



Irvine Business Complex (IBC) Trail Feasibility Study & Implementation Plan

FINAL JUNE 2021

Submitted to **City of Irvine**
By **IBI Group**
with **PlaceWorks** and **Zephyr UAS**



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1. Project Introduction

The Irvine Business Complex (IBC) Trails Feasibility Study and Implementation Plan (IBC Trails Plan) examines eight potential corridors for the feasibility of implementing multi-use trails and linear park elements within the IBC area. A “multi-use trail” may also be referenced as a “shared-use path” or “paved path” for bicycle, pedestrian and non-motorized vehicle use. The California Highway Design Manual (HDM) and the California Manual on Uniform Traffic Control Devices (CAMUTCD) does not officially differentiate a “trail” from a “path”. However, for the purposes of the IBC Trails/Plan, the term multi-use trail will be used. The IBC is a mixed-use residential, commercial, retail, and industrial district located on the west side of Irvine. The IBC is generally bounded by SR-55 and John Wayne Airport on the west, Campus Drive to the south, the San Diego Creek channel to the east and Barranca Parkway to the north. The City of Irvine (City) is the lead agency for the IBC Trails Plan.

Evaluation of these eight possible multi-use trail corridors was identified as measures¹ to address Recreation and Global Climate Change environmental impacts in the 2010 IBC Vision Plan environmental impact report (EIR)². These measures will also augment traffic and transportation impacts identified in the EIR. These eight corridors were identified during the development of the EIR as potentially being suitable for conversion to multi-use trails. The IBC Trails Plan corridors consist of a mix of active and inactive freight rail corridors, flood control channels, and public/emergency vehicle access easements.

The IBC Trails Plan documents the existing conditions present for the eight study corridors, including documentation of existing adjacent land uses, conditions for automobiles, bicycles, and pedestrians in the IBC area, and ownership of the rights-of-way under consideration for multi-use trail installation. The IBC Trails Plan also includes an analysis of each of the eight trails, examining the opportunities and constraints potentially impacting the feasibility of implementing multi-use trails and linear parks. The information and analysis contained in the IBC Trails Plan is intended to provide guidance for prioritizing and implementing proposed trail segments.

1.1. Plan Purpose

In the past 10 years, the IBC has experienced a substantial shift in land use from traditional commercial and industrial uses to a higher rate of residential and mixed-uses. Because of the recent influx of residential and mixed-use developments, public amenities such as open space and recreational facilities have become more desirable within the IBC Trails Plan area. Currently, the City does not own or operate any off-street multi-use trails or park facilities in the IBC. However, some recreational and park-like amenities such as open green spaces, walkways, and play areas have been developed within privately-owned office complexes and residential mixed-use development areas. The original development pattern of the IBC is more characteristic of an industrial and commercial area that was developed in the early 1970’s and subsequent decades. This environment has not been conducive to developing public open space and reserving land to construct future public park sites.

During the development of the IBC, industrial uses and warehouses utilized freight railroad spurs initially built to serve Irvine farm properties. These railroad spurs were used to connect to industrial customers located throughout the area. Today, these rail lines serve a substantially reduced number of customers, with several sections of rail spurs having already been decommissioned or sold to privately-owned businesses. The IBC also contains several flood control channels that are owned and operated by the Orange County Flood Control District (OCFCD), where fenced and gated paved and unpaved roadways

¹ 2010 IBC Vision Plan EIR. (City of Irvine) Section 5, pg. 1-2. Available at <http://legacy.cityofirvine.org/civica/filebank/blobdload.asp?BlobID=14686>

² 2010 IBC Vision Plan EIR. (City of Irvine). Section(s) specifically lists the proposed projects in the EIR Executive Summary under Section 5.12-1 Recreation – PPP 12-1, PPP 12-2 (p. 1-39), and Section 5.15 - Global Climate Change – PDF 15-8, PDF 15-9 (pgs. 1-50 to 1-51). 5.12-1. Available at: <http://legacy.cityofirvine.org/civica/filebank/blobdload.asp?BlobID=14686>

are currently utilized for maintenance access. Both the freight rail corridors and the flood control channels represent potential opportunities to introduce off-street multi-use trails that could link developments throughout the IBC, and provide residents and employees in the area with trail facilities suitable for a variety of walking and bicycling trips, from recreational to commuting.

The main purpose of the IBC Trails Plan is to examine these rail corridors and flood control channels identified in the 2010 IBC Vision Plan, and to identify which of these corridors may be suitable for the implementation of multi-use trails to link existing and planned residential, commercial, and industrial uses. The ability of the City to work with current right-of-way owners is an important element in determining feasibility. As a result, the City will have to work with right-of-way owners to develop an understanding of the existing and future use of these corridors, which will be essential in determining the feasibility of the multi-use trails.

The multi-use trails would be designed to prioritize and improve accessibility, mobility, and safety for bicyclists, pedestrians, and other users of non-motorized travel by creating pathways independent from the existing IBC street network. Moreover, development and use of the multi-use trails will ultimately serve as a foundation to build community connections; enhance the quality of life for those living, working, shopping, dining and visiting the IBC; and broaden opportunities for the City of Irvine to provide programs, services, and amenities to this new community that has its own unique identity known as the IBC.

The IBC Trails Plan expands upon Element-N of the City of Irvine General Plan. This document states the need for a plan that would develop a “*system of pedestrian linkages, parks, and urban open spaces*” to connect residential hubs to employment opportunities within the IBC. Element-N established five objectives. One objective, N-4 Create Usable Open Space, called to “*establish the rails-to-trails program to convert the abandoned railroads within the IBC, to walking and bicycle trails*” as well as to “*explore the opportunity to develop new shared use trails along existing drainage channels and creeks within the IBC.*”

1.2. Plan Objectives

The objectives of this Plan are to:

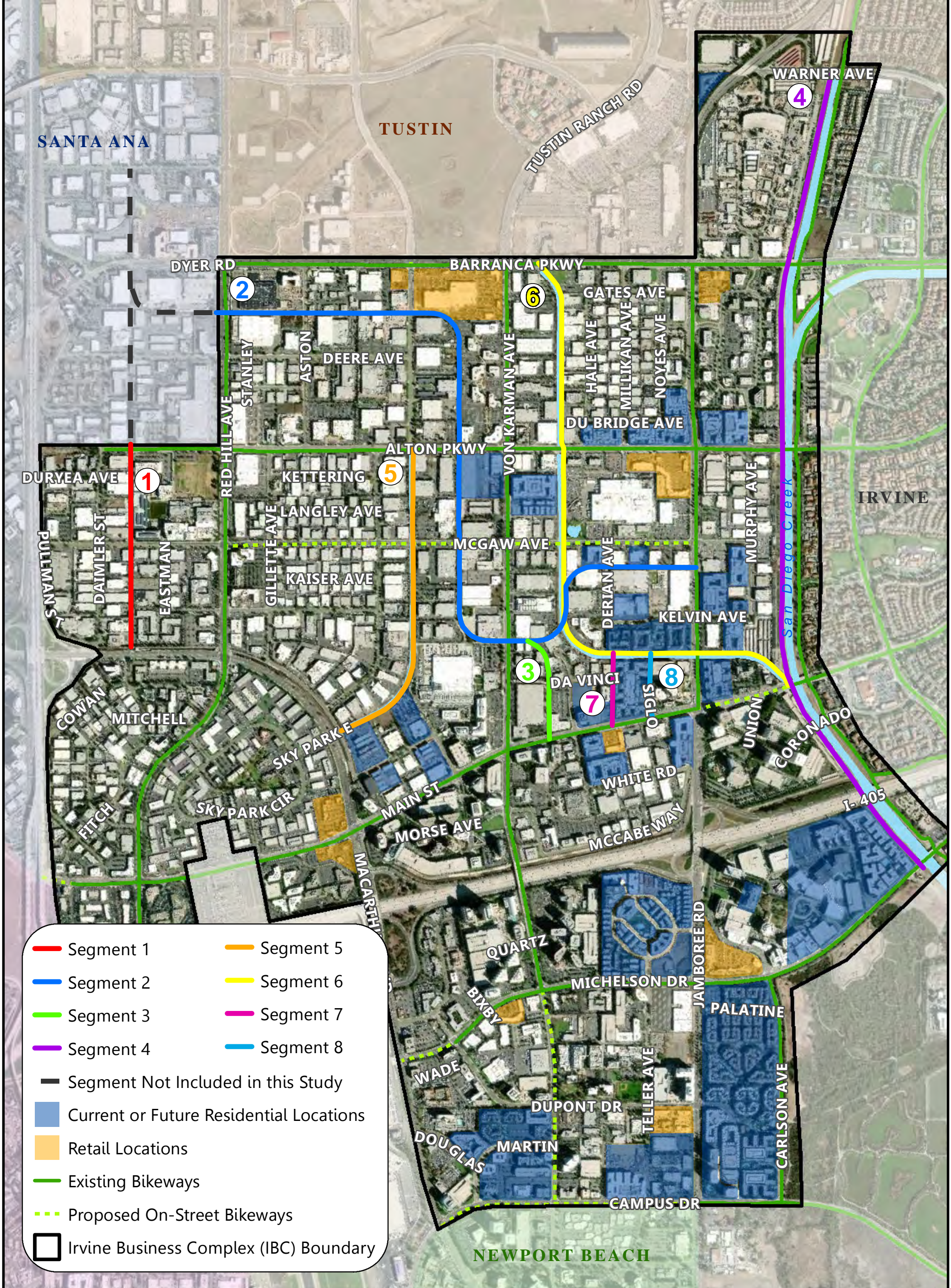
- Identify the existing conditions of the eight potential trails and their relation to each other, the existing transportation network, and the IBC as a whole;
- Determine the feasibility of developing trails by identifying and analyzing the opportunities and constraints facing each of the eight potential trail segments;
- Conduct thoughtful and meaningful public outreach to determine the most useful trails and trail designs for residents, workers, and visitors of the IBC;
- Develop an implementation strategy and action plan based upon trail feasibility and community input; and
- Prioritize trail projects in multiple tiers based upon all previous analyses including cost.

1.3. Plan Area

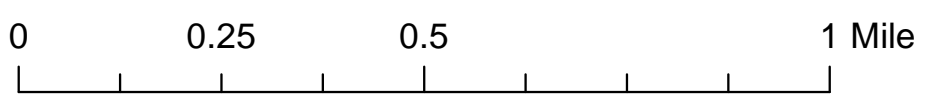
The IBC Trails Plan area is generally defined as the Irvine Business Complex or IBC and is focused on the eight study segments. The IBC Trails Plan area and eight study corridors are shown in Figure 1.1. Overall, the study area encompasses five square miles of the City and is delineated as Planning Area 36 in the City of Irvine General Plan, with the eight study corridors totaling approximately nine miles in length.

Irvine Business Complex Study Area

Figure 1.1



- Segment 1
- Segment 2
- Segment 3
- Segment 4
- Segment 5
- Segment 6
- Segment 7
- Segment 8
- Segment Not Included in this Study
- Current or Future Residential Locations
- Retail Locations
- Existing Bikeways
- Proposed On-Street Bikeways
- Irvine Business Complex (IBC) Boundary



2. Community Involvement and Feedback

Community involvement is a key component for the development of the IBC Trails Plan. Community engagement activities were conducted during two time periods (August / September 2019 and February 2020), and included a variety of engagement events listed below. Online outreach consisted of a project specific website, social media, an online survey translated in various languages, and an informational video which included pertinent and timely information on the study status and study area. The City of Irvine also developed an outreach ‘branding’ name’ called *IBC Connects...*, which was used to brand the study and assist in the effort to gather input from the community through multiple engagement strategies conducted throughout the duration of the IBC Trails Plan. The technical team worked closely with the City’s Public Information Office and utilized various forms of communication including, but not limited to, the City’s main website and front-page carousel, Commission and Council Meeting Announcements, social media, distribution of Project Fact Sheets and Rack Cards at public facilities, outreach to residential units, etc.

The seven engagement events consisted of six pop-ups in the Late Summer / Early Fall of 2019 and one Open House / Public Workshop in February 2020:

2.1.1. August / September 2019

- Pop-Up at Hotel Irvine – August 22, 2019
- Pop-Up at the Von Karman Plaza – September 7, 2019
- Pop-Up at the Irvine Towers – September 10, 2019
- Pop-Up at Main Street Plaza – September 11, 2019
- Pop-Up at Irvine Towers – September 12, 2019
- Pop-Up at Intersect – September 13, 2019

The pop-ups were held to collect necessary information about public trail use frequency and current high-use destinations in the IBC. At each pop-up, outreach participants were presented or asked a series of questions, in which they could respond by placing stickers on poster boards. Among the poster boards, respondents were able to give feedback on how often they would visit the trails, what activity they would primarily use the trails for, and what amenities and features they would like to see included on the trails. There was also a map presented where respondents could place stickers locating where they live, work, shop, and more.

All answers were aggregated from the six pop-ups, as well as the online survey, which asked identical questions to those asked at the pop-ups. Respondents were able to choose multiple options for questions related to “Trail Use and Purpose” and “Trail Use and Features”, meaning the percentages shown are based upon the number of respondents and are not mutually exclusive. Below are findings from this initial outreach effort:

Trail Use and Frequency:

- Residents and workers in the IBC would mainly use the trails on a weekly basis (50%).
- 13 respondents (5%) said they would never use the trails.

Trail Use and Purpose:

- There are a wide variety of reasons why people would use the trails.
- The most common answers were for fitness (63%) and relaxation (43%).
- Respondents would most likely prefer to see events (64%) and fitness activities (64%) supported on the trails.

Trail Use and Features:

- Respondents would prefer features such as natural elements (76%) and passive park-type amenities (63%).

See Appendix A for all community outreach materials and results.

2.1.2. February 2020

- Open House / Public Workshop at Irvine City Hall – February 12, 2020

The Open House / Public Workshop was held to inform the public on project status as well as collect information regarding trail priority and design. There were approximately 50 attendees, who were informed about the Open House through social media announcements, announcements at City Council and Commission Meetings, email blasts, which were gathered from the prior outreach effort, and signage along the San Diego Creek Trail. The community input was provided by bicyclists, residents, employers, employees, consultants, and City employees. The Open House was organized into five stations, including two informational stations, two activity stations, and one looping video presentation station that provided a project overview of the IBC Trails Plan. Each station had a team-member available to explain information, answer questions, and gather input. The five stations were:

- Station 1: IBC Connects Presentation (Project Overview)
- Station 2: Survey Results / Project Update (Informational)
- Station 3: Prioritization (Activity / Community Input)
- Station 4: Trail Standards (Informational)
- Station 5: Trail Design Concepts (Activity / Community Input)

Below are findings from this second outreach effort:

General Comments:

- Overall, participants expressed strong interest, need, and support for the project.
- The community would like to see more multi-use trails or similar facilities in the IBC.
- Several bicyclists attending the Open House indicated that they do not like the existing Class II (on-street) bikeways in the IBC because these facilities are located along high traffic streets and are not always continuous.

Station 3 – Trail Prioritization (Activity / Community Input)

- For Station 3, input from attendees showed that Segment 6: Barranca Channel received the most support.
- The data collected in Station 3 from the Open House was integrated in Section 4: Segment Analysis of this report. More information about community input for trail feasibility is found in Section 4 and Appendix B.

Station 5 – Trail Design Concepts (Activity / Community Input)

- For the 34-foot wide and 40-foot wide trails, there was a stronger desire for a combination of the paved trail and parallel decomposed granite trail.
- For Station 5, there was 50/50 input on the 25-foot wide trail, as attendees were split between providing a paved trail with a parallel walking path comprised of decomposed granite and the paved trail with additional landscaping. Ultimately, the 25-foot wide design concept with a paved trail and parallel decomposed granite walking path was chosen for consistency with the wider trail portions and to avoid gaps in the walking facilities. See Figure 5.2 for the chosen design concept for 25-foot wide trails.

See Appendix A for all community outreach materials and results.

3. Existing Conditions

This section summarizes existing conditions for all eight study segments in the IBC Trails Plan area shown in Figure 1.1. The existing conditions discussion highlights the current physical conditions present along each of the eight segments, including the segment distance, width, presence of landscaping, topography, and the presence of railroad tracks and/or maintenance/service roadways. Each segment is followed by its segment alignment and photographs of existing conditions, shown in various figures from Figure 3.1 to 3.16. Areas highlighted in black represent locations where the Burlington Northern and Santa Fe Railway Company (BNSF) has previously sold right-of-way to adjacent property owners, which may be more difficult to purchase during the acquisition process. Segments 1, 2, and 3 have sold railroad right-of-way.

3.1. Segment 1: West Side of the IBC

Segment 1, a railroad spur with tracks removed, extends from Carnegie Avenue on its northern end, located in the City of Santa Ana, and traverses south to MacArthur Boulevard in the City of Irvine. This segment runs parallel to and between SR-55 and Red Hill Avenue. Segment 1 connects to Segment 2 at a junction to the north, between Dyer Road and Blair Avenue in the City of Santa Ana. To the south, Segment 1 terminates at Lane Channel, a flood control channel located north of MacArthur Boulevard. The alignment of Segment 1 is shown in Figure 3.1. Photographs of the corridor are provided in Figure 3.2.

The segment is approximately 1.25 miles from end to end; however, only approximately one-half mile is located within the City of Irvine jurisdictional limits. Segment 1 is about 40 feet wide and is generally flat and straight, with no noticeable slope or cross slope. Many sections have the rail tracks removed south of Dyer Road. In certain instances, the right-of-way has been sold by BNSF, paved over, and is now operated as a parking lot or drive aisle serving adjacent businesses. In places where the right-of-way has not been paved, there is either landscaping, heavy brush, or loose gravel present.

Observed non-native vegetation within and directly adjacent to the segment including mature specimens of Carrotwood (*Cupaniopsis* sp.), Eucalyptus (*Eucalyptus* sp.), Brisbane Box (*Lophostemon* sp.), Pittosporum (*Pittosporum* sp.), African Yew Pine (*Podocarpus* sp.), Brazilian Pepper (*Schinus* sp.), and Mexican Fan Palm (*Washingtonia* sp.). These trees provide opportunities for shade in some places, as well as habitat for birds and other wildlife.

Access points into this segment are possible at street crossings, and provide good visibility except where blocked by fences, gates, or mature vegetation. Additional possible access points into this segment are also possible from various parking lots and access roads.

Land adjacent to this segment is occupied by parking lots, access roads, and buildings. Machinery operated from businesses in close vicinity to the segment creates noticeable noise, specifically just north of MacArthur Blvd. In addition, Segment 1 follows the John Wayne Airport (SNA) take-off and arrival flight path and experiences noise from planes passing overhead.

The land comprising Segment 1 is primarily owned by the BNSF Railway Company, except for three locations, where the land has been sold by BNSF and is now owned by adjacent property owners. The first instance of sold right-of-way extends from just south of Deere Avenue, south approximately 265 feet. This section of BNSF sold right-of-way is now owned by GKN Aerospace. The second instance of sold former BNSF right-of-way is owned by Edwards Life Sciences and extends from Alton Parkway north approximately 570 feet. The last instance of former BNSF sold right-of-way is a portion of land between MacArthur and the Lane Channel for a distance of 200 feet. This section is owned by Femtec. The remaining BNSF right-of-way accounts for a total of 5,650 feet, or 1.07 miles (85% of the overall segment). For the portion of Segment 1 within City of Irvine jurisdiction only, BNSF right-of-way accounts for 2,640 feet (93% of Irvine portion of Segment 1). Right-of-way maps for Segment 1 are provided in Appendix D.

Segment 1 crosses the following public roadways at grade:

- Dyer Road (in Santa Ana)
- Deere Avenue (in Santa Ana)
- McGaw Avenue
- Alton Parkway

IBC Segment 1 Alignment

Figure 3.1

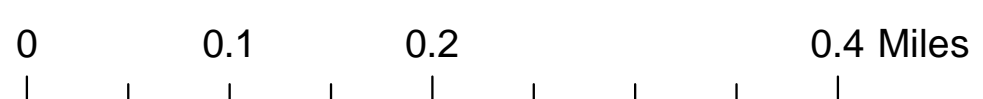
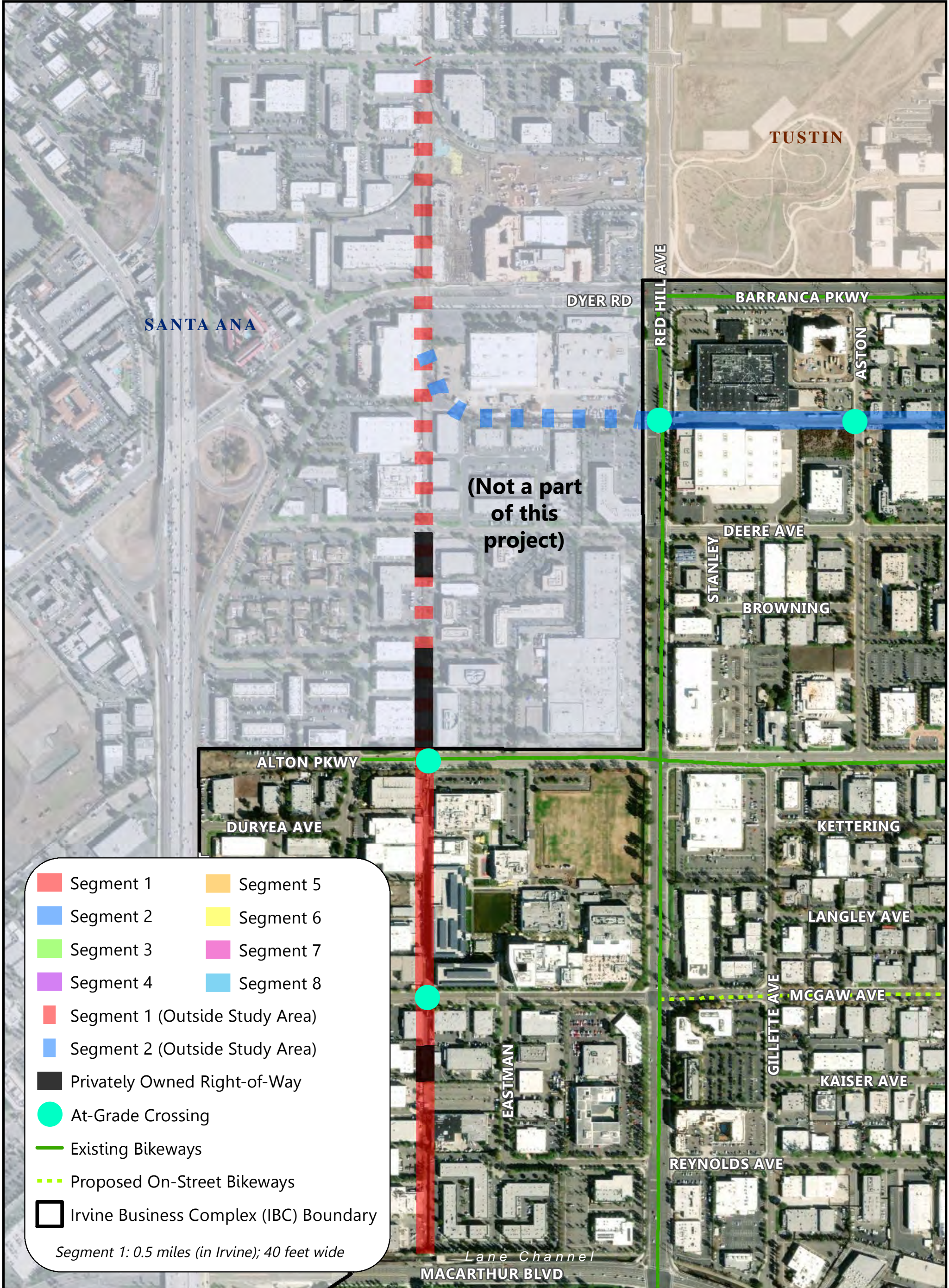


Figure 3.2: Segment 1 Photographs



Segment 1 north of MacArthur Boulevard facing north



Segment 1 north of MacArthur Boulevard facing south

3.2. Segment 2: BNSF “U” Loop

Segment 2 extends from a junction with Segment 1 near the intersection of Dyer Road and Red Hill Avenue, and travels through the IBC to a point near the intersection of McGaw Avenue and Jamboree Road. At the northerly end, Segment 2 runs parallel and between Dyer Road and Deere Avenue for about 0.28 miles within the City of Santa Ana, and upon crossing Red Hill Avenue, just south of Barranca Parkway, passes into Irvine’s City limits wherein Segment 2 is approximately 2.17 miles. From Red Hill Avenue, Segment 2 continues eastward, and then turns south and traverses to Alton Parkway for about 1.2 miles. From this point, the rail line then creates a “U” shaped loop to the east that ultimately ends at Jamboree Road for the remaining 0.97 miles. In the “U” shaped portion, Segment 2 crosses Segment 6 over the Barranca Channel northeast of Cartwright Road. Figure 3.3 shows the alignment of Segment 2. Photographs of Segment 2 are shown in Figure 3.4.

Segment 2 spans a total of approximately 2.45 miles, and is the longest of the eight segments. The segment is typically 40 to 45 feet wide and is generally flat. However, in some locations, there is a grade difference between the adjacent property and the segment. Railroad tracks are still present on this corridor until east of the Segment 6 crossing. For a majority of the segment, the railroad track and right-of-way is well maintained with gravel. East of the Segment 6 crossing where tracks have been removed, there is a paved parking lot, heavy brush, trees, and crushed gravel.

Segment 2 is the only one of the three rail study corridors with active freight rail traffic. Rail service is currently provided by BNSF to a single customer, B Braun Medical, Inc., located north of McGaw Avenue between Jamboree Road and the Barranca channel. Rail traffic on this segment is typically 1-2 trains per week, delivering materials to the B Braun Medical, Inc. facility.

Observed non-native vegetation within this segment is limited by the presence of active rails. Non-native vegetation adjacent to this segment includes mature specimens of Camphor Tree (*Cinnamomum* sp.), Carrotwood (*Cupaniopsis* sp.), Eucalyptus (*Eucalyptus* sp.), Fig (*Ficus* sp.), Pine (*Pinus* sp.), African Yew Pine (*Podocarpus* sp.), and Mexican Fan Palm (*Washingtonia* sp.). These trees provide shade in some locations, as well as bird and wildlife habitat.

Access points into this segment are possible at street crossings; however, view sheds into the segment are constrained in places by curves that obscure long views. Access into this segment is also potentially possible from various parking lots and private access roads, some of which are separated from the segment by fencing and some of which provide direct access.

Land adjacent to this segment is dedicated to parking lots, access roads, and buildings. Noise stemming from industrial operations was noticeable in some locations, especially near operations conducted in parking lots and open garages. Aerial imagery shows a variety of private amenities adjacent to the segment, each associated with a business and located on private property. For example, a small dirt motocross track at 16752 Armstrong Avenue (Fox Racing Headquarters), a half-court basketball court at 16882 Armstrong Avenue, a large open lawn at 17451 Von Karman Avenue, and a pond and lawn at 2525 McGaw Avenue.

Because this rail line is still active, Segment 2 is primarily owned by the BNSF with an exception of certain locations on either side of Derian Avenue, in two locations. It is important to note that as of this writing only half of the 25-foot-wide right-of-way has been sold in these locations. The first instance of BNSF sold right-of-way extends west (north) on Derian Avenue for a total of approximately 310 feet to the western lot line of Parc Derian. On the other side of Derian Avenue, right-of-way has been sold to Turner Royalty, LLC for 565 feet. Approximately 12,061 feet of right-of-way for Segment 2 is owned by BNSF, or about 93% of the segment. For the portion of Segment 2 in City of Irvine jurisdiction only, BNSF owns 10,583 feet of right-of-way, or 92% of the segment. Right-of-way maps for this segment are provided in Appendix D.

Segment 2 crosses the following public roadways at-grade:

- Red Hill Avenue
- Aston Avenue
- Armstrong Avenue
- Alton Parkway
- McGaw Avenue
- Von Karman Avenue
- Derian Avenue

IBC Segment 2 Alignment

Figure 3.3

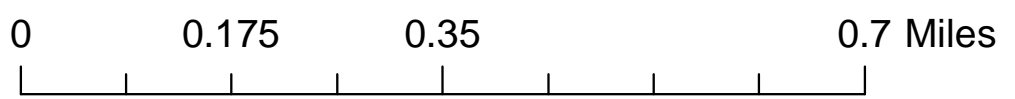
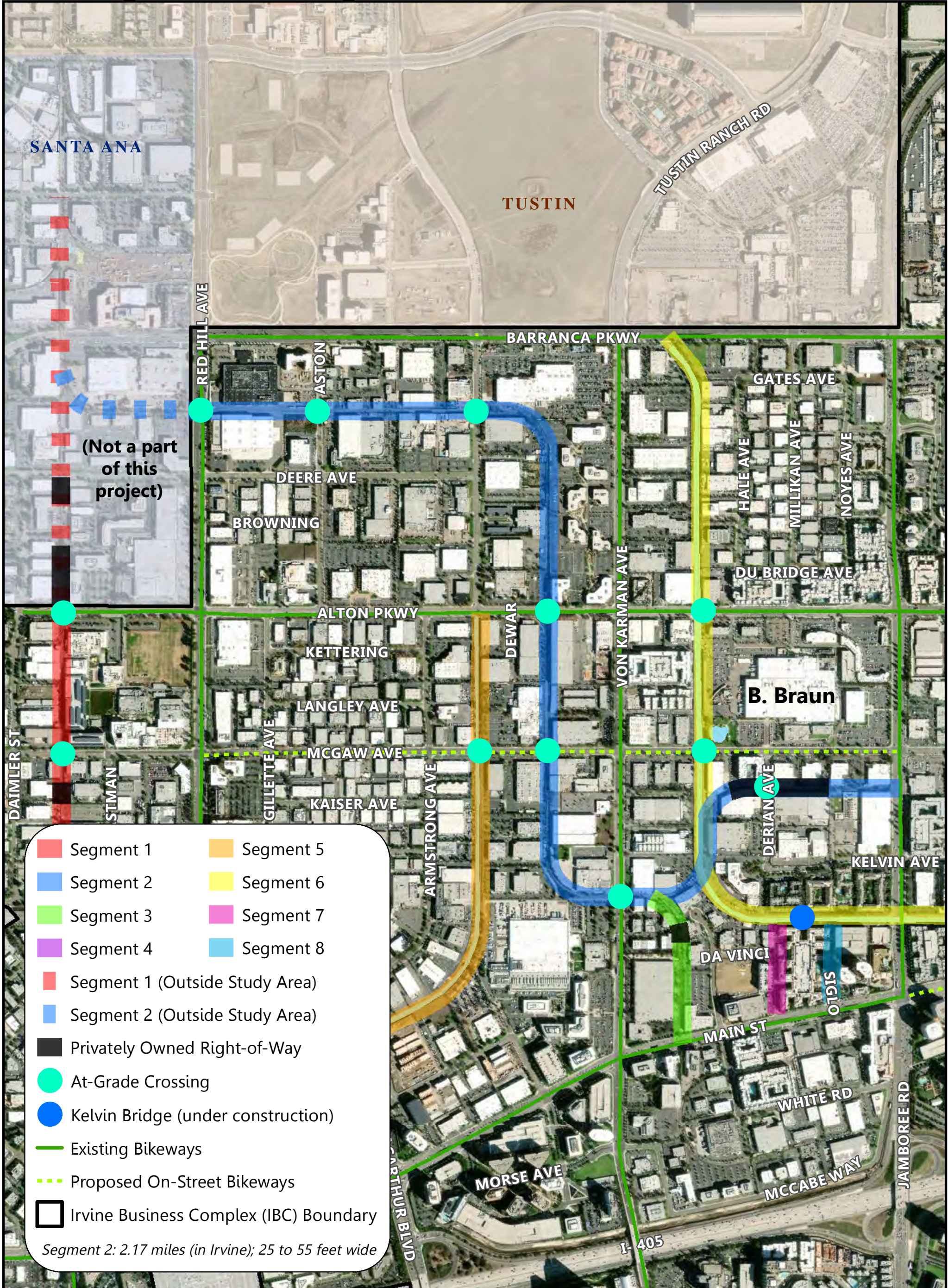


Figure 3.4: Segment 2 Photographs



Segment 2 north of Alton Parkway facing north



Segment 2 west of Red Hill Avenue facing west

3.3. Segment 3: BNSF Spur East of Von Karman

Segment 3 is a spur from Segment 2, with the entire extent located within the City of Irvine. It extends from the base of the Segment 2 “U” bend west of Cartwright Avenue and travels south toward Main Street just east of Von Karman Avenue. The segment is well landscaped as it approaches Main Street. Figure 3.5 highlights the alignment of Segment 3. Photographs of the segment are shown in Figure 3.6.

Segment 3 is approximately a quarter of a mile long. In the southern portion of the segment, the width is 40 feet. However, in the northern section, the corridor narrows to 25 feet. Like Segment 1 and Segment 2, this segment is generally flat, with limited slope or cross slope. All railroad tracks have been removed throughout the segment. The segment is primarily covered by dirt and loose gravel, except for southernmost portion which has been landscaped with gravel and trees. Vegetation adjacent to this segment includes mature specimens Carrotwood (*Cupaniopsis* sp.), Eucalyptus (*Eucalyptus* sp.), and African Yew Pine (*Podocarpus* sp.).

Access into this segment is possible at the Main Street terminus. The remainder of the segment is visible from nearby parking lots, including the confluence with Segment 2.

This segment is owned by the BNSF, except for in one location in the middle of the segment. The sold right-of-way is adjacent to the Irvine Montessori School. The right-of-way that is sold is approximately 195 feet (14%) of the 1,430-foot-long segment. Right-of-way has also been sold to property owners near the northern bend approaching Von Karman Avenue. The BNSF Railway Company owns 25 feet of width for the section between Segment 2 and the Montessori School, and up to 40 feet of width for the section from the Montessori School to Main Street. Right-of-way maps for this segment are provided in Appendix D.

There are no street crossings.

IBC Segment 3 Alignment

Figure 3.5

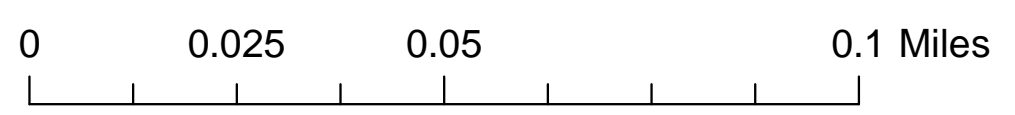


Figure 3.6: Segment 3 Photographs



Segment 3 north of Main Street facing north³



Segment 3 south of the Irvine Montessori School facing north

³ Top image: The right-of-way shown is owned by BNSF where an easement has been granted for landscaping, though the area is not accessible to the public.

3.4. Segment 4: San Diego Creek Creekwalk

The San Diego Creek Creekwalk segment utilizes the western edge of Peters Canyon Wash, between Warner Avenue and south of Barranca Parkway, and conveys southward along the western edge of the San Diego Creek from Barranca Parkway to Michelson Drive. Segment 6 joins this segment just north of Main Street. The alignment of Segment 4 is shown in Figure 3.7. Photographs of the segment are presented in Figure 3.8.

The length of Segment 4 is approximately 2.25 miles within the City of Irvine jurisdiction. This segment would link to existing on-street bikeways at Warner Avenue, Barranca Parkway, Alton Parkway, Main Street, and Michelson Drive. This segment is generally 20 feet wide, without noticeable slope or cross slope, except at undercrossings. It is graded with crushed gravel throughout except for the existing underpasses which are paved with concrete under Warner Avenue, Barranca Parkway, and Alton Parkway. The banks of this channel are generally armored with large stone riprap, with banks at undercrossings armored with concrete. South of the Interstate 405 (I-405) freeway the banks of the channel are not armored. This segment is chain-link fenced off to the public in locations adjacent to streets.

No vegetation grows within Segment 4 and adjacent vegetation is limited, due to the existence of a utility easement corridor running along most of this segment. Mature Fig (*Ficus sp.*) grow adjacent to the segment between Main Street and the I-405.

Access into this segment is possible at each street crossing.

The segment is owned by the Orange County Flood Control District (OCFCD), who oversees the maintenance and operation of the flood control channel and utilizes the existing maintenance roadway for access. However, Orange County Parks (OC Parks) lists a portion of this segment as a riding and hiking trail proposed for future development on the OC Parks Major Riding and Hiking Trails and Off-Road Paved Bikeways map, dated April 2014.

Land adjacent to this segment is mostly dedicated to a utility corridor easement which is used for high-voltage power lines, a plant nursery, electrical substation, container storage, and parking which is owned and leased by Southern California Edison. The San Diego Creek Trail is located on the opposite bank and easterly side of the San Diego Creek. The San Diego Creek Trail is a regional multi-use trail extending to the cities of Tustin, Orange, and Unincorporated County of Orange to the north, and City of Newport Beach to the south. This heavily used trail is categorized as an off-road paved bikeway and extends from Portola Parkway in Irvine to Back Bay Drive in Newport Beach. Right-of-way maps for this segment are provided in Appendix D.

Segment 4 has undercrossings present at:

- Warner Avenue
- Barranca Parkway
- Alton Parkway

There are no undercrossings currently at:

- Main Street
 - Channel is trapezoidal at this location. The Barranca Channel outlet conveys into the San Diego Creek at this location.
- Coronado Street
 - Channel is trapezoidal at this location.
- I-405 Freeway
 - Channel is trapezoidal at this location. The I-405 Freeway is above the grade of the channel, and the Lane Channel crosses the alignment of this segment and conveys into the San Diego Creek just north of I-405.

IBC Segment 4 Alignment

Figure 3.7

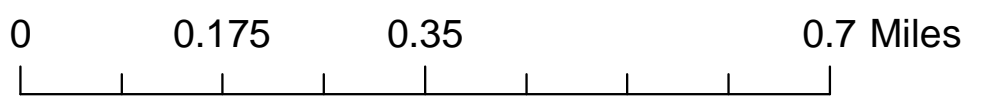
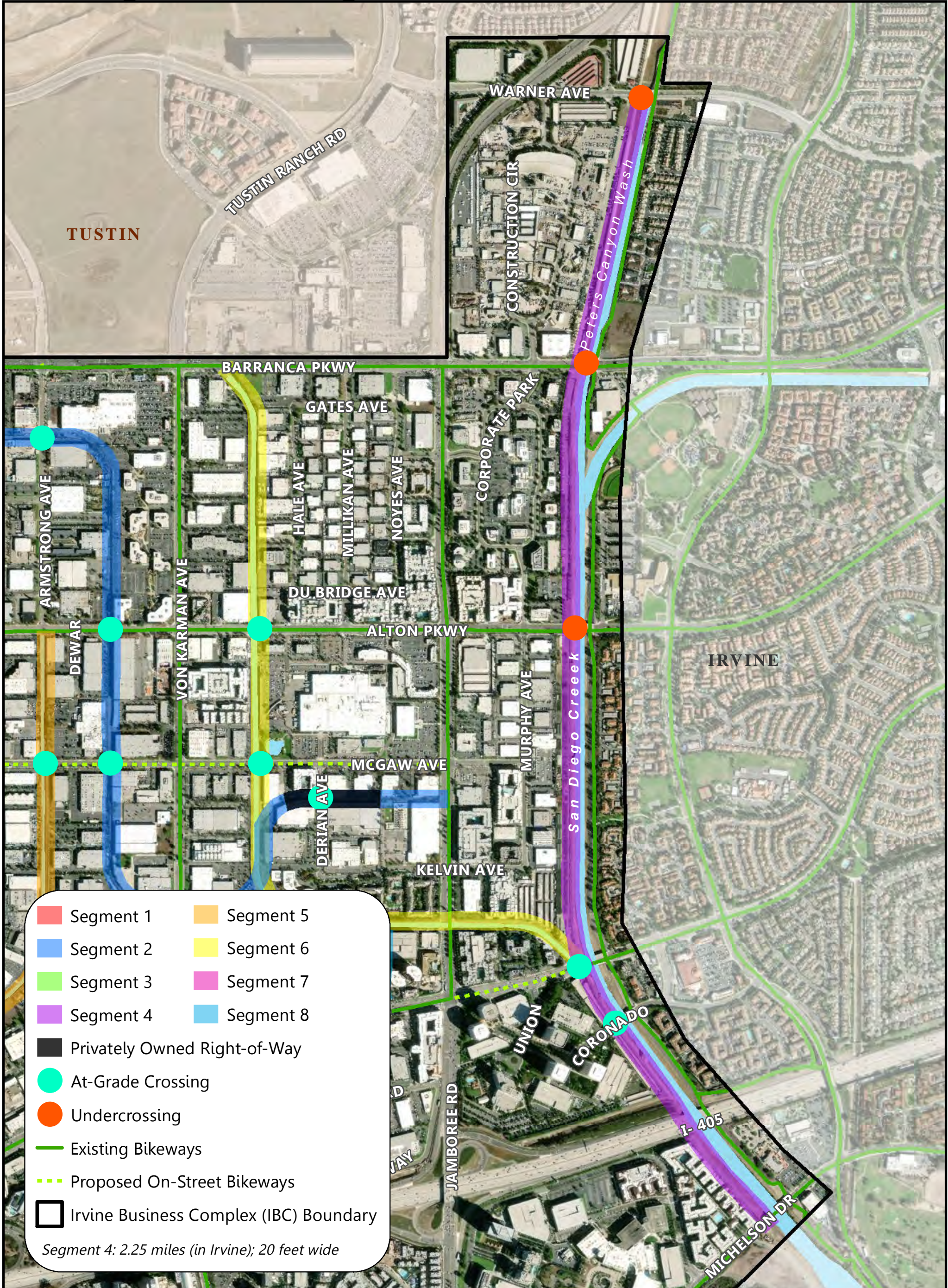


Figure 3.8: Segment 4 Photographs



Segment 4 north of Main Street facing north



Segment 4 on Main Street facing north

3.5. Segment 5: Armstrong Channel

Segment 5 runs parallel and to the east of Armstrong Avenue from Gillette Avenue to the intersection of Alton Parkway and the northern continuation of Armstrong Avenue. This segment benefits from being in the center of the IBC as a potential north/south multi-use trail corridor that would connect to MacArthur Boulevard at the southerly end. This is the only segment that does not intersect any of the seven other potential trail segments. The segment traverses mostly adjacent to industrial and commercial sites. The alignment of Segment 5 is shown in Figure 3.9. Photographs of the corridor are presented in Figure 3.10.

This segment is approximately 0.85 miles in length. The east bank of the channel is comprised of a 20-foot-wide maintenance area that runs the full length of the segment with little to no noticeable slope or cross slope. The maintenance area is graded with crushed gravel throughout and the banks of the channel are armored with large stone riprap. The channel is generally fenced with chain-link along its length. The gravel maintenance road is well maintained, with little to no vegetation growing within the segment. Non-native vegetation presides adjacent to the east bank and includes Eucalyptus (*Eucalyptus* sp.) and Mexican Fan Palm (*Washingtonia* sp.).

Access into this segment is possible from Alton Parkway, McGaw Avenue, and Gillette Avenue. Access to MacArthur Boulevard would require a crossing of the Lane Channel.

Land adjacent to this segment is dedicated to parking lots, access roads, and buildings. A residential community is currently under construction along the east bank of the segment at Gillette Avenue. There is no evidence of existing recreational uses along or adjacent to this segment.

The segment is owned by the OCFCD, who oversees the maintenance and operation of the flood control channel and utilizes the existing maintenance roadway for access. Right-of-way maps for this segment are provided in Appendix D.

There is one street crossing at McGaw Avenue, with no current underpass.

IBC Segment 5 Alignment

Figure 3.9

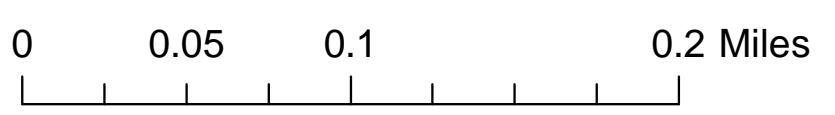
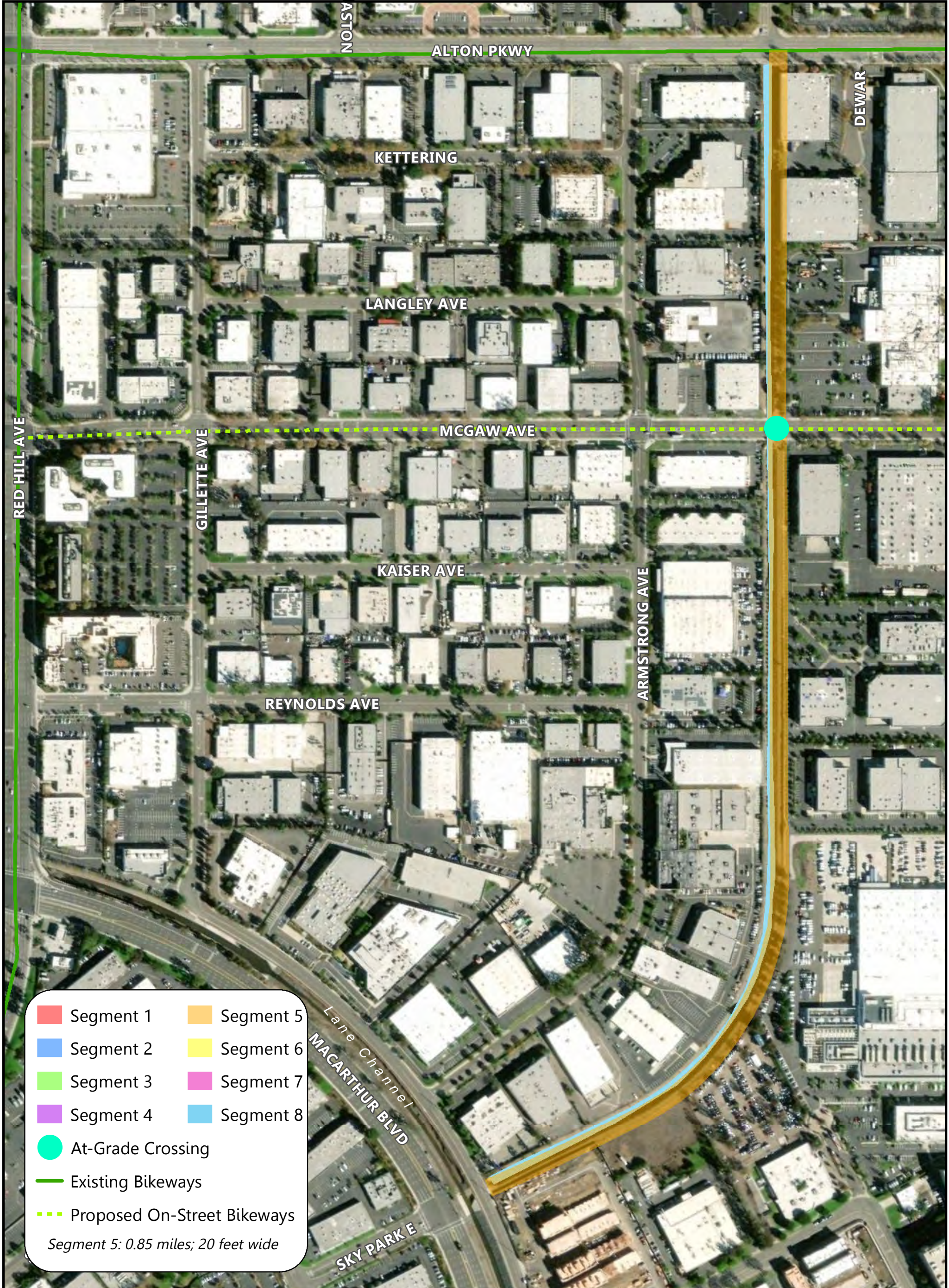


Figure 3.10: Segment 5 Photographs



Segment 5 south of McGaw Avenue facing south



Segment 5 on McGaw Avenue facing north

3.6. Segment 6: Barranca Channel

This segment extends south from Barranca Parkway between Von Karman Avenue and Millikan Avenue to the intersection of Main Street and the San Diego Creek. Segment 6 follows the Barranca Channel south where it crosses the east side of the “U” loop of Segment 2. Segment 7 and 8 spur off of the trail when the channel turns east toward the San Diego Creek near Main Street. This potential trail connects with Segment 4: San Diego Creek Creekwalk just north of Main Street. The alignment of Segment 6 is illustrated in Figure 3.11. Photographs of the segment are shown in Figure 3.12.

The segment is approximately 1.5 miles long. It generally has a minimum 20-foot wide, gravel paved access road on both banks of the channel, with the following exceptions:

- Between Barranca Parkway and Alton Parkway, the southeastern bank is narrow (approximately 6 feet wide) and consists of compacted soil without gravel paving.
- Between Jamboree Road and Main Street, the southwestern bank is narrow (approximately 4 feet to 6 feet wide) and consists of compacted soil without gravel paving.

The banks of the channel in this segment are generally unarmored, with riprap and/or concrete sections occurring both upstream and downstream of street crossings. The channel is generally fenced with chain-link along its length. The gravel road is well maintained, with little to no vegetation growing within the segment. Non-native vegetation adjacent to the east bank includes Eucalyptus (*Eucalyptus* sp.), Brisbane Box (*Lophostemon* sp.), Pine (*Pinus* sp.), and Mexican Fan Palm (*Washingtonia* sp.).

This segment is concurrent with Segment 2: ‘U Loop’ for approximately 450 yards, from Segment 2’s terminus north of McGaw Avenue to the intersection of these two segments behind the business at 17462 Von Karman Avenue.

Segment 6 has a new bicycle-pedestrian bridge currently under construction called the Kelvin Bridge. The Kelvin Bridge crosses over the Barranca Channel and is located approximately 1,000 feet west of Jamboree Road. The Kelvin Bridge will provide a paved access and crossing for the neighborhoods located generally between Kelvin Avenue near the Kelvin Court Apartments, and Main Street.

Access into the segment is possible from Alton Parkway, McGaw Avenue, Jamboree Road, and Main Street. Curves in the segment limit view sheds into the segment from Barranca Parkway and Main Street.

Land adjacent to this segment is dedicated to parking lots, access roads, and buildings. There is no evidence of existing private recreational uses along or adjacent to this segment. This segment is located adjacent to a combination of land uses, including residential, commercial, industrial, and some retail nearby.

The segment is owned by the OCFCD, who oversees the maintenance and operation of the flood control channel and utilizes the existing maintenance roadway for access. Right-of-way maps for this segment are provided in Appendix D.

This segment has street crossings at the following public roadways:

- Alton Parkway
- McGaw Avenue
- Jamboree Road

IBC Segment 6 Alignment

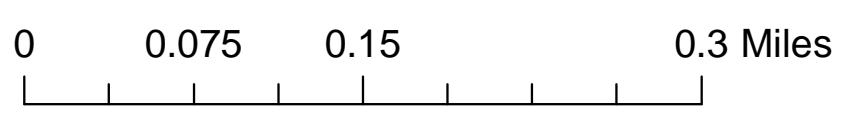
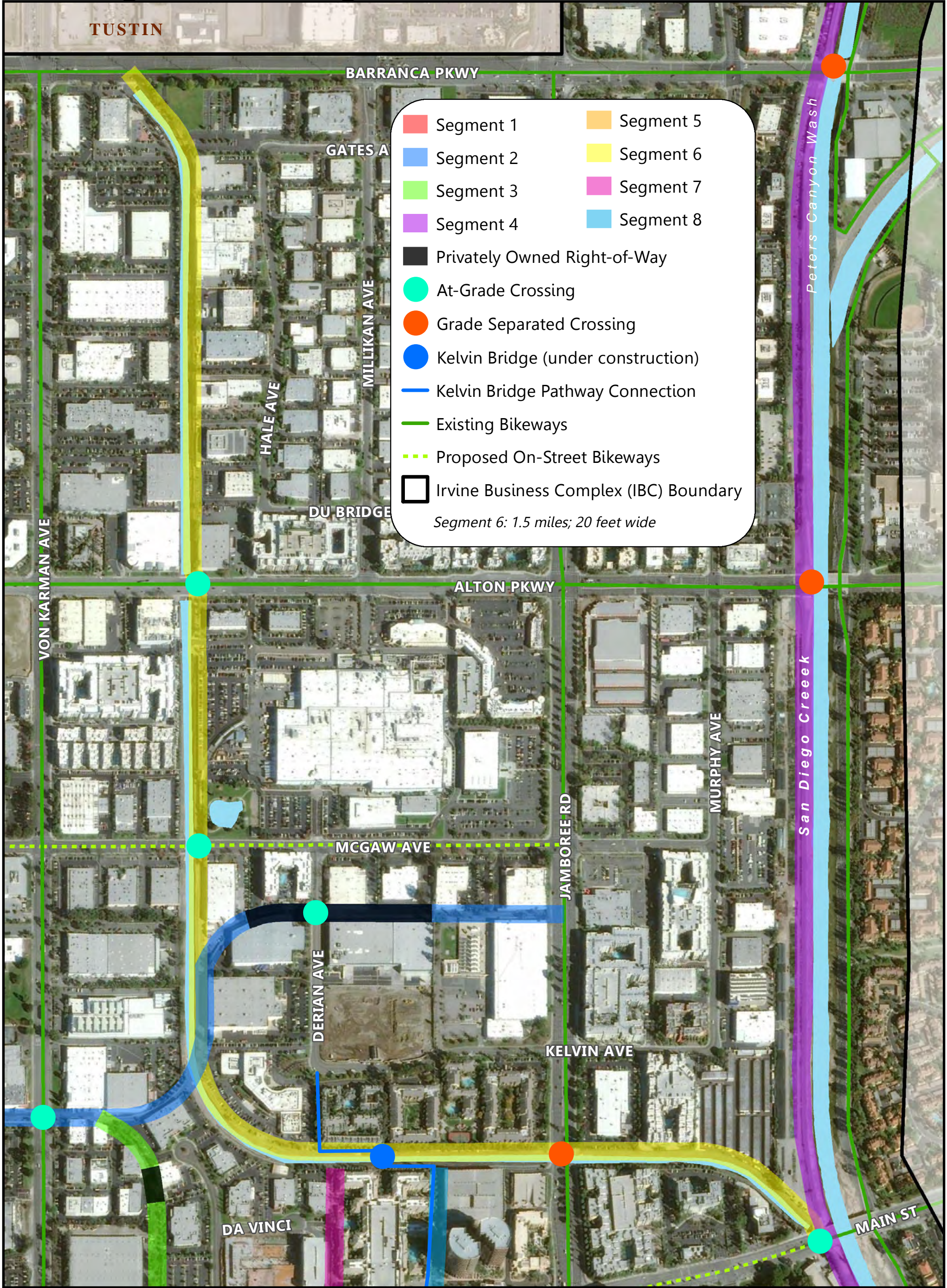


Figure 3.12: Segment 6 Photographs



Segment 6 north of Da Vinci facing northwest



Segment 6 north of Cartwright Road at the Segment 2 intersection facing north

3.7. Segment 7: Greenbelt Spur

This segment is one of two that spurs off from Segment 6 - Barranca Channel, between Cartwright Road and Siglo, and traverses south to Main Street. Both Segment 7 and 8 are within areas that are mostly built-out, which could create potential conflicts with current private property owners. The alignment of Segment 7 is shown in Figure 3.13. Photographs of the segment are shown in Figure 3.14.

This straight segment is approximately 0.17 miles long and connects to Main Street on the southern end. It is generally flat, with no visible slope or cross slope, and is paved with asphalt and artificial turf, with a steel gate at the point where it transitions from asphalt to turf. This segment acts as a fire lane, a back entrance to a parking garage, and runs adjacent to private community amenities, including a pool, a basketball court, and a mini dog park. The segment is over 30 feet wide.

A sidewalk runs along the southeastern edge of the segment, directly adjacent to the Main Street Village residential community, and terminates at the Main Street Village parking garage.

Adjacent vegetation includes Brisbane Box (*Lophostemon* sp.). Views into the segment are possible at the terminus of the asphalt portion of the segment, as well as from the Barranca Channel. Adjacent land use includes the Main Street Village residential community, an access road, and a parking garage.

This property is owned by the owner of the Main Street Village Apartments.

There are no street crossings.

IBC Segment 7 Alignment

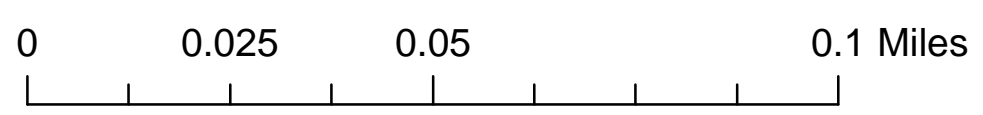
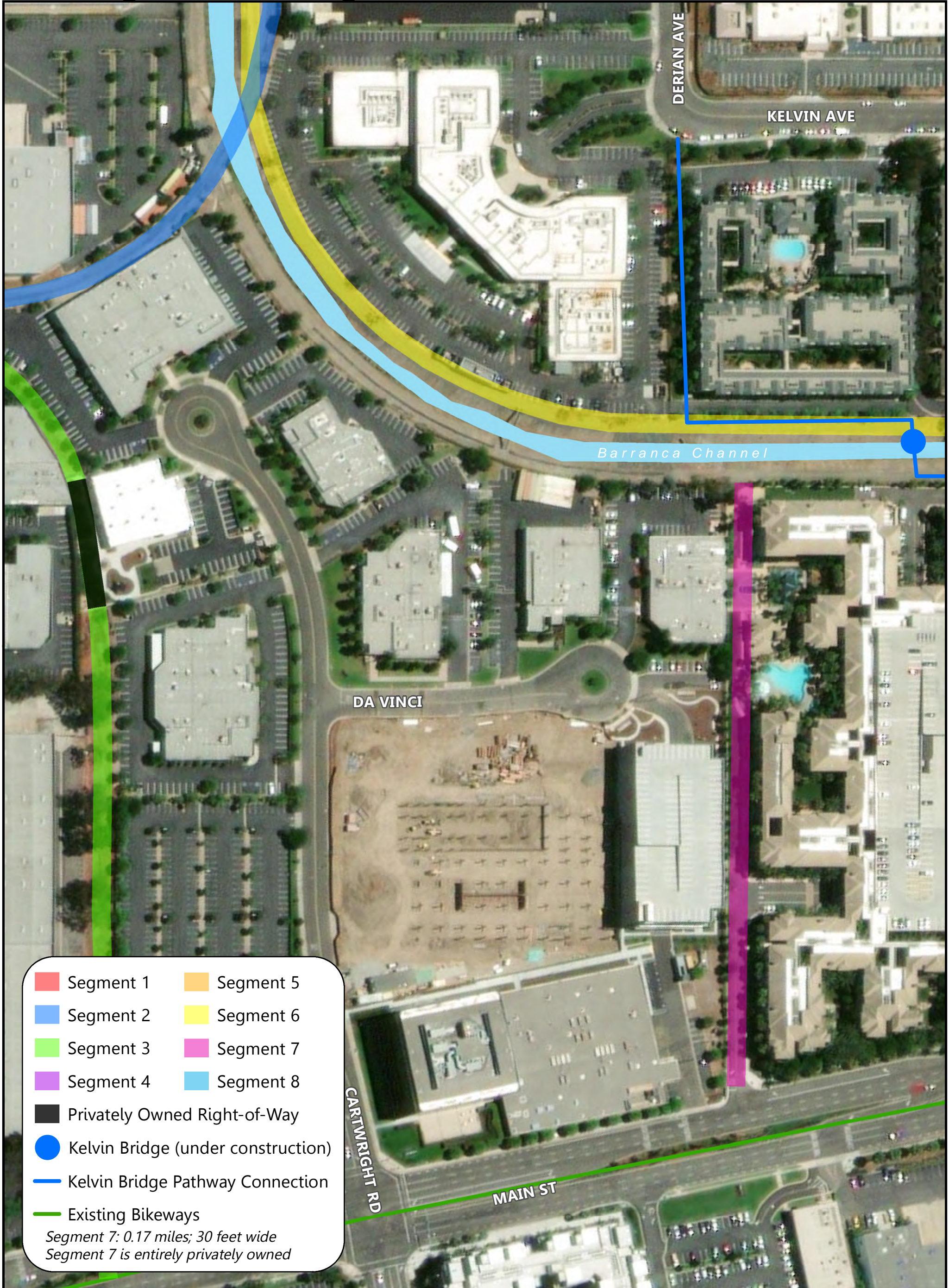


Figure 3.14: Segment 7 Photographs



Segment 7 midway through the segment (fire access gate) facing north



Segment 7 north of Main Street facing north

3.8. Segment 8: Siglo Greenbelt Spur

Segment 8 runs through what is currently the main entrance point into Main Street Village and Century Center on Siglo. This segment has the potential to become a shared use road between vehicles and active transportation modes, but is also wide enough for separation between the potential multiple modes. The segment connects to Segment 6 just west of Jamboree Road. The alignment of Segment 8 is shown in Figure 3.15. Photographs of the segment are shown in Figure 3.16.

The potential trail is approximately 0.15 miles long and runs parallel to Segment 7. It is generally flat, with no visible slope or cross slope. The segment is paved with asphalt and concrete pavers except the landscaping portion separating this segment with the Segment 6 connection. There is also landscaping on either side of the drive aisle. This segment varies in width ranging between 45 and 90 feet and is currently in use as the main entrance point into Main Street Village and Century Centre on Siglo. A sidewalk runs along the north-western edge of this segment.

Adjacent vegetation includes Date Palms (*Phoenix* sp.), Pine (*Pinus* sp.), Cottonwood (*Populus* sp.), and Queen Palm (*Syagrus* sp.). Adjacent land uses include the Main Street Village Apartment community, Century Centre office buildings, and a parking garage. There is no evidence of recreational use of this segment because it is mainly used to accommodate vehicular traffic.

This property is owned by the owner of the Century Centre office complex.

There are no street crossings.

