PART I:
General Project Information

1. **Project Title:** *(Include general location and category of work within the title. For example "Porter St (Soquel-Main St) Road Rehab". Please avoid using "Improvement" as part of the title and provide more descriptive title of what modifications are being done.)*

2. **Total Funding Requested:** $ 500,000

   Total Project Cost: $ $6,200,000

3. **Implementing Agency:** City of Santa Cruz

4. **Sponsoring Public Agency that has Master Agreement with Caltrans:** *(if different from implementing agency)*

5. **This is priority number** 3 **of** 5 **projects submitted.** (*If requesting funds for more than one project)*

6. **Project summary:** *(Briefly describe the project in 1 to 2 sentences)*
   The project adds lanes to the Highway 1 and 9 intersection to improve operations. The intersection will be upgraded to include standard lane widths, transitions, lighting, sidewalks and access ramps.

7. **Project Description/Scope:** *(Describe the scope of work for the project, including all capital improvements or program characteristics. Please describe the improvements associated with each mode of transportation as applicable. Attach additional information if needed.)*
   The City improved pedestrian and bike access and safety by constructing the Highway 1 underpass to allow these modes to bypass the busy Hwy 1/9 intersection. That project was completed with local funds in anticipation of the Hwy 1/9 project.
   This project adds: a second lane northbound, a shoulder/bike lane in both directions and a thru/left lane on southbound Hwy 9; a second left lane eastbound on Hwy 1; a thru/left and lengthens the right lanes on River Street northbound. Install traffic signal interconnect to Encinal. All lanes will meet standard widths and transitions, which they currently do not. Sidewalk will be added to the eastern side of Hwy 9 and access ramps will be upgraded to current standards. Existing bike lanes and sidewalks will be maintained/replaced. Street lights will be converted to energy efficient LED.

8. **Regional Transportation Plan (RTP) Project Number:** *(from draft 2014 RTP Project List, approved by the RTC August 15, 2013)* SC25

   a. Project costs are identified as ☒ "Constrained" or ☐ "Unconstrained" in the RTP list *(8/2013)*

9. **Project Cost by Mode:** *(List the approximate percentage of total project costs related to different transportation modes in the chart below. Project description (above) must include explanation of what will be done related to each applicable mode. For bicycle, pedestrian and transit components, indicate how much of the cost is associated with a new facility versus replacement of existing facility. For instance if a new sidewalk is added as part of a larger road where no sidewalk*

previously existed, that cost would be shown as "new". If an existing sidewalk is taken out to widen the road, then a replacement sidewalk built, show cost under "replacement".)

	% of Total Cost by Mode	New facility cost (not replacement)	Replacement
Road Rehab	%		
Road –Auto Serving	70 %		
Bicycle	5 %	$ 260,000	$ 50,000
Pedestrian	5 %	$ 260,000	$ 50,000
Transit	10 %	$ 620,000	$
TSM*	10%	$ 620,000	$
TDM*	%		
Planning	%		
TOTAL	100%		

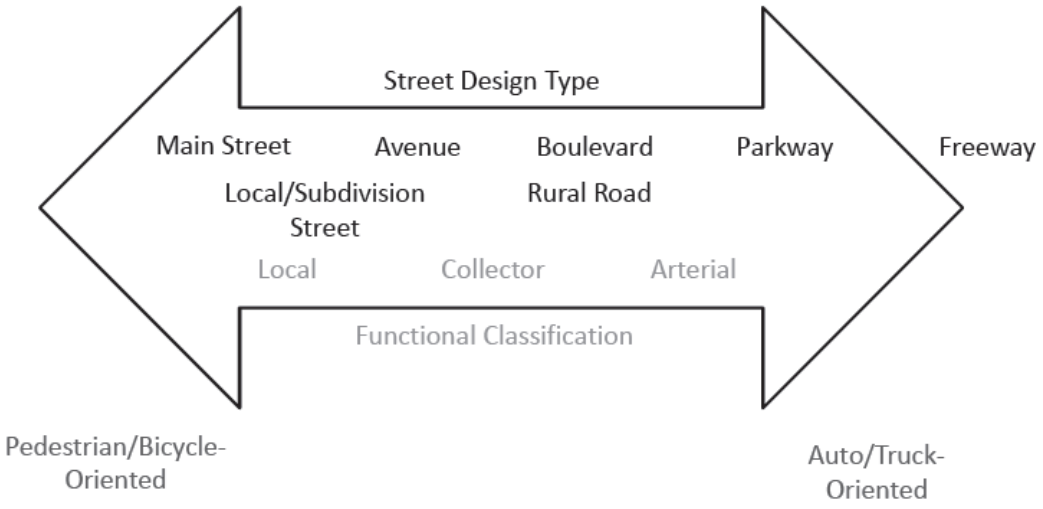
**TSM=Transportation System Management (ex. ITS, signal synchronization); TDM=Transportation Demand Management (ex. rideshare programs)*

10. **Project Location** and Limits or Service Area: *(attach an 8 1/2" x 11" map and/or photos if available/ applicable; include street names)*

Project is located at the State Highway 1/9 intersection, with limits at PM 17.5/17.7 on Hwy 1 and PM 0.0/0.2 on Hwy 9.

a. **Project Length:** *(in miles or feet, if applicable)* 0.5 miles

b. **Circle the Complete Street Design Type:** *(See Table 2 of the Complete Streets Guidebook online at http://sccrtc.org/projects/multi-modal/monterey-bay-area-complete-streets-guidebook/ for description)*



c. **Provide information on existing and projected conditions/context for projects on roadways** *(if applicable)*:

