Improvement Area E |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Item No. | Quantity | Unit | Item | Unit Price | Total |
| Recommended: Protected Intersection |  |  |  |  |  |
| 1 |  | LS | Re-striping | \$25,000 | \$25,000 |
| 2 | 200 | LF | Remove curb and gutter | \$10 | \$2,000 |
| 3 | 4500 | SF | Remove sidewalk | \$2 | \$9,000 |
| 4 | 200 | LF | New curb and gutter | \$25 | \$5,000 |
| 5 | 6000 | SF | New Sidewalk | \$10 | \$60,000 |
| 6 |  | EA | Traffic Signal Modification | \$250,000 | \$250,000 |
| 7 |  | EA | Bus Shelter | \$12,000 | \$12,000 |
| 8 |  | EA | New large curb ramps | \$7,500 | \$60,000 |
| 9 |  | EA | Median Nose Adjustment | \$5,000 | \$20,000 |
| Section Subtotal |  |  |  |  | \$443,000 |
| 20\% Contingency |  |  |  |  | \$89,000 |
| Total |  |  |  |  | \$532,000 |
| Alternative: 2-Lane Roundabout |  |  |  |  |  |
| 1 |  | LS | 2-Lane Roundabout | \$2,000,000.00 | \$2,000,000 |
| Section Subtotal |  |  |  |  | \$2,000,000 |
| 20\% Contingency |  |  |  |  | \$400,000 |
| Total |  |  |  |  | \$2,400,000 |


| Improvement Area F |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\left\lvert\, \begin{gathered} \text { Item } \\ \text { No. } \end{gathered}\right.$ | Quantity | Unit | Item | Unit Price | Total |
| Recommended: Road Widening |  |  |  |  |  |
| 1 | 1 | LS | Re-striping \& Signage | \$13,000 | \$13,000 |
| 2 | 4 | EA | Curb Ramp | \$3,500 | \$14,000 |
| 3 | 600 | LF | Remove curb and gutter | \$10 | \$6,000 |
| 4 | 500 | SF | Remove sidewalk | \$2 | \$1,000 |
| 5 | 4600 | SF | New Sidewalk | \$10 | \$46,000 |
| 6 | 1500 | SF | Retaining Wall | \$75 | \$112,500 |
| 7 | 600 | LF | New curb and gutter | \$25 | \$15,000 |
| 8 |  | LS | AC Repair | \$6,000 | \$6,000 |
|  |  |  |  | ction Subtotal | \$214,000 |
|  |  |  |  | \% Contingency | \$43,000 |
|  |  |  |  | Total | \$257,000 |
| Alternative: Re-Align Ramp |  |  |  |  |  |
| 1 |  | LS | Re-align Ramp | \$1,500,000 | \$1,500,000 |
| Section Subtotal |  |  |  |  | \$1,500,000 |
| 20\% Contingency |  |  |  |  | \$300,000 |
| Total |  |  |  |  | \$1,800,000 |


| Improvement Area G \& I |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|} \text { Item } \\ \text { No. } \end{array}$ | Quantity | Unit | Item | Unit Price | Total |
| Comstock St |  |  |  |  |  |
| 1 | 1 | LS | Re-striping \& Signage | \$25,000 | \$25,000 |
| 2 | 6 | EA | Curb Ramp | \$3,500 | \$21,000 |
| 3 | 2 | EA | Pedestrian Refugee Island | \$12,000 | \$24,000 |
| 4 | 1 | EA | Rectangular rapid flashing beacon (RRFB) | \$30,000 | \$30,000 |
| 5 | 2 | EA | Bus Shelters | \$12,000 | \$24,000 |
| 6 | 1 | LS | Street Lights (Including Service, Conduits, etc.) | \$100,000 | \$100,000 |
| 7 | 1300 | LF | Remove Curb and Gutter | \$10 | \$13,000 |
| 8 | 7800 | SF | Remove Sidewalk | \$2 | \$15,600 |
| 9 | 4500 | SF | Full depth AC removal | \$3 | \$13,500 |
| 10 | 1300 | LF | New Curb and Gutter | \$25 | \$32,500 |
| 11 | 12300 | SF | New Sidewalk | \$10 | \$123,000 |
| 12 |  | LS | Landscaping and Irrigation | \$30,000 | \$30,000 |
| Section Subtotal |  |  |  |  | \$452,000 |
|  |  |  |  |  |  |
| Ulric St |  |  |  |  |  |
| 1 |  | LS | Re-striping \& Signage | \$10,000 | \$10,000 |
| 2 | 1 | EA | Pedestrian Refugee Island | \$12,000 | \$12,000 |
| 3 | 5 | EA | Curb Pop-out with Ramp | \$20,000 | \$100,000 |
| Section Subtotal |  |  |  |  | \$122,000 |
|  |  |  |  |  |  |
| Linda Vista Rd |  |  |  |  |  |
| 1 |  | LS | Re-striping \& Signage | \$10,000 | \$10,000 |
| 2 | 1 | LS | Street Lights (Including Service, Conduits, etc.) | \$120,000 | \$120,000 |
| 3 | 12000 | SF | Multi-use Path | \$10 | \$120,000 |
| 4 | 1 | EA | Sculpture/Water Fountain/Monument | \$30,000 | \$30,000 |
| 5 | 10500 | SF | Remove Sidewalk | \$2 | \$21,000 |
| 6 | 12200 | SF | Full depth AC removal | \$3 | \$36,600 |
| 7 | 21500 | SF | New Sidewalk | \$10 | \$215,000 |
| 8 | 2100 | LF | New Median Curb and Gutter | \$25 | \$52,500 |
| 9 |  | LS | Landscaping and Irrigation | \$65,000 | \$65,000 |
| Section Subtotal |  |  |  |  | \$671,000 |


