

Appendix A. BTA Compliance Checklist

In order to meet the California Bicycle Transportation Act requirements, the 2010 San Diego Bicycle Master Plan includes the following elements:

Table A-1: – San Diego Bicycle Master Plan BTA Compliance Checklist

| BTA 891.2 | Required Plan Elements | Location Within the Plan |
|-----------|--|---|
| (a) | The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan. | Table 5.11; p. 81 Table 5.12; p. 84 Table 5.13; p. 86 |
| (b) | A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers. | Text p. 15 Figure 3-1; p. 16 Figure 3-2; p. 17 |
| (c) | A map and description of existing and proposed bikeways. | Text p. 15-25 Table 3.3; p. 20 Figures 3-3 & 3-4; p. 23 & p. 24 Text p. 89-99 Table 6.1; p. 90 Figure 6-1 & 6-2; p. 91 & p.92 Table 6.4; 98 |
| (d) | A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers. | Text p. 25-29 Figure 3-5; p. 28 Text p. 100-102 |
| (e) | A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals. | Text p. 31 Figure 3-5; p. 28 Figure 3-7; p. 33 Text p. 106-108 |
| (f) | A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities. | Text p. 25-26 Figure 3-6; p.30 Text p. 100 |
| (g) | A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code. | Text p. 35-37 Text p. 109-113 |
| (h) | A description of the extent of citizen and community involvement in development of the plan. | Text p. 71 Appendix C Appendix D |
| (i) | A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans. | Text p. 39-40 |
| (j) | A description of the projects proposed in the plan and a listing of their priorities for implementation. | Table 6.1; p. 90 Figure 6-1 & 6-2; p. 91 & 92 Table 6.4; p. 98 Figures 6-3, 6-4, & 6-5; p. 95, 96 & 97 Project Sheets 1 – 40; p. 120-158 |
| (k) | A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area. | Table 8.1; p. 115 Text p. 115 Table 8.2; p. 117 Table 8.3; p. 118 |

Source: Alta Planning + Design, March 2010

Appendix B. Bicycling Demand Gravity Model

This section presents the methodology and results of a network-based bicycle demand assessment intended to capture the demand for longer bicycling trips across the City of San Diego. A gravity model framework was employed to estimate network-based bicycle demands, incorporating consideration of both the intensity of activity centers and the distances between them.

The gravity model posits that activity centers with higher intensity land uses will generate higher demand for travel between them than activity centers with lower intensity land uses. It also posits that activity centers in closer proximity will generate higher demand for travel between them than activity centers farther apart. In sum, intensity of land uses encourages interactions, while distance discourages interactions. This simple theory of human behavior within an urban region has been widely applied to understand and predict travel behavior and the demand for interactions across a metropolitan region.

Application of the gravity model requires the development of activity center and network systems. The activity centers should describe the amount and intensity land uses, while the network system should characterize distances and travel paths between the activity centers. For the purposes of this project, SANDAG's Smart Growth Opportunity Areas (SGOAs) and the City of San Diego's high Village Propensity areas were used as the basis for the activity center system between which travel demand would be estimated. In terms of the network system, ArcView's Network Analyst was employed to develop two shortest path networks between all SGOAs – one along the bicycle transportation network and the other along the network of existing and proposed (2002) bicycle facilities. The purpose for conducting two separate shortest path assessments is to capture the varying preferences of bicyclists, including those who prefer taking the most direct route between origins/destinations, and those who prefer routes with bicycle facility.

Table B-1 describes the hierarchy and key characteristics of SANDAG's SGOAs, which were used as the basis for activity centers systems in the inter-community demand analysis.

Table B-1: SANDAG's Smart Growth Opportunity Area (SGOA) Typologies

| Smart Growth Place Type | Minimum Residential Target | Minimum Employment Target | Minimum Transit Service Characteristics |
|----------------------------|----------------------------|---------------------------|--|
| Metropolitan Center | 75 du/ac | 80 emp/ac | Regional Services |
| Urban Center | 40 du/ac | 50 emp/ac | Light Rail/Rapid Bus |
| Town Center | 20 du/ac | 30 emp/ac | Light Rail/Rapid Bus |
| Community Center | 20 du/ac | N/A | High Frequency Local Bus within Transit Priority Areas based on the Urban Service Boundary in the 2007-2011 Coordinated Plan |
| Rural Village | 10.9 du/ac | N/A | N/A |
| Special Use Center | Optional | 45 emp/ac | Light Rail/Rapid Bus |
| Mixed-Use Transit Corridor | 25 du/ac | N/A | High Frequency Local Bus |

Source: Smart Growth Concept Site Descriptions June 6, 2008 (SANDAG)

High Village Propensity areas are not explicitly included in Table B-1 since in almost all cases, they overlap with an SGOA. In addition, using SGOAs was advantageous since they provide a justifiable activity centers system outside the boundary of the City of San Diego.

Interaction Levels Between Activity Centers

Table B-2 shows the points system developed for ranking interactions between various origin-destination pairs by activity center type. As shown, the activity centers interaction score range from 0 to 6. Interactions between a Metro and Urban Center for example would score 6 points, while interaction between a Town Center and a Community Center would score 1 point.

Table B-2: Activity Centers Interaction Scores (TO / FROM Matrix)

| | Metro Centers1 | Urban Centers2 | Town Centers3 | Large Employment Centers4 | Community Centers5 |
|--------------------------|----------------|----------------|---------------|---------------------------|--------------------|
| Metro Center | 6 | 6 | 5 | 4 | 3 |
| Urban Centers | 6 | 5 | 4 | 3 | 2 |
| Town Centers | 5 | 4 | 3 | 2 | 1 |
| Large Employment Centers | 4 | 3 | 2 | 1 | 1 |
| Community Centers | 3 | 2 | 1 | 1 | 1 |

Source: Alta Planning + Design, July 1, 2009

Notes:

1. The San Ysidro Port of Entry is given the same demand score as a Metro Center.
2. SDSU and UCSD are given the same demand scores as Urban Centers.
3. The Otay Mesa Port of Entry and Mesa College were given the same demand scores as Town Centers.
4. Large Employment Centers not currently included as SGOAs were included in this analysis.
5. Only existing Community Centers were included in this analysis. No proposed Community Centers were included, as were for the other activity center types.

Distance Decay Factor

A distance decay factor was developed to account for the fact that activity centers in closer proximity should generate more interaction; and likewise, those farther apart would experience less interaction. Table B-3 shows the equations used to calculate distance decay factors for every shortest path connection between all activity centers.

Table B-3: Distance Decay Factor Equations

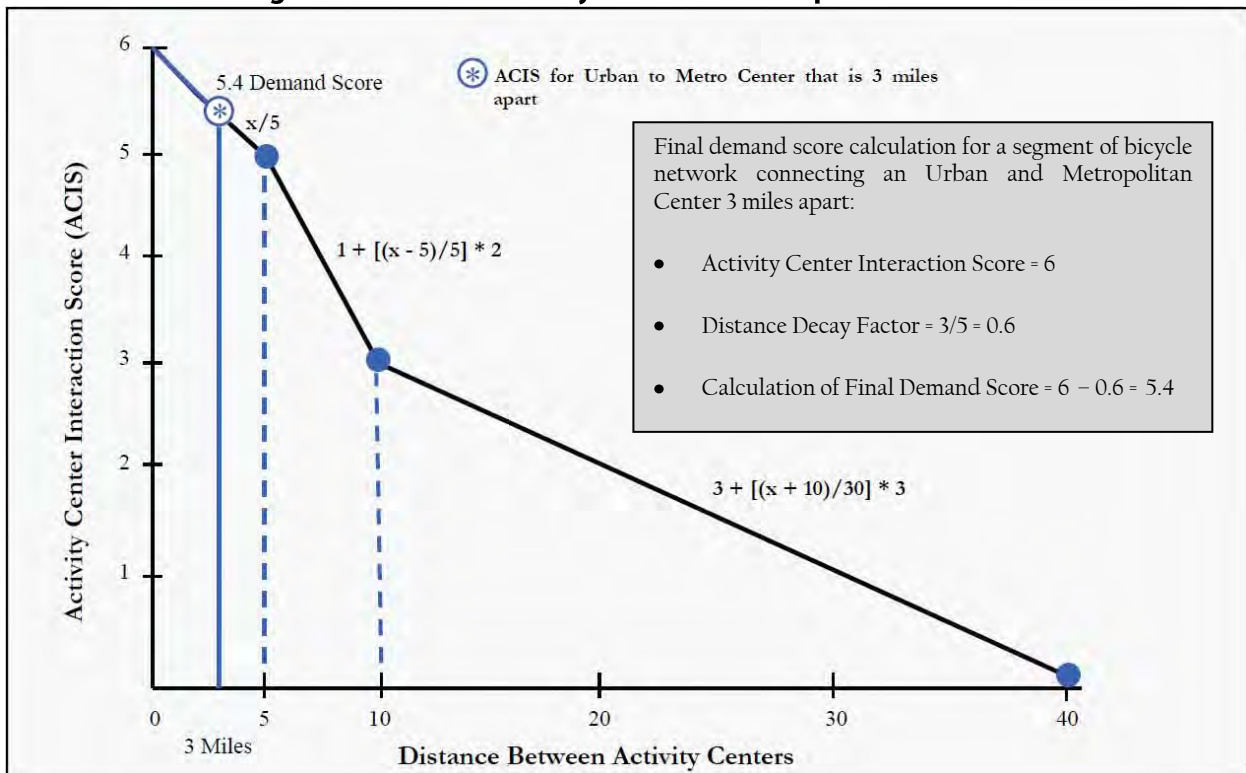
| Length of Shortest Path (x) | Distance Decay Equation |
|------------------------------|---------------------------|
| x is between 0 and 5 Miles | $x / 5$ |
| x is between 5 and 10 Miles | $1 + [(x - 5) / 5] * 2$ |
| x is between 10 and 40 Miles | $3 + [(x - 10) / 30] * 3$ |

Source: Alta Planning + Design, July 1, 2009

The distance decay factors range from 0 to 6 and were developed to reflect higher demands for shorter trips and lower demands for longer trips. The distance decay factors are subtracted from the activity center interaction scores, as displayed in Table B-2.

Table B-1 illustrates the application of the distance decay equations, as well as a final demand score calculation for a segment of bicycle network connecting between uptown and downtown San Diego.

Figure B-1: Distance Decay Factors and Sample Calculations



Source: Alta Planning + Design, February 2010

The activity center interaction score between Uptown (an Urban Center) and Downtown (a Metro Center) would be 6 based upon the matrix presented in **Table B-2**. Assuming Uptown and Downtown are approximately 3 miles apart, the distance decay factor would be 0.6 (i.e. $3 \div 5 = 0.6$). Subtracting the distance decay factor from the activity centers interaction scores gives a final demand score of 5.4.

Identifying High Between-Community Bicycle Demand (Inter-Community)

An initial inter-community bicycle demand score was calculated for the shortest path between every activity center, incorporating consideration of both the type of activity center at the origin-destination and the distance between the respective activity centers. **Figure B-2** displays the results of this analysis.

In addition to assigning a demand score for the shortest path, consideration was also given to the frequency with which each segment of each shortest path served as a connection between any given activity center origin and destination pair. The frequency-related demand score is shown in **Figure B-3**.

The initial inter-community demand score and the frequency-related inter-community demand score were summed to calculate a final inter-community demand score. The results of the final inter-community demand analysis are presented in **Figure B-4**. The range of final inter-community demand scores is from 0 to 12.

FIGURE B-2:

Initial Inter-Community Demand Score for Shortest Path between Activity Centers

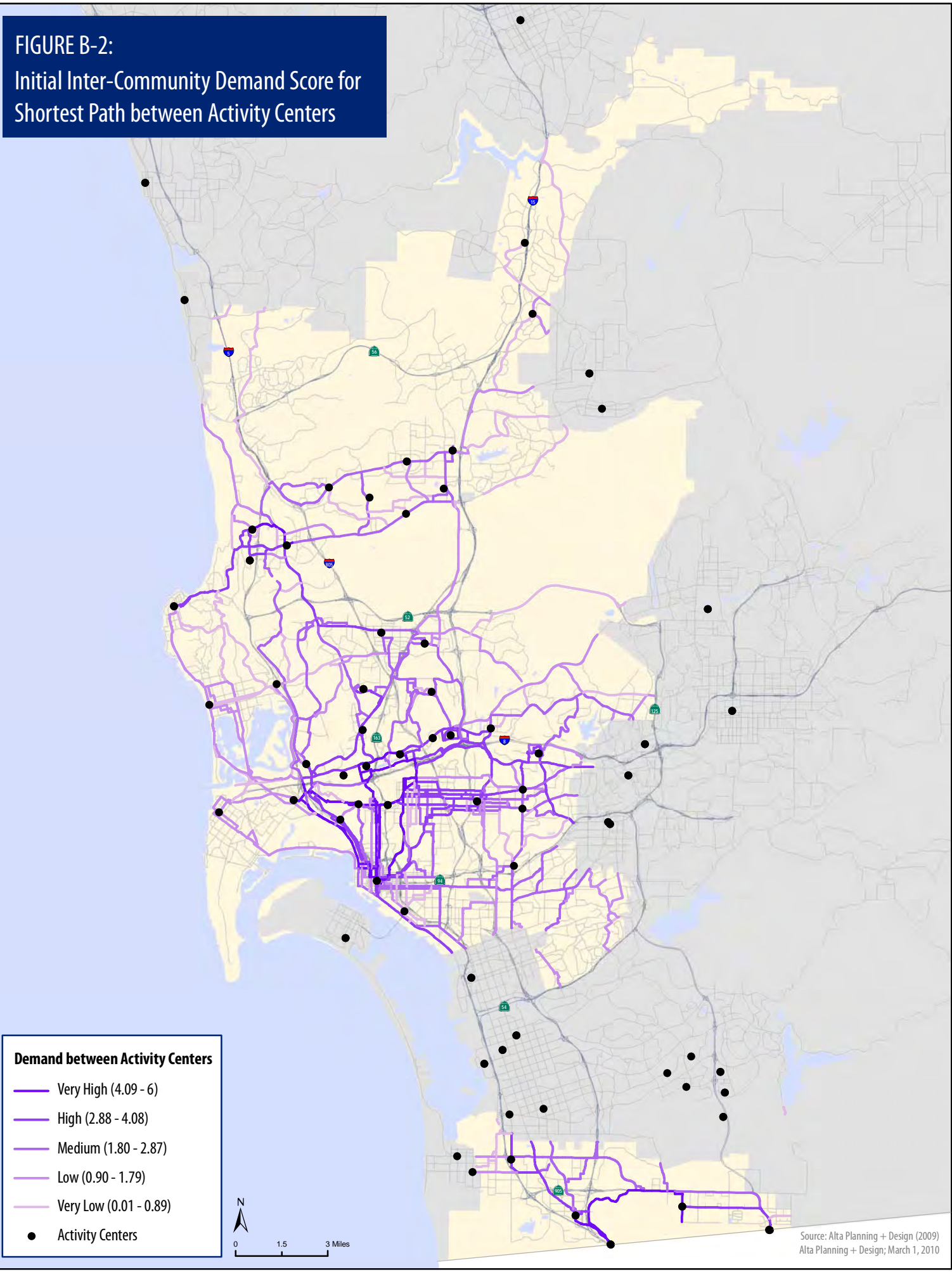


FIGURE B-3:

Inter-Community Demand Score Reflecting Frequency of Shortest Path Selection

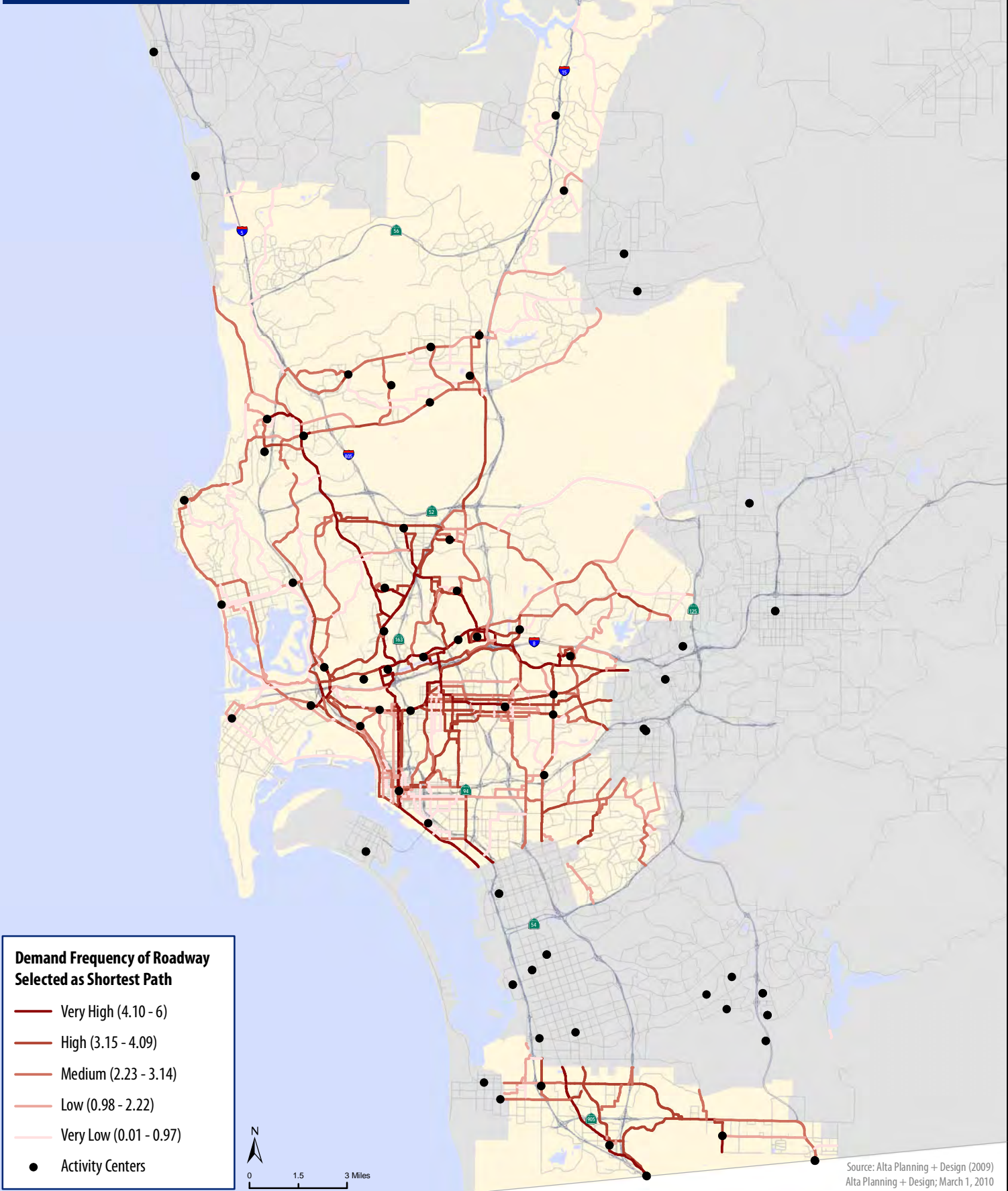
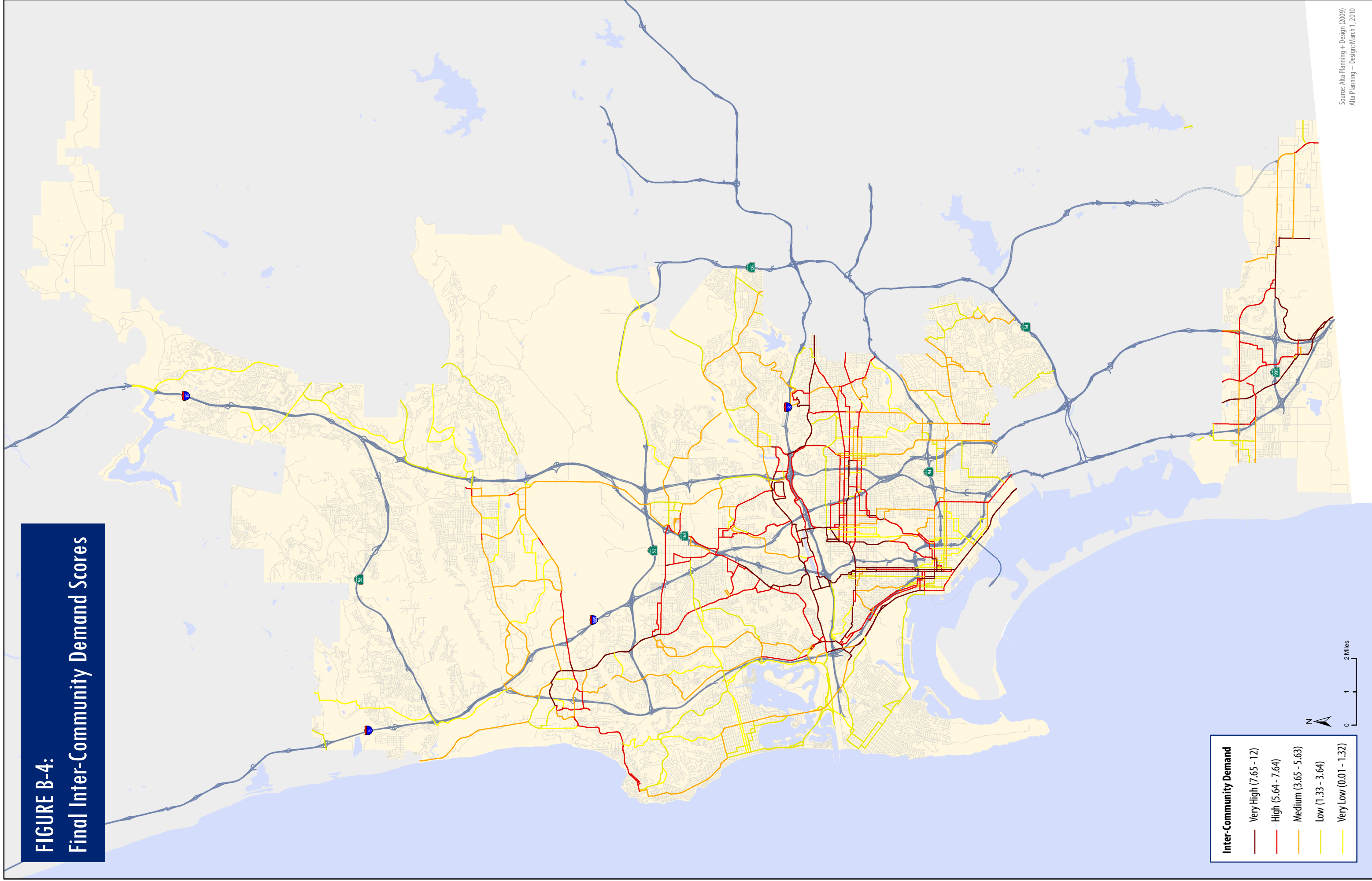


FIGURE B-4:
Final Inter-Community Demand Scores



Appendix C. San Diego Regional Bicycle Plan Survey

This appendix summarizes city of San Diego residents' survey responses to the San Diego Regional Bicycle Plan bicycle survey. On October 30, 2008 the San Diego Regional Bicycle Plan online survey database contained 1,672 responses. Nine hundred and eighty-five of the 1,672 participants (59 percent) were identified as city of San Diego residents based on the residential information provided by survey respondents. The 985 surveys collected via the regional planning effort fed directly into the Plan recommendations, along with the 574 survey responses collected through this planning process, as summarized in Chapter 5.