	Existing	**With project** *(write "N/C" if no change)*
Functional classification of this road, as defined by FHWA?*	Highway	N/C
Right-of-way width	Varies	Varies
Roadway pavement width	Varies	Varies
# of automobile lanes	NB/EB:5/5 SB/WB:5/5	NB/EB: 6/6 SB/WB: 7/6
2-Way Center Turn Lane (Yes/No)	No	No
Sidewalks (none, one side or both?)	On 3 quadrants	On 4 quadrants
Sidewalk width	6	6
Landscaping (Yes/No)	No	No
On-Street Parking (Yes/No)	No	No
Shoulder width	0'	8'
Bike lane width	4-5'	4-8'
Intersections (Signalized/unsignalized)	Signalized	N/C
Pavement condition (poor, fair, good)	Fair	Good
Posted speed limit	25-45	N/C
Traffic Volumes	85,000	110,000 (2030) (projected, what year)
Transit Route/Stops (Yes/No)	No	N/C
Truck Route (Yes/No)	Yes	N/C
Are accommodations for seniors, disabled, and youth/students sufficient? (Yes/No)	Yes	Yes

**Note: STP funds cannot be used on roads functionally classified as "local" or "rural minor collectors" except for bridges not on federal-aid highways and as shown under STP Eligible Activities*

11. **Project Schedule** *(Enter the proposed schedule or actual completion of various project milestones. Complete either section A. Capital Projects or B. Non-Capital Projects, as appropriate):*

A. Capital Projects:

Project Milestone			**Month/Year**
Begin Environmental (PA&ED) Phase			In progress
Circulate Draft Environmental Document	**Document Type** *(ex. EIR)* IS/Mit Neg Dec		11/2013
End Environmental Phase (PA&ED Milestone)			12/2013
Begin Design (PS&E) Phase			12/2013
End Design Phase (complete PS&E)			6/2014
Begin Right of Way Phase			12/2013
End Right of Way Phase (Right of Way Certification Milestone)			6/2013
Request Authorization to Proceed with Construction (completion of all prior tasks)			9/2014
Award Contract			1/2015
End Construction Phase (Construction Contract Acceptance Milestone)			1/2016
End Closeout Phase (Closeout Report)			4/2016

PART II
Project Benefits

Given the large backlog of transportation needs in the region and the extremely limited amount of funding available, it is important to ensure that funds are used cost effectively to maximize benefits to the transportation system. Additionally state and federal rules, as well as RTC policies, require consideration of how projects will contribute towards implementation of the long-range transportation plan, the achievement of one or more transportation goals, and implementation of state and federal policies including the California Complete Streets Act of 2008, SB375, and MAP-21. Project benefits will be taken into consideration when evaluating projects. ***Projects are not expected to address all of the following. Please write N/A where something is not applicable to your project.***

1. **Generally, what are the benefits of this project?** *(ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)*

   The intersection has been a significant concern of the community, City, County and other agencies for many years and a bottleneck for all users. The project will improve access and safety, reduce congestion, energy use and emissions. The City has been advocating and pursuing the project development for quite some time due to its importance to access for the university, Santa Cruz west side, Harvey West Area and Downtown. Its is one of the Council's highest transportation priorities.

2. **How many travelers will be directly served by this project per day? _____**
   a. ADT volumes *(if applicable)* 85,000
   b. Other *(e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants)* Unknown # of bikes and pedestrians
   c. For projects with bike, ped, transit, or TDM elements – Number of people expected to shift from automobile to alternative mode _____ *(average per day)*
   d. Source(s) used to develop estimates shown above: Previous studies.
   (e.g. http://www.ite.org/tripgeneration/otherresources.asp)

3. **Who are the primary travelers served/targeted by project?**

☐ Commuters	☐ Recreational users	☐ Visitors
☐ Youth	☐ K-12 Students	☐ College Students
☐ Low income	☐ Seniors	☐ Disabled
☒ Other All of the above.		

   a. Briefly describe indirect beneficiaries of the project, if any:

   Transit users due to improved access for all buses.

4. **What are the key destinations served by this project and distance** *(in approximate feet)* **from project/facility?**

☐ Employment centers _____feet	☐ Senior centers _____feet
☐ Senior housing _____feet	☐ K-12 Schools _____feet
☐ Groceries/Services _____feet	☐ Retail/Commercial center _____feet
☐ Transit centers _____feet	☐ Visitor destination _____feet
☐ Parks/recreational area _____feet	☐ Civic/public facilities _____feet
☒ Other All the above.	

a. Are there other planned transportation and/or land use projects that could affect circulation in the project area in the future? *If yes, list projects.*

Highway 1 Bridge Replacement. General Plan and University Buildout.

b. Are planned (future) land use projects anticipated to increase travel demand through project area? *(Mark yes or no for each mode)*

Car: [X] Yes [ ] No **Transit:** [X] Yes [ ] No **Truck/Goods:** [X] Yes [ ] No
Bike: [X] Yes [ ] No **Pedestrian:** [X] Yes [ ] No

5. What travel condition(s) are improved or impacted as a result of the proposed project design? *Check all that apply.*

- [X] Safety: Improves transportation safety
  - [X] There are currently perceived safety/speeding issues in the project area
  - [X] Project will reduce fatal and/or injury collisions
    - [X] There is a history of collisions in the project area
      - Number of severe injury or fatal incidents in project area in past 10 years___ (Source? e.g. http://tims.berkeley.edu 0.68 veh/million vs 0.43 expected veh/mil)
  - [X] Improves safety for which modes: All users
    - [ ] Reduces potential for conflict between cyclists and/or pedestrians and vehicles
  - [X] Safety improved for youth, vulnerable users (pedestrians/bicyclist), and transportation disadvantaged (low income, seniors, disabled, minority status)
  - [X] Provides access to emergency services
- [X] System Preservation: Preserves existing transportation infrastructure/facilities or services
  - Pavement: Current PCI of road Fair. Projected PCI with project Good
  - Why is this location/facility a priority for preservation, especially over other facilities? *(e.g. is project part of a pavement management plan)* Number and type of users.
- [ ] Reduces Vehicle Miles Traveled (VMT)
  - [ ] Reduces vehicle miles traveled per capita
  - [ ] Shifts automobile travel to alternative modes
    - [ ] Decreases the number of people traveling in single occupancy vehicles
    - [ ] Improves access to alternative modes (walk, bike, bus, carpool, etc)
    - [ ] Increases the percentage of people that could walk, bike, or take transit to key destinations within 30-minutes or less
    - [ ] Increases ridesharing
    - [ ] Increases telework options
    - [ ] Expands Transportation Demand Management (TDM) Programs
  - [ ] Reduces the need for travel
- [ ] Improves multimodal Level of Service
  - [ ] New multiuse path
  - [ ] Reduces automobile speeds, describe (e.g. traffic calming, speed limit, etc)

