

APPENDIX A – LAND USE POLICY OPTIONS REPORT

LAND USE POLICY OPTIONS

FOR THE COUNTY OF SAN MATEO MIDCOAST
COMPREHENSIVE TRANSPORTATION MANAGEMENT PLAN

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PREPARED BY

DYETT & BHATIA

Urban and Regional Planners

with



FOR COUNTY OF SAN MATEO

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I Introduction

The San Mateo County Midcoast Local Coastal Program (LCP) Update required San Mateo County (County) to prepare a Comprehensive Transportation Management Plan (CTMP). This project is also known as “Connect the Coastside”. The CTMP will develop and evaluate measures to mitigate the impact that growth in the region has had on the transportation system.

In this report, a set of potential land use policy concepts are outlined. These policy concepts are analyzed for their potential to manage development potential and thus lessen congestion and improve coastal access. The relationship between these policy concepts and other Coastal Act goals, including concentrating development, protecting natural resources, and reducing hazards, is also considered. One or more land use policy concepts may be included in the CTMP and implemented individually or in combination.

This analysis is limited to the unincorporated San Mateo County portion of the Study Area. Strategies presented here could ultimately be implemented by San Mateo County, the City of Half Moon Bay or both. However, the Connect the Coastside project is sponsored by the County and can only lead directly to County programs.

2 Background

2.1 Paper Subdivisions

The Study Area—including the Midcoast portion of unincorporated San Mateo County as well as the City of Half Moon Bay—contains several “paper subdivisions”, mapped in the early part of the 20th Century, where development has yet to take place. These paper subdivisions are indicated on the two subarea maps (Figures 1 and 2) included in this report. There are 183 parcels in paper subdivisions in the unincorporated Midcoast area. However, just because these subdivisions and lots exist, it does not mean actual development will result on individual parcels as there are substantial challenges to development.

The recent *Witt* and *Abernethy* appellate court cases suggest that lots in pre-1929 paper subdivisions may be required to provide additional documentation in order to be considered legal lots. In 2010, San Mateo County’s Planning and Building Department established Revised Criteria for Legalization of Parcels Included Within Historic Recorded Subdivisions. The Revised Criteria require that in order for lots within such historical subdivisions to get any discretionary planning permit, parcel legality must first be confirmed through the recording of a Certificate of Compliance (CoC). In addition to the information required by the County’s Subdivision regulations, owners of lots in historical subdivisions must also provide a Chain of Title that traces the deed conveyance of the parcel as well as all contiguous parcels or lots around it, starting from when the subject subdivision was first recorded up through the present day. If the Chain of Title

shows that the parcel was conveyed separately from any of the lots around it prior to the County's first subdivision ordinance (effective July 20, 1945), then parcel will likely qualify for a CoC (Type A). If this cannot be shown, then a CoC (Type B) application is required. Because a CoC (Type B) is considered a "land division," a Coastal Development Permit (CDP) is required, and may be appealed to the Coastal Commission.

The land use policy concepts outlined in this report would only apply to lots whose legality could be established following San Mateo County's criteria (in the County). Two things should be noted here. First, some of the lots counted in the development potential analysis may not in fact be "legal" lots under the terms of the *Witt* and *Abernethy* decisions. Second, the development *reduction* potential of the policy concepts outlined here may also be overstated, because the analysis may count lots whose legality cannot be demonstrated.

2.2 Substandard Lots

The Study Area contains parcels that do not meet minimum lot size or lot width requirements established through zoning. The San Mateo County zoning code establishes conditions for development on substandard or non-conforming lots.

In County jurisdiction, lots that are close to meeting the minimum standards (in varying proportion depending on zoning district), may be developed without a use permit. Where the minimum parcel size is 5,000 square feet, non-conforming lots that are at least 3,500 square feet in area may be developed without a use permit. Where the minimum parcel size is greater than 5,000 square feet, a non-conforming parcel of 5,000 square feet or greater may be developed without a use permit. Similarly, in zoning districts that establish minimum lot width at 50 feet, non-conforming parcels that are at least 35 feet wide may still be developed without a use permit. Where required lot width is anything over 50 feet, a non-conforming parcel at least 50 feet wide may be developed without a use permit.