Figure C-1 shows the number of respondents by zip code, as well as the number of respondents normalized by 2008 total population estimates. Figure 1 indicates that the geographic distribution of survey respondents is relatively even with the exception of the southeastern San Diego, Otay Mesa, San Ysidro, Miramar Air Station, Mira Mesa, Black Mountain Ranch and San Pasqual neighborhoods. As Table C.1 shows, no zip code accounts for more than 7.2 percent of the total 985 San Diego survey responses. Strong response rates are found in the coastal and urban core zip codes; generally areas with land use and population characteristics that are correlated with higher bicycling propensity.

Table C-1: San Diego Resident Regional Bicycle Plan Survey Respondents by Zip Code

| Zip Code | Number of Respondents | Percent of San Diego Respondents |
|--------------|-----------------------|----------------------------------|
| 92103 | 71 | 7.2 % |
| 92122 | 71 | 7.2 % |
| 92104 | 68 | 6.9 % |
| 92037 | 66 | 6.7 % |
| 92109 | 62 | 6.3 % |
| 92116 | 60 | 6.1 % |
| 92101 | 49 | 5.0 % |
| 92129 | 44 | 4.5 % |
| 92117 | 40 | 4.1 % |
| 92124 | 40 | 4.1 % |
| 92107 | 39 | 4.0 % |
| 92115 | 38 | 3.9 % |
| 92126 | 36 | 3.7 % |
| 92111 | 35 | 3.6 % |
| 92130 | 35 | 3.6 % |
| 92128 | 27 | 2.7 % |
| 92106 | 24 | 2.4 % |
| 92120 | 23 | 2.3 % |
| 92110 | 22 | 2.2 % |
| 92131 | 22 | 2.2 % |
| 92102 | 18 | 1.8 % |
| 92108 | 16 | 1.6 % |
| 92127 | 15 | 1.5 % |
| 92119 | 13 | 1.3 % |
| 92121 | 11 | 1.1 % |
| 92123 | 9 | 0.9 % |
| 92105 | 8 | 0.8 % |
| 92114 | 7 | 0.7 % |
| 92154 | 7 | 0.7 % |
| 92139 | 4 | 0.4 % |
| 92113 | 2 | 0.2 % |
| 92173 | 2 | 0.2 % |
| 92093 | 1 | 0.1 % |
| Total | 985 | 100 % |

Source: Alta Planning + Design, November, 2008

Table C-2 summarizes city of San Diego respondents' bicycle facility preferences, showing preferences for off-street paved bike paths, on-street bike lanes, and bike boulevards.

Table C-2: City of San Diego Survey Respondents' Bikeway Preferences

| Bicycle Facility Type | 1 Highly Preferred | 2 | 3 | 4 Not at all Interested |
|------------------------------|-----------------------|--------|--------|----------------------------|
| Off-Street Paved Bike Paths | 73.4 % | 15.6 % | 8.2 % | 2.8 % |
| On-Street Bike Lanes | 43.8 % | 41.6 % | 11.5 % | 3.1 % |
| Bike Routes | 26.1 % | 33.0 % | 29.7 % | 11.2 % |
| Unpaved Trails or Dirt Paths | 15.0 % | 18.2 % | 28.2 % | 38.6 % |
| Bicycle Boulevards | 43.0 % | 34.3 % | 17.5 % | 5.2 % |

Source: Alta Planning + Design, November, 2008

Table C-3 presents San Diego survey respondents' responses to a question asking if certain improvements would influence them to bicycle more frequently. As shown, 64.2% of respondents indicate that adding more bike lanes on major streets would encourage them to bike, followed closely by more paved (off-street) bike paths and increased maintenance of bikeways.

Table C-3: Improvements Influencing Ridership According to City of San Diego Survey Respondents

| Improvement | Very Likely | Likely | Somewhat Likely | Somewhat Unlikely | Unlikely | Very Unlikely |
|---|-------------|--------|-----------------|-------------------|----------|---------------|
| More Bike Lanes on Major Streets | 69.3 % | 18.4 % | 8.4 % | 1.6 % | 0.7 % | 1.6 % |
| More Paved (off-street) Bike Paths | 66.2 % | 15.1 % | 10.5 % | 2.9 % | 2.7 % | 2.6 % |
| Increased Maintenance | 51.6 % | 21.3 % | 19.5 % | 4.4 % | 1.4 % | 1.8 % |
| Widen Outside Curb Lanes on Major Streets | 50.2 % | 27.7 % | 14.4 % | 3.5 % | 2.3 % | 1.9 % |
| Bicycle Boulevards | 44.7 % | 25.2 % | 17.7 % | 5.7 % | 4.0 % | 2.7 % |
| More Bike Routes | 41.6 % | 22.9 % | 21.0 % | 5.9 % | 5.3 % | 3.3 % |
| More On-Road Bike Signage | 29.1 % | 16.1 % | 29.9 % | 14.4 % | 6.9 % | 3.6 % |
| More Bicycle Parking/Storage | 24.5 % | 19.5 % | 25.6 % | 14.6 % | 10.4 % | 5.4 % |

Source: Alta Planning + Design, November, 2008

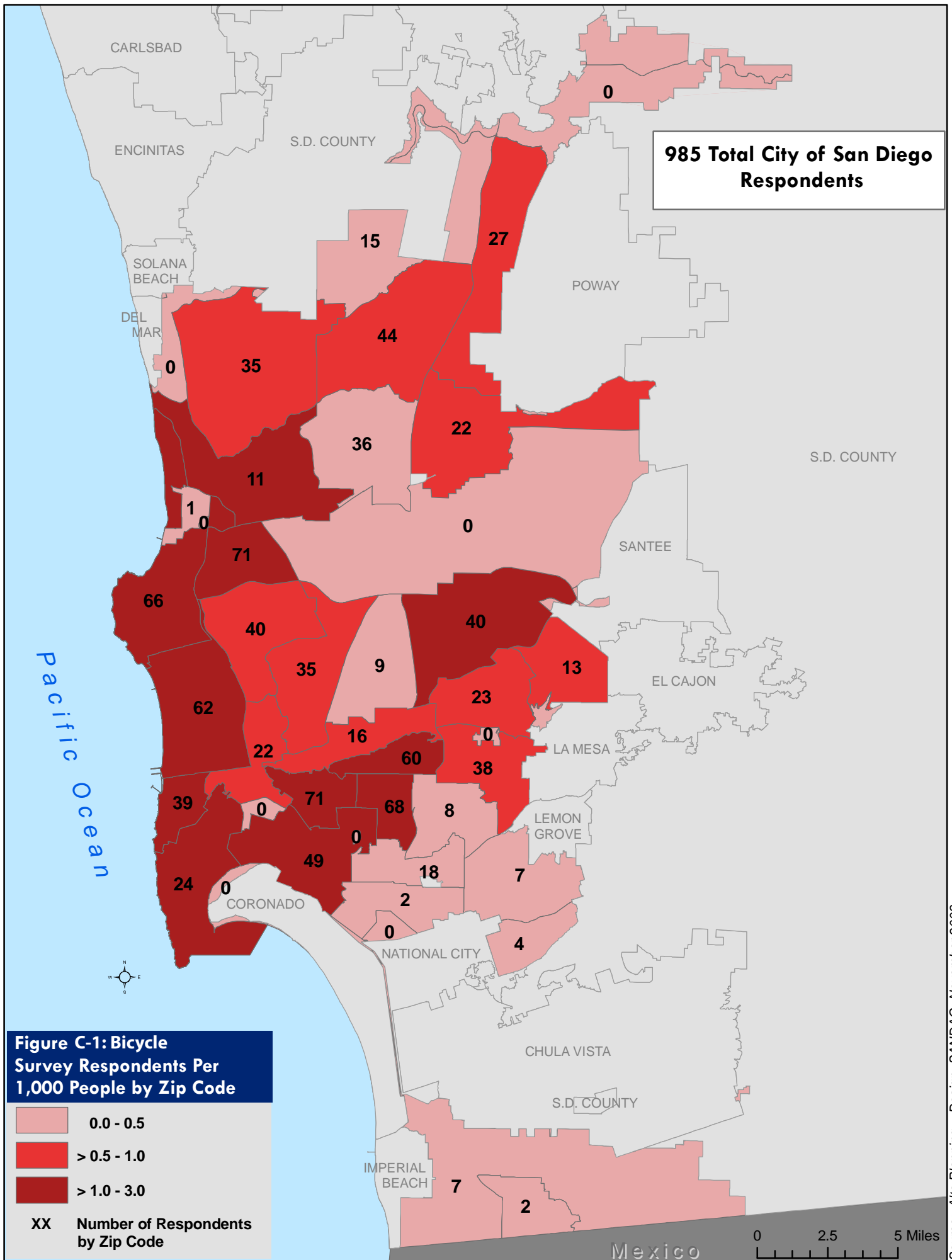


Table C-4 shows that when asked about education and encouragement programs they have participated in, an overwhelming 61% of respondents indicate that they have participated in Bike to Work Day, a far greater number in comparison with any other programs or classes offered.

Table C-4: Programs and classes attended by San Diego Survey Respondents

| Program | Percent of Responses |
|--|----------------------|
| Bike to Work Day | 61.0 % |
| Elementary School Bicycle Safety Education Program | 9.0 % |
| San Diego Bicycle Coalition Classes | 6.5 % |
| Pedal to the Park | 4.6 % |
| Cycling Sundays at Petco Park | 2.3 % |
| Safe Routes to School Event | 1.3 % |
| Other (please specify) | 8.2 % |

Source: Alta Planning + Design, November, 2008

Table C-5 indicates that the highest percentage of San Diego survey respondents would be interested in user-friendly bicycle maps and guides, followed by a public awareness campaign focused on bicyclist's rights, responsibilities, and the health and environmental benefits of bicycling and interest in a bicycling information website.

Table C-5: San Diego Survey Respondents' Level of Interest in Developing or Expanding Bicycle Programs

| Program Type | 1 Highly Interested | 2 | 3 | 4 Not at all Interested |
|--|---------------------------|--------|--------|-------------------------------|
| User-friendly Bicycle Maps and Guides | 64.4 % | 26.5 % | 5.9 % | 3.2 % |
| Public Awareness Campaign Focused on Bicyclists Rights, Responsibilities, and the Health and Environmental Benefits of Bicycling | 63.9 % | 25.8 % | 6.5 % | 3.8 % |
| One-stop Bicycle Information Website | 59.3 % | 27.7 % | 10.2 % | 2.8 % |
| Route Planning for Bicyclists (511 service) | 50.8 % | 29.5 % | 13.4 % | 6.3 % |
| Education Programs for Motorists | 45.9 % | 27.4 % | 16.4 % | 10.3 % |
| Education Programs for Elementary, Middle/Junior, and High School Students | 43.2 % | 33.4 % | 15.7 % | 7.7 % |
| Education Programs for Law Enforcement Personnel | 35.6 % | 32.0 % | 20.9 % | 11.5 % |
| Community Support Encouragement Programs, such as the Diamond Awards Program | 31.9 % | 34.1 % | 24.2 % | 9.9 % |
| Education Programs for Adult Cyclists | 31.5 % | 35.6 % | 22.9 % | 10.0 % |

Source: Alta Planning + Design, November, 2008

Table C-6 presents San Diego survey respondents’ motivations for bicycling. As shown, 91.5% of respondents living in San Diego bicycle for exercise/health reasons, followed by 82.2% responding that they bicycle for enjoyment and 61.8% bicycle to get to work.

Table C-6: Reasons for Bicycling – Regional survey input

| Reason | Percent of Respondents |
|---------------------------------|------------------------|
| For exercise / health reasons | 91.5 % |
| For pleasure | 82.2 % |
| To get to work | 61.8 % |
| For shopping / errands | 43.3 % |
| To get to transit | 16.1 % |
| To get to school | 12.0 % |
| I don't bike | 1.2 % |
| Other (<i>please specify</i>) | 7.8 % |

Source: Alta Planning + Design, November, 2008

Table C-7 shows that San Diego respondents’ most common average riding distance for a one-way trip is 11 to 24 miles. This average is significantly higher than the average of 3 -5 miles reported by respondents’ to the City of San Diego Bicycle Master Plan bicycle survey.

Table C-7: Average Bicycling Distance (one-way)

| Miles | Percent of Respondents |
|--------------------|------------------------|
| Under 2 miles | 10.6 % |
| 3 – 5 miles | 18.8 % |
| 6 – 10 miles | 25.5 % |
| 11 – 24 miles | 32.2 % |
| 25 miles and above | 12.9 % |
| Total | 100 % |

Source: Alta Planning + Design, November, 2008

Appendix D. Public Workshop Comments

This appendix presents a list of the public comments from the June 10, 2009 and the May 20, 2010 Public Open Houses for the San Diego Bicycle Master Plan Update. The comments were collected via comment cards and comment box.



PUBLIC COMMENTS COLLECTED VIA THE COMMENT BOX

Note: The following is a list of the comments open house attendees recorded on comment cards provided and collected at the open house sign-in table. They are transcribed here exactly as they appear on the comment cards.

- We need to think outside the box, as well as make improvements to roads and bike lanes. We can make San Diego, especially the urban core, much more bicycle-oriented. This will cut down on pollution, gasoline costs to consumers, and make our city more of a tourist destination and friendly community oriented. Please think outside the box: What would make people want to ride more in San Diego? We've already got the perfect climate!
- Regional bike maps are very small, hard to read, and vague. Something as simple as bike lanes on every road, or a division to make it safer to bike on public roads. Freeway on and off ramps should have yield or no turn on red signs. Poor road conditions and uneven roads need more attention and need to get properly addressed. Also, more community involvement is necessary. I'm a San Diego resident, and I never received any meeting information in the mail. Had I not been a SD Triathlon Club member, I would not have heard about this meeting. Those of us who do bike do not want to rely on public transportation, therefore we bike. In the city, it's unfortunately more efficient to take a car, since most streets aren't safe or bike friendly. One would think that if we could make bike/transit more accessible, we could help stop the destruction of our environment, and help keep our city and state a more beautiful place. Lastly, it's good that I didn't bike the 10 miles here tonight, since there was nowhere to park my bike.
- I'm confident that the plan will do a good job of identifying needed programs and facilities. To be a success however, it has to establish a strong policy framework for implementation. Start by creating a city bicycle advisory committee for instance.
- No Facilities Board, where are suggestions for these lanes and sharrows, etc.? No traffic calming or road diet suggested areas as well. Or suggestions for parking removals or additions.
- What about the unincorporated communities? Build a website to consolidate bike issues across all spectrums.
- Thanks for the forum. Suggestion: Two large maps: 1. Existing Bike Routes, 2. Planned Bike Routes (distribute maps too).
- Thank you for having the open house. So glad bike plans are being evaluated. Maps were confusing. Less parking on streets – more bike lanes!
- Good displays. Could use set presentation and bike racks.
- Connect Morena Blvd. to Gilman Dr. along Hwy 5 so bicyclists can have a safe, straight route from Downtown/Old Town/Clairemont/North Park, etc. to UCSD.
- Work with bike shops and create a medium of communication with bicyclists of all types in an effort to increase awareness of bicycle related events and planning efforts.
- Concern – The new bike path on the south side of the SD River was not completed with pavement under the Morena Street bridge just east of the Pacific Hwy bridge which runs east towards the AAA building. An approx. 50' piece of a Class I bike lane has a 6" drop and is very dangerous. If this is a right-of-way issue, should it be open? Liability?
- Educating and encouraging our youth to ride on a daily basis to and from school and for extracurricular activities/sports. Need safe lanes/paths to and from schools. Point Loma schools and parks should all be connected with safe paths. Also, incentives for workers to commute by cycling.



- Please implement these upgrades. We are a fantastic city for bicycling, yet don't have infrastructure to really encourage a commuter culture. We could transform SD into a real biking town! Take on those puny Europeans and people from Oregon! (It rains a lot there, for god's sake!)
- I was at the last open house/meeting and I got all the things I asked for on your new master plan: Washington Ave, Park Ave, 6th Ave, more downtown – Super! Looks great – I hope it all happens. What's the best way for me to stay involved?
- Some PowerPoint slides were too small. Needed to separate.
- As a part of the Grantville Master Plan for Subarea B, a service road is to be connected at the end of Tierrasanta Blvd. This should be opened up to bike traffic, thus establishing an east-west connection from College Ave to the beaches.
- Tunnel on India under Hwy 5 is dark, especially bad is the contrast on bright days. Brighter lighting in tunnel would help. Perhaps "solatube" style to save energy? Bridge connecting Santa Fe to Morena near Costco would enable nicer/shorter commute between UCSD and residences behind Costco. Public education about destination positioning at intersections and door zone avoidance is needed.
- No bike parking at this meeting? Classic!
- Please review the existing conditions/facilities. Many of the facilities need to be updated, i.e. some Class III are now Class II, etc. Better/more education efforts for children and police officers as well as drivers. Motorist education. Include policy to repair bike lanes when roadway is being repaired. Many bike lanes on streets that have been resurfaced have been left alone and in bad condition.
- Please put display boards online.
- It would have been nice to have a sign telling us we could lock our bike inside.
- Good event. I'm glad you're involving the public. Recommendation: do as much as you can to encourage biking as neighborhood transportation instead of using a car. Lots of bike lanes, blvds, etc. are not enough.
- Good workshop format. Station attendees were helpful and informed. Would like to see a calendar for report submission and plan implementation. Also, it would be helpful to know if there will be future opportunities for public input and in which areas.
- We need more signs that say "Share the Road – It's the Law."
- Keep communicating and reach out to the local bicycle clubs.
- Riders using sidewalks – call for increase in outreach efforts/education/enforcement to riders. This is a sign of riders uncomfortable in street – need auto driver awareness/enforcement.
- *See attachment 1 for a typed set of comments submitted at the open house.*



Bicycling Suggestions for the City of San Diego – June 10, 2009

- **Sharrows** – These would be helpful on roadways too narrow for bike lanes, but have a large amount of cycling traffic. Good roads for this would be Mission Bay Dr, San Diego Avenue near Old Town, and 4th and 5th Avenues from Hillcrest to Downtown. The City of Corona has implemented these on a couple of roadways (Rincon St in particular between Smith Ave and Corydon Ave) that connect two segments of the popular Santa Ana River Trail.
- **Signal Modification** – Modifying or fixing the traffic signals to actuate for cyclists, or making the loops visible, would be the greatest benefit for cyclists. Many bicyclists run traffic lights as they do not actuate for them, treating them as a malfunctioning signal. More education about where bicycles must be to actuate the signals would also be helpful. I have found information on the internet, and have had a 95% success rate in most cities.
- **Bike Lanes** – More bike lanes would be helpful, only if they are NOT within the “door zone” of cars and properly maintained. Too often I have seen these lanes creating more dangerous situations for cyclists, mostly due to poor maintenance forcing cyclists out into higher speed traffic.
- **Education** – While mostly at a state level, more education for motorists as to how to share the road with cyclists, especially pertaining to passing distance and bike lanes, would be helpful. Educating cyclists that the rules apply to them as well is also helpful. Law enforcement also needs to be educated as to the rights of cyclists on the roadways. I myself was cited while riding in a legal and safe manner in front of San Diego City College on Park Blvd, while I was riding to work. The citation was for not riding far enough to the right, which was not applicable at the time. Had I been riding the way they wanted, it would have been very unsafe for me, putting me in a position to have to dodge parked cars while going 25 mph, down a hill.
- **Maintenance** – While cars can deal with a lot more bumps, bicycles cannot. It becomes more a safety issue when cyclists have to dodge potholes, possibly coming into higher speed traffic. The additional problem arises when flats or bent rims are caused by these potholes. The cyclist can crash, causing more problems for all involved. Debris strewn bike lanes and shoulders present similar problems, causing flats and forcing the cyclist to dodge the debris. Regular sweeping of these problem areas would drastically reduce these problems, as well as prompt repair of potholes.
- **Bike Paths** – While an expensive undertaking, these can be quite helpful, when implemented properly. Building them as enhanced sidewalks or making them subordinate to all other roadways reduces their utility. Better integration into the network is needed, especially along existing paths. The Rose Canyon path has a rather problematic north end, where it meets Gilman Dr at the I-5 NB offramp. The City of Portland, Oregon, has solved this problem with a bicycle only signal, where a path converges at a similar intersection.