IBC Segment 8 Alignment

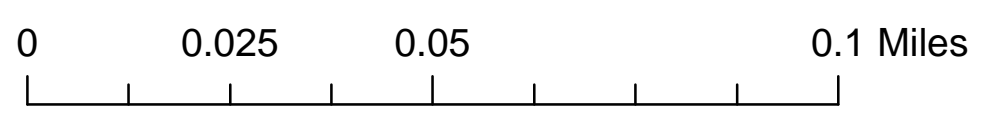
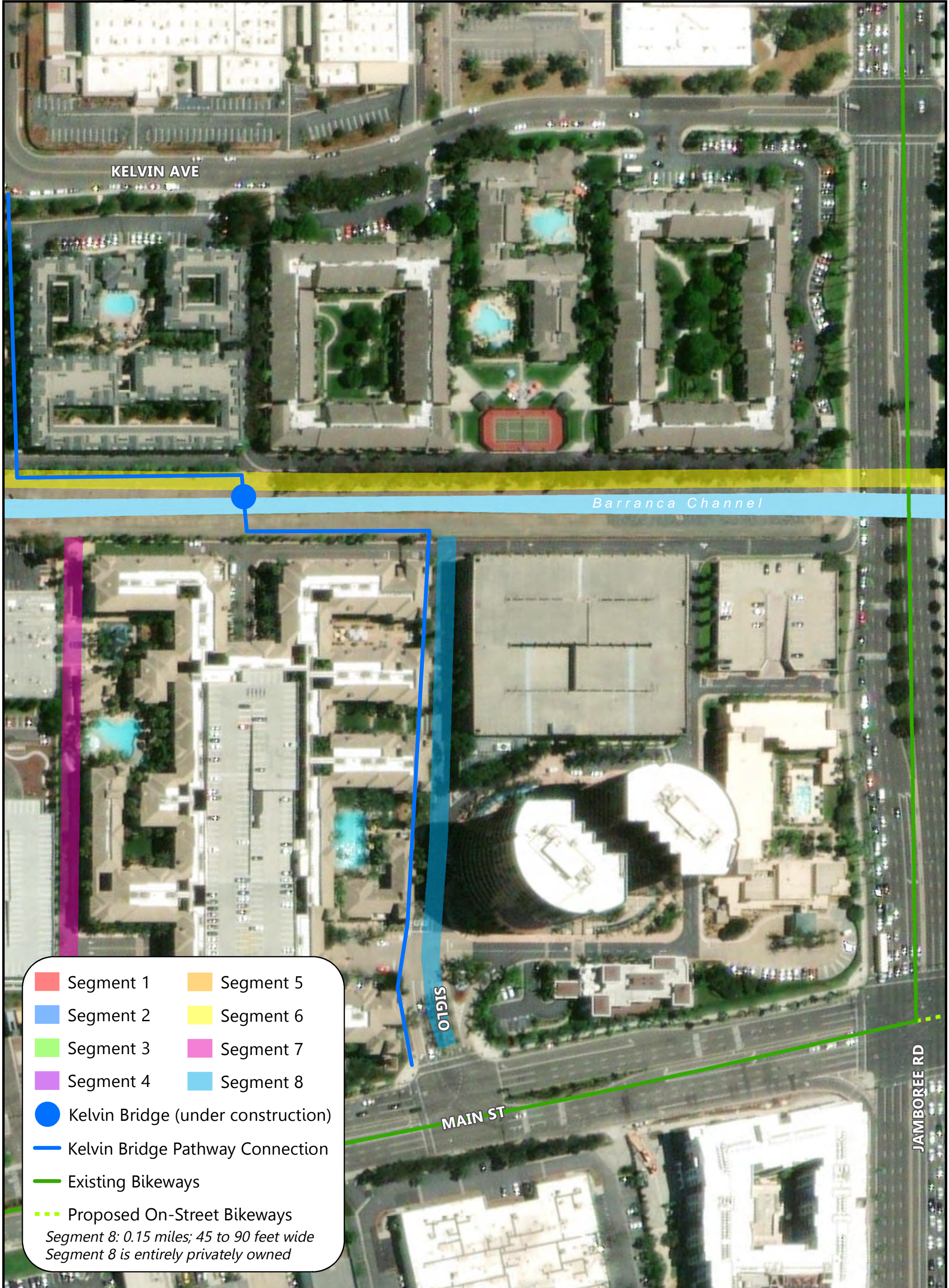


Figure 3.16: Segment 8 Photographs



Segment 8 (Siglo) north of Main Street facing south



Segment 8 (Siglo) north of Main Street facing north

4. Segment Analysis

This section establishes prioritization for each of the eight segments, using a priority score and ranking assigned to each segment based on criteria developed by the consultant team and approved by the City of Irvine. Under each criteria, each segment was assigned a feasibility score from one (1) to five (5); with a score of five (5) being the highest. The feasibility score is based upon a combination of technical analysis of opportunities and constraints, as well as community input from the public workshop conducted in February 2020.

There are two factors that contribute to a segment analysis ranking, technical analysis and community input. Technical analysis consisted of assigning scoring based on the physical attributes of an individual segment. There were eight opportunity factors and five constraint factors considered in the technical analysis:

- Opportunities
 - Proximity to Attractions/Public Destinations
 - Proximity to Current or Future Residential Areas
 - Proximity to Major Employers
 - Proximity to Transit
 - Consistency with Community Interest
 - Reduction of Exposure to Pedestrian/Bicycle Collisions
 - Connectivity to Other Transportation Infrastructure
 - Available Trail Distance
- Constraints
 - Street Crossings
 - Potential Width
 - Existing Corridor Use
 - Land Ownership
 - Cost per Mile

Each opportunity and constraints factor had a scoring methodology with segments scoring between 1 and 5, with 5 being the best. The full scoring methodology can be found in Appendix B. The scores of all opportunities and constraints were averaged together for each segment to assign an overall technical analysis feasibility score. No one factor was given more weight than any other factor. For the opportunity factor “Consistency with Community Interest”, data was taken from the August / September round of community involvement by determining which trails could support community desires. The summarized results of the Technical Analysis Score are below in Table 4.1.

Table 4.1: Technical Analysis Scores

Segment	Opportunity Score	Constraints Score	Technical Analysis Score ⁴	Technical Analysis Ranking
Segment 1: West Side of the IBC	2.2	3.0	2.48	8 th
Segment 2: BNSF “U” Loop	3.6	2.9	3.32	6 th
Segment 3: BNSF Spur East of Von Karman	3.7	3.0	3.40	3 rd
Segment 4: San Diego Creek Creekwalk	3.5	3.4	3.46	2 nd
Segment 5: Armstrong Channel	3.0	3.9	3.37	5 th
Segment 6: Barranca Channel	3.7	3.6	3.64	1 st
Segment 7: Greenbelt Spur	3.9	1.8	3.08	7 th
Segment 8: Siglo Greenbelt Spur	3.9	2.6	3.38	4 th

Community input played a significant role in final feasibility rankings. Community input for segment feasibility was gathered at the Open House in February 2020⁵, where respondents ranked the eight trails in order of highest (most desirable) to lowest (least desirable). At the Open House, respondents were presented with the full scoring methodology, a full technical analysis scoring breakdown, a map showing each of the eight segments, and a ballot with color-coordinated segments to the map where respondents could rank the segments. The results of the community input were aggregated⁶ to create a community input score, which was considered with the technical analysis score to create the final segment analysis score and ranking. The results of the segment analysis are presented in Table 4.2.

Table 4.2: Final Analysis Scores

Segment	Technical Analysis Score	Community Input Analysis Score	Final Analysis Score	Final Analysis Ranking
Segment 1: West Side of the IBC	2.48	1.97	2.31	8th
Segment 2: BNSF “U” Loop	3.32	3.09	3.25	4th
Segment 3: BNSF Spur East of Von Karman	3.40	2.65	3.15	5th
Segment 4: San Diego Creek Creekwalk	3.46	3.77	3.56	2nd
Segment 5: Armstrong Channel	3.37	3.73	3.49	3rd
Segment 6: Barranca Channel	3.64	4.68	3.99	1st
Segment 7: Greenbelt Spur	3.08	2.14	2.77	7th
Segment 8: Siglo Greenbelt Spur	3.38	2.15	2.97	6th

⁴ Technical Analysis Score is not a direct average of the Opportunity Score and Constrains Score as there are eight (8) opportunity factors and five (5) constraint factors.

⁵ See Section 2.1.2 for more details from the February 2020 Open House.

⁶ Application and aggregation of the Community Input Feasibility Score is found on pages A-20 through A-22.

Based upon technical analysis and community input, the highest priority segment is Segment 6: Barranca Channel with nearly 4 points out of a possible 5 after ranking 1st in both technical analysis and community input. Segment 4: Creekwalk and Segment 5: Armstrong Channel are the second and third priority trails, respectively, due to positive community input and limited constraints on implementation. The trails that ranked with lower priority include the Greenbelt Spur segments (7 and 8) and Segment 1: West Side of the IBC, due to their physical constraints and low community input scores. The final feasibility scores and rankings were used toward the creation of the prioritization and action items found in Section 6. A full matrix of all opportunity and constraint scores on a segment-by-segment basis is found in Appendix B.

5. Design Components, Cost Estimates, and Funding

5.1. Design Concepts

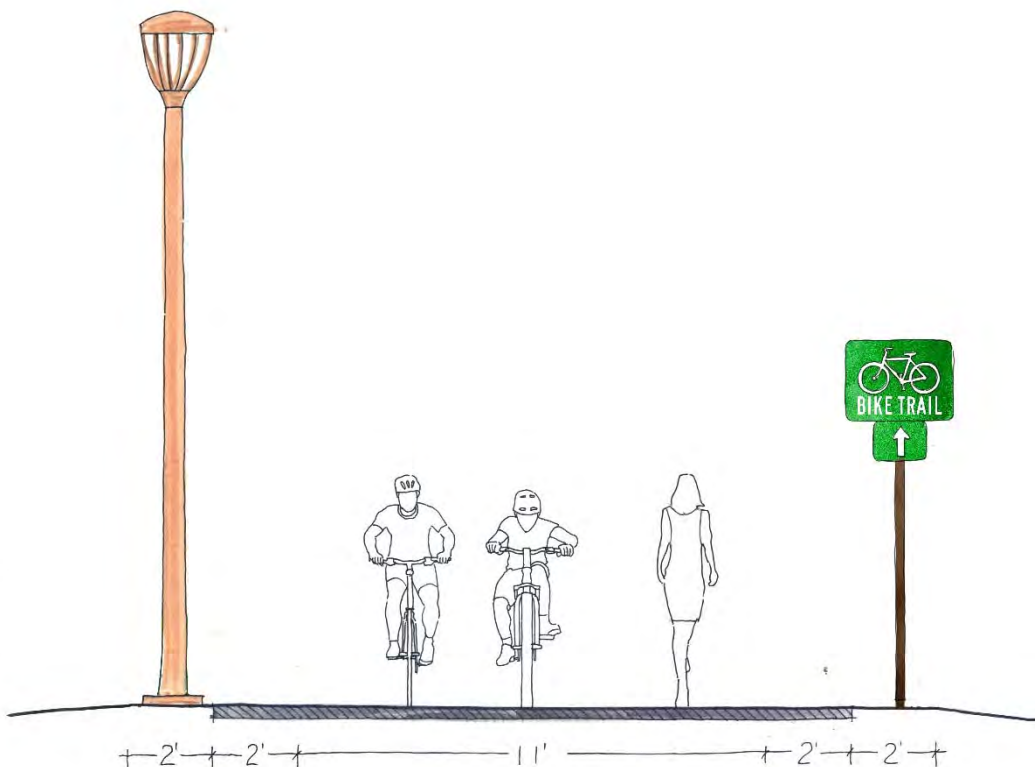
Four general multi-use trail design concepts have been created to illustrate typical sections for the range of conditions present along the eight study segments. These four typical design concepts can vary in width and design based upon the individual unique parameters present along each segment. Table 5.1 shows each segment and segment section and the associated proposed design concept. The four design concepts are:

Design Concept 1:

- 15 feet to 20 feet wide
- 11-foot to 15-foot wide paved path with 2-foot wide paved shoulders on either side
- 2-foot buffer on either side of the paved pathway

This design concept would typically be used adjacent to flood control channels where a multi-use trail is installed within OCFCD right-of-way. In these cases, the City of Irvine would be granted an easement or encroachment permit to install the trail within OCFCD right-of-way and the trail would need to conform to County design standards, at minimum.⁷

Figure 5.1: Design Concept 1 (15-20 Feet)

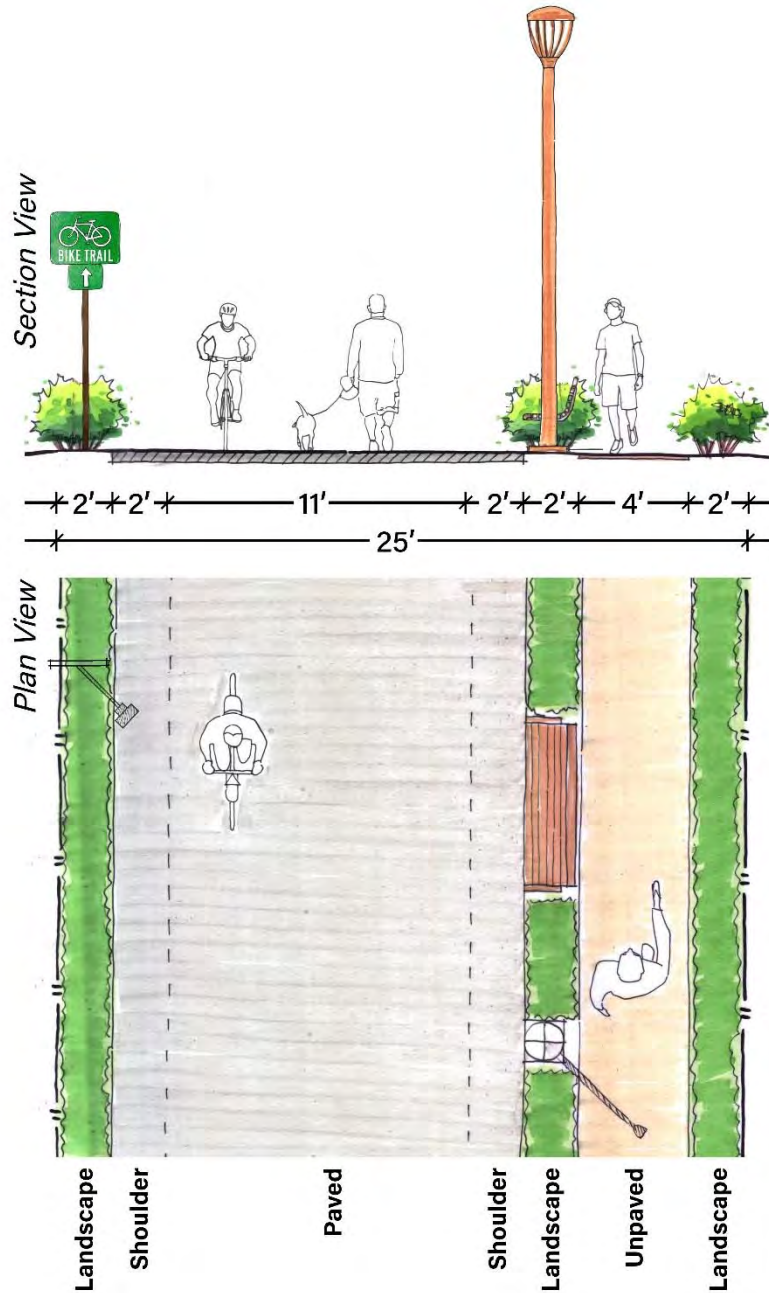


⁷ County of Orange design standards may not permit lighting and signage as depicted in Figure 5.1.

Design Concept 2:

- 25 feet wide
- 11-foot wide paved path with 2-foot wide paved shoulders on either side
- 4-foot wide unpaved path
- 2-foot wide landscaping on both ends of the trail and in between the paved and unpaved trails

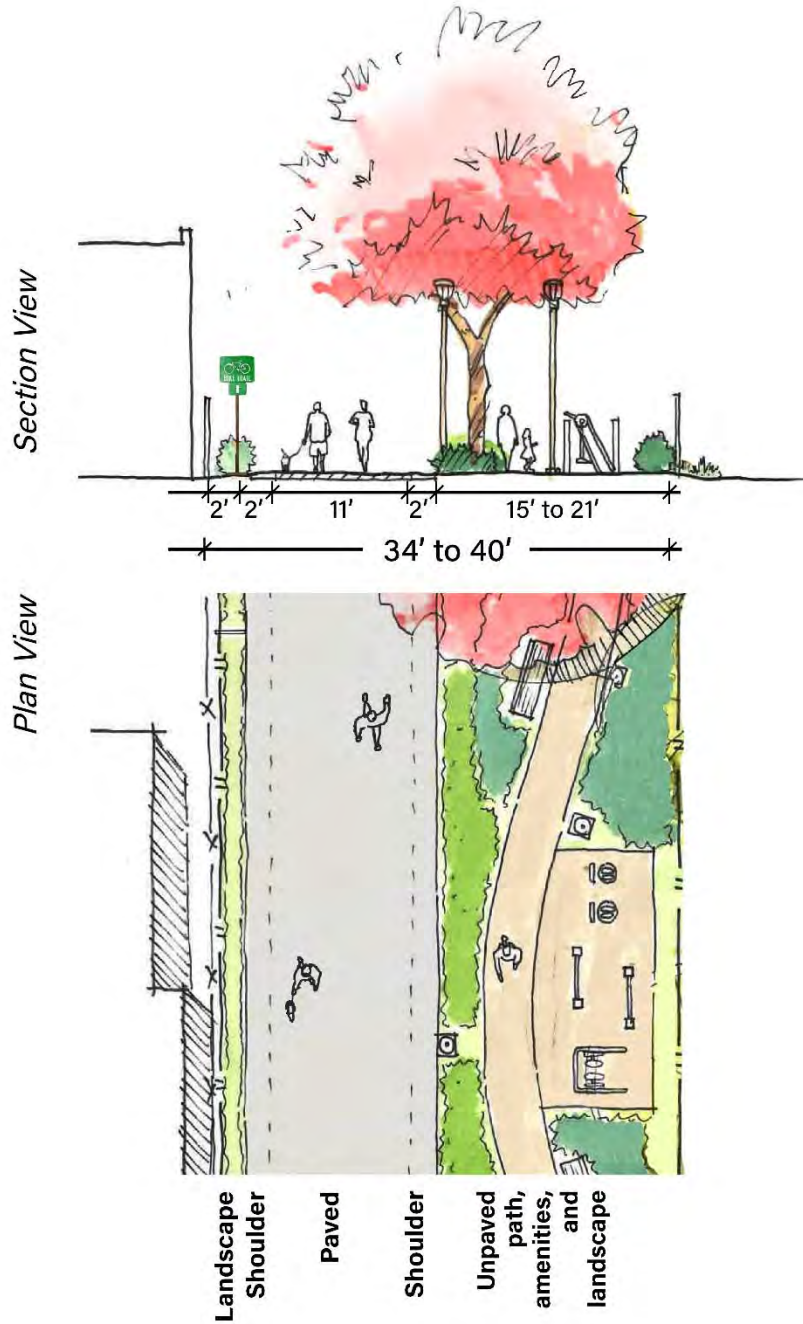
Figure 5.2: Design Concept 2 (25 Feet)



Design Concept 3:

- 34 feet to 40 feet wide
- 11-foot wide paved path with 2-foot wide paved shoulders on either side
- 15-foot or 21-foot wide section for an unpaved paved path, amenities and landscaping 2-foot wide landscaping on either side of the paved path.

Figure 5.3: Design Concept 3 (34 to 40 Feet)



Design Concept 4:

- Specifically for Segment 3
- 25 feet to 40 feet wide
- 11-foot wide paved path with 2-foot wide paved shoulders on either side
- 2-foot wide landscaping on one trail side
- 8-foot wide to 23-foot wide section for amenities and landscaping (Figure 5.4 shows the minimum)

Figure 5.4: Design Concept 4 (25 to 40 Feet)

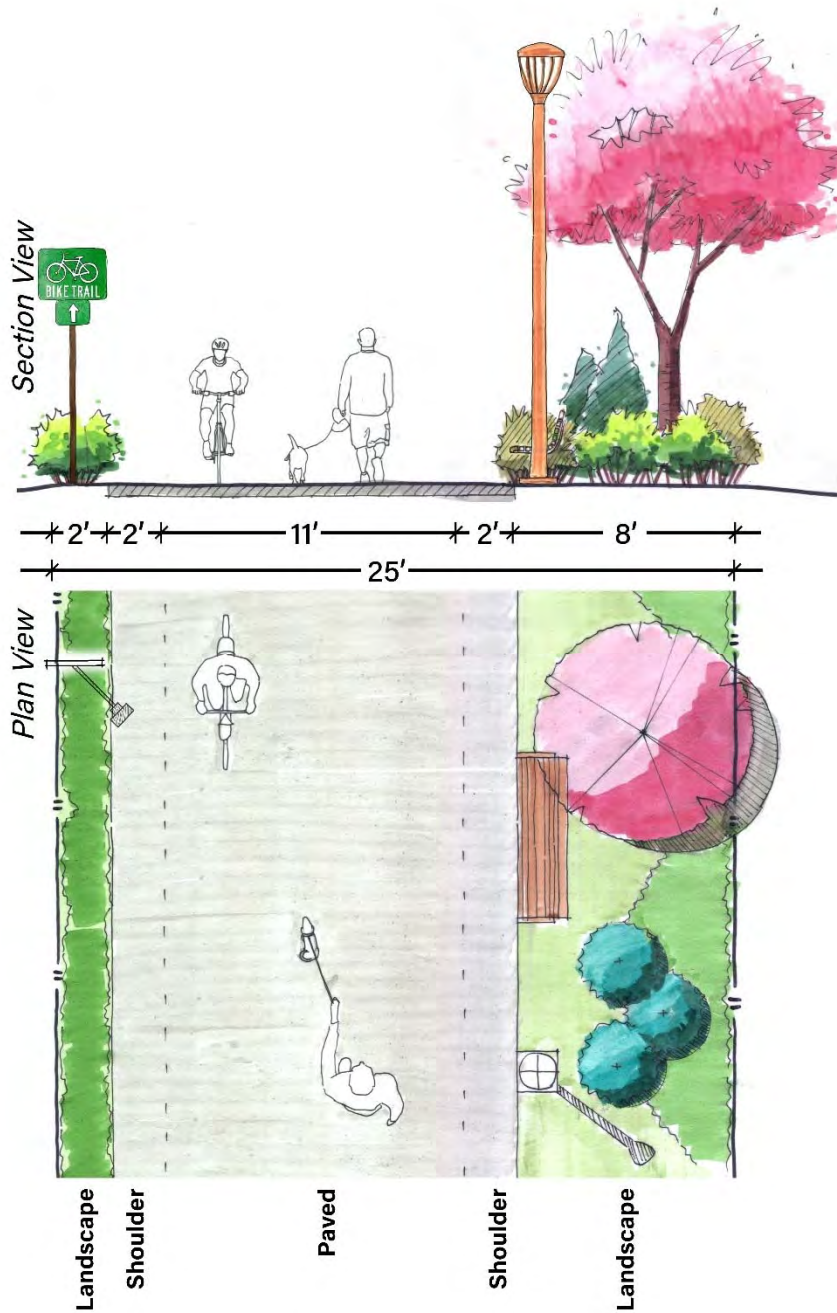


Table 5.1: Proposed Design Concept by Segment

IBC Segment	Section	Start	End	Design Concept	Width (feet)	Length (feet)
1: West Side of the IBC	Section A	Alton Pkwy	McGaw Ave	3	34	1,260
	Section B	McGaw Ave	Lane Channel	3	34	1,400
2: BNSF "U" Loop	Section A	Red Hill Ave	Aston	3	34	1,050
	Section B	Aston	Armstrong Ave	3	34	1,435
	Section C	Armstrong Ave	Alton Pkwy	2	25	2,322
	Section D	Alton Pkwy	McGaw Ave	3	34	1,250
	Section E	McGaw Ave	Von Karman Ave	2	25	1,815
	Section F	Von Karman Ave	Derian Ave	2	25	2,010
	Section G	Derian Ave	Jamboree Rd	2	25	1,165
3: Spur East of Von Karman	Section A	Segment 2	Main St	4	25 to 40	1,430
4: San Diego Creek Creekwalk	Section A	Warner Ave	Barranca Pkwy	1	19	2,640
	Section B	Barranca Pkwy	Alton Pkwy	1	19	2,500
	Section C	Alton Pkwy	Main St	1	19	3,225
	Section D	Main St	Coronado	1	19	593
	Section E	Coronado	I-405	1	19	1,063
	Section F	I-405	Michelson Dr	1	19	1,108
5: Armstrong Channel	Section A	Alton Pkwy	McGaw Ave	1	19	1,245
	Section B	McGaw Ave	Lane Channel	1	19	3,125
6: Barranca Channel	Section A	Barranca Pkwy	Alton Pkwy	1	19	2,600
	Section B	Alton Pkwy	McGaw Ave	1	19 (on both sides of the channel)	1,250
	Section C	McGaw Ave	Jamboree Rd	1	19 (on both sides of the channel)	3,186
	Section D	Jamboree Rd	Main St	1	19	1,383
7: Greenbelt Spur	Section A	Segment 6	Main St	None	Approx. 30	870
8: Siglo Greenbelt Spur	Section A	Segment 6	Main St	None	Approx. 50	750

Each segment section is separated by a cross street. To make each multi-use trail segment continuous, pedestrian and bicyclist street crossings of these streets would be necessary to unify trail segment sections. All potential street crossings in the IBC area are unique, as streets vary by number of lanes, street width, and daily traffic volume. A suite of viable street crossings within the IBC are described below and would be evaluated.

- Standard Crosswalk
 - Usually consists of striping, text pavement markings, flex posts, or bulb-out with a median pedestrian refuge island for traffic calming (See Figure 5.5)
- Rectangular-Rapid Flashing Beacon (RRFB)
 - Usually consists of striping, signage on both ends of the crosswalk, and LED-array-based lighting on the signage and crosswalk (See Figure 5.6)
- High-Intensity Activated Crosswalk Beacon (HAWK)
 - Usually consists of striping, and multiple signals on an overhanging pole, which flash red or yellow identifying if a pedestrian is about to cross or is crossing (See Figure 5.7)

Preliminary street crossing treatments are identified for each of the 16 potential street crossings for IBC trails, which is shown in Table 5.2. Additional analysis and study of the appropriate street crossing treatment would be required for each crossing in subsequent phases of design. Undercrossing will follow OCFCD Control Standards. Any overcrossings will follow the California Department of Transportation Highway Design Manual and will be designed in the same style as other pedestrian overcrossings in Irvine.

Figure 5.5: Standard Crosswalk



The San Diego Creek Trail at Lake Road facing south

Figure 5.6: Rectangular-Rapid Flashing Beacon



Spectrum Center Drive at Quasar Drive facing south

Figure 5.7: High-Intensity Activated Crosswalk Beacon



Alton Parkway at the Edwards Lifesciences Corporate Campus facing west

Table 5.2: Street Crossings by Segment

IBC Segment	Street Crossing	Street Crossing Concept	Grade ⁸
1: West Side of the IBC	McGaw Ave	To Be Determined	At-grade
2: BNSF “U” Loop	Aston	To Be Determined	At-grade
	Armstrong Ave	To Be Determined	At-grade
	Alton Pkwy	To Be Determined	At-grade
	McGaw Ave	To Be Determined	At-grade
	Von Karman Ave	To Be Determined	At-grade
	Derian Ave	To Be Determined	At-grade
3: Spur East of Von Karman	No Street Crossing		
4: San Diego Creek Creekwalk	Barranca Pkwy	None	Undercrossing (constructed)
	Alton Pkwy	None	Undercrossing (constructed)
	Main St	Pedestrian Underpass	Undercrossing
	Coronado	Pedestrian Underpass	Undercrossing
	I-405	Pedestrian Underpass	Undercrossing
5: Armstrong Channel	McGaw Ave	To Be Determined	At-grade
6: Barranca Channel	Alton Pkwy	To Be Determined	At-grade
	McGaw Ave	To Be Determined	At-grade
	Jamboree Rd	Pedestrian Overpass	Above grade
7: Greenbelt Spur	No Street Crossing		
8: Siglo Greenbelt Spur	No Street Crossing		

A discussion on each individual IBC Trails segment is found below. The discussion details each segment section’s length, width, applicable design concepts and street crossings, necessary soil remediation, any right-of-way constraints, and approximate cost. See Appendix E for a full cost breakdown for each section.

5.1.1. Segment 1: West Side of the IBC

This segment is 1,260 feet long from Alton Parkway to McGaw Avenue (Section A) and 1,400 feet long from McGaw Avenue to the Lane Channel (Section B), for a total length of 2,660 feet. The segment is 34 feet wide in both sections of Segment 1. An RFPB or HAWK at-grade crossing is recommended at McGaw Avenue. Soil remediation would likely be necessary for the segment from McGaw Avenue to the Lane Channel. In sections where private property owners have purchased the right-of-way and installed new improvements, such as Edwards Life Sciences currently operating a private drive aisle for the section from Alton Parkway to McGaw Avenue, negotiations with private property owners for use of this right-of-way would be required.

⁸ At-grade crossings assumed for cost estimate purposes. However, grade separated crossings will require further analysis for feasibility during the preliminary engineering phase.

The entirety of Segment 1 would use Design Concept 3, which includes an 11-foot wide paved path with 2-foot wide paved shoulders, and an unpaved path with amenities and landscaping features approximately 15 feet wide. There is also an additional 2 feet of width of landscaping on either side of the paved path. Linear parks may be possible for this Segment south of McGaw Avenue.

Approximate Cost: \$4.9 million including crossings

5.1.2. Segment 2: BNSF "U" Loop

This segment has seven sections due to numerous street crossings. The lengths and widths of each section are below.

- A. Red Hill Avenue to Aston Avenue (1,050 feet long, 34 feet wide)
- B. Aston Avenue to Armstrong Avenue (1,435 feet long, 34 feet wide)
- C. Armstrong Avenue to Alton Parkway (2,322 feet long, 25 feet wide)
- D. Alton Parkway to McGaw Avenue (1,250 feet long, 40 feet wide)
- E. McGaw Avenue to Von Karman Avenue (1,815 feet long, 25 feet wide)
- F. Von Karman Avenue to Derian Avenue (2,010 feet long, 25 feet wide)
- G. Derian Avenue to Jamboree Road (1,165 feet long, 25 feet wide)

Soil remediation would likely be necessary throughout the entire segment due to the presence of the rail corridor. Soil remediation can add time and expense to the development of the corridor.

Crossings would be required at all seven street crossing locations. An initial proposal for at-grade crossing treatments is provided for in the cost estimates contained in this plan. However, further analysis and study of these crossing locations will be necessary in subsequent phases of design.

Sections A, B, and D would use Design Concept 3, which includes an 11-foot wide paved path with 2-foot wide paved shoulders, and an unpaved path with amenities and landscaping features approximately 15 feet wide (21 feet wide for Section D). There is also an additional 2 feet of width of landscaping on either side of the paved path. Linear parks may be possible in Section A, B, and D.

Sections C, E, F, and G would use Design Concept 2, which includes an 11-foot wide paved path with 2-foot shoulders, and a 4-foot wide unpaved path. There is also 2-foot wide landscaping at either end of the right-of-way, as well as in between the paved and unpaved paths.

Approximate Cost: \$23.3 million including crossings

5.1.3. Segment 3: BNSF Spur East of Von Karman

This segment is 1,430 feet long from Main Street to its terminus at Segment 2 (Section A). The segment is up to 40 feet wide to the south of the segment, but gradually narrows to 25 feet wide near its connection to Segment 2. This segment would require no roadway crossings, but soil remediation would likely be required throughout the segment.

Segment 3 would receive Design Concept 4, with an 11-foot wide paved path with 2-foot wide paved shoulders and no unpaved path, as the segment is short and may also lend itself towards installation of a small "pocket" park or linear park. Due to variation in segment width, the width allocated for landscaping and amenities will be reduced from 21 feet at its widest to approximately 8 feet at the narrowest point.

Approximate Cost: \$3 million

5.1.4. Segment 4: San Diego Creek Creekwalk

This segment has six sections due to numerous street crossings. The lengths and widths of each section are below.

- A. Warner Avenue to Barranca Parkway (2,640 feet long, 19 feet wide)

- B. Barranca Parkway to Alton Parkway (2,500 feet long, 19 feet wide)
- C. Alton Parkway to Main Street (3,225 feet long, 19 feet wide)
- D. Main Street to Coronado (593 feet long, 19 feet wide)
- E. Coronado to Interstate 405 (1,063 feet long, 19 feet wide)
- F. Interstate 405 to Michelson Drive (1,108 feet long, 19 feet wide at its narrowest)

This segment would require six crossings, one at each of the five street crossings and one the I-405 freeway. Undercrossing infrastructure is already in place at Warner Avenue, Barranca Parkway, and Alton Parkway. For cost estimating purposes only, undercrossing infrastructure was assumed at Main Street, Coronado, and I-405, which is similar to the San Diego Creek Trail on the easterly side of San Diego Creek. At-grade crossing may be possible at Coronado and Main Street (where Main Street, the Barranca Channel and the Creekwalk confluence at-grade). Each section of Segment 4 would receive Design Concept 1, with an 11-foot wide paved path with 2-foot wide paved shoulders and 2 feet of buffer on each side. Other treatments could be made for Section F, as the width in this section expands to 55 feet in some places. However, alternative treatments would require approval from the County of Orange and Caltrans for the segment below the I-405.

Approximate Cost: \$17.3 million including crossings

5.1.5. Segment 5: Armstrong Channel

This segment is 1,245 feet long from Alton Parkway to McGaw Avenue (Section A) and 3,125 feet long from McGaw Avenue to Lane Channel (Section B). The segment is 19 feet wide in each section of Segment 5. A standard crosswalk or HAWK signal is recommended for the at-grade crossing at McGaw Avenue.

Both sections of Segment 5 would receive Design Concept 1, with only an 11-foot wide paved path with 2-foot wide paved shoulders and 2 feet of buffer on each side.

Approximate Cost: \$947,000 including crossing

5.1.6. Segment 6: Barranca Channel

This segment has four sections due to numerous street crossings. The lengths and widths of each section are below.

- A. Barranca Parkway to Alton Parkway (2,600 feet long, 19 feet wide)
- B. Alton Parkway to McGaw Avenue (1,250 feet long, 19 feet wide on both sides of the channel)
- C. McGaw Avenue to Jamboree Road (3,186 feet long, 19 feet wide on both sides of the channel)
- D. Jamboree Road to Main Street (1,383 feet long, 19 feet wide)

An at-grade crossing is recommended at Alton Parkway and McGaw Avenue. It is recommended that a grade-separated pedestrian/bicycle crossing be implemented at Jamboree Road.

All sections would receive Design Concept 1, with an 11-foot wide paved path with 2-foot wide paved shoulders and 2 feet of buffer on each side. Section B would utilize the west side of the channel. Section C would utilize the west side of the channel from McGaw to its intersection with Segment 2, where the remainder of Section C would cross over and utilize the north side of the channel. Section D would need to be evaluated where the trail would connect to Segment 4 San Diego Creek Creekwalk.

Approximate Cost: \$5 million including crossings

5.1.7. Segment 7: Greenbelt Spur

This section is 870 feet long from Main Street to Segment 6 (Section A) and is currently privately owned and operated. Segment 7 is 34 feet wide. No at-grade crossings would be required.

No design concept can be assigned to Segment 7 due to many potential barriers which can alter design, including fire lane access and private ownership. No new development is proposed.

5.1.8. Segment 8: Siglo Greenbelt Spur

This section is 750 feet long from Main Street to Segment 6 (Section A) and currently serves as a drive aisle for the businesses, residential community, and parking garage on Siglo. This segment is approximately 50 feet wide at its narrowest, but varies in width. No at-grade crossings would be required.

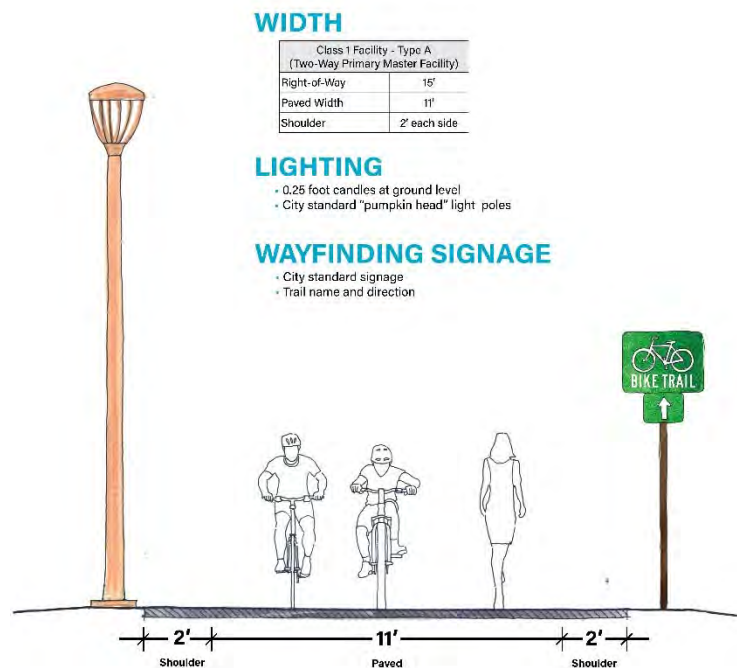
No design concept is proposed, as this corridor is already developed. However, it is recommended that sharrow markings be added to Siglo so that a connection is made to Segment 6.

Approximate Cost: \$5,500

5.2. Design Guidelines for Trails and Linear Parks

In accordance with City of Irvine trail and linear park standards described in the City's *Active Transportation Plan, Parks Master Plan, and the Landscape Manual and Standard Plans*, each trail in the IBC will be a minimum of 15 feet wide, with an 11-foot paved surface and a 2-foot wide shoulder on each side (Figure 5.8). Linear parks may be possible on Segments 1, 2, and 3 in sections where right-of-way is 34 feet wide or greater. Lighting will meet City Park and Park Facilities Standard requirements Section 8.5.2 Pole and Fixture for Trail and Pathway Lighting. Where possible, lighting should be located beyond the shoulders of the proposed paved trails, although lighting may not be permitted on OCFCD corridors per the *Orange County Flood Control District Design Manual*. In constrained areas, the lighting and signage may also be located within the two-foot shoulders.

Figure 5.8: City of Irvine Multi-Use Trail Minimum Design Standard



5.3. Landscaping / Amenities

In addition to the minimum standard features that will be required on all IBC trails, trails may contain optional development items as space, budget, and community interest allow. The location of these items will be determined in future design development phases. Potential locations to be considered could include trail entrances/street intersections, placement along the trail at regular intervals, or clustered placement

along trails. Optional development items may include landscaping and additional decomposed granite paths; functional site furniture; amenities for active and passive use; and public art.

5.3.1. Landscaping and Decomposed Granite Paths

Trees, shrubs, and groundcover provide visual interest, shade, and may even improve the mood of trail users. On a larger scale, landscaping in an urban setting can increase permeability, decrease the urban heat island effect, and create needed wildlife habitat. The City of Irvine provides detailed guidance on landscape planting in its *Sustainable Landscaping Guidelines Manual*; these standards and recommendations should be followed along IBC Trails to the extent feasible, including the use of drought tolerant and low maintenance plants. Refer to Figure 5.9 for examples of appropriate plantings. Trees should be included in all landscape designs to maximize landscape benefits.

Including landscaping along trails should be considered where ROW width and restrictions, irrigation infrastructure, and budget allow.

- 20' ROW – landscaping should be considered if irrigation infrastructure is readily available. If provided, landscaping should be consolidated on one side of the trail to maximize growing area for plants.
- 25' ROW - landscaping should be considered even if irrigation infrastructure is not readily available. Landscaping could be consolidated onto one side of the trail or provided along both sides of the trail.
- 34' ROW – landscaping is strongly recommended. It is recommended that landscaping be provided along both sides of the trail, with a minimum of 5' of landscaping on each side of the trail.
- 40' ROW – landscaping is strongly recommended. It is recommended that landscaping be provided along both sides of the trail, with a minimum of 5' of landscaping on each side of the trail.

Figure 5.9: Landscaping Examples



(L) California native shrubs, grasses, and trees at Quail Hill Community Center; (R) Trail users enjoying shade and landscaping.

Decomposed granite, a natural and permeable paving, should be considered where ROW width and community interest allow. Community feedback indicated that decomposed granite paths:

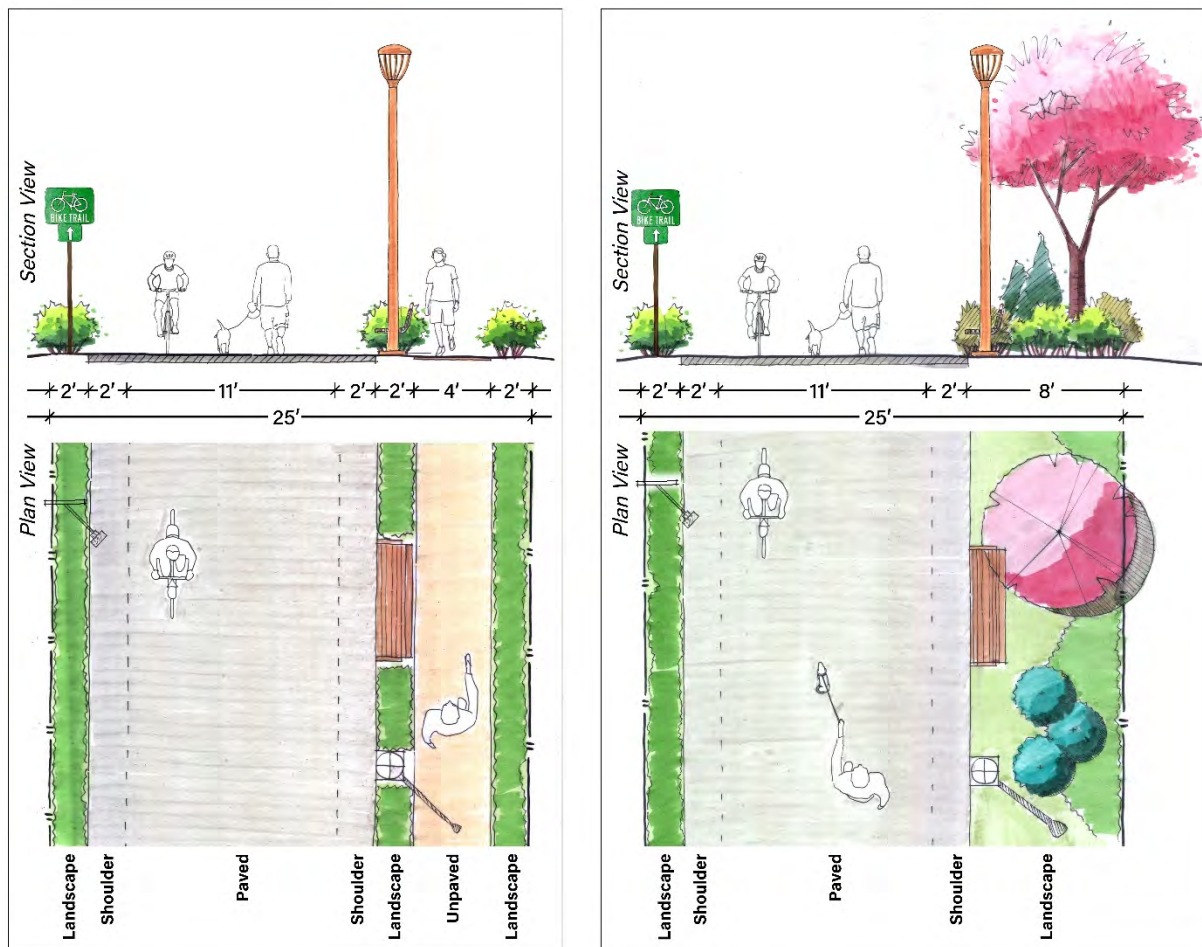
- provide a soft surface preferred by many trail runners

- encourage use by those who move more slowly than cyclists
- create a desirable auditory experience as gravel crunches underfoot

Decomposed granite paths, provided in addition to the paved standard trail, may vary in width from a recommended minimum of 4' wide to a recommended maximum of 8' wide. Design of the path must adhere to City standards and may include use of bollards or landscaping to provide separation between paved and decomposed granite surfaces. Considerations for the provision of a decomposed granite path include ROW width/restrictions and community interest. Refer to Figure 5.10 and Figure 5.11 for illustrations of the 25' ROW and 34'-40' ROW alternatives.

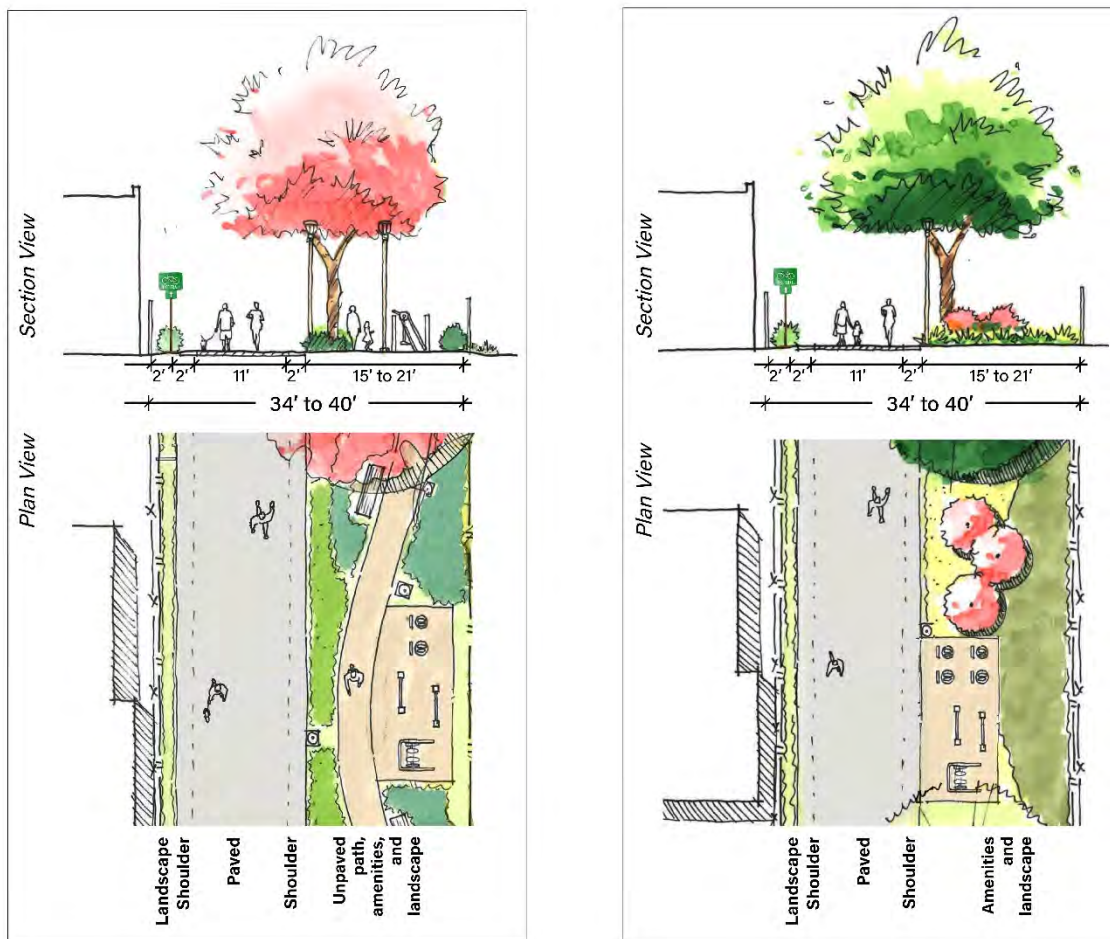
- 20' ROW – decomposed granite path is generally not recommended for trails here due to narrowness of ROW.
- 25' ROW – decomposed granite paths may be considered. Initial community feedback indicated a lack of consensus regarding provisioning of decomposed granite paths along trails with narrow conditions; it is recommended that community members be offered an opportunity to provide additional feedback on this topic as designs are developed.
- 34' ROW – decomposed granite paths are recommended.
- 40' ROW – decomposed granite paths are strongly recommended.

Figure 5.10: Trail Concept Alternatives for 25' ROW



(L) Concept with landscaping and 4' decomposed granite path (R) Concept with landscaping and no decomposed granite path. Initial community input indicated no strong preference for one concept over the other.

Figure 5.11: Trail Concept Alternatives for 34' and 40' ROW



(L) Concept with landscaping and decomposed granite path (R) Concept with landscaping and no decomposed granite path. Initial community input indicated a strong preference for the concept with landscape and decomposed granite path.

5.3.2. Functional Site Furniture

Functional site furniture includes wayfinding signage, trash and recycling receptacles, dog waste stations, water fountains, bicycle racks, and benches. These elements provide functionality that meets the basic needs of the most trail users. Basic trail signage and lighting are required according to the City's trail standards as shown in Figure 5.12.

All site furniture should meet the minimum requirements of the City of Irvine's Park Standards Manual, including materials, size, positioning, and mounting methods. Where possible, site furniture styles that meet these requirements and also reflect the urban context of the IBC should be selected. The City may want to consider allowing flexibility beyond that provided in the Park Standards Manual in order to accomplish this. Regardless, it is recommended that furniture styles be consistent on all IBC trails, to help create a unified identity for these unique recreational features. These elements should be considered for all trail segments, regardless of ROW width.

Figure 5.12: Functional Site Furniture: Bench Examples



These examples conform to City standards while reflecting the urban context of the IBC.

5.3.3. Amenities for Active or Passive Use

Amenities for active or passive use create recreation opportunities beyond those provided by the trail and the functional amenities. These may include active elements such as fitness stations and play equipment or passive elements such as shade structures, café tables and chairs, or picnic tables. These elements invite users to spend more time on the trail by creating moments of pause where people can engage in active play or exercise or simply rest and relax alone or with others (Figure 5.13).

Figure 5.13: Amenities for Passive Use



Shade trees and seating adjacent to the trail invite trail users to pause, relax, and enjoy being outside.

Amenities for active or passive use should be considered along all trails with a ROW of 25' or wider. Depending on the length of the trail segment and width of the ROW, amenities could either be clustered in groups or spread evenly along the segment. All amenities should be sized and selected according to ROW width and restrictions and community input.

Some passives amenities that could be considered are:

- Picnic tables and shade structures
- Groupings of café tables and chairs on hardscape
- Lounge chairs or areas of open lawn

Amenities that encourage active use could include:

- Fitness equipment such as obstacle courses or strength and conditioning stations
- Children's play areas
- Areas for dogs, including dog agility equipment

Community input was gathered during August and September 2019 regarding what amenities potential trail users desired most. Results from an online survey and community pop-up events showed that the public is interested in a mix of active and passive amenities on potential trails. The most highly requested active amenities included events and fitness opportunities. The most desired passive elements included natural elements such as trees and bushes, and passive park-type amenities such as benches. All amenities will need to conform to the standards and guidelines outlined in the City's *Park Standards Manual*.

5.3.4. Public Art

Public art can add interest and character to outdoor spaces, providing a sense of identity and community. Initial public input indicated interest in public art, whether it is functional in nature, interactive, or designed for passive viewing (Figure 5.14). Public art can be incorporated into trails of any width and is recommended along all trails. Public support of public art was documented during the September 2019 pop-up community events.

Functional artwork could include:

- Wayfinding signage or markings
- Trash receptacles
- Shade structures

Interactive artwork could include:

- Decorative fountains
- Light sculptures
- Chimes or bells

Art for passive viewing could include:

- Murals
- Temporary/revolving installations
- Sculpture

Figure 5.14: Public Art Examples



(Top) Interactive kinetic dance chimes; (L) Wayfinding medallion in sidewalk; (R) Mural on industrial building

5.4. Wayfinding

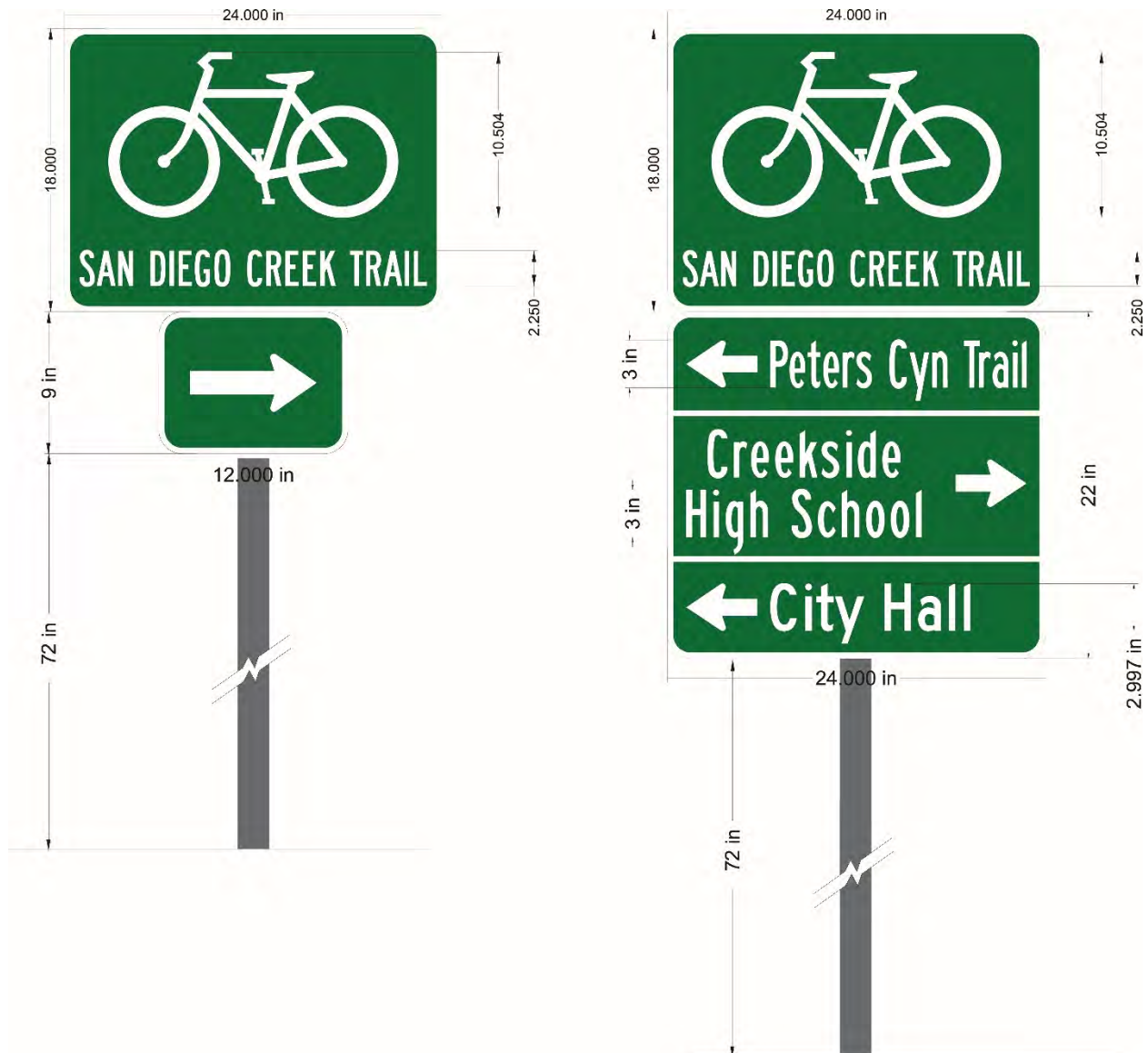
Wayfinding elements increase usability of trails by providing necessary information that allow users to understand where they are, where they can go along the trail, what trail-adjacent amenities they can access, and who to contact in case of emergency.

Wayfinding may include signage with graphics, maps, imagery, and text; or more abstract elements such as unique sculptures, medallions, or other landmark elements. At a minimum, wayfinding will include trail signage as described in section 3, with the trail name and identification of connections in each direction. Additional wayfinding elements should be integrated into the design development process with special attention to identity development, content, and placement.

5.4.1. Trail Signage and Trail Naming

At a minimum, signage will identify each trail's name and directional information about trail connections. These signs will conform to standards for size, content, placement, and installation as described in the *Final Bicycle Transportation Plan* and illustrated below (Figure 5.15).

Figure 5.15: Standard Trail Signage



Lighting will meet the Irvine Uniform Security Code, and will be provided along all trails using the City's standard pumpkin head light:

- Echo Lighting VRLG series in Dark Bronze finish or City approved equal.
- Light source, wattage, and voltage shall be on a per project basis.
- Pole to be Ameron City of Irvine Standard 1C614 pole with Tenon in black and white exposed aggregate finish w/anti-graffiti sealer or City approved equal.

City Council Resolution 07-24 established procedures for naming of off-street trails, and notes that City off-street trail names should be approved by the Community Services Commission. Proper naming and signage can assist with security and adding recreational value to the existing trails, as users can more easily identify where they are and where they would like to go. Names can be chosen for any number of reasons, including geographic places, historical places, nearby landmarks, or events.

5.4.2. Identity Development

Wayfinding elements present an opportunity to create a strong identity for the IBC Trails. Colors, graphics, and overall design should be carefully selected to communicate this identity and branding. The development of an identity for the IBC trails should be considered a tool that will help strengthen the overall identity of the IBC neighborhood. Community feedback received during this feasibility study indicated that many city residents, including residents of the IBC, are not familiar with the IBC. Unlike many of Irvine's other neighborhoods, the IBC was not initially planned for residential development and therefore lacks many of the visual design elements that unite and identify other neighborhoods. Developing a strong identity for the IBC trails can begin to create a strong identity for the neighborhood as a whole, and can be incorporated into items beyond wayfinding elements, such as benches, shade structures, or artwork (Figure 5.16). It can also help define a sense of "place."

Figure 5.16: Example of Wayfinding Elements Used to Help Define Identity: Orange County Great Park



Color, fonts, and shapes of wayfinding elements help define identity in this example from the Orange County Great Park.

5.4.3. Content

Content for wayfinding elements should be similar along all trail segments, to help provide a sense of unity and contribute to identity as described above. In addition to identifying the trail name and trail connections, it is recommended that wayfinding elements include:

- Nearby destinations
- Contact information

Likely destinations for inclusion on trail signage include retail, employment, and housing locations. Rather than use miles to communicate the distance to each destination, it is recommended to include the number of minutes required to walk or bike to each destination. This approach can encourage and inform users to view the trails as a realistic alternative to driving to these destinations.

Including contact information on signs is important, as many trail segments are partially isolated behind buildings and off streets. This relative isolation means that trails users in need of assistance are less likely to be visible to those able to provide help. All signage should also include location information that callers

can use to accurately report from where they are calling. Additionally, consider including contact information for reporting any safety or maintenance issues along the trail. Trail users can be helpful allies in ensuring that trails are safely maintained and appreciate contact information for maintenance and safety issues.

For all types of content, use of icons, logos, and clearly written text is encouraged to increase legibility while providing important information.

5.4.4. Placement

All way finding elements should be placed to maximize visibility and legibility. In general, wayfinding should be most prominent at intersections to ensure that trail users understand where the trail continues beyond the intersection, and what other destinations are nearby.

Wayfinding elements along the trails (away from intersections) can provide reassurance to trail users on longer stretches of trail. For example, a wayfinding element at the midpoint of a trail segment can provide information about the distance or walking time required to reach the next intersection.

Specific placement of wayfinding elements should be carefully detailed during design development to ensure that each element is visible to trail users and placed at an appropriate height.

5.5. Right of Way / Permits

Acquisition of BNSF rail right-of-way or private property, and/or the request for an easement permit are necessary to implement all proposed trail designs. Currently, Segments 1, 2, and 3 are mainly owned by the BNSF Railway Company, as these are decommissioned or active freight railroad corridors. Segments 4, 5, and 6 are owned and operated by Orange County Public Works and OCFCD. Segments 7 and 8 are privately owned. This section details the proposed methods of acquiring right-of-way from BNSF, obtaining access easements from Orange County Public Works, and either purchasing right-of-way or receiving an easement from private property owners.

5.5.1. Railroad (Right of Way Process / Requirements)

The right-of-way for Segments 1, 2, and 3 are primarily owned by BNSF, except for a few locations where BNSF has sold right-of-way to private property owners. BNSF is a private company and acquisition of property or right-of-way owned by BNSF requires a public agency or private property owner to follow a process established by BNSF, where the company evaluates the acquisition request to determine first if the property is eligible to be sold, and second what the sale asking price would be.

Purchase of freight railroad property and right-of-way can be a complicated and potentially a time consuming process. The railroad company has several factors to weigh in making a decision regarding potential sale. These factors include the presence of existing and potential future freight customers, the economic benefit of operating freight service in a corridor and serving existing and potential future customers, and the financial requirements for operating and maintaining the freight rail tracks and right-of-way.

Freight rail property generally falls into one of three categories:

1. Mainline freight corridors that provide inter-city and interstate connections
2. Active freight rail spurs and non-mainline corridors that link mainline corridors to individual customers and properties
3. Inactive rail spurs and non-mainline corridors where the railroad does not have an existing or planned customer located along the right-of-way

Typically, freight rail companies would be less inclined to sell property or right-of-way located along their mainline operating corridors. These mainline corridors are the focus on their freight operations and the movement of freight on an inter-city and interstate basis. Active and inactive rail spurs and non-mainline corridors present different opportunities for potential acquisition. These corridors are typically shorter and depending on the number of customers or amount of freight carried along the corridor, may or may not have strong economics for continued operations.

In the case of Segments 1, 2, and 3, all three corridors are rail spurs that are branches off the former BNSF mainline located north of Edinger Avenue in the City of Tustin. This mainline rail corridor was formerly owned by BNSF, but was acquired by the Orange County Transportation Authority (OCTA) in the 1990’s to facilitate the initiation of the Metrolink commuter rail service. Given that BNSF no longer retains ownership of their former mainline rail corridor that serves these rail spurs, there could be a greater opportunity available for the City of Irvine to purchase all or portions of the rights-of-way in the future. Operating and maintaining rail spurs located far from BNSF-owned mainline rail corridors would likely present challenges for BNSF and may not be as economically attractive. In that BNSF has already sold portions of its right-of-way along Segment 1 and Segment 3 suggests this may be the case.

The primary obstacle in the City’s acquisition of BNSF property is the fact that most of Segment 2 remains as an active rail corridor. BNSF currently serves one customer – B. Braun Medical, Inc.– located near the terminus of Segment 2 at McGaw Avenue. The presence of an existing customer and active use of the corridor precludes purchase in the near-term. However, if circumstances change (for example if B. Braun Medical, Inc. shifted freight delivery to truck instead of rail), it is possible that Segment 2 could become a candidate corridor for purchase in the future. Segments 1 and 3 do not have active freight rail operations (and in many locations the rail tracks have already been removed), so these two corridors present much better near-term opportunities for possible purchase.

BNSF has a well-defined and formal process for public agencies and private property owners to follow to inquire about the purchase of property or rail rights-of-way. This process is currently facilitated through BNSF’s real estate property management partner, Johns Lange LaSalle (JLL). A public agency or private property owner interested in purchasing BNSF property would make a formal request to JLL to inquire about the availability of a specific piece of property or corridor.

The submittal of the request will start the process for BNSF to evaluate and consider potential sale and if interested to identify a starting price or land value for the start of purchase negotiations. Table 5.3 outlines the general step-by-step process, potential timelines, and considerations associated with acquiring right-of-way from BNSF.