Otherwise, a use permit is required, and findings must be met by the Planning Commission. The proposed development must be proportioned to the size of the parcel on which it would be built; all opportunities to acquire contiguous land must have been infeasible; the proposed development must be as nearly in conformance as is reasonably possible; the proposed use must not result in significant adverse impact to coastal resources; and approval must not constitute a special privilege. The Commission may require conditions for approval (Section 6133, San Mateo County Zoning Ordinance).

3 Land Use Policy Concepts to Reduce Transportation Impacts of Future Development on the Midcoast

Two programs that could reduce development potential on the Midcoast are described in this chapter: a mandatory lot merger program and a lot retirement program. The estimated reduction in development is presented in Chapter 4. In addition, a traffic impact fee mitigation program is discussed here for its potential to reduce development.

3.1 Mandatory Lot Merger Program

BACKGROUND

The San Mateo County Zoning Code and Subdivision Ordinance both establish conditions under which contiguous parcels may be merged. Such mergers may be initiated by the County or, on a voluntary basis, by property owners. The 2013 Midcoast LCP's Policy 2.53, Transportation Management Plan, specifies that such a plan shall evaluate the feasibility of a mandatory lot merger program.

The San Mateo County Board of Supervisors adopted a policy in 2006 authorizing staff to initiate a mandatory lot merger program. As defined in Coastal Commission Report SMC-MAJ-1-07, Exhibit G, the program would establish a process for contiguous substandard parcels under the same ownership to be merged, in the R-1, R-3, and RM-CZ zoning districts on the Midcoast. The lot merger program would apply as follows:

- At least two contiguous parcels in the same ownership;
- At least one parcel is undeveloped;
- The area of at least one lot is less than 4,500 square feet in the R-1 or R-3 districts, and less than 5,000 square feet in the RM-CZ district.

Lots meeting these criteria would be merged to create a parcel or parcels that meet the minimum parcel size requirements in R-1 or R-3 districts, or with a goal to reach at least 5 acres in area in the RM-CZ district.

For undeveloped lots, the program would operate as a voluntary merger program for 21 months after adoption, and then become mandatory, with a process for noticing, hearing, determination, and appeals. During the voluntary period, any property owner who requests a merger would receive a non-expiring voucher that could be used for one of the following: (a) up to 250 square feet bonus floor area; (b) up to \$1,500 (new unit) or \$300 (existing unit) or a 5 percent reduction in building permit fees, whichever is greater; or an allowance that one parking space may be uncovered. For an affordable housing unit, additional incentives would be provided.

Once the program becomes mandatory, the program a “Notice of Intention to Determine Status” would be prepared, recorded, and mailed to affected property owners. This would be followed by a hearing opportunity; a merger determination; and an appeals opportunity.

For developed parcels, the lot merger program would be triggered by an application to construct, enlarge, or demolish existing structures, following the existing regulations in the Subdivision Ordinance. Building repair is not identified as an action that would trigger lot merger.

STRATEGY FOR CONSIDERATION FOR THE CTMP

For the CTMP, a program within San Mateo County is evaluated as described above. Lots meeting the criteria would be merged to create a parcel or parcels that meet the minimum parcel size requirements in the urban (R-1 or R-3) zoning districts, or at least (or as close as possible to) 5 acres in the resource management (RM-CZ) district.¹ Lots would still be merged even if the resulting lot would still not conform to standards, or reach the 5,000-square foot threshold in the RM-CZ district, because merging would reduce the level of non-conformance. Since this action has yet to be implemented by Staff, it would be appropriate for the Board to re-authorize the 2006 policy.

Lots subject to a potential lot merger program are shown in Figures 1 and 2 for the Unincorporated Midcoast (Urban), and Unincorporated Midcoast (Rural), subareas, respectively.

Implementation of a mandatory lot merger program, generally following the policy adopted by San Mateo County in 2006, would reduce the number of undeveloped parcels along the Midcoast. The effect of this reduction in lots is already accounted for in the estimate of development potential, because lot mergers were assumed to take place in the Midcoast LCP. The merging of contiguously-owned substandard lots is reinforced by LCP policy 1.21: Lot Consolidation which states, “according to the densities shown on the LCP Land Use Map, consolidate contiguous lots, held in the same ownership, in residential subdivisions in Seal Cove to minimize risks to life and property and in Miramar to protect coastal views and scenic coastal areas.”

A lot merger program as described would also support LCP policy 1.18 to concentrate new development in urban areas and rural service centers, in that it would not apply in commercial zoning districts.