Station 1: Public Involvement Strategy

PUBLIC COMMENTS RECORDED AT STATION 1

- Provide tips to bicyclists, such as where to position one's self in the roadway in order to trigger bicycle-sensitive loop detectors.
- We need a safe bike route that connects Downtown, Mission Hills and Hillcrest.
- A bicycle improvement project is needed on a major east – west Mid-City corridor, such as Adams Avenue or University Avenue.
- Construct bike lanes on El Cajon Boulevard from La Mesa to Park Boulevard. Bike lanes on El Cajon Boulevard would be especially helpful to connect to the Bus Rapid Transit planned for El Cajon Boulevard.
- Better bicycle access to colleges and universities located in San Diego is needed. Access to San Diego State University is particularly inadequate. There is room in the roadway right-of-way to construct bike lanes on College Avenue.
- Fill the gap in facilities on Fashion Valley Road and Hotel Circle N. to connect the bike lanes on Hotel Circle with the San Diego River Pedestrian and Bike Path.
- Money for bicycle facilities should be allocated wisely. More money should be spent on developing bike lanes and routes rather than costly projects like the Lake Hodges Bridge.
- There are no safe bicycle routes to travel in and out of downtown, especially during peak traffic periods.
- Provide more bike lockers at all MTS Trolley stations.
- Maintenance of existing bicycle facilities is extremely important and must be considered when planning new facilities.
- Better lighting of facilities is needed to improve safety.
- There are no safe routes to access schools and parks in Point Loma. Bike lanes on West Point Loma Boulevard are needed, as are safe facilities that connect to Nimitz Boulevard.
- Repair and maintenance of existing facilities is sorely needed.
- Complete the western terminus of the SR-56 Bikeway south of Del Mar.
- Pave the frontage road in Sorrento Valley east of Interstate 5 to connect to the SR-56 Bikeway.
- A bike bridge is needed to connect Morena Boulevard and Santa Fe Street so that bicyclists can avoid using Balboa Avenue.
- Inventory existing bike lanes to identify needed improvements.
- Road construction contractors must be held to standards so that bicyclists are considered in construction zones.
- The San Diego River Pedestrian and Bike Path gap should be filled.
- More bike racks are needed throughout San Diego.
- There is a cement K-rail on Jamacha Road that is obstructing the bike lane. In order to avoid the K-rail, cyclists have to ride in the 50 mile per hour travel lane. The K-rail has been there for a long time and needs to be removed.
- The bike lanes on Harbor Drive are poorly maintained, especially in front of the Naval Station. Crossing the railroad tracks is also difficult.



- Enforce laws that prohibit motorists from parking in bike lanes and people from littering bike lanes.
- The tunnel on India Street between Old Town and Downtown requires better lighting. Explore the possibility of using Solatube technology to light the tunnel.
- Education is perhaps the most important tool we have to improve safety. Campaigns that educate people about door zone danger and destination positioning at intersections is particularly important. Billboards, radio, and television ads should be used to inform the public on these and other bicycling issues.
- There should be a tracking mechanism to record non-collision instances where interactions between bicyclists and motorists cause a bicyclist to crash or almost crash. Kearny Villa Road is an example of a high speed, intimidating roadway where bicyclist/motorist conflicts are frequent however conflicts are not documented unless there is a collision.
- Bike paths are poorly placed, designed, and signed. Better visibility and warning signage is needed at points where bike paths intersect with roadways so that motorists expect cyclists to be entering the roadway from a bike path.
- Bicyclists ride on new bike paths as soon as the pavement surface has hardened, which can be before the path has been officially dedicated. Because the paths are not officially dedicated they aren't maintained and repairs requested will not be addressed.
- The Lake Hodges Bridge has four different surface types which can be dangerous for cyclists who are not anticipating surface changes.
- Connecting bicycle facilities to transit should be prioritized to accommodate long distance commutes.
- Poor surface maintenance is a safety issue.
- Right turns on red should be prohibited on roadways with bike lanes.
- More bicycle-sensitive loop detectors are needed. Also, install pedestrian signals so that the push buttons are within reach of bicyclists so that cyclists do not have to dismount to push the signal.
- Make the public open house material and comments available on the City's website.
- I like the idea of a bicycle boulevard on Meade or Orange Avenue to serve as an alternative to the busy major corridors, such as University Avenue and El Cajon Boulevard.
- There should be bike lanes connecting all of the urban core neighborhoods, including Hillcrest, Mission Hills, North Park and Downtown.
- Advertise future public open houses and workshops on KPBS.
- San Diego should be more bicycle-friendly. With San Diego's weather, more people would bicycle if San Diego was more conducive to bicycling.
- Share the road signage and sharrows are needed throughout San Diego.
- Motorists existing Interstate 5 and turning right onto Gilman Drive block the bike lane that provides access to the Rose Canyon Bike Path despite the signage that directs them to stop behind the line.
- An Environment Impact Report (EIR) was just completed for the San Ysidro Border Station Project, which included no mention of bicyclists needs. This is a good time to intervene and ensure bicycle travel is considered in the project.



Station 2: Review of the Current Bicycle Master Plan

PUBLIC COMMENTS RECORDED AT STATION 2

- There should be a website or hotline for bicyclists to report concerns or poor road conditions.
- There should be a database that is accessible by various cycling organizations and enables cyclists to share information about bicyclists' concerns and complaints.
- It is difficult to load bikes on the University of California – San Diego (UCSD) bus bike racks. UCSD could convene a focus group composed of different types of users to select racks that would accommodate people of all sizes and strength levels.
- Provide more bicycle carrying capacity on MTS buses and dedicate an individual car for bicycle transport on trolley lines by removing all seats in the car designated for bikes.
- Priority should be given to completing gaps in existing bike lanes. Discontinuous bike lanes are a problem.
- Provide guidance to bicyclists about where to position ourselves at intersections so that we are detected by loop detectors and thus able to trigger signals.
- A county-wide bicycle and pedestrian plan with maps is needed.
- Wayfinding signage for cyclists would be very helpful.
- Roadways are not safe for bicyclists. Separated bike paths are needed for safe bicycling.
- San Diego is not a bike-friendly city.
- Street cleaning should be a priority. Bike lane and roadway shoulder maintenance is needed.
- Pave roadway shoulders.
- Include road grade information on bicycle user maps.
- Linda Vista Road and Kearny Villa Road were repaved but the roadway shoulders were not. This is a problem for bicyclists.
- More bicycle-sensitive loop detectors are needed in left turn lanes so that bicyclists aren't forced to wait until a car arrives and activates the light.
- Label neighborhoods on maps.
- Show more graphics at the workshop to describe to cyclists how they would fit into the proposed network. Include plans and sections of example corridors.
- Use painted bike lanes to increase the visibility of bicyclists and facilities.
- Robinson Avenue becomes a narrow bridge between 6th Avenue and 10th Avenue which is difficult for bicyclists to maneuver with traffic.
- Reduce the amount of free on-street parking. Convert parking space to bicycle facilities.
- Sharrows should be added to Class III bike routes.
- There are inaccuracies in the existing facilities shown in the map displayed. There are no existing bike lanes on Mira Mesa Road, as shown on the map. There are bike lanes on Camino Santa Fe that aren't shown on the map. There is no existing facility on Miramar Road; it is a gap. There are bike lanes on Texas Street from Madison Avenue to Camino del Rio S. that aren't shown on the map.
- Traffic calming is greatly needed. University Avenue, Gilman Drive and Park Boulevard would be improved by traffic calming. La Jolla Boulevard in the Bird Rock neighborhood is a good example of effective traffic calming.



Station 3: Bicycle Demands Analysis

PUBLIC COMMENTS RECORDED AT STATION 3

- Schools and the areas surrounding schools should have a higher weight in the Attractors Model.
- Harbor Drive is dangerous through the National Association of Security Companies (NASCO) area. There is debris along the roadway and it needs resurfacing.
- The bike lane on Kearny Villa Road near Miramar Road should be resurfaced and debris should be removed.
- The western terminus of the SR-56 Bikeway is a significant gap.
- An east-west connection through Mid-City is needed.
- High traffic speeds along Adams Avenue in Normal Heights are a problem.
- The lack of stop signs on 30th Street south of University Avenue is a problem because this results in motorists traveling too fast in the residential area between University Avenue and Upas Street.
- On Pershing Drive through Balboa Park the bike lane is located in motorists' blind spot in various places.



Station 4: Proposed Bicycle Network

PUBLIC COMMENTS RECORDED AT STATION 4

- University Ave through Hillcrest and North Park is too treacherous for bicycling.
- An east-west connection through Mid-City is needed on a low-volume roadway parallel to El Cajon Boulevard and University Avenue.
- Motorists on El Cajon Boulevard are inconsiderate toward bicyclists.
- The portions of the bike path connecting Ocean Beach to Hotel Circle that are under construction should be completed.
- Pavement markings are needed to indicate where bicyclists should be positioned to trigger loop detector activated signals.
- Connect the eastern terminus of Hotel Circle S.
- East of Fashion Valley Mall the bike lane on Friars Road drops.
- A bicycle-sensitive sensor is needed on Friars Road on the left turn lane onto east at Ulric Street.
- A bicycle-sensitive sensor is needed on Pacific Highway next at the Trolley Center.
- Kearny Villa Road near Balboa Avenue is hazardous to bicyclists.
- An east-west connection thru Mid-City needed.
- San Diego planners should inform themselves about the “Interstate Bicycle Network” program that is under development.
- The four-way stop sign on 30th Street and A Street is located in the wrong place.
- The bike lane on Hotel Circle drops. This is dangerous for inexperienced bicyclists.
- There is an unpaved section of San Diego River Pedestrian and Bike Path.
- Do not include gutter in 5’ lane widths. Bike lanes should have two line markings.
- Be cautious about the design of bike lanes. The cycle track on Friars Road is not swept.
- Cyclists are trapped in cycle tracks, which is dangerous. Bike lanes are preferred.
- “Share the Road” signs are needed.
- More bike lanes, as opposed to separated paths, are needed.
- Sharrows are desirable.
- More bike-sensitive loop detectors are needed.
- Maintain the density of the proposed network.



Station 5: Prioritization Process

PUBLIC COMMENTS RECORDED AT STATION 5

- Sharrows are needed on all Class III routes. They should be placed outside of the door zone.
- The prioritization maps should include facility types.
- It is important to decide how to allocate priorities considering bicycle boulevards and traffic calming measures require higher treatment levels than sharrows.
- More traffic calming efforts are needed in San Diego. We need livable streets for all pedestrians and bicyclists, particularly surrounding parks, schools, and in university areas.
- Remove free on-street parking on 30th Street or install sharrows to help prevent cyclists colliding with car doors.
- The northern terminus of Black Mountain Road should connect thru to Rancho Bernardo.
- There is a six foot drop in the facility on Morena Boulevard due to road construction.
- Northbound Fairmont Avenue at Montezuma Road is very dangerous.
- The pedestrian/bicycle bridge over I-15, north of SR-94, out of Fairmont Park is very dangerous.
- Commuting out of the I-805/Mira Mesa Boulevard is three miles longer than it should be because the area is boxed in.
- Waring Road northbound from I-8 is uphill and there is not sufficient room for bikes. There are narrow lanes and high speed traffic.
- There is no detection of bicyclists where Bayshore Bikeway intersects F Street. The light never changes for waiting bicyclists.
- Safer ways to cross I-8 are needed. Fairmont Avenue is a joke and Texas Street is dicey.
- A bike connection along I-5 from UCSD to Downtown is needed. Gilman Drive to Morena Boulevard is recommended.
- Install escalators or elevators or flatten hills.
- The bike lane on Jamacha Road, which is a 50 mile per hour roadway, has been obstructed for five years.
- Do not construct bicycle facilities in Rose Canyon between I-5 and Genesee Avenue to preserve the canyon.
- A safe connection between Morena Boulevard and Santa Fe Street.
- Education program development should be prioritized above facilities.
- Speed enforcement is needed on Kearny Villa Road. People travel up to 70 miles per hour entering and existing freeway ramps. Three bicyclists have died in this location within five years.
- A bike lane is needed between SR-56 and SR-52. Miramar Road and Mira Mesa Boulevard are options.
- Harbor Drive is dangerous. Resurfacing or repair and street cleaning is needed.
- Resurfacing and street cleaning is needed on Kearny Villa Road.
- The SR-56 bike path connection from Del Mar to San Diego remains unfinished.
- A bicycle boulevard on Meade Avenue or Adams Avenue is a good idea. A Mid-City east-west connection that serves as an alternative to El Cajon Boulevard and University Avenue is needed.



- Roadways that run north-south around Balboa Park are nice two-lane roads that could be converted to one-lane roads with bike lanes.
- In Mid-City cyclists are forced to use Washington Street or University Avenue as a west-east corridor. Parallel and diagonal parking on these streets between North Park and Mission Hills make them hazardous to bicyclists.
- Clairemont/Kearny Mesa is a large employment center. These results are too focused on UTC.
- Create a bike/bus lane on 4th and 5th Avenues.



Station 6: Program Strategies

PUBLIC COMMENTS RECORDED AT STATION 6

- The Police Department should meet regularly with the San Diego County Bicycle Coalition.
- There should be a bike path around the circumference of Montgomery Field.
- “Yield to Bicyclists” signs are needed at interstate on and off ramps along Friars Road.
- Bicycle valet parking should be provided at all major events.
- Resurface bike lanes in addition to traffic lanes. Bike lanes on Kearny Villa Road, for example, were not resurfaced along with traffic lanes.
- Do not just conduct sting operations to enforce bicycle-related laws. Police officers should be trained and should regularly ticket bicyclists and motorists behaving dangerously.
- Improve the transition between the Rose Canyon Bike Path, Santa Fe Street and Morena Boulevard. Currently bicyclists must use Balboa Avenue which is too dangerous due to traffic speeds.
- Incorporate bike paths along the San Diego River Park project currently being planned.
- Law enforcement officers need to be better educated about laws related to bicyclists, specifically CVC 21202.
- Encourage the California Department of Motor Vehicles to include more bicycle-related issues in their handbooks. For example, handbooks should inform truck drivers approaching cyclists on their right to wait until there is sufficient room rather driving close to bicyclists.
- More Public Service Announcements (similar to “Give ‘Em 5”) concerning lane width and informing drivers of fines and other punitive issues are needed.
- Separate bike lanes are awesome for commuters if they are maintained. Currently, the Friars Road path is a vacuum for garbage; as a result, bicyclists must ride in the road to avoid the debris.
- “Bike to Work Day” should be a monthly event not an annual event.
- Incentives for employers by encouraging more showers and facilities for bicyclists
- The education provided to motorists and cyclists before and during their commute needs to be improved.
- Public Service Announcements are beneficial.
- Better bicycle user maps are needed.
- Signage improvements should be a priority.
- Bicycle safety programs should be provided in schools.
- Use radio, billboard, and television ads to educate people on simple issues such as to avoid door zones and to move left of right turning areas when traveling straight thru intersections.
- Print and distribute bike maps more often.
- Develop incentive programs to encourage employers to provide bike parking, shower facilities and lockers at work places.
- Work with San Diego State University to identify a good north-south route south of Interstate 8. College Avenue has no shoulder up this hill.
- There are no bike racks at the shopping center located at El Cajon Boulevard and College Avenue. This makes no sense.
- Education targeting children and police officers should be priority.



- Signage is needed to inform riders that according to California law, bicyclists should ride on the right side of the road with traffic.
- Decision makers who actually ride bicycles are needed in San Diego. A photo opportunity on “Bike to Work Day” does not cut it.
- Make it easier for women, children, and the elderly (anyone who doesn’t feel comfortable riding with cars) to get places by bicycle. It is legal to ride on the sidewalk in most places in San Diego. Inform people about when and where it is legal to ride on the sidewalk. Considering the sidewalk to be a part of the bicycle system expands the bicycle network without costing any money. Statistically, it is safer to ride on the sidewalk than in the street, isn’t it?



COMMENT CARDS

- Class III to Class II change for Landis St. between Ray and I-805 should not affect parking. Our street is normally full most nights.
- Use a 1-page educational bulletin showing a picture of sharing the road mailed out by the DMV with license plate renewals.
- A few N-S and E-W routes with good flow trumps many disconnected segments of improvements. I disapprove of traffic circles – not enough space to determine which way the traffic will go. Speed bumps irritate motorists who hit them and speed to make up for lost time at bump. Unpleasant on saddle. Yellow light duration is often inadequate to clear the intersection on time. I would prefer 10 miles of Class I to 100 miles of Class II or III.
- Consider multi-use path between Tijuana River Valley and Otay Valley on Saturn Blvd. Plan needs to show facilities for College Ave as a priority. Proposed facilities for Southeastern neighborhoods seem to be largely missing. Add bike lane back on Bachman
- My initial thoughts are that this is fantastic. My concerns are as follows:
- Class II and Class III facilities are relatively inexpensive. However, they are not nearly as safe as they could be without changing the CA vehicle code that says absolutely nothing about making it illegal to enter or cross a bike lane when a cyclist is in it. Shocking but true. Because the police do not consider logic, no one ever gets cited. The Class II and III facilities must be blatantly obvious that motorized vehicles are prohibited unless no cyclist is present. These lanes are also dangerous in terms of utility companies undergrounding utility services, cutting pavement and rough filling within the lane. Again, police enforcement of the obvious safety hazards posed by elevated steel plates, parallel trenching, absence of signage, and other debris is non-existing. What are the enforcement mechanisms?
- Bike Boulevard on 30th? Really? This is a high traffic street. It would be hard to prioritize bikes. Wouldn't you rather want it on a parallel street? If on 30th, should be a Class III with sharrows.
- I know the money for the bicycle paths is not in the city budget right now. But on your list of priority projects, #19 seems pretty far down. (Edge of Fashion Valley parking lot to Hazard Center). I recognize it will be expensive, but for the cost, you'd connect from the ocean to the IKEA shopping center. If you go out to Friars to make the connection, it is very scary and dangerous. If you walk your bike under the 163 through the dirt and mud, it is also pretty creepy! But both sections of the path are nice to ride and would be really fun if they were just connected.
- Create and assign high priority status to one each: N-S and E-W bike facility through SE portion of central San Diego that is presently not covered by colored lanes on proposal maps. Maybe Home Ave as N-S and Federal/Ash as E-W routes?
- Adams Avenue and Park Blvd already have many bicyclists and those communities can really benefit a lot more by having better bicycle facilities
- I saw the very small article in the newspaper – I hope next time you advertize it on some of the radio stations too, so younger bicyclists might hear about it (should be free since it's a public interest announcement). Also, maybe put it online at sites like signonsandiego, etc. It would be great to let SDSU, USD, and UCSD post it somewhere for their students also.
- Bicycle boulevards are a great concept! I think they will really catch on! We should also copy ideas from other bike-friendly cities.
- I like the cycle track and thing that a 2' to 3' raised landscape would be a nice separation to consider



in addition to the bollards and striping shown. I'm in favor of the innovative bike parking off the sidewalk in the street.