Table 5.3: BNSF Property Purchase Process

	Task	Potential Timeline	Responsibility	Notes
1	Approve proceeding with implementation of multi-use trail in one or more segments owned by BNSF	This task would initiate the work effort	Lead: City	Based on outcomes of this study effort, the City of Irvine will need to decide when to proceed with further design and implementation of trails in one or more of the BNSF-owned segments.
2	Determine limits of BNSF property that City would like to purchase	1-2 months	Lead: City Support: Design consultant	Once the City elects to pursue a trail in BNSF-owned ROW, this task would be initiated prior to or during preliminary design of trail improvements.
3	Prepare exhibits identifying location, limits, and parcel information for locations for purchase	1-2 months	Lead: Design consultant Support: City	This package of information would include maps that identify the limits of the requested property to purchase. Maps would be supported by a letter documenting the request, limits, parcel information, etc.
4	Contact BNSF property management and submit formal property purchase request	1-2 months	Lead: City Support: Design consultant	Contact is made with the appropriate representative of Jones Lang LaSalle (JLL) – BNSF’s property manager – and a formal purchaser request is submitted.

	Task	Potential Timeline	Responsibility	Notes
5	BNSF and their property management firm review the proposal and respond	Varies, estimated at 3-6 months	Lead: BNSF	Response will identify if BNSF is interested in selling the property. If so, response would include an offer price for acquisition of the property. If BNSF declines to sell, then the process would be terminated or deferred to a later date.
6	Purchase negotiation	Varies, estimated at 3-6 months	Lead: City, BNSF, JLL	This task involves negotiations over the purchase price for BNSF property with the objective of reaching an agreeable price for purchase.
7	Prepare purchase and sale agreement	2-4 months	Lead: JLL Support: City, BNSF	Development of this agreement will require review and comment from the City. Agreement would detail the parameters and requirements associated with transfer of property, including the sale price.
8	Acquire property	Varies, estimated at 3-6 months	Lead: City	Following finalization of the purchase and sale agreement, the City and BNSF would enter into escrow to complete the property transfer process.
9	Vacation of crossings	Estimated at 3-6 months	Lead: City	Following acquisition of BNSF right-of-way, City will need to apply to California Public Utility Commission (CPUC) to vacate any at-grade crossings of the rail tracks, including approval to remove tracks and crossing protection equipment.

Several of the tasks identified in Table 5.3 above have a wide variation in the potential duration, which is dependent on coordination between the City, JLL, and BNSF, as well as internal review and approval processes for the City and BNSF. Generally, the shorter timeline would likely be about one year, and would be most applicable to segments of BNSF property that do not have existing rail tracks. This could include portions of Segment 1 south of Deere Avenue and Segment 3. The longer timeframe could involve multiple years, and would be more applicable to segments that have or had recently active rail traffic, have multiple grade crossings, and involve more length and property.

5.5.2. OC Flood Control and OC Parks (Right of Way Process / Requirements)

The *Orange County Flood Control District Design Manual (Manual)* details the requirements related to Public Works Maintenance for Channels and Access Roadways. The Manual states that a 15-foot wide all-weather roadway is located adjacent to the channel within a 20-foot horizontal clear area. For roadways adjacent to and around access ramps, a 12-foot wide minimum roadway is required. There are no specific requirements related to bicycle or pedestrian trails on maintenance lanes, but these standards listed above must be maintained. The maintenance and operations of trails would have to be determined in collaboration with the OCFCD (and OC Parks specifically for the Segment 4: Creekwalk), similar to the maintenance and operations of other trails along existing flood control channels. See Appendix C for a matrix regarding OCFCD right-of-way.

OCFCD estimated the flow deficiencies for the channel sections that may have adjacent trails along the Armstrong, Barranca, and San Diego Creek Channels.

- Segment 4 has varying deficiency along the San Diego Creek Creekwalk. Some deficiencies are related to an inability to remove vegetation downstream from Interstate 405. The reach is somewhat deficient at Warner Avenue and from Edinger to Irvine.
- Segment 5 is sufficient except for the culvert at Alton Avenue along the Armstrong Channel.
- Segment 6 is mostly sufficient along the Barranca Channel.

There is right-of-way owned by Southern California Edison that runs parallel to the Creekwalk on the west side of the channel. There is an existing wholesale plant nursery north of Main Street that leases Edison

right-of-way for their operations. Communication would be necessary between the nurse owners, Southern California Edison, and the City regarding future operations in the confluence of Main Street, Segment 4, and Segment 6.

Segment 4: Creekwalk has been identified by OC Parks as a Proposed Riding and Hiking Trail in their *Major Riding and Hiking Trails and Off-Road Paved Bikeways Map* (2014). See Figure 5.17 for the IBC section of the map, showing the Creekwalk as a dashed red line, or a proposed riding and hiking trail. On the other side of the San Diego Creek, the solid blue line indicates the location of the San Diego Creek Trail.

Figure 5.17: IBC Section of the OC Parks Major Riding and Hiking Trails and Off-Road Paved Bikeways Map



Section of the OC Parks Major Riding and Hiking Trails and Off-Road Paved Bikeways. The dashed red line where Segment 4 is located indicates that OC Parks is proposing a designed riding and hiking trail.

5.5.3. Other / Private (Right of Way Process / Requirements)

Many individual property owners have purchased right-of-way previously owned by the BNSF Railway Company. There is only one instance where right-of-way was sold in Segment 1 in the City of Irvine, which is just south of McGaw Avenue. No portion of Segment 2 west of Von Karman Avenue has been sold as this portion of Segment 2 is still operational. However, BNSF sold right-of-way for Segment 2 on either side of Derian Avenue. A portion of right-of-way has been sold in the middle of Segment 3 to the Irvine Montessori School, who have since constructed a playground in the right-of-way. Segment 7 and 8 are owned by the property owners of the Main Street Village Apartments and the Century Centre office complex. Discussions would have to take place with all private right-of-way owners to purchase or request an easement for private property. See Appendix D for specific locations of sold right-of-way, as well as BNSF operational, BNSF non-operational and OCFCD Control right-of-way.

5.6. Preliminary Cost Estimates

A menu of probable costs was created to estimate total costs for segment implementation, including segment crossings. The cost estimates are presented by unit to estimate total project costs per proposed improvement. Each individual segment section improvement shown below in Table 5.4 is presented by unit type and its associated unit cost. Each individual segment crossing improvement is shown in Table 5.5 unless previously noted in Table 5.4. Each item in the menu of unit costs is presented with its cost assumption as well. Items without cost assumptions show probable cost estimates based upon IBI Group’s and Placeworks’ expertise with the design of similar projects in Orange County and other California counties, including San Diego and Santa Clara. Actual costs for trails will depend on the final design and market and labor conditions when the project is put out to bid and may be lower or higher than the estimate provided here. One important note for these unit costs is a cost estimate for remediation of the soil has been provided within the segments that include BNSF right-of-way. No sampling of soil has been performed for these rights-of-way, so this unit cost is a reasonable estimate of potential cost, but there is the potential that it does not fully account for the potential complete remediation effort that may be required. Remediation cost can be substantial, therefore additional investigation into the soil condition is recommended before the design stage in order to establish a reasonable anticipated cost for the remediation effort. In addition, there may be substantial costs in the design, construction, and operation phases of this project. The costs presented are not reflective of any right-of-way acquisition, which would be additional cost not listed in the Menu of Unit Costs.

Table 5.4: Menu of Unit Costs – Segment Sections

Item	Unit	Cost	Notes/Assumptions
Decomposed Granite, 4' path	LF	\$ 44	1 LF of DG path = 4 SF Includes 2 LF of header at \$10/LF
Decomposed Granite, 6' path	LF	\$ 56	1 LF of DG path = 6 SF Includes 2 LF of header at \$10/LF
Asphalt Paving (5")	SF	\$ 5	n/a
Saw-cut of existing asphalt	LF	\$ 3	n/a
Remove railroad tracks	LF	\$ 10	n/a
Remove existing sidewalk, curb ramps, or driveway	SF	\$ 7	n/a
Remove existing curb and gutter	LF	\$ 20	n/a
Remove existing fence	LF	\$ 12	n/a
4" Striping - Paint	LF	\$ 0.50	n/a
Route Signing	MI	\$ 1,650	n/a

Item	Unit	Cost	Notes/Assumptions
Pedestrian Underpass	SF	\$ 132	n/a
Sharrow - Thermoplastic	EA	\$ 500	n/a
Pedestrian Scale Lighting	EA	\$ 5,000	n/a
Landscaping, 2' strip	LF	\$ 20	1 LF of landscaping = 2 SF. Shrubs/ground cover (\$4/SF); 3" Mulch (\$0.90/SF); Compost (\$0.10/SF); Drip irrigation (\$5/SF) [total cost of \$10/sf]
Landscaping, 8' strip (25' ROW)	LF	\$ 80	1 LF of landscaping = 8 SF
Landscaping, 15' strip (34' ROW)	LF	\$ 150	1 LF of landscaping = 15 SF
Landscaping, 21' strip (40' ROW)	LF	\$ 210	1 LF of landscaping = 21 SF
Trees (24" box)	EA	\$ 565	Recommend 1 tree every 30' (avg.) for landscaping strips 8' wide and wider
Soil remediation	SF	\$ 19 minimum	n/a
Clearing and grubbing	SF	\$ 1.50	n/a
Water meter irrigation 1.5" meter	EA	\$ 6,193	Assume one per trail segment
Irrigation Controller	EA	\$ 10,600	Assume one per trail segment
Backflow Preventer (irrigation)	EA	\$ 6,800	Assume one per trail segment
Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700	Assume one per trail segment
Benches	EA	\$ 2,600	Recommend one per 500' on segments 25' wide or wider
Drinking fountains	EA	\$ 7,200	Assumes potable water lateral available on site; assumes no additional meter required. Recommend one per trail segment.
Shade structures	LS	\$ 45,000	Assumes 25'x25' off-the-shelf structure; not typically for trail-only segments; would be used in linear park or similar locations only
Fitness equipment zone	LS	\$ 67,000	Includes 6 stations (\$42,000) and 1000 sf of rubberized safety surfacing (\$25,000)
Play area	LS	\$ 61,250	Allows \$30,000 for off-the-shelf play structure and rubberized safety surfacing (\$31,250) for 1,250 sf play area
Picnic Table	EA	\$ 2,250	Recommend one per 1,000 feet on segments 25' wide or wider

Table 5.5: Menu of Unit Costs – Segment Crossings

Item	Unit	Cost	Notes/Assumptions
Curb (6") and Gutter (24")	LF	\$ 35	n/a
Asphalt Filler Strip (2' wide)	LF	\$ 56	n/a
Install limit line	LF	\$ 8.50	n/a
Crosswalk – Thermoplastic (12')	LF	\$ 40	n/a
Text Pavement Marking – per word	EA	\$ 400	n/a
Remove existing curb and gutter	LF	\$ 20	n/a
Pedestrian Buttons	EA	\$ 400	n/a
Audible Pedestrian Signal	EA	\$ 900	n/a
Flashing Crosswalk (in-road lights)	EA	\$ 25,000	n/a
Bike Button, Pole, and Sign	EA	\$1,100	n/a
Rectangular-Rapid Flashing Beacon (wireless)	EA	\$ 22,680	Including RRFB materials, pole foundation, labor, and vehicles
Rectangular-Rapid Flashing Beacon (with wired system additions)	EA	\$31,367	Including above, plus conduit with bore, pull box and lid installation, and concrete replacement and installation
HAWK Pedestrian Signal	EA	\$ 45,000	n/a
Pedestrian Overpass	SF	\$ 275	n/a
Flex Post Bollard	EA	\$ 750	n/a

The menu of unit costs for segment sections and segment crossings was used to determine the approximate cost for the development of each trail. The summary of approximate costs are presented below in Table 5.6. The estimated costs for each individual segment section and segment crossing is presented in Appendix E.

Table 5.6: Summary of Costs by Trail Segment

Segment	Number of Sections	Trail Cost	Number of Crossings	Segment Crossing Cost	Total Cost
1: West Side of the IBC	2	\$ 4.7 million	1	\$200,000	\$ 4.9 million
2: BNSF “U” Loop	7	\$ 20.5 million	6	\$2.8 million	\$ 23.3 million
3: BNSF Spur East of Von Karman	1	\$ 3 million	None	\$ 0	\$ 3 million
4: San Diego Creek Creekwalk	6	\$ 1.9 million	5	15.4 million	\$ 17.3 million
5: Armstrong Channel	2	\$ 708,000	1	\$239,000	\$ 947,000
6: Barranca Channel	4	\$ 1.4 million	3	\$3.6 million	\$ 5 million
7: Greenbelt Spur	1	Not feasible	None	Not feasible	Not feasible
8: Siglo Greenbelt Spur	1	\$ 5,500	None	\$ 0	\$5,500

Costs based upon current trail costs from City of Irvine and other municipalities.

Costs are presented in Year 2020 Dollars.

Costs are subject to change and would be further refined in the preliminary and final design process.

Costs do not include right of way permitting/acquisition, construction engineering, or construction contingency.

5.7. Environmental Clearance

The purpose of the environmental clearance process is to satisfy legal requirements for multi-use trail projects under the California Environmental Quality Act (CEQA). This section details the process, anticipated approach and level of effort, and products that would be delivered during the environmental clearance process for the IBC Trails projects. The process is designed to ensure consistency across projects identified in this plan. While the evaluation and review of multi-use trail projects along these eight corridors was identified as a mitigation measure in the 2010 IBC Vision Plan EIR, implementation of multi-use trails in these corridors would likely require additional environmental review, as the specific environmental conditions along the individual corridors were not evaluated in the 2010 IBC Vision Plan EIR.

The appropriate level of environmental clearance document used for multi-use trail projects will vary depending on the environmental conditions present in the project corridor and the ability of the lead agency to mitigate all identified environmental impacts. The eight IBC Trails projects would fall into one of three primary levels of environmental clearance:

Categorical Exemption (CE) – Classes of projects that generally are not considered to have potential impacts on the environment. These exemptions are identified by the State Resources Agency and are defined in CEQA Guidelines (14 CCR Section 15300-15331). Examples of Categorical Exemptions include Minor Alterations to Land such as “the creation of bicycle lanes on existing rights-of-way.” (Section 15304 (h)).

Mitigated Negative Declaration (MND) – A MND is a negative declaration that incorporates revisions (mitigation measures) in the proposed project that will avoid or mitigate impacts to a point where clearly no significant impacts on the environment would occur. A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

It is anticipated that many of the segments located along OCFCD right-of-way would likely be eligible for environmental clearance using an MND. These flood control channel segments have existing berms and gravel maintenance roads where the proposed multi-use trails would be located. Improvements proposed as part of the multi-use trail projects would generally consist of paving the maintenance roads and perhaps installation of minor landscaping and lighting. These types of improvements are not anticipated to result in significant environmental impacts that would be unable to be mitigated.

Environmental Impact Report (EIR) – A public agency shall prepare or have prepared an EIR for a project subject to CEQA when:

(a) The initial study shows that there is substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment.

The anticipated documentation and level of effort for each of these processes is covered in the sections that follow.

5.7.1. Anticipated Environmental Clearance Requirements

It is not anticipated that any of the complete IBC Trails projects would qualify for a CE. However, each project and set of projects will require its own environmental review to confirm this assumption. Active transportation project types that would typically be anticipated to qualify for a CE include the following:

- Bike lanes striped or installed within existing street right-of-way
- Pedestrian and bicycle lighting
- Landscaping and shade
- Wayfinding signage
- Improvements to existing sidewalks within existing public right-of-way
- New and improved crosswalks

IBC Trail projects requiring the preparation of a MND would be those with more extensive physical construction that could occur either inside or outside of public right-of-way, particularly those located within OCFCD right-of-way adjacent to existing flood control channels. Types of projects could include:

- Paving existing flood control channel maintenance right-of-way to construct a multi-use trail
- Grade separated pedestrian/bicycle crossings

An EIR would likely be required for IBC Trail projects that result in more substantial construction, require changes to public right-of-way limits, are located in privately owned right-of-way that may require remediation of hazardous materials (i.e. BNSF rail corridors), or are located adjacent to or impact sensitive resources (natural, historic, cultural). These types of projects could include:

- New multi-use trails and pathways located within or adjacent to an active or former railroad corridor
- In some cases for trails located adjacent to flood control channels, or
- New pedestrian/bicycle bridge that may impact visual or natural resources

The lists above are not intended or anticipated to cover all project types, nor would the projects noted in each list above always qualify for the assigned level of environmental clearance in all cases. Each individual project will need to be evaluated independently based on project-specific conditions.

6. Prioritization and Action Items

The IBC Trails Plan outlines the prioritization of the eight multi-use trail segments evaluated as part of this study. This section presents the proposed prioritization of the individual trail segments, and for those segments recommended to move forward to implementation, discusses the potential timing and process for implementing a multi-use trail and/or linear park improvements.

6.1. Proposed Segment Prioritization

The eight trail segments are listed in three priority tiers in Table 6.1. This prioritization is based on the technical analysis of opportunities and constraints and community input, both summarized in Section 3.

Table 6.1: Segment Prioritization

Segment	Technical Feasibility Ranking	Limits	Prioritization Tier
Segment 6: Barranca Channel	1	Barranca Parkway to Main Street	1
Segment 4: Creekwalk	2	Warner Avenue to Michelson Drive	1
Segment 5: Armstrong Channel	3	Gillette Avenue to Alton Parkway	1
Segment 3: BNSF Spur	5	Segment 2 to Main Street	1
Segment 2: BNSF "U" Loop	4	Segment 1 to Jamboree Road	2
Segment 8: Siglo Greenbelt Spur	6	Segment 6 to Main Street	3
Segment 7: Greenbelt Spur	7	Segment 6 to Main Street	3
Segment 1: West Side of IBC	8	Segment 2 to MacArthur Boulevard	3

These three tiers are established for term priority based upon factors such as technical analysis, community input, availability of funding and right-of-way, and coordination. Segments noted in Prioritization Tier 1 have high value to the IBC and may have constraints that could be overcome. Therefore, these segments should be moved to be implemented in the near-term. Segment 2, the only segment in Prioritization Tier 2 has high value in many sections to the IBC but should be considered in the mid-term due to numerous existing constraints. Segments noted in Prioritization Tier 3 have less value to the IBC, regardless of constraint, and should only be considered in the long-term dependent upon significant changes in the IBC.

While the eight segments are prioritized above, implementation of specific improvements (i.e. multi-use trails and linear parks) may not occur in this specific order. Variations in the availability of funding, availability of right-of-way, and the coordination processes associated with working with both private and public property owners means that progress on individual segments may occur at different speeds. Given the variability in funding, property owner coordination, and the physical complexity of trail implementation, the segments listed in Table 6.1 are also categorized into tiers based on the likely timing and ease of implementation of improvements in specific segments.

6.2. Near-Term Actions (0-2 years)

The objective of the tier system is to group segments together and begin the process for identifying the potential timing for implementation. The four segments identified in Tier 1 in Table 6.1 represent the four corridors that the City of Irvine should consider starting the process for implementation in the near-term (next 0-2 years). The process to start implementation would involve the following steps:

- Discussions with current property owners – three of these four segments (Barranca Channel, Armstrong Channel, and San Diego Creek) are located along flood control channels and are located within right-of-way under the jurisdiction of the OCFCD. Implementation of a multi-use trail along any of these three corridors will require extensive coordination with the County and approval of an easement granted by the County to construct the trail. The fourth segment (BNSF Spur), will require acquisition of BNSF right-of-way, following the purchase process outlined in Section 5.5.1. The negotiation and/or purchase process would be anticipated to require several months to complete.
- Design of Trail Improvements – Concurrent with the property owner coordination effort, the City of Irvine should also consider initiating work on design of trail and/or park improvements in each of the four segments. Preliminary design, typically associated with a 30%-level of design detail, would help to inform the property owner coordination process, particularly with the OCFCD, and would help to facilitate completion of either property acquisition or granting of easement for access depending on the specific segment. The 30% design effort would typically take approximately 8 to 12 months to complete, including City Commission and City Council approval.
- Environmental Clearance – The 30% preliminary design effort would also help to inform the environmental review process necessary to be completed for each segment, and the appropriate environmental clearance document would be completed concurrently with the 30% design effort. As noted in Section 5.7, the City of Irvine will need to examine each segment individually to determine the appropriate environmental document to be prepared to clear the project under the California Environmental Quality Act (CEQA). The process to prepare an environmental document is about 8 to 12 months, depending on the document being prepared. An MND would fall towards the near-term end of this timeline, while an EIR would fall towards the end of the timeline.

6.3. Mid-Term Actions (2-5 years)

The mid-term timeframe would involve different activities for the Tier 1 and Tier 2 segments. It is not anticipated that all four Tier 1 segments would have completed all of the near-term action items noted above in Section 6.2 by the time the mid-term time window begins. In fact, one or more of the Tier 1 segments may not have had any of the near-term actions begin, depending on a variety of factors from funding availability to property owner coordination. The mid-term actions noted here for Tier 1 represent the actions that would occur 2-5 years from initiation of work to implement the project, whether this initiation of work occurs shortly after the adoption of this plan or several years down the road.

The Tier 2 segment identified here (BNSF “U” Loop) presents a unique condition because of this segment continuing to operate as an active freight rail line. The mid-term actions noted here are organized under the assumption that an opportunity to purchase either all or a portion of the BNSF “U” Loop segment may arise in the next 2-5 years. However, it is entirely possible that no such opportunity manifests itself in the next five years and the actions noted below may need to be deferred until the long-term horizon, more than five years into the future. The City of Irvine will not actively pursue use or acquisition of the segment until the rail line becomes inactive. However, the City of Irvine will pursue a “right of first refusal” with relevant parties if operations were to change as they currently stand.

6.3.1. Tier 1 Corridors

For those Tier 1 corridors where the 30% design and environmental clearance processes were started in the near-term time horizon, these corridors would likely be ready to move into final design and construction during the mid-term time horizon. During this time, the City of Irvine would be working to identify and finalize the project cost estimates and sources of funding for each individual project. For those segments that did not start the near-term actions in the 0-2 year time horizon, work on property owner coordination, 30% design, and environmental clearance should begin during the mid-term time horizon.

6.3.2. Tier 2 Corridor

For the BNSF “U” Loop segment, the City of Irvine should establish two distinct and important monitoring processes. These two monitoring processes should be implemented in the near-term time horizon and will help to position the City to be ready for acting on the project implementation process in the mid-term time period if the opportunity arises. The two recommended processes include the following:

- Establishing a monitoring process for land use development applications on properties located adjacent to the BNSF “U” Loop. By monitoring development applications on properties located adjacent to the BNSF “U” Loop segment, the City will remain aware of potential sale of portions of the BNSF property to adjacent property owners. A similar condition has already occurred along Segments 1 and 3, impacting the City’s ability to implement multi-use trails along these corridors. In order to avoid similar situations along Segment 2, ongoing monitoring of development applications is recommended.
- Maintaining a relationship and ongoing communication with B. Braun Medical, Inc. since they are currently using the rail service for key deliveries, and therefore purchasing and reuse of the rail right-of-way is not possible at this time. Conversations between the City of Irvine and B. Braun Medical, Inc. during the course of this study did not reveal any potential near-term changes rail line operation. Under no pursuit from the City of Irvine, it is possible that rail line operations could change in the future. By maintaining an ongoing relationship with B. Braun Medical, Inc., which could be facilitated through annual meetings between City staff and B. Braun Medical, Inc. representatives, the City will be able to monitor operations and the potential opportunity to purchase the right-of-way in the future. Under this condition that the rail line would change or cease operations, there may be opportunity for the City of Irvine to approach BNSF about purchasing the right-of-way.

6.4. Long-Term Actions (5+ years)

The long-term time horizon would likely see the completion of construction on one or more of the Tier 1 segments. For the Tier 1 segments where construction has not been initiated or completed, work efforts on these segments should continue through the near-term and mid-term action items noted above in Sections 6.2 and 6.3.

For the Tier 2 project, the same actions noted in the mid-term time horizon should continue. If the opportunity arises for the City of Irvine to approach BNSF about purchasing the “U” Loop right-of-way, actions for this corridor would follow the steps outlined for Tier 1 projects noted above following completion of the purchase.

6.5. Segments Not Recommended to Move Forward

Through the technical analysis process and community engagement effort conducted as part of the IBC Trails Plan, three of the eight study segments are not recommended to move forward towards implementation. These three segments and the justification for the recommendation to remove these segments from further consideration for implementation are presented below:

- Segment 1: West Side of IBC – This BNSF corridor has several portions where the right-of-way has been sold to adjacent property owners, who have subsequently constructed physical improvements in the right-of-way, including drive aisles, parking lots, and landscaping improvements. Implementation of a multi-use trail through these sections of this segment would be difficult. This segment also provides minimal connectivity and minimal transportation or recreational opportunities.
- Segment 7: Greenbelt Spur – This segment is occupied by a private development, the Main Street Village apartments, and the proposed alignment of the segment would pass through fenced areas with private park improvements.
- Segment 8: Siglo Greenbelt Spur - This segment is occupied by a private development, the Century Centre commercial office development, and the proposed alignment would follow a private vehicular access driveway that provides access to the parking garage for this development.

7. Funding

This section analyzes funding and implementation opportunities for the installation of a trail network in the IBC. Section 7.1 lists funding opportunities that trail segments in the IBC may be eligible for, frequency of funding cycles and typical size of projects funded. Section 7.2 outlines typical requirements agencies must include as part of applying for grant funding. Section 7.3 summarizes funding opportunities tailored to individual trail segments described in the IBC Trails Plan Existing Conditions Report. Opportunities presented by individual trail segment have been selected to match the size of budget required to construct the trail segment and satisfy specific priorities for funding sources described. Section 7.4 presents a range of strategies to fund trails in IBC through consolidation of trail segments and project phasing. Options may include organizing multiple trail segments together into a submittal package to increase competitiveness for funding or pursuing multiple funding sources along an individual trail segment through a phased process. Discussion on all segments is provided, even those that are lower priority such as Segments 1, 7, and 8, in the case that conditions for project implementation change in the future.

7.1. Potential Funding Opportunities for IBC Trail Segments

State Funding

- **California Natural Resources Agency Urban Greening Grant Program:** The Urban Greening Program is intended to fund projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. Examples of eligible urban greening projects include green streets, alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools. While the California Natural Resources Agency's Urban Greening grant cycles are irregular and dependent on securing a funding source, in recent years the grant has been offered on an annual basis. The current grant cycle offers \$28.5 million in funding, with applications due on July 15, 2020, with no maximum limit on funds awarded to an individual project. Total funding offered in the grant program through previous cycles range from \$25 million to \$80 million, with the average grant award at \$2 million dollars for an individual project. Like the Caltrans Active Transportation Program, the Urban Greening Grant Program prioritizes the award of grant funds to disadvantaged communities.
- **Caltrans Active Transportation Program (ATP):** The California Active Transportation Program (ATP) was created in 2013 and consolidated existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), the Bicycle Transportation Account (BTA), as well as Federal and State Safe Routes to School programs (SRTS). The ATP provides a key source of funding for cities, counties and regional transportation agencies for bike lanes, pedestrian paths, multi-use paths, sidewalks, safe routes to schools and other projects that help reduce reliance on cars. The Caltrans ATP Cycle 5 Call for Projects was released in May 2020, with \$440 million in grant funding available for bicycle, pedestrian, and multi-modal trail projects, with applications due on September 15, 2020. The ATP has grant cycles that occur every other year, with the next grant cycle anticipated for Spring 2022. Based on past grant cycles, the average award for projects in the ATP program is just under \$2 million dollars. However, it is not uncommon for the ATP program to award \$10 million dollars of funding for individual projects. Projects that are within or directly connect to disadvantaged communities as defined by CalEnviroScreen 3.0 are prioritized to receive funding.
- **Environmental Enhancement and Mitigation (EEM) Grant Program:** This program is a State fund established by the Legislature and managed by the California Natural Resources Agency to fund beautification improvements to roadsides to mitigate the effects of transportation projects. It offers funding to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation

facilities. Grant cycles are released annually, with approximately \$7 million dollars in available funding in an average funding cycle, with the average project awarded \$467,000. While the upcoming cycle was to have been released in early 2020, it has been delayed due to the impacts of COVID-19. Past cycles have allowed grant application submittals of up to \$1 million dollars for projects that required acquisition of properties. A 25% local match is required for all application submissions.

- **Land and Water Conversation Fund:** This program provides federal support for the acquisition and development of outdoor recreation space, with grant cycles typically occurring on an annual basis. The last grant cycle had \$40 million in funding available nationwide, with workshops occurring in September and October 2019 and applications due on April 6, 2020. Awards from the previous grant cycles in California averaged \$518,000, with the most recent grant cycle encouraging agencies to submit projects up to \$6 million dollars. Submissions requiring acquisitions were seen as the highest priority in the most recent grant cycle.
- **Recreational Trails Program:** Funding for this program is provided through Fixing America's Surface Transportation (FAST) Act and is managed by California State Department of Parks. Focusing primarily on multi-use trails in open space areas, past funding cycles had approximately \$10 million dollars in funding available, with the average grant award being \$1 million. A 12% local match is required for all application submissions. Grant cycles are typically offered every other year, with the most recent cycle's workshops occurring in September and October 2019 with applications due on February 3, 2020. It is expected that the next cycle will be released in September 2021.

Regional Funding

- **OCTA Bicycle Capital Improvement Program (BCIP):** As a key funding opportunity for local non-motorized infrastructure, the Orange County Transportation Authority (OCTA) issues a call for transportation-related projects every other year that promotes safe walking and biking, increases regional connectivity, and improves air quality. BCIP funding is made possible by the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and is allocated to projects through a competitive application process. Funding is released every other year, with the next grant cycle is expected to be released in September 2020. The prior grant cycle offered \$25 million in funding, with an average grant award of \$1.5 million dollars, wherein the City of Irvine has been successful at procuring \$5.56 million for the JOST I-5 Bicycle-Pedestrian Bridge Project in prior cycles. Unlike the Caltrans ATP Program, California Natural Resources Agency Urban Greening Grant Program, and many other competitive transportation infrastructure grants, the BCIP program does not specifically prioritize funding for projects in disadvantaged communities.

Local Funding

- **Developer Fees from Projects in Planning Area 36.** There are multiple properties that are planned for development near-term within the IBC, including parcels directly adjacent to Segments 2, 5, 6, 7 and 8. The City of Irvine may explore opportunities for developers of these properties to pay for trail improvements in addition to their standard Quimby Funds and design the improvements as part of their incoming project.
- **Quimby Fees / Quimby Funds:** While the City of Irvine currently has approximately \$55.4 million dollars available through the Quimby Fund for park improvements, use of these funds to construct trails come with multiple requirements. While the construction of trails alone is not allowed as a proper use of Quimby Fees, if combined with active and passive park space amenities (e.g., exercise equipment, benches, water fountains, passive green space) Quimby Funds could supplement the development of trails. However, for this to be allowed, a minimum of 20 acres of continuous publicly accessible open space must be provided in addition to utilizing some of this

acreage for active and passive park amenities. Access to Quimby Funds is also contingent on the amount of funding available in the specific Planning Areas within the City of Irvine. If a multi-use trail directly connects to multiple Planning Areas, a higher percentage of the City's Quimby Funds can be utilized for trail construction and improvements. If the City decides to utilize Quimby Funds for trail construction and maintenance, it should utilize funds as a supplement to other funds (e.g., development fees, competitive grants) and not as the primary source of funding.

7.2. Key Components of Competitive Grant Applications

While funding agencies frequently update grant guidelines, requirements, and individual applications for each funding program's cycle, there are several items that are commonly recommended in competitive grant applications. One of the important aspects for the City and procurement of outside grant funding is securing right of way. Typically, almost all federal, state, and local grant programs require that the City own the property proposed for grant funds or have an established agreement; and therefore, right of way is a critical component for funding success. As part of the City's project development process, it may be strategic to pursue grant funds for segments that are first acquired by the City during the final design and right of way phase, and then, pursue potential grant funds for the construction phase, which is the highest Capital Improvement Program cost. For segments along the flood control channels that will be continually owned by the Orange County Flood Control District, the right of way component may be achieved if the County was the lead agency and a partnership established with the County and City for development phases.

In addition to right-of-way control, other key items to accomplish prior to submittal of grant application are listed on the following page. Note that descriptions are based on grant applications in prior funding cycles, and grant application requirements are subject to change.

- **Resolution from Agency Supporting Project:** Required for the Urban Greening Grant application, not required for Caltrans ATP applications.
- **Disadvantaged Community Analysis.** Typically, funding agencies prioritize or require funds to be distributed to areas that are considered to be socioeconomically or environmentally "disadvantaged". The most common formulas used include the top 25 percent of CalEnviroScreen 3.0 Census Tracts, Median Incomes that are lower than 80% of statewide average, or 75 percent of students in project area that qualify for free/reduced lunches. Assessment of disadvantaged communities are required for Caltrans ATP and Urban Greening Grant application, but not required for BCIP applications.
- **Cost-Benefit Analysis.** Required for all Urban Greening Grant applications and only required for Caltrans ATP grant applications requesting over \$7 million dollars in funding.
- **Statement of Project Need.** Required on most competitive grant applications, including Caltrans ATP and Urban Greening Grant applications. Most applications require a short project title (less than 200 characters), followed by an executive-level project description (200 words or less), and a longer statement of need (500-1,000 words).
- **Cost Estimate.** A preliminary estimate is required for most infrastructure project application, with costs often separated into preliminary engineering with Project Approval for Project Report and environmental document (PA&ED); final design with plan, specification, and estimate (PS&E) and right-of-way acquisition; and construction (CON). Caltrans ATP applications require that such estimates be prepared by a registered engineer licensed in the State of California.
- **Collision Statistics in Project Area.** Required on the Caltrans ATP application, not required for Urban Greening Grant applications.
- **Bicycle and Pedestrian Counts in Project Area.** Required on Caltrans ATP applications, not required for Urban Greening Grant applications.
- **Community Outreach.** Documentation of outreach may include a brief written description of outreach conducted, sign-in sheets, images of events, and promotional materials of events.

Documentation of outreach is recommended for most competitive grant applications and is required on Caltrans ATP and Urban Greening Grant applications.

- **Letters of Support.** Recommended for most competitive grant applications and required on the Caltrans ATP and Urban Greening Grant applications.
- **Infrastructure grants typically fund the following items:**
 - **Preliminary Engineering / Final Design / Pre-Construction.** Includes environmental studies and permits (PA-ED), as well as preparation of plans, specifications, and estimates (PS&E).
 - In the Urban Greening Grant, they require that no more than 25 percent of total project costs go to pre-construction. While the ATP and HSIP grants have no set guidelines, it is generally assumed that pre-construction costs should stay within 25 percent of total project costs from those funding sources as well.
 - **Right-of-Way.** Includes engineering, appraisal, and acquisition.
 - For the Urban Greening Grant, staff costs associated with right-of-way tasks can be no more than \$10,000 of the total project budget.
 - **Construction.** Includes construction engineering and construction of the project.

7.3. Funding Opportunities for Individual Trail Segments

Segment 1

Segment 1's strategic location within the IBC and connection to other communities in Central Orange County present an opportunity for near-term implementation once right-of-way is secured by the City. If the City of Irvine collaborates with the City of Santa Ana on constructing the full 1.25-mile trail segment from Warner Avenue to MacArthur Boulevard (City of Santa Ana segment would be from Carnegie Avenue north to Warner Avenue), it could be competitive for multiple competitive grants. This includes Active Transportation Program (ATP) funding from Caltrans and Urban Greening Grant Program funds from the California Natural Resources Agency. Estimated costs for the 1.25-mile segment (\$4.7 million dollars) are well within the range of both grant programs for individual projects. The key reasons for being competitive through these two grant programs are described below.

- **Enhancing Priority Connections.** Through constructing the entire 1.25-mile trail segment, the trail will provide direct connections to two priority bikeways proposed in the City of Santa Ana's Active Transportation Plan, including the #1 ranked bikeway priority project in the City (Class IV Cycle Tracks along Warner Avenue) and the #12 ranked bikeway priority project in the City (Class II Bike Lanes along Dyer Road). The City of Irvine may consider collaboration with the City of Santa Ana on combining this trail segment with the proposed bikeways to increase competitiveness in grant funding.
- **Expanding Access to Disadvantaged Communities.** The trail segment will provide direct connections to Disadvantaged Communities west of the SR-55 Freeway in the City of Santa Ana as defined by CalEnviroScreen 3.0, a key metric in prioritizing grant funds in both the Active Transportation Program and Urban Greening Grant.
- **Enhancing Regional Connectivity to Destinations.** Both the Caltrans ATP and Urban Greening Grant programs prioritize funding on expanding connectivity from residential neighborhoods to regionally significant commercial and office centers such as the IBC, reducing reliance on automobile travel.
- **Removal of Non-Native Vegetation and Non-Permeable Pavement.** A key component in successful applications for the Urban Greening Grant Program include removal of non-native vegetation and non-permeable surfaces through planting of native vegetation, permeable surfaces, and stormwater treatment.

Segment 2

The segment's size and connections to existing bikeways will allow for the potential opportunity for the City of Irvine to pursue BCIP grant funds from OCTA as well as supplement the City's Quimby Funds for a significant local match. The segment's centralized location in the IBC, however, does not make it as strong of a candidate to pursue Caltrans ATP or Urban Greening Grant funds, both of which prioritize funds for disadvantaged communities or those that have direct connections to them.

While the next BCIP grant cycle is expected in September 2020, timing to implement Segment 2 is dependent on the acquisition of right-of-way of private properties along the route and availability of Quimby Funds to the trail segment which are derived from Developer Fees for new development properties established in the IBC Area. Based on the City's budget for Fiscal Year 2019-20 and Strategic Business Plan, there is approximately \$15.1 million in Quimby Funds available in the neighborhood park subfund and \$55.4 million in Quimby Funds available in the community park subfund citywide to construct park improvements. However, the nexus needs to be made on what percentage of existing Quimby Funds will be available for the Segment 2, as it needs to directly benefit multiple planning areas in the City of Irvine. Segment 2 is contained within Planning Area 36 and connects to roadways that provide direct connections to Planning Area 14 but no others in the City.

Segment 3

While the segment is only $\frac{1}{4}$ mile long, it has three property owners along the segment, including BNSF and the Irvine Montessori School that utilizes a playground for active use along the right-of-way. Therefore, this segment may potentially require more coordination with property owners to acquire and consolidate properties for demolition prior to construction of a trail segment (as compared to Segment 2). However, this segment also provides a connection to Main Street, a key existing bikeway and arterial in the IBC area.

While there may potentially be a longer negotiation period to acquire properties along the segment's right-of-way due to the level of active use, the right-of-way's smaller size may enable it to be constructed through local developer fees from incoming projects in Planning Area 36 due to its smaller size and lower cost compared to other railroad segments in the IBC (just under \$3 million).

Segment 4

Because of this segment's connection to multiple regionally significant bikeways, large size and direct connections to multiple planning areas in Irvine, funding opportunities may include pursuing BCIP Measure M2 local grant funds administered by Orange County Transportation Authority (OCTA) with a local match provided through City of Irvine Quimby Funds. Like Segment 2, pursuing BCIP funding versus other competitive grants may be viable for projects like Segment 4, which are not adjacent to disadvantaged communities.

Segment 5

While Segment 5 has no direct connection to other trail segments (not making it a competitive project for grant programs), it also has relatively few obstructions and is adjacent to vacant lots that may provide near-term development opportunities and corresponding developer fees that can help pay for trail improvements.

Segment 6

In contrast to Segment 5, Segment 6 connects directly to Segment 4, 7 and 8, allowing it to be competitive for grant opportunities. Like Segment 4, its centralized location in the IBC and large acreage makes it potentially competitive for individual implementation through the BCIP program with Quimby Funds and Developer Fees being a local match.

Segments 7 and 8

Developer fees from properties turning over will likely be the best opportunities to fund trail improvements along both segments if they are implemented individually.

7.4. Packaging of Trail Segments to Increase Funding Eligibility

Combine Segments 1, 2 and 3

Segment 1 may be combined with Segments 2 and 3 for a larger submittal package through the Caltrans Active Transportation Program or Urban Greening Grant Program for a combined project of approximately \$7.4 million dollars, which may further improve grant competitiveness in providing regional connectivity. The Caltrans ATP and Urban Greening Grant typically does not require a local match for projects. Both grant programs have also readily funded projects similar in budget the cost of Segments 1, 2 and 3 in full.

The City of Irvine may also pursue multiple grants to build portions of Segments 1, 2 and 3. This includes pursuit of the BCIP, Recreational Trails Program, Land Water Conservation Fund and EEM grant programs, or pursuing future ATP or Urban Greening grant cycles. However, the average grant amounts awarded through these funding opportunities are smaller versus the Caltrans ATP program, resulting in the need to phase the construction of the trail segments. However, the intent of consolidating the trail segments as one cohesive “project” will make the trail segments more competitive for funding in the eye of funding agencies.

Combine Segments 4, 6, 7 and 8

Segment 4 may be combined with Segments 6, 7 and 8 for a larger submittal package through OCTA’s BCIP Program, which may further improve grant competitiveness in providing connectivity to multiple regional bikeways, employment, and recreational opportunities. Since the BCIP program requires a 12% minimum local match, it would be recommended that the City of Irvine provide this match through Quimby Funds or local Developer Fees.

With maximum funding from the BCIP program at \$4 million dollars and likely costs for the combined trail segments to be higher than \$25 million dollars, the City of Irvine would also need to pursue other competitive grant programs (e.g., multiple cycles of the BCIP, Recreational Trails Program, Land Water Conservation Fund and EEM grant programs) to fully fund the trail segments, requiring a phased process of constructing trail segments. Like combining Segments 1-3 together, combining Segments 4, 6, 7 and 8 will be a more desirable project to fund through the perspective of funding agencies.

Combine Segment 5 with a Proposed Bikeway Project

To make Segment 5 more competitive to outside grant funds, the trail segment may be included as part of a larger bikeway project, with McGaw Avenue and an overcrossing of Lane Channel with connections to MacArthur Boulevard included as part of the project. This will allow for connections from existing regional bikeways to the center of the IBC, potentially making the trail segment competitive for BCIP funding.

8. Summary and Conclusions

The IBC Trails Plan has outlined existing conditions, opportunities and constraints, prioritization, and cost estimates for the implementation of up to eight distinct multi-use trails within the IBC. This plan recommends that the City of Irvine proceed with the design and implementation of five of the eight trails studied in this plan. These five segments selected to progress into design and implementation are:

Tier 1 Segments

- Segment 3: BNSF Spur East of Von Karman
- Segment 4: San Diego Creek Creekwalk
- Segment 5: Armstrong Channel
- Segment 6: Barranca Channel

Tier 2 Segment

- Segment 2: BNSF “U” Loop

The process involved with the development of the IBC Trails Plan revealed significant guidance related to the studied segments, approaches to implementation, and areas of future study. This guidance was gathered through the community engagement effort, the Project Development Team (PDT) meetings, and technical analysis. Based on this guidance and the results of the technical analysis summarized in this plan, the following recommendations are provided to the City of Irvine related to next steps:

- Select 1-2 Tier 1 segments to proceed into design – Each of the four Tier 1 segments has the potential to be implemented within the near to mid-term (0-5 years) time period. The key aspect for the City will be to identify which one or two of the four segments should proceed first. A key input item received through the PDT is the value of having the first projects that proceed be “signature” type projects that build excitement and interest in the implementation of more improvements. The two segments in Tier 1 that could be potentially identified as signature projects would be the Creekwalk and the Barranca Channel. Both of these segments are long corridors that would link multiple new and planned residential developments to nearby destinations and other multi-use trails currently in place in the city. Both segments require coordination with the OCFCD and would require that the OCFCD grant an easement for construction of multi-use trail improvements. To advance this effort, the City of Irvine should begin this coordination effort with the OCFCD in the near-term, building on the coordination already performed as part of this study effort.
- Pursue purchase of BNSF right-of-way for Segment 3 – Segment 3 was identified as a Tier 1 project. While this corridor was a former rail corridor, the freight rail tracks have already been removed and a portion of the right-of-way has already been sold to an adjacent property owner. While this sale of property impacts the feasibility of implementing a continuous trail through this segment, the remaining portions of the segment present an opportunity for the implementation of a small pocket-sized park. This type of project could represent a good near-term signature project that could build support for implementation of more improvements in the future on other segments. Additionally, pursuing purchase of BNSF right-of-way for this segment would provide valuable information and experience for the City of Irvine related to this process, specifically related to key issues such as timeline, negotiation process, and potential cost of acquisition of right-of-way from BNSF. This information would be helpful for application to the potential future purchase of property along the BNSF “U” Loop, which is a much longer corridor and would likely be a more complex process.
- Consider pursuing implementation of improvements on part of Segment 2 – While most of Segment 2 is occupied by active freight rail tracks, there is a portion of this corridor between Derian Avenue and Jamboree Road where the rail tracks have been removed and the corridor is no longer active. Portions of this corridor have been sold to adjacent property owners, but a majority of this

small section of the segment remains in the ownership of BNSF. Similar to the condition on Segment 3, the City of Irvine could pursue purchase of this right-of-way for the implementation of a small pocket park. This location is promising for this type of improvement given its proximity to several new residential developments along McGaw Avenue and Jamboree Road.

- Continue coordination with B. Braun Medical, Inc. – As noted earlier in this plan, B. Braun Medical, Inc. remains as the single customer served by BNSF in the City of Irvine along the BNSF “U” Loop segment. Given this condition, it will be important for the City to stay in contact with B. Braun Medical, Inc. regarding their ongoing and future operations. Should these operations change, for example a switch to shipping materials by truck instead of by rail, could create an opportunity for purchase of the BNSF right-of-way in Segment 2.
- Establish process to monitor development applications along Segment 2 – In review of right-of-way conditions along each of the three BNSF segments, several locations were revealed to have already been sold off by BNSF to adjacent property owners. These previous property sales represent missed opportunities for potential purchase of this right-of-way by the City of Irvine to support implementation of multi-use trails. To address this potential impact on these corridors in the future, the City should establish a process to monitor development applications submitted to the City along the BNSF segments, in particular along Segment 2 and Segment 3.
- Identify additional potential multi-use trail and park projects in the IBC – Evaluation of the eight segments studied were originally identified as a mitigation measure in the 2010 IBC Vision Plan to help address identified significant traffic impacts for that plan. These are not the only eight corridors worthy of study within the IBC for multi-use trails and linear parks. In particular, a key shortcoming of these eight corridors geographically is the limited connections to portions of the IBC south of I-405. It is recommended that in coordination with advancing design for the Tier 1 segments identified in this plan, that City initiated planning for additional potential multi-use trail corridors elsewhere in the IBC.
- Initiate greater coordination with private property owners – Another key future opportunity that emerged as part of this planning effort is coordination with private property owners. There are several new and existing developments in the IBC, both residential and commercial, that have implemented private parks and park-like areas for their residents and employees. These facilities suggest a strong interest from private property owners to provide recreational amenities. The presence of these private park facilities creates opportunities for destinations to connect with multi-use trails and may suggest the potential for public-private partnerships between the city and private property owners to implement park facilities and multi-use trails. To advance this opportunity, the City should identify potential property owners to initiate discussions on possible partnerships.

Building on the actions above and those identified in Section 6, the City of Irvine will have a solid action plan to build on the recommendations and findings of this plan to advance the design and implementation of multi-use trails in the IBC.

Appendix A: Community Outreach Material

Q1	If there were trails or linear parks in the IBC, I would visit them...			
Results	Daily	Weekly	Monthly	Never
22-Aug	7	26	9	3
07-Sep	4	8	6	3
10-Sep	13	18	12	2
11-Sep	3	7	2	1
12-Sep	5	22	14	2
13-Sep	6	19	2	0
Online*	20	23	8	2
Total	58	123	53	13

Q2	I would most likely use the trails or linear parks in the IBC for...								
Results	Commuting	Fitness	Dog Walking	Learning	Play	Enjoying Nature	Meeting People	Relaxation	Other
22-Aug	9	24	9	1	2	20	4	14	2
07-Sep	5	14	4	2	6	8	3	14	1
10-Sep	8	23	9	2	3	18	3	21	4
11-Sep	2	9	0	0	0	7	1	6	1
12-Sep	3	24	11	4	15	18	6	16	1
13-Sep	7	21	2	4	4	10	6	9	0
Online*	20	41	6	10	6	3	35	27	3
Total	54	156	41	23	36	84	58	107	12
Other: Shopping/Dining (5), Walking (2), Biking (1), Uniqueness of the Trail (1)									

Q3	What activities would you like to see supported by trails or linear parks in the IBC?				
Results	Events	Fitness	Play	Relaxation	Other
22-Aug	25	35	19	17	1
07-Sep	13	9	11	9	1
10-Sep	26	20	13	17	5
11-Sep	8	11	6	4	1
12-Sep	32	23	19	22	2
13-Sep	22	22	11	11	2
Online*	32	37	13	41	8
Total	158	157	92	121	20
Other: Bike Trail/Facilities (15), Events (7), Passive Spaces (6), Pedestrian Facilities (5), Play Facilities(3), Music (1)					

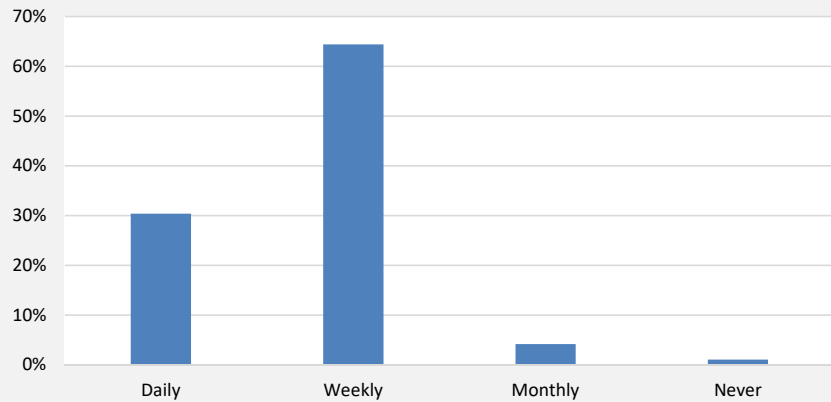
Q4	What features would you like to see included in trails or linear parks in the IBC?			
Results	Art	Amenities	Natural Features	Other
22-Aug	21	27	34	2
07-Sep	14	8	19	4
10-Sep	19	22	23	4
11-Sep	5	8	10	1
12-Sep	24	27	34	12
13-Sep	15	22	22	4
Online*	16	42	46	10
Total	114	156	188	37
Other: Pet Amenities (7), Safety (5), Native Vegetation (4), Sustainable Elements (4), Information (3), Benches (2), Shade (2), Water Fountains (2), Exercise Equipment (2)				

*53 online responses as of November 1st (survey closing)

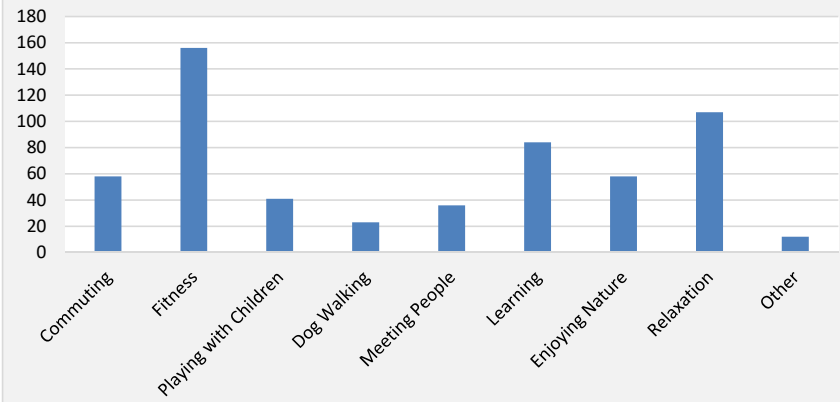
Other (Responses from Online)

	Q2	Q3	Q4
	I would most likely use the trails or linear parks in the IBC for...	What activities would you like to see supported by trails or linear parks in the IBC?	What features would you like to see included in trails or linear parks in the IBC?
1	Biking	Dance nights	Bridges over the creeks; restrooms, tea houses, small dog parks or at least dog fountains
2	to/from work and lunches	Safe commuting on bicycles and scooters	secure/protected bike lanes
3	traveling to shopping and restaurants	Bike racks Bathroom	92606
4		Active transportation - recreational and commuter cycling	More Green areas - trees/ grass / lakes / bushes / open space / trails
5		Community Scrabble ala Seattle, other community involvement activities	Bike rack
6		Safe cycling/passageways for pedestrians	Compliance with OC Highway Design standards for off street bikeways - separate walkways & bike paths
7		Lighting trails with bollards	Native plants only. No tropical plantings. (Irvine company is still installing Bird of Paradise and Olive Tree
8		commute and trails to bike/run	orientation signage/mapping
9			Protected Bike Lanes!
10			safety

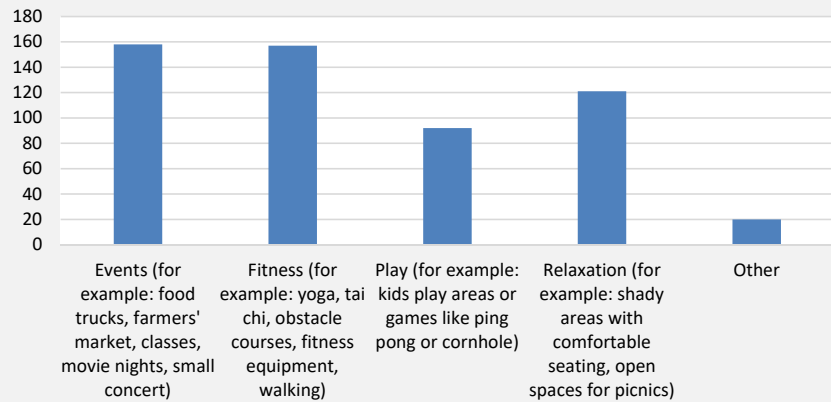
If there were trails and/or parks in the IBC, I would consider using them...



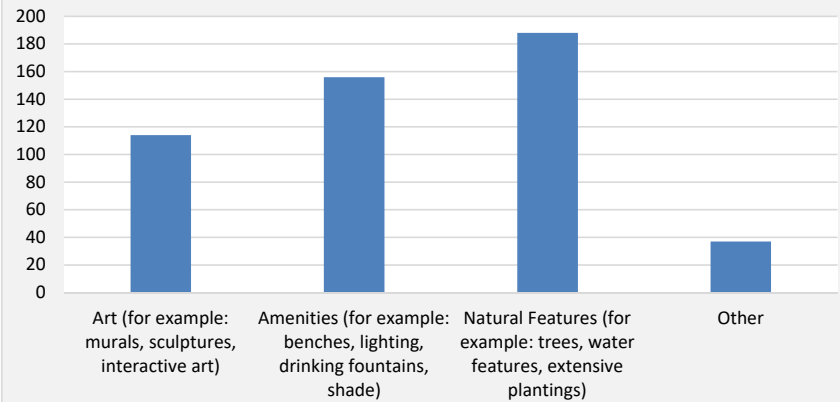
I would most likely use trails and/or linear parks in the IBC for...



What activities would you like to see supported by trails and/or linear parks in the IBC?

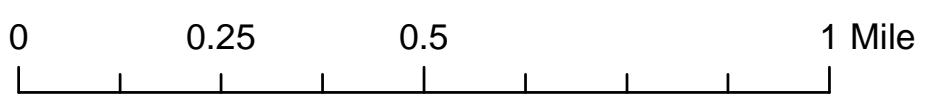
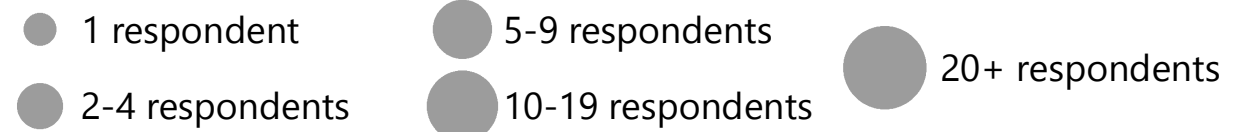
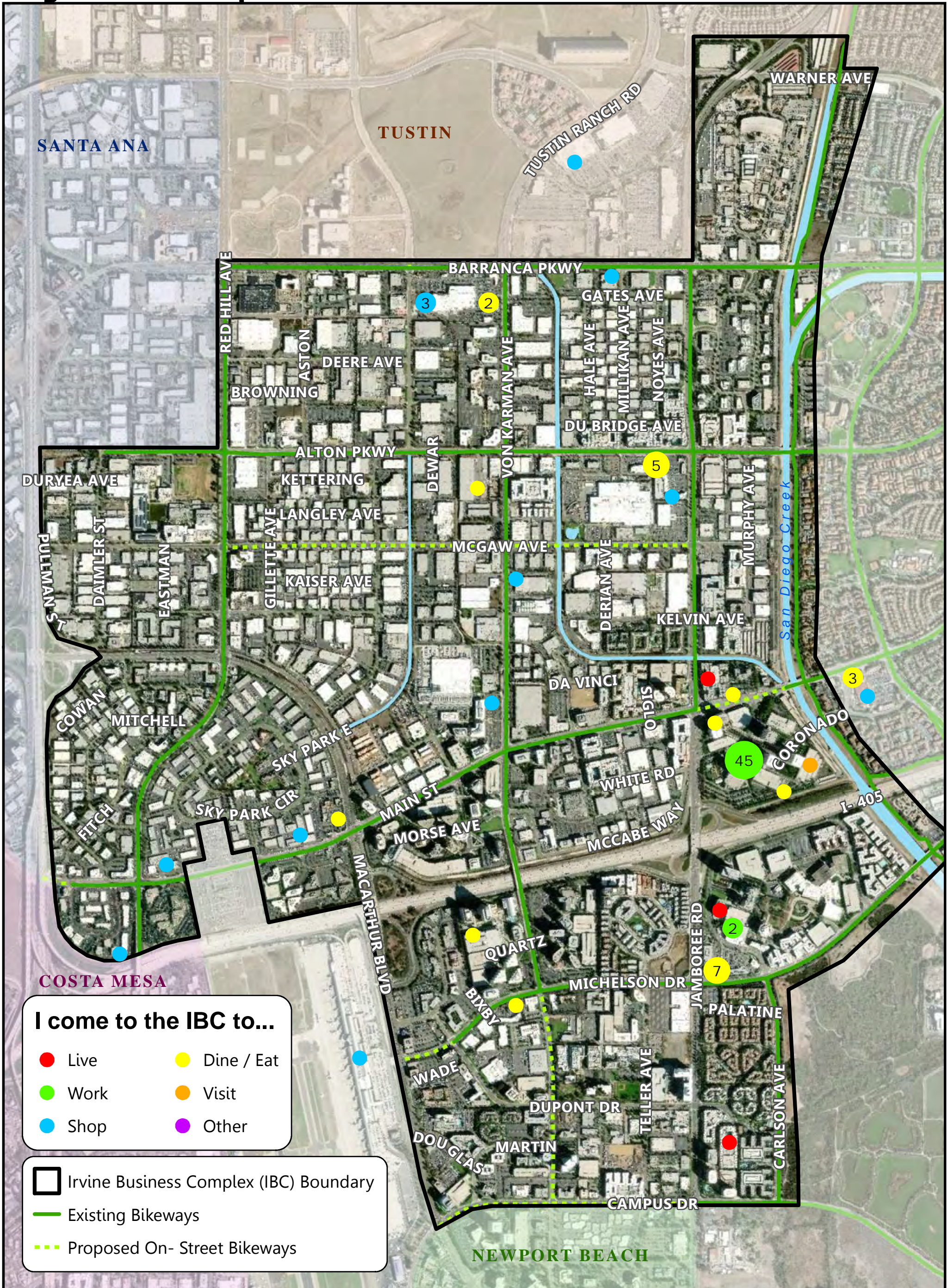


What features would you ideally like to see included in trails and/or linear parks in the IBC?



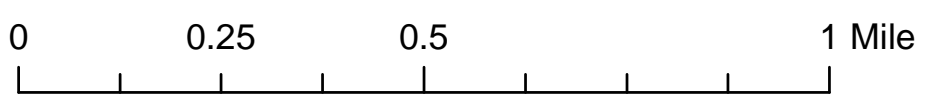
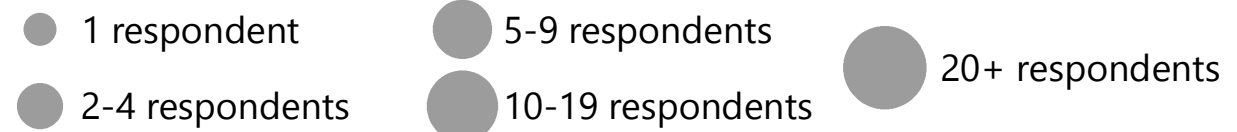
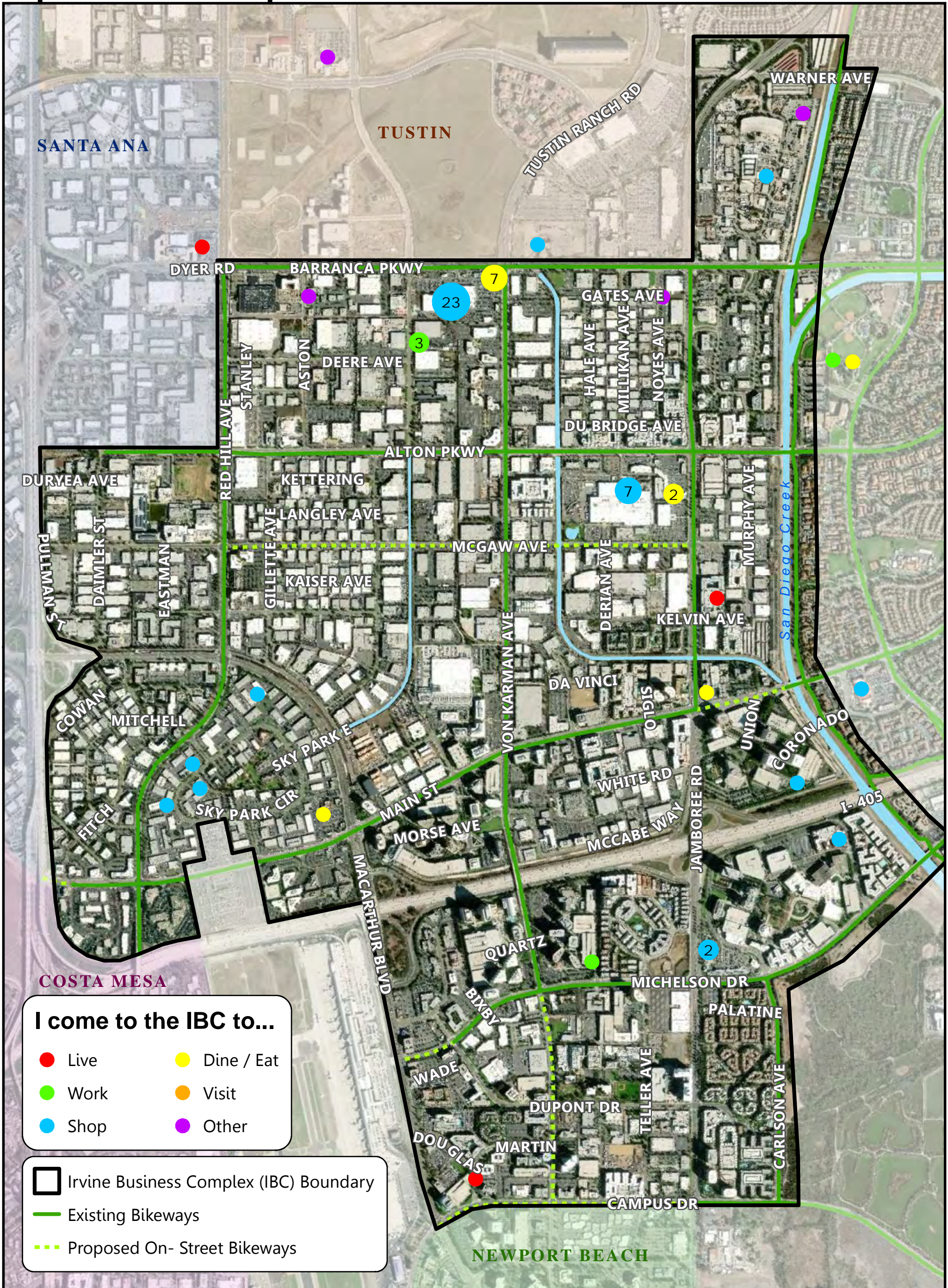
IBC Connects...