- ☒ Increases walking
  - ☒ There are currently lacking/insufficient pedestrian facilities
  - ☒ Improves connectivity, fills gap in sidewalk/pedestrian path network
    - ☐ Reduces distance to walk trip between neighborhood and key destination
  - ☒ Adds new sidewalks or paths on: ☒ one or ☐ both sides of the street
  - ☐ Widens sidewalk path of travel for current and projected pedestrian volumes
  - ☐ Adds missing curb ramps
  - ☒ Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan
  - ☐ Reduces pedestrian crossing distance
  - ☐ Adds pedestrian signal heads
  - ☐ Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
  - ☐ Adds audible countdown at intersection
  - ☐ Adds pedestrian-level lighting
  - ☒ Adds high visibility crosswalks
  - ☐ Adds illumination at crosswalks
  - ☐ Other crosswalk enhancements
  - ☒ Adds median safety islands
  - ☐ Minimizes driveways
  - ☐ Adds wayfinding signage
  - ☐ Adds shade trees (Street trees)
  - ☐ Adds planter or buffer strips
  - ☐ Adds benches or other types of seating
- ☒ Increases bicycling
  - ☒ There are currently lacking/insufficient bicycle facilities
  - ☒ Improves connectivity, fills gap in bicycle network
    - ☐ Reduces distance to bike trip between neighborhood and key destination
  - ☐ New Class I bicycle path
  - ☒ New Class II bicycle path
  - ☐ Shared-Lane Marking (Sharrow)
  - ☐ New Bicycle boulevard
  - ☐ Widens bicycle lanes from ____ feet to _____feet wide
  - ☒ Widens outside lanes or improve shoulders
  - ☒ Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
  - ☐ Adds bicycle box at intersection
  - ☐ Adds color-treated bicycle lane
  - ☐ Adds floating bicycle lane
  - ☒ Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
  - ☐ Adds route/wayfinding signage
  - ☐ Adds long-term bicycle parking (e.g., for commuters and residents)
  - ☐ Adds short-term bicycle parking
- ☒ Increases public transit usage

- ☐ There are currently lacking/insufficient transit facilities
- ☐ There are currently lacking/insufficient transit service
- ☐ Improves connectivity of transit, fills gap in transit network
- ☒ Improves transit service ☒reliability, ☐frequency and/or ☒efficiency
  - ☐ ITS/signal priority
  - ☐ Priority bus lane
  - ☐ Bus bulbs/pull outs
  - ☒ Increases transit service, reduces headways
- ☐ Increases access to transit
  - ☐ Adds sidewalks to bus stops
  - ☐ Adds bicycle racks on buses
  - ☐ Improves access for people with disabilities
- ☐ Adds bus stop(s)
- ☐ Improves bus stop/station (adds/upgrades seating, lighting, shade/shelter, trash can, route information/maps, etc)
- ☐ Provides real time bus arrival information
- ☐ Adds Wi-Fi on bus

☒ Reduces air pollution
- ☒ Reduces greenhouse gas emissions (GHG)
- ☒ Reduces fuel consumption

☒ Improves travel time reliability of the transportation system. Which modes? All but pedestrians

☒ Improves efficiency of the transportation system. Which modes? All modes
- ☒ Implements Transportation System Management (TSM) programs/projects
- ☒ Increases miles facility/service can carry ☒passengers and/or ☒freight/goods

☒ Reduces total traffic congestion
- ☒ Reduces peak period traffic congestion X AM peak X PM peak
- ☐ Shifts peak travel to off-peak periods
- ☒ Reduces freight traffic congestion

☐ Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or limited English proficiency

☒ Improves the convenience and quality of trips

☒ Increases ecological function (such as: ☐ increases tree canopy; ☒ improves habitat; ☒ improves water quality; ☐ reduces storm water runoff; ☐ enhances sensitive areas)

☐ Other improvement(s). Please explain, if not addressed in prior questions:

6. Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? ☐ Yes ☒ No. *If yes, please explain why this condition is unavoidable and if bicycle and pedestrian accommodations are provided on an adjacent/parallel street.*

a. Was the facility being removed, modified, or replaced previously funded through the RTC?
☐ Yes ☒ No

7. Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following *(for projects on roadways). (See the Monterey Bay Area Complete Street Guidebook for more information, definitions.)*

a. Describe how this project is consistent with the guidebook:
While it is difficult to make a major Highway consistent with complete streets, the project does add sidewalks, enhanced crosswalks, bike lanes/shoulders, bike detection, and will include upgrades to access ramps, pedestrian refuge islands, ped pushbuttons and safety lighting.