A mandatory lot merger program could be challenging to carry out in the context of the uncertain legal status of many of the substandard lots in the Midcoast study area.

CASE STUDIES OF LOT MERGER PROGRAMS

Lot merger programs in Cambria and San Luis Obispo County; Sonoma County; Ventura County; and the cities of Santa Barbara, Malibu and Oceanside were identified for this analysis.

¹ The RM-CZ district implements the open space and conservation objectives of the County’s General Plan. Development review criteria focus on the preservation of environmental quality, use of environmentally sensitive site design, protection of water resources, protection of cultural resources, and avoidance of hazard exposure. Residential dwellings may be permitted based on a calculation of “density credits” detailed in the Zoning Ordinance.

All of these programs were conducted by coastal municipalities and include common requirements with regards to lot mergers. Parcels must be contiguous and under common ownership. In many cases, parcels must have been legally created. However, certain ordinances provide for the merging of one or more existing lots without legal standing. For example, in Ventura County, while merging legal lots is a ministerial process, merging non-legal lots is a discretionary process that can include conditions contained in a Conditional Certificate of Compliance. Notably, all these lot merger programs were voluntary with the exception of Malibu. Two programs are profiled below.

Cambria and San Luis Obispo County

Cambria is an unincorporated community located entirely within the coastal zone in San Luis Obispo County. As part of its Buildout Reduction Program (BRP), the Cambria Community Services District (CCSD) adopted a Voluntary Lot Merger Program in 2007 to reduce the number of buildable lots in Cambria with the goal of ensuring long-term demand for residential water connections can be met. Within the first two years, Cambria accomplished close to 90 percent of the BRP goal of reducing 394 lots by merging vacant lots with existing lots. A new goal of 592 merger lots was established in 2009. According to a report released by the Cambria Community Services District, by the end of 2010, 481 lots had been reduced by merger.

Prior to 2007, lot mergers had been structured by San Luis Obispo County's property boundary line adjustment process. However, this process offered little incentive to use lot mergers to reduce development rights. The primary disincentive was the time and monetary costs involved. Although the County took steps to streamline the process by providing a Voluntary Merger Package and a User's Guide to clarify lot merger benefits and required steps, lot mergers remained widely unused. Cambria only had about five mergers on an average annual basis at the time.

In response, since 2007, the CCSD provides a "one-stop" approach for merging lots through a contract with First American Title. First American Title handles all paperwork and County processing, and CCSD pays fees associated with the voluntary lot merger process. Merging a vacant parcel with a parcel that has a water allocation can be an opportunity for owners to expand their home on the vacant parcel, or build a guesthouse or a detached garage. Other benefits advertised by the CCSD include ensuring views and eliminating property tax bills. Due to the scarcity of water connections, lot merging can be particularly attractive for owners who own a vacant parcel adjacent to a CCSD Water Wait List parcel.

City of Malibu

The City of Malibu's Local Coastal Program (LCP) provides regulations for land divisions, including lot mergers. Malibu's lot merger program is twofold. The LCP contains provisions for voluntary lot mergers, as well as mergers initiated by the City.

Contiguous parcels under common ownership may be voluntarily merged if authorized or required pursuant to a coastal development permit; or if the City determines that the merger is not inconsistent with any LCP policy that protects Environmentally Sensitive Habitat Areas (ESHAs) or visual resources.

Mergers of contiguous parcels held by the same owner and initiated by the City are only authorized under certain conditions. At least one of the affected parcels must be undeveloped, developed only with accessory structures, or developed with a single structure that is also partially sited on a contiguous parcel. The existing lots must each have been legally created, as specified in the Subdivision Map Act, and a merger must conform to the procedural requirements of the Subdivision Map Act.

3.2 Mandatory Lot Retirement Program

A second policy concept is a lot retirement program. A lot retirement program requiring one-to-one retirement of development rights on existing lots in exchange for new lots would have the effect of reducing development potential and lessen the effect of new development on the transportation network.

RECENT COASTAL COMMISSION APPROVAL REQUIREMENTS

The Coastal Commission has recently required lot retirement at a one-to-one ratio (1:1) as a condition of approval for some proposed residential subdivisions in Half Moon Bay, to mitigate for impacts to the transportation system that and, as a result, public access to the coast.