August 22nd Responses; Hotel Irvine



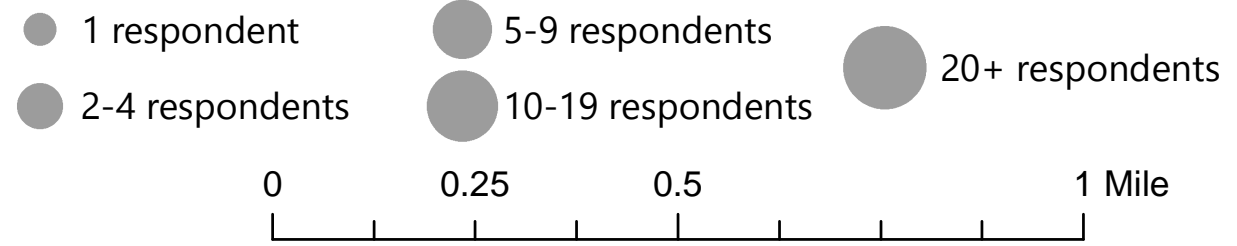
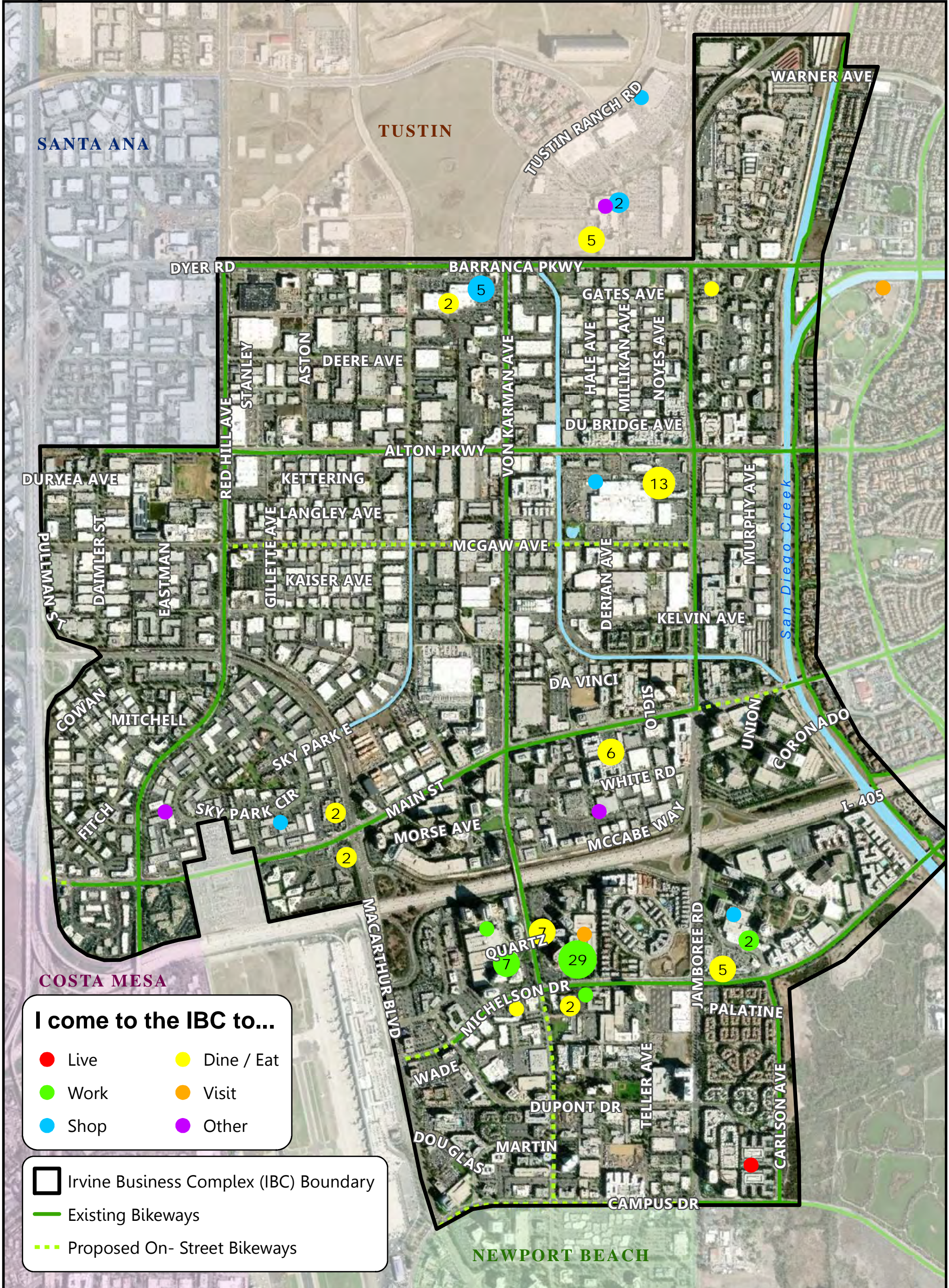
IBC Connects...

September 7th Responses; Von Karman Plaza



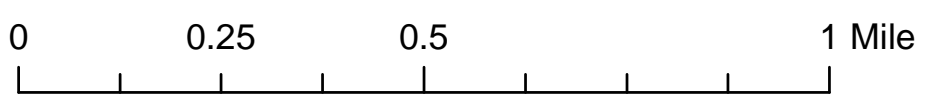
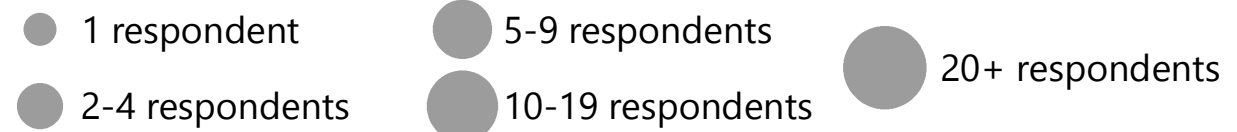
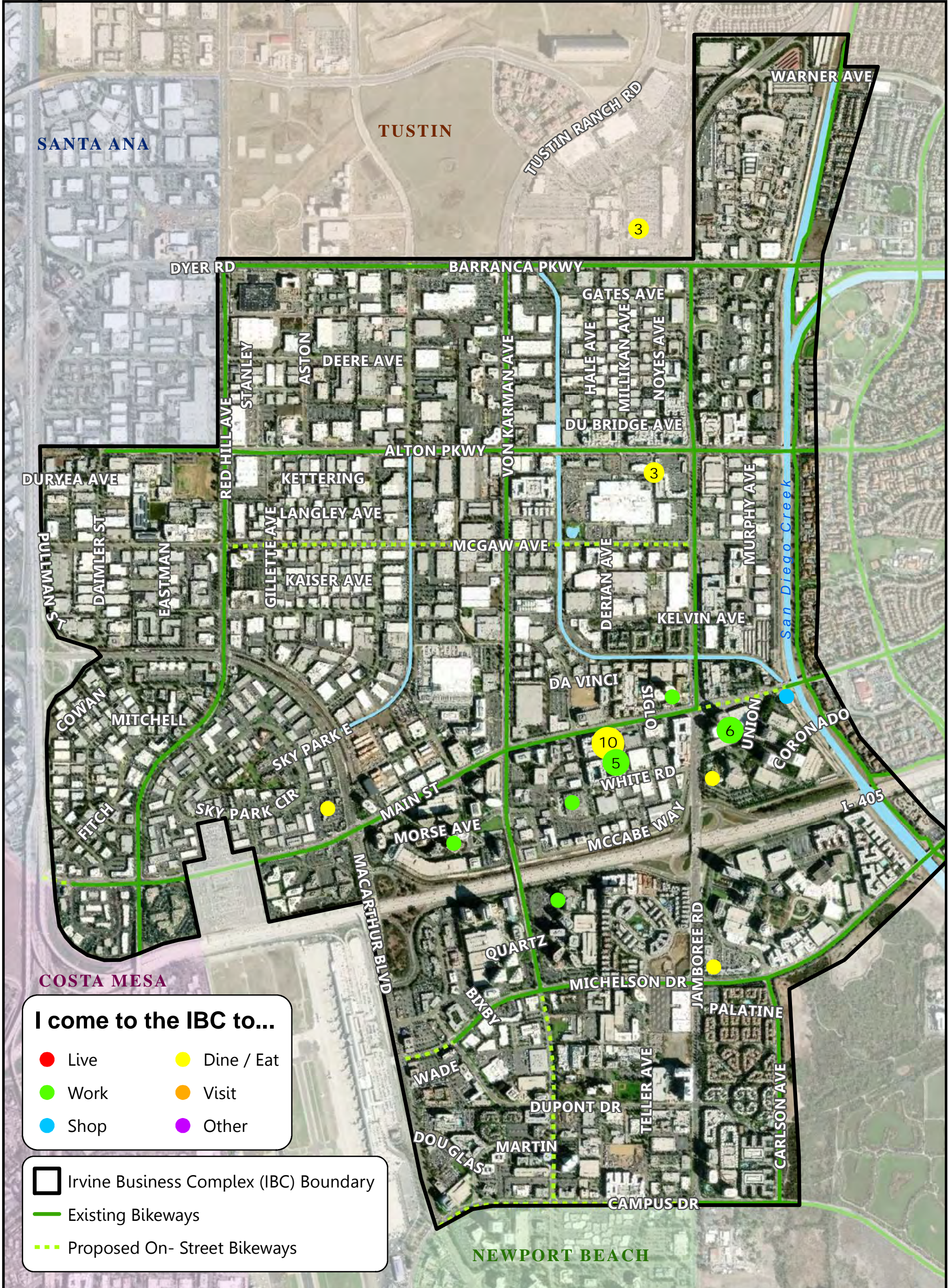
IBC Connects...

September 10th Responses; Irvine Towers



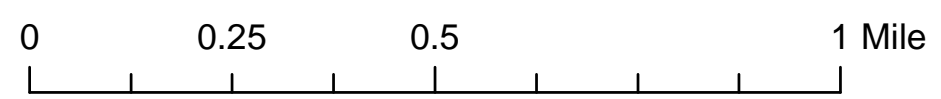
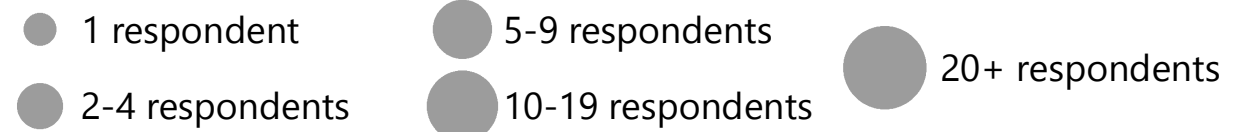
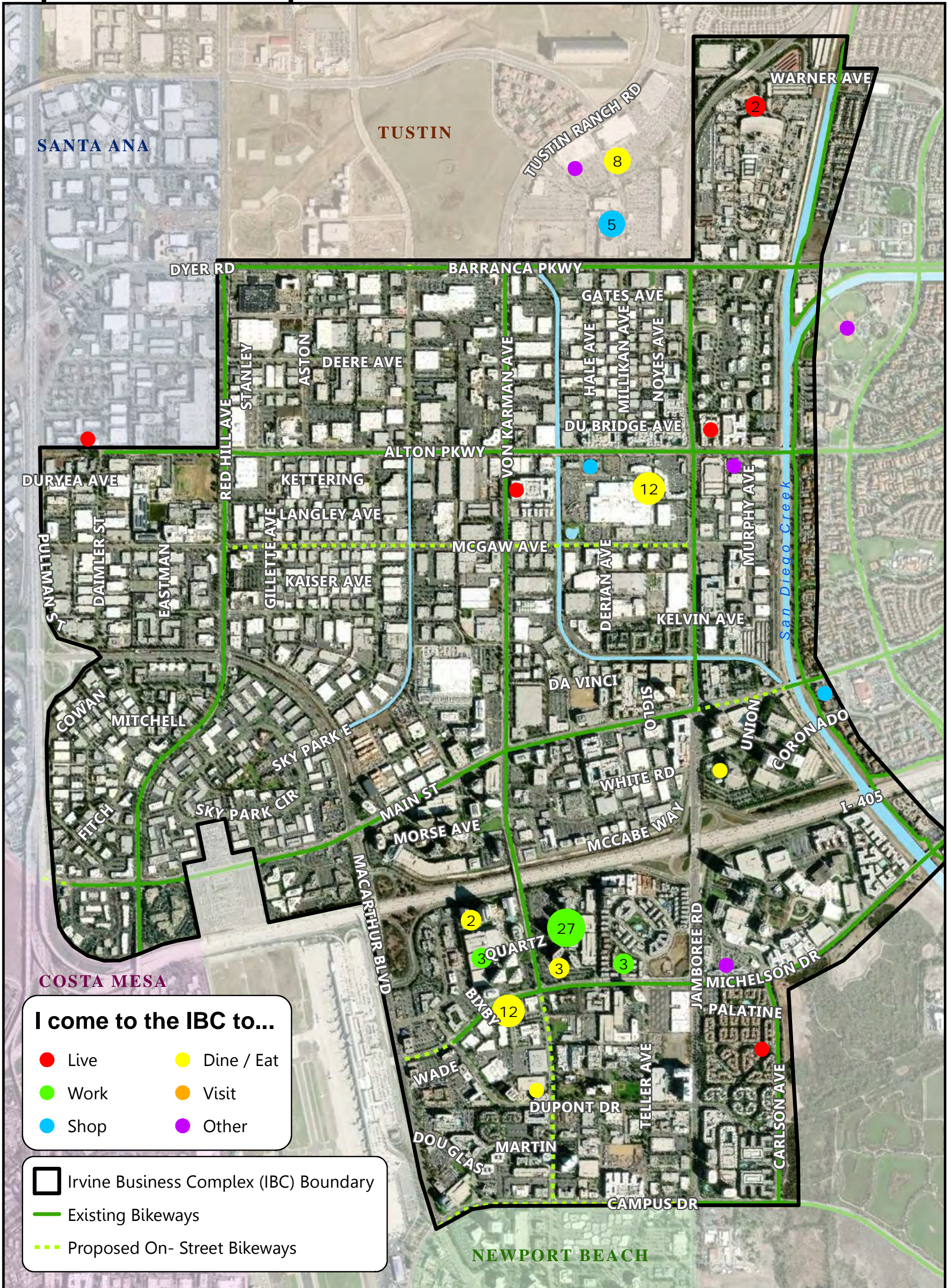
IBC Connects...

September 11th Responses; Main Street Plaza



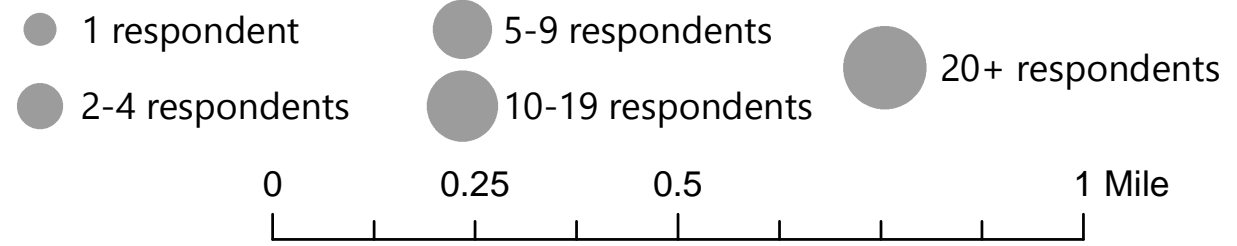
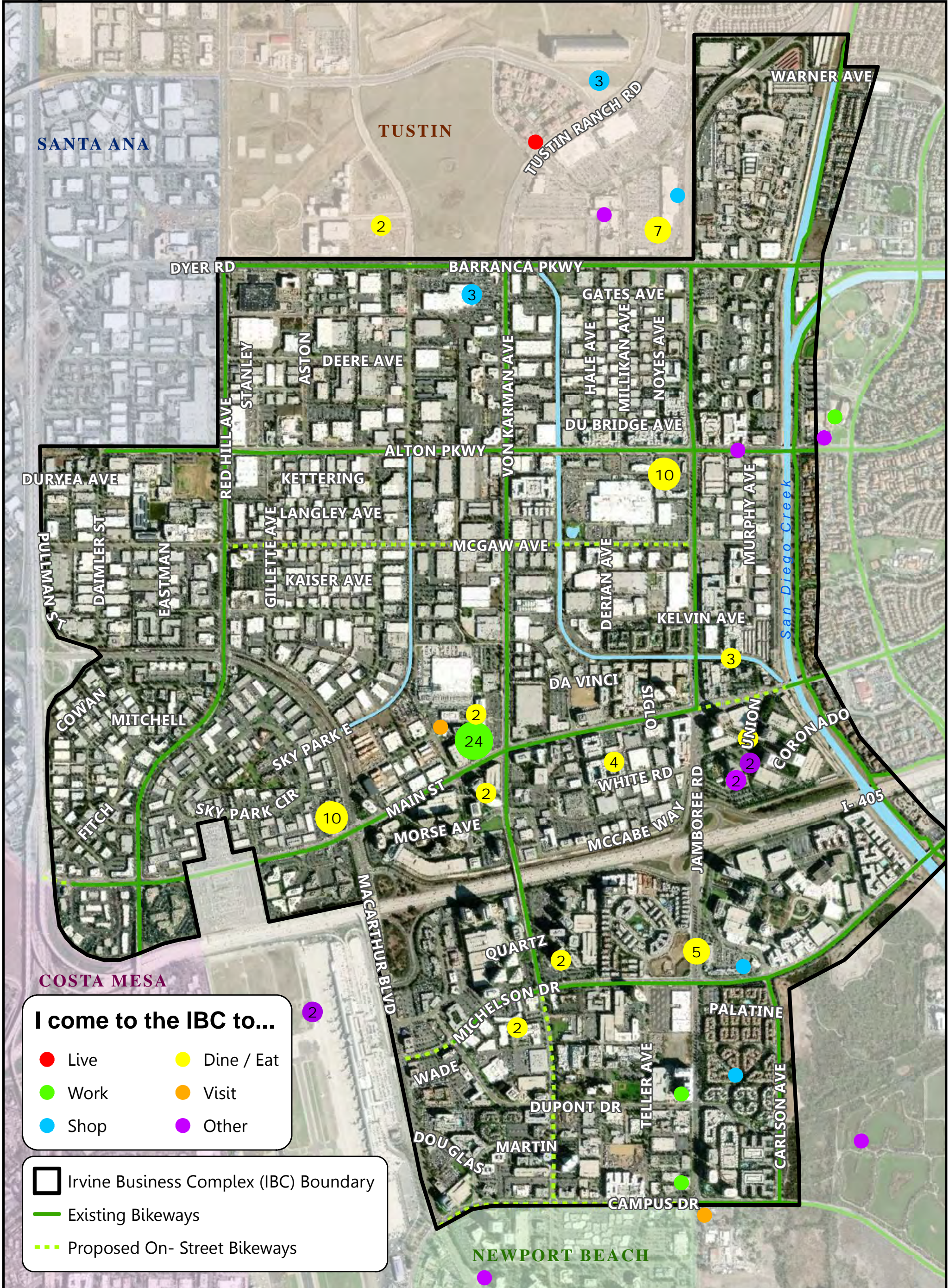
IBC Connects...

September 12th Responses; Irvine Towers



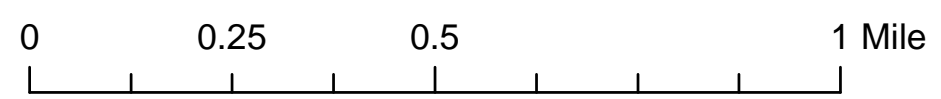
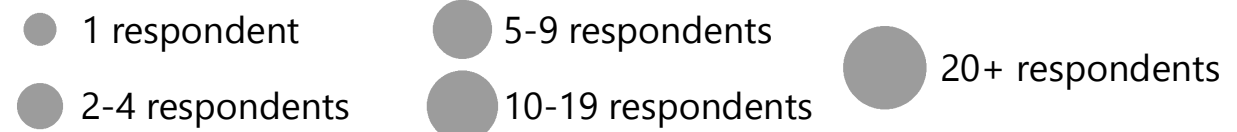
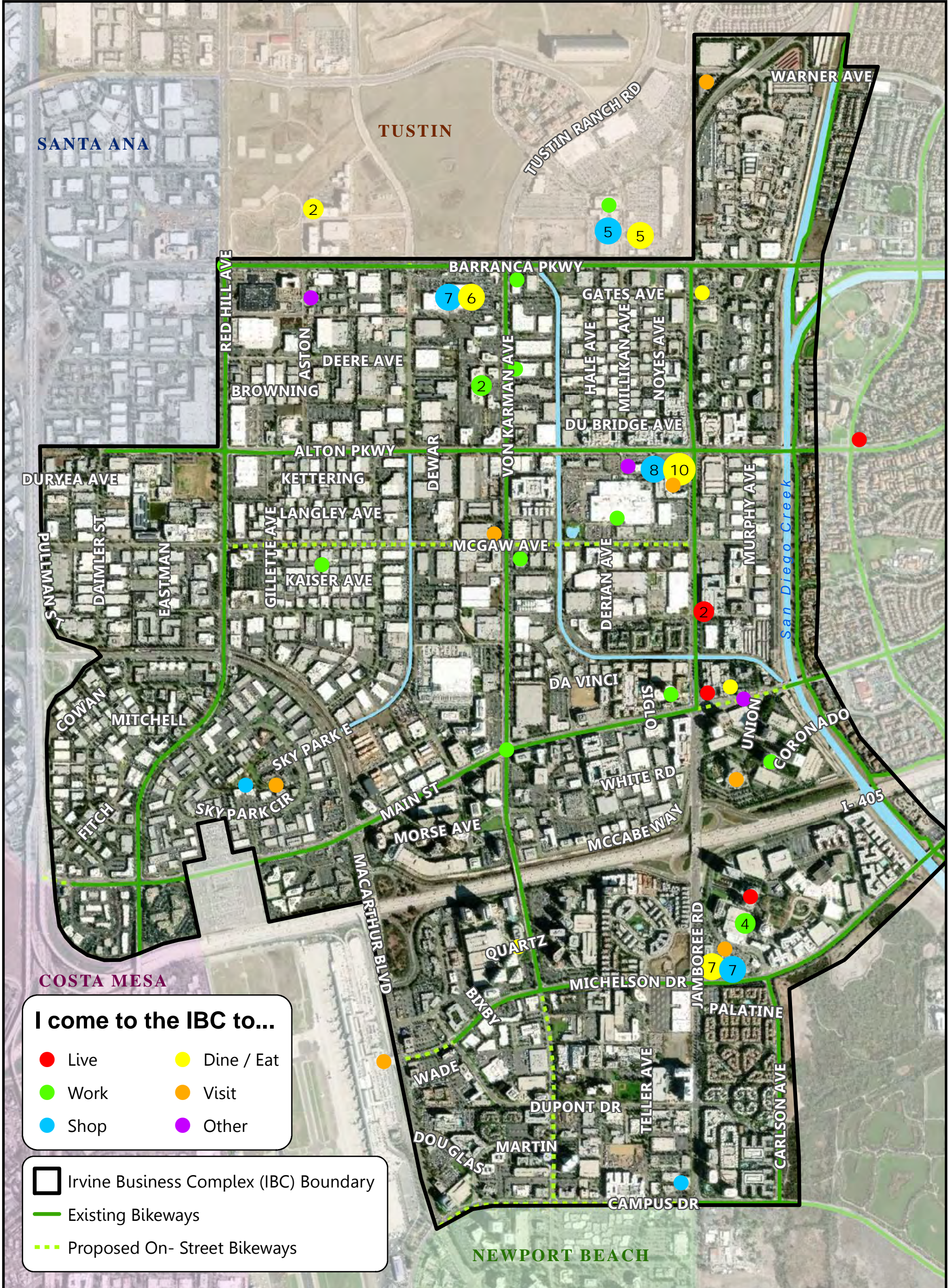
IBC Connects...

September 13th Responses; Intersect Business Park



IBC Connects...

Online Survey Responses





IBC Connects...to you!

What is the IBC?

The Irvine Business Complex (IBC) is a dynamic, mixed-use employment center located near John Wayne Airport on the west side of Irvine. The IBC offers places to:

LIVE



WORK



SHOP



DINE/EAT

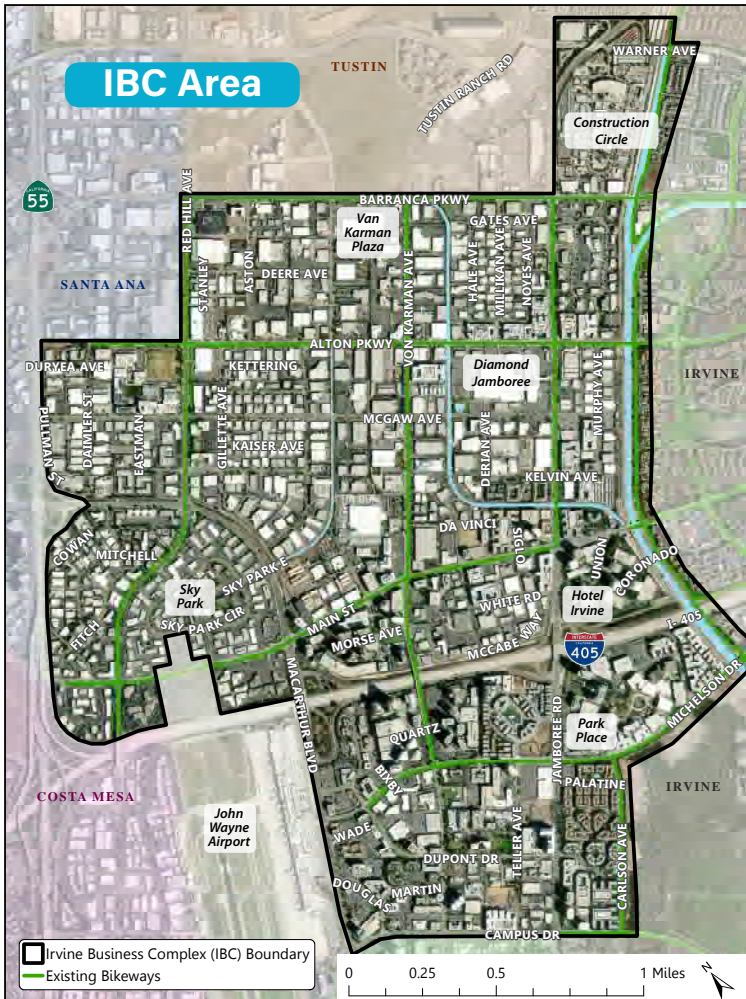


VISIT



AND MORE!

IBC Area



Visit IBCconnects.com



IBC Connects...to you!

Why do we need Recreational Facilities in the IBC?

Over the last 10 years, new residential uses in the IBC have transformed the character of this portion of Irvine and created a need for new facilities for bicycling, walking, and recreation.

The objective of the IBC Connects study is to determine the feasibility of introducing new bicycling, walking, and recreation corridors that would link residential, retail, and employment uses in the IBC. Amenities are needed to provide connectivity, community, and quality of life.



2010 IBC Vision Plan

The 2010 IBC Vision Plan identified the need for a system of bicycle and pedestrian linkages, parks, and urban open spaces. This project is a feasibility study that will evaluate potential opportunities to provide these linkages.

Study Timeline



June 2019
Field Survey & Base Mapping

July 2019
Existing Conditions Assessment
& Analysis Cost Estimates



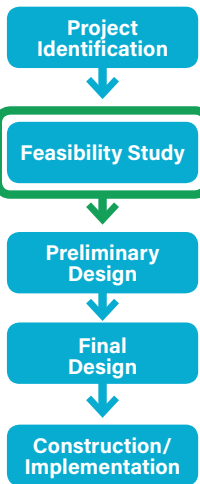
September 2019
First Community
Outreach Event

December 2019
Develop Action Plan



February 2020
Second Community
Outreach Event

May 2020
Present Feasibility of IBC Trails



Share your thoughts!

Complete the IBC Trails and Recreation Outreach Survey:



Visit IBCconnects.com

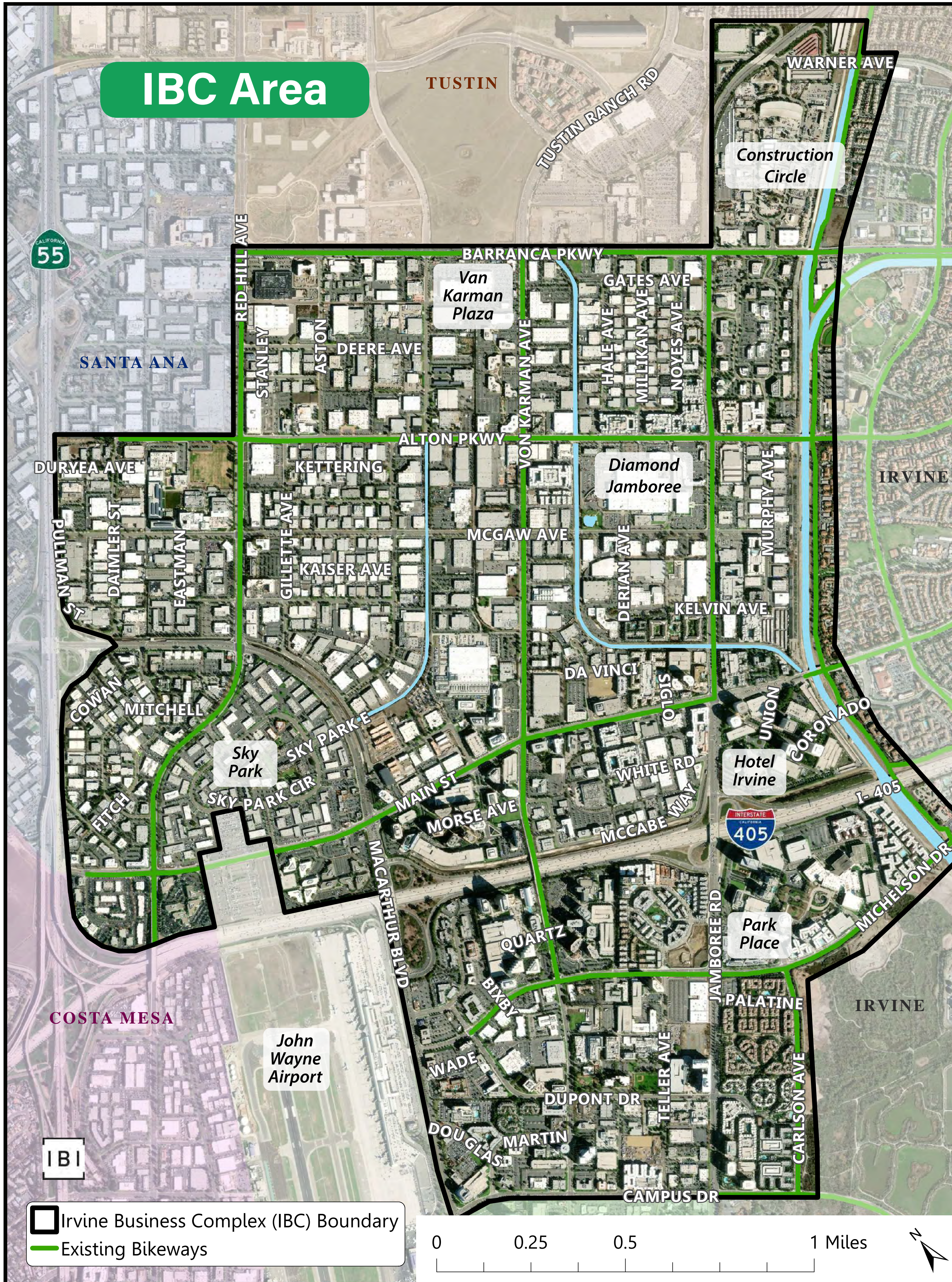
For more information, please contact Cheryl Lea:

✉ clea@cityofirvine.org

☎ (949) 724-7313



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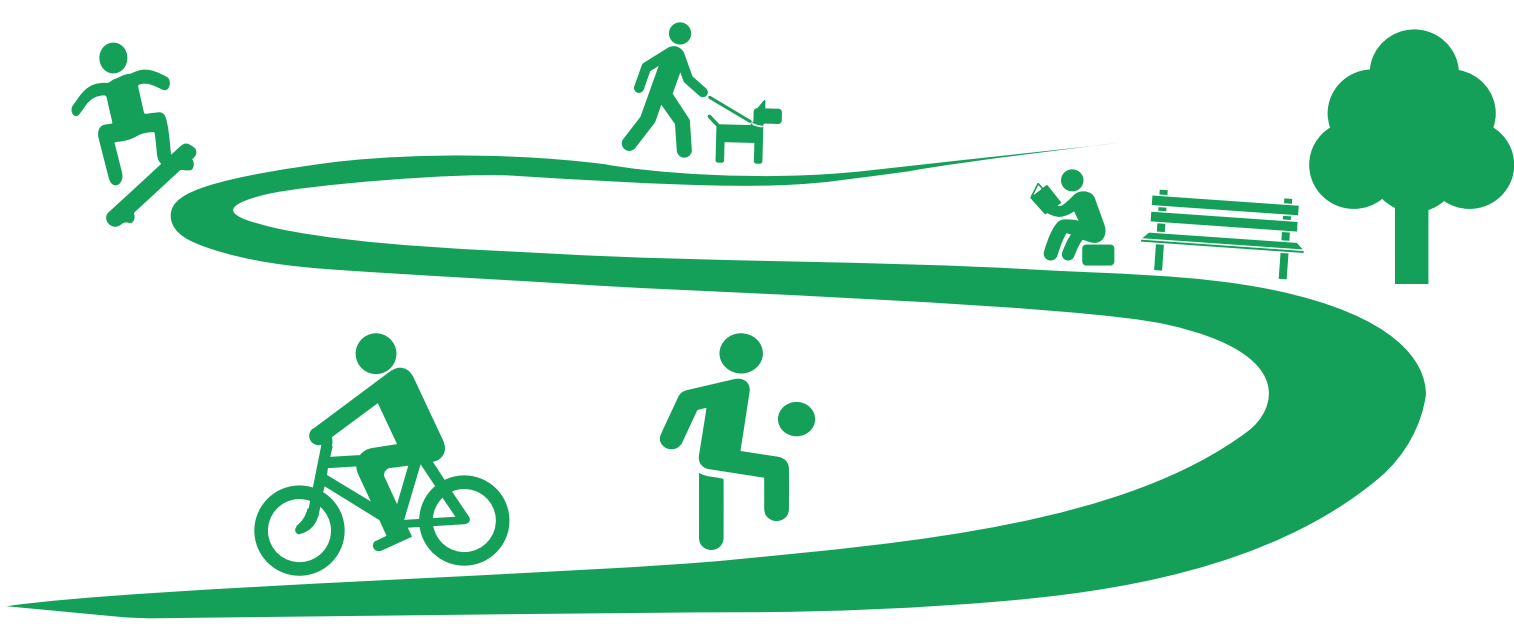
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Project Identification

Feasibility Study

Preliminary Design

Final Design

Construction/Implementation



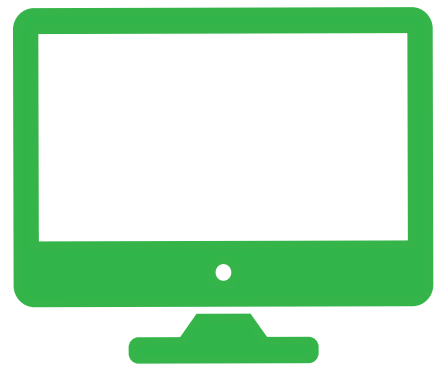
IBC Connects...to you!

Place a sticker on the map
I come to the IBC to...

LIVE



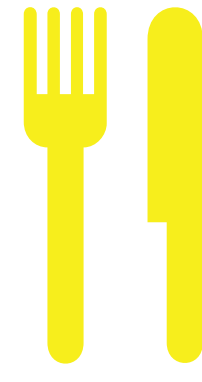
WORK



SHOP



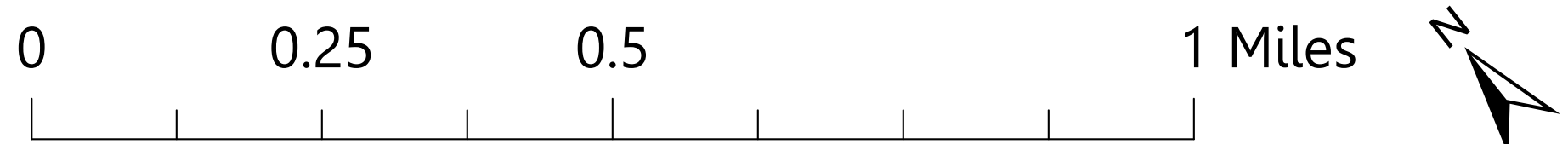
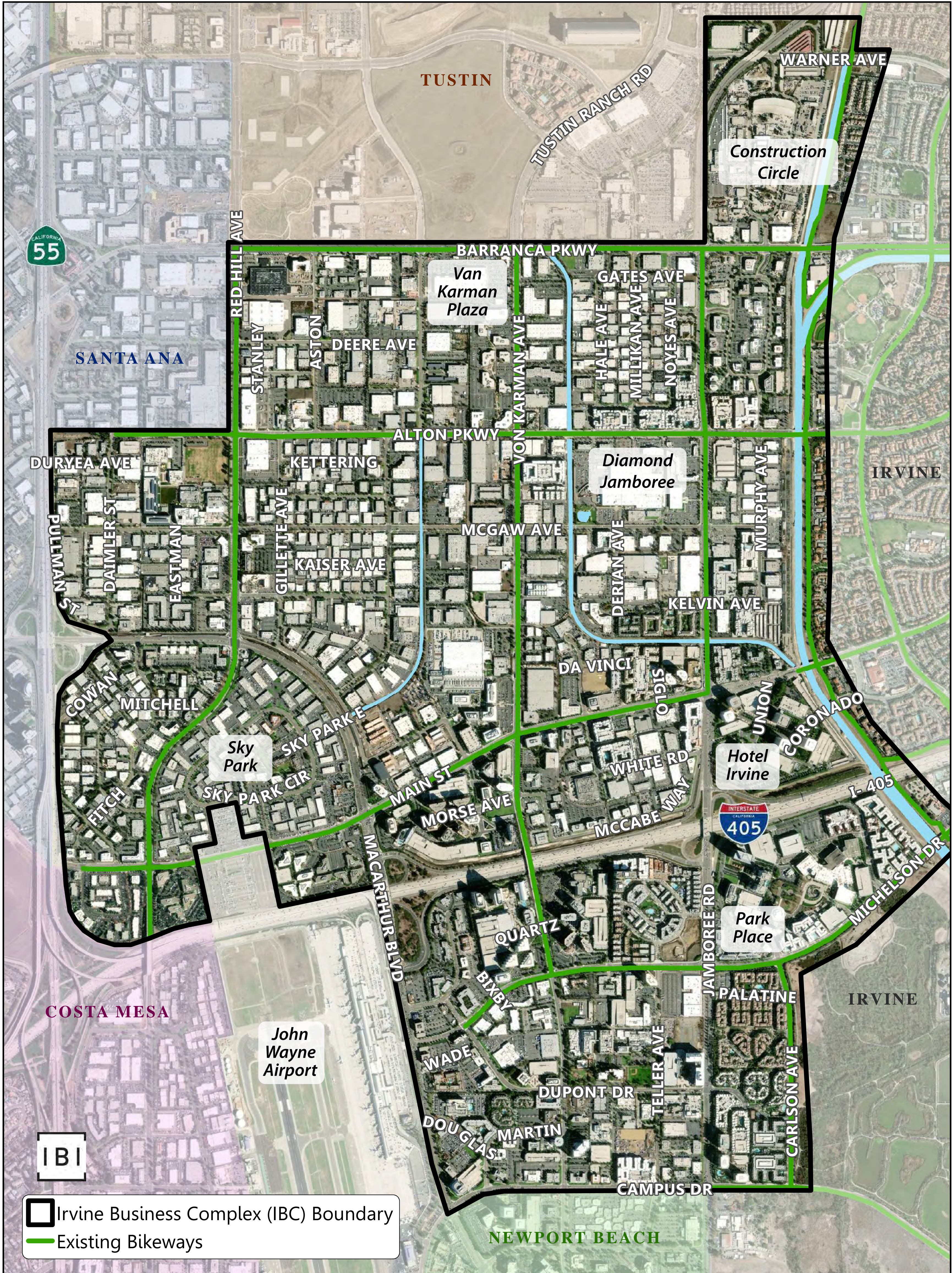
DINE/EAT



VISIT



OTHER





IBC Connects...to you!

Place a sticker under your answer

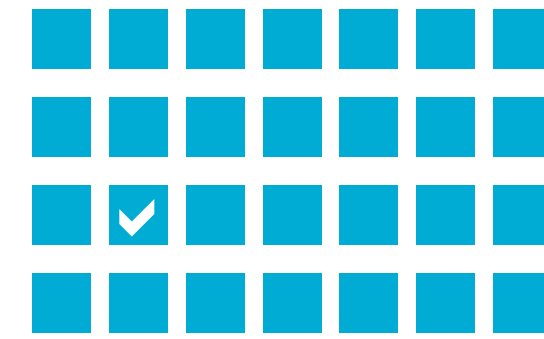
If there were trails or linear parks in the IBC, I would visit them...

DAILY

WEEKLY

MONTHLY

NEVER

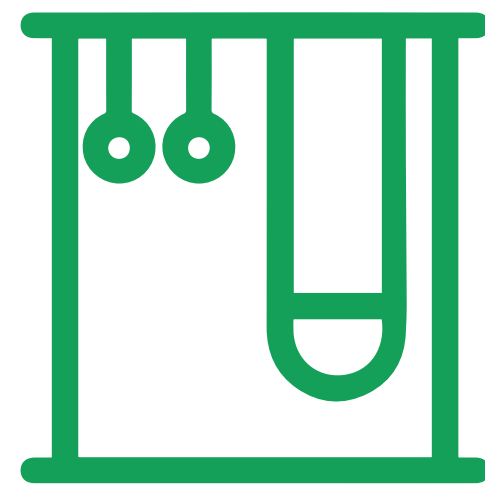


I would most likely use trails or linear parks in the IBC for...

COMMUTING

FITNESS

DOG WALKING



LEARNING

PLAY

ENJOYING NATURE



MEETING PEOPLE

RELAXATION

OTHER





IBC Connects...to you!

What activities would you like to see supported by trails or linear parks in the IBC?

EVENTS

**Food Trucks...Classes...Movies...
Farmers' Market...Small Concert**



FITNESS



Yoga...Tai Chi...Obstacle Course...Walking

PLAY

Kids...Adults...Everyone



RELAXATION

Picnics...Meeting Friends



OTHER

Let Us Know!





IBC Connects...to you!

What features would you like to see included in trails or linear parks in the IBC?

ART

Functional...Interactive...Passive



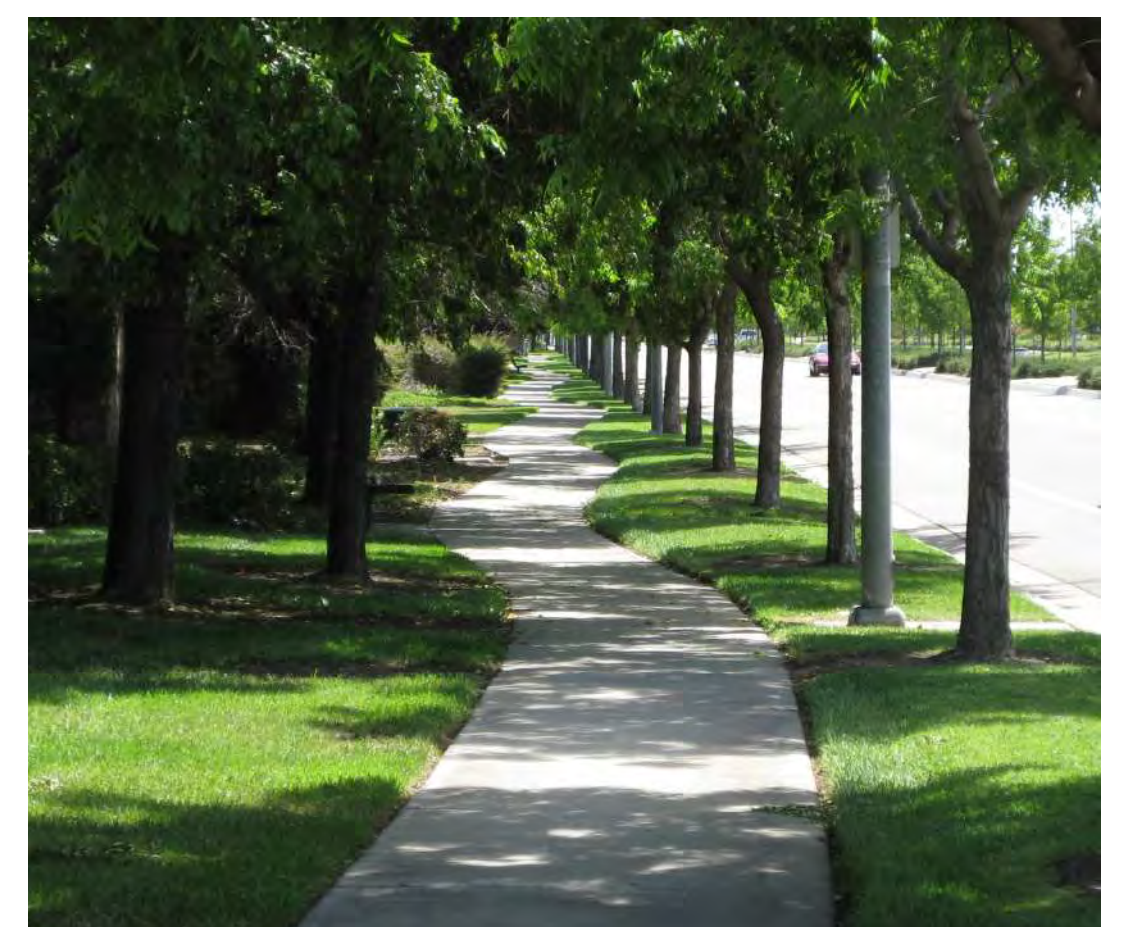
AMENITIES



Benches...Lighting...Water Fountains

NATURAL FEATURES

Plantings...Trees...Shade



OTHER



Let Us Know!



IBC Connects...

Welcome to the **IBC Connects** Open House! Please browse through all the stations and share your thoughts by participating in the activities at **Station 3** and **Station 5**.

Station 1

- Project Overview Video

Station 2

- Project Status
- Results of Fall 2019 Outreach
- Map of Potential Trail Segments

Station 3 * We Need Your Input Here!

- Trail Segment Opportunities and Constraints
- Trail Segment Prioritization

Station 4

- City Standards for Trails

Station 5 * We Need Your Input Here!

- Trail Concept Preferences
- Trail Amenities Preferences



Visit IBCconnects.com for more information.



IBC Connects...to you!

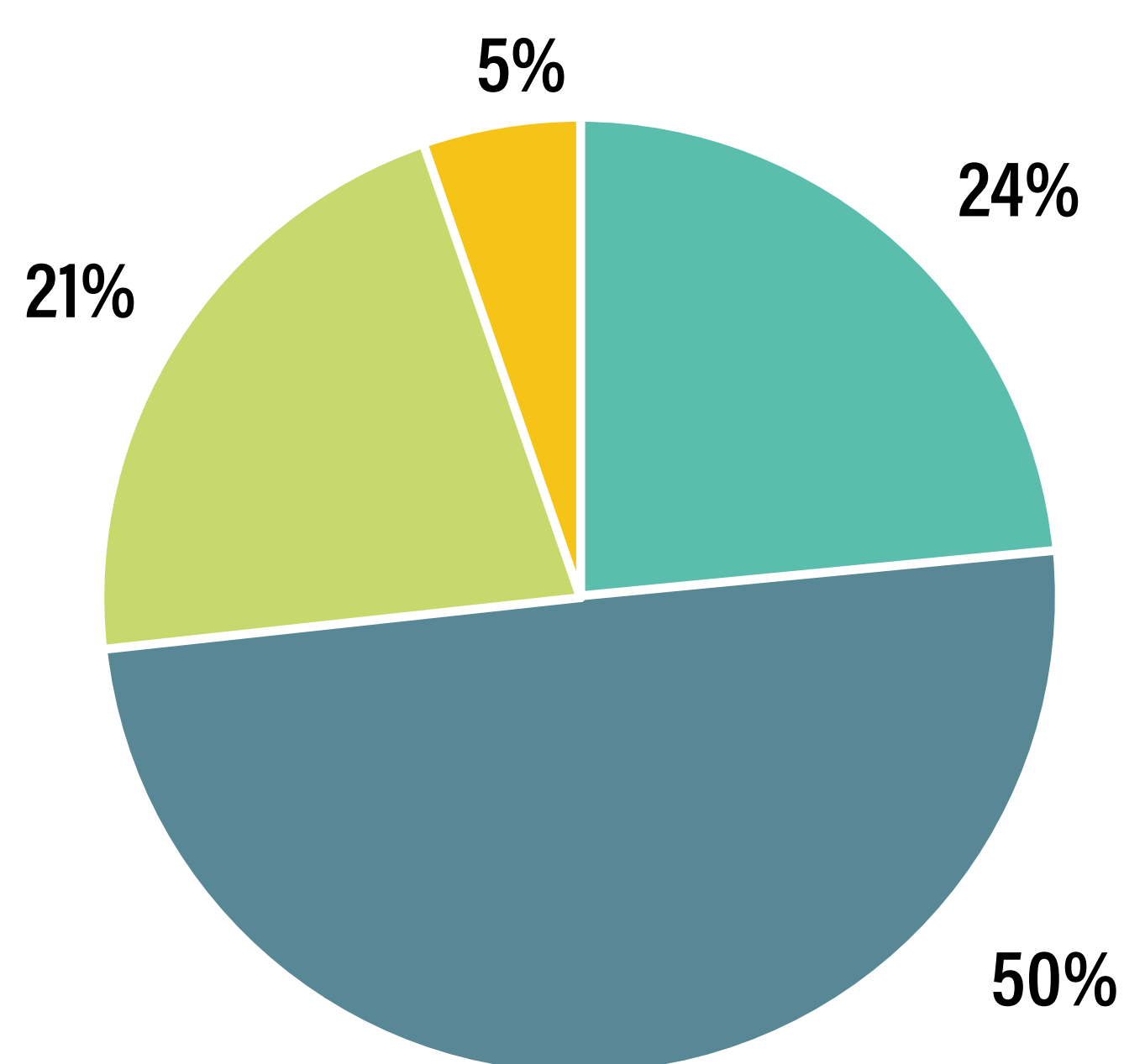
Outreach Events

August 22	Hotel Irvine
September 7	Von Karman Plaza
September 10	Irvine Towers
September 11	Main Street Plaza
September 12	Irvine Towers
September 13	Intersect Business Park
Sept.-Oct.	Online Survey

OUTREACH SUMMARY

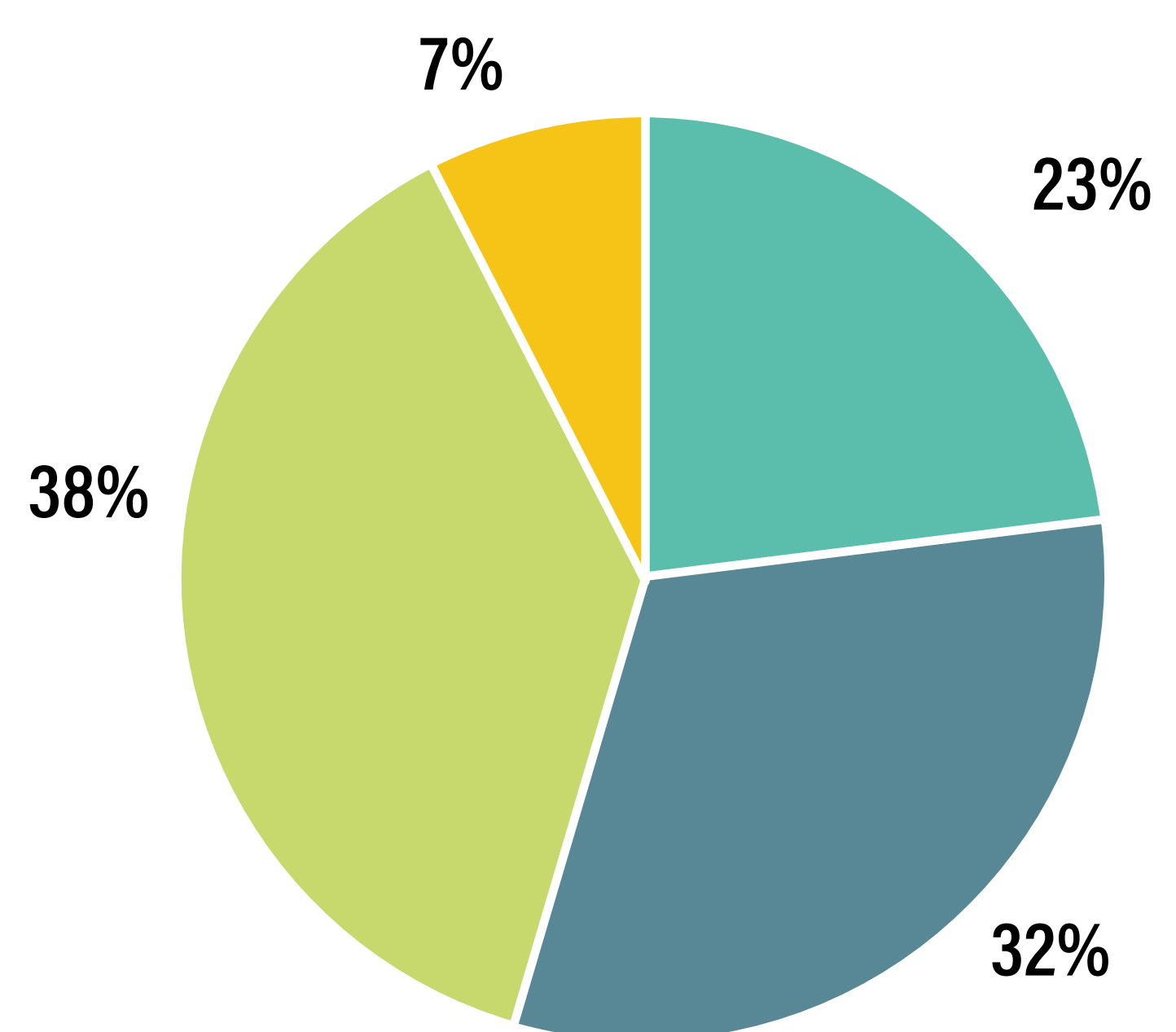
This is a summary of responses from outreach conducted from August to October 2019.

If there were trails or linear parks in the IBC, I would visit them...



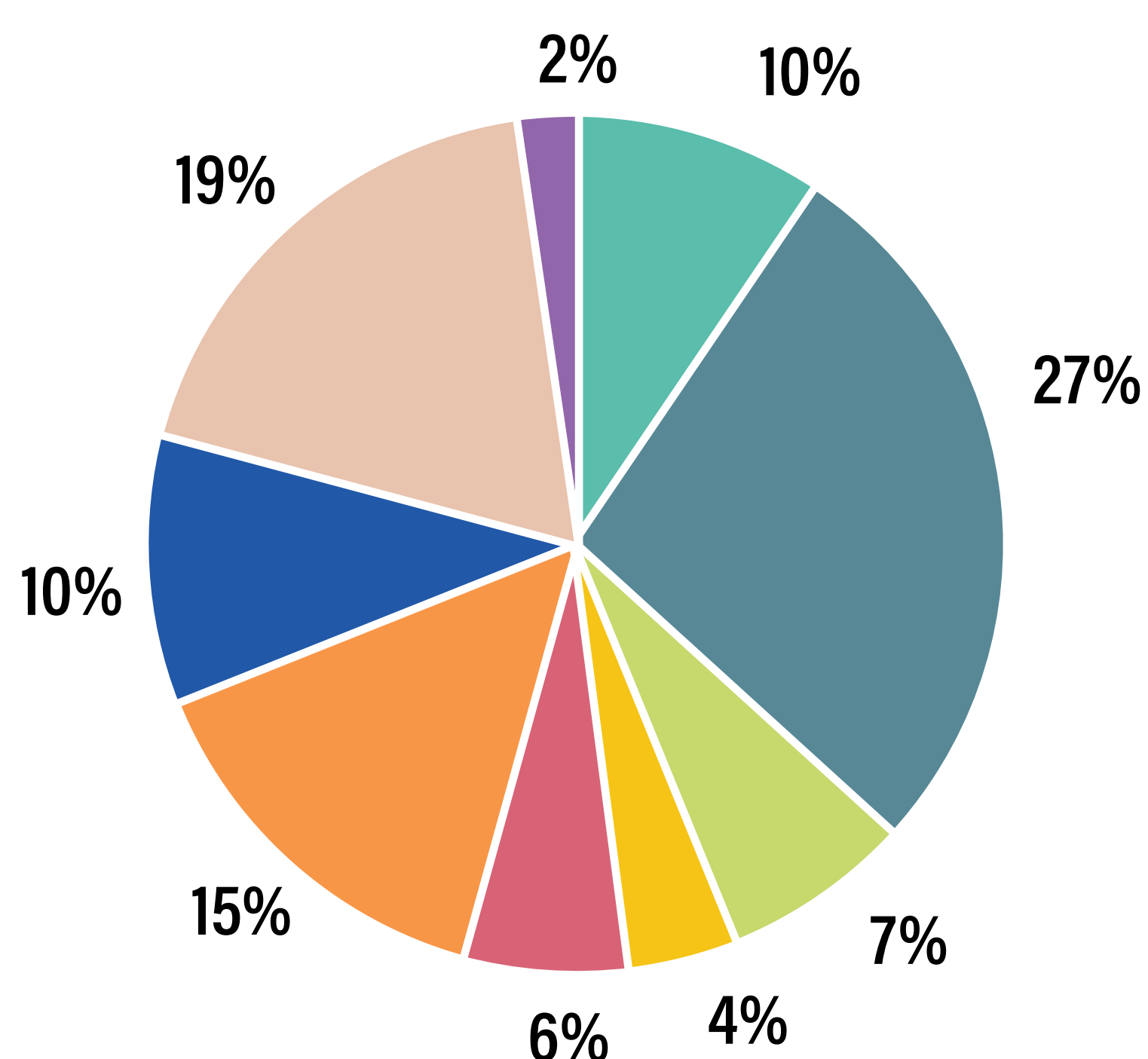
Legend: Daily (teal), Weekly (blue), Monthly (light green), Never (yellow)

What features would you like to see included in trails or linear parks in the IBC?



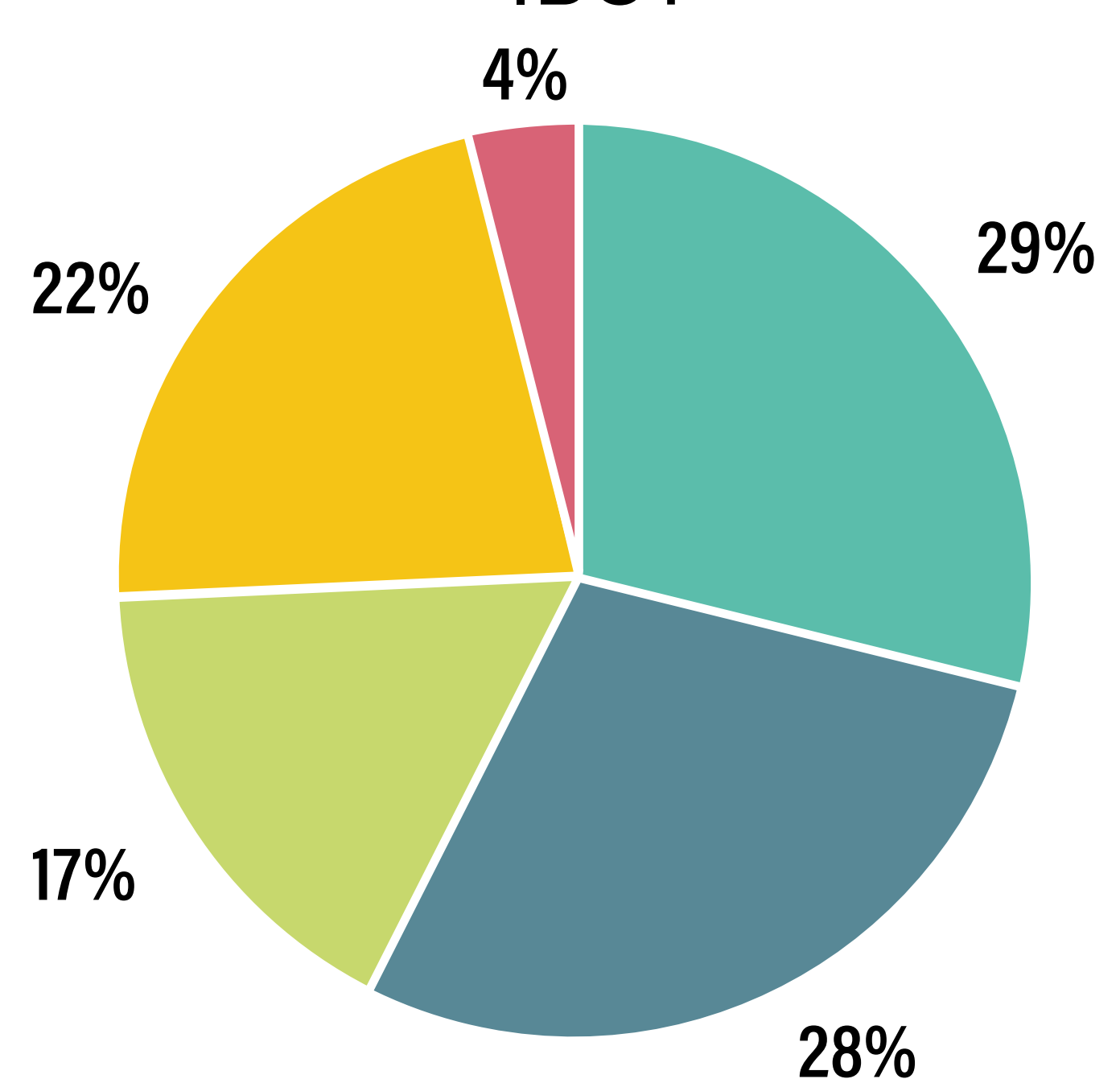
Legend: Art (teal), Amenities (blue), Natural Features (light green), Other (yellow)

I would most likely use the trails or linear parks in the IBC for...