b. Is the project area a candidate for the following?
- Road Diet (3 or more lanes, but ADT <20,000, bicycle collisions) ☐ Yes ☒ No
- Traffic Calming: ☐ Yes ☒ No
- Roundabout: ☐ Yes ☒ No
- Transit/Bike/Ped Prioritization at Intersection: ☐ Yes ☒ No
- Transit-Oriented Development/Transit Corridor (15 min. headways: ☐ Yes ☒ No
- Neighborhood Shared Street: ☐ Yes ☒ No
- Pedestrian Place: ☐ Yes ☒ No

c. Is the complete streets cross section/design for this type of street (as recommended in the Guidebook) supportable for this project? ☐ Yes ☒ No
If not, explain why:
☒ Lack of ROW width ☒ Insufficient Funding
☐ Trees/environmental constraints ☐ Existing Structures
☐ Other_____

d. Have alternative designs been considered? ☒ Yes ☐ No

e. What refinements of the cross section/design were needed?
- Removed/partial zones (Guidebook Ch. 5) for:
☒ Pedestrians ☒ Bicyclists ☐ Landscaping ☐ Vehicles ☐ Parking

- Considered alternative routes/locations for:
☒ Pedestrians ☒ Bicyclists ☐ Landscaping ☐ Vehicles ☐ Parking
Constructed Hwy 1 Underpass

f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook)
- Is the project exempt from accommodating certain users? ☐ Yes ☒ No
- Is the cost excessively disproportionate to the need or probable use? ☐ Yes ☒ No
- There is a documented absence of current and future need? ☐ Yes ☒ No
- Other _____

8. **Describe the public input plan for this project.** *Has public input been sought on this project? What is the public engagement plan for implementing this project? Is it identified in an adopted plan or other document? What has been/will be done to maximize participation for diverse members of the public in project planning and implementation?*

   The project has been before the SCCRTC, City Council, other agencies and various stakeholders. It has been extensively vetted through the public process and will continue to do so as various phases of the process are completed.

9. **Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?**

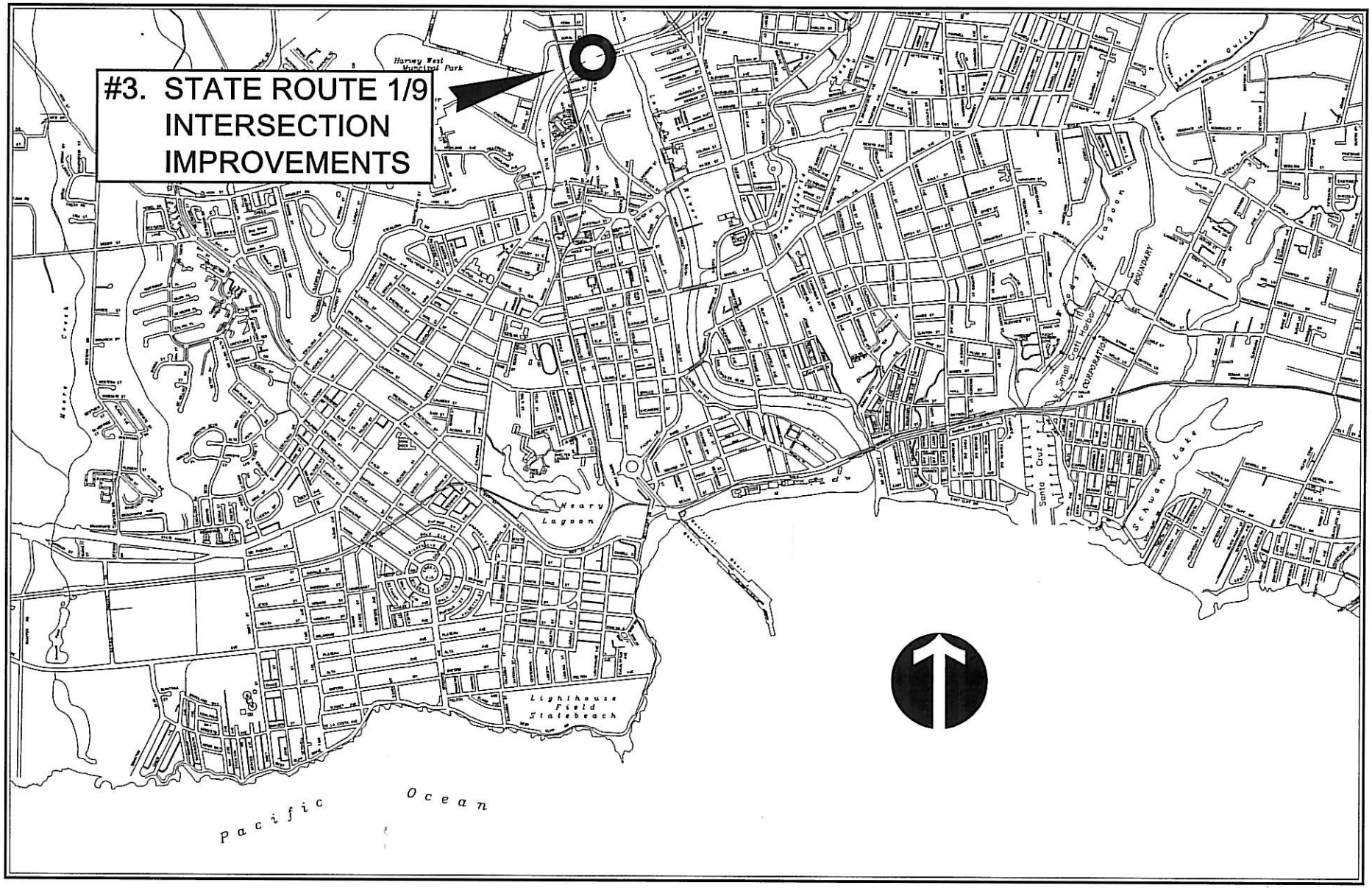
Group	Provided input	Will seek input
Neighborhood Group	X	
Business Association	X	
School	X	
Property Owners	X	
Bicycle Committees	X	
Pedestrian Committee	X	

Group	Provided input	Will seek input
Transit Agency	X	
Adjacent jurisdictions	X	
Environmental Groups	X	
Transportation Disadvantaged	X	
Senior Group	X	