- The Carnoustie project, approved in 2007, included the development of 32 single-family houses on an 8-acre site adjacent to Ocean Colony. As a condition of approval, the developer was required to retire 34 residential lots in the vicinity of the project site.
- Approval of the Pacific Ridge project, in 2008, included Special Condition 7, requiring the developer to pay a fee of \$45,000 for each lot created, to be used by the City to acquire and retire development rights on existing legal lots. The value per lot was determined based on the City of Half Moon Bay's *Transfer of Development Credits* study, which estimated the value of a development credit at \$32,500; the number, determined in 1999, was adjusted for inflation.
- The 320 Church Street subdivision for 10 single-family homes and two multifamily home lots, approved in 2014, also includes a 1:1 lot retirement condition. In this case, the developer may "either retire development rights in a pro rata fashion or purchase the lots and donate the lots after purchase to a public or private land management agency, such as a public land trust or similar organization that supports lot retirements in conjunction with the City or County."

Neither the City of Half Moon Bay nor San Mateo County has a program in place requiring lot retirement for new residential development. The Coastal Commission recommended such a program in the Midcoast LCP Update.

The Coastal Commission has found that 1:1 lot retirement is an appropriate way to mitigate the significant adverse impact on the public's ability to access public beaches and other visitor-serving

coastal resources resulting from new development on the Midcoast. The requirement is found to be “reasonably related” and “roughly proportional” to the impact it intends to offset.²

STRATEGY FOR CONSIDERATION FOR THE CTMP

San Mateo County could establish a standard program requiring 1:1 lot retirement as a condition for new residential subdivisions.

Program Structure

A lot retirement program could be designed to provide flexibility to project applicants by allowing them to either:

- Directly purchase existing lots from willing sellers, and extinguish development rights;
- Donate lots to a land trust or similar organization that would do the same; or
- Pay an in-lieu fee to the City or County to acquire and retire development rights from willing sellers at a 1:1 ratio. For the in-lieu fee to function properly, an appropriate price per development credit would need to be established, periodically reviewed and updated.

Acquisition of lots for lot retirement would be through donation or purchase. No property owner would be forced to sell their land for the purposes of this program.

Donor Sites

The Coastal Commission has accepted lot retirement anywhere on the Midcoast, on the basis that any development on the Midcoast contributes equally to congestion on highways 1 and 92. However, a lot retirement program could specifically define characteristics of eligible donor sites—sites where development rights would be retired—in order to support other Coastal Act goals and LCP policies.

Specifically, the program could support LCP Policy 1.18, which calls on the County to “concentrate new development in urban areas and rural service centers by requiring the ‘infilling’ of existing residential subdivisions and commercial areas.” The program evaluated here would specify potential donor sites as undeveloped legal parcels having at least one of the following characteristics:

- Located outside of existing residential subdivisions where development has taken place, and outside of existing commercial areas;
- Containing sensitive habitat;
- Located in an area designated for Conservation, Open Space, Recreation or Agriculture in General Plans or Local Coastal Land Use Plans.

² California Coastal Commission, W11a: Permit Amendment A-1-HMB-99-022-A-1 (Pacific Ridge), June 18, 2008.

By resulting in retirement of development rights in undeveloped areas, and not in urban areas, this would help support conservation of sensitive habitat areas, agriculture, and priority open spaces, and development in infill areas.

Potential Lot Retirement donor sites in each subarea are shown in Figures 1 and 2.

Project Applicability

Lot retirement could be required only when new residential subdivisions are proposed. This would further support a priority for infill development and for visitor-serving and other commercial development.

CASE STUDIES OF LOT RETIREMENT PROGRAMS

Cambria and County of San Luis Obispo

In addition to the Voluntary Lot Merger Program, the Cambria Community Services District (CCSD) has established incentives for lot retirement to achieve the goals of the Buildout Reduction Program (BRP). Owners may voluntarily elect to retire potential building sites with deed restrictions or conservation easements. The CCSD Water and Sewer Allocation Ordinance (Chapter 8.04 of the CCSD Code) allows property owners to transfer single-family residential water meters or single-family residential water meter wait-list positions between two lots. These transfers are allowed on the condition that the applicant agrees to permanently retire the development rights on the lot from which the meter or water meter wait-list position was transferred. In 2005, it was estimated that nearly 400 lots had been retired through this water transfer program. In addition, tax incentives for donating properties may be provided through the Land Trust Alliance or the Natural Heritage Preservation Credit program.