Station 1: Citywide Bicycle Network

PUBLIC COMMENTS RECORDED AT STATION 1

Citywide Bicycle Network displayed the proposed bikeway network citywide along with information about the proposed bikeway facility types. Public comments made at this station included the following:

- PB, South Park, and Normal Heights seem like good places for bike blvds
- Concerned with "End Bike Route" signage
- Install signage on boardwalks to have peds stay to the right
- Request more bike lanes, particularly in the central urban area – put a bike lane on 4th Ave
- Need more bike parking
- Would like more bike blvds
- Request for on-street stencils with high level of reflectivity
- Request for centerline on bike path to keep people on proper side
- Bicycle commuting 101 – educate people about rules of the road, etc.
- Make streets with bike routes 1-way during rush hour to accommodate more bike lanes
- Use sealant instead of asphalt to fill cracks on roadway
- Flooding problems on Rose Canyon and SD River pats – barrier has been knocked over
- Request for bike boxes
- Request for surface improvements, especially on Market from 48th to downtown
- Request surface improvement on all Class II bike lanes to better accommodate 2 lanes of bikes – not including the line between where car stops and the curb. Resurfacing is badly needed on Friars Road, in PB, OB, and La Jolla
- Road conditions along bike facilities need to be improved
- Concerned that we're working with old data
- Need to improve bicycle connections in Golden Hill, South Park, and North Park
- Russ Blvd – bike blvd from 24th to Market
- Use Balboa Park to connect SD neighborhoods
- Request for Class II facility on Regents Road crossing Rose Canyon
- Need slower posted speed limits on Genesee at Governor
- Include question on DMV driver's license test regarding cyclists right to use the travel lane
- Request for cycle track using parked cars as a natural barrier – lane next to curb
- Like 30th as bike blvd – include sharrows as a part of facility (including Fern)



- South Park businesses are pro-bike and less concerned regarding parking availability
- Traffic calming at University and Park
- Request for sharrows on University west of Park
- Safety issues with diagonal parking on University

Station 2: Program and Bike Parking Recommendations

PUBLIC COMMENTS RECORDED AT STATION 2

Program and Bike Parking Recommendations presented education, encouragement, enforcement, monitoring and evaluation recommendations as well as bike parking recommendations. Public comments made at this station included the following:

- The City Administration building should set an example by installing 50 bike racks for bike parking
- Suggest to bike security chain manufacturers to make chains long enough to fit through both wheels when locked.
- Meeting locations should have bike parking
- Monthly bike to work days
- Increase bike capacity on transit
- City and school district should work together for secure bike storage at elementary and middle schools
- Incentives and discounts for bike racks on cars
- Stations where bicyclists can pump tires with air – removable to deter theft
- Recharge stations for electric bikes
- Bicycle-specific enforcement officers similar to parking enforcement officers – low cost!
- Bike parking at red zones
- Enforce bicycle light infractions at dusk
- The Mission Bay info center needs accurate and updated bike facilities
- Make bike corrals a priority
- Corrals need specific locations and schedule for implementation
- Policy 100-18 needs to be amended to allow the installation of bike corrals
- Bike parking/locker requirements in parking garages (Center city)
- Plan needs to include minimum bike rack requirements for all development and commercial districts when sidewalks are updated
- Program for business owners to request bike racks on demand
- Bike sharing
- Area-specific programs and projects
- Share the road signs showing peds/bikes/cars



- Educate law enforcement / transit operations
- Bike parking requirements should be enforced retroactively, not just in new development
- DMV mailer educating motorists on bicyclist rights with annual registration
- Short-term bike lockers at airport/Santa Fe Depot
- Question about bicyclists right to full lane
- Corkscrew bike racks – artistic racks
- Strong bicyclist presence at the Expo
- Parking meter retrofit



Station 3: North San Diego Bicycle Network

PUBLIC COMMENTS RECORDED AT STATION 3

North San Diego Bicycle Network provided a more detailed view of the proposed bicycle network within the northern portion of San Diego and highlighted the top priority bicycle projects in north San Diego. Public comments made at this station included the following:

- Bike lanes should allow non-gas personal mobility vehicles, ex. Mobility scooters, etc. and parking facilities for mobility scooters
- Limit cars on streets with bike facilities to one-way opposite rush hour traffic (morning out, evening in) to provide more room for bicyclists
- College Ave should be Class II
- Maintenance of bike lanes very important!! (Torrey Pines Rd specifically)
- Mission Center Rd crossing is very dangerous
- Regents Rd crossing Rose Cyn is dangerous – supposed to be Class II when they build the bridge – there is currently no legal crossing – railroad tracks
- Regents needs to be Class II – currently, Genesee is the only way to get from Clairemont to UCSD, and there is high traffic on Genesee
- Rose Canyon gets flooded when it rains – please fix!
- Kearny Villa Rd at 163 SB onramp is dangerous! Crossing cars travel at 80+ mph
- Rancho Bernardo and Rancho Penasquitos have needs too
- Pomerado Rd should have Class II as well as proposed Class I
- Carroll Canyon Rd needs connecting Class II from Carroll Rd to Camino Santa Fe and continuation of Class I to the south
- Rose Creek Bridge from Mission Bay to Pacific Hwy should be HPP (needs to be resurfaced)
- La Jolla Village Dr should be back on HPP list
- Intersections along the Class II on Miramar are dangerous – the lane disappears at intersections
- Clairemont Dr from Hwy 5 to Clairemont Mesa Blvd and east is the only way to get east/north – should be HPP
- Hwy 56 bike path stops at Hwy 5 – continue path to beach – existing route to beach from Hwy 5 is very dangerous
- The Tierrasanta Blvd proposed connection to Mission Gorge needs community support before moving forward as proposed bike facility
- The Mission Trails Park Class I needs to stay south of the river – current proposal crosses the river



Station 4: Central San Diego Bicycle Network

PUBLIC COMMENTS RECORDED AT STATION 4

Central San Diego Bicycle Network presented a more detailed view of the proposed bicycle network within the central portion of San Diego and delineated the top priority bicycle projects in central San Diego. Public comments made at this station included the following:

- How about a bike facility on the SE side of Home Ave from Federal Blvd to Euclid Ave soon – put higher on list
- Recommend NO bike facility on Euclid Ave between Home Ave and El Cajon Blvd – too narrow
- The roadways around Paz Park (should be a continuous loop) are too narrow, lacks shoulder, and high speed vehicles (15 mph)
- Corridor Study on University Ave – bike facilities shouldn't be overtaken by cars – Landis east of 30th should be a part of HPP before University is reconstituted
- Bachman should be back on HPP list
- College Ave not on the map – something needs to be done there
- No HPPs east of 30th St or south of Wightman St in CD 3, 4, 7, & 8
- Russ Blvd – should be bike blvd – one way for cars and two-way for bicyclists
- HPP #1 – Work with the Marines to see if we should move portions of the facility onto US property
- HPP #19 – Should be super high priority – missing short segments should be completed
- HPP map color scheme is very confusing
- SD Business District plan should be considered
- The bike blvd along 30th/Fern – in Class III/sharrows more appropriate?
- Park Blvd – does it benefit to select a bike lane with on-street parking – right choice?
- Meade Ave and Orange Ave – should be higher priority – use as bike blvd currently – avoid El Cajon
- HPP #5 – Qualcomm Way – rocks and debris is a problem when it rains – replace barrier to protect
- HPP#36 – Continue project over Hwy 94 – crossing is difficult
- HPP #33 – sharrows are preferred
- HPP #19 – last tunnel before Pacific Hwy extremely dangerous – should be higher priority and have lighting, railing – something needs to be done
- Midway connector to OB bike path not a real connector – very dangerous
- HPP #33 – Refer to South Park bus plan
- Bad merge point coming out of the tunnel on India St



- OB bike path – off ramp to Midway southbound merge point is very dangerous – no good way for bikes to go through – bridge may need to be redesigned to consider bikes
- HPP #15 is good.
- Landis from Ray to Boundary – don't want to lose on-street parking in this area – bike lane proposed
- Should be bike-related questions on DMV exams
- SDG&E easement on east side of Famosa – they will construct. The Friends of Slough need to coordinate to implement connection from Catalina Blvd to West Point Loma Blvd
- Should be bike facilities to all trolley stations
- Price's City Heights SQ should have showers so we can bike to work



Station 5: South San Diego Bicycle Network

PUBLIC COMMENTS RECORDED AT STATION 5

South San Diego Bicycle Network displayed a more detailed view of the proposed bicycle network within the southern portion of San Diego and highlighted the top priority bicycle projects in south San Diego. Public comments made at this station included the following:

- L Street – extend 22nd to 20th and 20th up to Island
- Imperial Ave – gap between 36th and 32nd
- Hollister/Dairy Mart – Saturn multi-purpose path all the way to TJ River Valley Park
- Bayshore bikeway (all Class I's) should have signs for peds warning about bikes (faster traffic on left)

Appendix E. Preliminary Network Refinement Process

Chapter 5 of this Plan describes the process for identifying the proposed bicycle network. In the initial stage of this process, a preliminary bicycle network was developed by synthesizing existing facilities, planned facilities, and bicycling demand. This appendix describes the refinement process applied to the preliminary bicycle network. The preliminary bicycle network was refined to avoid proposing facility on very low traffic volume roadways, to avoid disconnected facilities, and to ensure basic sensibility. Table E-1 summarizes the refinement approaches, which were only applied to segments of the demand network that did not overlap with the preliminary proposed bicycle network.

Table E-1: Refinements to the Preliminary Proposed Bicycle Network

| Purpose | Refinement Approach |
|--|---|
| Remove facility recommendations from very low potential bicycle automobile conflict roadways | Intersect non-overlapping demand segments with the bicycle detractor model and remove segments with a detractor score of 4 or less. Detractor scores range from 0 to 32. Chapter 5 describes the bicycle detractor model employed in this planning process. |
| Maintain connectivity in the recommended network | The non-overlapping demand segments were inspected for dangling cul-de-sacs. Those routes which abruptly ended and provided no meaningful destination upon their termination were removed from the network. |
| Avoid excessive redundancy | The non-overlapping demand segments were inspected for paths requiring excessive turn movements. Paths showing excessive turn movements were removed from the network unless they provided a meaningful connection to a particular origin or destination, or unless they comprised part of a meaningful alternative route. |
| Downtown refinement | Non-overlapping demand segments running parallel to other existing or proposed facilities were evaluated and considered for removal if they did not provide a useful alternative. Additional refinements were applied to downtown since nearly every downtown roadway provided a shortest path connection during the demand analysis, as well as almost every downtown roadway being part of the City’s Circulation Element. All existing, proposed, and non-overlapping demand segments entering downtown from outside of this community were continued through downtown along the same roadway until the roadway terminated. All other non-overlapping demand segments within downtown were removed from the proposed network. |

Source: Alta Planning + Design, March 2010

Figure E-1 displays the prioritization results across the entire proposed bicycle network. The results are a composite of scores associated with each of the inputs. Figure E-2 displays the 25 percent highest scoring roadway segments which constitute the majority of the 40 highest priority projects.

FIGURE E-1:
Final City-wide Prioritization of the
Refined Proposed Bicycle Network

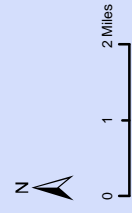
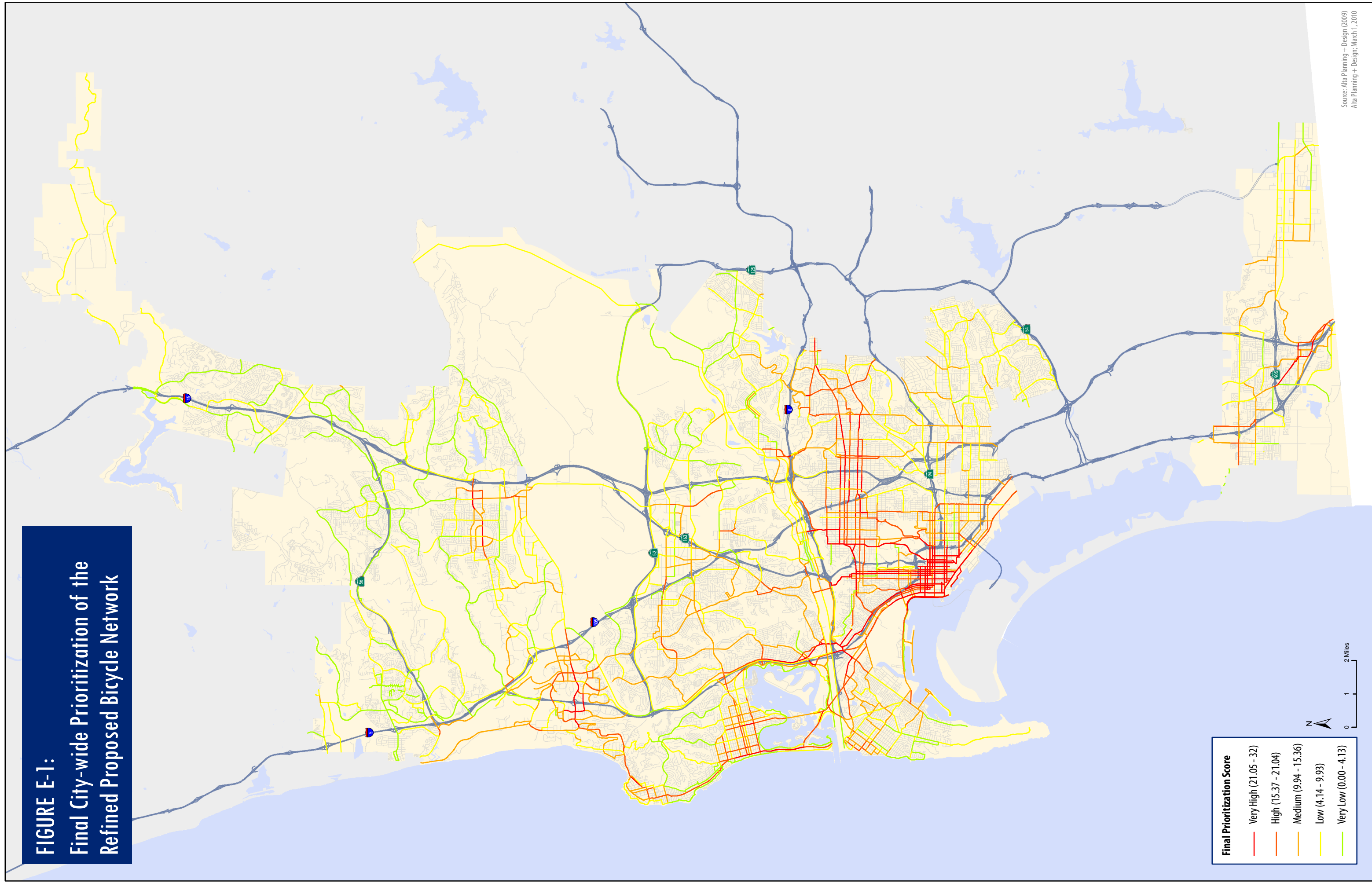
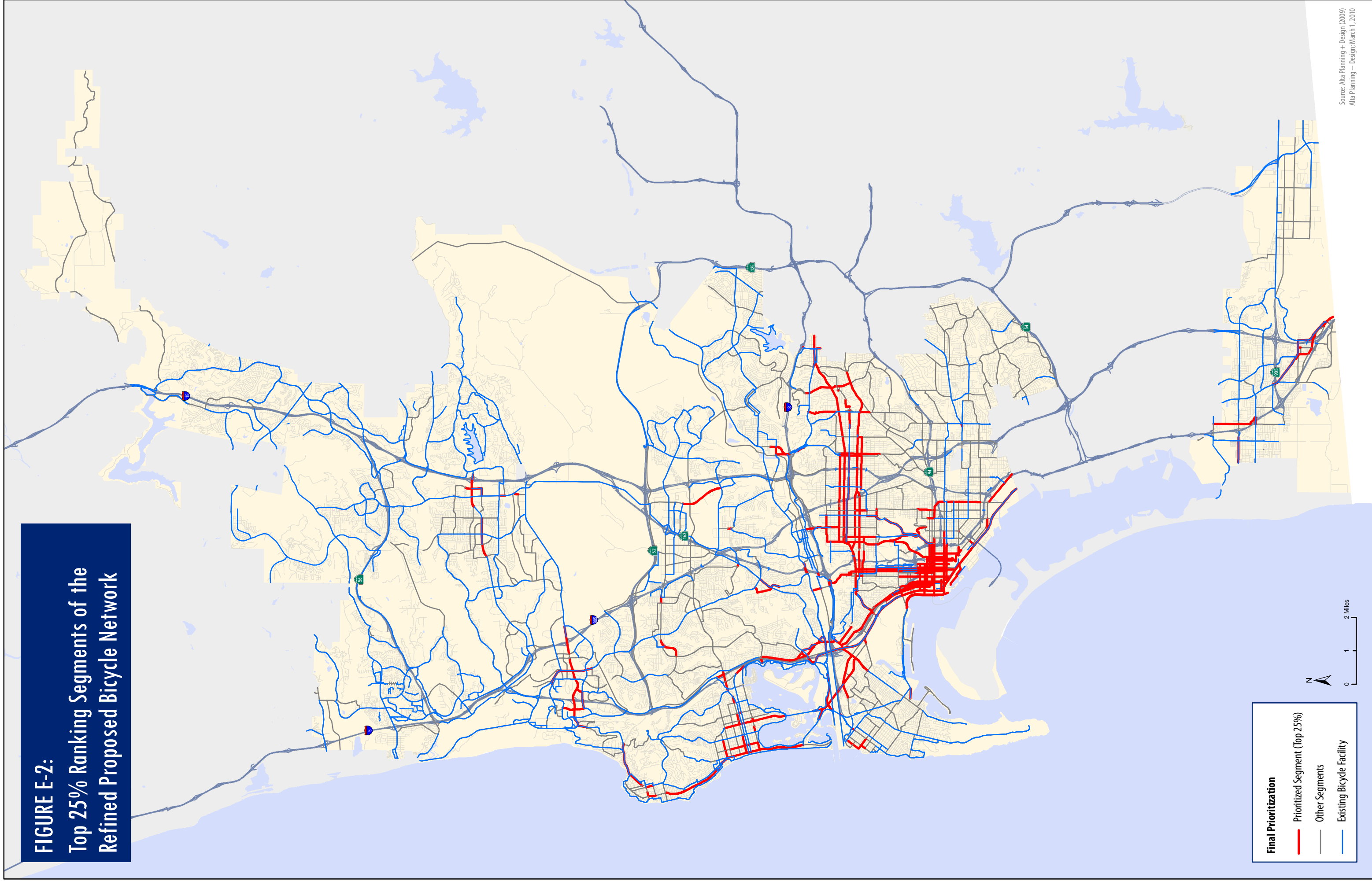
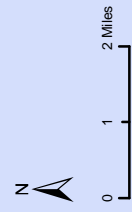


FIGURE E-2:
Top 25% Ranking Segments of the
Refined Proposed Bicycle Network



Final Prioritization

- Prioritized Segment (Top 25%)
- Other Segments
- Existing Bicycle Facility



Appendix F. Highest Priority Project Cost Details

This appendix presents the cost estimate worksheets for the highest priority projects (Project number 2 to number 40). The cost for Project 1: Pacific Highways and Barnett Avenue was excluded because this project has been completed by the City as of the publication of this Plan.

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 4/18/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery Large) **S**
 ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) **S**

PROJECT NAME : **Project 2: Broadway from Park Boulevard to 19th Street**

PROJECT LIMITS : Park Boulevard and 19th Street

COMMUNITY NAME: Center City & Golden Hill COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This high priority project is nearly a half mile long and connects Golden Hill residential neighborhoods to key downtown land uses including major employment, shopping, and tourist attractions. This project provides access to local bus Route 2 and express bus Routes 30, 50, 150, and 210.

ASSUMPTIONS: No property acquisition required

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$20,460**

| | | | | |
|------|---|-----|-----------------------|---------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$8,184 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$512 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$2,046 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$31,202**

ADMIN. & ENG. DESIGN TOTAL ** @ **40%** **\$12,481**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : **0** **\$0**

TOTAL PROJECT COST **\$43,682**

ROUNDED PROJECT COST **\$44,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**
 ** **35 - 70%** **25 - 55%** **19 - 51%** **17 - 47%**
 *** **40%** **35%** **30%** **25%**
 **** **10%** **7.5%** **5%** **2.5%**

PROJECT: Project 2: Broadway from Park Boulevard to 19th Street

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 12 | EA. | \$250.00 | \$3,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L.F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 0 | L. F. | \$0.65 | \$0.00 |
| PAVEMENT MARKER | 24 | EA. | \$500.00 | \$12,000.00 |
| LOOP DETECTOR | 6 | EA. | \$600.00 | \$3,600.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$1,860.00 | \$1,860.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$20,460.00

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 4/18/2011 * PROJ SIZE (Small, Medium, Large, Very Large) : S
 ** COMPLEXITY (Simple, Average, Complex) : S

PROJECT NAME : **Project 3: West Ash Street: North Harbor Drive to Kettner Boulevard; Ash Street: 3rd Avenue to 8th Avenue; and A Street: Kettner Boulevard to 8th Avenue**

PROJECT LIMITS : North Harbor Dr and 8th Avenue / Kettner Boulevard and 8th Avenue

COMMUNITY NAME: Little Italy and Cortez Hill COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class III bicycle facilities along West Ash Street from North Harbor Drive to Kettner Boulevard, along Ash Street from 3rd Avenue to 8th Avenue, and along A Street from Kettner Boulevard to 8th Avenue. This high priority project is over one mile long and connects Centre City residential neighborhoods to the existing Class I bicycle path along the harbor.

ASSUMPTIONS: No property acquisition required.

| | |
|--|-----------------|
| CONSTRUCTION SUB-TOTAL COSTS (from page 4) | \$17,875 |
|--|-----------------|

| | | | | |
|------|---|-----|-----------------------|---------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$7,150 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$447 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$1,788 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

| | |
|---------------------------|-----------------|
| CONSTRUCTION TOTAL | \$27,259 |
|---------------------------|-----------------|

| | |
|--|-----------------|
| ADMIN. & ENG. DESIGN TOTAL ** @ <u>40%</u> | \$10,904 |
|--|-----------------|

| | |
|--|------------|
| PROPERTY ACQUISITION TOTAL (from page 4) | \$0 |
|--|------------|

| | |
|--|------------|
| ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) | \$0 |
|--|------------|

| | |
|---|------------|
| INFLATION LINE ITEM (10% / YEAR) Number of years : <u>0</u> | \$0 |
|---|------------|

| | |
|--------------------|-----------------|
| TOTAL PROJECT COST | \$38,163 |
|--------------------|-----------------|

| | |
|-----------------------------|-----------------|
| ROUNDED PROJECT COST | \$38,200 |
|-----------------------------|-----------------|

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | |
|--------------------|--------------------------|---------------------|---------------------|
| * S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** 40% | 35% | 30% | 25% |
| **** 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 3: West Ash Street: North Harbor Drive to Kettner Boulevard; Ash Street: 3rd Avenue to 8th Avenue; and A Street: Kettner Boulevard to 8th Avenue

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 15 | EA. | \$250.00 | \$3,750.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L.F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 0 | L. F. | \$0.65 | \$0.00 |
| PAVEMENT MARKER | 25 | EA. | \$500.00 | \$12,500.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$1,625.00 | \$1,625.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$17,875.00

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/30/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 4: 4th Avenue: Washington Street to Juniper Street and 5th Avenue: Washington Street to Elm Street

PROJECT LIMITS : Washington Street and Elm Street

COMMUNITY NAME: Hillcrest and Park West COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along 4th Avenue from Washington Street to Upas Street and along 5th Avenue from Washington Street to Elm Street, and Class III facilities along 4th Avenue from Upas Street to Juniper Street. This high priority project is over three miles long and connects the neighborhoods of Hillcrest and Park West to key downtown land uses, such as major employment and shopping centers, and recreational and cultural land uses in Balboa Park.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$164,871**

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$57,705 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$4,122 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$12,365 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$239,063**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$95,625**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$334,688**

ROUNDED PROJECT COST **\$335,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|--------------------------|--------------------------|---------------------|---------------------|
| | * S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 4: 4th Avenue: Washington Street to Juniper Street and 5th Avenue: Washington Street to Elm Street

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 38 | EA. | \$250.00 | \$9,500.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 24580 | L.F. | \$3.00 | \$73,740.00 |
| TRAFFIC STRIPING (NEW) | 61450 | L. F. | \$0.65 | \$39,942.50 |
| PAVEMENT MARKER | 27 | EA. | \$500.00 | \$13,500.00 |
| LOOP DETECTOR | 22 | EA. | \$600.00 | \$13,200.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$14,988.25 | \$14,988.25 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$164,870.75

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/30/2011 * PROJ SIZE (Small, Medium, Large, Very Large) : L
 ** COMPLEXITY (Simple, Average, Complex) : C

PROJECT NAME : Project 5: Texas Street/Qualcomm Way: Camino de la Reina/Camino Del Rio North to Camino Del Rio South

PROJECT LIMITS : Camino de Rio North and Camino del Rio South

COMMUNITY NAME: Mission Valley, University Heights, and North Park COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Texas Street/Qualcomm Way. This high priority project nearly a half mile long and connects the relatively dense residential neighborhoods of University Heights and North Park to key land uses in Mission Valley, such as major employment and shopping centers. This facility also provides a connection over the freeway between the existing Class II facilities on Qualcomm Way and Texas Street.