Have specific changes been requested by stakeholders? ☐ Yes ☒ No

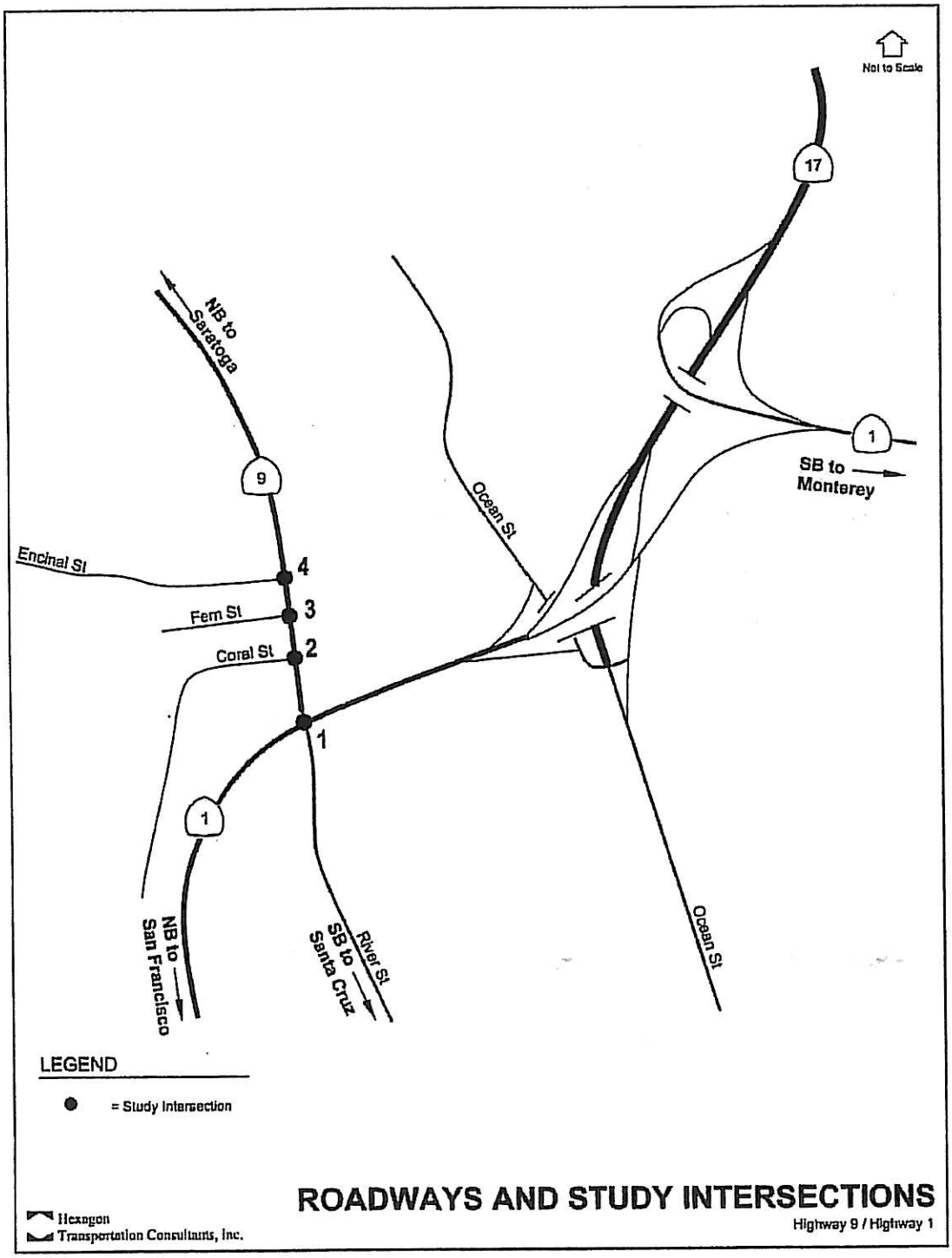
10. **Describe project readiness/deliverability:** *Provide evidence of the project's readiness/evidence that project funding will result in timely completion of the project by discussing the schedule, right-of-way issues, the involvement of other agencies and participants, and impacts on other jurisdictions, agencies, and property owners.* (*For example: What is the status of right-of-way acquisition (if applicable)? Have the owners been contacted? If so, are they willing to sell the property? What permits may be needed for this project? Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project? If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule.)*