In addition to the CCSD Water and Sewer Allocation Ordinance, the County of San Luis Obispo Transfer of Development Credits (TDC) provides additional incentives for retiring lots. While the program is applied countywide and TDC typically does not retire development rights, the County has its own variation of TDC in Cambria. Property owners in designated areas in Cambria may exceed permitted building size in exchange for retiring development rights. This provision applies to lots located in Special Project Areas, designated by the County due to sensitive habitat or steep slopes. Under the Cambria TDC program, property owners pay a fee, which is used to purchase lots and retire development rights.

The Land Conservancy of San Luis Obispo County has undertaken an aggressive lot development rights acquisition program since 1986, as part of the Cambria/Lodge Hill Restoration Program. The Lodge Hill area features a combination of rare Monterey pine trees, as well as one of the largest concentrations of antiquated, substandard lots on the California Coast. Through the TDC program, the Land Conservancy purchases priority lots, sells the associated development credits, and establishes a revolving fund. By 2005, more than 250 lots had been retired and conveyed to the CCSD under this lot acquisition program, with a conservation easement retained by the Land Conservancy.

Santa Monica Mountains/Malibu

Since 1978, the California Coastal Commission has used a transfer of development credit (TDC) program using lot retirement to mitigate cumulative impacts on coastal resources in the Santa Monica Mountains/Malibu region. Through this program, the development potential on existing parcels in designated areas is retired for each new parcel created through an approved subdivision or for multi-family residential projects. According to a Regional Cumulative Assessment Project (ReCAP) report, by 1999, approximately 1,050 lots had been retired in the Santa Monica Mountains through the lot retirement program, covering about 1,673 acres of land. The report recommended that the in-lieu fee program established in 1996 should be discontinued, as Commissions staff found that lot retirement through in-lieu fees had been difficult to implement and manage. In addition, the report encouraged the City of Malibu and the County of Los Angeles to implement a similar program through their LCPs in order to achieve region-wide coordination.

In September 2002, the lot retirement program was incorporated into the City of Malibu Local Coastal Program. Lots that contain environmentally sensitive habitat areas (ESHA), are located in small-lot subdivisions, or are located adjacent to parklands can be retired for transfer of development credits. The LCP specifies additional stipulations for certain donor areas, such as requiring that lots are contiguous to each other or to other retired lots. Donor credits are implemented through open space easement dedication and the merging of retired lots with one or more adjacent developed or buildable parcels.

The number of development credits to be transferred is determined by the formula:

$$\text{Credit Area} = (A/5) * (50-S)/35,$$

where A is the area of the small lot in square feet,
and S is the average slope of the small lot in percent.

In August 2014, Los Angeles County adopted a Local Coastal Program for the Santa Monica Mountains segment of the County's coastal zone, which incorporates the lot retirement program. Donor areas include listed "rural villages" (split into primary and secondary areas) and parcels which contain habitat area, or are adjoining or within 200 feet of habitat areas or parklands.

3.3 Traffic Fee Mitigation Program

As part of the CTMP, the DKS Team will evaluate the potential role of a Transportation Impact Mitigation Fee Program in providing funds for the transportation improvements recommended as mitigation for future development in the Midcoast area. Such a program would collect fees for new residential and non-residential development on a per-housing-unit basis for residential and per-square-foot basis for non-residential development. The rates would be based on a specified list of projects needed to mitigate the impacts of the growth, the total estimated capital cost of those projects and the amount of new development expected. An assessment of the portion of total project need attributable to growth will determine what a legally defensible rate structure might be for a Transportation Impact Mitigation Fee Program.

New development would constitute about 21 percent of total housing units anticipated in the constrained Development Forecast for the unincorporated portion of the Study Area (the remaining 79 percent is existing housing). New development would represent 49 percent of jobs in the unincorporated portions of the Study Area. (Existing jobs constitutes 51 percent.) These percentages indicate that an estimated 30 to 40 percent of the capital cost for transportation improvements could be eligible for funding from a Transportation Impact Mitigation Fee program in the unincorporated Midcoast. Strategies designed to reduce the total Buildout would likely reduce these percentages.