ASSUMPTIONS: The cost for property acquisition is not included

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$1,750,052**

| | | | | |
|------|---|-----|-----------------------|-----------|
| *** | CONTINGENCY | 30% | (Computer Calculated) | \$525,015 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$43,751 |
| **** | FIELD ORDERS | 5% | (Computer Calculated) | \$87,503 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$35,001 |

CONSTRUCTION TOTAL **\$2,441,322**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$976,529**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$3,417,851**

ROUNDED PROJECT COST **\$3,420,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 5: Texas Street/Qualcomm Way: Camino de la Reina/Camino Del Rio North to Camino Del Rio South

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|--|-------|-------|------------|----------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 0 | L. F. | \$5.00 | \$0.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 20892 | S. F. | \$3.00 | \$62,676.00 |
| 2" AC ON 7" PCC | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") include excavation and base | 59400 | S. F. | \$20.00 | \$1,188,000.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 1380 | L. F. | \$40.00 | \$55,200.00 |
| SIDEWALK 4" | 1380 | S. F. | \$10.00 | \$13,800.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| CONCRETE BARRIER TYPE 26 | 320 | L. F. | \$65.00 | \$20,800.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$1,340,476.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

PROJECT: Project 5: Texas Street/Qualcomm Way: Camino de la Reina/Camino Del Rio North to Camino Del Rio South

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|------------------------------------|----------|-------|--------------|---------------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 40 | EA. | \$250.00 | \$10,000.00 |
| ST. LIGHT (NEW) | 6 | EA. | \$14,000.00 | \$84,000.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 6800 | L. F. | \$3.00 | \$20,400.00 |
| TRAFFIC STRIPING (NEW) | 13700 | L. F. | \$0.65 | \$8,905.00 |
| PAVEMENT MARKER | 32 | EA. | \$500.00 | \$16,000.00 |
| FURNISH AND INSTALL SIGN STRUCTURE | 8 | EA. | \$25,000.00 | \$200,000.00 |
| LOOP DETECTOR | 4 | EA. | \$600.00 | \$2,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$34,270.50 | \$34,270.50 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| TOTAL TRAFFIC | | | | \$375,975.50 |

| | | | | |
|-------------------------------|---|-------|----------|---------------|
| SECTION 5: LANDSCAPING | | | | |
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |
| TOTAL LANDSCAPING | | | | \$0.00 |

| | | | | |
|---------------------------------------|-----|-------|---------|-------------------|
| SECTION 6: MISCELLANEOUS ITEMS | | | | |
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| CHAIN LINK RAILING TYPE 7 | 320 | L. F. | \$25.00 | \$8,000.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |
| TOTAL MISCELLANEOUS | | | | \$8,000.00 |

PROJECT: Project 5: Texas Street/Qualcomm Way: Camino de la Reina/Camino Del Rio North to Camino Del Rio South

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|-----------------------|-----|-------|----------|-------------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| REMOVE BRIDGE RAILING | 320 | L. F. | \$80.00 | \$25,600.00 |

TOTAL STRUCTURES COST **\$25,600.00**

CONSTRUCTION COSTS SUB-TOTAL **\$1,750,052**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|------------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$2,500.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/20/2011 * PROJ SIZE (Small, **Medium**, Large, Very Large) S
 ** COMPLEXITY (Simple, **Average**, Complex) S

PROJECT NAME : Project 6 – Marina District to East Village along G Street, Market Street, and Island Avenue

PROJECT LIMITS : Harbor Dr and Interstate 5

COMMUNITY NAME: Centre City neighborhoods of Harbor, Gaslamp, and East Village COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class III bicycle facilities along West G Street, State Street f, West Market Street, Union Street, and along Island Avenue between Harbor Drive and Interstate 5. This project also provides Bicycle Boulevard facilities along Front Street. This high priority project is nearly two miles long and connects the dense residential and commercial neighborhoods near Petco Park and City College in the east to key land uses and transit opportunities in the west, including Seaport Village, the Orange Line, San Diego Harbor, and the Bayshore Bikeway

ASSUMPTIONS: No property acquisition required.

| | | | |
|--|---|-----------------------|-----------------|
| CONSTRUCTION SUB-TOTAL COSTS (from page 4) | | | \$48,950 |
| *** | CONTINGENCY 40% | (Computer Calculated) | \$19,580 |
| | BOND COSTS @ 2.5% OF CONST | (Computer Calculated) | \$1,224 |
| **** | FIELD ORDERS 10% | (Computer Calculated) | \$4,895 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$74,649**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$29,860**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$104,508**

ROUNDED PROJECT COST **\$105,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X
 REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | |
|--------------------|--------------------------|---------------------|---------------------|
| * S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** 40% | 3 5% | 3 0% | 2 5% |
| **** 10% | 7 .5% | 5 % | 2 .5% |

PROJECT: Project 6 – Marina District to East Village along G Street, Market Street, and Island Avenue

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 64 | EA. | \$250.00 | \$16,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L. F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 0 | L. F. | \$0.65 | \$0.00 |
| PAVEMENT MARKER | 57 | EA. | \$500.00 | \$28,500.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$4,450.00 | \$4,450.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$48,950.00

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 4/18/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery Large) L
 ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) S

PROJECT NAME : **Project 7 – Park Boulevard: Upas Street to Broadway**

PROJECT LIMITS : Upas Street to Broadway

COMMUNITY NAME: North Park, Balboa Park, and Centre City COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Park Boulevard from Upas St. to B St. and Class III facilities from B St. to Broadway. This high priority project is nearly two miles long and connects the relatively dense residential neighborhoods of Hillcrest and North Park to key downtown land uses and recreational and cultural land uses in Balboa Park.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$1,379,382**

| | | | | |
|------|---|-----|-----------------------|-----------|
| *** | CONTINGENCY | 30% | (Computer Calculated) | \$413,815 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$34,485 |
| **** | FIELD ORDERS | 5% | (Computer Calculated) | \$68,969 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$27,588 |

CONSTRUCTION TOTAL **\$1,924,238**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$769,695**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$2,693,933**

ROUNDED PROJECT COST **\$2,700,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S** (0-\$100,000) **M** (\$100,001- \$500,000) **L** (\$500,001- \$2M) **VL** (>\$2M- and up)

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 7 – Park Boulevard: Upas Street to Broadway

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK

\$0.00

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------|-------|-------|------------|--------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 14386 | L. F. | \$5.00 | \$71,930.00 |
| REMOVE AC SIDEWALK | 1500 | S. F. | \$3.00 | \$4,500.00 |
| REMOVE PAVEMENT | 11706 | S. F. | \$3.00 | \$35,118.00 |
| 2" AC ON 7" PCC | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 26973 | S. F. | \$8.00 | \$215,784.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 14386 | L. F. | \$40.00 | \$575,440.00 |
| SIDEWALK 4" | 0 | S. F. | \$10.00 | \$0.00 |
| CONCRETE PAVING | 19 | C.Y | \$1,000.00 | \$19,000.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS

\$921,772.00

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE

\$0.00

PROJECT: Project 7 – Park Boulevard: Upas Street to Broadway

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 29 | EA. | \$250.00 | \$7,250.00 |
| ST. LIGHT (NEW) | 21 | EA. | \$14,000.00 | \$294,000.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 18820 | L. F. | \$3.00 | \$56,460.00 |
| TRAFFIC STRIPING (NEW) | 56460 | L. F. | \$0.65 | \$36,699.00 |
| PAVEMENT MARKER | 24 | EA. | \$500.00 | \$12,000.00 |
| LOOP DETECTOR | 16 | EA. | \$600.00 | \$9,600.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$41,600.90 | \$41,600.90 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$457,609.90

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

PROJECT: Project 7 – Park Boulevard: Upas Street to Broadway

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS \$0.00

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST \$0.00

CONSTRUCTION COSTS SUB-TOTAL \$1,379,382

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|------------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$2,500.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS \$0.00

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS \$0

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/20/2011 * PROJ SIZE (Small, Medium, Large, Very Large) : S
 ** COMPLEXITY (Simple, Average, Complex) : S

PROJECT NAME : Project 8 – 54th Street: Montezuma Road to El Cajon Boulevard and Collwood Boulevard: Monroe Avenue to 54th Street

PROJECT LIMITS : Montezuma Rd and El Cajon Boulevard

COMMUNITY NAME: City Heights, and Talmadge COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class III bicycle facilities along 54th St. from Montezuma Road to Collwood Blvd, upgrades the existing Class III bicycle facilities to Class II facilities along 54th St. from Collwood Blvd to El Cajon Blvd, and upgrades the existing Class III bicycle facilities to Class II facilities along Collwood Blvd from Monroe Ave. to 54th St. This high priority project is over a mile long and connects the College and Mid-City communities to key land uses including San Diego State University.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$21,998**

| | | | | |
|------|---|-----|-----------------------|---------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$8,799 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$550 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$2,200 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$33,547**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$13,419**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$46,965**

ROUNDED PROJECT COST **\$47,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

| | | | | |
|------|-----------------|----------|----------|----------|
| ** | 35 - <u>70%</u> | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 8 – 54th Street: Montezuma Road to El Cajon Boulevard and Collwood Boulevard: Monroe Avenue to 54th Street

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 15 | EA. | \$250.00 | \$3,750.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 920 | L. F. | \$3.00 | \$2,760.00 |
| TRAFFIC STRIPING (NEW) | 5520 | L. F. | \$0.65 | \$3,588.00 |
| PAVEMENT MARKER | 15 | EA. | \$500.00 | \$7,500.00 |
| LOOP DETECTOR | 4 | EA. | \$600.00 | \$2,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$1,999.80 | \$1,999.80 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$21,997.80

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/30/2011 * PROJ SIZE (Small, Medium, Large, Very Large) : S
 ** COMPLEXITY (Simple, Average, Complex) : S

PROJECT NAME : Project 9 -14th Street: C Street to Commercial Street; National Avenue: Commercial Street to Cesar E. Chavez Parkway; and Cesar E. Chavez Parkway: National Avenue to Harbor

PROJECT LIMITS : C Street and Cesar E Chavez Parkway

COMMUNITY NAME: East Village and Barrio Logan COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class III bicycle facilities along 14th St., along National Ave from Commercial St. to Cesar E. Chavez Parkway, and Class II bicycle facilities along 14th St. from Island Avenue to Commercial St. and along Cesar E. Chavez Pkwy from National Avenue to Harbor Drive. This high priority project is over a mile and a half long.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$42,816**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$17,126 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$1,070 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$4,282 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$65,294**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$26,117**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$91,411**

ROUNDED PROJECT COST **\$92,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

| | | | | |
|------|-----------------|----------|----------|----------|
| ** | 35 - <u>70%</u> | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 9 -14th Street: C Street to Commercial Street; National Avenue: Commercial Street to Cesar E. Chavez Parkway; and Cesar E. Chavez Parkway: National Avenue to Harbor

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 40 | EA. | \$250.00 | \$10,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L. F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 13728 | L. F. | \$0.65 | \$8,923.20 |
| PAVEMENT MARKER | 40 | EA. | \$500.00 | \$20,000.00 |
| LOOP DETECTOR | 0 | EA. | \$600.00 | \$0.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$3,892.32 | \$3,892.32 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$42,815.52

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 4/18/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 10 – El Cajon Boulevard: 43rd Street to Montezuma Road

PROJECT LIMITS : 43rd Street and Montezuma Rd

COMMUNITY NAME: Mid-City neighborhoods of Kensington, Talmadge, Teralta East, Colina Del Sol, El Cerrito, and Rolando COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along El Cajon Boulevard. This high priority project is nearly three miles long and connects the residential neighborhoods of Mid-City and College Area with existing and proposed bicycle lanes west to North Park and Uptown.

ASSUMPTIONS: No property acquisition required.
Remove 17 parking spaces along El Cajon Boulevard

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$234,863**

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$82,202 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$5,872 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$17,615 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$340,551**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$136,220**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$476,772**

ROUNDED PROJECT COST **\$480,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|--------------------------|--------------------------|---------------------|--------------------|
| | * S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 10 – El Cajon Boulevard: 43rd Street to Montezuma Road

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 68 | EA. | \$250.00 | \$17,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 30366 | L. F. | \$3.00 | \$91,098.00 |
| TRAFFIC STRIPING (NEW) | 91098 | L. F. | \$0.65 | \$59,213.70 |
| PAVEMENT MARKER | 54 | EA. | \$500.00 | \$27,000.00 |
| LOOP DETECTOR | 32 | EA. | \$600.00 | \$19,200.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$21,351.17 | \$21,351.17 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$234,862.87

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/19/2011 * PROJ SIZE (Small, Medium, Large, Very Large) : M
 ** COMPLEXITY (Simple, Average, Complex) : S

PROJECT NAME : Project 11 – El Cajon Boulevard: Utah Street to 43rd Street and 43rd Street: Meade Avenue to El Cajon Boulevard

PROJECT LIMITS : Utah Street and 43rd Street

COMMUNITY NAME: North Park, City Heights, Normal Heights, and Kensington COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides a Class II bicycle facility on El Cajon Boulevard from Utah Street to 43rd Street and a Class III bicycle facility along 43rd Street from Meade Avenue to El Cajon Boulevard. This high priority project is nearly two miles long and connects the residential and commercial districts of North Park to those in Kensington and to key land use destinations including San Diego State University.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$237,828**

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$83,240 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$5,946 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$17,837 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$344,850**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$137,940**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$482,790**

ROUNDED PROJECT COST **\$483,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

Project 11 – El Cajon Boulevard: Utah Street to 43rd Street and 43rd Street: Meade Avenue to El Cajon Boulevard

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 54 | EA. | \$250.00 | \$13,500.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 37340 | L. F. | \$3.00 | \$112,020.00 |
| TRAFFIC STRIPING (NEW) | 73980 | L. F. | \$0.65 | \$48,087.00 |
| PAVEMENT MARKER | 54 | EA. | \$500.00 | \$27,000.00 |
| LOOP DETECTOR | 26 | EA. | \$600.00 | \$15,600.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$21,620.70 | \$21,620.70 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$237,827.70

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery Large) **S**
 ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) **S**

PROJECT NAME : **Project 12 – 4th Avenue: Elm Street to Island Avenue and 5th Avenue: Elm Street to Harbor Drive**

PROJECT LIMITS : Elm Street to Harbor Drive

COMMUNITY NAME: Uptown and Centre City COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along 5th and Class III facilities along 4th and along 5th Avenue .

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$27,720**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$11,088 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$693 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$2,772 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$42,273**

ADMIN. & ENG. DESIGN TOTAL ** @ **40%** **\$16,909**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : **0** **\$0**

TOTAL PROJECT COST **\$59,182**

ROUNDED PROJECT COST **\$60,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

Project 12 – 4th Avenue: Elm Street to Island Avenue and 5th Avenue: Elm Street to Harbor Drive

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 35 | EA. | \$250.00 | \$8,750.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L. F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 3000 | L. F. | \$0.65 | \$1,950.00 |
| PAVEMENT MARKER | 29 | EA. | \$500.00 | \$14,500.00 |
| LOOP DETECTOR | 0 | EA. | \$600.00 | \$0.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$2,520.00 | \$2,520.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$27,720.00

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery Large) S
 ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) S

PROJECT NAME : Project 13 – Mission Boulevard: Turquoise Street to Grand Avenue

PROJECT LIMITS : Turquoise Street to Grand Avenue

COMMUNITY NAME: La Jolla and Pacific Beach COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project proposes to upgrade the existing Class III bicycle facilities to Class II along Mission Boulevard from Turquoise Street to Law Street, and to provide Class II bicycle facilities along Mission Boulevard from Law Street to Grand Avenue.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$98,759**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$39,504 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$2,469 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$9,876 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$150,608**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$60,243**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$210,851**

ROUNDED PROJECT COST **\$211,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * **S** (0-\$100,000) **M** (\$100,001- \$500,000) **L** (\$500,001- \$2M) **VL** (>\$2M- and up)
 ** **35 - 70%** **25 - 55%** **19 - 51%** **17 - 47%**
 *** **40%** **35%** **30%** **25%**
 **** **10%** **7.5%** **5%** **2.5%**

PROJECT: Project 13 – Mission Boulevard: Turquoise Street to Grand Avenue

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|-----------------|-------------|-------------------|------------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 40 | EA. | \$250.00 | \$10,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 12800 | L. F. | \$3.00 | \$38,400.00 |
| TRAFFIC STRIPING (NEW) | 14740 | L. F. | \$0.65 | \$9,581.00 |
| PAVEMENT MARKER | 42 | EA. | \$500.00 | \$21,000.00 |
| LOOP DETECTOR | 18 | EA. | \$600.00 | \$10,800.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$8,978.10 | \$8,978.10 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$98,759.10

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 4/18/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery Large) **S**
 ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) **S**

PROJECT NAME : **Project 14: India Street from Washington Street to I-5 Underpass**

PROJECT LIMITS : Washington Street to I-5 Underpass

COMMUNITY NAME: Uptown and Center City COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along India Street from Washington Street to Olive Street.

ASSUMPTIONS: No property acquisition required.
Remove 48 spaces along India Street

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$91,359**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$36,544 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$2,284 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$9,136 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$139,322**

ADMIN. & ENG. DESIGN TOTAL ** @ **40%** **\$55,729**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : **0** **\$0**

TOTAL PROJECT COST **\$195,051**

ROUNDED PROJECT COST **\$200,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**
 ** **35 - 70%** **25 - 55%** **19 - 51%** **17 - 47%**
 *** **40%** **35%** **30%** **25%**
 **** **10%** **7.5%** **5%** **2.5%**

PROJECT: Project 14: India Street from Washington Street to I-5 Underpass

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|-----------------|-------------|-------------------|------------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 32 | EA. | \$250.00 | \$8,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 18410 | L. F. | \$3.00 | \$55,230.00 |
| TRAFFIC STRIPING (NEW) | 12190 | L. F. | \$0.65 | \$7,923.50 |
| PAVEMENT MARKER | 19 | EA. | \$500.00 | \$9,500.00 |
| LOOP DETECTOR | 4 | EA. | \$600.00 | \$2,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$8,305.35 | \$8,305.35 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$91,358.85

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery Large) **M**
 ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) **S**

PROJECT NAME : **Project 15 – Morena Boulevard: W. Morena Boulevard to Taylor Street, and Taylor Street: Morena Boulevard to Pacific Highway**

PROJECT LIMITS : W Morena Boulevard to Pacific Highway

COMMUNITY NAME: Linda Vista, Mission Valley, Old Town, and Midway COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Morena Blvd from West Morena Blvd to Taylor St., along Napa St. from Morena Blvd to Linda Vista Road, and along Taylor St. from Morena Blvd to Pacific Highway.

ASSUMPTIONS: No property acquisition required.
The cost for property acquisition is not included
High conflict treatment includes colored bicycle lanes, warning signs and pavement markings

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$471,801**

| | | | | |
|------|---|------|-----------------------|-----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$165,130 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$11,795 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$35,385 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$684,111**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$273,644**

PROPERTY ACQUISITION TOTAL (from page 4) **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$957,755**

ROUNDED PROJECT COST **\$958,000**

PREPARED BY : Andrea Garland, Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**
 ** **35 - 70%** **25 - 55%** **19 - 51%** **17 - 47%**
 *** **40%** **35%** **30%** **25%**
 **** **10%** **7.5%** **5%** **2.5%**

**Project 15 – Morena Boulevard: W. Morena Boulevard to Taylor Street, and
 PROJECT: Taylor Street: Morena Boulevard to Pacific Highway**

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK \$0.00

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------|-------|-------|------------|--------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 4080 | L. F. | \$5.00 | \$20,400.00 |
| REMOVE AC SIDEWALK | 10400 | S. F. | \$3.00 | \$31,200.00 |
| REMOVE PAVEMENT | 4770 | S. F. | \$3.00 | \$14,310.00 |
| 2" AC ON 7" PCC | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 16740 | S. F. | \$8.00 | \$133,920.00 |
| C.T.B. (18") | | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 2610 | L. F. | \$40.00 | \$104,400.00 |
| SIDEWALK 4" | 8320 | S. F. | \$10.00 | \$83,200.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS \$387,430.00

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE \$0.00

PROJECT: Project 15 – Morena Boulevard: W. Morena Boulevard to Taylor Street, and Taylor Street: Morena Boulevard to Pacific Highway

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|------------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 1 | EA. | \$5,000.00 | \$5,000.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 20 | EA. | \$250.00 | \$5,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 11480 | L. F. | \$3.00 | \$34,440.00 |
| TRAFFIC STRIPING (NEW) | 15170 | L. F. | \$0.65 | \$9,860.50 |
| PAVEMENT MARKER | 18 | EA. | \$500.00 | \$9,000.00 |
| LOOP DETECTOR | 14 | EA. | \$600.00 | \$8,400.00 |
| HIGH CONFLICT TREATMENT AREA | 2 | EA. | \$2,500.00 | \$5,000.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$7,670.05 | \$7,670.05 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$84,370.55

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 0 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

PROJECT: Project 15 – Morena Boulevard: W. Morena Boulevard to Taylor Street, and Taylor Street: Morena Boulevard to Pacific Highway

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$471,801**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|------------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$2,500.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 16 – Mission Bay Drive: Grand Avenue to North Mission Bay Drive via Onramp to Southbound Interstate 5

PROJECT LIMITS : Grand Avenue to North Mission Bay Drive

COMMUNITY NAME: Pacific Beach and Mission Bay Park COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Mission Bay Drive from Grand Avenue to North Mission Bay Drive via the onramp to southbound Interstate 5.