Legend: Commuting (teal), Fitness (blue), Dog Walking (light green), Learning (yellow), Meeting People (dark blue), Play (pink), Enjoying Nature (orange), Relaxation (tan), Other (purple)

What activities would you like to see supported by trails or linear parks in the IBC?

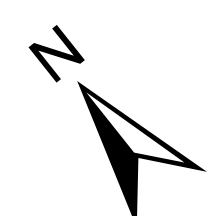
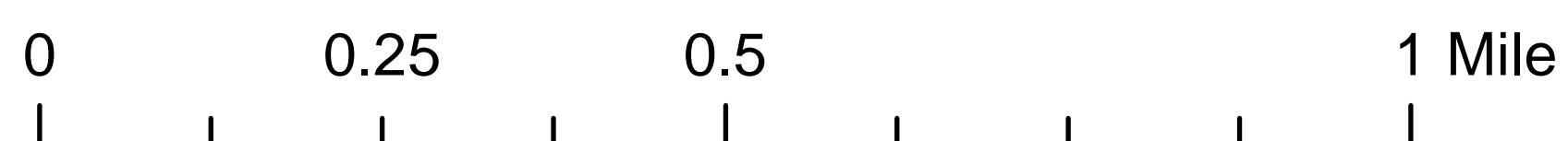
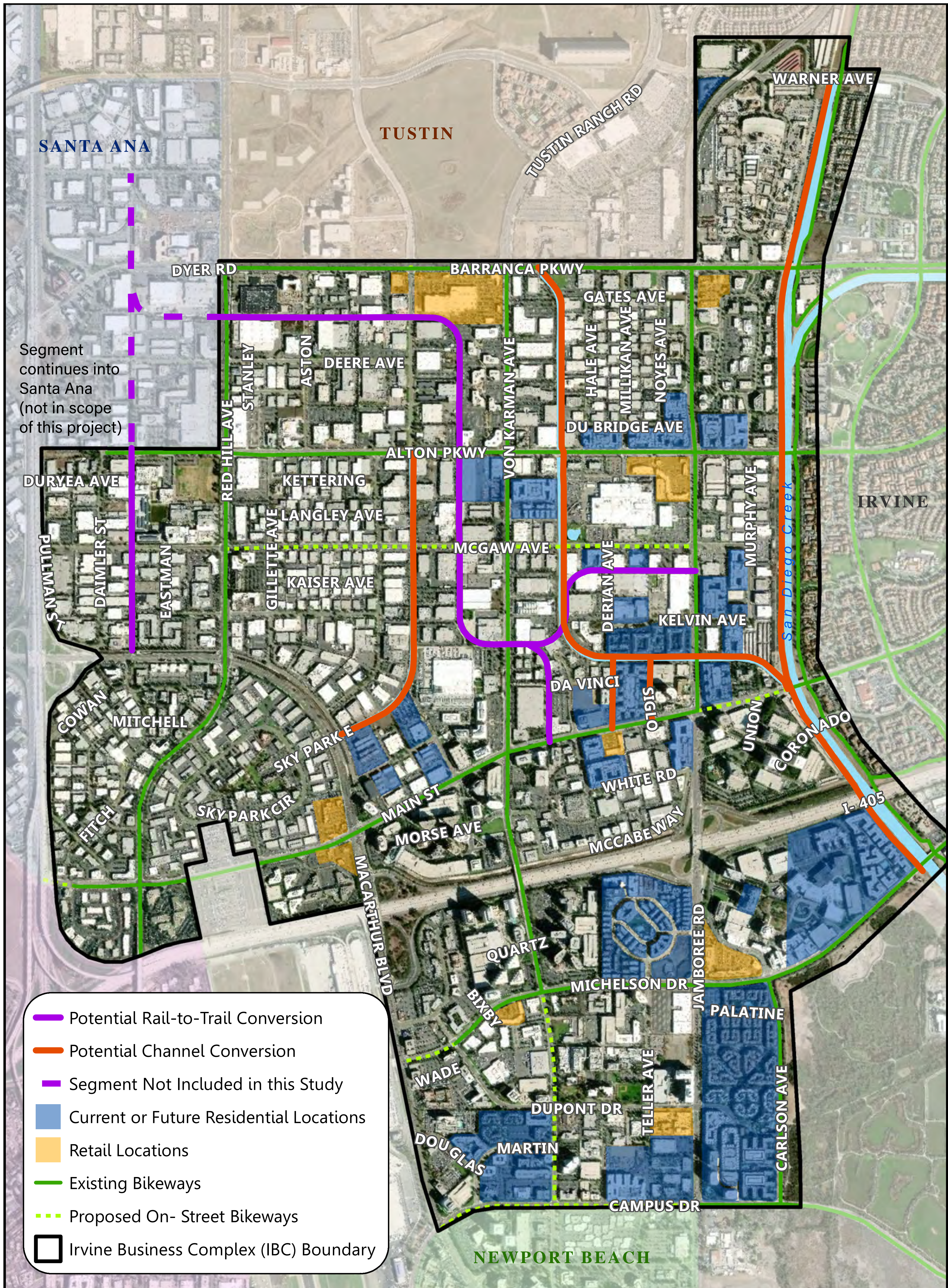


Legend: Events (teal), Fitness (blue), Play (light green), Relaxation (yellow), Other (pink)



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Proposed Trail Segments in the IBC

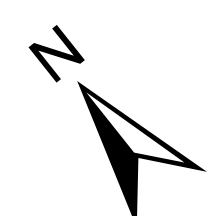
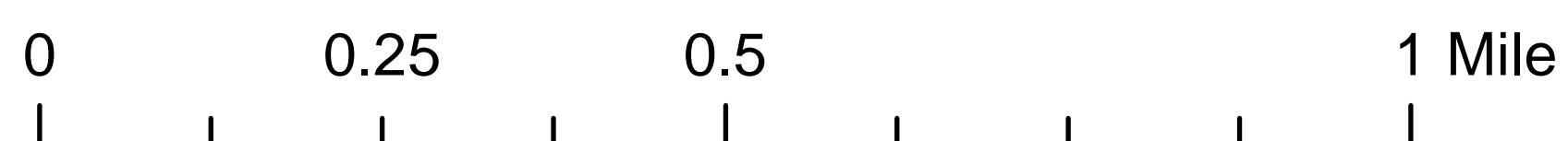
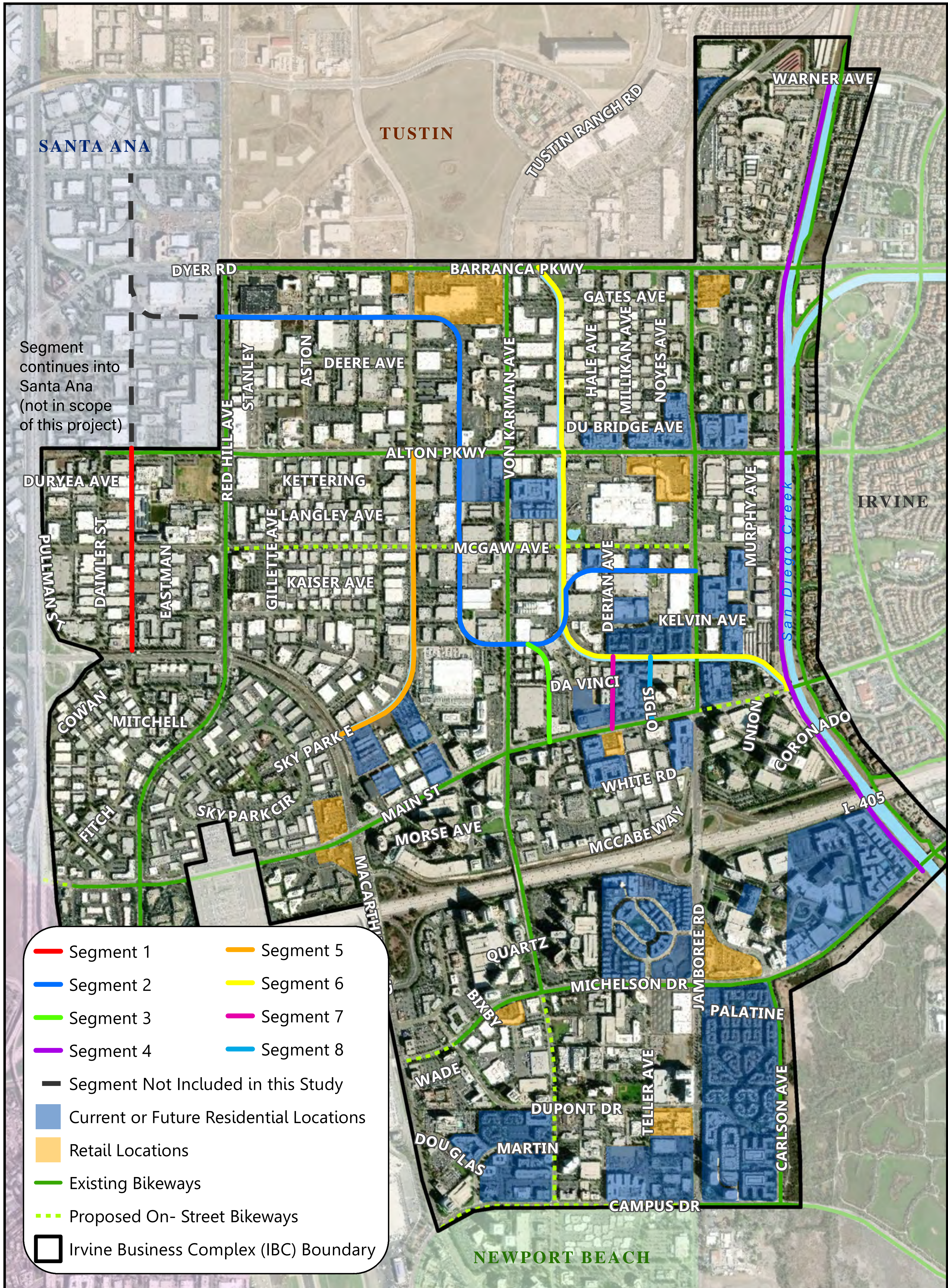


Map of Potential Trail Segments



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Proposed Trail Segments in the IBC



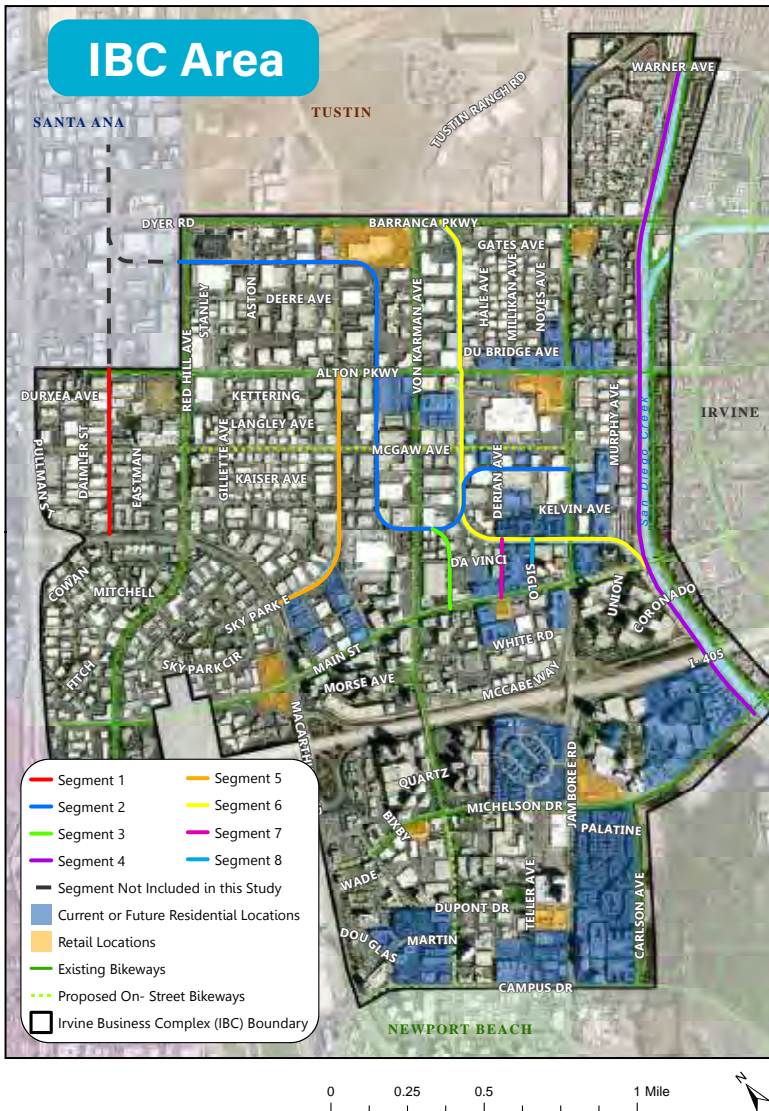
Map of Potential Trail Segments



IBC Connects...

Top Trail Priorities

Which trail segment is a top priority for you? Please rank the segments from Highest Priority (1) to Lowest Priority (8).



Trail Segment Priority No.

- █ Segment 1
- █ Segment 2
- █ Segment 3
- █ Segment 4
- █ Segment 5
- █ Segment 6
- █ Segment 7
- █ Segment 8

We will use this information to complete the prioritization of the trail segments.

Please explain why you chose your top priority:

Open House Station 3 Results

Response #	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8
1	3	4	1	2	2	6	5	8
2	8	5	1	4	6	3	7	2
3	4	8	2	5	3	1	6	7
4	8	1	5	3	4	2	6	7
5								
6						1		
7	8	5	6	1	7	2	3	4
8						1		
9								
10				2	3	1		
11				2	3	1		
12					1			
13	5	3	6	4	2	1	7	8
14		3		1	4	2		
15					2	1		
16	7	4	8	2	1	3	5	6
17			2			1		3
18			2			1		3
19	8	5	6	1	7	2	4	3
20	4	2	6	5	3	1	7	8
21	3	7	6	8	2	1	5	4
22	3			4	2	1		
23	8	4	7	2	3	1	6	5
24	4	4	3	4	1	2	4	4
25	5	4	6	1	3	2	7	8
26				3	2	1		
27				2		1		
28	5	4	6	3	2	1	7	8
29	8	3	6	5	2	1	4	7
30	5	2	4	6	3	1	7	8
31			2	5	3	1		4
32	5	3	7	1	4	2	6	8
33				3	4	1		2
34	8	8	8	2	3	1	8	8
35	8			3		1	2	
36				1		2		3
37				1		2		
38		2				1		
# of Responses	20	20	21	29	27	35	19	23
Average Value	5.85	4.05	4.76	2.97	3.04	1.51	5.58	5.57
Matrix Value	1.97	3.09	2.65	3.77	3.73	4.68	2.14	2.15

Equation for Matrix Value

$$\text{Matrix Value} = (8 - (\text{Average Value} - 1)) \times 0.625$$



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City of Irvine Trail Standards

All potential trails in the IBC will be designed to meet the City's **minimum trail standards** for Class I Facilities, Type A (Two-way Primary Master Facility) in respect to width, lighting, landscaping, and speed limit. Where space allows, some trails could offer amenities beyond these minimums.

WIDTH

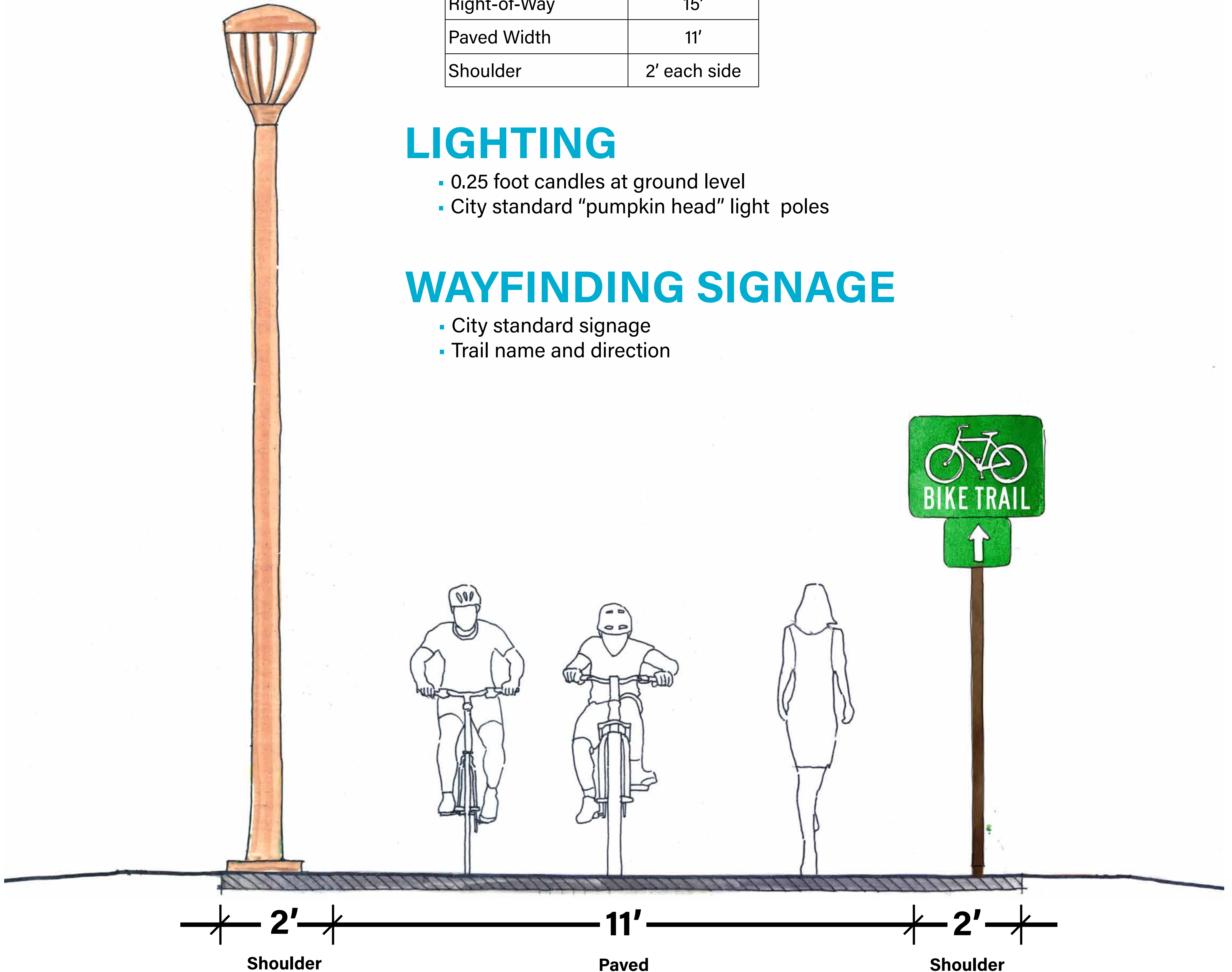
Class 1 Facility - Type A (Two-Way Primary Master Facility)	
Right-of-Way	15'
Paved Width	11'
Shoulder	2' each side

LIGHTING

- 0.25 foot candles at ground level
- City standard "pumpkin head" light poles

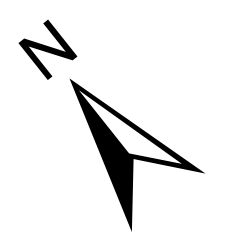
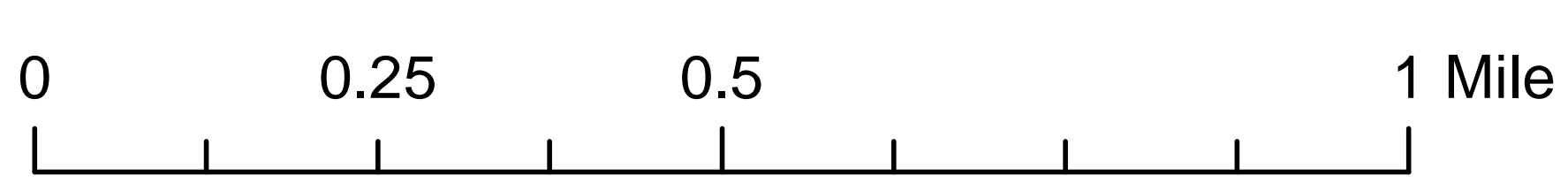
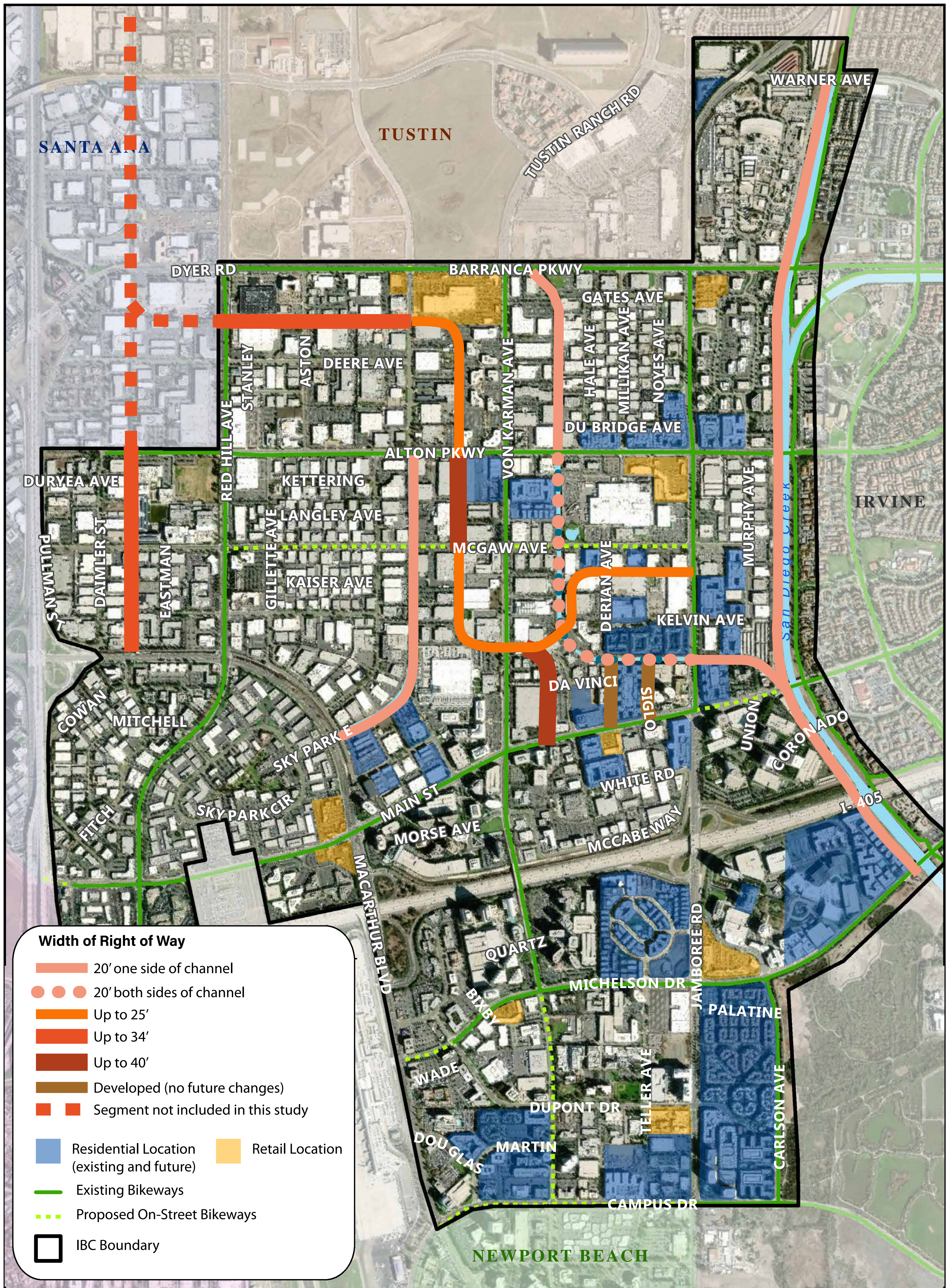
WAYFINDING SIGNAGE

- City standard signage
- Trail name and direction





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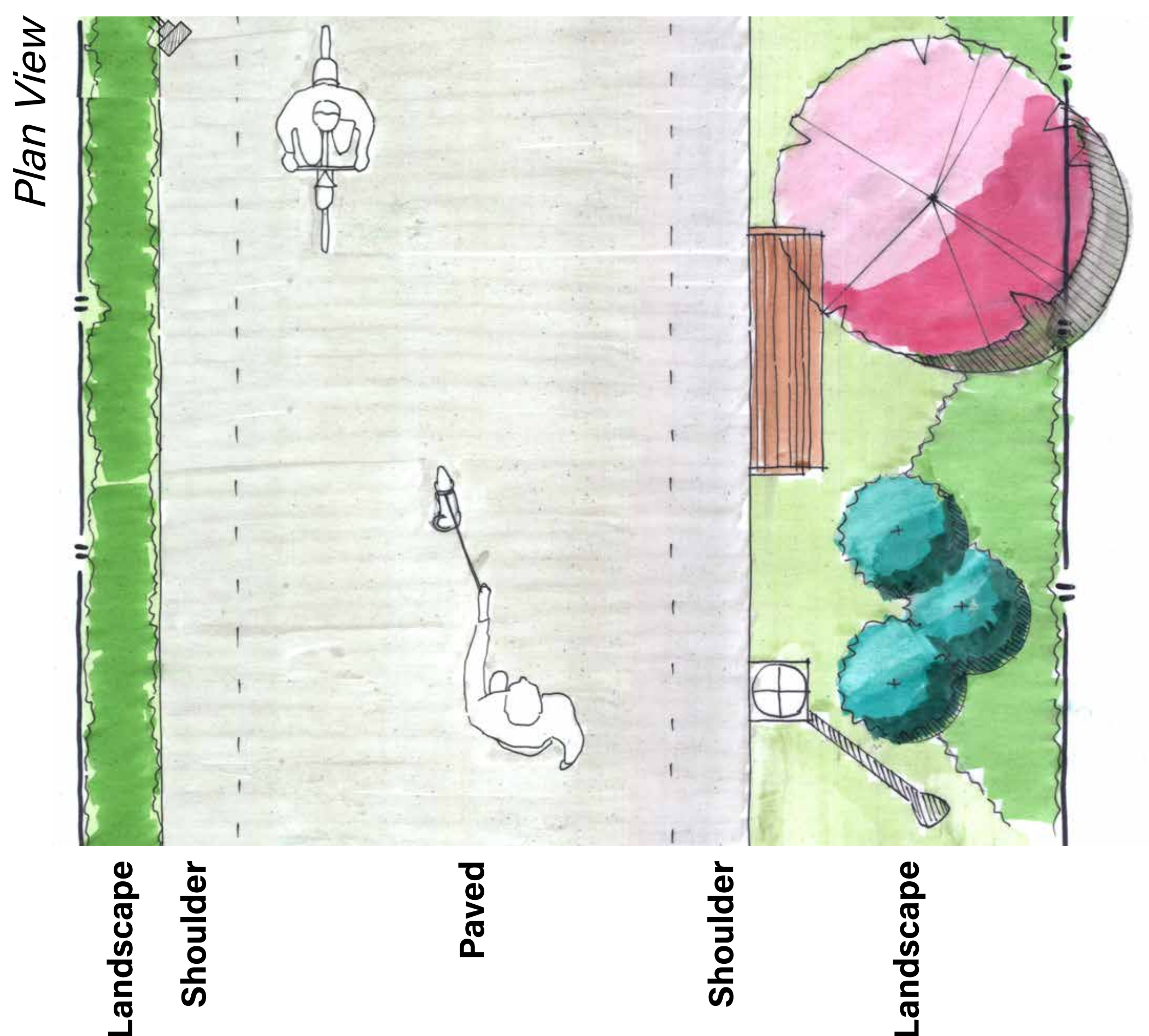
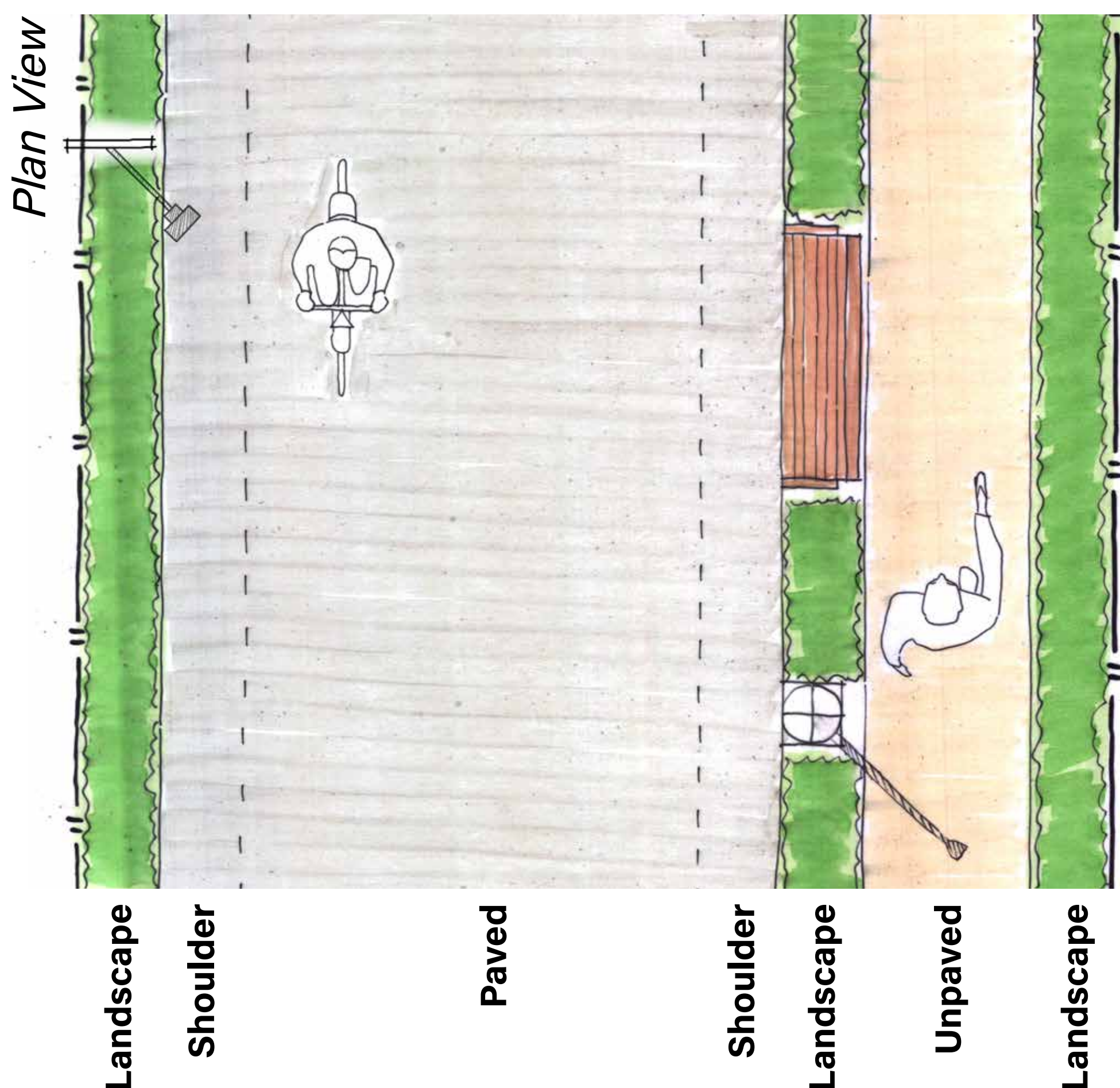
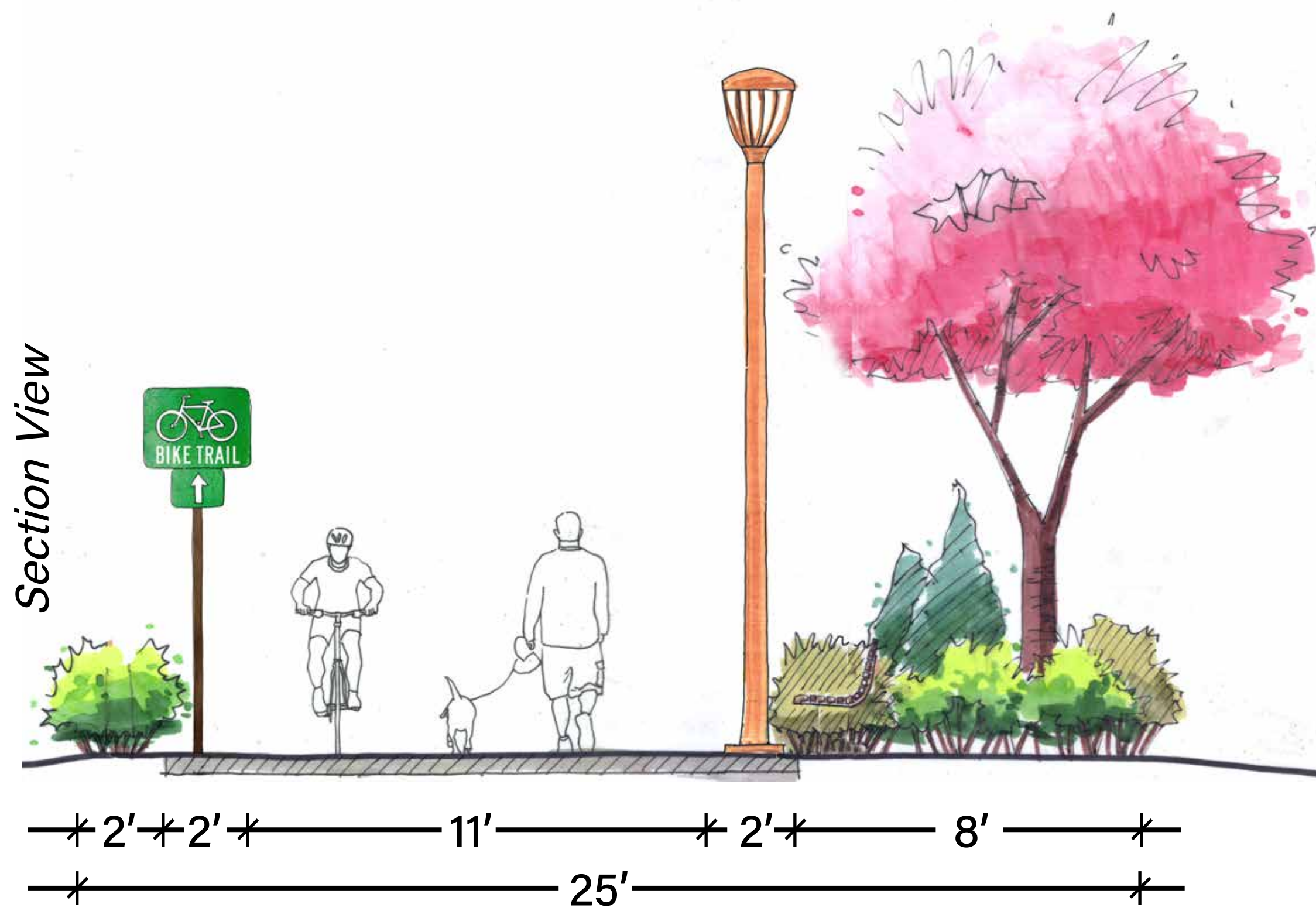
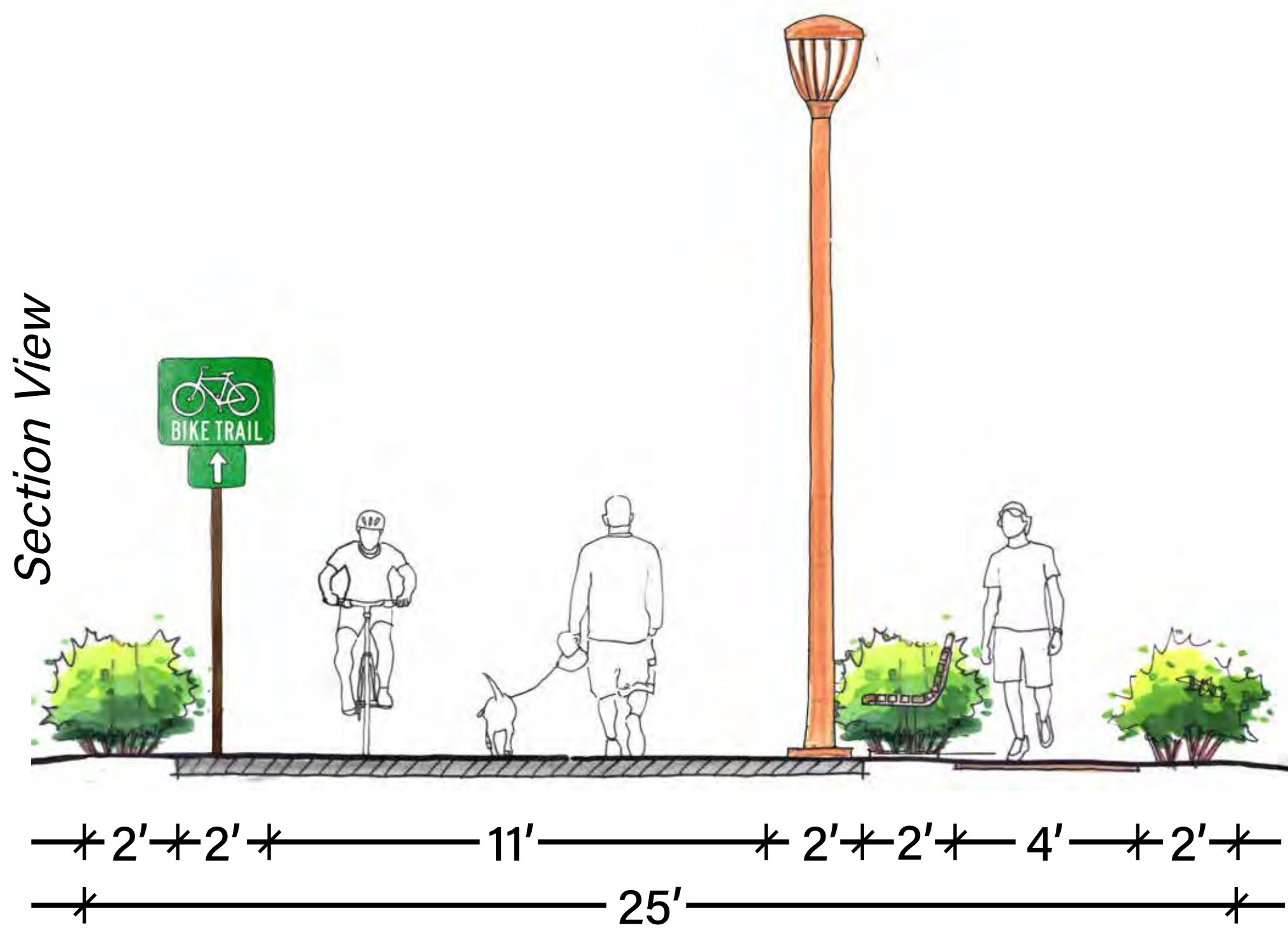
Trails 25'

For trails that are up to 25' wide, the standard paved trail would be applied, leaving up to 6' of additional area.

Place ONE sticker on your preferred trail design.

Standard paved trail with a separate unpaved trail

Standard paved trail, plus landscape and small amenities such as benches





IBC Connects...to you!

Trails 25'

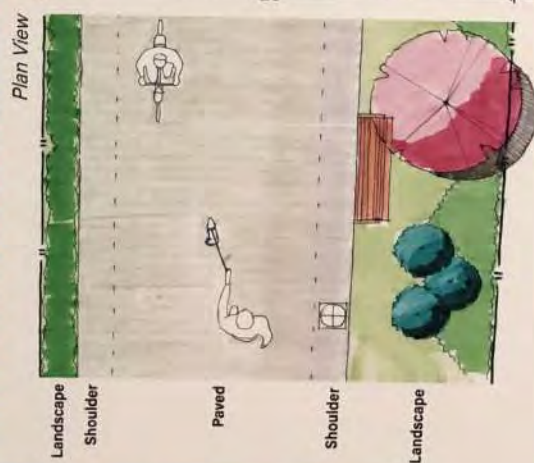
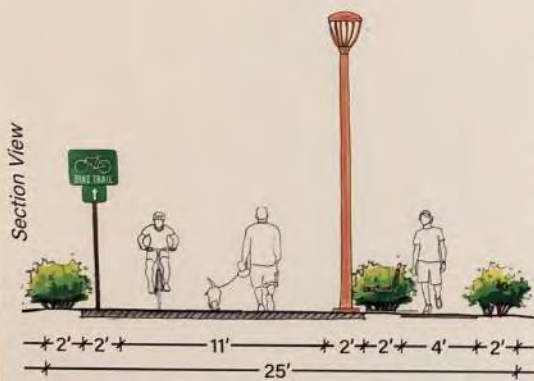
For trails that are up to 25' wide, the standard paved trail would be applied, leaving up to 6' of additional area.

Place ONE sticker on your preferred trail design.

Standard paved trail with a separate unpaved trail



Standard paved trail, plus landscape and small amenities such as benches





IBC Connects...to you!

Trails 34' and 40'

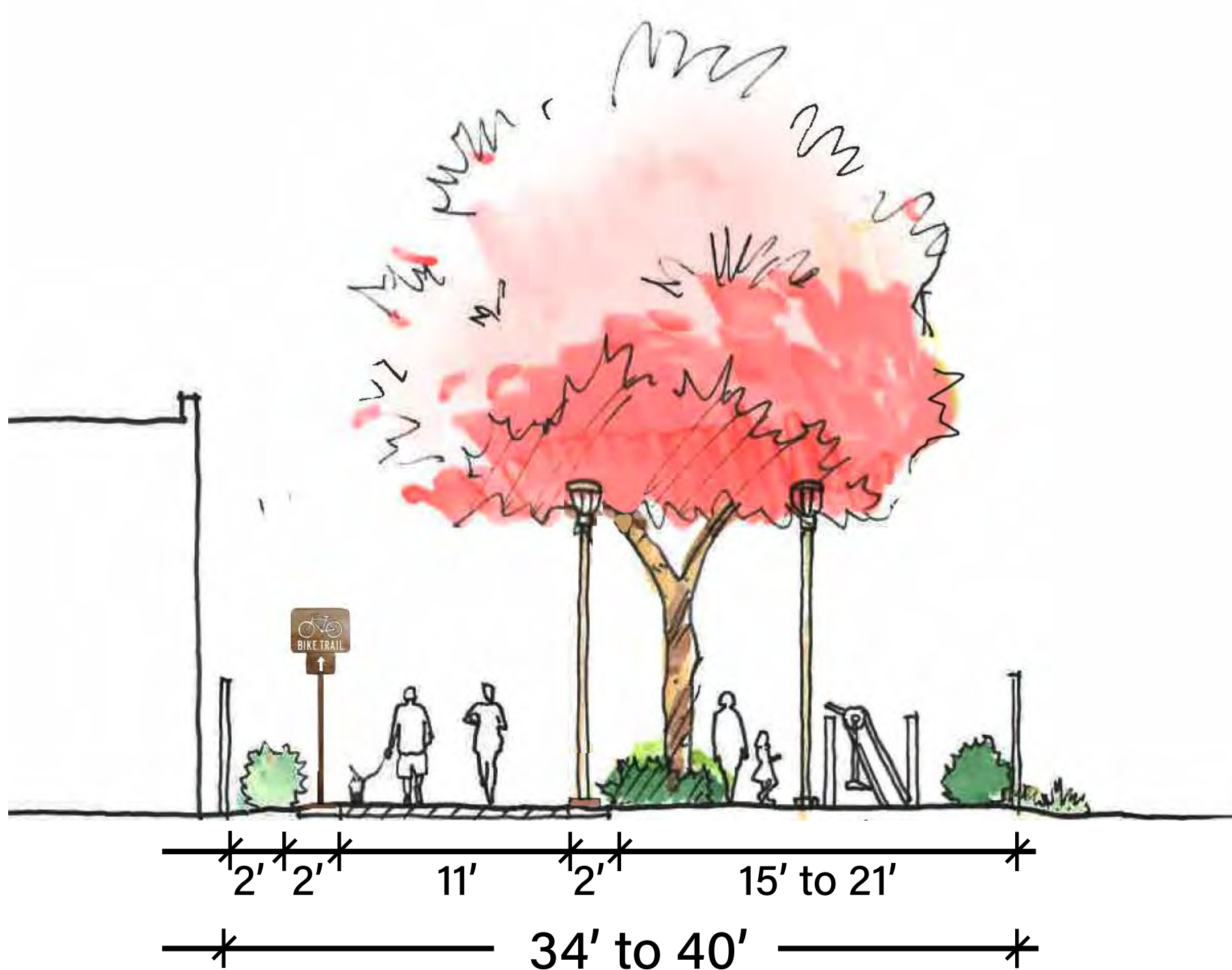
For trails that are up to 34' wide and up to 40' wide, the standard paved trail design would be applied, leaving up to 15'-21' of additional area.

Place ONE sticker on your preferred trail design.

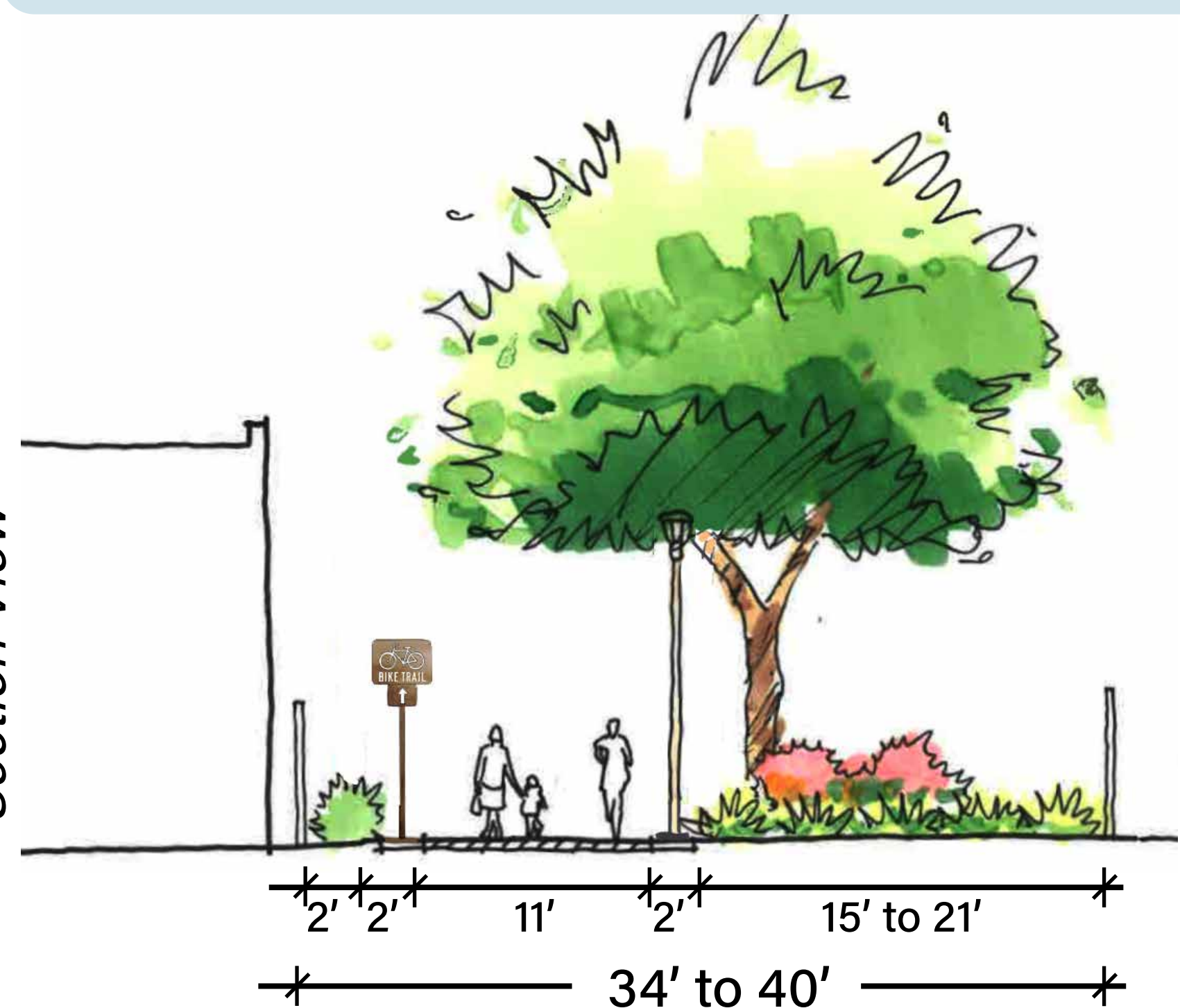
Standard paved trail with a *separate unpaved trail* and landscaped area that includes amenities

Standard paved trail with a landscaped area that includes amenities (no separate unpaved trail)

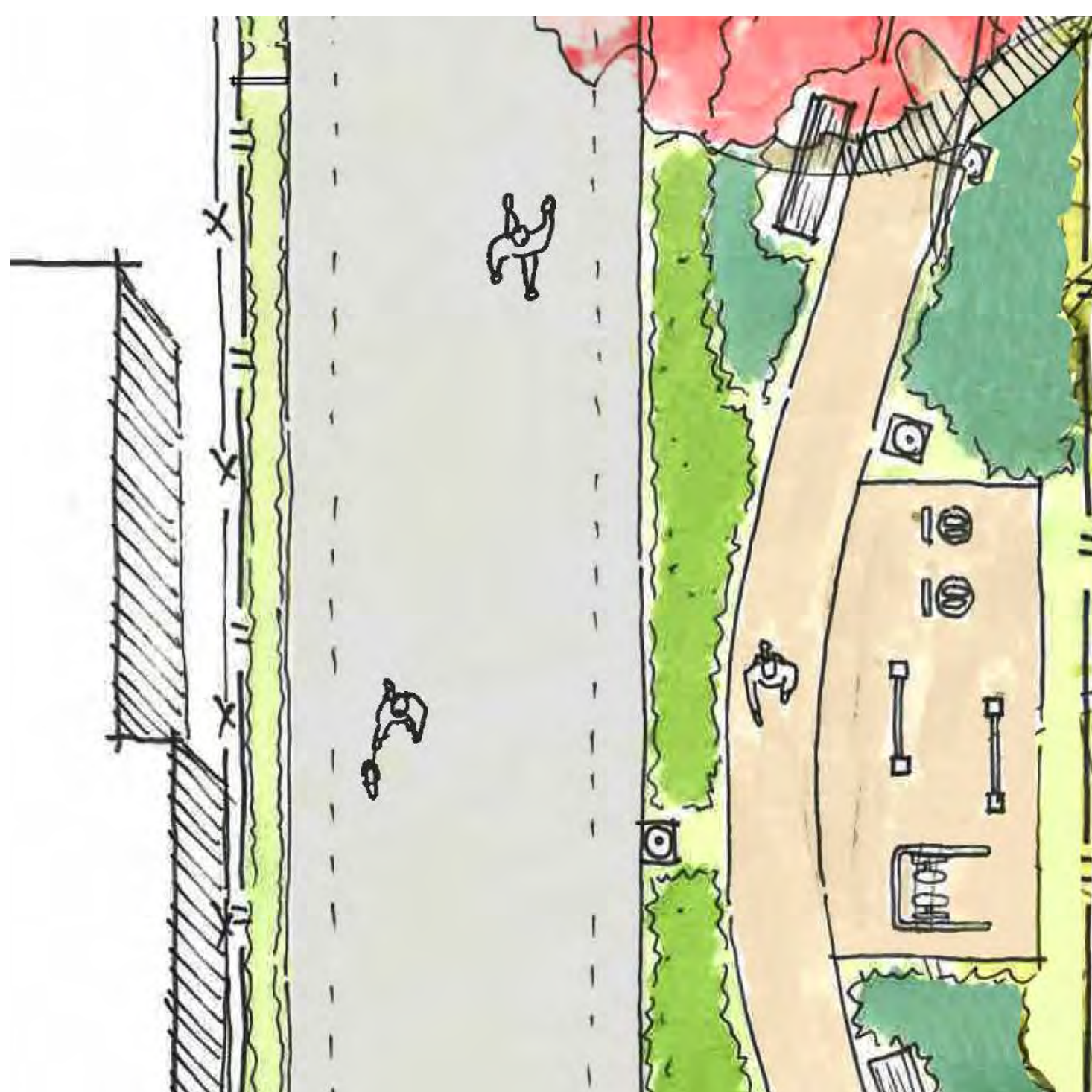
Section View



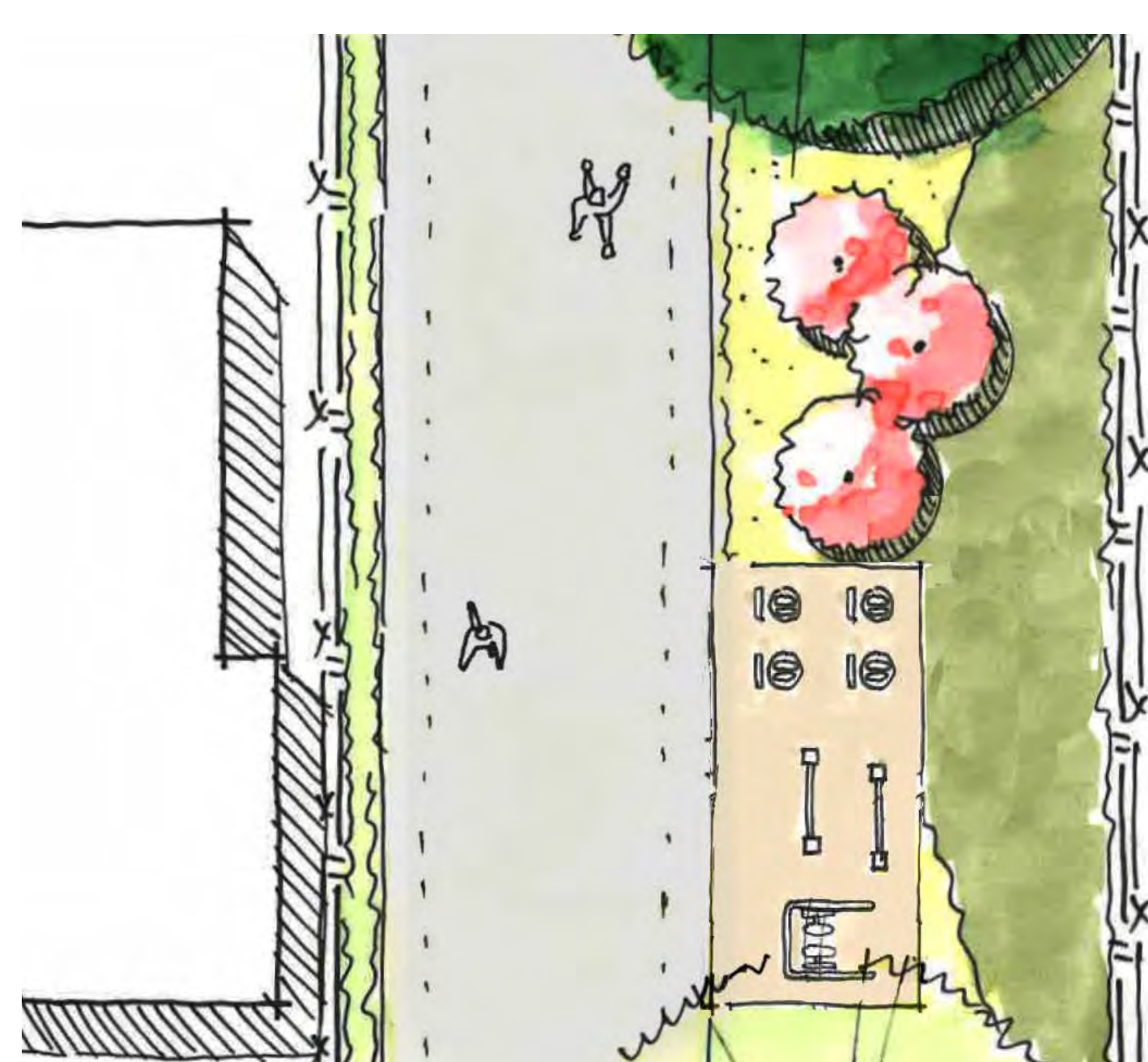
Section View



Plan View



Plan View



Landscape Shoulder
Paved
Shoulder
Unpaved path, amenities, and landscape

Landscape Shoulder
Paved
Shoulder
Amenities and landscape



IBC Connects...to you!

Trails 34' and 40'

For trails that are up to 34' wide and up to 40' wide, the standard paved trail design would be applied, leaving up to **15'-21'** of additional area.

Place ONE sticker on your preferred trail design.

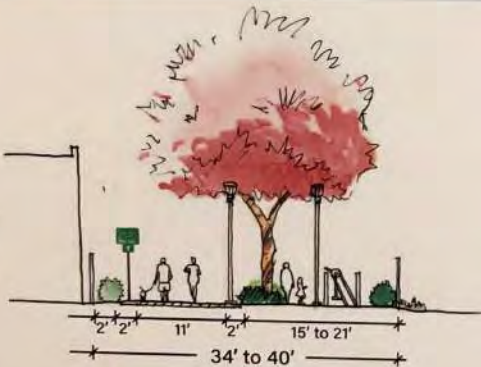
Standard paved trail with a *separate unpaved trail* and landscaped area that includes amenities



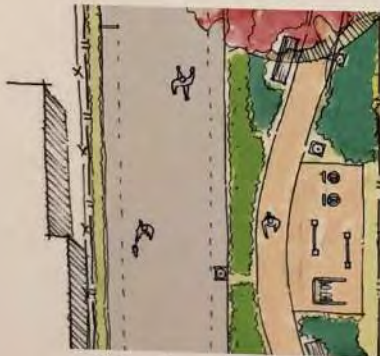
Standard paved trail with a landscaped area that includes amenities (no separate unpaved trail)



Section View



Plan View

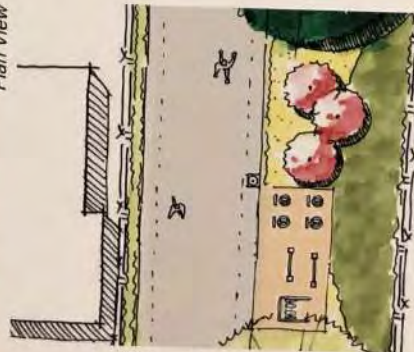


Landscape Shoulder
Paved
Shoulder
Unpaved path, amenities, and landscape

Section View



Plan View



Landscape Shoulder
Paved
Shoulder
Amenities and landscape



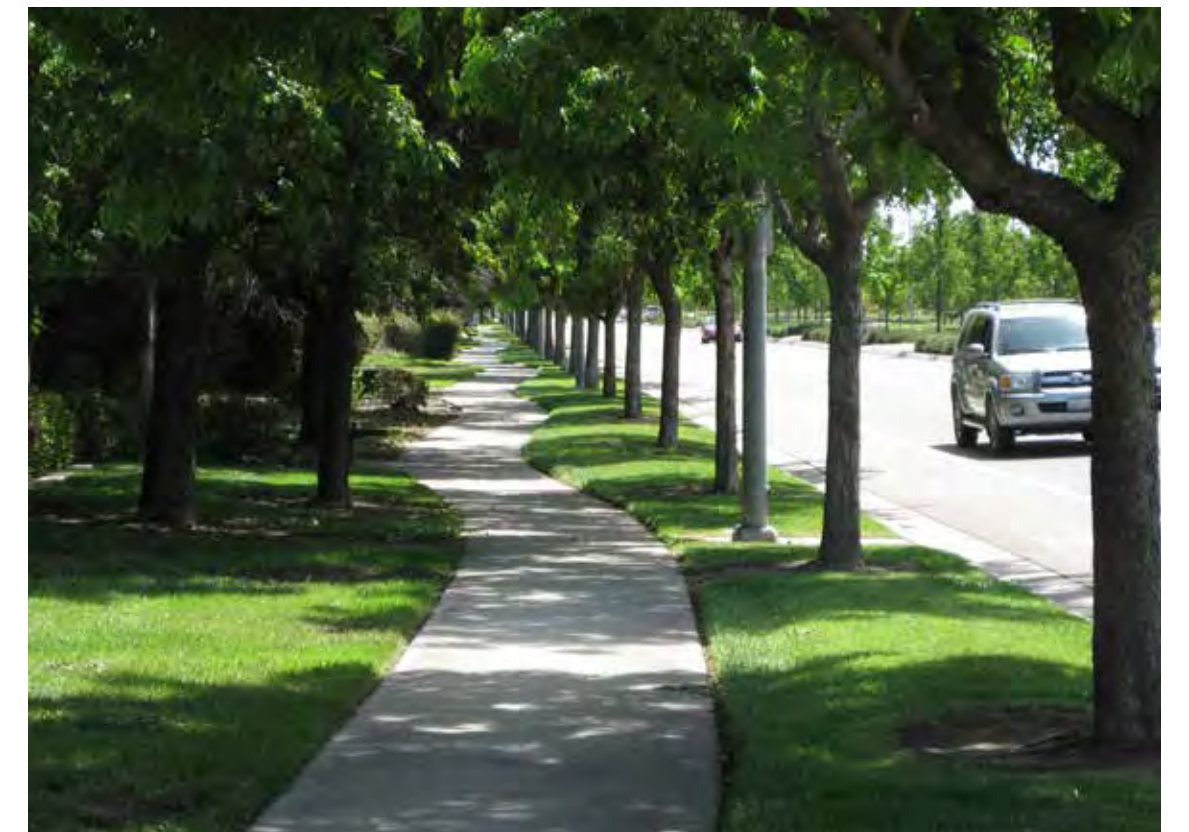
IBC Connects...to you!