Although a Transportation Impact Mitigation Fee Program is being considered as a method for funding transportation improvements needed to accommodate growth rather than as a growth management strategy, the fee program could have some impact on the total amount of new development that occurs, if they raise the cost of development. Because some transportation improvements are often required as a condition of approval in the absence of a fee program, the degree to which the fee program would increase development costs is uncertain. By providing funding for transportation improvements in a systematic and predictable way, the Transportation Impact Mitigation Fee Program could also result in more development than might otherwise occur, by facilitating the transportation improvements needed to accommodate the growth. However, this should not lead to a higher level of Buildout than is established by the Comprehensive Transportation Management Plan.

4 Evaluation of Land Use Policy Concepts

4.1 Buildout Reduction Potential






The potential for lot merger and lot retirement policy concepts to reduce development potential in the unincorporated Midcoast portion of the Study Area is summarized in Tables 1 and 2.

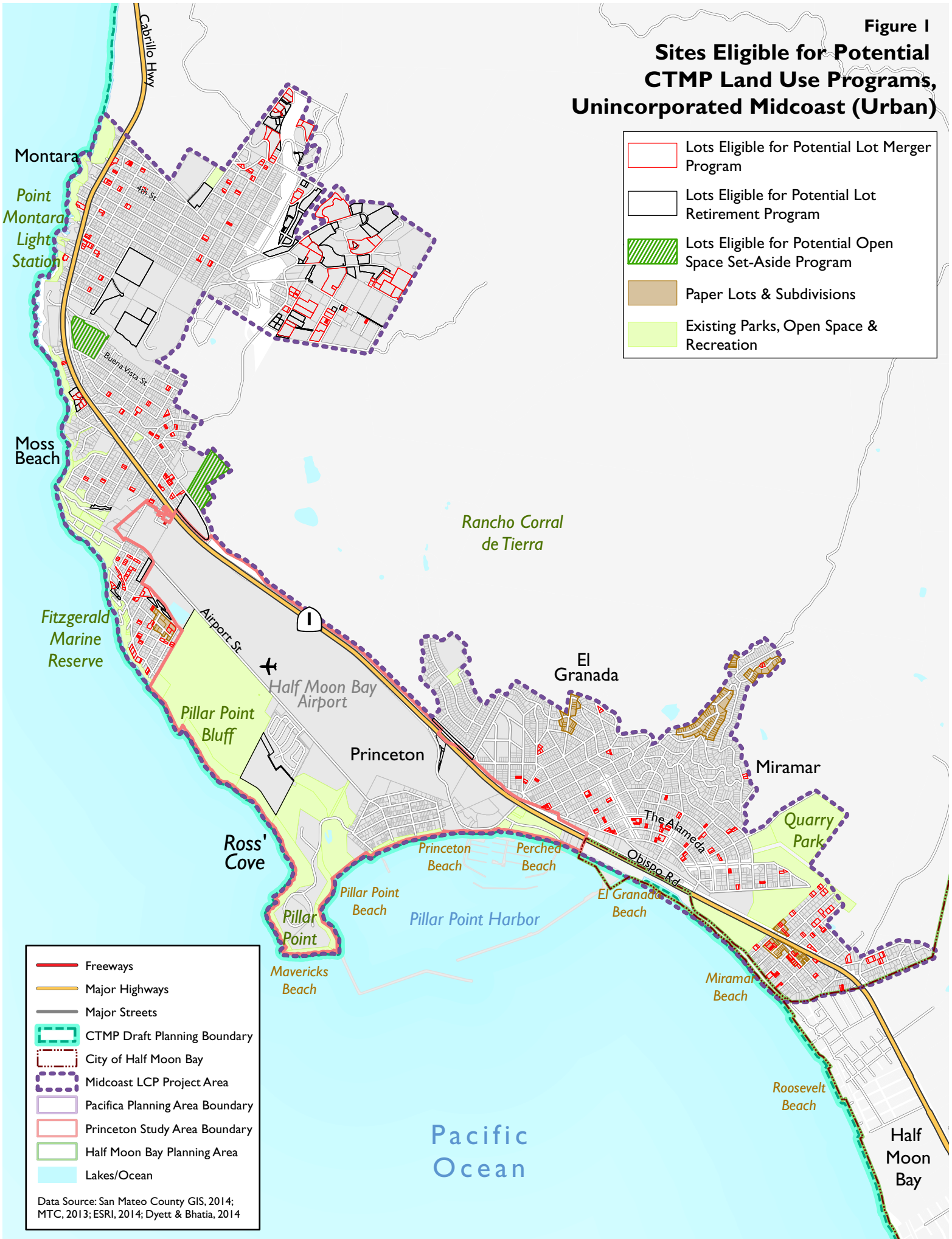
LOT MERGER PROGRAM

Spatial analysis determined that the proposed lot merger program could reduce development potential in the unincorporated portion of the Study Area by an estimated 216 lots, or housing units. The majority of development potential reduction would occur in residential districts, reducing the number of vacant substandard lots by 40 percent. The number of vacant substandard lots would be reduced by 40 percent. Most of the lot mergers (165 lots) would occur in residential districts, with a smaller number (51 lots) in the Resource Management (RM-CZ) district.