ASSUMPTIONS: No property acquisition required.
The cost for property acquisition is not included

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$107,881**

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$37,758 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$2,697 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$8,091 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$156,428**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$62,571**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$218,999**

ROUNDED PROJECT COST **\$220,000**

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|------------------------|---------------------------------|----------------------------|-------------------------------|
| * | S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

**Project 16 – Mission Bay Drive: Grand Avenue to North Mission Bay Drive via
Onramp to Southbound Interstate 5**

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|-----------------------------|----------|-------|------------|-----------|
| SECTION 1: EARTHWORK | | | | |
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|---|-------|-------------|-------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 0 | L. F. | \$5.00 | \$0.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 0 | S. F. | \$3.00 | \$0.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 0 | S. F. | \$3.25 | \$0.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 0 | L. F. | \$40.00 | \$0.00 |
| SIDEWALK | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| BICYCLE REFUGEE AREA | 2 | EA. | \$35,000.00 | \$70,000.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$70,000.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

PROJECT: Project 16 – Mission Bay Drive: Grand Avenue to North Mission Bay Drive via Onramp to Southbound Interstate 5

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 10 | EA. | \$250.00 | \$2,500.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 4600 | L. F. | \$3.00 | \$13,800.00 |
| TRAFFIC STRIPING (NEW) | 13750 | L. F. | \$0.65 | \$8,937.50 |
| PAVEMENT MARKER | 10 | EA. | \$500.00 | \$5,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 7 | EA. | \$600.00 | \$4,200.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$3,443.75 | \$3,443.75 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$37,881.25**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

**Project 16 – Mission Bay Drive: Grand Avenue to North Mission Bay Drive via
Onramp to Southbound Interstate 5**

PROJECT:

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA. | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$107,881**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 17 – Morena Boulevard: Gesner Street to Tecolote Road; West Morena Boulevard: Morena Boulevard to Linda Vista Road

PROJECT LIMITS : Gesner Street to Linda Vista Road

COMMUNITY NAME: Clairemont Mesa and Linda Vista COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Morena Boulevard, and along West Morena Boulevard. This project also provides Class III facilities along Morena Boulevard from West Morena Boulevard to Knoxville Street and Class II facilities from Knoxville Street to Tecolote Road.

ASSUMPTIONS: No property acquisition required.
Remove 35 parking spaces along Morena Boulevard

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$254,603**

| | | | |
|-------------|---|-----------------------|----------|
| *** | CONTINGENCY 35% | (Computer Calculated) | \$89,111 |
| | BOND COSTS @ 2.5% OF CONST | (Computer Calculated) | \$6,365 |
| **** | FIELD ORDERS 7.5% | (Computer Calculated) | \$19,095 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$369,174**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$147,670**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$516,843**

ROUNDED PROJECT COST **\$520,000**

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

| | | | | |
|-------------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 17 – Morena Boulevard: Gesner Street to Tecolote Road; West Morena Boulevard: Morena Boulevard to Linda Vista Road

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 89 | EA. | \$250.00 | \$22,250.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 43780 | L. F. | \$3.00 | \$131,340.00 |
| TRAFFIC STRIPING (NEW) | 49180 | L. F. | \$0.65 | \$31,967.00 |
| PAVEMENT MARKER | 63 | EA. | \$500.00 | \$31,500.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 24 | EA. | \$600.00 | \$14,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$23,145.70 | \$23,145.70 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$254,602.70

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) S

T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 18 – State Street: Columbia Street to Market Street

PROJECT LIMITS : _____

COMMUNITY NAME: Little Italy, Columbia, Marina, and Horton Plaza COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class III bicycle facilities along State Street from Columbia Street to Market Street.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$17,600**

*** CONTINGENCY 40% (Computer Calculated) \$7,040

BOND COSTS @ 2.5% OF CONST (Computer Calculated) \$440

**** FIELD ORDERS 10% (Computer Calculated) \$1,760

MOBILIZATION (if const.> \$1,000,000), @ 2% (Computer Calculated) \$0

CONSTRUCTION TOTAL **\$26,840**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$10,736**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$37,576**

ROUNDED PROJECT COST **\$38,000**

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

** **35 - 70%** **25 - 55%** **19 - 51%** **17 - 47%**

*** **40%** **35%** **30%** **25%**

**** **10%** **7.5%** **5%** **2.5%**

PROJECT: Project 18 – State Street: Columbia Street to Market Street

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 32 | EA. | \$250.00 | \$8,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L. F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 0 | L. F. | \$0.65 | \$0.00 |
| PAVEMENT MARKER | 16 | EA. | \$500.00 | \$8,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 0 | EA. | \$600.00 | \$0.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$1,600.00 | \$1,600.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$17,600.00

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery **L**arge) L
 T.R. # _____ ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) S

PROJECT NAME : **Project 19 – Mission Valley San Diego River Bike Path**

PROJECT LIMITS : Hotel Circle Place to Camino de la Reina

COMMUNITY NAME: Mission Valley COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project will provide Class I bicycle facilities along the San Diego River Bike Path from Hotel Circle Place to the western terminus of the Fashion Valley Bike Path (at Fashion Valley Road), Class II facilities along Fashion Valley Road, along Hotel Circle, and by will upgrade the existing Class III bicycle facilities to Class I facilities along Camino de la Reina from Hotel Circle North to the western terminus of the existing Class I South San Diego River Bike Path. This project also proposes closing a short gap in the existing Class II facility along Hotel Circle South near the intersection with Hotel Circle North.

ASSUMPTIONS: The cost for property acquisition is not included

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$1,935,893**

| | | | | |
|------|---|-----|-----------------------|-----------|
| *** | CONTINGENCY | 30% | (Computer Calculated) | \$580,768 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$48,397 |
| **** | FIELD ORDERS | 5% | (Computer Calculated) | \$96,795 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$38,718 |

CONSTRUCTION TOTAL **\$2,700,571**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$1,080,228**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$3,780,799**

ROUNDED PROJECT COST **\$3,800,000**

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**
 ** **35 - 70%** **25 - 55%** **19 - 51%** **17 - 47%**
 *** **40%** **35%** **30%** **25%**
 **** **10%** **7.5%** **5%** **2.5%**

PROJECT: Project 19 – Mission Valley San Diego River Bike Path

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK

\$0.00

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|--|-------|-------|------------|----------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 0 | L. F. | \$5.00 | \$0.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 0 | S. F. | \$3.00 | \$0.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6"), Includes excavation and base | 77565 | S. F. | \$20.00 | \$1,551,300.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 0 | L. F. | \$40.00 | \$0.00 |
| SIDEWALK | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS

\$1,551,300.00

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE

\$0.00

PROJECT: Project 19 – Mission Valley San Diego River Bike Path

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 25 | EA. | \$250.00 | \$6,250.00 |
| ST. LIGHT (NEW) | 20 | EA. | \$14,000.00 | \$280,000.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 9000 | L. F. | \$3.00 | \$27,000.00 |
| TRAFFIC STRIPING (NEW) | 30123 | L. F. | \$0.65 | \$19,579.95 |
| PAVEMENT MARKER | 24 | EA. | \$500.00 | \$12,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 8 | EA. | \$600.00 | \$4,800.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$34,963.00 | \$34,963.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$384,592.95**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

PROJECT: Project 19 – Mission Valley San Diego River Bike Path

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$1,935,893**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) L
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : **Project 20 – Mira Mesa Boulevard: Parkdale Avenue to Reagan Road; and Mira Mesa Boulevard: Marbury Avenue to I-15**

PROJECT LIMITS : Parkdale Avenue to I-15

COMMUNITY NAME: Mira Mesa and Scripps Miramar Ranch COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Mira Mesa Boulevard from Parkdale Avenue to Reagan Road and from Marbury Avenue to I-15.

ASSUMPTIONS: No property acquisition required.

| | |
|--|------------------|
| CONSTRUCTION SUB-TOTAL COSTS (from page 4) | \$547,435 |
|--|------------------|

| | | | |
|------|---|-----------------------|-----------|
| *** | CONTINGENCY 30% | (Computer Calculated) | \$164,230 |
| | BOND COSTS @ 2.5% OF CONST | (Computer Calculated) | \$13,686 |
| **** | FIELD ORDERS 5% | (Computer Calculated) | \$27,372 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | (Computer Calculated) | \$0 |

| | |
|---------------------------|------------------|
| CONSTRUCTION TOTAL | \$752,722 |
|---------------------------|------------------|

| | |
|--|------------------|
| ADMIN. & ENG. DESIGN TOTAL ** @ <u>40%</u> | \$301,089 |
|--|------------------|

| | |
|--|------------|
| PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects | \$0 |
|--|------------|

| | |
|--|------------|
| ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) | \$0 |
|--|------------|

| | |
|---|------------|
| INFLATION LINE ITEM (10% / YEAR) Number of years : <u>0</u> | \$0 |
|---|------------|

| | |
|--------------------|--------------------|
| TOTAL PROJECT COST | \$1,053,811 |
|--------------------|--------------------|

| | |
|-----------------------------|--------------------|
| ROUNDED PROJECT COST | \$1,054,000 |
|-----------------------------|--------------------|

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)
 ** 35 - 70% 25 - 55% 19 - 51% 17 - 47%
 *** 40% 35% 30% 25%
 **** 10% 7.5% 5% 2.5%

PROJECT: Project 20 – Mira Mesa Boulevard: Parkdale Avenue to Reagan Road; and Mira Mesa Boulevard: Marbury Avenue to I-15

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|-----------------------------|----------|-------|------------|-----------|
| SECTION 1: EARTHWORK | | | | |
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|------|-------|------------|--------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 3690 | L. F. | \$5.00 | \$18,450.00 |
| REMOVE AC SIDEWALK | 3690 | S. F. | \$3.00 | \$11,070.00 |
| REMOVE PAVEMENT | 3690 | S. F. | \$3.00 | \$11,070.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 7380 | S. F. | \$8.00 | \$59,040.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 3690 | L. F. | \$40.00 | \$147,600.00 |
| SIDEWALK | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$247,230.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

Project 20 – Mira Mesa Boulevard: Parkdale Avenue to Reagan Road; and Mira Mesa Boulevard: Marbury Avenue to I-15

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|-----------------|-------------|-------------------|---------------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 8 | EA. | \$250.00 | \$2,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 20200 | L. F. | \$3.00 | \$60,600.00 |
| TRAFFIC STRIPING (NEW) | 30300 | L. F. | \$0.65 | \$19,695.00 |
| PAVEMENT MARKER | 8 | EA. | \$500.00 | \$4,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 8 | EA. | \$600.00 | \$4,800.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$9,109.50 | \$9,109.50 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| TOTAL TRAFFIC | | | | \$100,204.50 |

| | | | | |
|-------------------------------|---|-------|--------------|---------------------|
| SECTION 5: LANDSCAPING | | | | |
| HIGHWAY PLANTING | 2 | L. S. | \$100,000.00 | \$200,000.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |
| TOTAL LANDSCAPING | | | | \$200,000.00 |

| | | | | |
|---------------------------------------|---|-------|---------|---------------|
| SECTION 6: MISCELLANEOUS ITEMS | | | | |
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |
| TOTAL MISCELLANEOUS | | | | \$0.00 |

PROJECT: Project 20 – Mira Mesa Boulevard: Parkdale Avenue to Reagan Road; and Mira Mesa Boulevard: Marbury Avenue to I-15

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$547,435**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery **L**arge) L
 T.R. # _____ ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) S

PROJECT NAME : **Project 21 – Bayshore Bikeway: Embarcadero Path to National City- City Limits**

PROJECT LIMITS : Embarcadero Path to National City- City Limits

COMMUNITY NAME: Marina, Barrio Logan and the 32nd Street Naval Station COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class I bicycle facilities along the Bayshore Bikeway from the Embarcadero Path to the city limit of National City, running directly adjacent and parallel to the Class II facility on Harbor Drive. This high priority project is over three miles long.

ASSUMPTIONS: The cost for property acquisition is not included

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$1,115,330**

| | | | | |
|------|---|-----|-----------------------|-----------|
| *** | CONTINGENCY | 30% | (Computer Calculated) | \$334,599 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$27,883 |
| **** | FIELD ORDERS | 5% | (Computer Calculated) | \$55,766 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$22,307 |

CONSTRUCTION TOTAL **\$1,555,885**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$622,354**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$2,178,239**

ROUNDED PROJECT COST **\$2,200,000**

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 21 – Bayshore Bikeway: Embarcadero Path to National City- City Limits

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|--------|-------|------------|----------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 0 | L. F. | \$5.00 | \$0.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 0 | S. F. | \$3.00 | \$0.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 136856 | S. F. | \$8.00 | \$1,094,848.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 0 | L. F. | \$40.00 | \$0.00 |
| SIDEWALK | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$1,094,848.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

PROJECT: Project 21 – Bayshore Bikeway: Embarcadero Path to National City- City Limits

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 30 | EA. | \$250.00 | \$7,500.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L. F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 17107 | L. F. | \$0.65 | \$11,119.55 |
| PAVEMENT MARKER | 0 | EA. | \$500.00 | \$0.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 0 | EA. | \$600.00 | \$0.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$1,861.96 | \$1,861.96 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$20,481.51

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

PROJECT: Project 21 – Bayshore Bikeway: Embarcadero Path to National City- City Limits

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$1,115,330**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 22: University Avenue: Utah Street to Fairmount Avenue

PROJECT LIMITS : Utah Street to Fairmount Avenue

COMMUNITY NAME: North Park, Normal Heights, and City Heights COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along University Avenue from Utah Street to Fairmount Avenue. This high priority project is nearly two miles long.

ASSUMPTIONS: No property acquisition required.
The cost for property acquisition is not included
Remove 158 parking spaces along University Avenue

| | |
|--|------------------|
| CONSTRUCTION SUB-TOTAL COSTS (from page 4) | \$229,154 |
|--|------------------|

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$80,204 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$5,729 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$17,187 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

| | |
|--------------------|------------------|
| CONSTRUCTION TOTAL | \$332,274 |
|--------------------|------------------|

| | |
|--|------------------|
| ADMIN. & ENG. DESIGN TOTAL ** @ <u>40%</u> | \$132,909 |
|--|------------------|

| | |
|--|------------|
| PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects | \$0 |
|--|------------|

| | |
|--|------------|
| ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) | \$0 |
|--|------------|

| | |
|---|------------|
| INFLATION LINE ITEM (10% / YEAR) Number of years : <u>0</u> | \$0 |
|---|------------|

| | |
|--------------------|------------------|
| TOTAL PROJECT COST | \$465,183 |
|--------------------|------------------|

| | |
|-----------------------------|------------------|
| ROUNDED PROJECT COST | \$470,000 |
|-----------------------------|------------------|

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|--------------------------|-----------------------------------|------------------------------|---------------------------------|
| | * S (0-\$100,000) | * M (\$100,001- \$500,000) | * L (\$500,001- \$2M) | * VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 22: University Avenue: Utah Street to Fairmount Avenue

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 135 | EA. | \$250.00 | \$33,750.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 28590 | L. F. | \$3.00 | \$85,770.00 |
| TRAFFIC STRIPING (NEW) | 51080 | L. F. | \$0.65 | \$33,202.00 |
| PAVEMENT MARKER | 68 | EA. | \$500.00 | \$34,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 36 | EA. | \$600.00 | \$21,600.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$20,832.20 | \$20,832.20 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$229,154.20**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) : M
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 23 – Fairmount Avenue and Montezuma Road: Class II spot treatments

PROJECT LIMITS : Fairmount Avenue to Montezuma Road

COMMUNITY NAME: College Area COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facility enhancements and high-visibility markings along Fairmount Avenue and Montezuma Road. This high priority project is nearly a mile long.

ASSUMPTIONS: No property acquisition required.
The cost for property acquisition is not included

| | |
|---|------------------|
| CONSTRUCTION SUB-TOTAL COSTS (from page 4) | \$171,961 |
| *** CONTINGENCY 35% (Computer Calculated) | \$60,186 |
| BOND COSTS @ 2.5% OF CONST (Computer Calculated) | \$4,299 |
| **** FIELD ORDERS 7.5% (Computer Calculated) | \$12,897 |
| MOBILIZATION (if const.> \$1,000,000), @ 2% (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$249,343**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$99,737**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$349,081**

ROUNDED PROJECT COST \$350,000

PREPARED BY : Andrea Garland - Alta Planning + Design FIELD CHECKED **X**

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 23 – Fairmount Avenue and Montezuma Road: Class II spot treatments

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|-----------------------------|----------|-------|------------|-----------|
| SECTION 1: EARTHWORK | | | | |
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|------|-------|------------|-------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 315 | L. F. | \$5.00 | \$1,575.00 |
| REMOVE AC SIDEWALK | 1250 | S. F. | \$3.00 | \$3,750.00 |
| REMOVE PAVEMENT | 880 | S. F. | \$3.00 | \$2,640.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 2195 | S. F. | \$8.00 | \$17,560.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 65 | L. F. | \$40.00 | \$2,600.00 |
| SIDEWALK | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$28,125.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

PROJECT: Project 23 – Fairmount Avenue and Montezuma Road: Class II spot treatments

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 18 | EA. | \$250.00 | \$4,500.00 |
| ST. LIGHT (NEW) | 3 | EA. | \$14,000.00 | \$42,000.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 13200 | L. F. | \$3.00 | \$39,600.00 |
| TRAFFIC STRIPING (NEW) | 16400 | L. F. | \$0.65 | \$10,660.00 |
| PAVEMENT MARKER | 18 | EA. | \$500.00 | \$9,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 0 | EA. | \$600.00 | \$0.00 |
| HIGH CONFLICT TREATMENT | 10 | EA. | \$2,500.00 | \$25,000.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$13,076.00 | \$13,076.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$143,836.00

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

PROJECT: Project 23 – Fairmount Avenue and Montezuma Road: Class II spot treatments

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA. | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$171,961**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) : S

T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) : S

PROJECT NAME : Project 25 – University Avenue: Florida Street to Utah Street

PROJECT LIMITS : Florida Street to Utah Street

COMMUNITY NAME: North Park COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along University Avenue from Florida Street to Utah Street. This high priority project is over a half mile long and connects the relatively dense North Park residential neighborhoods to the existing facilities on Utah Street to the east and to commercial districts in Hillcrest to the west.

ASSUMPTIONS: No property acquisition required.
Remove 83 parking spaces along University Avenue

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$71,525**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$28,610 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$1,788 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$7,152 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$109,075**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$43,630**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$152,705**

ROUNDED PROJECT COST **\$153,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

| | | | | |
|------|------------------------|-----------------|-----------------|-----------------|
| ** | 35 - <u>70%</u> | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 25 – University Avenue: Florida Street to Utah Street

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 33 | EA. | \$250.00 | \$8,250.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 10230 | L. F. | \$3.00 | \$30,690.00 |
| TRAFFIC STRIPING (NEW) | 17050 | L. F. | \$0.65 | \$11,082.50 |
| PAVEMENT MARKER | 18 | EA. | \$500.00 | \$9,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 10 | EA. | \$600.00 | \$6,000.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$6,502.25 | \$6,502.25 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$71,524.75

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) S
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 26 – 8th Avenue: Date Street to J Street

PROJECT LIMITS : Date Street to Date Street

COMMUNITY NAME: Cortez, Columbia, and East Village COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along 8th Avenue from Date Street to J Street.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$38,945**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$15,578 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$974 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$3,894 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$59,391**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$23,756**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$83,147**

ROUNDED PROJECT COST **\$83,200**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____ _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|------------------------|---------------------------------|----------------------------|-------------------------------|
| * | S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 26 – 8th Avenue: Date Street to J Street

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 30 | EA. | \$250.00 | \$7,500.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L. F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 19853 | L. F. | \$0.65 | \$12,904.45 |
| PAVEMENT MARKER | 30 | EA. | \$500.00 | \$15,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 0 | EA. | \$600.00 | \$0.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$3,540.45 | \$3,540.45 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$38,944.90**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 27 – University Avenue: Fairmont Avenue to La Mesa City Limits

PROJECT LIMITS : Fairmount Avenue to La Mesa City Limits

COMMUNITY NAME: City Heights and Eastern Area COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along University Avenue from Fairmont Avenue to the La Mesa city limit. This high priority project is over three miles long.