| Improvement Area G \& I (cont.) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Item No. | Quantity | Unit | Item | Unit Price | Total |
| Morley St Recommended: Traffic Calming with Speed Humps |  |  |  |  |  |
| 1 |  | LS | Re-striping \& Signage | \$2,000 | \$2,000 |
| 2 | 4 | EA | Speed Humps | \$3,500 | \$14,000 |
| Section Subtotal |  |  |  |  | \$16,000 |
| Morley St Alternative: One Way |  |  |  |  |  |
| 1 |  | EA | Partial closure for one way | \$50,000 | \$50,000 |
| Section Subtotal |  |  |  |  | \$50,000 |
| Improvement Area Subtotal (recommended) |  |  |  |  | \$1,261,000 |
| 20\% Contingency |  |  |  |  | \$253,000 |
| Total (recommended) |  |  |  |  | \$1,514,000 |
| Improvement Area Subtotal (alternative) |  |  |  |  | \$1,295,000 |
| 20\% Contingency |  |  |  |  | \$259,000 |
| Total (alternative) |  |  |  |  | \$1,554,000 |


| Improvement Area J |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|l\|l} \text { Item } \\ \text { No. } \end{array}$ | Quantity | Unit | Item | Unit Price | Total |
| 1 | 1 | LS | Re-striping \& Signage | \$3,000 | \$3,000 |
| 2 | 1 | EA | HAWK Signal | \$150,000 | \$150,000 |
| 3 | 2 | EA | Curb Ramp | \$3,500 | \$7,000 |
| 4 | 1 | EA | Pedestrian Refuge Island | \$12,000 | \$12,000 |
| Section Subtotal |  |  |  |  | \$172,000 |
| 20\% Contingency |  |  |  |  | \$34,400 |
| Total $=$ |  |  |  |  | \$206,400 |


| Improvement Area L |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|c\|} \hline \text { Item } \\ \text { No. } \end{array}$ | Quantity | Unit | Item | Unit Price | Total |
| Recommended: Pop-outs at Kramer St / Coolidge St |  |  |  |  |  |
| 1 | 1 | LS | Re-striping \& Signage | \$4,000 | \$4,000 |
| 2 | 4 | EA | Curb Pop-out with Ramp | \$20,000 | \$80,000 |
| 3 | 2 | EA | Sidewalk Pop-out with Ramp | \$10,000 | \$20,000 |
| 4 | 4 | EA | Bike Rack | \$300 | \$1,200 |
| 5 |  | LS | Street Lights (Including Service, Conduits, etc.) | \$30,000 | \$30,000 |
| 6 | 1 | EA | Raised Crosswalk | \$10,000 | \$10,000 |
| Section Subtotal |  |  |  |  | \$146,000 |
| 20\% Contingency |  |  |  |  | \$30,000 |
|  |  |  |  | Total= | \$176,000 |
| Alternative: Traffic Circle at Kramer St / Coolidge St |  |  |  |  |  |
| 1 | 1 | LS | Re-striping \& Signage | \$4,000 | \$4,000 |
| 2 | 1 | EA | 30' Diameter Traffic Circle | \$50,000 | \$50,000 |
| 3 | 8 | EA | Curb Ramp | \$3,500 | \$28,000 |
| 4 | 2 | EA | Sidewalk Pop-out with Ramp | \$10,000 | \$20,000 |
| 5 | 4 | EA | Bike Rack | \$300 | \$1,200 |
| 6 | 1 | LS | Street Lights (Including Service, Conduits, etc.) | \$30,000 | \$30,000 |
| 7 | 1 | EA | Raised Crosswalk | \$10,000 | \$10,000 |
| Section Subtotal |  |  |  |  | \$144,000 |
| 20\% Contingency |  |  |  |  | \$29,000 |
| Total= |  |  |  |  | \$173,000 |