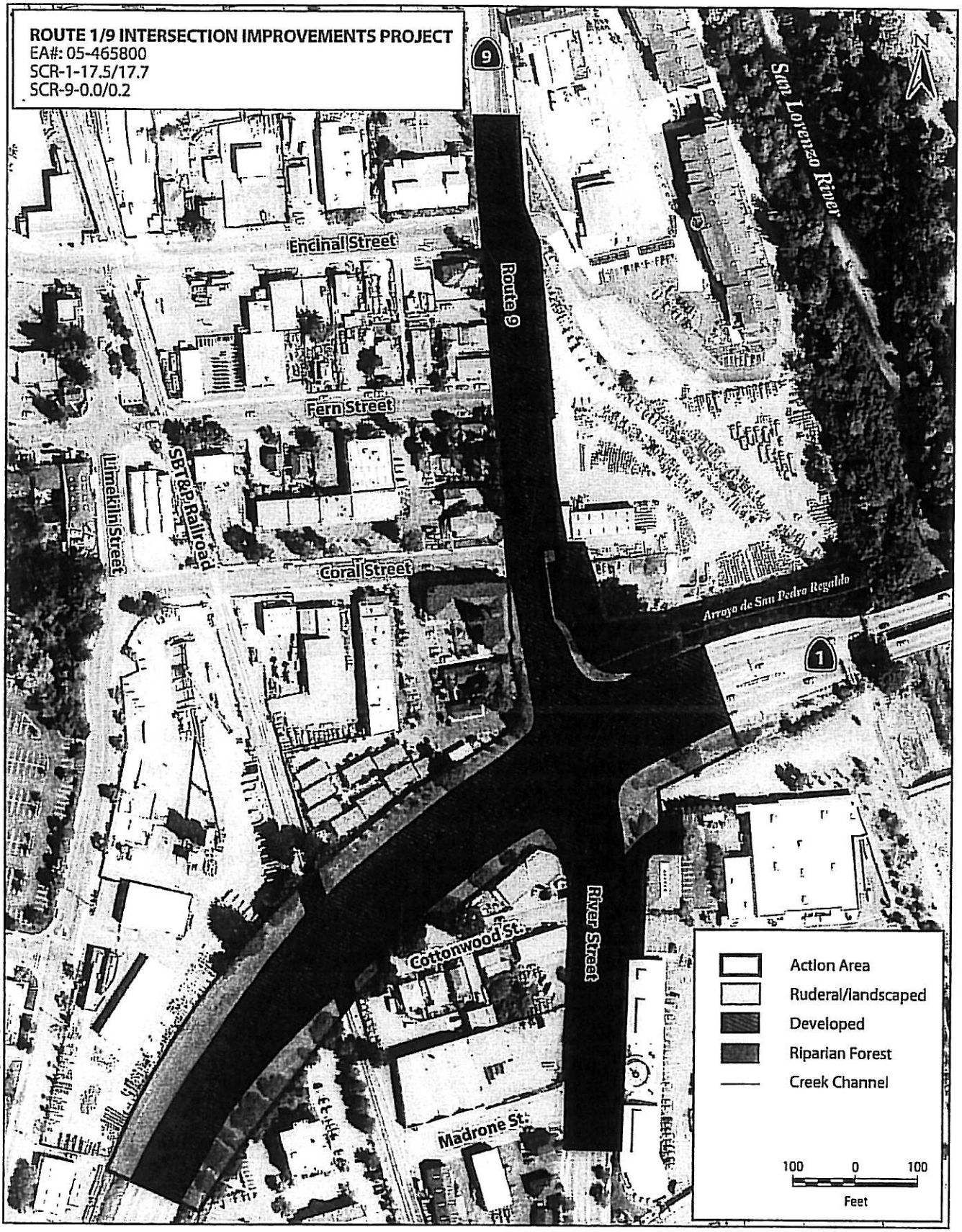
    The project IS/Mitgated Neg Dec has been awaiting release by Catran's for over 6 months. The biggest obstacle so far has been the Caltran's process and this will continue to be a major issue. Once released and approved, the City and its consultant team will move into design and right-of-way acquisition. The property owner is aware of the project and row needs, but until environmental is cleared no additional discussions can take place. The city intends to award a contract for the design and acquisition services at the beginning of January 2014.
    Various permits will be needed, the primary being a Caltran's encroachment permit for work initiated by the City. All other permits are not likely to be difficult to acquire.



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2014 PROJECT GRANTS

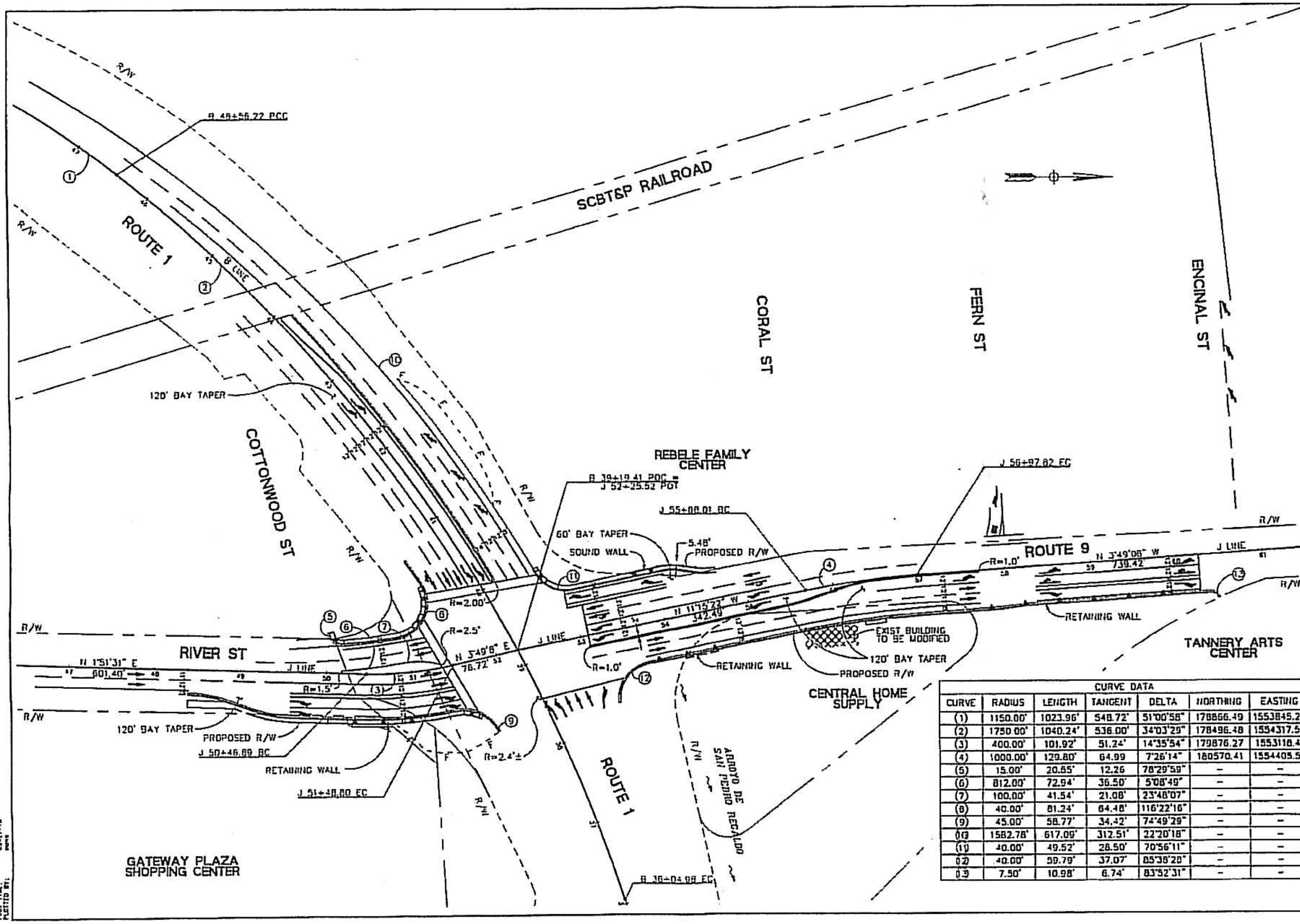
Figure 1
Roadways and Study Intersections