ASSUMPTIONS: No property acquisition required.
The cost for property acquisition is not included

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$346,119**

| | | | | |
|------|---|------|-----------------------|-----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$121,142 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$8,653 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$25,959 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$501,872**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$200,749**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$702,621**

ROUNDED PROJECT COST **\$703,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|------------------------|---------------------------------|----------------------------|-------------------------------|
| * | S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

Project 27 – University Avenue: Fairmont Avenue to La Mesa City Limits

PROJECT: _____

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|------|-------|------------|-------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 5012 | L. F. | \$5.00 | \$25,060.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 9327 | S. F. | \$3.00 | \$27,981.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 9327 | S. F. | \$8.00 | \$74,616.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 0 | L. F. | \$40.00 | \$0.00 |
| SIDEWALK | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$127,657.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

PROJECT: Project 27 – University Avenue: Fairmont Avenue to La Mesa City Limits

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 73 | EA. | \$250.00 | \$18,250.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 33669 | L. F. | \$3.00 | \$101,007.00 |
| TRAFFIC STRIPING (NEW) | 70838 | L. F. | \$0.65 | \$46,044.70 |
| PAVEMENT MARKER | 30 | EA. | \$500.00 | \$15,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 18 | EA. | \$600.00 | \$10,800.00 |
| HIGH CONFLICT TREATMENT | 3 | EA. | \$2,500.00 | \$7,500.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$19,860.17 | \$19,860.17 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$218,461.87

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

PROJECT: Project 27 – University Avenue: Fairmont Avenue to La Mesa City Limits

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS \$0.00

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST \$0.00

CONSTRUCTION COSTS SUB-TOTAL \$346,119

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS \$0.00

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS \$0

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery **L**arge) **M**
 T.R. # _____ ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) **S**

PROJECT NAME : **Project 28 – Robinson Avenue/Landis Street: 4th Avenue to 30th Street**

PROJECT LIMITS : 4th Avenue to 30th Street

COMMUNITY NAME: Hillcrest and the North Park COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Robinson Avenue from 4th Avenue to Park Blvd; Cycle Track facilities along Robinson Avenue from Park Blvd to Alabama Street, including a Class I connector over the canyon between Florida Street and Alabama Street, and Class III facilities along Landis Street from Utah Street to 30th Street.

ASSUMPTIONS: The cost for property acquisition is not included
Remove 25 parking spaces along Landis Street

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$355,115**

| | | | | |
|------|---|------|-----------------------|-----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$124,290 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$8,878 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$26,634 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$514,916**

ADMIN. & ENG. DESIGN TOTAL ** @ **40%** **\$205,966**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : **0** **\$0**

TOTAL PROJECT COST **\$720,883**

ROUNDED PROJECT COST **\$721,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**
 ** **35 - 70%** **25 - 55%** **19 - 51%** **17 - 47%**
 *** **40%** **35%** **30%** **25%**
 **** **10%** **7.5%** **5%** **2.5%**

PROJECT: Project 28 – Robinson Avenue/Landis Street: 4th Avenue to 30th Street

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|-----|-------|-------------|-------------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 267 | C. Y. | \$70.00 | \$18,690.00 |
| REMOVE RETAINING WALL | 1 | L. S. | \$5,000.00 | \$5,000.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$11,845.00 | \$11,845.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK

\$35,535.00

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|---|------|-------|------------|-------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 0 | L. F. | \$5.00 | \$0.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 0 | S. F. | \$3.00 | \$0.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") Includes excavation and base | 1680 | S. F. | \$20.00 | \$33,600.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 237 | L. F. | \$40.00 | \$9,480.00 |
| SIDEWALK | 4928 | S. F. | \$10.00 | \$49,280.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS

\$92,360.00

SECTION 3: DRAINAGE

| | | | | |
|---|---|-------|-------------|-------------|
| TOT. DRAINAGE (Opt. Lmp Sum) 15% (Section 1+2+6) | 1 | L. S. | \$30,434.25 | \$30,434.25 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE

\$30,434.25

PROJECT: Project 28 – Robinson Avenue/Landis Street: 4th Avenue to 30th Street

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 124 | EA. | \$250.00 | \$31,000.00 |
| ST. LIGHT (NEW) | 1 | EA. | \$14,000.00 | \$14,000.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 1354 | L. F. | \$3.00 | \$4,062.00 |
| TRAFFIC STRIPING (NEW) | 1926 | L. F. | \$0.65 | \$1,251.90 |
| PAVEMENT MARKER | 104 | EA. | \$500.00 | \$52,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 9 | EA. | \$600.00 | \$5,400.00 |
| REMOVE ROADWAY SIGN | 20 | EA. | \$150.00 | \$3,000.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$11,071.39 | \$11,071.39 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$121,785.29

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|-----|-------|---------|-------------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| CABLE RAILING | 240 | L. F. | \$50.00 | \$12,000.00 |
| RETAINING WALL COMPLETE | 840 | S. F. | \$75.00 | \$63,000.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$75,000.00

PROJECT: Project 28 – Robinson Avenue/Landis Street: 4th Avenue to 30th Street

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$355,115**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) VL

T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 29 – Midway Drive: West Point Loma Boulevard to Barnett Avenue

PROJECT LIMITS : West Point Loma to Barnett Avenue

COMMUNITY NAME: Point Loma and Midway COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Midway Drive from West Point Loma Boulevard to Barnett Avenue. This high priority project is nearly a mile and a half long.

ASSUMPTIONS: The cost for property acquisition is not included

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$2,221,210**

*** CONTINGENCY 25% (Computer Calculated) \$555,302

BOND COSTS @ 2.5% OF CONST (Computer Calculated) \$55,530

**** FIELD ORDERS 2.5% (Computer Calculated) \$55,530

MOBILIZATION (if const.> \$1,000,000), @ 2% (Computer Calculated) \$44,424

CONSTRUCTION TOTAL **\$2,931,997**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$1,172,799**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$4,104,796**

ROUNDED PROJECT COST **\$4,105,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)

** 35 - 70% 25 - 55% 19 - 51% 17 - 47%

*** 40% 35% 30% 25%

**** 10% 7.5% 5% 2.5%

PROJECT: Project 29 – Midway Drive: West Point Loma Boulevard to Barnett Avenue

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK

\$0.00

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|-------|-------|------------|--------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 7520 | L. F. | \$5.00 | \$37,600.00 |
| REMOVE AC SIDEWALK | 45120 | S. F. | \$3.00 | \$135,360.00 |
| REMOVE PAVEMENT | 7520 | S. F. | \$3.00 | \$22,560.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 75200 | S. F. | \$8.00 | \$601,600.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 7520 | L. F. | \$40.00 | \$300,800.00 |
| SIDEWALK (4") | 30080 | S. F. | \$10.00 | \$300,800.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS

\$1,398,720.00

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE

\$0.00

PROJECT: Project 29 – Midway Drive: West Point Loma Boulevard to Barnett Avenue

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 7 | EA. | \$75,000.00 | \$525,000.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 19 | EA. | \$250.00 | \$4,750.00 |
| ST. LIGHT (NEW) | 5 | EA. | \$14,000.00 | \$70,000.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 30080 | L. F. | \$3.00 | \$90,240.00 |
| TRAFFIC STRIPING (NEW) | 45120 | L. F. | \$0.65 | \$29,328.00 |
| PAVEMENT MARKER | 40 | EA. | \$500.00 | \$20,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 14 | EA. | \$600.00 | \$8,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$74,771.80 | \$74,771.80 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$822,489.80**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

PROJECT: Project 29 – Midway Drive: West Point Loma Boulevard to Barnett Avenue

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$2,221,210**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

PROJECT: Project 30 – Wightman Street: Swift Avenue to Fairmount Avenue

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 28 | EA. | \$250.00 | \$7,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 21240 | L. F. | \$3.00 | \$63,720.00 |
| TRAFFIC STRIPING (NEW) | 26550 | L. F. | \$0.65 | \$17,257.50 |
| PAVEMENT MARKER | 50 | EA. | \$500.00 | \$25,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 4 | EA. | \$600.00 | \$2,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$11,537.75 | \$11,537.75 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$126,915.25**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) L
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 31 – Hollister Street: Main Street to Outer Road and Outer Road: Hollister Street to Coronado Avenue

PROJECT LIMITS : Main Street and Coronado Avenue

COMMUNITY NAME: Otay Mesa-Nestor COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Hollister Street from Main Street to Outer Road and along Outer Road from Hollister Street to Coronado Avenue.

ASSUMPTIONS: The cost for property acquisition is not included
Remove 78 parking spaces

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$752,798**

| | | | |
|------|---|-----------------------|-----------|
| *** | CONTINGENCY 30% | (Computer Calculated) | \$225,839 |
| | BOND COSTS @ 2.5% OF CONST | (Computer Calculated) | \$18,820 |
| **** | FIELD ORDERS 5% | (Computer Calculated) | \$37,640 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$1,035,097**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$414,039**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$1,449,136**

ROUNDED PROJECT COST **\$1,450,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | |
|--------------------|--------------------------|---------------------|---------------------|
| * S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** 40% | 35% | 30% | 25% |
| **** 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 31 – Hollister Street: Main Street to Outer Road and Outer Road: Hollister Street to Coronado Avenue

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|-----------------------------|----------|-------|------------|-----------|
| SECTION 1: EARTHWORK | | | | |
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|---|-------|-------|------------|--------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 0 | L. F. | \$5.00 | \$0.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 0 | S. F. | \$3.00 | \$0.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") Includes excavation and base | 29729 | S. F. | \$20.00 | \$594,580.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 0 | L. F. | \$40.00 | \$0.00 |
| SIDEWALK (4") | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$594,580.00**

SECTION 3: DRAINAGE

| | | | | |
|--------------------------------|---|-------|-------------|-------------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| CLASS 2 CONCRETE (CULVERT BOX) | 1 | L.S. | \$50,000.00 | \$50,000.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$50,000.00**

Project 31 – Hollister Street: Main Street to Outer Road and Outer Road: Hollister Street to Coronado Avenue

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|-----------------|-------------|-------------------|------------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 20 | EA. | \$250.00 | \$5,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 19800 | L. F. | \$3.00 | \$59,400.00 |
| TRAFFIC STRIPING (NEW) | 33200 | L. F. | \$0.65 | \$21,580.00 |
| PAVEMENT MARKER | 20 | EA. | \$500.00 | \$10,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 4 | EA. | \$600.00 | \$2,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$9,838.00 | \$9,838.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$108,218.00

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

PROJECT: Project 31 – Hollister Street: Main Street to Outer Road and Outer Road: Hollister Street to Coronado Avenue

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$752,798**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 4/10/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M

T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 32 – Mission Boulevard: Grand Avenue to West Mission Bay Drive

PROJECT LIMITS : Grand Avenue and West Mission Bay Drive

COMMUNITY NAME: Pacific Beach and Mission Beach COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Mission Blvd from Grand Ave. to Pacific Beach Dr. and Bicycle Blvd facilities along Mission Blvd from Pacific Beach Dr. to West Mission Bay Dr. This high priority project is over a mile and half long.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$197,225**

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$69,029 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$4,931 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$14,792 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$285,976**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$114,390**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$400,366**

ROUNDED PROJECT COST **\$0**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 32 – Mission Boulevard: Grand Avenue to West Mission Bay Drive

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 3 | L. S. | \$15,000.00 | \$45,000.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 39 | EA. | \$250.00 | \$9,750.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 33640 | L. F. | \$3.00 | \$100,920.00 |
| TRAFFIC STRIPING (NEW) | 22500 | L. F. | \$0.65 | \$14,625.00 |
| PAVEMENT MARKER | 6 | EA. | \$500.00 | \$3,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 10 | EA. | \$600.00 | \$6,000.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$17,929.50 | \$17,929.50 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$197,224.50

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) S
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 33 – Upas Street: 28th Street to 30th Street; 30th Street: Upas Street to B Street; and Fern Street: Juniper Street to Beech Street

PROJECT LIMITS : Upas Street and B street

COMMUNITY NAME: North Park and Golden Hill COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Upas Street from 28th Street to 30th Street and along 30th Street from Juniper Street to Beech Street. This project also provides Class III facilities along 30th Street from Upas Street to Juniper Street, along Fern Street from Juniper Street to Beech Street, and along 30th Street from Beech Street to B Street

ASSUMPTIONS: No property acquisition required.
Remove 8 parking spaces along Upas Street

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$51,225**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$20,490 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$1,281 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$5,123 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$78,118**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$31,247**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$109,366**

ROUNDED PROJECT COST **\$109,400**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|------------------------|---------------------------------|----------------------------|-------------------------------|
| * | S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

Project 33 – Upas Street: 28th Street to 30th Street; 30th Street: Upas Street to B Street; and Fern Street: Juniper Street to Beech Street

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 70 | EA. | \$250.00 | \$17,500.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 2166 | L. F. | \$3.00 | \$6,498.00 |
| TRAFFIC STRIPING (NEW) | 8262 | L. F. | \$0.65 | \$5,370.30 |
| PAVEMENT MARKER | 32 | EA. | \$500.00 | \$16,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 2 | EA. | \$600.00 | \$1,200.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$4,656.83 | \$4,656.83 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$51,225.13

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (**S**mall, **M**edium, **L**arge, **V**ery **L**arge) L
 T.R. # _____ ** COMPLEXITY (**S**imple, **A**verage, **C**omplex) S

PROJECT NAME : **Project 34 – Washington Street: University Avenue to Normal Street;
Normal Street: Washington Street to Park Boulevard; and Park Boulevard: El Cajon
Boulevard to Madison Avenue**

PROJECT LIMITS : Madison Avenue and University Avenue

COMMUNITY NAME: Midtown, Mission Hills, Hillcrest, University Heights, and North Park COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Washington Street from University Avenue to Normal Street, along Normal Street from Washington Street to Park Boulevard, and along Park Boulevard from El Cajon Boulevard to Madison Avenue.

ASSUMPTIONS: No property acquisition required.
Remove 308 parking spaces along Washington Street

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$651,900**

| | | | | |
|------|---|-----|-----------------------|-----------|
| *** | CONTINGENCY | 30% | (Computer Calculated) | \$195,570 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$16,298 |
| **** | FIELD ORDERS | 5% | (Computer Calculated) | \$32,595 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$896,363**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$358,545**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$1,254,908**

ROUNDED PROJECT COST **\$1,255,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

Project 34 – Washington Street: University Avenue to Normal Street;
 Normal Street: Washington Street to Park Boulevard; and Park Boulevard: El Cajon
 Boulevard to Madison Avenue

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|-----------------------------|----------|-------|------------|-----------|
| SECTION 1: EARTHWORK | | | | |
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|------|-------|------------|-------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 1810 | L. F. | \$5.00 | \$9,050.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 6710 | S. F. | \$3.00 | \$20,130.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 2730 | S. F. | \$8.00 | \$21,840.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 0 | L. F. | \$40.00 | \$0.00 |
| SIDEWALK (4") | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$51,020.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

**Project 34 – Washington Street: University Avenue to Normal Street;
Normal Street: Washington Street to Park Boulevard; and Park Boulevard: El Cajon
Boulevard to Madison Avenue**

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 56 | EA. | \$250.00 | \$14,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 25520 | L. F. | \$3.00 | \$76,560.00 |
| TRAFFIC STRIPING (NEW) | 54020 | L. F. | \$0.65 | \$35,113.00 |
| PAVEMENT MARKER | 56 | EA. | \$500.00 | \$28,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 24 | EA. | \$600.00 | \$14,400.00 |
| HIGH CONFLICT TREATMENT | 4 | EA. | \$2,500.00 | \$10,000.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$17,807.30 | \$17,807.30 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$195,880.30

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|---------------------------|------|-------|---------|--------------|
| RETAINING WALL | 5400 | S. F. | \$75.00 | \$405,000.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$405,000.00

**Project 34 – Washington Street: University Avenue to Normal Street;
Normal Street: Washington Street to Park Boulevard; and Park Boulevard: El Cajon
Boulevard to Madison Avenue**

PROJECT:

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$651,900**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) S
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : **Project 35 – Camino del Rio North: Mission City Parkway to Interstate 15**

PROJECT LIMITS : Mission City Parkway and I-15

COMMUNITY NAME: Mission Valley COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities and closing a gap along Camino Del Rio North from Mission City Parkway to Interstate 15 (0.4 miles west of Ward Road). This high priority project is over one half mile long.

ASSUMPTIONS: No property acquisition required.
The cost for property acquisition is not included

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$43,602**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$17,441 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$1,090 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$4,360 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$66,493**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$26,597**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$93,090**

ROUNDED PROJECT COST **\$93,100**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____ _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

Project 35 – Camino del Rio North: Mission City Parkway to Interstate 15

PROJECT: _____

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|-----------------|-------------|-------------------|------------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 6 | L. S. | \$1,500.00 | \$9,000.00 |
| RELOCATE SIGN | 0 | EA. | \$250.00 | \$0.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 6802 | L. F. | \$3.00 | \$20,406.00 |
| TRAFFIC STRIPING (NEW) | 10203 | L. F. | \$0.65 | \$6,631.95 |
| PAVEMENT MARKER | 6 | EA. | \$500.00 | \$3,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 1 | EA. | \$600.00 | \$600.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$3,963.80 | \$3,963.80 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$43,601.75

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : **Project 36 – 25th Street: Market Street to Commercial Street and Ocean View Boulevard: Commercial Street to 36th Street**

PROJECT LIMITS : Market Street and 36th Street

COMMUNITY NAME: Centre City and Southeastern COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along 25th Street from Market Street to Commercial Street and along Ocean View Boulevard from Commercial Street to 36th Street.

ASSUMPTIONS: No property acquisition required.
Remove 10 parking spaces along Ocean View Boulevard

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$135,082**

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$47,279 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$3,377 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$10,131 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$195,869**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$78,348**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$274,217**

ROUNDED PROJECT COST **\$275,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|------|------------------------|---------------------------------|----------------------------|-------------------------------|
| * | S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

**Project 36 – 25th Street: Market Street to Commercial Street and Ocean View
Boulevard: Commercial Street to 36th Street**

PROJECT:

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|---|-----|-------|------------|------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 0 | L. F. | \$5.00 | \$0.00 |
| REMOVE AC SIDEWALK | 0 | S. F. | \$3.00 | \$0.00 |
| REMOVE PAVEMENT | 400 | S. F. | \$3.00 | \$1,200.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") Includes excavation and base | 400 | S. F. | \$20.00 | \$8,000.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 0 | L. F. | \$40.00 | \$0.00 |
| SIDEWALK (4") | 0 | S. F. | \$10.00 | \$0.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$9,200.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

**Project 36 – 25th Street: Market Street to Commercial Street and Ocean View
Boulevard: Commercial Street to 36th Street**

PROJECT:

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|-------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 52 | EA. | \$250.00 | \$13,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 14039 | L. F. | \$3.00 | \$42,117.00 |
| TRAFFIC STRIPING (NEW) | 32802 | L. F. | \$0.65 | \$21,321.30 |
| PAVEMENT MARKER | 52 | EA. | \$500.00 | \$26,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 20 | EA. | \$600.00 | \$12,000.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$11,443.83 | \$11,443.83 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$125,882.13

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

PROJECT: Project 36 – 25th Street: Market Street to Commercial Street and Ocean View
Boulevard: Commercial Street to 36th Street

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|--------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 0 | EA. | \$3,000.00 | \$0.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$0.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$135,082**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/29/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M

T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 37 – Villa La Jolla Drive: Gilman Drive (N) to Gilman Drive (S)

PROJECT LIMITS : Gilman Drive (N) and Gilman Drive (S)

COMMUNITY NAME: La Jolla and University communities COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II facilities along Villa La Jolla Drive from Gilman Drive (N) to Nobel Drive and upgrades the existing Class III bicycle facilities to Class II facilities along Villa La Jolla Drive from Nobel Drive to Gilman Drive (S).