The effect of this reduction in lots is already accounted for in the estimate of development potential, as described on page 4 of this report.

Figure I
Sites Eligible for Potential
CTMP Land Use Programs,
Unincorporated Midcoast (Urban)

-  Lots Eligible for Potential Lot Merger Program
-  Lots Eligible for Potential Lot Retirement Program
-  Lots Eligible for Potential Open Space Set-Aside Program
-  Paper Lots & Subdivisions
-  Existing Parks, Open Space & Recreation













-  Freeways
 -  Major Highways
 -  Major Streets
 -  CTMP Draft Planning Boundary
 -  City of Half Moon Bay
 -  Midcoast LCP Project Area
 -  Pacifica Planning Area Boundary
 -  Princeton Study Area Boundary
 -  Half Moon Bay Planning Area
 -  Lakes/Ocean
- Data Source: San Mateo County GIS, 2014; MTC, 2013; ESRI, 2014; Dyett & Bhatia, 2014

Figure 2
Sites Eligible for Potential
CTMP Land Use Programs,
Unincorporated Midcoast (Rural)

- Lots Eligible for Potential Lot Merger Program
- Lots Eligible for Potential Lot Retirement Program
- Existing Parks, Open Space & Recreation



- Freeways
 - Major Highways
 - Major Streets
 - BART
 - Caltrain
 - Coastal Zone Boundary
 - CTMP Planning Boundary
 - Pacifica City Limits
 - City of Half Moon Bay
 - Midcoast LCP Project Area
 - Pacifica Planning Area Boundary
 - Princeton Study Area Boundary
 - Half Moon Bay Planning Area
 - Lakes/Ocean
- Data Source: San Mateo County GIS, 2014;
MTC, 2013; ESRI, 2014; Dyett & Bhatia, 2014



LOT RETIREMENT PROGRAM

Under the potential lot retirement program, development potential could be reduced in the unincorporated portion of the Study Area by an estimated 148 units (each retired lot in non-residential districts is assumed to equal one unit). In the unincorporated area, these lots are located in the RM-CZ and PAD districts; the analysis does not include lots in residential districts in order to prioritize infill development.

Table 1: Estimated Development Potential Reduction Resulting from a Lot Merger Program

	<i>Vacant Substandard Lots</i>	<i>Contiguously Owned Substandard Lots¹</i>	<i>Lot Reduction as a Result of Merging²</i>	<i>Percent Reduction in Vacant Substandard Lots</i>
San Mateo County Unincorporated Midcoast				
Residential Districts	403	212	165	41%
Resource Management-Coastal Zone District (RM-CZ)	136	65	51	38%
Planned Agriculture District (PAD)	0	0	0	NA
Total, San Mateo County Midcoast	539	277	216	40%

Notes:

1 Contiguously owned lots of less than 4,500 square feet in residential districts, less than 5,000 square feet in resource management, planned development, or urban reserve districts. At least one of the contiguously owned lots must be undeveloped.

2 Lots are assumed to be combined to create lots that conform to the criteria outlined in the previous section, or to reduce non-conformance.

Table 2: Estimated Development Potential Reduction Resulting from a Lot Retirement Program

	<i>Eligible Donor Lots¹</i>
San Mateo County Midcoast	
Residential Districts	0
Resource Management-Coastal Zone District (RM-CZ)	104
Planned Agriculture District (PAD)	44
Total, San Mateo County Midcoast	148

Notes:

1 Undeveloped legal lots. Each retired lot is assumed to reduce Buildout by one unit.

4.2 Relationship with Coastal Act Policies

Table 3 summarizes the manner and degree to which a lot merger program and a lot retirement program would relate to relevant Coastal Act policies. The last policy in the matrix, “Maintenance and Enhancement of Coastal Access,” is the basis for the Comprehensive Transportation Management Plan, but other goals must also be considered.