Graphics/Projects/045666.04 BKF Engineering/CRLF (07-11) SS

Figure 2
Natural Communities and Development in the Action Area


SCBT&P RAILROAD
ROUTE 1
COTTONWOOD ST
CORAL ST
FERN ST
ENCINAL ST
REBELE FAMILY CENTER
ROUTE 9
RIVER ST
CENTRAL HOME SUPPLY
TANNERY ARTS CENTER
GATEWAY PLAZA SHOPPING CENTER
ARROYO DE SAN PEDRO REGALDO
120' BAY TAPER
60' BAY TAPER
SOUND WALL
PROPOSED R/W
RETAINING WALL
EXIST BUILDING TO BE MODIFIED
J LINE
B LINE
B 48+56.22 PCC
B 39+19.41 POC = J 52+25.52 POT
J 55+88.01 BC
J 56+97.82 EC
J 50+46.69 BC
J 51+48.80 EC
B 36+04.98 EC
N 3°49'08" W 739.42'
N 11°15'22" W 342.49'
N 3°49'8" E 76.72'
N 1°51'31" E 601.40'

CURVE DATA						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	NORTHING	EASTING
(1)	1150.00'	1023.96'	548.72'	51°00'58"	178866.49	1553845.26
(2)	1750.00'	1040.24'	536.00'	34°03'29"	178496.48	1554317.59
(3)	400.00'	101.92'	51.24'	14°35'54"	179876.27	1553118.41
(4)	1000.00'	129.80'	64.99	7°26'14"	180570.41	1554405.58
(5)	15.00'	20.55'	12.26	78°29'59"	–	–
(6)	812.00'	72.94'	36.50'	5°08'49"	–	–
(7)	100.00'	41.54'	21.08'	23°48'07"	–	–
(8)	40.00'	81.24'	64.48'	116°22'16"	–	–
(9)	45.00'	58.77'	34.42'	74°49'29"	–	–
(10)	1582.78'	617.09'	312.51'	22°20'18"	–	–
(11)	40.00'	49.52'	28.50'	70°56'11"	–	–
(12)	40.00'	59.79'	37.07'	85°38'28"	–	–
(13)	7.50'	10.98'	6.74'	83°52'31"	–	–

ROUTE 1 / ROUTE 9 INTERSECTION IMPROVEMENT

BKF

PART III

Project Budget & Funding Plan

CAPITAL PROJECTS

*Complete both sections **A. "Cost/Funding Summary"** and **B. "Detailed Cost Estimate"***

A. Cost/Funding Summary

Enter the amount to be expended for each project phase in each fiscal year by funding source.
Totals should calculate automatically if electronic file is used.

Project Title:	Hwy 1/9 Intersection Improvements

Round figures to the nearest thousand dollars

			Phase of Work			
Sources (Specify fund source type - ex. RSTP,STIP, AB2766, Local, TDA, etc)	**Source Total**	**Committed or Uncommitted?**	**Env'l (PA/ED)**	**Design (PS&E)**	**Right-of-Way (ROW)**	**Construction**
New Funds Requested from RTC:	$500 **$0**	Uncommitted	$0	$0	$0	$500 $0
Source 2: Local	$4,450 **$0**		200 $0	600 $0	700 $0	$2950 $0
Source 3: RDA	$400 **$0**		400 $0	$0	$0	$0
Source 4: STIP	$850 **$0**		$0	$0	$0	$850 $0
Source 5:	**$0**		$0	$0	$0	$0
Source 6:	**$0**		$0	$0	$0	$0
Source 7:	**$0**		$0	$0	$0	$0
Total	$6200 **$0**		600 **$0**	600 **$0**	700 **$0**	4,300 **$0**

Fiscal Year each component to begin			In Progress	FY2014	FY2014	FY2015
			Env'l (PA/ED)	**Design (PS&E)**	**Right-of-Way (ROW)**	**Construction**

Draft PR
Project Estimate Cost Summary

District-County-Route 05-Scr-1/9

PM 05-SCr-1 PM 17.5/17.7
05-SCr-9 PM 0.0/0.2

EA 465800

Program Code HB4N

PROJECT DESCRIPTION:

Limits
The intersection of State Route 1 and State Route 9 in the City of Santa Cruz.

Proposed Improvement (Scope)
Widening of existing at-grade intersection to inprove traffic operations.

Alternate
Preferred.