ASSUMPTIONS: No property acquisition required.
Remove 89 parking spaces along Villa La Jolla Drive

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$455,709**

| | | | |
|-------------|---|-----------------------|-----------|
| *** | CONTINGENCY 35% | (Computer Calculated) | \$159,498 |
| | BOND COSTS @ 2.5% OF CONST | (Computer Calculated) | \$11,393 |
| **** | FIELD ORDERS 7.5% | (Computer Calculated) | \$34,178 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$660,778**

ADMIN. & ENG. DESIGN TOTAL ****** @ **40%** **\$264,311**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : **0** **\$0**

TOTAL PROJECT COST **\$925,089**

ROUNDED PROJECT COST **\$925,100**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

| | | | | |
|-------------|------------------------|---------------------------------|----------------------------|-------------------------------|
| * | S (0-\$100,000) | M (\$100,001- \$500,000) | L (\$500,001- \$2M) | VL (>\$2M- and up) |
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 37 – Villa La Jolla Drive: Gilman Drive (N) to Gilman Drive (S)

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 1: EARTHWORK

| | | | | |
|--------------------------|---|-------|---------|--------|
| EXCAVATION (UNCLASS.) | 0 | C. Y. | \$75.00 | \$0.00 |
| FILL (ON-SITE BORROW) | 0 | C. Y. | \$20.00 | \$0.00 |
| IMPORT (OFF-SITE BORROW) | 0 | C. Y. | \$70.00 | \$0.00 |
| CLEARING & GRUBBING (5%) | 1 | L. S. | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL EARTHWORK **\$0.00**

SECTION 2: SURFACE IMPROVEMENTS (ASSUME 'R' VALUE = 10-19)

| | | | | |
|----------------------------|-------|-------|------------|-------------|
| SAWCUT | 0 | L. F. | \$8.00 | \$0.00 |
| REMOVE CURB & GUTTER | 1400 | L. F. | \$5.00 | \$7,000.00 |
| REMOVE AC SIDEWALK | 3900 | S. F. | \$3.00 | \$11,700.00 |
| REMOVE PAVEMENT | 1400 | S. F. | \$3.00 | \$4,200.00 |
| 2" AC ON 7" CTB | 0 | S. F. | \$10.00 | \$0.00 |
| A.C. (6") | 11200 | S. F. | \$8.00 | \$89,600.00 |
| C.T.B. (18") | 0 | S. F. | \$1.85 | \$0.00 |
| TYPE G CURB & GUTTER | 1400 | L. F. | \$40.00 | \$56,000.00 |
| SIDEWALK (4") | 4920 | S. F. | \$10.00 | \$49,200.00 |
| CURB RAMPS | 0 | EA. | \$3,500.00 | \$0.00 |
| DRIVEWAYS | 0 | S. F. | \$12.00 | \$0.00 |
| STAMPED CONCRETE | 0 | S. F. | \$8.00 | \$0.00 |
| REMOVE MEDIAN | 0 | S. F. | \$7.00 | \$0.00 |
| TYPE B-2 MEDIAN CURB | 0 | L. F. | \$20.00 | \$0.00 |
| REMOVE CROSS GUTTER | 0 | S. F. | \$4.50 | \$0.00 |
| CROSS GUTTER | 0 | S. F. | \$12.00 | \$0.00 |
| POPOUT (incl. sawcut, PCC) | 0 | S. F. | \$12.00 | \$0.00 |

TOTAL SURFACE IMPROVEMENTS **\$217,700.00**

SECTION 3: DRAINAGE

| | | | | |
|------------------------------|---|-------|------------|--------|
| TOT. DRAINAGE (Opt. Lmp Sum) | 0 | L. S. | \$0.00 | \$0.00 |
| STORM PIPE (18") | 0 | L. F. | \$125.00 | \$0.00 |
| STORM PIPE (") | 0 | L. F. | \$0.00 | \$0.00 |
| TYPE "B" INLET | 0 | EA. | \$5,000.00 | \$0.00 |
| INLET REMOVAL | 0 | EA. | \$500.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL DRAINAGE **\$0.00**

PROJECT: Project 37 – Villa La Jolla Drive: Gilman Drive (N) to Gilman Drive (S)

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 46 | EA. | \$250.00 | \$11,500.00 |
| ST. LIGHT (NEW) | 10 | EA. | \$14,000.00 | \$140,000.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 8220 | L. F. | \$3.00 | \$24,660.00 |
| TRAFFIC STRIPING (NEW) | 17780 | L. F. | \$0.65 | \$11,557.00 |
| PAVEMENT MARKER | 32 | EA. | \$500.00 | \$16,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 12 | EA. | \$600.00 | \$7,200.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$21,091.70 | \$21,091.70 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$232,008.70**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

PROJECT: Project 37 – Villa La Jolla Drive: Gilman Drive (N) to Gilman Drive (S)

QUANTITY UNIT UNIT PRICE ITEM COST

SECTION 7: UTILITY RELOCATION & ADJUSTMENT

| | | | | |
|---------------------------------|---|-----|------------|------------|
| ADJUST MANHOLES, VALVES, METERS | 0 | EA. | \$500.00 | \$0.00 |
| RELOCATE FIRE HYDRANT | 2 | EA. | \$3,000.00 | \$6,000.00 |
| ADJUST MANHOLE | 0 | EA. | \$0.00 | \$0.00 |
| INSTALL METER BOX | 0 | EA | \$4,000.00 | \$0.00 |

TOTAL UTILITY RELOCATIONS **\$6,000.00**

SECTION 8: STRUCTURES

| | | | | |
|---------------|---|-------|----------|--------|
| BRIDGE - AREA | 0 | S. F. | \$250.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL STRUCTURES COST **\$0.00**

CONSTRUCTION COSTS SUB-TOTAL **\$455,709**

ENVIRONMENTAL COSTS

| | | | | |
|---------------------------------|---|-------|--------|--------|
| ENVIRON MITIGATION (NON CONSTR) | 0 | L. S. | \$0.00 | \$0.00 |
| ENVIRONMENTAL DETERMINATION | 0 | L. S. | \$0.00 | \$0.00 |
| | | | | |

TOTAL ENVIRONMENTAL COSTS **\$0.00**

PROPERTY ACQUISITION COSTS

By Prelim. Eng.:

| | | | | |
|----------------|---|-------|--------|--------|
| RIGHT-OF-WAY | 0 | S. F. | \$0.00 | \$0.00 |
| SLOPE EASEMENT | 0 | S. F. | \$0.00 | \$0.00 |
| STRUCTURES | 0 | EA. | \$0.00 | \$0.00 |

-- OR --

By Property Dept.:

| | | | | |
|----------|---|-------|--------|--------|
| COMBINED | 0 | L. S. | \$0.00 | \$0.00 |
|----------|---|-------|--------|--------|

TOTAL PROPERTY ACQUISITION COSTS **\$0**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/30/2011 * PROJ SIZE (Small, Medium, Large, Very Large) S

T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 38 – Noble Drive: Intersection 5 to Regents Road

PROJECT LIMITS : Interstate 5 and Regents Road

COMMUNITY NAME: La Jolla and University COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Nobel Drive from Interstate 5 to Regents Road.

ASSUMPTIONS: No property acquisition required.
Remove 185 parking spaces along Noble Drive

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$21,811**

| | | | | |
|------|---|-----|-----------------------|---------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$8,724 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$545 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$2,181 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$33,261**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$13,305**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$46,566**

ROUNDED PROJECT COST **\$47,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 38 – Noble Drive: Intersection 5 to Regents Road

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 12 | EA. | \$250.00 | \$3,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 0 | L. F. | \$3.00 | \$0.00 |
| TRAFFIC STRIPING (NEW) | 7120 | L. F. | \$0.65 | \$4,628.00 |
| PAVEMENT MARKER | 10 | EA. | \$500.00 | \$5,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 12 | EA. | \$600.00 | \$7,200.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$1,982.80 | \$1,982.80 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC **\$21,810.80**

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING **\$0.00**

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS **\$0.00**

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/30/2011 * PROJ SIZE (Small, Medium, Large, Very Large) M
 T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 39 – San Ysidro Boulevard: Dairy Mart Road to the southern terminus of San Ysidro Boulevard

PROJECT LIMITS : Dairy Mart Road and Southern terminus of San Ysidro Boulevard

COMMUNITY NAME: San Ysidro COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along San Ysidro Boulevard from Dairy Mart Road to the southern terminus of San Ysidro Boulevard.

ASSUMPTIONS: No property acquisition required.
Rmove 18 parking spaces along San Ysidro Boulevard

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$198,435**

| | | | | |
|------|---|------|-----------------------|----------|
| *** | CONTINGENCY | 35% | (Computer Calculated) | \$69,452 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$4,961 |
| **** | FIELD ORDERS | 7.5% | (Computer Calculated) | \$14,883 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$287,730**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$115,092**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$402,822**

ROUNDED PROJECT COST **\$403,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X
 REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):
 * **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**
 ** **35 - 70% 25 - 55% 19 - 51% 17 - 47%**
 *** **40% 35% 30% 25%**
 **** **10% 7.5% 5% 2.5%**

PROJECT: Project 39 – San Ysidro Boulevard: Dairy Mart Road to the southern terminus of San Ysidro Boulevard

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|----------|-------|--------------|--------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 48 | EA. | \$250.00 | \$12,000.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 35120 | L. F. | \$3.00 | \$105,360.00 |
| TRAFFIC STRIPING (NEW) | 37900 | L. F. | \$0.65 | \$24,635.00 |
| PAVEMENT MARKER | 48 | EA. | \$500.00 | \$24,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 24 | EA. | \$600.00 | \$14,400.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$18,039.50 | \$18,039.50 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$198,434.50

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Hours Worked: _____

**CITY OF SAN DIEGO
PRELIMINARY OPINION OF PROBABLE COST
SUMMARY SHEET**

DATE : 3/30/2011 * PROJ SIZE (Small, Medium, Large, Very Large) S

T.R. # _____ ** COMPLEXITY (Simple, Average, Complex) S

PROJECT NAME : Project 40 – Eastgate Mall: Olson Drive to Miramar Road

PROJECT LIMITS : Olson Drive and Miramar Road

COMMUNITY NAME: University COUNCIL DISTRICT: _____

PROJECT DESCRIP. : This project provides Class II bicycle facilities along Eastgate Mall from Olson Drive to Miramar Road. This project closes a gap in bicycle facilities along this segment.

ASSUMPTIONS: No property acquisition required.

CONSTRUCTION SUB-TOTAL COSTS (from page 4) **\$43,490**

| | | | | |
|------|---|-----|-----------------------|----------|
| *** | CONTINGENCY | 40% | (Computer Calculated) | \$17,396 |
| | BOND COSTS @ 2.5% OF CONST | | (Computer Calculated) | \$1,087 |
| **** | FIELD ORDERS | 10% | (Computer Calculated) | \$4,349 |
| | MOBILIZATION (if const.> \$1,000,000), @ 2% | | (Computer Calculated) | \$0 |

CONSTRUCTION TOTAL **\$66,322**

ADMIN. & ENG. DESIGN TOTAL ** @ 40% **\$26,529**

PROPERTY ACQUISITION TOTAL (from page 4) Minimum = \$50,000 for small projects **\$0**

ENVIRONMENTAL DETERMINATION (NON CONSTR) (from page 4) **\$0**

INFLATION LINE ITEM (10% / YEAR) Number of years : 0 **\$0**

TOTAL PROJECT COST **\$92,851**

ROUNDED PROJECT COST **\$93,000**

PREPARED BY : Andrea Garland , Alta Planning + Design FIELD CHECKED
X

REVIEWED BY : _____

Engineering Administration Costs (based on construction subtotal):

* **S (0-\$100,000) M (\$100,001- \$500,000) L (\$500,001- \$2M) VL (>\$2M- and up)**

| | | | | |
|------|-----------------|-----------------|-----------------|-----------------|
| ** | 35 - 70% | 25 - 55% | 19 - 51% | 17 - 47% |
| *** | 40% | 35% | 30% | 25% |
| **** | 10% | 7.5% | 5% | 2.5% |

PROJECT: Project 40 – Eastgate Mall: Olson Drive to Miramar Road

| | QUANTITY | UNIT | UNIT PRICE | ITEM COST |
|---------------------------|-----------------|-------------|-------------------|------------------|
| SECTION 4: TRAFFIC | | | | |
| TRAFFIC SIGNAL MOD | 0 | L. S. | \$0.00 | \$0.00 |
| NEW TRAFFIC SIGNAL | 0 | L. S. | \$160,000.00 | \$0.00 |
| OVERHEAD SIGN | 0 | L. S. | \$1,500.00 | \$0.00 |
| RELOCATE SIGN | 10 | EA. | \$250.00 | \$2,500.00 |
| ST. LIGHT (NEW) | 0 | EA. | \$14,000.00 | \$0.00 |
| RELOCATE ST. LIGHT | 0 | EA. | \$6,000.00 | \$0.00 |
| REMOVE STRIPING | 7962 | L. F. | \$3.00 | \$23,886.00 |
| TRAFFIC STRIPING (NEW) | 11616 | L. F. | \$0.65 | \$7,550.40 |
| PAVEMENT MARKER | 10 | EA. | \$500.00 | \$5,000.00 |
| LIGHTED CROSSWALK | 0 | L. S. | \$90,000.00 | \$0.00 |
| LOOP DETECTOR | 1 | EA. | \$600.00 | \$600.00 |
| TRAFFIC CONTROL (10%) | 1 | L. S. | \$3,953.64 | \$3,953.64 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |
| | 0 | | \$0.00 | \$0.00 |

TOTAL TRAFFIC

\$43,490.04

SECTION 5: LANDSCAPING

| | | | | |
|--------------------------|---|-------|----------|--------|
| REMOVE TREES | 0 | EA. | \$0.00 | \$0.00 |
| PLANT TREES | 0 | EA. | \$650.00 | \$0.00 |
| REMOVE IRRIGATION | 0 | L. F. | \$5.00 | \$0.00 |
| SLOPE PROTECTION | 0 | L. S. | \$0.48 | \$0.00 |
| MEDIAN LANDSCAPE | 0 | S. F. | \$22.00 | \$0.00 |
| LANDSCAPING | 0 | S. F. | \$12.00 | \$0.00 |
| LANDSCAPING & IRRIGATION | 0 | S. F. | \$20.00 | \$0.00 |

TOTAL LANDSCAPING

\$0.00

SECTION 6: MISCELLANEOUS ITEMS

| | | | | |
|----------------------------|---|-------|---------|--------|
| SPLIT BLOCK RETAINING WALL | 0 | S. F. | \$35.00 | \$0.00 |
| FREE STANDING WALL | 0 | S. F. | \$0.00 | \$0.00 |
| NEW FENCE | 0 | L. F. | \$25.00 | \$0.00 |
| REMOVE ENTRY MEDIAN | 0 | S. F. | \$0.00 | \$0.00 |
| RELOCATE FENCE | 0 | L. F. | \$20.00 | \$0.00 |
| GUARDRAIL | 0 | L. F. | \$45.00 | \$0.00 |
| | 0 | L. S. | \$0.00 | \$0.00 |
| ARTWORK (2%) | 1 | L. S. | \$0.00 | \$0.00 |
| STORM WTR PREVENTION MEAS | 1 | L. S. | \$0.00 | \$0.00 |
| TEMP (5%) PERM (10%) | | | | |

TOTAL MISCELLANEOUS

\$0.00

Appendix G. Extended list of High Priority Projects

Table G-1 summarizes the top priority bicycle network projects' overall ranking, extents, and the proposed facility type(s).

Table G-1: Top Priority Bicycle Network Projects

| Rank | Location | From | To | Proposed Facility |
|------|--------------------------------------|-------------------------------|-----------------------------------|--|
| 1 | Pacific Hwy and Barnett Ave | Enterprise St | Barnett Ave | Class II; spot treatments |
| 2 | Broadway | Park Blvd | 19th St | Class III (sharrows) |
| 3 | Ash St | N. Harbor Dr | 8th Ave | Class III (one-way couplet) |
| | A St | Kettner Blvd | 8th Ave | Class III (one-way couplet) |
| 4 | 4th Ave | Washington St | Elm St | Class III + sharrows (one-way couplet) |
| | 5th Ave | Washington St | Elm St | Class II (one-way couplet) |
| 5 | Texas St | Camino del Rio N | Camino del Rio S | Class II; spot treatments |
| 6 | Island Ave | Harbor Dr | Interstate 5 | Bike Blvd |
| 7 | Park Blvd | Upas St | Broadway | Class II |
| 8 | 54th St | Montezuma Rd | El Cajon Blvd | Class III |
| 9 | 14th St | Broadway | Commercial St | Class II/Class III |
| | National Ave Cesar E. Chavez Pkwy | Commercial St National Ave | Cesar E. Chavez Pkwy Harbor Dr | Class III Class II |
| 10 | El Cajon Bl | 43rd St | Montezuma Rd | Class II |
| 11 | El Cajon Bl | Utah St | 43rd St | Class II |
| 12 | 4th Ave | Elm St | Island Ave | Class III + sharrows (one-way couplet) |
| | 5th Ave | Elm St | Harbor Dr | Class II/Class III (one-way couplet) |
| 13 | Mission Blvd | Turquoise St | Grand Ave | Class II |
| 14 | India St | Washington St | Interstate 5 underpass | Class II (one-way) |
| 15 | Morena Blvd | W. Morena Blvd | Taylor St | Class II |
| | Taylor St | Morena Blvd | Pacific Hwy | Class II |
| 16 | E. Mission Bay Dr | Interstate 5 | Grand Ave | Class II; spot treatments |
| 17 | Morena Blvd | Gesner St | W. Morena Blvd (S) | Class II |
| 18 | State St | Columbia St | Market St | Class III |
| 19 | San Diego River Bike Path | Hotel Circle Pl | Camino de la Reina | Class I |
| | Camino de la Reina | San Diego River Bike Path | Hotel Circle S | Class I |
| 20 | Mira Mesa Blvd | Parkdale Rd | Interstate 15 | Class II gap closures |
| 21 | Bayshore Bikeway | Embarcadero Path | National City City limit | Class I |
| 22 | University Avenue | Utah St | Fairmount Ave | Class II; sharrows thru I-805 |

| Rank | Location | From | To | Proposed Facility |
|------|---|---|---------------------------------------|-----------------------------------|
| 23 | Fairmount Ave and Montezuma Rd | | | Class II; spot treatments |
| 24 | Pacific Hwy | Ocean Beach Bike Path | Sassafras St | Cycle Track |
| 25 | University Avenue | Florida St | Utah St | Class II |
| 26 | 8th Ave | Date St | J St | Class II (two-way) |
| 27 | University Avenue | Fairmount Ave | La Mesa City limit | Class II |
| 28 | Robinson Ave | 4th St | Alabama St | Class III + Class I connector |
| | Landis St | Alabama St | 30th St | Bike Blvd |
| 29 | Midway Dr | W. Point Loma Bl | Barnett Ave | Class II |
| 30 | Wightman St | 35th St | Fairmount Ave | Class II |
| 31 | Hollister St | Main St | Coronado Av | Class II |
| 32 | Mission Blvd | Grand Ave | W. Mission Bay Dr | Class II/Bike Blvd |
| 33 | 30th St (inc. Fern St) | Upas St | B St | Bike Blvd |
| 34 | Washington St | University Avenue | Normal St | Class II; sharrows thru Hillcrest |
| | Normal St | Washington St | El Cajon Blvd | Class II |
| | University Avenue | Hawk St | 6th Avenue | Class III + sharrows |
| 35 | Camino del Rio N | Mission City Pkwy | Interstate 15 | Class II |
| 36 | 25th St | Market St | Commercial St | Class II |
| | Ocean View Blvd | Commercial St | 36th St | Class II |
| 37 | Villa La Jolla Dr | Gilman Dr (N) | Gilman Dr (S) | Class II |
| 38 | Nobel Dr | Interstate 5 | Regents Rd | Class II |
| 39 | W. San Ysidro Blvd | Dairy Mart Rd | Southern terminus of San Ysidro Blvd | Class II |
| 40 | Eastgate Mall | Olson Dr | Mira Mesa Bl | Class II |
| | Ingraham St | Beryl St | Pacific Beach Dr | Class II |
| | Pacific Beach Dr | Ingraham St | Eastern terminus of Pacific Beach Dr | Bike Blvd |
| 41 | Rose Creek Bridge | Eastern terminus of Pacific Beach Dr | Western terminus of N. Mission Bay Dr | Class I |
| | Rose Creek bike path extension | Southern terminus of Rose Creek Bike Path | Western terminus of N. Mission Bay Dr | Class I |
| | Crowne Point Dr | Pacific Beach Dr | Lamont St | Bike Blvd |
| 42 | La Jolla Village Dr | Gilman Dr | Regents Rd | Class II |
| 43 | SR-56 Bike Path Connector to El Camino Real | | | Class I |
| 44 | San Diego River Bike Path | Friars Rd | Hotel Circle Pl | Class I |
| 45 | Pershing Dr across Interstate 5 | | | Class II; spot treatments |
| 46 | Pacific Hwy | Sassafras St | Harbor Dr | Cycle Track |
| 47 | Mira Mesa Blvd across Interstate 15 | | | Class II; spot treatments |
| 48 | Class I connector | Tierrasanta Blvd | Princess View Dr | Class I |
| 49 | SR-15 path | Camino del Rio S | Adams Ave | Class I |
| 50 | Kearny Villa Rd | Miramar Rd | Clairemont Mesa Dr | Class II widening |
| 51 | Paradise Valley Rd | Munda Rd | Meadowbrook Dr | Class II |
| 52 | Woodman St | Imperial Av | SR-54 | Class II |

Appendix G: Extended List of High Priority Projects

| Rank | Location | From | To | Proposed Facility |
|------|--|-----------------------------|---------------------------|------------------------|
| 53 | Coastal Rail Trail through Roselle Canyon | | | Class I |
| 54 | Miramar Rd | | | Class II gap closures |
| 55 | 30th St | B St | Island Ave | Bike Blvd |
| 56 | San Diego River Bike Path | Father Junipero Serra Tr | Mast Bl | Class I |
| 57 | Howard Av Orange Av | Park Blvd Interstate 805 | Interstate 805 54th St | Bike Blvd Bike Blvd |
| 58 | Rancho Bernardo Rd | W. Bernardo Dr | Pomerado Rd | Class II |
| 59 | San Diego River Bike Path | Fenton Pkwy | Qualcomm Stadium | Class I |
| 60 | State Route 52 | Interstate 805 | State Route 163 | Class I |
| 61 | Interstate 805 | Carroll Canyon Rd | Eastgate Mall | Class I |
| 62 | SR-52 Bike Path | Regents Rd | Interstate 805 | Class I |
| 63 | Carmel Valley Rd | Del Mar Heights Rd | Carmel Mountain Rd | Class II |
| 64 | Chollas Pkwy | | | Class II |
| 65 | Interstate 805 | Governor Dr | Clairemont Mesa Dr | Class I |
| 66 | San Diego River Bike Path | Interstate 805 | Fenton Pkwy | Class I |
| 67 | Bayshore Bikeway | through Seaport Village | | Class I |
| 68 | Coastal Rail Trail (San Clemente Canyon) | Gilman Dr | Nobel Dr | Class I |
| 69 | Upas St bridge over SR-163 | | | Class I |
| 70 | Fiesta Island bicycle facilities | | | Class II/Class III |
| 71 | SR-56 Bike Path grade separation at Camino del Sur | | | Class I |
| 72 | Jamacha Road | Imperial Av | Cardiff St | Class I |
| 73 | San Diego River Bike Path | Zion Av | Princess View Dr | Class I |
| 74 | San Diego River Bike Path | Princess View Dr | Father Junipero Serra Tr | Class I |
| 75 | SR-56 Bike Path Connector to Rancho Del Sol Way | | | Class I |
| 76 | SR-56 Bike Path Connector to Darkwood Rd | | | Class I |
| 77 | Sorrento Valley Rd | | | Class I |