Preferred Amenities

For those trails that can accommodate larger landscape or amenity areas, what types of amenities would you prefer to see?

Place ONE sticker on your preferred amenity type.

No amenities, all landscape



Amenities that encourage active use, such as fitness equipment or play structures



Amenities that encourage passive use, such as tables, shade, seating and gathering areas



A mix of active and passive types of amenities



Other



IBC Connects...to you!

Preferred Amenities

For those trails that can accommodate larger landscape or amenity areas, what types of amenities would you prefer to see?

Place ONE sticker on your preferred amenity type.

No amenities, all landscape



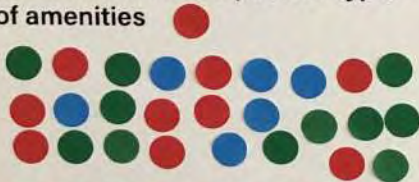
Amenities that encourage active use, such as fitness equipment or play structures



Amenities that encourage passive use, such as tables, shade, seating and gathering areas



A mix of active and passive types of amenities



Other

- Water fountains
- bike repair station (useful amenities)
- bathrooms
- trash cans
- dog bags

Appendix B: Opportunities and Constraints Matrix and Scoring Methodology

#	Segment	Start	End	OPPORTUNITIES								CONSTRAINTS						TECHNICAL			COMMUNITY	FINAL		
				Proximity to Attractions/ Public Destinations	Proximity to Current or Future Residential Areas	Proximity to Major Employers	Proximity to Transit	Consistency with Community Interest	Reduction of Exposure to Ped/ Bike Collisions	Connectivity to Other Transportation Infrastructure	Available Trail Distance	Opportunity Score	Street Crossings	Potential Width	Existing Corridor Use	Land Ownership	Cost per Mile	Constraint Score	Total Score	Feasibility Score	Feasibility Ranking	Total Score	Total Score	Feasibility Ranking
Importance (Multiplier)				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Segment 1: West Side of the IBC (BNSF)				1.0	1.0	1.5	2.0	4.0	2.5	3.0	2.2	2.2	4.5	5.0	2.5	2.0	1.0	3.0	2.48	-.78	8th	1.97	2.31	8th
1	Segment 1A	Alton Pkwy	McGaw Ave	○	○	○	◐	◑	◑	◑	◑	◑	●	●	○	○	3.0	2.46	-.80					
2	Segment 1B	McGaw Ave	MacArthur Blvd	○	○	◐	◑	◑	◑	◑	◑	◑	●	●	○	○	3.0	2.46	-.80					
Segment 2: Main BNSF Line (BNSF)				2.9	3.4	2.7	3.7	4.1	3.1	3.9	4.9	3.6	4.3	5.0	2.3	1.9	1.0	2.9	3.32	-.06	6th	3.09	3.25	4th
3	Segment 2A	Red Hill Ave	Aston	○	○	○	◐	◑	◑	◑	◑	◑	●	●	○	○	3.0	2.62	-.65					
4	Segment 2B	Aston	Armstrong Ave	◑	○	○	◐	◑	◑	◑	◑	◑	●	●	○	○	2.8	2.77	-.49					
5	Segment 2C	Armstrong Ave	Alton Pkwy	●	●	○	◐	◑	◑	◑	◑	◑	●	●	○	○	2.8	3.23	-.03					
6	Segment 2D	Alton Pkwy	McGaw Ave	◐	●	◐	◑	◑	◑	◑	◑	◑	●	●	○	○	2.8	3.15	-.11					
7	Segment 2E	McGaw Ave	Von Karman Ave	◐	◐	●	◑	◑	◑	◑	◑	◑	●	●	○	○	2.6	3.23	-.03					
8	Segment 2F	Von Karman Ave	Derian Ave	◐	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.0	3.69	.43					
9	Segment 2G	Derian Ave	Jamboree Rd	◐	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.2	3.38	.12					
Segment 3: Spur East of Von Karman (BNSF)				3.0	4.0	5.0	4.0	4.0	4.0	4.0	1.2	3.7	5.0	5.0	3.0	1.0	1.0	3.0	3.40	-.14				
10	Segment 3A	Segment 2	Main St	◐	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.0	3.46	-.20					
Segment 4: Creekwalk (San Diego Creek)				1.7	3.2	3.5	3.2	3.8	2.7	5.0	5.0	3.5	3.3	3.3	2.0	5.0	3.3	3.4	3.46	-.20	2nd	3.77	3.56	2nd
11	Segment 4A	Warner Ave	Barranca Pkwy	○	○	○	○	◐	◑	◑	◑	◑	●	●	○	○	4.0	3.00	-.26					
12	Segment 4B	Barranca Pkwy	Alton Pkwy	◐	●	◐	◑	◑	◑	◑	◑	◑	●	●	○	○	4.0	3.77	.51					
13	Segment 4C	Alton Pkwy	Main St	◐	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.0	3.54	.28					
14	Segment 4D	Main St	Coronado	◐	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.4	3.31	.04					
15	Segment 4E	Coronado	I-405	◐	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	2.4	2.85	-.42					
16	Segment 4F	I-405	Michelson Dr	○	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.6	3.54	-.28					
Segment 5: Armstrong Channel				1.0	3.5	3.5	4.0	3.5	3.5	3.0	2.3	3.0	4.5	3.0	2.0	5.0	5.0	3.9	3.37	-.11	5th	3.73	3.49	3rd
17	Segment 5A	Alton Pkwy	McGaw Ave	○	◐	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.8	3.31	.04					
18	Segment 5B	McGaw Ave	MacArthur Blvd	○	●	◐	◑	◑	◑	◑	◑	◑	●	●	○	○	4.0	3.62	.35					
Segment 6: Barranca Channel				2.0	4.8	2.8	3.5	4.3	4.3	4.0	3.9	3.7	3.5	3.0	2.0	5.0	4.5	3.6	3.64	-.38	1st	4.68	3.99	1st
19	Segment 6A	Main St	Jamboree Rd	○	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.2	3.23	-.03					
20	Segment 6B	Jamboree Rd	McGaw Ave	◐	●	●	◑	◑	◑	◑	◑	◑	●	●	○	○	3.4	3.85	.58					
21	Segment 6C	McGaw Ave	Alton Pkwy	◐	●	◐	◑	◑	◑	◑	◑	◑	●	●	○	○	3.8	3.54	.28					
22	Segment 6D	Alton Pkwy	Barranca Pkwy	◐	●	○	◑	◑	◑	◑	◑	◑	●	●	○	○	4.0	3.85	.58					
Segment 7: Greenbelt Spur (Private)				4.0	5.0	5.0	4.0	4.0	4.0	4.0	1.0	3.9	5.0	1.0	1.0	1.0	1.0	1.8	3.08	-.18	7th	2.14	2.77	7th
23	Segment 7A	Segment 6	Main St	◐	●	●	◑	◑	◑	◑	◑	◑	○	○	○	○	1.8	3.08	-.19					
Segment 8: Siglo Greenbelt Spur (Private)				4.0	5.0	5.0	4.0	4.0	4.0	4.0	1.0	3.9	5.0	1.0	1.0	1.0	5.0	2.6	3.38	-.12	4th	2.15	2.97	6th
24	Segment 8A	Segment 6	Main St	◐	●	●	◑	◑	◑	◑	◑	◑	○	○	○	○	2.6	3.38	-.12					
Segment Average																	3.26							

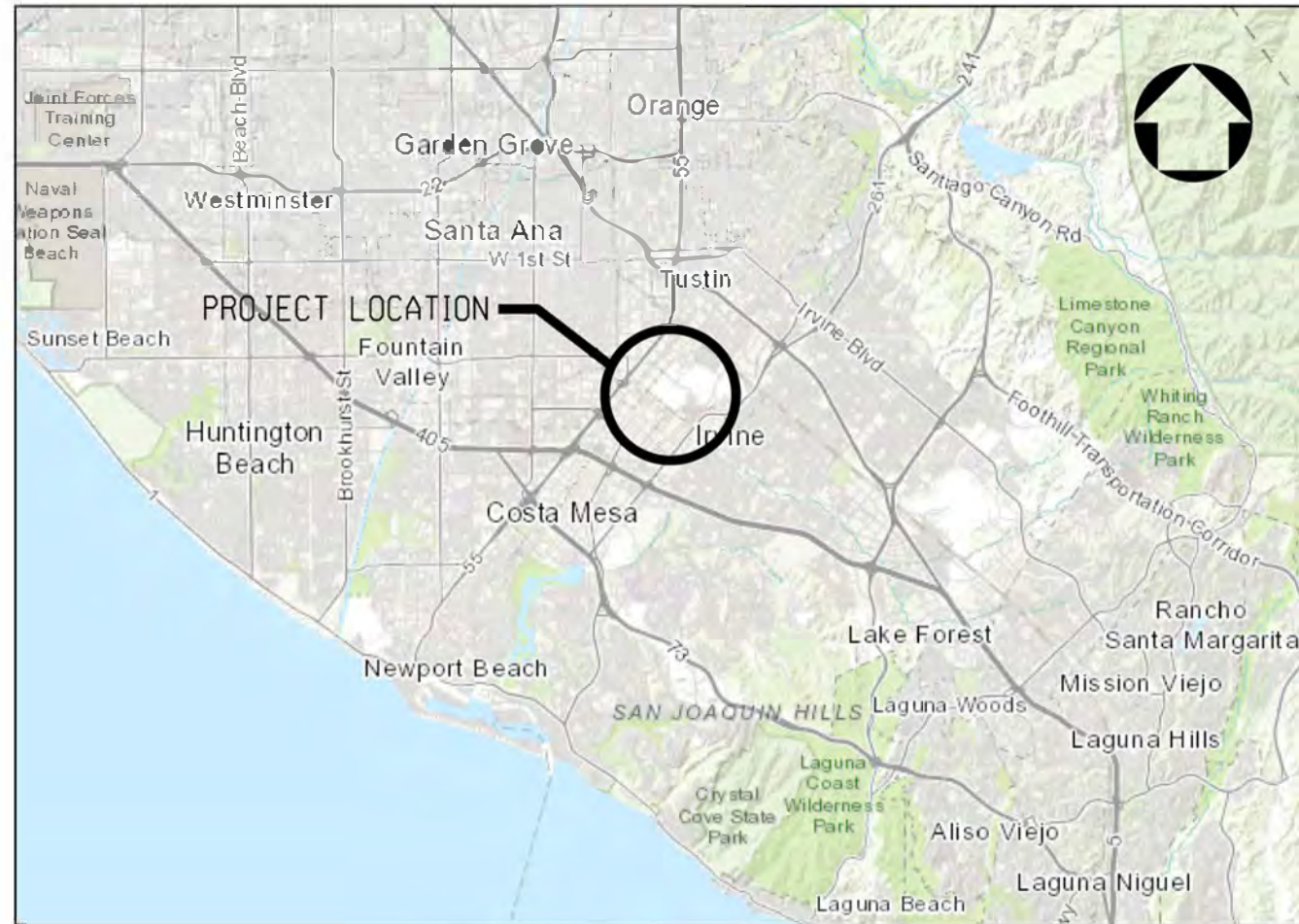
Scoring Methodology	Community Input	Proximity to Attractions/ Public Destinations*	Proximity to Current or Future Residential Areas	Proximity to Major Employers	Proximity to Transit	Consistency with Community Interest	Reduction of Exposure to Ped/ Bike Collisions	Connectivity to Other Transportation Infrastructure	Available Trail Distance	Street Crossings^	Potential Width	Existing Corridor Use	Land Ownership	Cost per Mile
5	Established at the Second Workshop	Directly adjacent to an attraction or public destination	Directly adjacent to a residentially zoned area or existing or planned residential use	Major employer within a half mile with greater than 6,000 parking spaces	Directly adjacent to a transit stop	Can support all 3 of the most community-requested elements: fitness opportunities, events, and natural features	4+ pedestrian or bicycle collisions within a 1,000 foot radius within the last 5 years	Class I Multi-Use Trail	Greater than 2,500 linear feet	2 lane street or no street crossing	City standard width for a walking path, bike path, and landscaping (25 feet)	Inactive with no physical barriers (empty vacant land)	Flood Control owned	Low projected cost per mile to convert segment to a linear park/ trail
4	Established at the Second Workshop	Within 500 feet of an attraction or public destination	Within 500 feet of a residentially zoned area or existing or planned residential use	Major employer within a half mile with less than 6,000 parking spaces	Within 500 feet of a transit stop	Can support two of three most community-requested elements: fitness opportunities, events, and natural features	3 pedestrian or bicycle collisions within a 1,500 foot radius within the last 5 years	Class II On-Street Bikeway	Less than 2,500 linear feet	4 lane street under 20,000 ADT	Width for a walking path and bike path (20 feet)	Inactive with few physical barriers	Single Owner (not BNSF)	
3	Established at the Second Workshop	Within 1000 feet of an attraction or public destination	Within 1,000 feet of a residentially zoned area or existing or planned residential use	Major employer within a half mile with less than 3,000 parking spaces	Within 1,000 feet of a transit stop	Can support one of the three most community-requested elements: fitness opportunities, events, and natural features	2 pedestrian or bicycle collisions within a 2,000 foot radius within the last 5 years	Low Volume Roadway	Less than 2,000 linear feet	4 lane street over 20,000 ADT	Width for either a walking path or bike path with landscaping (15 feet)	Inactive with infrastructure encroachments	BNSF Owned - Inactive/ Non Operational	Average projected cost per mile to convert segment to a linear park/ trail
2	Established at the Second Workshop	Within 1500 feet of an attraction or public destination	Within 1,500 feet of a residentially zoned area or existing or planned residential use	No major employer within a half mile radius	Within 1,500 feet of a transit stop	Can support one or multiple amenities that are not in the top three most requested by the community	1 pedestrian or bicycle collision within a 2,500 foot radius within the last year	Low Volume / High Volume Roadway	Less than 1,500 linear feet	6 lane street	Width for either a walking path or bike path (10 feet)	Current Alternate Usage	BNSF Owned - Active/ Operational	
1	Established at the Second Workshop	Not within 1500 feet of an attraction or public destination	Not within 1,500 feet of a residentially zoned area or existing or planned residential use	No major employer within a mile radius	Not within 1,500 feet of transit stop	Cannot support community amenities	No pedestrian or bicycle collisions within a 2,500 foot radius within the last year	High Volume Arterial	Less than 1,000 linear feet	8+ lane street or challenge railroad	Not enough width for a walking path or bike path (less than 10 feet)	Current Incompatible Usage	Right-of-way sold/ developed to multiple owners	High projected cost per mile to convert segment to a linear park/ trail

^ The "End" Street will be used for classification in this section as segments use street crossing as divisions

Appendix C: Flood Control Right-of-Way Matrix

Segment	Segment Start	Segment End	Right-of-Way Status	Segment Length	Maintenance Lane Width	Berm Width	Channel Width	Berm Material	Channel Material	Channel Type	Gated
4	Warner Ave	Barranca Pkwy	OCFCD Owned	0.5 miles	15 feet west side	20 feet west side	215 feet	Paved dirt. Entry from Warner Ave is paved. Entry from Barranca Pkwy is decomposed granite.	Concrete	Trapezoidal	Yes
	Barranca Pkwy	SD Creek Outlet	OCFCD Owned	0.22 miles	15 feet west side	20 feet west side	190 feet	Decomposed granite	Concrete / Gravel bottom with riprap	Trapezoidal	Yes
	SD Creek Outlet	Alton Pkwy	OCFCD Owned	0.28 miles	15 feet west side	20 feet west side	244 feet	Decomposed granite. Entry from Alton Pkwy is paved.	Gravel bottom with riprap	Trapezoidal	Yes
	Alton Pkwy	Main St	OCFCD Owned	0.63 miles	15 feet west side	20 feet west side	244 feet	Decomposed granite. Entry from Alton Pkwy is paved.	Gravel bottom with riprap	Trapezoidal	Yes
	Main St	Coronado St	OCFCD Owned	0.13 miles	15 feet west side	20 feet west side	312 feet	Decomposed granite	Gravel bottom, riprap west side, concrete east side	Trapezoidal	Yes
	Coronado St	I-405	OCFCD Owned	0.23 miles	15 feet west side	20 feet west side	290 feet	Decomposed granite	Gravel bottom with riprap	Trapezoidal	Yes
	I-405	Michelson Dr	OCFCD Owned	0.24 miles	22 feet at narrowest west side	Varies from 22 to 55 feet west side	307 feet	Decomposed granite	Gravel bottom with vegetation	Trapezoidal	Yes
5	Lane Channel	McGaw Ave	OCFCD Owned	0.59 miles	15 feet east side, none west side	20 feet east side, 5 feet west side	70 feet	Decomposed granite	Gravel bottom with riprap	Trapezoidal	Yes
	McGaw Ave	Alton Pkwy	OCFCD Owned	0.24 miles	15 feet east side, none west side	18 feet east side, 5 feet west side	65 feet	Decomposed granite	Gravel bottom with riprap	Trapezoidal	Yes
6	Main St	Jamboree Rd	OCFCD Owned	0.26 miles	15 feet north side, none south side	20 feet north side, 6 feet south side	90 feet	Decomposed granite north side, open dirt on south side	Gravel bottom with riprap	Trapezoidal	Yes
	Jamboree Rd	Segment 2	OCFCD Owned	0.39 miles	15 feet both sides	20 feet both sides	90 feet	Decomposed granite both sides	Gravel bottom	Trapezoidal	Yes
	Segment 2	McGaw Ave	OCFCD Owned	0.22 miles	15 feet both sides	20 feet both sides	90 feet	Decomposed granite both sides	Gravel bottom	Trapezoidal	Yes
	McGaw Ave	Alton Pkwy	OCFCD Owned	0.25 miles	15 feet both sides	20 feet both sides	90 feet	Decomposed granite both sides	Gravel bottom with riprap on east side	Trapezoidal	Yes
	Alton Pkwy	Barranca Pkwy	OCFCD Owned	0.5 miles	15 feet west side, none east side	20 feet west side, 15 feet east side	75 feet	Decomposed granite west side, paved dirt south side	Gravel bottom	Trapezoidal	Yes

**BNSF RAILWAY
IRVINE INDUSTRIAL PARK SUBDIVISION
LINE SEGMENT 7600
ORANGE COUNTY FLOOD CONTROL DISTRICT
CITY OF IRVINE
IBC TRAILS FEASIBILITY STUDY
RIGHT-OF-WAY EXHIBIT**



VICINITY MAP
NOT TO SCALE



DATE OF PRELIMINARY PLANS: 15 APRIL 2020
DATE OF BNSF RECORDS: 15 JUNE 2016
DATE OF OCFCD RECORDS: 26 OCTOBER 1988
DATE OF COUNTY RECORDER: AUGUST 2018

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PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATION	PHYSICAL ENTITY	WORK ELEMENT

INDEX OF DRAWINGS

SHEET NO.	DWG NO.	TITLE	JURISDICTION	IBC TRAILS SEGMENT NO.	NOTES
1	GE-01	TITLE SHEET			1. SHEETS 27-30 PETERS CANYON WASH
2	GE-02	INDEX OF DRAWINGS			2. SHEETS 30-37 SAN DIEGO CREEK
3	GE-03	KEY MAP			3. SHEETS 38-41 ARMSTRONG CHANNEL
4	RA-01	IBC TRAILS R/W EXHIBIT	TUSTIN	1	4. SHEETS 42-46 BARRANCA CHANNEL
5	RA-02	IBC TRAILS R/W EXHIBIT	TUSTIN	1	
6	RA-03	IBC TRAILS R/W EXHIBIT	TUSTIN	1	
7	RA-04	IBC TRAILS R/W EXHIBIT	TUSTIN	1	
8	RA-05	IBC TRAILS R/W EXHIBIT	TUSTIN/SANTA ANA	1	
9	RA-06	IBC TRAILS R/W EXHIBIT	SANTA ANA	1	
10	RA-07	IBC TRAILS R/W EXHIBIT	SANTA ANA	1	
11	RA-08	IBC TRAILS R/W EXHIBIT	SANTA ANA	1/2	
12	RA-09	IBC TRAILS R/W EXHIBIT	SANTA ANA/IRVINE	1	
13	RA-10	IBC TRAILS R/W EXHIBIT	IRVINE	1	
14	RA-11	IBC TRAILS R/W EXHIBIT	IRVINE	1	
15	RA-12	IBC TRAILS R/W EXHIBIT	SANTA ANA/IRVINE	2	
16	RA-13	IBC TRAILS R/W EXHIBIT	IRVINE	2	
17	RA-14	IBC TRAILS R/W EXHIBIT	IRVINE	2	
18	RA-15	IBC TRAILS R/W EXHIBIT	IRVINE	2	
19	RA-16	IBC TRAILS R/W EXHIBIT	IRVINE	2	
20	RA-17	IBC TRAILS R/W EXHIBIT	IRVINE	2	
21	RA-18	IBC TRAILS R/W EXHIBIT	IRVINE	2	
22	RA-19	IBC TRAILS R/W EXHIBIT	IRVINE	2	
23	RA-20	IBC TRAILS R/W EXHIBIT	IRVINE	2/3	
24	RA-21	IBC TRAILS R/W EXHIBIT	IRVINE	2/6	
25	RA-22	IBC TRAILS R/W EXHIBIT	IRVINE	2	
26	RA-23	IBC TRAILS R/W EXHIBIT	IRVINE	3	BNSF
27	CA-01	IBC TRAILS R/W EXHIBIT	IRVINE	4	OCFCD
28	CA-02	IBC TRAILS R/W EXHIBIT	IRVINE	4	
29	CA-03	IBC TRAILS R/W EXHIBIT	IRVINE	4	
30	CA-04	IBC TRAILS R/W EXHIBIT	IRVINE	4	
31	CA-05	IBC TRAILS R/W EXHIBIT	IRVINE	4	
32	CA-06	IBC TRAILS R/W EXHIBIT	IRVINE	4	
33	CA-07	IBC TRAILS R/W EXHIBIT	IRVINE	4	
34	CA-08	IBC TRAILS R/W EXHIBIT	IRVINE	4/6	
35	CA-09	IBC TRAILS R/W EXHIBIT	IRVINE	4	
36	CA-10	IBC TRAILS R/W EXHIBIT	IRVINE	4	
37	CA-11	IBC TRAILS R/W EXHIBIT	IRVINE	4	
38	CA-12	IBC TRAILS R/W EXHIBIT	IRVINE	5	
39	CA-13	IBC TRAILS R/W EXHIBIT	IRVINE	5	
40	CA-14	IBC TRAILS R/W EXHIBIT	IRVINE	5	
41	CA-15	IBC TRAILS R/W EXHIBIT	IRVINE	5	
42	CA-16	IBC TRAILS R/W EXHIBIT	IRVINE	6	
43	CA-17	IBC TRAILS R/W EXHIBIT	IRVINE	6	
44	CA-18	IBC TRAILS R/W EXHIBIT	IRVINE	6	
45	CA-19	IBC TRAILS R/W EXHIBIT	IRVINE	6/7/8	
46	CA-20	IBC TRAILS R/W EXHIBIT	IRVINE	6	
47	CA-21	IBC TRAILS R/W EXHIBIT	IRVINE	7/8	

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 not provided for in agreements
 with the BNSF Railway

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APPROVED BY	
DATE	APRIL 15, 2020

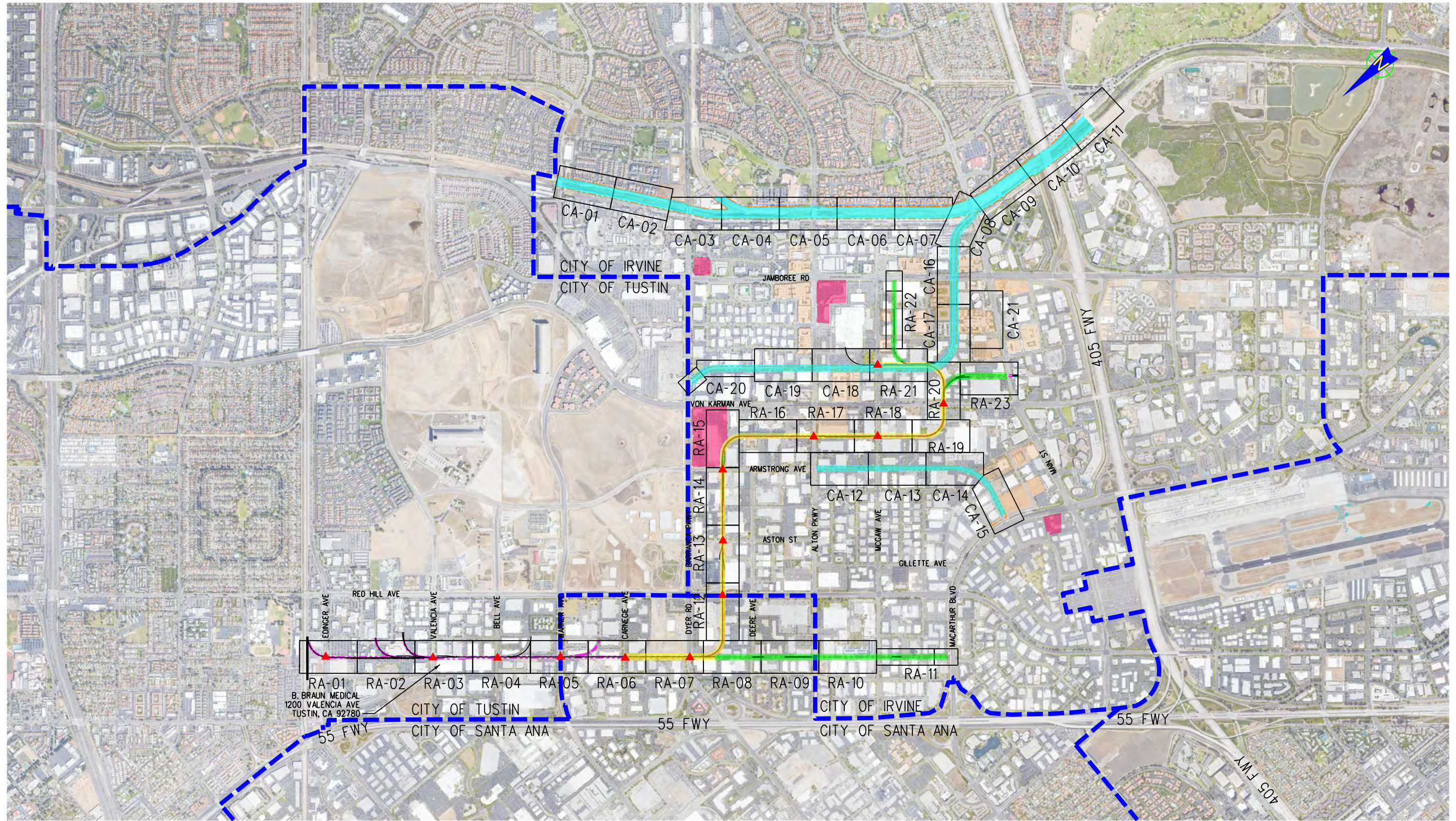


BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 INDEX OF DRAWINGS

CONTRACT NO.	
DRAWING NO.	GE-02
REVISION	1 SHEET NO. 2
SCALE	

REV	DATE	DESCRIPTION	BY	SUB	APP

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PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 OCFCD R/W
 NON-OPERATIONAL BNSF R/W
 RESIDENTIAL ZONE
 RETAIL ZONE
 BNSF R/W PREVIOUSLY SOLD
 ACTIVE AT-GRADE CROSSING

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT
REV	DATE	DESCRIPTION	BY	SUB	APP

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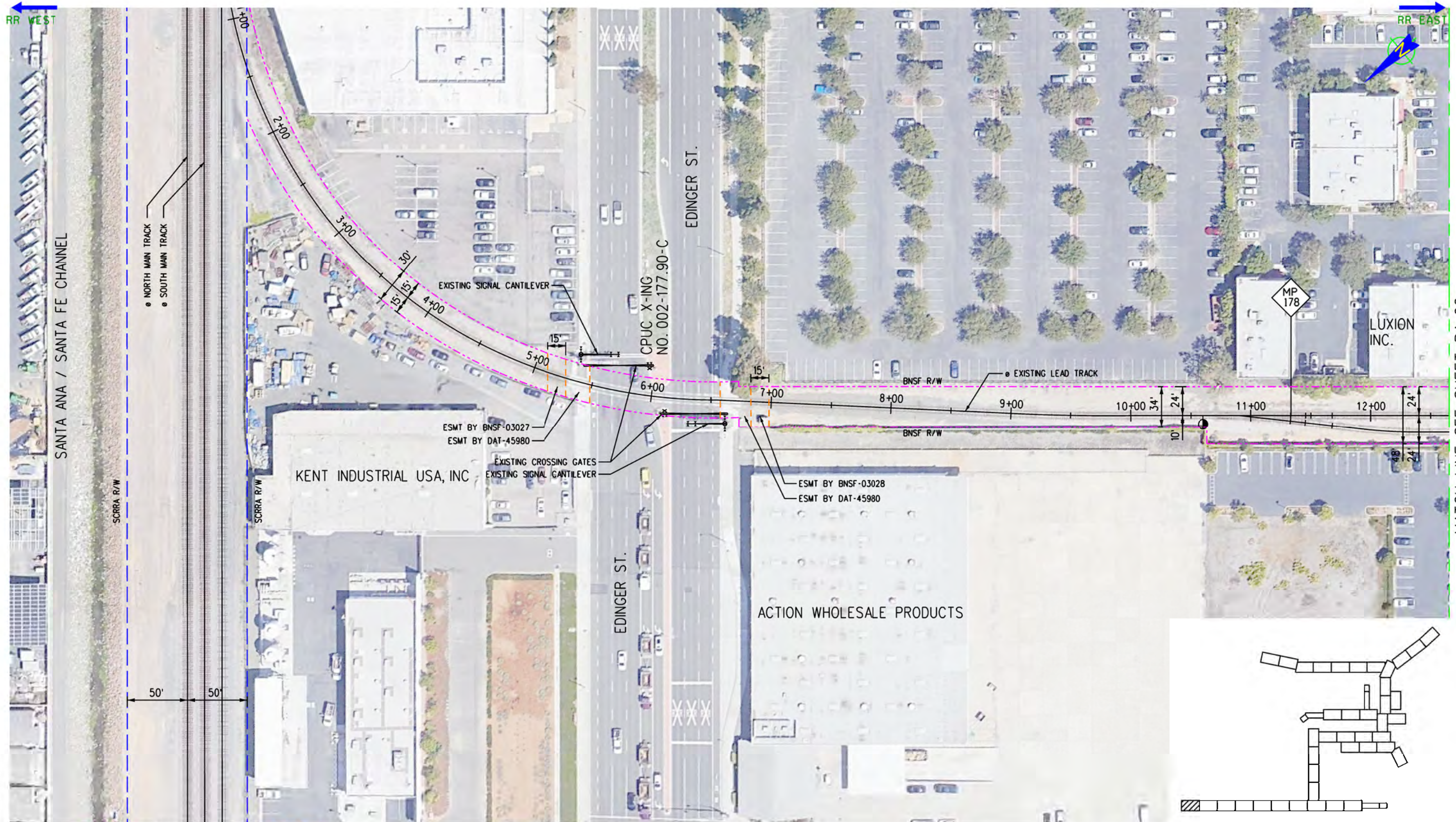
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 APPROVED BY
 DATE APRIL 15, 2020



BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 KEY MAP

CONTRACT NO.	
DRAWING NO.	GE-03
REVISION	1 SHEET NO. 3
SCALE	1" = 1000'

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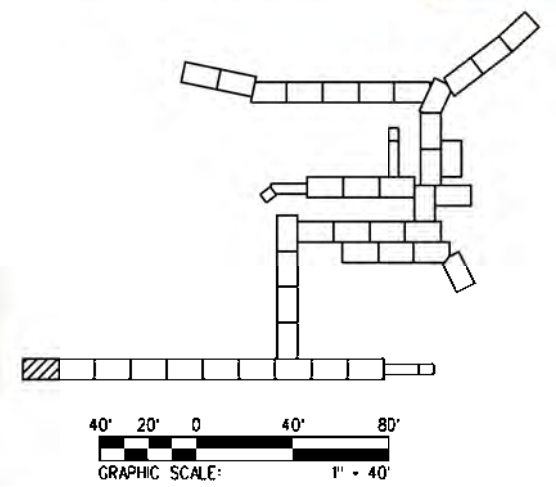


MATCH LINE SEE SHEET RA-02

PROPOSED PURCHASE AREA TYPES:

- OPERATIONAL BNSF R/W
- NON-OPERATIONAL BNSF R/W
- BNSF R/W PREVIOUSLY SOLD
- OCFCD R/W

JURISDICTION: CITY OF TUSTIN



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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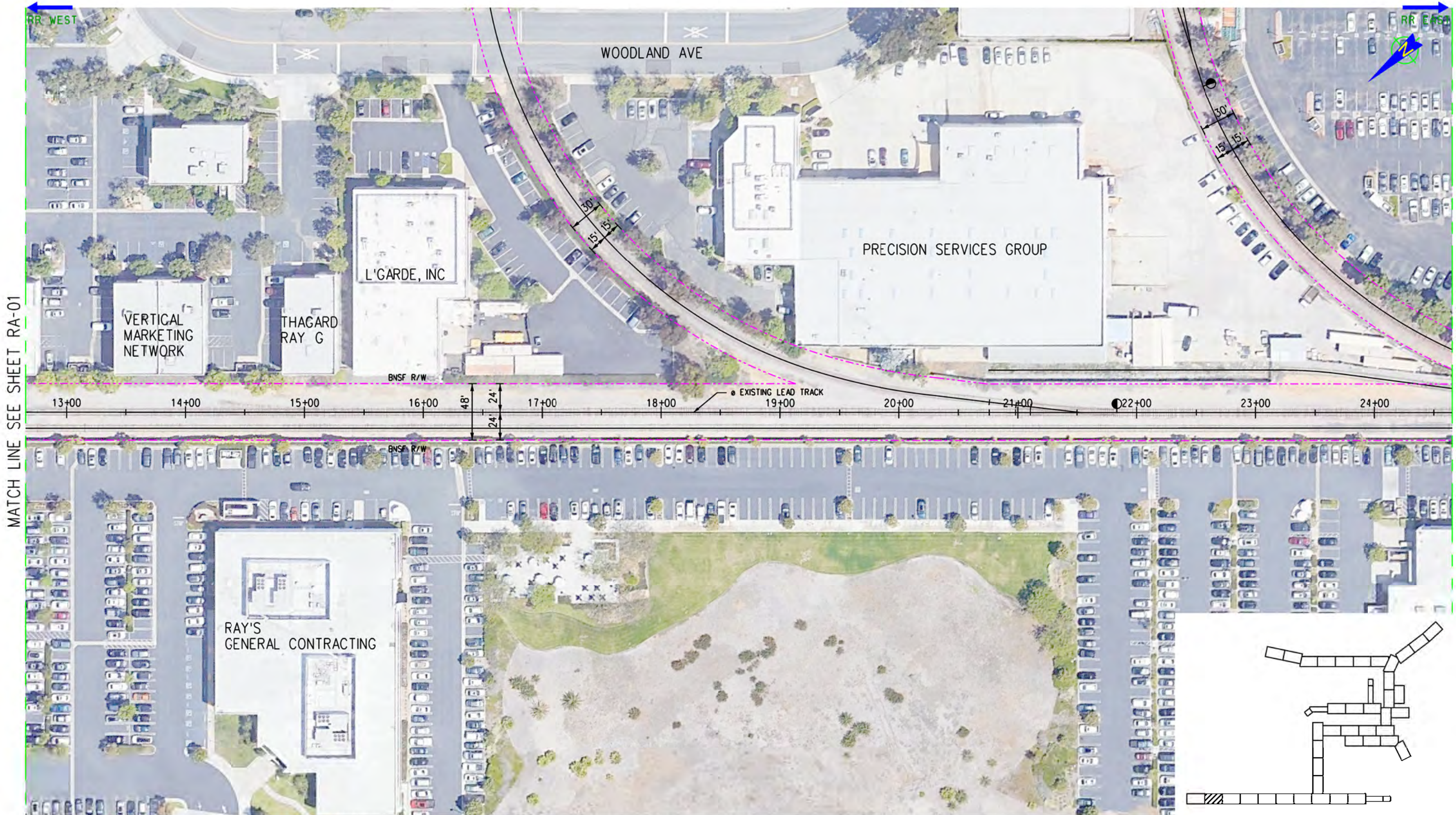
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 CHECKED BY: MC
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 DATE: APRIL 15, 2020



BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

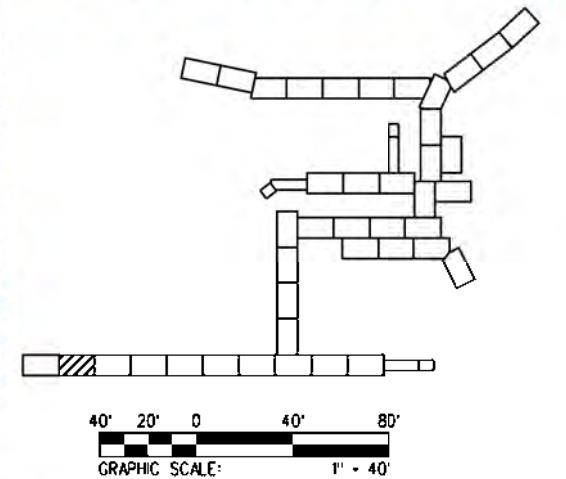
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PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFCO R/W

JURISDICTION: CITY OF TUSTIN



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

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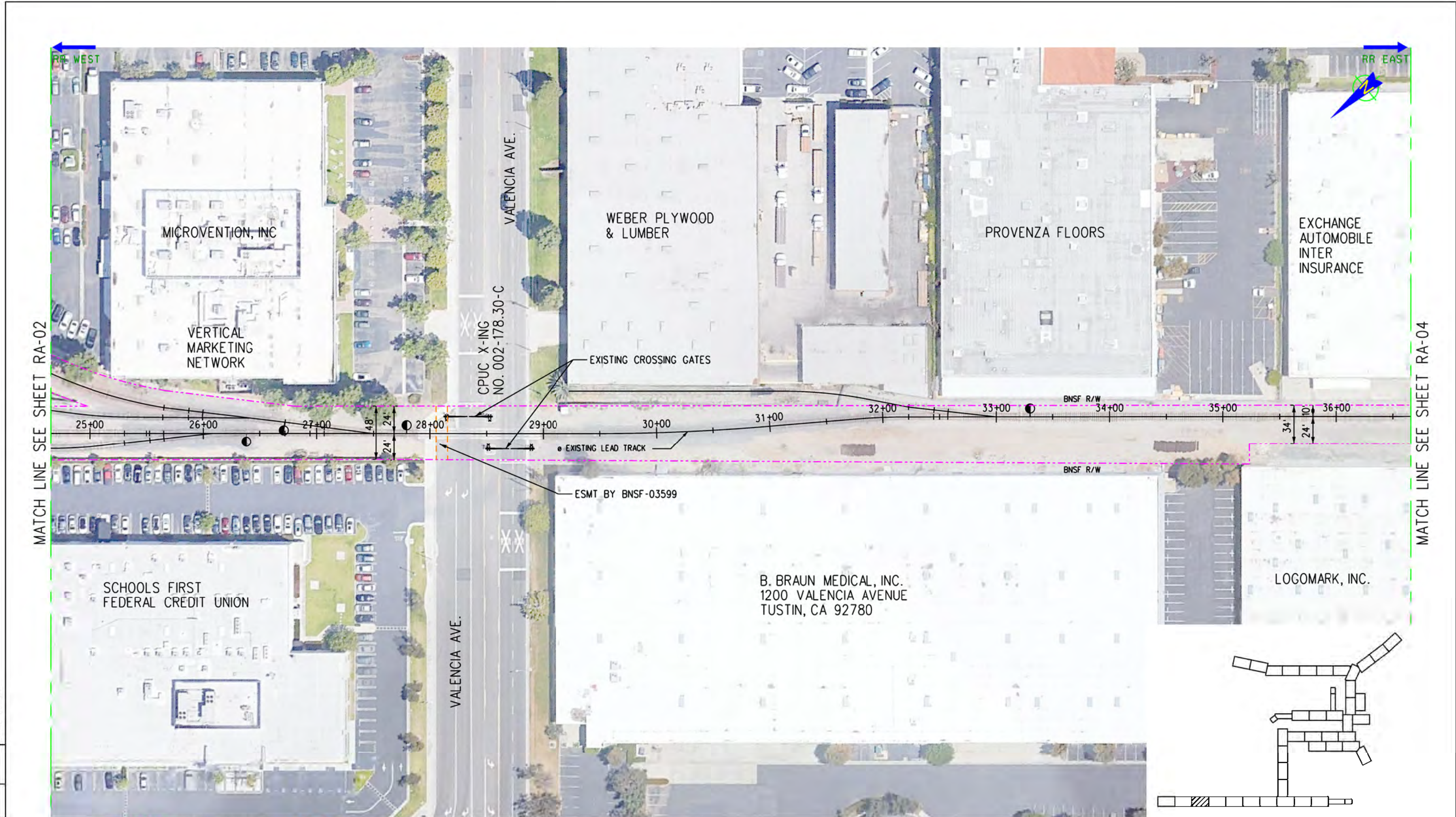
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IBI GROUP

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 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 to MP 181.60

CONTRACT NO.	
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REVISION	1 SHEET NO. 5
SCALE	AS SHOWN

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PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

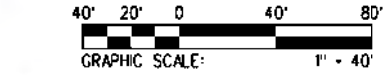


MATCH LINE SEE SHEET RA-02

MATCH LINE SEE SHEET RA-04

PROPOSED PURCHASE AREA TYPES:
--- OPERATIONAL BNSF R/W
--- NON-OPERATIONAL BNSF R/W
--- BNSF R/W PREVIOUSLY SOLD
--- OCFCO R/W

JURISDICTION: CITY OF TUSTIN



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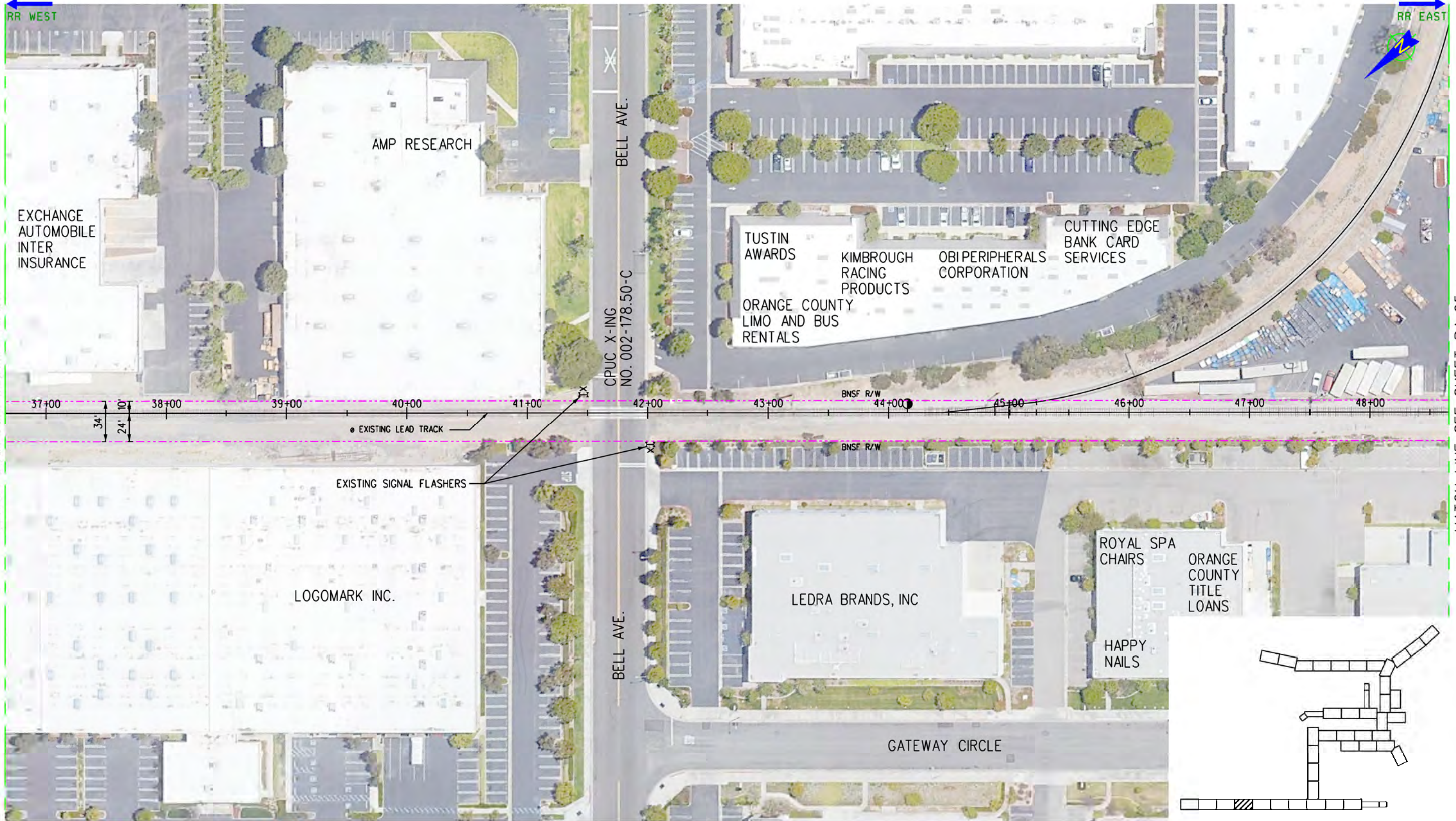


BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.	
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REVISION	1 SHEET NO. 6
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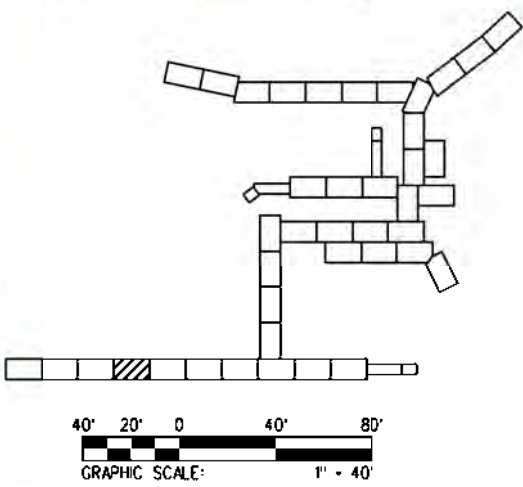
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PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFCO R/W

JURISDICTION: CITY OF TUSTIN



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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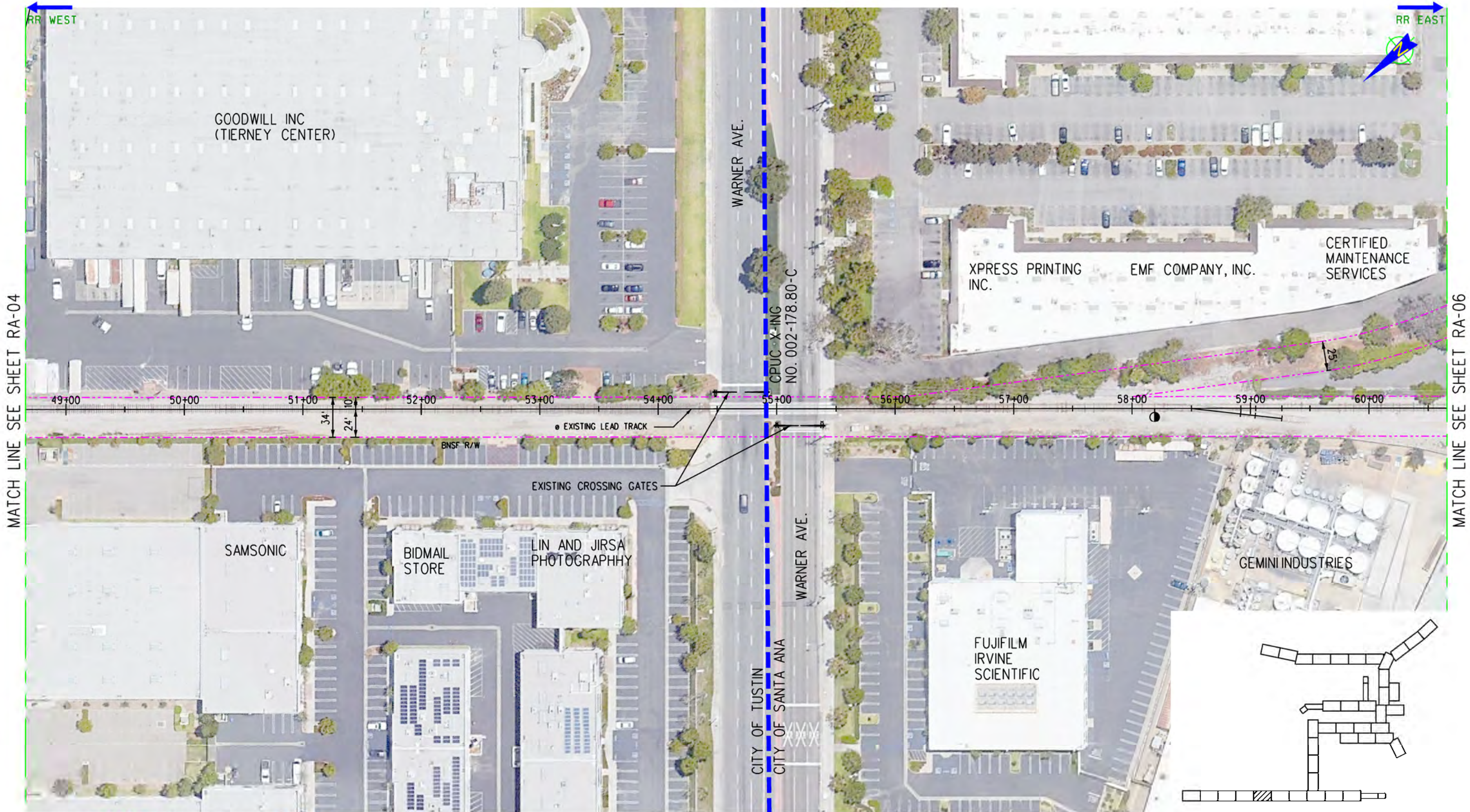
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 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

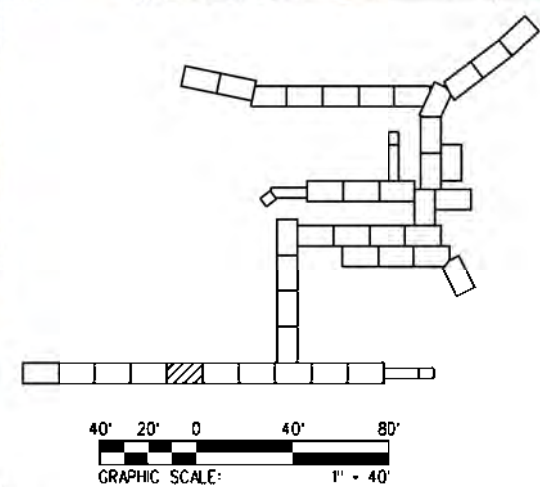
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REVISION	1 SHEET NO. 7
SCALE	AS SHOWN

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PROPOSED PURCHASE AREA TYPES: BNSF R/W PREVIOUSLY SOLD
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 OCFD R/W

JURISDICTION: CITY OF TUSTIN
CITY OF SANTA ANA



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

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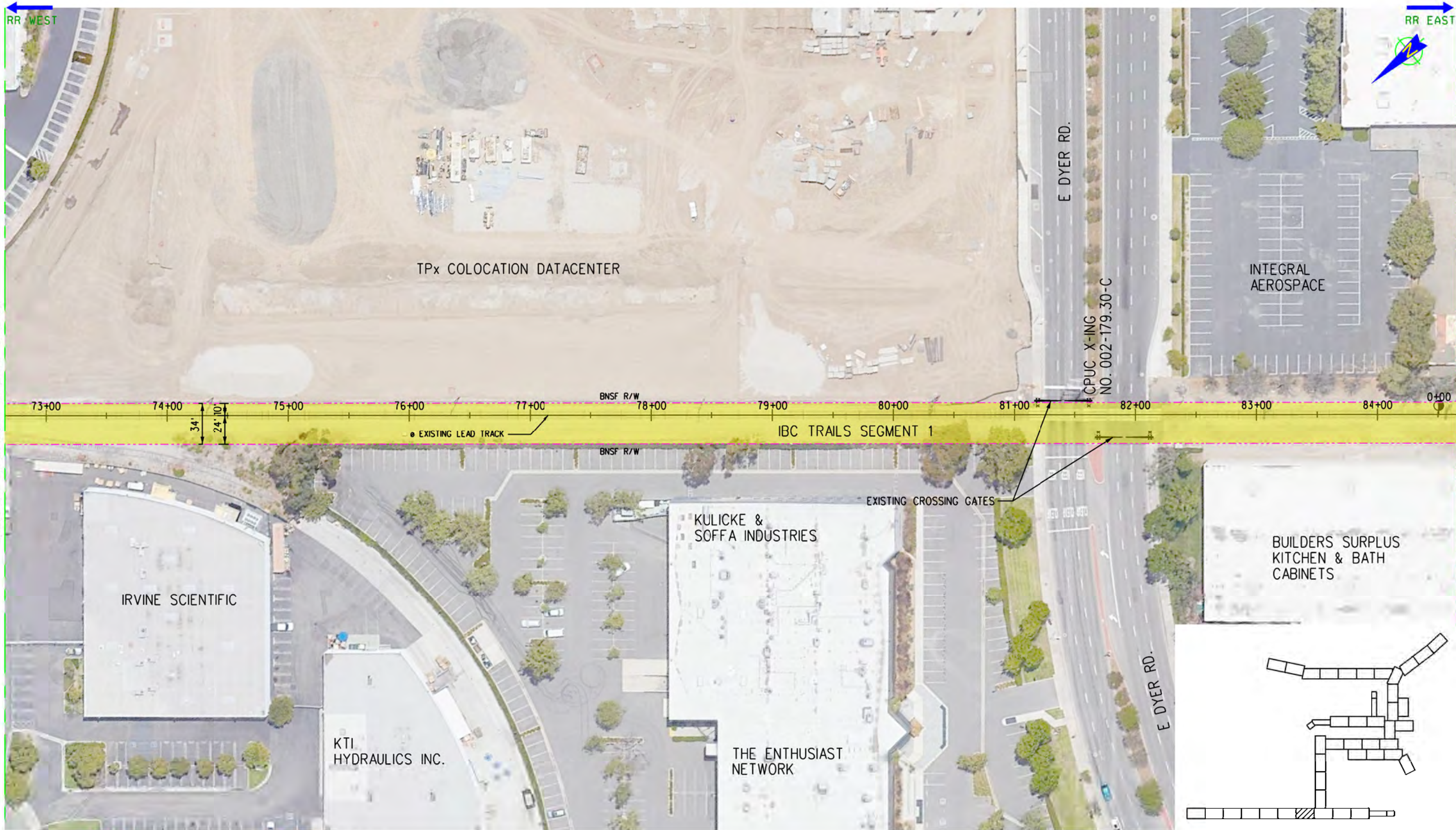
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BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.		
DRAWING NO.	RA-05	
REVISION	1	SHEET NO. 8
SCALE	AS SHOWN	

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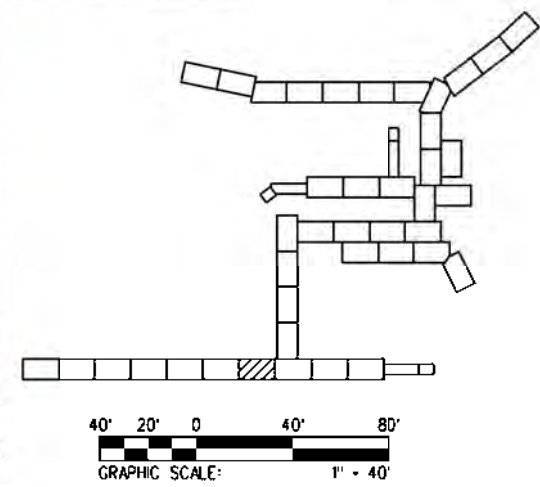


MATCH LINE SEE SHEET RA-06

MATCH LINE SEE SHEET RA-08

PROPOSED PURCHASE AREA TYPES:	OPERATIONAL BNSF R/W	OCFCO R/W
	NON-OPERATIONAL BNSF R/W	
	BNSF R/W PREVIOUSLY SOLD	

JURISDICTION: CITY OF SANTA ANA



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

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APPROVED BY	
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BNSF RAILWAY
IRVINE INDUSTRIAL PARK SUBDIVISION
LINE SEGMENT 7600
IBC TRAILS FEASIBILITY STUDY
RIGHT-OF-WAY EXHIBIT
MP 177.50 TO MP 181.60

CONTRACT NO.	
DRAWING NO.	RA-07
REVISION	1 SHEET NO. 10
SCALE	AS SHOWN

MATCH LINE SEE SHEET RA-12

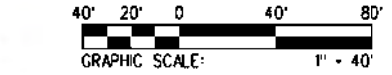


MATCH LINE SEE SHEET RA-07

MATCH LINE SEE SHEET RA-09

PROPOSED PURCHASE AREA TYPES: ▬ OPERATIONAL BNSF R/W ▬ OCFD R/W
▬ NON-OPERATIONAL BNSF R/W
▬ BNSF R/W PREVIOUSLY SOLD

JURISDICTION: CITY OF SANTA ANA



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PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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 DATE: APRIL 15, 2020



BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

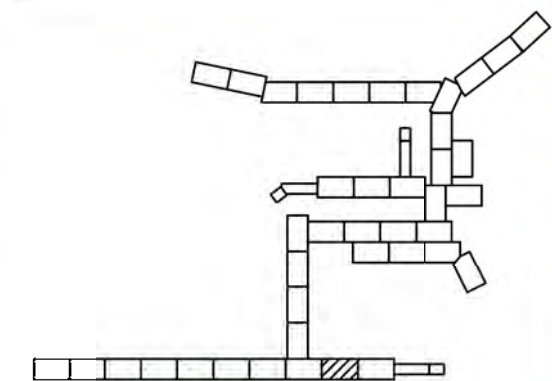
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REVISION	1 SHEET NO. 11
SCALE	AS SHOWN

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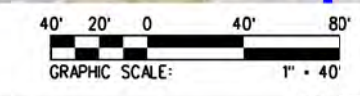


PROPOSED PURCHASE AREA TYPES:

 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD



JURISDICTION: CITY OF SANTA ANA
CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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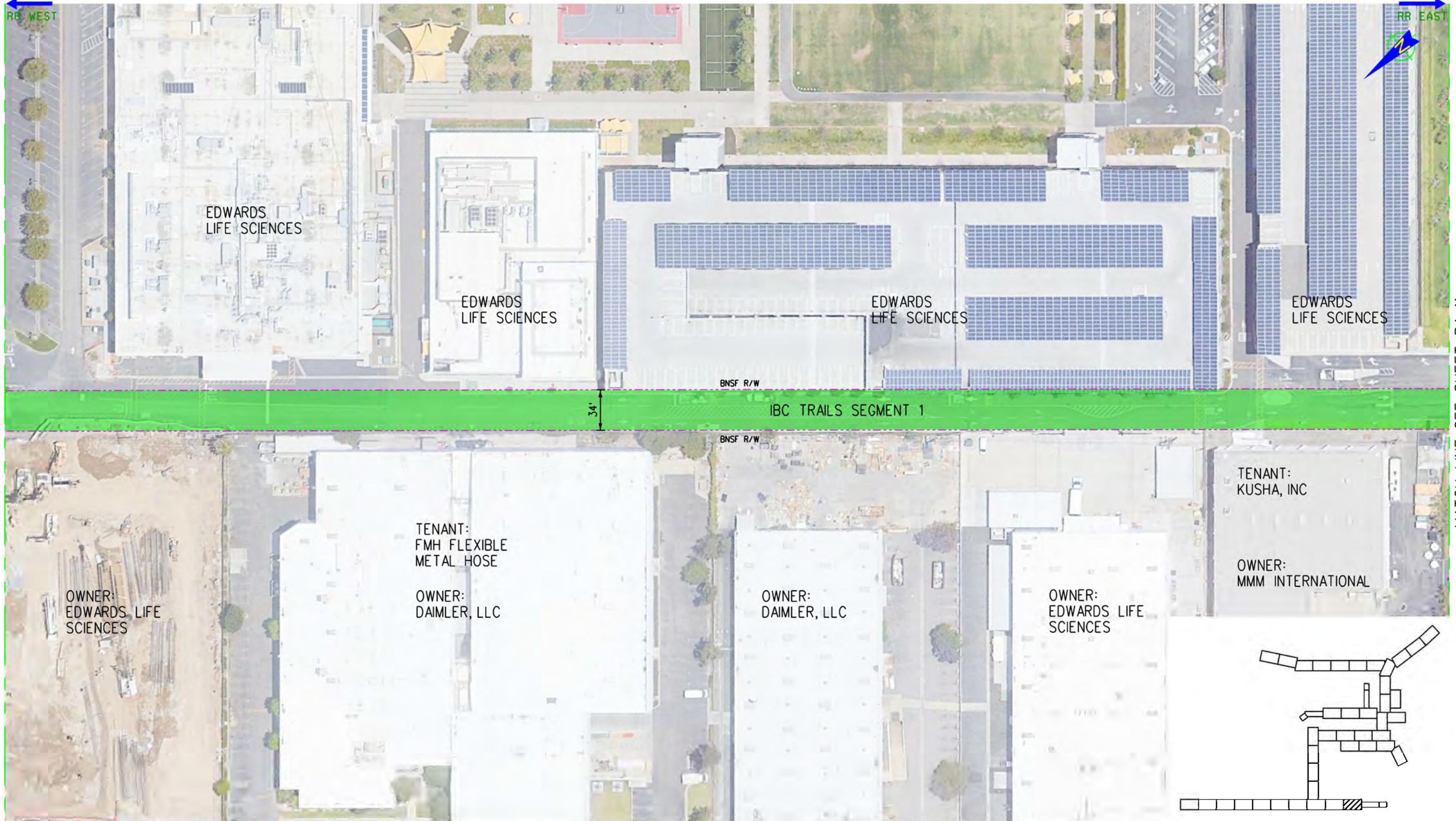


BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.	
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REVISION	1 SHEET NO. 12
SCALE	AS SHOWN

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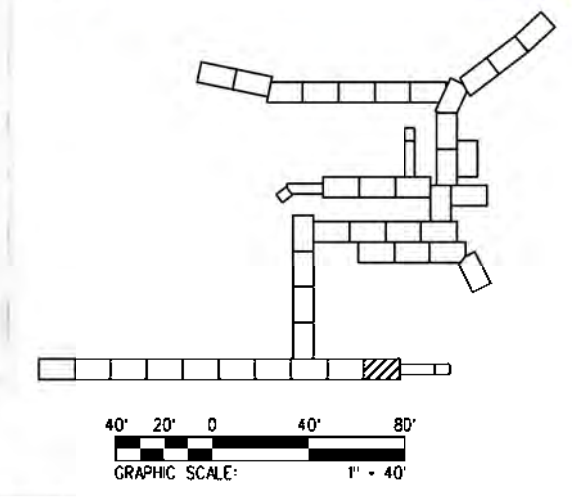
PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESCRIPTION	PHYSICAL ENTITY	WORK ELEMENT



PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFD R/W

← DAIMLER STREET →

JURISDICTION: CITY OF IRVINE



DESIGNED BY	MG
DRAWN BY	MG
CHECKED BY	MC
APPROVED BY	
DATE	APRIL 15, 2020



BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.	
DRAWING NO.	RA-10
REVISION	1 SHEET NO. 13
SCALE	AS SHOWN

REV	DATE	DESCRIPTION	BY	APP

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2020-06-08

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESCRIPTION	PHYSICAL ENTITY	WORK ELEMENT



MATCH LINE SEE SHEET RA-10

MATCH LINE SEE BOTTOM LEFT

MATCH LINE SEE TOP RIGHT

PROPOSED PURCHASE AREA TYPES:

- OPERATIONAL BNSF R/W
- NON-OPERATIONAL BNSF R/W
- OCFD R/W
- BNSF R/W PREVIOUSLY SOLD

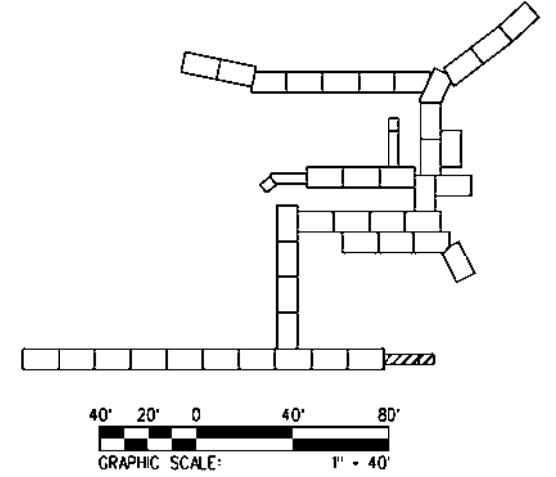
REV	DATE	DESCRIPTION	BY	APP

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All plans, drawings, specifications, and/or information furnished herewith shall remain the property of the BNSF Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the BNSF Railway.