SUMMARY OF PROJECT COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE*
TOTAL ROADWAY ITEMS	$ 3,525,000	$ 3,942,000
TOTAL STRUCTURE ITEMS	$ 127,400	$ 143,000
TOTAL PROJECT CAPTIAL OUTLAY COSTS		
	$ 3,652,400	$ 4,085,000

Reviewed by
District Program Manager _____ (Signature) _____ Date

Approved by Project Manager _____ (Signature) _____ Date

Phone No. _____

*Escalated Value assumes a Rate of 3.5% over a 4 year period

District-County-Route	05-Scr-1/9
PM	05-SCr-1 PM 17.5/17.7
	05-SCr-9 PM 0.0/0.2
EA	465800

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	2000	CY	$ 30	$ 60,000	
Imported Borrow	0	CY	$ 45	$ -	
Clearing & Grubbing	1	LS	$ 50,000	$ 50,000	
Develop Water Supply	1	LS	$ 10,000	$ 10,000	
				$ -	
				$ -	
				$ -	
			Subtotal Earthwork		$ 120,000

Section 2 - Pavement Structural Section*	Quantity	Unit	Unit Price	Item Cost	Section Cost
Hot Mix Asphalt	3200	TON	$ 100	$ 320,000	
PCC Median	3000	SF	$ 10	$ 30,000	
PCC Sidewalk	3000	SF	$ 15	$ 45,000	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
			Subtotal Pavement Structural Section		$ 395,000

Section 3 - Drainage	Quantity	Unit	Unit Price	Item Cost	Section Cost
Drainage Facilities	1	LS	$ 250,000	$ 250,000	
				$ -	
				$ -	
				$ -	
			Sutotal Drainage		$ 250,000

District-County-Route	05-Scr-1/9
PM	05-SCr-1 PM 17.5/17.7
	05-SCr-9 PM 0.0/0.2
EA	465800

I. ROADWAY ITEMS

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls	*See Structure Items*			$ -	
Soundwall	480	SF	$ 50	$ 24,000	
Concrete Curb & Gutter	2000	LF	$ 40	$ 80,000	
Concrete Vertical Curb	1600	LF	$ 30	$ 48,000	
ADA Ramp	5	EA	$ 500	$ 2,500	
Driveway	2	EA	$ 1,000	$ 2,000	
Prepare SWPPP	1	LS	$ 10,000	$ 10,000	
Construction Site BMPs	1	LS	$ 130,000	$ 130,000	
Treatment BMPs	1	LS	$ 100,000	$ 100,000	
Environmental Mitgation	1	LS	$ 150,000	$ 150,000	
Adjust Utility Cover to Grade	4	EA	$ 500	$ 2,000	
Relocate Fire Hydrant	1	EA	$ 2,000	$ 2,000	
Adjust Utility Vault to Grade	1	EA	$ 3,000	$ 3,000	
Water Pollution Control	1	LS	$ 50,000	$ 50,000	
				Subtotal Specialty Items	$ 553,500

Section 5 - Traffic Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting	1	LS	$ 100,000	$ 100,000	
Permanent Signing and Striping	1	LS	$ 50,000	$ 50,000	
Traffic Control Systems	1	LS	$ 150,000	$ 150,000	
Transportation Mangement Plan	1	LS	$ 100,000	$ 100,000	
Relocate Sign (River Street)	1	LS	$ 50,000	$ 50,000	
Traffic Signals	2	EA	$ 200,000	$ 400,000	
				Subtotal Traffic Items	$ 850,000

District-County-Route	05-Scr-1/9
PM	05-SCr-1 PM 17.5/17.7
	05-SCr-9 PM 0.0/0.2
EA	465800

I. ROADWAY ITEMS

Section 6 - Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
Remove Tree	25	EA	$ 400	$ 10,000	
Relocate Backflow Preventer	1	LS	$ 10,000	$ 10,000	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
			Subtotal Planting and Irrigation Section		$ 20,000

Section 7 - Roadside Management and Safety Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Erosion Control	1	LS	$ 100,000	$ 100,000	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
				$ -	
			Subtotal Traffic Items		$ 100,000

NOTE:

* The design structural pavement section is 1-foot full depth HMA.
  PCC = Portland Cement Concrete

District-County-Route	05-Scr-1/9
PM	05-SCr-1 PM 17.5/17.7
	05-SCr-9 PM 0.0/0.2
EA	465800

I. ROADWAY ITEMS

Section 8 - Minor Items

$	2,288,500	x	10%	= $	228,850
Subtotal (Sections 1 thru 7)				TOTAL MINOR ITEMS	

Section 9 - Roadway Mobilization

$	2,517,350	x	10%	= $	251,735
Subtotal (Sections 1 thru 8)				TOTAL ROADWAY MOBILIZATION	

Section 10 - Roadway Additions

Supplemental Work

$	2,517,350	x	10%	= $	251,735
Subtotal (Sections 1 thru 8)					

Contingencies

$	2,517,350	x	20%	= $	503,470
Subtotal (Sections 1 thru 8)					

TOTAL ROADWAY ADDITIONS = $ 755,205

TOTAL ROADWAY ITEMS = $ 3,524,290
Subtotal (Sections 1 thru 10)

Estimate Pepared By

Sherwin Manlo	(925) 396-7723	
(Print Name)	Phone Number	Date

Estimate Reviewed By

(Print Name)	Phone Number	Date

District-County-Route	05-Scr-1/9
PM	05-SCr-1 PM 17.5/17.7
	05-SCr-9 PM 0.0/0.2
EA	465800

II. STRUCTURE ITEMS

	Structure (1)	Structure (2)	Structure (3)	Structure (4)
Location				
Structure Type	RW (Type 5)	RW (Type 5)		
Width (out to out) - (ft)				
Span Lengths - (ft)				
Total Area - (sf)	370	904		
Footing Type (pile/spread)				
Cost Per Square Foot**	$ 100	$ 100		
Total Cost for Structure	$ 37,000	$ 90,400		

SUBTOTAL STRUCTURE ITEMS	$ 127,400

Railroad Related Costs

SUBTOTAL RAILROAD ITEMS	$ -
TOTAL STRUCTURE ITEMS	$ 127,400

Estimate prepared by

Name	Phone No.	Date