DESIGNED BY: MG
DRAWN BY: MG
CHECKED BY: MC
APPROVED BY: [Signature]
DATE: APRIL 15, 2020



JURISDICTION: CITY OF IRVINE

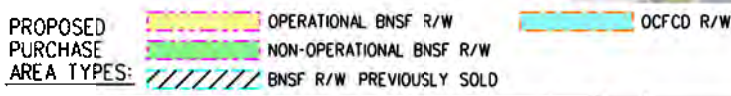
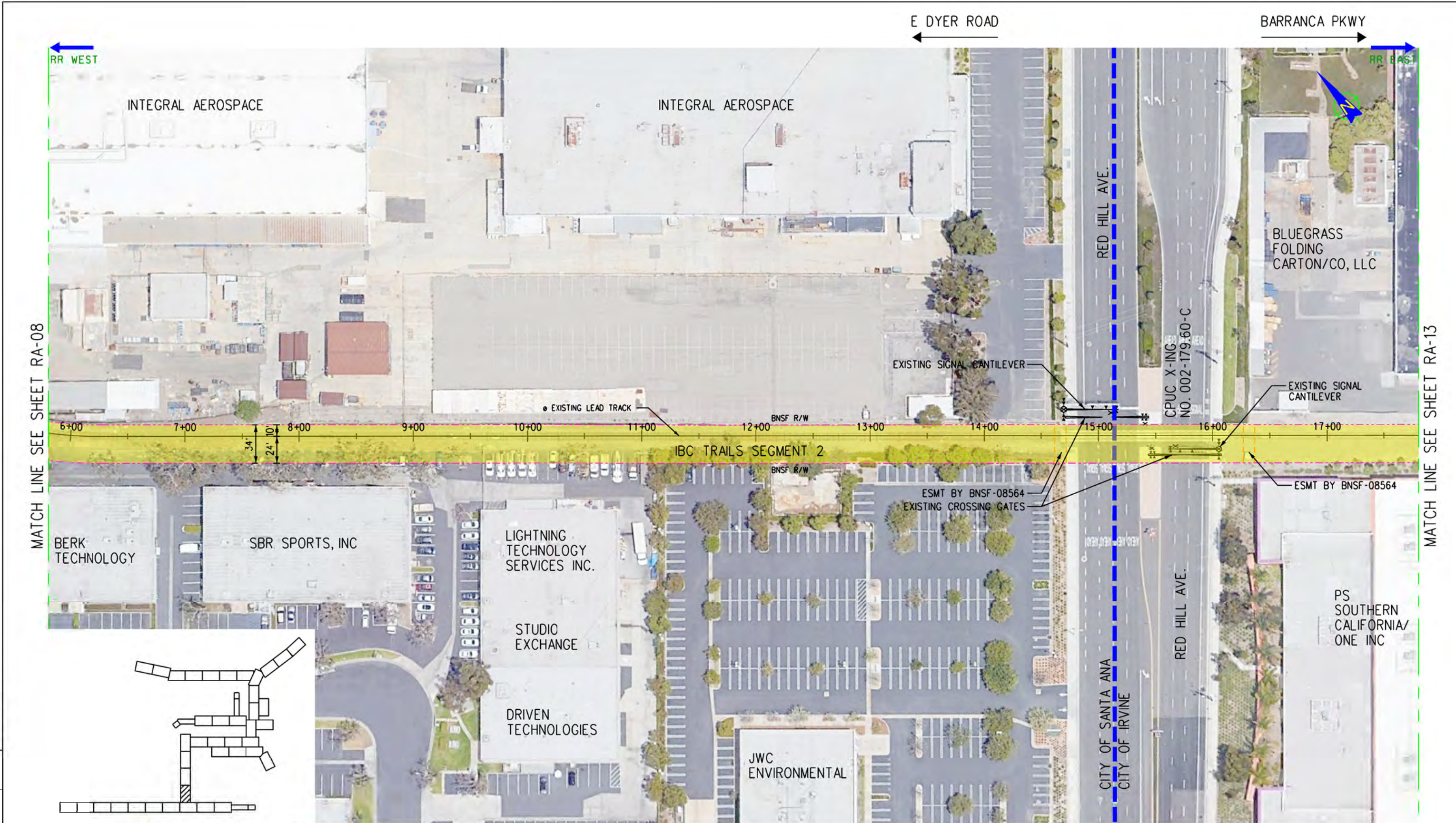


BNSF RAILWAY
IRVINE INDUSTRIAL PARK SUBDIVISION
LINE SEGMENT 7600
IBC TRAILS FEASIBILITY STUDY
RIGHT-OF-WAY EXHIBIT
MP 177.50 to MP 181.60

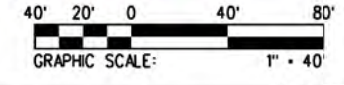
CONTRACT NO.	
DRAWING NO.	RA-11
REVISION	1 SHEET NO. 14
SCALE AS SHOWN	

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 2020-06-08

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT



JURISDICTION: CITY OF SANTA ANA
 CITY OF IRVINE



REV	DATE	DESCRIPTION	BY	APP

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DESIGNED BY	MG
DRAWN BY	MG
CHECKED BY	MC
APPROVED BY	
DATE	APRIL 15, 2020

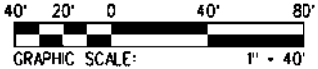
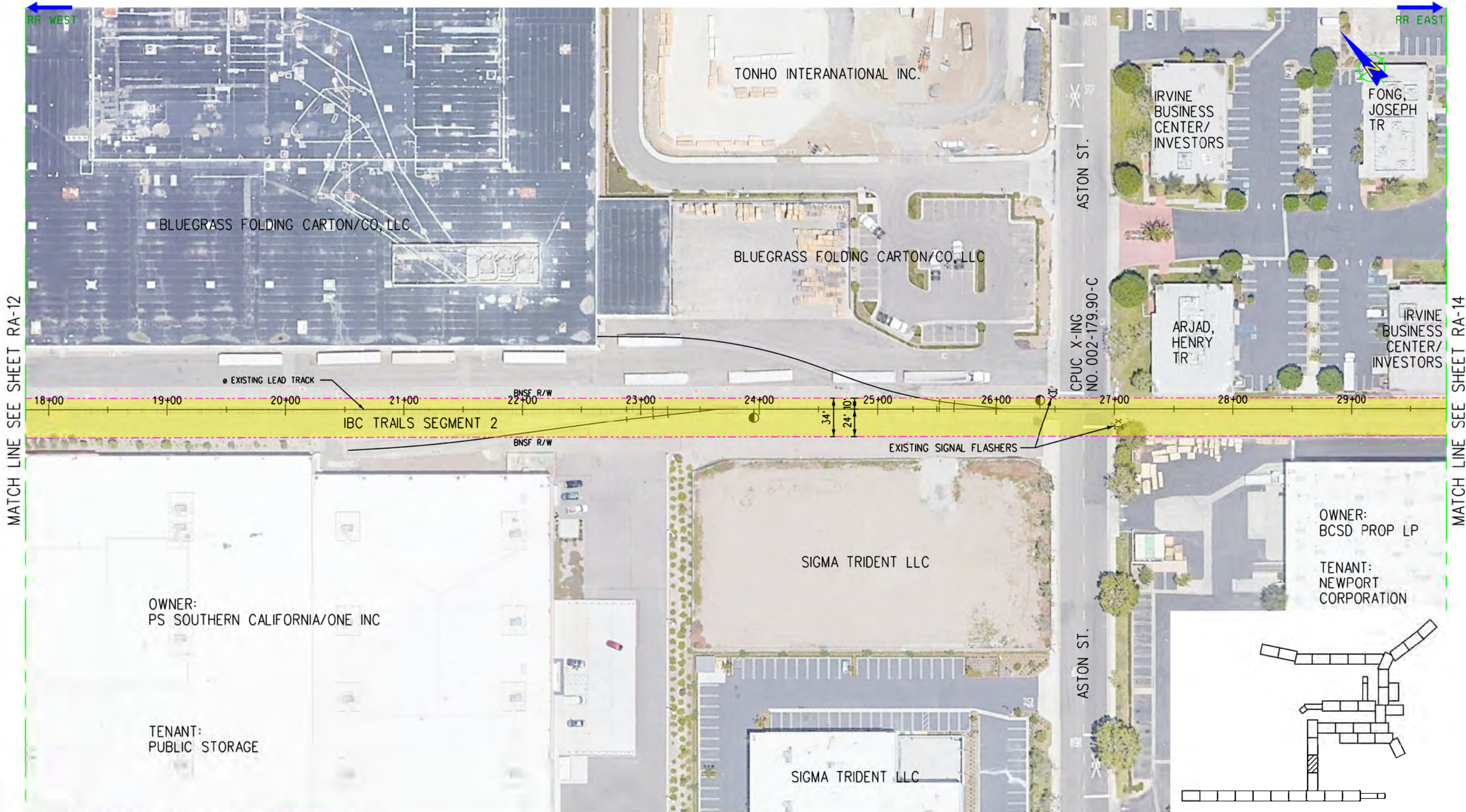


BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.	
DRAWING NO.	RA-12
REVISION	1 SHEET NO. 15
SCALE	AS SHOWN

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2020-06-08

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT



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confidential and shall not
be used for any purpose
not provided for in agreements
with the BNSF Railway.

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DRAWN BY MG
CHECKED BY MC
APPROVED BY
DATE APRIL 15, 2020



BNSF RAILWAY
IRVINE INDUSTRIAL PARK SUBDIVISION
LINE SEGMENT 7600
IBC TRAILS FEASIBILITY STUDY
RIGHT-OF-WAY EXHIBIT
MP 177.50 TO MP 181.60

CONTRACT NO.
DRAWING NO. RA-13
REVISION 1 SHEET NO. 16
SCALE AS SHOWN

MATCH LINE SEE SHEET RA-12

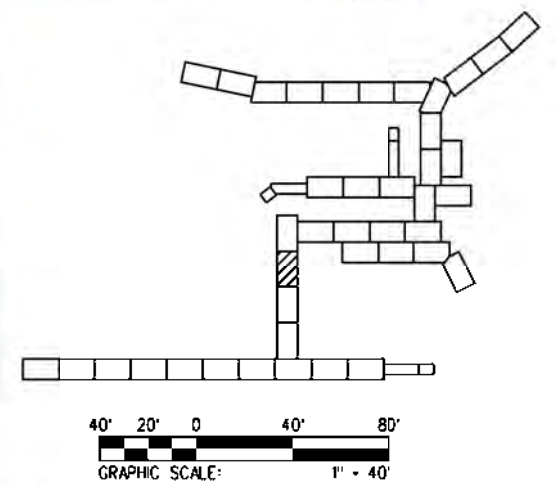
MATCH LINE SEE SHEET RA-14

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 2020-06-08



PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFD R/W

JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

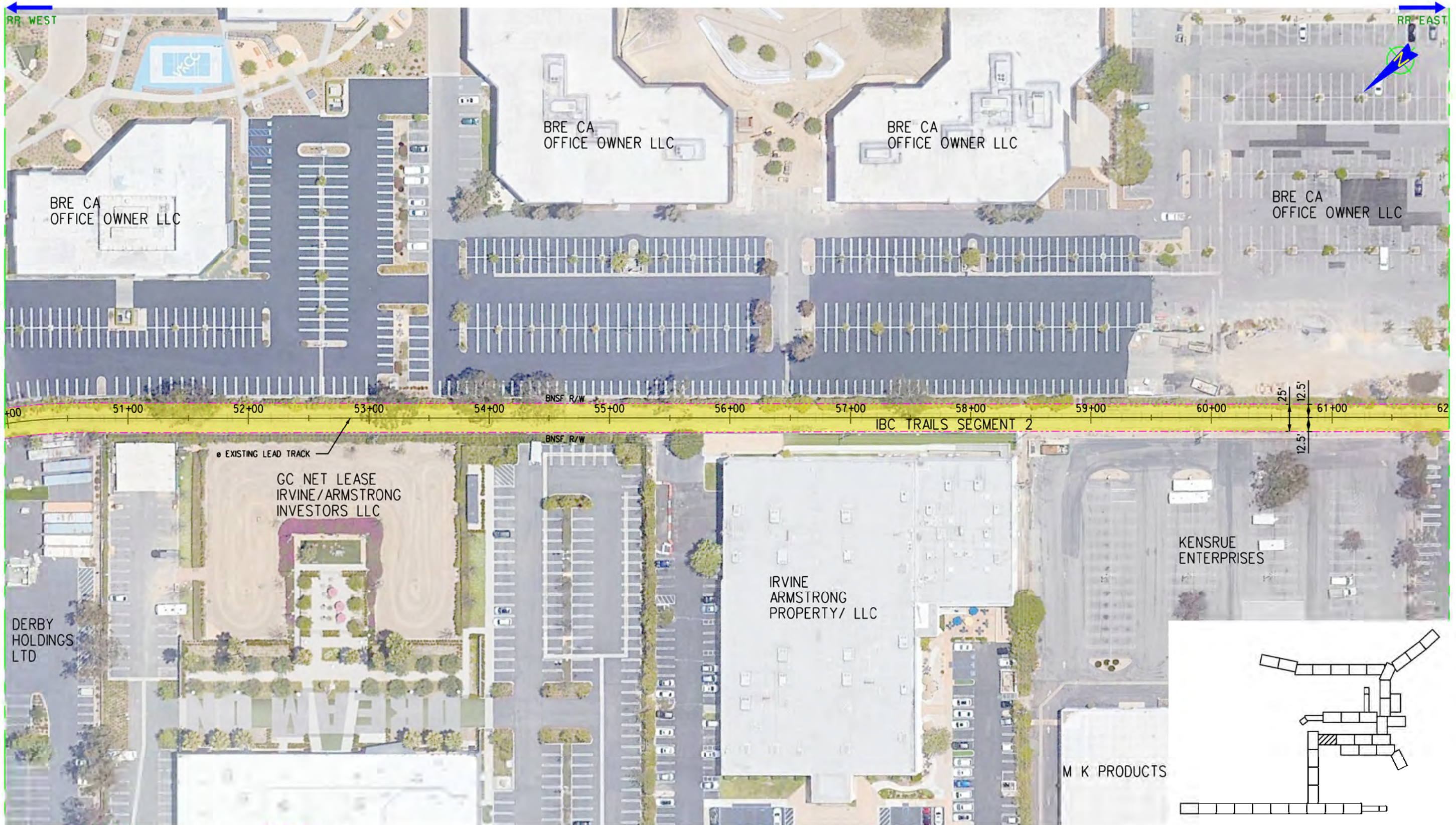
Information confidential all plans, drawings, specifications, and/or information furnished herewith shall remain the property of the BNSF Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the BNSF Railway.

DESIGNED BY: MG
 DRAWN BY: MG
 CHECKED BY: MC
 APPROVED BY:
 DATE: APRIL 15, 2020



BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.	
DRAWING NO.	RA-14
REVISION	1 SHEET NO. 17
SCALE	AS SHOWN

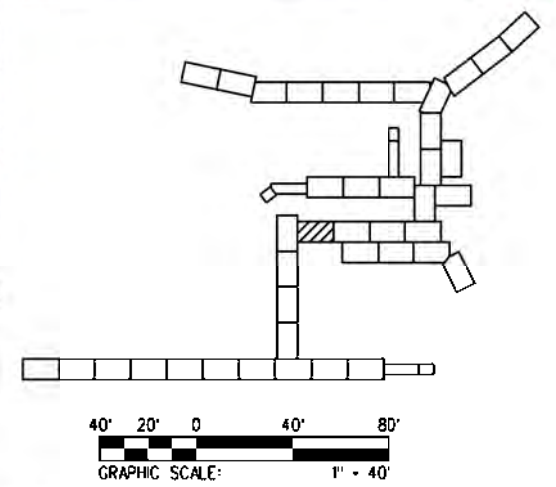


MATCH LINE SEE SHEET RA-15

MATCH LINE SEE SHEET RA-17

PROPOSED PURCHASE AREA TYPES: OPERATIONAL BNSF R/W, NON-OPERATIONAL BNSF R/W, BNSF R/W PREVIOUSLY SOLD, OCFCD R/W

JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESCRIPTION	PHYSICAL ENTITY	WORK ELEMENT
REV	DATE	DESCRIPTION		BY	APP
				SJB	APP

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DESIGNED BY MC
 DRAWN BY MC
 CHECKED BY MC
 APPROVED BY
 DATE APRIL 15, 2020

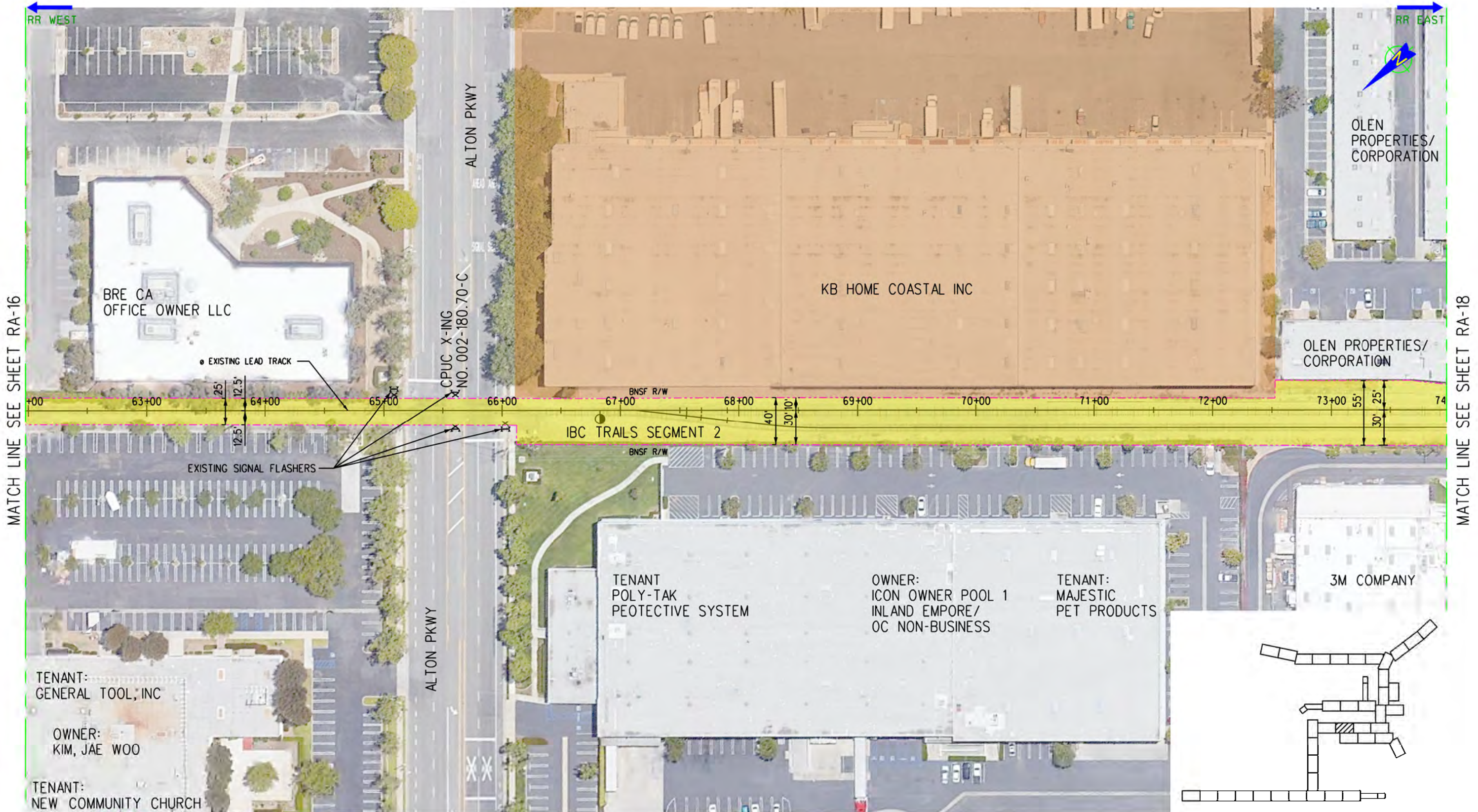


BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.
 DRAWING NO. RA-16
 REVISION 1 SHEET NO. 19
 SCALE AS SHOWN

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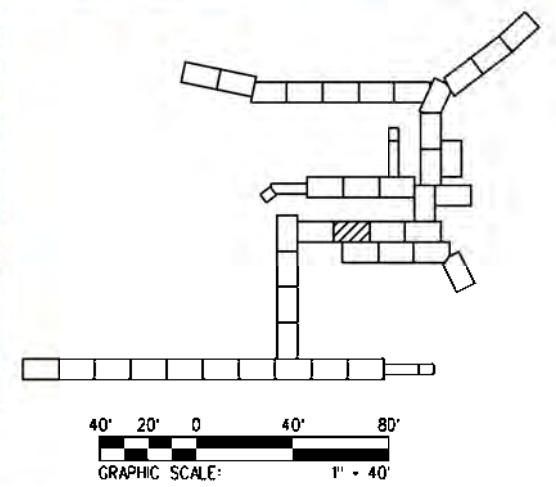
PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT



TENANT: GENERAL TOOL, INC
 OWNER: KIM, JAE WOO
 TENANT: NEW COMMUNITY CHURCH
 TENANT: POLY-TAK PEOTECTIVE SYSTEM
 OWNER: ICON OWNER POOL 1 INLAND EMPORE/ OC NON-BUSINESS
 TENANT: MAJESTIC PET PRODUCTS
 3M COMPANY
 BRE CA OFFICE OWNER LLC
 KB HOME COASTAL INC
 OLEN PROPERTIES/ CORPORATION

PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFCO R/W
 RESIDENTIAL ZONE

JURISDICTION: CITY OF IRVINE



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 CHECKED BY: MC
 APPROVED BY:
 DATE: APRIL 15, 2020



BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.
 DRAWING NO. RA-17
 REVISION 1 SHEET NO. 20
 SCALE AS SHOWN

MATCH LINE SEE SHEET RA-16

MATCH LINE SEE SHEET RA-18

MATCH LINE SEE SHEET RA-20

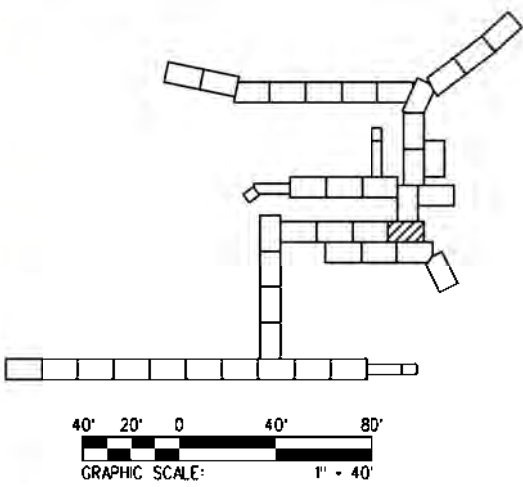


MATCH LINE SEE SHEET RA-18

PROPOSED PURCHASE AREA TYPES:

- OPERATIONAL BNSF R/W
- NON-OPERATIONAL BNSF R/W
- OCFD R/W
- BNSF R/W PREVIOUSLY SOLD

JURISDICTION: CITY OF IRVINE



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PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

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DESIGNED BY MG
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 APPROVED BY
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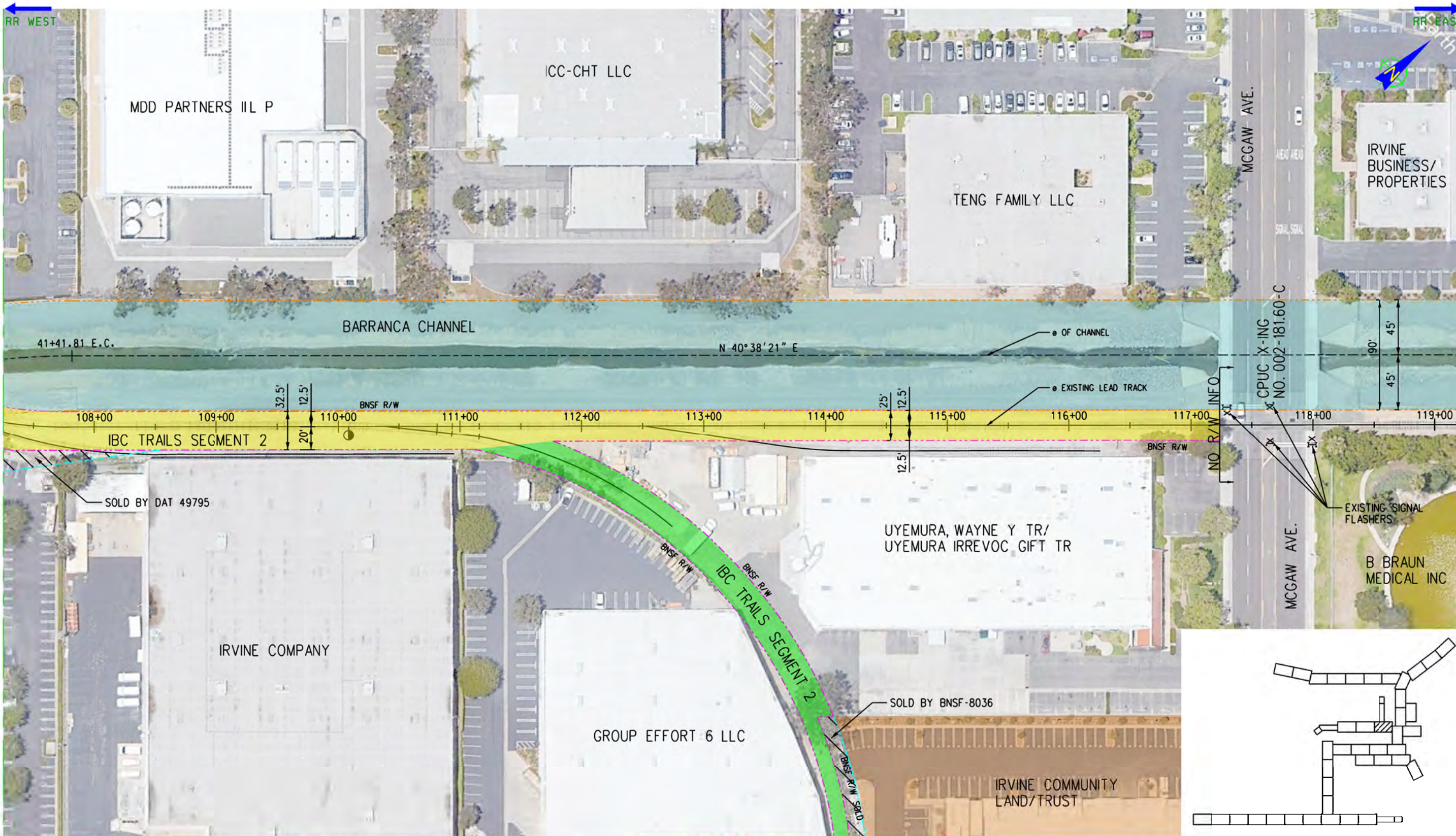


BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.	
DRAWING NO.	RA-19
REVISION	1 SHEET NO. 22
SCALE	AS SHOWN

REV	DATE	DESCRIPTION	BY	APP

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2020-06-08



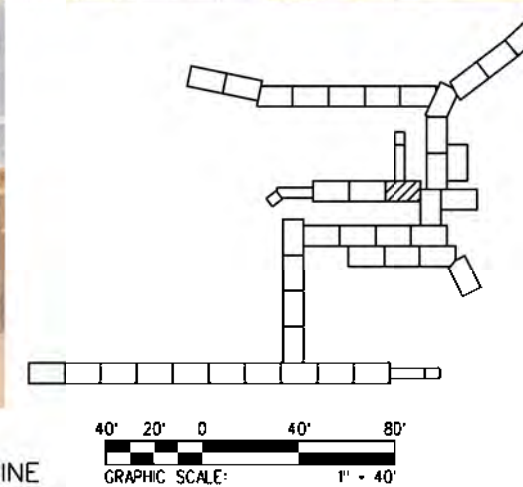
MATCH LINE SEE SHEET RA-20

MATCH LINE SEE SHEET CA-18

PROPOSED PURCHASE AREA TYPES:	OPERATIONAL BNSF R/W	NON-OPERATIONAL BNSF R/W	OCFCO R/W
	BNSF R/W PREVIOUSLY SOLD	RESIDENTIAL ZONE	

MATCH LINE SEE SHEET RA-22

JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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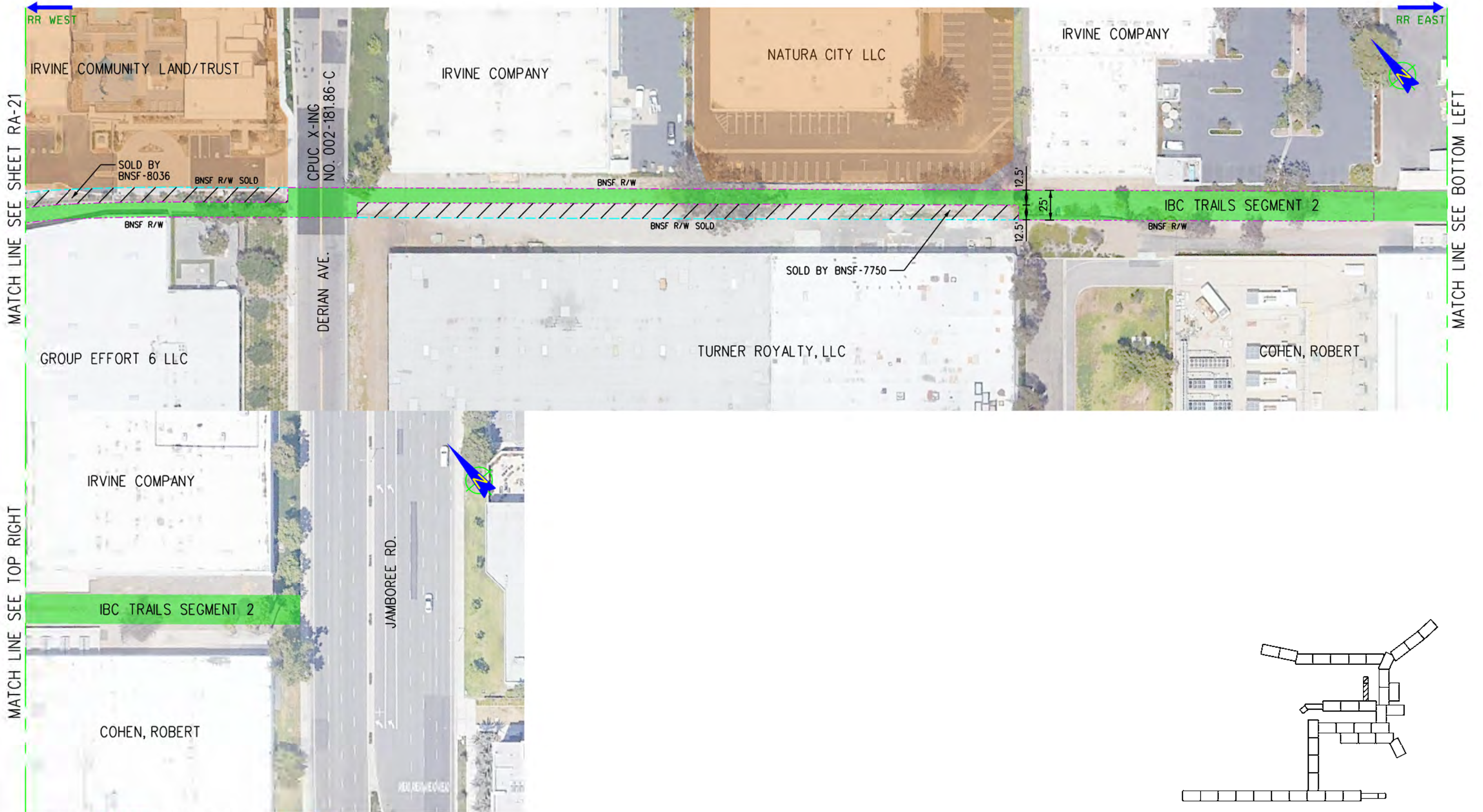
DESIGNED BY	MC
DRAWN BY	MC
CHECKED BY	MC
APPROVED BY	
DATE	APRIL 15, 2020



BNSF RAILWAY
IRVINE INDUSTRIAL PARK SUBDIVISION
LINE SEGMENT 7600
IBC TRAILS FEASIBILITY STUDY
RIGHT-OF-WAY EXHIBIT
MP 177.50 TO MP 181.60

CONTRACT NO.	
DRAWING NO.	RA-21
REVISION	1 SHEET NO. 24
SCALE AS SHOWN	

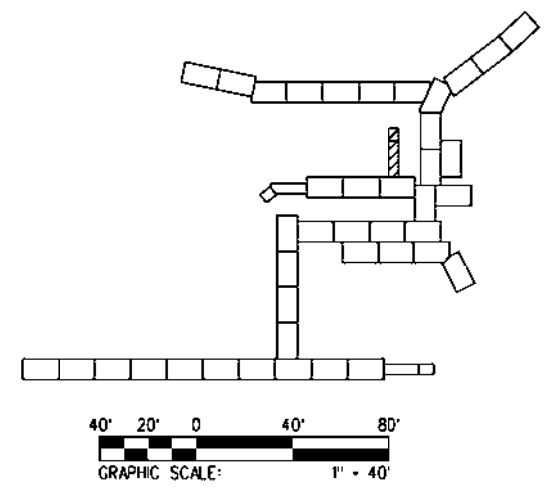
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 2020-06-08



PROPOSED PURCHASE AREA TYPES:

- OPERATIONAL BNSF R/W
- NON-OPERATIONAL BNSF R/W
- BNSF R/W PREVIOUSLY SOLD
- OCFCD R/W
- RESIDENTIAL ZONE

JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESCRIPTION	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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CHECKED BY	MC
APPROVED BY	
DATE	APRIL 15, 2020



BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.	
DRAWING NO.	RA-22
REVISION	1 SHEET NO. 25
SCALE	AS SHOWN

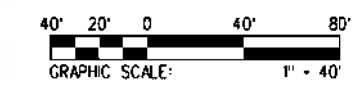
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MATCH LINE SEE SHEET RA-20

PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFD R/W

JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

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 DRAWN BY MG
 CHECKED BY MC
 APPROVED BY
 DATE APRIL 15, 2020

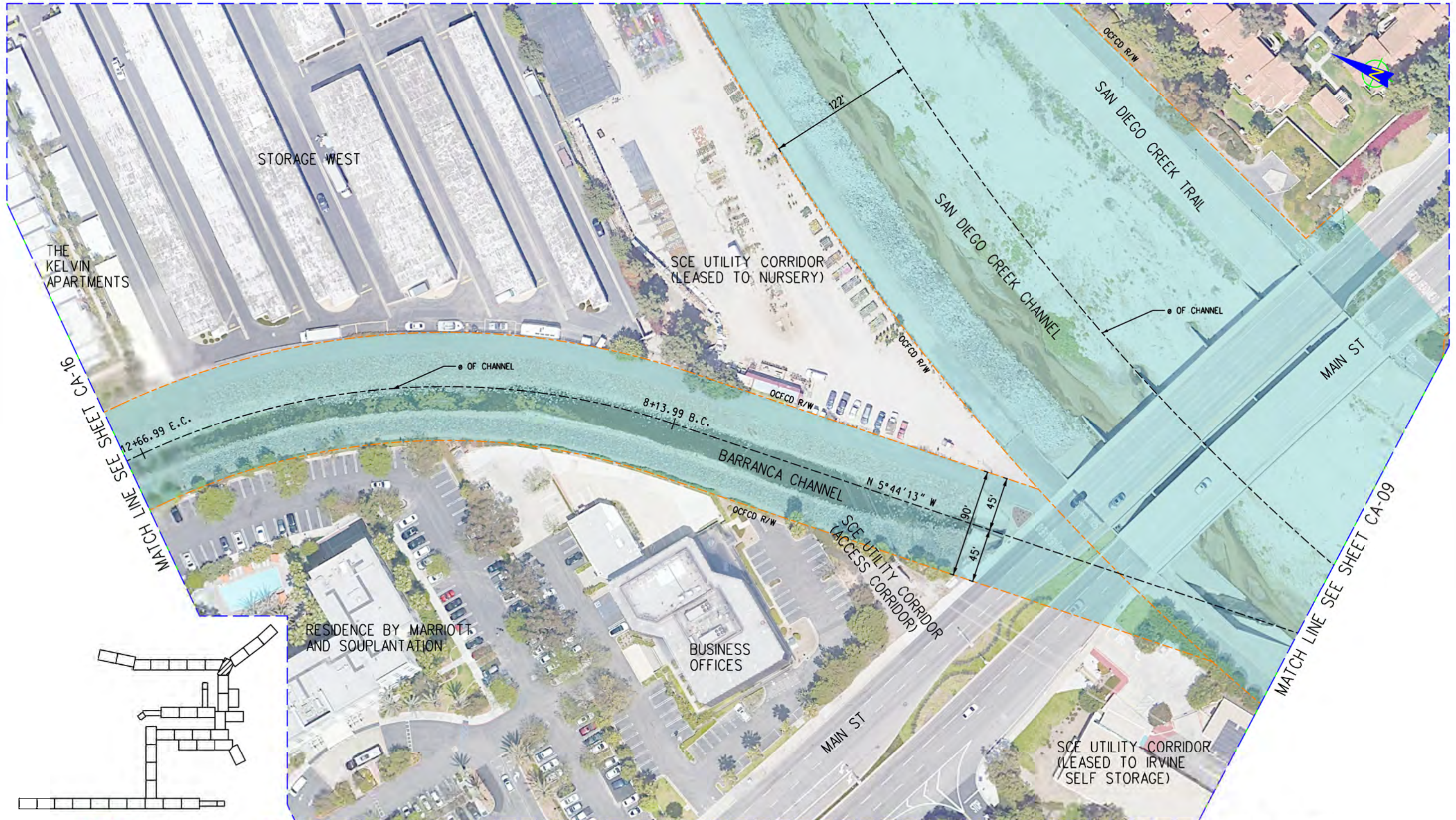


BNSF RAILWAY
 IRVINE INDUSTRIAL PARK SUBDIVISION
 LINE SEGMENT 7600
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 MP 177.50 TO MP 181.60

CONTRACT NO.
 DRAWING NO. RA-23
 REVISION 1 SHEET NO. 26
 SCALE AS SHOWN

REV	DATE	DESCRIPTION	BY	APP

MATCH LINE SEE SHEET CA-07

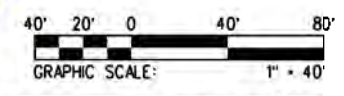


MATCH LINE SEE SHEET CA-16

MATCH LINE SEE SHEET CA-09

PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFCD R/W

JURISDICTION: CITY OF IRVINE



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PROJECT NUMBER	
COST ELEMENT	
LINE ITEM	
CONTRACT DESIGNATOR	
PHYSICAL ENTITY	
WORK ELEMENT	

REV	DATE	DESCRIPTION	BY	APP

Information confidential
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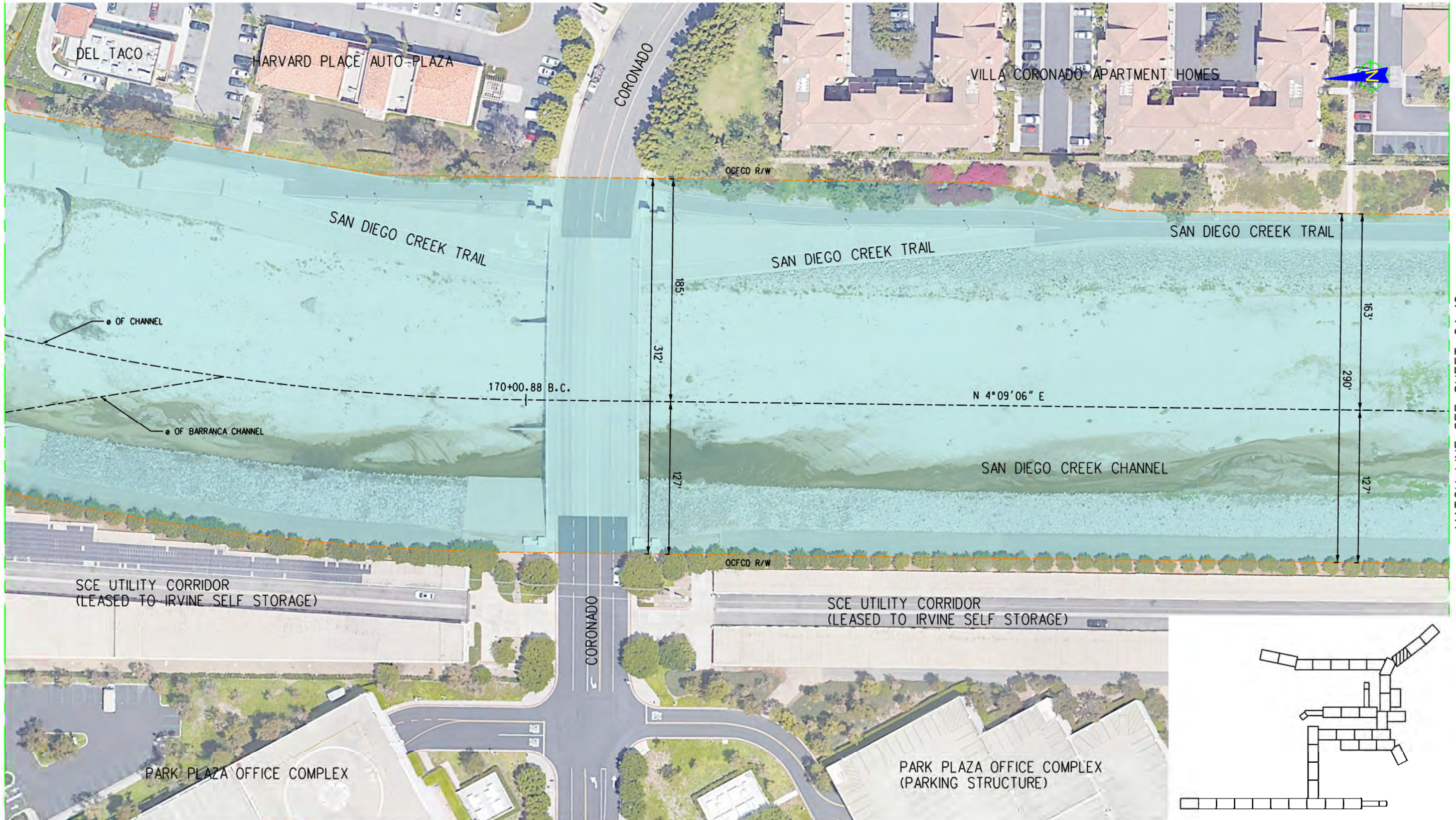
DESIGNED BY MC
 DRAWN BY MC
 CHECKED BY MC
 APPROVED BY
 DATE APRIL 15, 2020



ORANGE COUNTY FLOOD CONTROL DISTRICT
 CITY OF IRVINE
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 STA 158+09.00 TO STA 225+50.00

CONTRACT NO.	
DRAWING NO.	CA-08
REVISION	1 SHEET NO. 34
SCALE AS SHOWN	

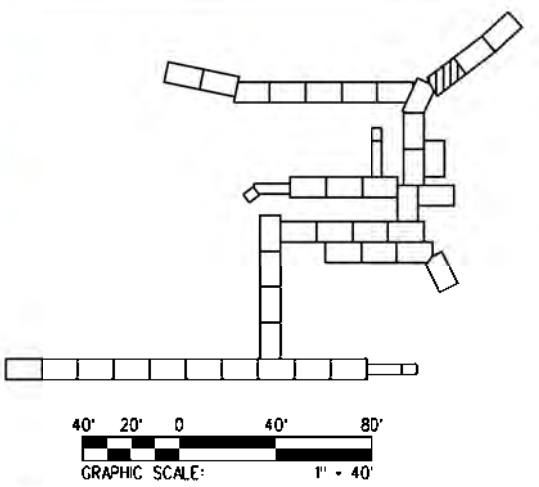
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2020-06-08



PROPOSED PURCHASE AREA TYPES:

 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFCO R/W

JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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DESIGNED BY: MC
 DRAWN BY: MC
 CHECKED BY: MC
 APPROVED BY:
 DATE: APRIL 15, 2020

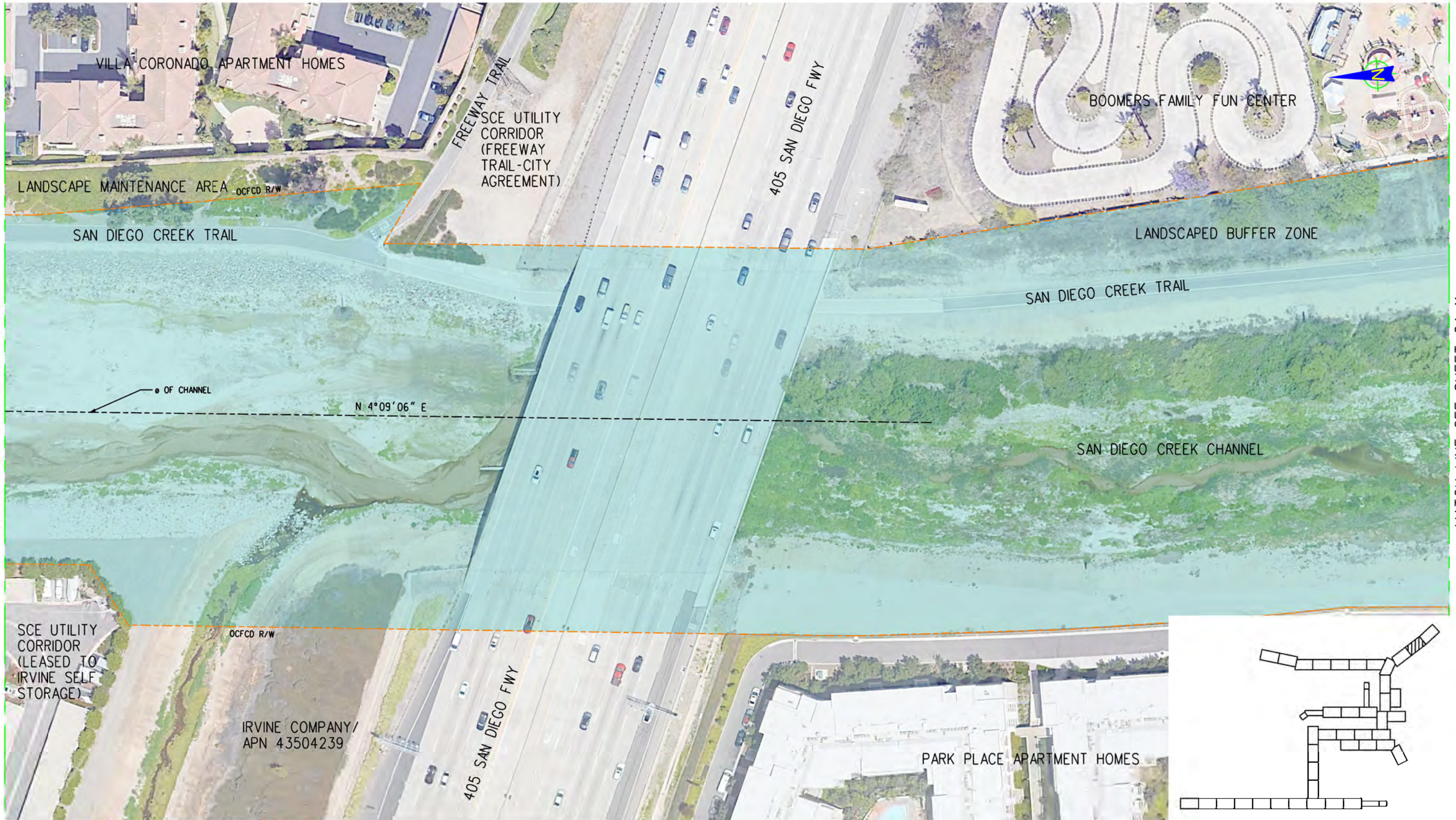


ORANGE COUNTY FLOOD CONTROL DISTRICT
 CITY OF IRVINE
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 STA 158+09.00 TO STA 225+50.00

CONTRACT NO.	
DRAWING NO.	CA-09
REVISION	1 SHEET NO. 35
SCALE AS SHOWN	

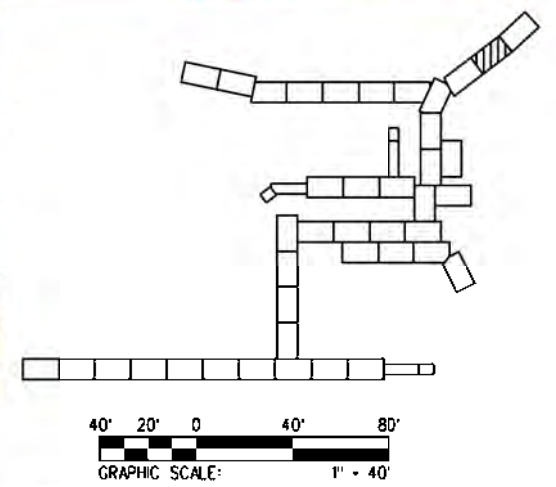
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PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT



PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFCD R/W

JURISDICTION: CITY OF IRVINE



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DESIGNED BY MG
 DRAWN BY MG
 CHECKED BY MC
 APPROVED BY
 DATE APRIL 15, 2020



ORANGE COUNTY FLOOD CONTROL DISTRICT
 CITY OF IRVINE
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 STA 158+09.00 TO STA 225+50.00

CONTRACT NO.	
DRAWING NO.	CA-10
REVISION	1 SHEET NO. 36
SCALE	AS SHOWN

REV	DATE	DESCRIPTION	BY	APP

MATCH LINE SEE SHEET CA-09

MATCH LINE SEE SHEET CA-11

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JURISDICTION: CITY OF IRVINE

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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DESIGNED BY: MC
 DRAWN BY: MC
 CHECKED BY: MC
 APPROVED BY: [Signature]
 DATE: APRIL 15, 2020



ORANGE COUNTY FLOOD CONTROL DISTRICT
 CITY OF IRVINE
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 STA 158+09.00 TO STA 225+50.00

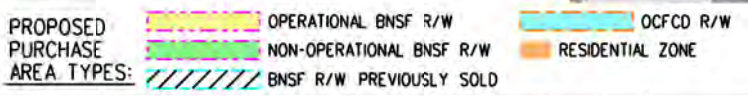
CONTRACT NO.	
DRAWING NO.	CA-11
REVISION	1 SHEET NO. 37
SCALE	AS SHOWN

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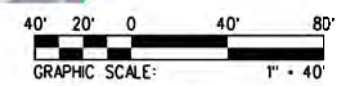


MATCH LINE SEE SHEET CA-13

MATCH LINE SEE SHEET CA-15



JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESCRIPTION	PHYSICAL ENTITY	WORK ELEMENT

REV	DATE	DESCRIPTION	BY	APP

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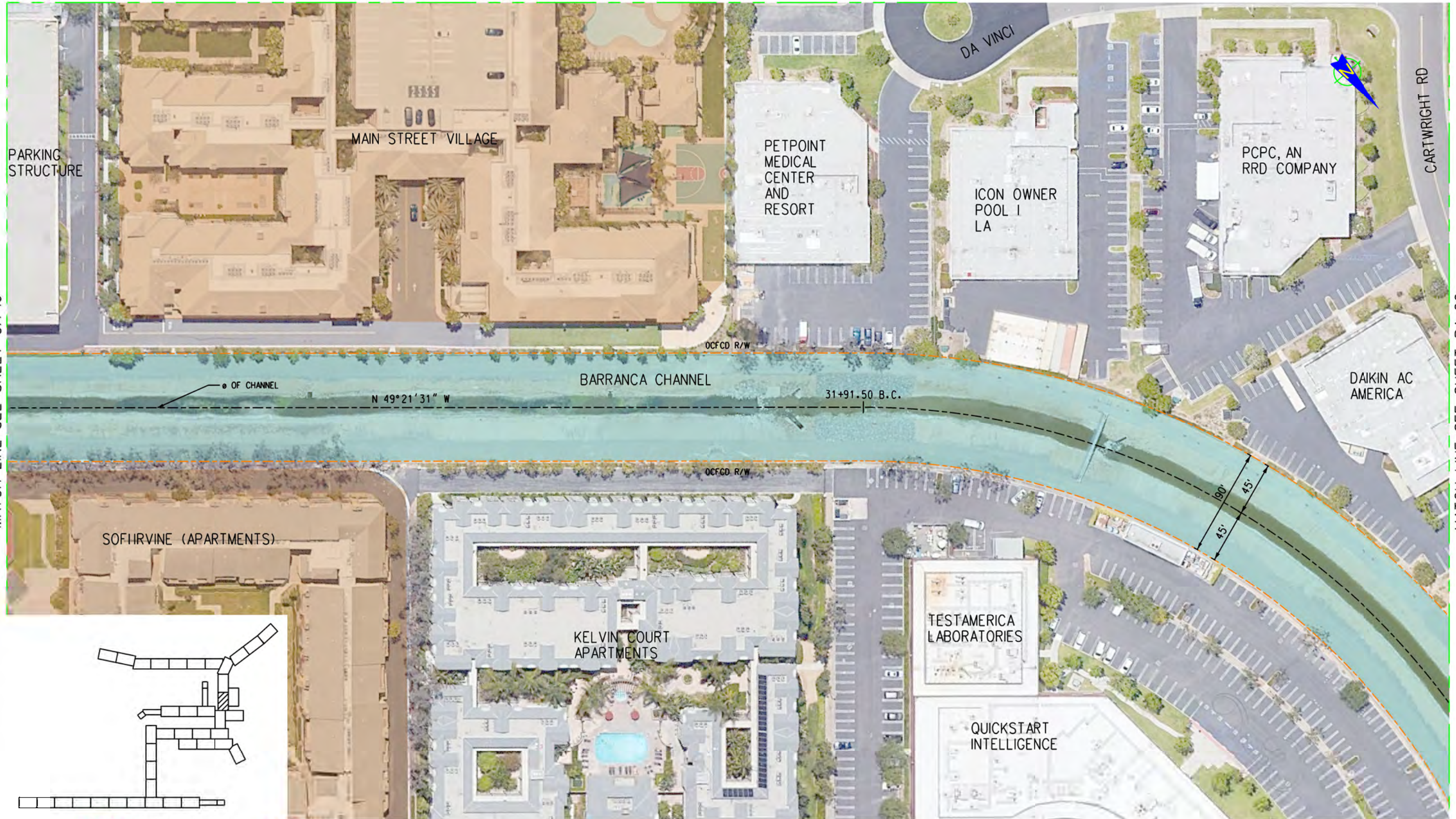
DESIGNED BY: MC
DRAWN BY: MC
CHECKED BY: MC
APPROVED BY:
DATE: APRIL 15, 2020



ORANGE COUNTY FLOOD CONTROL DISTRICT
CITY OF IRVINE
IBC TRAILS FEASIBILITY STUDY
RIGHT-OF-WAY EXHIBIT
STA 1+36.56 TO STA 45+83.97

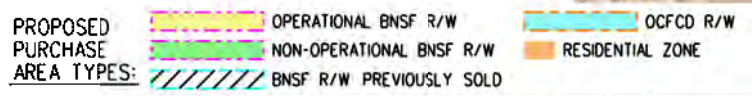
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DRAWING NO.	CA-14
REVISION	1 SHEET NO. 40
SCALE AS SHOWN	

MATCH LINE SEE SHEET CA-21

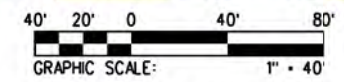


MATCH LINE SEE SHEET CA-16

MATCH LINE SEE SHEET RA-20



JURISDICTION: CITY OF IRVINE



C:\Users\koren.sujata\Documents\Transfer\117.03-Irvine-Bike_Path\Drawings\11703_CA17.sht
3:51:42 PM
2020-06-08

PROJECT NUMBER	
COST ELEMENT	
LINE ITEM	
CONTRACT DESIGNATOR	
PHYSICAL ENTITY	
WORK ELEMENT	

REV	DATE	DESCRIPTION	BY	APP

Information confidential all plans, drawings, specifications, and/or information furnished here with shall remain the property of the BNSF Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the BNSF Railway.

DESIGNED BY	MG
DRAWN BY	MG
CHECKED BY	MC
APPROVED BY	
DATE	APRIL 15, 2020



ORANGE COUNTY FLOOD CONTROL DISTRICT
CITY OF IRVINE
IBC TRAILS FEASIBILITY STUDY
RIGHT-OF-WAY EXHIBIT
STA 2+84.89 TO STA 90+00.00

CONTRACT NO.	
DRAWING NO.	CA-17
REVISION	1 SHEET NO. 43
SCALE AS SHOWN	

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3:52:02 PM
2020-06-08

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

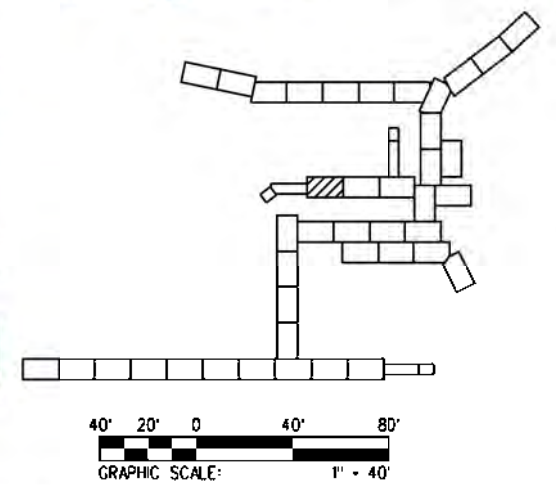


MATCH LINE SEE SHEET CA-18

MATCH LINE SEE SHEET CA-20

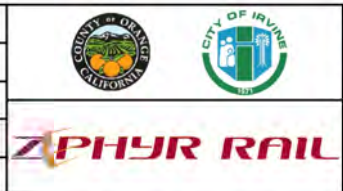
PROPOSED PURCHASE AREA TYPES:
 OPERATIONAL BNSF R/W
 NON-OPERATIONAL BNSF R/W
 BNSF R/W PREVIOUSLY SOLD
 OCFCD R/W
 RESIDENTIAL ZONE

JURISDICTION: CITY OF IRVINE



Information confidential
all plans, drawings, specifications, and/or information furnished herein shall remain the property of the BNSF Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the BNSF Railway.

DESIGNED BY: MC
 DRAWN BY: MC
 CHECKED BY: MC
 APPROVED BY:
 DATE: APRIL 15, 2020

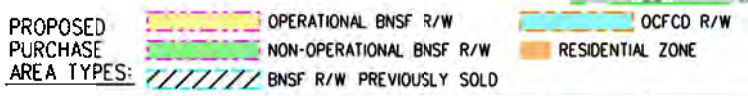


ORANGE COUNTY FLOOD CONTROL DISTRICT
 CITY OF IRVINE
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT
 STA 2+84.89 TO STA 90+00.00

CONTRACT NO.	
DRAWING NO.	CA-19
REVISION	1 SHEET NO. 45
SCALE AS SHOWN	

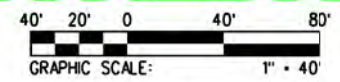
REV	DATE	DESCRIPTION	BY	APP

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 3:52:18 PM
 2020-06-08



MATCH LINE SEE SHEET CA-17

JURISDICTION: CITY OF IRVINE



PROJECT NUMBER	
COST ELEMENT	
LINE ITEM	
CONTRACT DESIGNATOR	
PHYSICAL ENTITY	
WORK ELEMENT	

REV	DATE	DESCRIPTION	BY	APP

Information confidential
 all plans, drawings, specifications, and/or information furnished herewith shall remain the property of the BNSF Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the BNSF Railway.

DESIGNED BY	MC
DRAWN BY	MC
CHECKED BY	MC
APPROVED BY	
DATE	APRIL 15, 2020



ORANGE COUNTY FLOOD CONTROL DISTRICT
 CITY OF IRVINE
 IBC TRAILS FEASIBILITY STUDY
 RIGHT-OF-WAY EXHIBIT

CONTRACT NO.	
DRAWING NO.	CA-21
REVISION	1 SHEET NO. 47
SCALE	AS SHOWN

Appendix E: Segment Section and Crossings Cost Estimates

Segment 1: West Side of the IBC - Alton Parkway to McGaw Avenue

Segment 1A

Item	Amount
Civil	\$ 325,440
Signing / Striping	\$ 1,673
Traffic / Electrical	\$ 315,000
Traffic / Electrical Labor (25% of T/E)	\$ 78,750
Furnishing	\$ 76,730
Landscaping / Irrigation	\$ 190,257

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 104,085
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Construction Subtotal	\$ 1,144,934
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Contingency (20% of Constr. Subtotal)	\$ 228,987
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Total Construction Cost	\$ 1,373,921
--------------------------------	---------------------

Eng./Design (10% of Constr. Total)	\$ 137,392
------------------------------------	------------

Administration (5% of Constr. Total)	\$ 68,696
--------------------------------------	-----------

Constr. Mgmt (7% of Constr. Total)	\$ 96,174
------------------------------------	-----------

Subtotal	\$ 1,676,183
-----------------	---------------------

Amenities (0% of Subtotal)	\$ -
----------------------------	------

Total Project Cost	\$ 1,676,183
---------------------------	---------------------

Assumptions

Path to be constructed within limits of existing access road, between parking structures and adjacent property walls.
 Total Width: 34'
 15' Paved Path / 2' and 15-17' Landscape Buffer
 Existing pavement removed for landscaped areas only.
 Remove existing security kiosks; repave areas.
 2' shoulder striping along path only.
 Grind, regrade, and AC overlay for 2' shoulders.
 Slurry seal portion of AC pavement to be used for path.

No (re)construction of driveway, parking lots, kiosks, gates, etc. for parking structures or lots.
 4' Decomposed Granite Path within larger landscape area.
 Track removal based on 200 lb ties spaced 2' apart.
 Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	1,260	\$ 55,440.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00	5,040	\$ 15,120.00
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	1,500	\$ 7,500.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00	1,380	\$ 4,140.00
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00	1	\$ 5,000.00
	Remove security gate/arm	EA	\$ 2,000.00	2	\$ 4,000.00
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00	22,800	\$ 228,000.00
	Remove existing concrete pavement (roadway)	SF	\$ 10.00	240	\$ 2,400.00
	Remove existing Curb & Gutter	LF	\$ 20.00	192	\$ 3,840.00
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 325,440.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,520	\$ 1,260.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,672.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	1,260	\$ 25,225.20
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15	1,260	\$ 189,189.00
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)	1,260	\$ (50,450.40)
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 190,256.80

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	63	\$ 315,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 315,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	3	\$ 7,800.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	2	\$ 4,500.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	42	\$ 23,730.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 76,730.00

Segment 1: West Side of the IBC - McGaw Avenue to MacArthur Boulevard

Segment 1B

Item	Amount
Civil	\$ 228,725
Signing / Striping	\$ 1,813
Traffic / Electrical	\$ 350,000
Traffic / Electrical Labor (25% of T/E)	\$ 87,500
Furnishing	\$ 79,555
Landscaping / Irrigation	\$ 1,084,235

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 188,483
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Construction Subtotal	\$ 2,073,310
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Contingency (20% of Constr. Subtotal)	\$ 414,662
---------------------------------------	------------

Total Construction Cost	\$ 2,487,972
--------------------------------	---------------------

Eng./Design (10% of Constr. Total)	\$ 248,797
------------------------------------	------------

Administration (5% of Constr. Total)	\$ 124,399
--------------------------------------	------------

Constr. Mgmt (7% of Constr. Total)	\$ 174,158
------------------------------------	------------

Subtotal	\$ 3,035,326
-----------------	---------------------

Amenities (0% of Subtotal)	\$ -
----------------------------	------

Total Project Cost	\$ 3,035,326
---------------------------	---------------------

Assumptions

Total Width: 34'
15' Paved Path / 2' and 15' Landscape Buffer
Existing pavement removed for landscaped areas only.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
New pavement for entire length of segment.
4' Decomposed Granite Path within larger landscape area.
Pedestrian scale lighting every 20' on one side.

No (re)construction of driveway, parking lots, kiosks, gates, etc. for parking structures or lots.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	1,400	\$ 61,600.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	20,625	\$ 103,125.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00	6,400	\$ 64,000.00
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 228,725.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,800	\$ 1,400.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,812.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	1,400	\$ 28,028.00
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15	1,400	\$ 210,210.00
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)	1,400	\$ (56,056.00)
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	42,720	\$ 811,680.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50	42,720	\$ 64,080.00
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 1,084,235.00

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	70	\$ 350,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 350,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	3	\$ 7,800.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	2	\$ 4,500.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	47	\$ 26,555.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 79,555.00

Segment 2: BNSF "U" Loop - Red Hill Avenue to Aston Street

Segment 2A

Item	Amount
Civil	\$ 133,050
Signing / Striping	\$ 1,380
Traffic / Electrical	\$ 265,000
Traffic / Electrical Labor (25% of T/E)	\$ 66,250
Furnishing	\$ 67,925
Landscaping / Irrigation	\$ 789,930

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 137,653
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Construction Subtotal	\$ 1,514,188
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Contingency (20% of Constr. Subtotal)	\$ 302,838
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Total Construction Cost	\$ 1,817,026
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Eng./Design (10% of Constr. Total)	\$ 181,703
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Administration (5% of Constr. Total)	\$ 90,851
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Constr. Mgmt (7% of Constr. Total)	\$ 127,192
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Subtotal	\$ 2,216,772
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 2,216,772
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Assumptions

Total Width: 34'
15' Paved Path / 2' and 15' Landscape Buffer
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path within larger landscape area.
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	1,050	\$ 46,200.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	15,750	\$ 78,750.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00	250	\$ 2,500.00
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00	800	\$ 5,600.00
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 133,050.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,100	\$ 1,050.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	EA	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.2	\$ 330.00
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,380.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	1,050	\$ 21,021.00
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15	1,050	\$ 157,657.50
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)	1,050	\$ (42,042.00)
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	33,000	\$ 627,000.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 789,929.50

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	53	\$ 265,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 115,000		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 265,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	2	\$ 5,200.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	1	\$ 2,250.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	35	\$ 19,775.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 67,925.00

Segment 2: BNSF "U" Loop - Aston Street to Armstrong Avenue

Segment 2B

Item	Amount
Civil	\$ 190,765
Signing / Striping	\$ 1,881
Traffic / Electrical	\$ 360,000
Traffic / Electrical Labor (25% of T/E)	\$ 90,000
Furnishing	\$ 77,870
Landscaping / Irrigation	\$ 1,140,040

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 191,356
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Construction Subtotal	\$ 2,104,911
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Contingency (20% of Constr. Subtotal)	\$ 420,982
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Total Construction Cost	\$ 2,525,893
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Eng./Design (10% of Constr. Total)	\$ 252,589
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Administration (5% of Constr. Total)	\$ 126,295
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Constr. Mgmt (7% of Constr. Total)	\$ 176,812
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Subtotal	\$ 3,081,589
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 3,081,589
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Assumptions

Total Width: 34'
15' Paved Path / 2' and 15' Landscape Buffer
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path within larger landscape area.
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	1,435	\$ 63,140.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	21,525	\$ 107,625.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00	2,000	\$ 20,000.00
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 190,765.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,870	\$ 1,435.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.27	\$ 445.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,880.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	1,435	\$ 28,728.70
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15	1,435	\$ 215,465.25
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)	1,435	\$ (57,457.40)
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	48,790	\$ 927,010.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 1,140,039.55

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	72	\$ 360,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 360,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	3	\$ 7,800.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	1	\$ 2,250.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	48	\$ 27,120.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 77,870.00

Segment 2: BNSF "U" Loop - Armstrong Avenue to Alton Parkway

Segment 2C

Item	Amount
Civil	\$ 299,538
Signing / Striping	\$ 3,147
Traffic / Electrical	\$ 580,000
Traffic / Electrical Labor (25% of T/E)	\$ 145,000
Furnishing	\$ 102,270
Landscaping / Irrigation	\$ 1,290,471

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 247,343
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Construction Subtotal	\$ 2,720,769
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Contingency (20% of Constr. Subtotal)	\$ 544,154
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Total Construction Cost	\$ 3,264,923
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Eng./Design (10% of Constr. Total)	\$ 326,492
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Administration (5% of Constr. Total)	\$ 163,246
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Constr. Mgmt (7% of Constr. Total)	\$ 228,545
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Subtotal	\$ 3,983,206
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 3,983,206
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Assumptions

Total Width: 25'
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	2,322	\$ 102,168.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	34,830	\$ 174,150.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00	2,322	\$ 23,220.00
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 299,538.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	4,644	\$ 2,322.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.5	\$ 825.00
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 3,147.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	6,966	\$ 139,459.32
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	58,050	\$ 1,102,950.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50	14512.5	\$ 21,768.75
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 1,290,471.07

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	116	\$ 580,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 580,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	5	\$ 13,000.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	2	\$ 4,500.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	78	\$ 44,070.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 102,270.00

Segment 2: BNSF "U" Loop - Alton Parkway to McGaw Avenue

Segment 2D

Item	Amount
Civil	\$ 173,750
Signing / Striping	\$ 1,663
Traffic / Electrical	\$ 315,000
Traffic / Electrical Labor (25% of T/E)	\$ 78,750
Furnishing	\$ 74,480
Landscaping / Irrigation	\$ 996,456

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 169,310
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Construction Subtotal	\$ 1,862,408
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Contingency (20% of Constr. Subtotal)	\$ 372,482
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Total Construction Cost	\$ 2,234,890
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Eng./Design (10% of Constr. Total)	\$ 223,489
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Administration (5% of Constr. Total)	\$ 111,744
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Constr. Mgmt (7% of Constr. Total)	\$ 156,442
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Subtotal	\$ 2,726,565
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 2,726,565
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Assumptions

Total Width: 34'
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path within larger landscape area.
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	1,250	\$ 55,000.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	18,750	\$ 93,750.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00	2,500	\$ 25,000.00
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 173,750.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,500	\$ 1,250.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,662.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	1,250	\$ 25,025.00
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15	1,250	\$ 187,687.50
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)	1,250	\$ (50,050.00)
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	42,500	\$ 807,500.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 996,455.50

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	63	\$ 315,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 315,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	3	\$ 7,800.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	1	\$ 2,250.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	42	\$ 23,730.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 74,480.00

Segment 2: BNSF "U" Loop - McGaw Avenue to Von Karman Avenue

Segment 2E

Item	Amount
Civil	\$ 234,135
Signing / Striping	\$ 2,640
Traffic / Electrical	\$ 455,000
Traffic / Electrical Labor (25% of T/E)	\$ 113,750
Furnishing	\$ 87,465
Landscaping / Irrigation	\$ 997,427

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 194,342
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Construction Subtotal	\$ 2,137,759
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Contingency (20% of Constr. Subtotal)	\$ 427,552
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Total Construction Cost	\$ 2,565,311
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Eng./Design (10% of Constr. Total)	\$ 256,531
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Administration (5% of Constr. Total)	\$ 128,266
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Constr. Mgmt (7% of Constr. Total)	\$ 179,572
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Subtotal	\$ 3,129,680
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 3,129,680
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Assumptions

Total Width: 25'
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	1,815	\$ 79,860.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	27,225	\$ 136,125.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00	1,815	\$ 18,150.00
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 234,135.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	3,630	\$ 1,815.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.5	\$ 825.00
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 2,640.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	5,445	\$ 109,008.90
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	45,375	\$ 862,125.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 997,426.90

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	91	\$ 455,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 455,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	3	\$ 7,800.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	2	\$ 4,500.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	61	\$ 34,465.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 87,465.00

Segment 2: BNSF "U" Loop - Von Karman Avenue to Derian Avenue

Segment 2F

Item	Amount
Civil	\$ 262,190
Signing / Striping	\$ 2,835
Traffic / Electrical	\$ 505,000
Traffic / Electrical Labor (25% of T/E)	\$ 126,250
Furnishing	\$ 93,455
Landscaping / Irrigation	\$ 1,011,839

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 205,457
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Construction Subtotal	\$ 2,260,025
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Contingency (20% of Constr. Subtotal)	\$ 452,005
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Total Construction Cost	\$ 2,712,030
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Eng./Design (10% of Constr. Total)	\$ 271,203
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Administration (5% of Constr. Total)	\$ 135,602
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Constr. Mgmt (7% of Constr. Total)	\$ 189,842
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Subtotal	\$ 3,308,677
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 3,308,677
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Assumptions

Total Width: 25'
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	2,010	\$ 88,440.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	30,150	\$ 150,750.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00	1,100	\$ 11,000.00
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00	3,000	\$ 12,000.00
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 262,190.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	4,020	\$ 2,010.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.5	\$ 825.00
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 2,835.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	6,030	\$ 120,720.60
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	45,375	\$ 862,125.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50	1,800	\$ 2,700.00
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 1,011,838.60

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	101	\$ 505,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 505,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	4	\$ 10,400.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	2	\$ 4,500.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	67	\$ 37,855.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 93,455.00

Segment 2: BNSF "U" Loop - Derian Avenue to Jamboree Road

Segment 2G

Item	Amount
Civil	\$ 138,635
Signing / Striping	\$ 1,578
Traffic / Electrical	\$ 290,000
Traffic / Electrical Labor (25% of T/E)	\$ 72,500
Furnishing	\$ 70,185
Landscaping / Irrigation	\$ 652,338

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 127,824
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Construction Subtotal	\$ 1,406,059
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Contingency (20% of Constr. Subtotal)	\$ 281,212
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Total Construction Cost	\$ 1,687,271
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Eng./Design (10% of Constr. Total)	\$ 168,727
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Administration (5% of Constr. Total)	\$ 84,364
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Constr. Mgmt (7% of Constr. Total)	\$ 118,109
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Subtotal	\$ 2,058,471
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 2,058,471
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Assumptions

Total Width: 25'
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	1,165	\$ 51,260.00
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	17,475	\$ 87,375.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 138,635.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,330	\$ 1,165.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,577.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	3,495	\$ 69,969.90
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	29,125	\$ 553,375.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50	1,800	\$ 2,700.00
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 652,337.90

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	58	\$ 290,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 290,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	2	\$ 5,200.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	1	\$ 2,250.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	39	\$ 22,035.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 70,185.00

Segment 3: BNSF Spur East of Von Karman - Main Street to Segment 2

Segment 3A

Item	Amount
Civil	\$ 107,250
Signing / Striping	\$ 1,843
Traffic / Electrical	\$ 360,000
Traffic / Electrical Labor (25% of T/E)	\$ 90,000
Furnishing	\$ 77,870
Landscaping / Irrigation	\$ 1,188,865

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 187,883
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Construction Subtotal	\$ 2,066,710
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Contingency (20% of Constr. Subtotal)	\$ 413,342
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Total Construction Cost	\$ 2,480,052
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Eng./Design (10% of Constr. Total)	\$ 248,005
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Administration (5% of Constr. Total)	\$ 124,003
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Constr. Mgmt (7% of Constr. Total)	\$ 173,604
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Subtotal	\$ 3,025,664
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 3,025,664
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Assumptions

Total Width: 25 - 40'
Design Concept 4
Remove existing railroad track (no salvage assumed)
New pavement for entire length of segment.
2' shoulder striping along path only.
Soil remediation for entire length of segment.
4' Decomposed Granite Path within larger landscape area.
Pedestrian scale lighting every 20' on one side.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	21,450	\$ 107,250.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 107,250.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,860	\$ 1,430.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,842.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	1,430	\$ 28,628.60
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08	630	\$ 50,450.40
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21	800	\$ 168,168.00
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	1	\$ 6,193.00
	Irrigation Controller	EA	\$ 10,600.00	1	\$ 10,600.00
	Backflow Preventer	EA	\$ 6,800.00	1	\$ 6,800.00
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	1	\$ 2,700.00
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00	48,175	\$ 915,325.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 1,188,865.00

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	72	\$ 360,000.00
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 360,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00	3	\$ 7,800.00
	Drinking Fountain	EA	\$ 7,200.00	1	\$ 7,200.00
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00	1	\$ 2,250.00
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00	48	\$ 27,120.00
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00	0.5	\$ 33,500.00
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ 77,870.00

Segment 4: San Diego Creek Creekwalk - Warner Avenue to Barranca Parkway

Segment 4A

Item	Amount
Civil	\$ 198,000
Signing / Striping	\$ 3,465
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 25,447
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Construction Subtotal	\$ 279,912
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Contingency (20% of Constr. Subtotal)	\$ 55,982
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Total Construction Cost	\$ 335,894
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Eng./Design (10% of Constr. Total)	\$ 33,589
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Administration (5% of Constr. Total)	\$ 16,795
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Constr. Mgmt (7% of Constr. Total)	\$ 23,513
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Subtotal	\$ 409,791
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 409,791
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Assumptions	
Total Width: 19'	
Design Concept 1	
No excavation, backfill, and compaction assumed.	
Paving to be installed directly over existing trail.	
No lighting along segment.	
Landscaping, furnishing, and amenities not provided.	
Surface preparation cost assumed as part of paving cost.	
No soil remediation assumed.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	39,600	\$ 198,000.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 198,000.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	5,280	\$ 2,640.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.5	\$ 825.00
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 3,465.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 4: San Diego Creek Creekwalk - Barranca Parkway to Alton Parkway

Segment 4B

Item	Amount
Civil	\$ 187,500
Signing / Striping	\$ 3,325
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 24,383
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Construction Subtotal	\$ 268,208
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Contingency (20% of Constr. Subtotal)	\$ 53,642
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Total Construction Cost	\$ 321,850
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Eng./Design (10% of Constr. Total)	\$ 32,185
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Administration (5% of Constr. Total)	\$ 16,092
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Constr. Mgmt (7% of Constr. Total)	\$ 22,529
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Subtotal	\$ 392,656
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 392,656
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Assumptions	
Total Width: 19'	
Design Concept 1	
No excavation, backfill, and compaction assumed.	
Paving to be installed directly over existing trail.	
No lighting along segment.	
Landscaping, furnishing, and amenities not provided.	
Surface preparation cost assumed as part of paving cost.	
No soil remediation assumed.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	37,500	\$ 187,500.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 187,500.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	5,000	\$ 2,500.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.5	\$ 825.00
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 3,325.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 4: San Diego Creek Creekwalk - Alton Parkway to Main Street

Segment 4C

Item	Amount
Civil	\$ 241,875
Signing / Striping	\$ 4,463
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 29,934
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Construction Subtotal	\$ 329,271
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Contingency (20% of Constr. Subtotal)	\$ 65,854
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Total Construction Cost	\$ 395,125
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Eng./Design (10% of Constr. Total)	\$ 39,513
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Administration (5% of Constr. Total)	\$ 19,756
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Constr. Mgmt (7% of Constr. Total)	\$ 27,659
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Subtotal	\$ 482,053
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 482,053
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Assumptions

Total Width: 19'
Design Concept 1
No excavation, backfill, and compaction assumed.
Paving to be installed directly over existing trail.
No lighting along segment.
Landscaping, furnishing, and amenities not provided.
Surface preparation cost assumed as part of paving cost.
No soil remediation assumed.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	48,375	\$ 241,875.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 241,875.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	6,450	\$ 3,225.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.75	\$ 1,237.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 4,462.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 4: San Diego Creek Creekwalk - Main Street to Coronado

Segment 4D

Item	Amount
Civil	\$ 44,475
Signing / Striping	\$ 1,006
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 9,848
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Construction Subtotal	\$ 108,329
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Contingency (20% of Constr. Subtotal)	\$ 21,666
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Total Construction Cost	\$ 129,995
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Eng./Design (10% of Constr. Total)	\$ 12,999
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Administration (5% of Constr. Total)	\$ 6,500
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Constr. Mgmt (7% of Constr. Total)	\$ 9,100
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Subtotal	\$ 158,594
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 158,594
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Assumptions

Total Width: 19'
Design Concept 1
No excavation, backfill, and compaction assumed.
Paving to be installed directly over existing trail.
No lighting along segment.
Landscaping, furnishing, and amenities not provided.
Surface preparation cost assumed as part of paving cost.
No soil remediation assumed.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	8,895	\$ 44,475.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 44,475.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	1,186	\$ 593.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,005.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 4: San Diego Creek Creekwalk - Coronado to I-405

Segment 4E

Item	Amount
Civil	\$ 79,725
Signing / Striping	\$ 1,476
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 13,420
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Construction Subtotal	\$ 147,621
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Contingency (20% of Constr. Subtotal)	\$ 29,524
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Total Construction Cost	\$ 177,145
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Eng./Design (10% of Constr. Total)	\$ 17,714
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Administration (5% of Constr. Total)	\$ 8,857
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Constr. Mgmt (7% of Constr. Total)	\$ 12,400
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Subtotal	\$ 216,116
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 216,116
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Assumptions	
Total Width: 19'	
Design Concept 1	
No excavation, backfill, and compaction assumed.	
Paving to be installed directly over existing trail.	
No lighting along segment.	
Landscaping, furnishing, and amenities not provided.	
Surface preparation cost assumed as part of paving cost.	
No soil remediation assumed.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	15,945	\$ 79,725.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 79,725.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,126	\$ 1,063.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,475.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 4: San Diego Creek Creekwalk - I-405 to Michelson Drive

Segment 4F

Item	Amount
Civil	\$ 83,100
Signing / Striping	\$ 1,521
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 13,762
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Construction Subtotal	\$ 151,383
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Contingency (20% of Constr. Subtotal)	\$ 30,277
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Total Construction Cost	\$ 181,660
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Eng./Design (10% of Constr. Total)	\$ 18,166
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Administration (5% of Constr. Total)	\$ 9,083
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Constr. Mgmt (7% of Constr. Total)	\$ 12,716
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Subtotal	\$ 221,625
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 221,625
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Assumptions

Total Width: 19'
Design Concept 1
No excavation, backfill, and compaction assumed.
Paving to be installed directly over existing trail.
No lighting along segment.
Landscaping, furnishing, and amenities not provided.
Surface preparation cost assumed as part of paving cost.
No soil remediation assumed.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	16,620	\$ 83,100.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 83,100.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,216	\$ 1,108.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,520.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 5: Armstrong Channel - Alton Parkway to McGaw Avenue

Segment 5A

Item	Amount
Civil	\$ 93,375
Signing / Striping	\$ 1,658
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 14,803
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Construction Subtotal	\$ 162,836
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Contingency (20% of Constr. Subtotal)	\$ 32,567
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Total Construction Cost	\$ 195,403
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Eng./Design (10% of Constr. Total)	\$ 19,540
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Administration (5% of Constr. Total)	\$ 9,770
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Constr. Mgmt (7% of Constr. Total)	\$ 13,678
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Subtotal	\$ 238,391
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 238,391
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Assumptions
Total Width: 19'
Design Concept 1
No excavation, backfill, and compaction assumed.
Paving to be installed directly over existing trail.
No lighting along segment.
Landscaping, furnishing, and amenities not provided.
Surface preparation cost assumed as part of paving cost.
No soil remediation assumed.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	18,675	\$ 93,375.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 93,375.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,490	\$ 1,245.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,657.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 5: Armstrong Channel - McGaw Avenue to MacArthur Boulevard

Segment 5B

Item	Amount
Civil	\$ 234,375
Signing / Striping	\$ 4,363
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 29,174
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Construction Subtotal	\$ 320,911
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Contingency (20% of Constr. Subtotal)	\$ 64,182
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Total Construction Cost	\$ 385,093
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Eng./Design (10% of Constr. Total)	\$ 38,509
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Administration (5% of Constr. Total)	\$ 19,255
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Constr. Mgmt (7% of Constr. Total)	\$ 26,957
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Subtotal	\$ 469,814
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 469,814
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Assumptions	
Total Width: 19'	
Design Concept 1	
No excavation, backfill, and compaction assumed.	
Paving to be installed directly over existing trail.	
No lighting along segment.	
Landscaping, furnishing, and amenities not provided.	
Surface preparation cost assumed as part of paving cost.	
No soil remediation assumed.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	46,875	\$ 234,375.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 234,375.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	6,250	\$ 3,125.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.75	\$ 1,237.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 4,362.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 6: Barranca Channel - Barranca Parkway to Alton Parkway

Segment 6A

Item	Amount
Civil	\$ 195,000
Signing / Striping	\$ 3,425
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 25,143
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Construction Subtotal	\$ 276,568
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Contingency (20% of Constr. Subtotal)	\$ 55,314
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Total Construction Cost	\$ 331,882
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Eng./Design (10% of Constr. Total)	\$ 33,188
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Administration (5% of Constr. Total)	\$ 16,594
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Constr. Mgmt (7% of Constr. Total)	\$ 23,232
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Subtotal	\$ 404,896
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 404,896
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Assumptions	
Total Width: 19'	
Design Concept 1	
No excavation, backfill, and compaction assumed.	
Paving to be installed directly over existing trail.	
No lighting along segment.	
Landscaping, furnishing, and amenities not provided.	
Surface preparation cost assumed as part of paving cost.	
No soil remediation assumed.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	39,000	\$ 195,000.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 195,000.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	5,200	\$ 2,600.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.5	\$ 825.00
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 3,425.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 6: Barranca Channel - Alton Parkway to McGaw Avenue

Segment 6B

Item	Amount
Civil	\$ 93,750
Signing / Striping	\$ 1,663
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 14,841
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Construction Subtotal	\$ 163,254
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Contingency (20% of Constr. Subtotal)	\$ 32,651
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Total Construction Cost	\$ 195,905
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Eng./Design (10% of Constr. Total)	\$ 19,590
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Administration (5% of Constr. Total)	\$ 9,795
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Constr. Mgmt (7% of Constr. Total)	\$ 13,713
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Subtotal	\$ 239,003
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 239,003
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Assumptions
Total Width: 19'
Design Concept 1
No excavation, backfill, and compaction assumed.
Paving to be installed directly over existing trail.
No lighting along segment.
Landscaping, furnishing, and amenities not provided.
Surface preparation cost assumed as part of paving cost.
No soil remediation assumed.
Path on west side of channel only.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	18,750	\$ 93,750.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 93,750.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,500	\$ 1,250.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,662.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 6: Barranca Channel - McGaw Avenue to Jamboree Road

Segment 6C

Item	Amount
Civil	\$ 238,950
Signing / Striping	\$ 4,424
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 29,637
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Construction Subtotal	\$ 326,011
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Contingency (20% of Constr. Subtotal)	\$ 65,202
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Total Construction Cost	\$ 391,213
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Eng./Design (10% of Constr. Total)	\$ 39,121
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Administration (5% of Constr. Total)	\$ 19,561
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Constr. Mgmt (7% of Constr. Total)	\$ 27,385
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Subtotal	\$ 477,280
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 477,280
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Assumptions	
Total Width: 19'	
Design Concept 1	
No excavation, backfill, and compaction assumed.	
Paving to be installed directly over existing trail.	
No lighting along segment.	
Landscaping, furnishing, and amenities not provided.	
Surface preparation cost assumed as part of paving cost.	
No soil remediation assumed.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	47,790	\$ 238,950.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 238,950.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	6,372	\$ 3,186.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.75	\$ 1,237.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 4,423.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 6: Barranca Channel - Jamboree Road to Main Street

Segment 6D

Item	Amount
Civil	\$ 103,725
Signing / Striping	\$ 1,796
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 15,852
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Construction Subtotal	\$ 174,373
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Contingency (20% of Constr. Subtotal)	\$ 34,875
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Total Construction Cost	\$ 209,248
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Eng./Design (10% of Constr. Total)	\$ 20,925
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Administration (5% of Constr. Total)	\$ 10,462
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Constr. Mgmt (7% of Constr. Total)	\$ 14,647
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Subtotal	\$ 255,282
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 255,282
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Assumptions

Total Width: 19'
Design Concept 1
No excavation, backfill, and compaction assumed.
Paving to be installed directly over existing trail.
No lighting along segment.
Landscaping, furnishing, and amenities not provided.
Surface preparation cost assumed as part of paving cost.
No soil remediation assumed.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00	20,745	\$ 103,725.00
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 103,725.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	2,766	\$ 1,383.00
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00	0.25	\$ 412.50
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 1,795.50

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 8: Siglo Greenbelt Spur - Main Street to Segment 2

Sement 8

Item	Amount
Civil	\$ 800
Signing / Striping	\$ 4,000
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ 180

Traffic Control During Construction	
Water Pollution Control	
Maintain WPCP / Perform Filings	
Project Construction Survey	

Mobilization (10% of Constr. Subtotal)	\$ 498
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Construction Subtotal	\$ 5,478
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Contingency (20% of Constr. Subtotal)	\$ -
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Total Construction Cost	\$ 5,478
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Eng./Design (10% of Constr. Total)	\$ -
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Administration (5% of Constr. Total)	\$ -
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Constr. Mgmt (7% of Constr. Total)	\$ -
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Subtotal	\$ 5,478
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 5,478
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Assumptions

Add Sharrows (8)

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00		\$ -
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6' wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust Utility Boxes to Grade	EA	\$ 300.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00	25	\$ 500.00
	Remove existing Fence	LF	\$ 12.00	25	\$ 300.00
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 800.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50		\$ -
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00		\$ -
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00	8	\$ 4,000.00
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ 4,000.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50	120	\$ 180.00
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ 180.00

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminaires, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminaires, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminaires, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 2: BNSF "U" Loop

Segment 2 - McGaw Crossing (B)

Item	Amount
Civil	\$ 128,121
Signing / Striping	\$ 10,100
Traffic / Electrical	\$ 74,000
Traffic / Electrical Labor (25% of T/E)	\$ 18,500
Furnishing	\$ 3,000
Landscaping / Irrigation	\$ 57,000
Traffic Control During Construction	\$ 30,000
Water Pollution Control	\$ 10,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 10,000
Mobilization (10% of Constr. Subtotal)	\$ 34,372
Construction Subtotal	\$ 378,093
Contingency (10% of Constr. Subtotal)	\$ 75,619
Total Construction Cost	\$ 453,712
Eng./Design (10% of Constr. Total)	\$ 45,371
Administration (5% of Constr. Total)	\$ 22,686
Constr. Mgmt (7% of Constr. Total)	\$ 31,760
Subtotal	\$ 553,529
Amenities (10% of Subtotal)	\$ -
Total Project Cost	\$ 553,529

Assumptions	
Remove existing track crossing McGaw.	
Repair of roadway included in Crossing Closure cost.	
Mid-Block crossing ramps on both sides.	
Continental crosswalk + signage	
Median refuge island in TWLTL	
Install limit lines for cross-traffic.	
(2) bollards at ramp entrance.	
No crossing signal.	
Soil remediation.	
Add stop sign for cross-traffic.	
Railroad signal equipment to be salvaged.	
HAWK Ped Signal + Flashing Crosswalk.	
Ped Push Button on both sides.	
Bike Push Button on Pole + Sign on both sides.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6" & Gutter (24")	LF	\$ 35.00	25	\$ 875.00
	Curb (6")	LF	\$ 20.00	120	\$ 2,400.00
	Curb (6") - Drive	LF	\$ 30.00	\$ -	\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00	\$ -	\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00	2	\$ 5,000.00
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00	\$ -	\$ -
	Detectable Warning Tiles	SF	\$ 24.00	\$ -	\$ -
	Traffic Circle	EA	\$ 55,000.00	\$ -	\$ -
	Roundabout	EA	\$ 276,000.00	\$ -	\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00	\$ -	\$ -
	Traffic Diverter	EA	\$ 20,000.00	\$ -	\$ -
	Median / Median Island	SF	\$ 11.00	505	\$ 5,555.00
	Raised Crosswalk	EA	\$ 9,000.00	\$ -	\$ -
	Raised Intersection	EA	\$ 56,000.00	\$ -	\$ -
	Speed Hump	EA	\$ 3,000.00	\$ -	\$ -
	Speed Bump	EA	\$ 1,800.00	\$ -	\$ -
	Speed Table	EA	\$ 2,000.00	\$ -	\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00	\$ -	\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00	\$ -	\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00	\$ -	\$ -
	Asphalt Filter Strip (2' wide)	LF	\$ 56.00	120	\$ 6,720.00
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00	\$ -	\$ -
	Asphalt Paving (3.5')	SF	\$ 4.00	\$ -	\$ -
	Asphalt Paving (5')	SF	\$ 5.00	\$ -	\$ -
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00	\$ -	\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00	\$ -	\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00	\$ -	\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00	25	\$ 1,200.00
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00	\$ -	\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00	\$ -	\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00	\$ -	\$ -
	PCC Driveway	SF	\$ 12.00	\$ -	\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00	\$ -	\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50	\$ -	\$ -
	Cement Treated Base (12")	SF	\$ 4.00	\$ -	\$ -
	Cement Treated Base (16")	SF	\$ 5.00	\$ -	\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75	\$ -	\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00	\$ -	\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00	120	\$ 360.00
	Install Fence	LF	\$ 50.00	\$ -	\$ -
	Install Gate	EA	\$ 1,000.00	\$ -	\$ -
	Reset Survey Markers	EA	\$ 2,000.00	\$ -	\$ -
	Adjust utility box to grade	EA	\$ 300.00	\$ -	\$ -
	Pedestrian Overpass	SF	\$ 275.00	\$ -	\$ -
	Pedestrian Underpass	SF	\$ 132.00	\$ -	\$ -
	Structure Excavation	CY	\$ 30.00	\$ -	\$ -
	Structure Backfill	CY	\$ 50.00	\$ -	\$ -
	Handrail (Retaining Wall)	LF	\$ 175.00	\$ -	\$ -
	Pipe Handrail - Post Type - SDM-118	LF	\$ 20.00	\$ -	\$ -
	Structural Concrete, Retaining Wall	CY	\$ 600.00	\$ -	\$ -
	30" Cast-In-Drilled Hole Concrete Piling	CY	\$ 200.00	\$ -	\$ -
	Structural Concrete, CIDH Pile & Cap	CY	\$ 600.00	\$ -	\$ -
				\$ -	\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00	\$ -	\$ -
	Railroad Crossing Closure (Track Removal)	LS	\$ 103,400.00	1	\$ 103,400.00
	Remove security kiosks	EA	\$ 5,000.00	\$ -	\$ -
	Remove security gate/arm	EA	\$ 2,000.00	\$ -	\$ -
	Roadway Excavation	CY	\$ 20.00	\$ -	\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00	\$ -	\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00	\$ -	\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00	\$ -	\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00	\$ -	\$ -
	Remove existing Fence	LF	\$ 12.00	\$ -	\$ -
	Remove existing Tree	EA	\$ 1,000.00	\$ -	\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00	373	\$ 2,611.00
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50	\$ -	\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00	\$ -	\$ -
CIVIL SUBTOTAL					\$ 128,121.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50	\$ -	\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00	\$ -	\$ -
	Install 4" Striping - Paint	LF	\$ 0.50	\$ -	\$ -
	Install 4" Striping - Thermoplastic	LF	\$ 5.00	\$ -	\$ -
	Install 4" Striping - Thermoplastic	LF	\$ 10.00	\$ -	\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00	50	\$ 500.00
	Install Parking Stripes (stall)	EA	\$ 10.00	\$ -	\$ -
	Install Roadside Sign	EA	\$ 300.00	\$ -	\$ -
	Install Crosswalk - Thermoplastic (12")	EA	\$ 40.00	\$ -	\$ -
	Install Continental Crosswalk - Thermoplastic (12")	LF	\$ 80.00	60	\$ 4,800.00
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00	\$ -	\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00	\$ -	\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00	\$ -	\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00	8	\$ 3,200.00
	Route Signing	MI	\$ 1,650.00	\$ -	\$ -
	Bike Lane Marking - Paint	EA	\$ 100.00	\$ -	\$ -
	Install Sharrow - Paint	EA	\$ 120.00	\$ -	\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00	\$ -	\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00	\$ -	\$ -
	Install Curb Paint	LF	\$ 3.00	\$ -	\$ -
	Install Cycle Track Paint	SF	\$ 6.00	\$ -	\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00	\$ -	\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00	\$ -	\$ -
	Install Green Thermoplastic	SF	\$ 10.00	\$ -	\$ -
	Install Sign on Existing Post	EA	\$ 80.00	2	\$ 160.00
	Install Sign on New Post	EA	\$ 360.00	4	\$ 1,440.00
	Install Green Bike Lane Conflict Marking - Thermop	LF	\$ 20.00	\$ -	\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00	\$ -	\$ -
	Remove Turn Arrow	EA	\$ 75.00	\$ -	\$ -
	Remove Crosswalk	LF	\$ 12.00	\$ -	\$ -
	Relocate Sign and Pole	EA	\$ 400.00	\$ -	\$ -
	Remove Sign and Pole	EA	\$ 175.00	\$ -	\$ -
	Remove "Stop" Text	EA	\$ 100.00	\$ -	\$ -
	Remove Sign	EA	\$ 150.00	\$ -	\$ -
SIGNING / STRIPING SUBTOTAL					\$ 10,100.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02	\$ -	\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08	\$ -	\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15	\$ -	\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21	\$ -	\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)	\$ -	\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)	\$ -	\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00	\$ -	\$ -
	Irrigation Controller	EA	\$ 10,600.00	\$ -	\$ -
	Backflow Preventer	EA	\$ 6,800.00	\$ -	\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00	\$ -	\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D)	SF	\$ 19.00	3,000	\$ 57,000.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50	\$ -	\$ -
	Landscaping / Irrigation Removals	LS	\$ -	1	\$ -
LANDSCAPING SUBTOTAL					\$ 57,000.00

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 1,500.00	\$ -	\$ -
	Vehicle Heads	EA	\$ 1,200.00	\$ -	\$ -
	Ped Heads	EA	\$ 700.00	\$ -	\$ -
	Audible Ped Signal	EA	\$ 900.00	2	\$ 1,800.00
	Ped Countdown Timer	EA	\$ 850.00	\$ -	\$ -
	Loops	EA	\$ 700.00	\$ -	\$ -
	Ped Buttons	EA	\$ 400.00	\$ -	\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00	2	\$ 2,200.00
	CVP Sensor	EA	\$ 1,000.00	\$ -	\$ -
	Type 17 Poles, Luminares, and Foundation	EA	\$ 18,000.00	\$ -	\$ -
	Type 26-3 Pole, Luminares, and Foundation	EA	\$ 22,000.00	\$ -	\$ -
	Type 61-5 Pole, Luminares, and Foundation	EA	\$ 24,000.00	\$ -	\$ -
	Pedestrian Push Button Post	EA	\$ 1,100.00	\$ -	\$ -
	Pulboxes	EA	\$ 750.00	\$ -	\$ -
	2" Conduit	LF	\$ 40.00	\$ -	\$ -
	3" Conduit	LF	\$ 50.00	\$ -	\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00	\$ -	\$ -
	Bike Detector Loop	EA	\$ 800.00	\$ -	\$ -
	Mast Arm Sign	EA	\$ 400.00	\$ -	\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00	\$ -	\$ -
	Street Light - Basic	EA	\$ 57,500.00	\$ -	\$ -
	Street Light - Stone	EA	\$ 515,000.00	\$ -	\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00	\$ -	\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00	1	\$ 45,000.00
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00	\$ -	\$ -
	Flashing Crosswalk (In-road lights)	EA	\$ 25,000.00	1	\$ 25,000.00
	Street Name Signs	EA	\$ 1,500.00	\$ -	\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00	\$ -	\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
				\$ -	\$ -
				\$ -	\$ -
				\$ -	\$ -
				\$ -	\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ 74,000.00

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00	\$ -	\$ -
	Recycle Receptacle	EA	\$ 1,000.00	\$ -	\$ -
	Pre-fabricated Kiosk	EA	\$ 2,600.00	\$ -	\$ -
	Bench	EA	\$ 2,600.00	\$ -	\$ -
	Drinking Fountain	EA	\$ 2,200.00	\$ -	\$ -
	Bike Locker	EA	\$ 2,200.00	\$ -	\$ -
	Bike Rack	EA	\$ 800.00	\$ -	\$ -
	Bus Rack	EA	\$ 1,100.00	\$ -	\$ -
	Bike Station	EA	\$ 250.00	\$ -	\$ -
	Bollard	EA	\$ 750.00	4	\$ 3,000.00
	Gateway Sign	EA	\$ 350.00	\$ -	\$ -
	Gateway Structure	EA	\$ 22,750.00	\$ -	\$ -
	Gasco	EA	\$ 53,000.00	\$ -	\$ -
	Information Kiosk	EA	\$ 16,000.00	\$ -	\$ -
	Shade Shelter	EA	\$ 30,000.00	\$ -	\$ -
	Shade Structure	EA	\$ 450,000.00	\$ -	\$ -
	Picnic Table	EA	\$ 2,250.00	\$ -	\$ -
	Tree Grades	EA	\$ 1,400.00	\$ -	\$ -
	Street Tree	EA	\$ 450.00	\$ -	\$ -
	Trees (24" box)	EA	\$ 565.00	\$ -	\$ -
	Bus Shelter	EA			

Segment 2: BNSF "U" Loop

Segment 2 - Von Karman Crossing (A)

Item	Amount
Civil	\$ 1,570,515
Signing / Striping	\$ -
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ 37,392

Traffic Control During Construction	\$ 50,000
Water Pollution Control	\$ 15,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 20,000

Mobilization (10% of Constr. Subtotal)	\$ 169,591
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Construction Subtotal	\$ 1,865,498
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Contingency (20% of Constr. Subtotal)	\$ 373,100
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Total Construction Cost	\$ 2,238,598
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Eng./Design (10% of Constr. Total)	\$ 223,860
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Administration (5% of Constr. Total)	\$ 111,930
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Constr. Mgmt (7% of Constr. Total)	\$ 156,702
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Subtotal	\$ 2,731,090
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 2,731,090
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Assumptions

Remove existing track crossing Von Karman.
Repair of roadway included in Crossing Closure cost.
Remove and fill in sidewalk on east/west sides.
No mid-block ramps at-grade.
No crossing signal/signage at-grade.
Soil remediation.
Railroad signal equipment to be salvaged.
Above-Grade Crossing.
10' x 530' Pedestrian Bridge Structure
90' Span over intersection + 220' ramps on both sides.
Total elevation gain of path: 18'
16' Minimum clearance assumed (+2' deck depth)
Ramp lengths based on 8% incline.

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00	45	\$ 1,575.00
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00	45	\$ 2,520.00
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00		\$ -
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00	45	\$ 3,600.00
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00	160	\$ 480.00
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust utility box to grade	EA	\$ 300.00		\$ -
	Pedestrian Overpass	SF	\$ 275.00	5,300	\$ 1,457,500.00
	Pedestrian Underpass	SF	\$ 132.00		\$ -
	Structure Excavation	CY	\$ 30.00		\$ -
	Structure Backfill	CY	\$ 50.00		\$ -
	Handrailing (Retaining Wall)	LF	\$ 175.00		\$ -
	Pipe Handrail - Post Type - SDM-118	LF	\$ 20.00		\$ -
	Structural Concrete, Retaining Wall	CY	\$ 600.00		\$ -
	30" Cast-In-Drilled-Hole Concrete Piling	LF	\$ 200.00		\$ -
	Structural Concrete, CIDH Pile & Cap	CY	\$ 600.00		\$ -
					\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Railroad Crossing Closure (Track Removal)	LS	\$ 103,400.00	1	\$ 103,400.00
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00	360	\$ 1,440.00
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
					\$ -
	CIVIL SUBTOTAL				\$ 1,570,515.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50		\$ -
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00		\$ -
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
					\$ -
	SIGNING / STRIPING SUBTOTAL				\$ -

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D)	SF	\$ 19.00	1968	\$ 37,392.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
					\$ -
	LANDSCAPING SUBTOTAL				\$ 37,392.00

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminares, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminares, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminares, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Button Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Flashing Crosswalk (In-road lights)	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
					\$ -
	TRAFFIC / ELECTRICAL SUBTOTAL				\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -

Segment 4: San Diego Creek Creekwalk

Segment 4 - Coronado Underpass

Item	Amount
Civil	\$ 2,732,400
Signing / Striping	\$ -
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 30,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 10,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 280,240
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Construction Subtotal	\$ 3,082,640
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Contingency (20% of Constr. Subtotal)	\$ 616,528
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Total Construction Cost	\$ 3,699,168
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Eng./Design (10% of Constr. Total)	\$ 369,917
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Administration (5% of Constr. Total)	\$ 184,958
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Constr. Mgmt (7% of Constr. Total)	\$ 258,942
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Subtotal	\$ 4,512,985
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 4,512,985
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Assumptions
Total Undercrossing Cost includes civil work, drainage, removals, etc.
Adjusted for inflation, the undercrossing costs at Barranca Parkway (2005) are: Engineer's Estimated: \$3,588,340 Contractor's Bid Average (Approx.): \$6,650,000
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00		\$ -
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust utility box to grade	EA	\$ 300.00		\$ -
	Pedestrian Overpass	SF	\$ 275.00		\$ -
	Pedestrian Underpass	SF	\$ 132.00	20,700	\$ 2,732,400.00
	Structure Excavation	CY	\$ 30.00		\$ -
	Structure Backfill	CY	\$ 50.00		\$ -
	Handrailing (Retaining Wall)	LF	\$ 175.00		\$ -
	Pipe Handrail - Post Type - SDM-118	LF	\$ 20.00		\$ -
	Structural Concrete, Retaining Wall	CY	\$ 600.00		\$ -
	30" Cast-In-Drilled-Hole Concrete Piling	LF	\$ 200.00		\$ -
	Structural Concrete, CIDH Pile & Cap	CY	\$ 600.00		\$ -
					\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Railroad Crossing Closure (Track Removal)	LS	\$ 103,400.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 2,732,400.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50		\$ -
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00		\$ -
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ -

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D)	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminares, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminares, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminares, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 515,000		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Flashing Crosswalk (In-road lights)	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 4: San Diego Creek Creekwalk

Segment 4 - I-405 Underpass

Item	Amount
Civil	\$ 3,722,400
Signing / Striping	\$ -
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ -

Traffic Control During Construction	\$ 30,000
Water Pollution Control	\$ 20,000
Maintain WPCP / Perform Filings	\$ 10,000
Project Construction Survey	\$ 10,000

Mobilization (10% of Constr. Subtotal)	\$ 379,240
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Construction Subtotal	\$ 4,171,640
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Contingency (20% of Constr. Subtotal)	\$ 834,328
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Total Construction Cost	\$ 5,005,968
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Eng./Design (10% of Constr. Total)	\$ 500,597
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Administration (5% of Constr. Total)	\$ 250,298
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Constr. Mgmt (7% of Constr. Total)	\$ 350,418
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Subtotal	\$ 6,107,281
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 6,107,281
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Assumptions

Total Undercrossing Cost includes civil work, drainage, removals, etc.

Adjusted for inflation, the undercrossing costs at Barranca Parkway (2005) are:
 Engineer's Estimated: \$3,588,340
 Contractor's Bid Average (Approx.): \$6,650,000

NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00		\$ -
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00		\$ -
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00		\$ -
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00		\$ -
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00		\$ -
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust utility box to grade	EA	\$ 300.00		\$ -
	Pedestrian Overpass	SF	\$ 275.00		\$ -
	Pedestrian Underpass	SF	\$ 132.00	28,200	\$ 3,722,400.00
	Structure Excavation	CY	\$ 30.00		\$ -
	Structure Backfill	CY	\$ 50.00		\$ -
	Handrailing (Retaining Wall)	LF	\$ 175.00		\$ -
	Pipe Handrail - Post Type - SDM-118	LF	\$ 20.00		\$ -
	Structural Concrete, Retaining Wall	CY	\$ 600.00		\$ -
	30" Cast-In-Drilled-Hole Concrete Piling	LF	\$ 200.00		\$ -
	Structural Concrete, CIDH Pile & Cap	CY	\$ 600.00		\$ -
					\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Railroad Crossing Closure (Track Removal)	LS	\$ 103,400.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
CIVIL SUBTOTAL					\$ 3,722,400.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50		\$ -
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00		\$ -
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00		\$ -
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00		\$ -
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
SIGNING / STRIPING SUBTOTAL					\$ -

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D)	SF	\$ 19.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
LANDSCAPING SUBTOTAL					\$ -

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminares, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminares, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminares, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500		\$ -
	Street Light - Stone	EA	\$ 15,000		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Flashing Crosswalk (In-road lights)	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
TRAFFIC / ELECTRICAL SUBTOTAL					\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -
	Play Area	EA	\$ 61,250.00		\$ -
					\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Bike Rack	EA	\$ 1,000.00		\$ -
	Relocate Bike Rack	EA	\$ 1,400.00		\$ -
	Remove Bench	EA	\$ 1,000.00		\$ -
	Remove Bus Shelter	EA	\$ 4,000.00		\$ -
SITE FURNISHINGS SUBTOTAL					\$ -

Segment 6: Barranca Channel

Segment 6 - McGaw Crossing (A)

Item	Amount
Civil	\$ 24,520
Signing / Striping	\$ 2,640
Traffic / Electrical	\$ -
Traffic / Electrical Labor (25% of T/E)	\$ -
Furnishing	\$ -
Landscaping / Irrigation	\$ 15,580

Traffic Control During Construction	\$ 20,000
Water Pollution Control	\$ 10,000
Maintain WPCP / Perform Filings	\$ 3,000
Project Construction Survey	\$ 5,000

Mobilization (10% of Constr. Subtotal)	\$ 8,074
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Construction Subtotal	\$ 88,814
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Contingency (20% of Constr. Subtotal)	\$ 17,763
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Total Construction Cost	\$ 106,577
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Eng./Design (10% of Constr. Total)	\$ 10,658
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Administration (5% of Constr. Total)	\$ 5,329
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Constr. Mgmt (7% of Constr. Total)	\$ 7,460
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Subtotal	\$ 130,024
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Amenities (0% of Subtotal)	\$ -
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Total Project Cost	\$ 130,024
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Assumptions	
Existing driveways to be preserved.	
Median island in TWLTL.	
Continental crosswalk + signage.	
NOTE: DOES NOT INCLUDE CONSTRUCTION INSPECTION, ENGINEERING, RIGHT-OF-WAY, OR UTILITY COSTS EXCEPT AS NOTED. THE PROVISION OF AMENITIES AND FURNISHINGS IS BASED ON THE PROBABLE CONSTRUCTION COST MENU PROVIDED.	

Civil					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Curb (6") & Gutter (24")	LF	\$ 35.00		\$ -
	Curb (6")	LF	\$ 20.00	130	\$ 2,600.00
	Curb (6") - Divider	LF	\$ 30.00		\$ -
	Curb Ramp - Corner	EA	\$ 2,800.00		\$ -
	Curb Ramp - Mid Block	EA	\$ 2,500.00		\$ -
	Curb Extension w/ ADA Ramp	EA	\$ 14,000.00		\$ -
	Detectable Warning Tiles	SF	\$ 24.00		\$ -
	Traffic Circle	EA	\$ 55,000.00		\$ -
	Roundabout	EA	\$ 275,000.00		\$ -
	Retrofit 4-way Intersection w/ Curb Extensions	LS	\$ 110,000.00		\$ -
	Traffic Diverter	EA	\$ 20,000.00		\$ -
	Median / Median Island	SF	\$ 11.00	550	\$ 6,050.00
	Raised Crosswalk	EA	\$ 9,000.00		\$ -
	Raised Intersection	EA	\$ 56,000.00		\$ -
	Speed Hump	EA	\$ 3,000.00		\$ -
	Speed Bump	EA	\$ 1,800.00		\$ -
	Speed Table	EA	\$ 2,200.00		\$ -
	Decomposed Granite Path (4' Wide)	LF	\$ 44.00		\$ -
	Decomposed Granite Path (6' Wide)	LF	\$ 56.00		\$ -
	Asphalt Driveway - Grind, Regrade and Overlay	SF	\$ 3.00		\$ -
	Asphalt Filler Strip (2' wide)	LF	\$ 56.00	130	\$ 7,280.00
	Asphalt Paving (Grind & Replace)	SF	\$ 15.00		\$ -
	Asphalt Paving (3.5")	SF	\$ 4.00		\$ -
	Asphalt Paving (5")	SF	\$ 5.00		\$ -
	PCC - Concrete Roadway - 9" Depth	SF	\$ 15.00		\$ -
	PCC - Filler Strip (6" wide)	LF	\$ 10.00		\$ -
	PCC Sidewalk - 4" Depth / 4' Wide	LF	\$ 32.00		\$ -
	PCC Sidewalk - 4" Depth / 6' Wide	LF	\$ 48.00		\$ -
	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 64.00		\$ -
	PCC Sidewalk - 4" Depth / 10' Wide	LF	\$ 80.00		\$ -
	PCC Sidewalk - 4" Depth / 15' Wide	LF	\$ 120.00		\$ -
	PCC Driveway	SF	\$ 12.00		\$ -
	Stamped Concrete - 6" Depth	SF	\$ 20.00		\$ -
	Class II Aggregate Base (2", Sand Base)	CY	\$ 0.50		\$ -
	Cement Treated Base (12")	SF	\$ 4.00		\$ -
	Cement Treated Base (16")	SF	\$ 5.00		\$ -
	Slurry Seal + Crack Sealing	SF	\$ 0.75		\$ -
	Saw-cut of existing Concrete Pavement	LF	\$ 4.00		\$ -
	Saw-cut of existing Asphalt Pavement	LF	\$ 3.00	130	\$ 390.00
	Install Fence	LF	\$ 50.00		\$ -
	Install Gate	EA	\$ 1,000.00		\$ -
	Reset Survey Markers	EA	\$ 2,000.00		\$ -
	Adjust utility box to grade	EA	\$ 300.00		\$ -
	Pedestrian Overpass	SF	\$ 275.00		\$ -
	Pedestrian Underpass	SF	\$ 132.00		\$ -
	Structure Excavation	CY	\$ 30.00		\$ -
	Structure Backfill	CY	\$ 50.00		\$ -
	Handrailing (Retaining Wall)	LF	\$ 175.00		\$ -
	Pipe Handrail - Post Type - SDM-118	LF	\$ 20.00		\$ -
	Structural Concrete, Retaining Wall	CY	\$ 600.00		\$ -
	30" Cast-In-Drilled-Hole Concrete Piling	LF	\$ 200.00		\$ -
	Structural Concrete, CIDH Pile & Cap	CY	\$ 600.00		\$ -
					\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove railroad tracks	LF	\$ 10.00		\$ -
	Railroad Crossing Closure (Track Removal)	LS	\$ 103,400.00		\$ -
	Remove security kiosk	EA	\$ 5,000.00		\$ -
	Remove security gate/arm	EA	\$ 2,000.00		\$ -
	Roadway Excavation	CY	\$ 20.00		\$ -
	Remove existing asphalt pavement (driveway)	SF	\$ 4.00		\$ -
	Remove existing asphalt pavement (roadway)	SF	\$ 10.00	820	\$ 8,200.00
	Remove existing concrete pavement (roadway)	SF	\$ 10.00		\$ -
	Remove existing Curb & Gutter	LF	\$ 20.00		\$ -
	Remove existing Fence	LF	\$ 12.00		\$ -
	Remove existing Tree	EA	\$ 1,000.00		\$ -
	Remove existing sidewalk, curb ramps & driveways	SF	\$ 7.00		\$ -
	Remove Existing Asphalt Sidewalk	SF	\$ 2.50		\$ -
	Remove Existing PCC Sidewalk	SF	\$ 3.00		\$ -
					\$ -
	CIVIL SUBTOTAL				\$ 24,520.00

SIGNING / STRIPING					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Install Limit Line	LF	\$ 8.50		\$ -
	Install Centerline w/ Reflectors	LF	\$ 3.00		\$ -
	Install 4" Striping - Paint	LF	\$ 0.50		\$ -
	Install 4" Striping - Thermoplastic	LF	\$ 5.00		\$ -
	Install 8" Striping - Thermoplastic	LF	\$ 10.00		\$ -
	Install Double Yellow Line (4") - Thermoplastic	LF	\$ 3.00		\$ -
	Install Parking Stripes (stall)	EA	\$ 10.00		\$ -
	Install Roadside Sign	EA	\$ 300.00		\$ -
	Install Crosswalk - Thermoplastic (12')	LF	\$ 40.00	48	\$ 1,920.00
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 80.00		\$ -
	Install Turn Arrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Crosshatching - Thermoplastic	LF	\$ 12.00		\$ -
	Install Stop Bar - Thermoplastic	LF	\$ 15.00		\$ -
	Install Text Pavement Marking - per word	EA	\$ 400.00		\$ -
	Route Signing	MI	\$ 1,650.00		\$ -
	Bike Lane Marking - Paint	EA	\$ 100.00		\$ -
	Install Sharrow - Paint	EA	\$ 120.00		\$ -
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 6.00		\$ -
	Install Bike Buffer (4' wide) - Thermoplastic	LF	\$ 12.00		\$ -
	Install Curb Paint	LF	\$ 3.00		\$ -
	Install Cycle Track Paint	SF	\$ 6.00		\$ -
	Install Sharrow - Thermoplastic	EA	\$ 500.00		\$ -
	Install Greenback Sharrow - Thermoplastic	EA	\$ 700.00		\$ -
	Install Green Thermoplastic	SF	\$ 10.00		\$ -
	Install Sign on Existing Post	EA	\$ 80.00		\$ -
	Install Sign on New Post	EA	\$ 360.00	2	\$ 720.00
	Install Green Bike Lane Conflict Marking - Thermop.	LF	\$ 20.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Remove Delineation	LF	\$ 1.00		\$ -
	Remove Turn Arrow	EA	\$ 75.00		\$ -
	Remove Crosswalk	LF	\$ 5.00		\$ -
	Relocate Sign and Pole	EA	\$ 400.00		\$ -
	Remove Sign and Pole	EA	\$ 175.00		\$ -
	Remove "Stop" Text	EA	\$ 100.00		\$ -
	Remove Sign	EA	\$ 150.00		\$ -
					\$ -
	SIGNING / STRIPING SUBTOTAL				\$ 2,640.00

LANDSCAPING / IRRIGATION					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Landscaping (2' Wide)	LF	\$ 20.02		\$ -
	Landscaping (8' Wide) - 25' ROW	LF	\$ 80.08		\$ -
	Landscaping (15' Wide) - 34' ROW	LF	\$ 150.15		\$ -
	Landscaping (21' Wide) - 40' ROW	LF	\$ 210.21		\$ -
	Landscaping Reduction (for 4' granite path)	LF	\$ (40.04)		\$ -
	Landscaping Reduction (for 6' granite path)	LF	\$ (60.06)		\$ -
	Water meter (1.5" meter)	EA	\$ 6,193.00		\$ -
	Irrigation Controller	EA	\$ 10,600.00		\$ -
	Backflow Preventer	EA	\$ 6,800.00		\$ -
	Pressure Reducer, Master Valve, and Flow Sensor	EA	\$ 2,700.00		\$ -
	Soil Remediation (Excavation, Disposal, & Backfill) (3' D)	SF	\$ 19.00	820	\$ 15,580.00
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Clearing and Grubbing	SF	\$ 1.50		\$ -
	Landscaping / Irrigation Removals	LS		1	\$ -
					\$ -
	LANDSCAPING SUBTOTAL				\$ 15,580.00

Traffic / Electrical					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Modify Controller	EA	\$ 7,500.00		\$ -
	Vehicle Heads	EA	\$ 1,200.00		\$ -
	Ped Heads	EA	\$ 700.00		\$ -
	Audible Ped Signal	EA	\$ 900.00		\$ -
	Ped Countdown Timer	EA	\$ 850.00		\$ -
	Loops	EA	\$ 700.00		\$ -
	Ped Buttons	EA	\$ 400.00		\$ -
	Bike Button, Pole, and Sign	EA	\$ 1,100.00		\$ -
	EVP Sensor	EA	\$ 3,000.00		\$ -
	Type 17 Poles, Luminares, and Foundation	EA	\$ 18,000.00		\$ -
	Type 26-3 Pole, Luminares, and Foundation	EA	\$ 22,000.00		\$ -
	Type 61-5 Pole, Luminares, and Foundation	EA	\$ 24,000.00		\$ -
	Pedestrian Push Botton Post	EA	\$ 1,100.00		\$ -
	Pullboxes	EA	\$ 750.00		\$ -
	2" Conduit	LF	\$ 40.00		\$ -
	3" Conduit	LF	\$ 50.00		\$ -
	Traffic Signal Wiring	LS	\$ 15,000.00		\$ -
	Bike Detector Loop	EA	\$ 800.00		\$ -
	Mast Arm Sign	EA	\$ 400.00		\$ -
	Pedestrian Scale Lighting	EA	\$ 5,000.00		\$ -
	Street Light - Basic	EA	\$ 7,500.00		\$ -
	Street Light - Stone	EA	\$ 15,000.00		\$ -
	Ped Barricade and R49 Sign	EA	\$ 600.00		\$ -
	Install HAWK Ped Signal	EA	\$ 45,000.00		\$ -
	Install Rapid Flashing Ped Beacon	EA	\$ 25,000.00		\$ -
	Flashing Crosswalk (in-road lights)	EA	\$ 25,000.00		\$ -
	Street Name Signs	EA	\$ 1,500.00		\$ -
	Install APS (including sign and button)	EA	\$ 1,000.00		\$ -
Removals					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
					\$ -
					\$ -
					\$ -
					\$ -
	TRAFFIC / ELECTRICAL SUBTOTAL				\$ -

Site Furnishings					
Proposed					
#	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
	Trash Receptacle	EA	\$ 1,000.00		\$ -
	Recycle Receptacle	EA	\$ 1,000.00		\$ -
	Pre-Fabricated Kiosk	EA	\$ 2,600.00		\$ -
	Bench	EA	\$ 2,600.00		\$ -
	Drinking Fountain	EA	\$ 7,200.00		\$ -
	Bike Locker	EA	\$ 2,200.00		\$ -
	Bike Rack	EA	\$ 800.00		\$ -
	Bus Rack	EA	\$ 1,100.00		\$ -
	Bike Station	EA	\$ 250,000.00		\$ -
	Bollard	EA	\$ 750.00		\$ -
	Gateway Sign	EA	\$ 350.00		\$ -
	Gateway Structure	EA	\$ 22,750.00		\$ -
	Gazebo	EA	\$ 53,000.00		\$ -
	Information Kiosk	EA	\$ 16,000.00		\$ -
	Shade Shelter	EA	\$ 30,000.00		\$ -
	Shade Structure	EA	\$ 450,000.00		\$ -
	Picnic Table	EA	\$ 2,250.00		\$ -
	Tree Grates	EA	\$ 1,400.00		\$ -
	Street Tree	EA	\$ 450.00		\$ -
	Trees (24" box)	EA	\$ 565.00		\$ -
	Bus Shelter	EA	\$ 11,600.00		\$ -
	Fitness Equipment Zone	EA	\$ 67,000.00		\$ -