Table 3: Relationship to Selected Coastal Act Goals

<i>Zoning Districts</i>	<i>Lot Merger Program</i>	<i>Lot Retirement Program</i>
Article 4: Marine Environment		
Sec. 30233: Diking, filling or dredging; continued movement of sediment and nutrients. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted...where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following...	By reducing number of potential development sites, reduces potential for disturbance to sensitive areas.	By reducing number of potential development sites <i>and contributing to the permanent conservation of land in conservation priority areas</i> , reduces potential for disturbance to sensitive areas.
Article 5: Land Resources		
Sec. 30240: Environmentally sensitive habitat areas; adjacent developments. Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas...	By reducing number of potential development sites, reduces potential for disturbance to sensitive areas.	By reducing number of potential development sites <i>and contributing to the permanent conservation of land in conservation priority areas</i> , reduces potential for disturbance to sensitive areas.
Sec. 30241: Prime agricultural land; maintenance in agricultural production. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas’ agricultural economy, and conflicts shall be minimized between agricultural and urban uses.	Limited implications for agricultural land preservation in County. County lot merger program would not apply in Planned Agricultural District; few substandard parcels exist on agricultural land.	Program could support maintenance of agricultural land by permanently removing development rights from parcels used for agriculture, in both jurisdictions.
Article 6: Development		
Sec. 30250: Location; existing developed area. New residential, commercial, or industrial development... shall be located within, contiguous with, or in close proximity to, existing developed areas...	Lot merger program would apply in both existing developed areas and in undeveloped areas such as paper subdivisions. However, most substandard lots are in paper subdivisions, so the policy would have an overall benefit to concentrating development.	Lot retirement program could be tailored to areas where agricultural and natural resource conservation are prioritized, and would support concentration of development.

Table 3: Relationship to Selected Coastal Act Goals

<i>Zoning Districts</i>	<i>Lot Merger Program</i>	<i>Lot Retirement Program</i>
<p>Sec. 30251: Scenic and visual qualities. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance...</p>	<p>By reducing development potential on small lots and in paper subdivisions, supports maintenance of visual character of coast</p>	<p>By reducing development potential on small lots and in paper subdivisions <i>and contributing to permanent land conservation in priority conservation and agricultural areas</i>, supports maintenance of visual character of coast</p>
<p>Sec. 30252: Maintenance and enhancement of public access. The location and amount of new development should maintain and enhance public access to the coast...</p>	<p>By reducing development potential, limits impacts to congestion on major roadways and supports public access to the coast</p>	<p>By reducing development potential, limits impacts to congestion on major roadways and supports public access to the coast</p>

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DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315

APPENDIX B - FEASIBILITY AND DESIGN CONSIDERATIONS

FEASIBILITY CONSIDERATIONS

#	Improvement	Feasibility and Design Considerations
<i>Roadway and Intersection Improvements</i>		
R1	Gray Whale Cove Turn and Acceleration Lanes	Improvement is feasible. Provide adequate storage length for southbound (SB) lane based on expected queuing to minimize the potential for queue spill back from the left-turn lane and rear end collision. The beach access crosswalk should be placed at a location that would accommodate the southbound storage lane. Southbound merge lane is feasible
R2	SR-1 Side-Street Stop Signs	Feasible as stated
R3	SR-1 Paved Shoulder and Curb Phase A	While technically feasible, some of the segments of Highway 1 have hills on both sides of the roadway, which can make providing paved shoulders expensive along Highway 1 through the Midcoast area and Half Moon Bay.
R4	California Avenue Signal	This intersection may require careful design considerations because of the Wienke Way leg that makes it a five legged intersection. Striping enhancements may be necessary to create safe pedestrian crossing opportunities at the Highway 1/California Avenue intersection
R5	Cypress Avenue Signal	Feasible as stated
R6	Main Street (South) Signal	Feasible as stated
R7	Montara Lighthouse Median and Left Turn Bay	Feasible as stated
R8	Rocket Farms Access Consolidation	Feasible as stated
R9	Widening of Highway 1 at Ruisseau Francois Avenue	The existing bike path to the east of Highway 1 north of Ruisseau Francois Avenue and west of Highway 1 south of Ruisseau Francois may need to be moved based on the widening.

#	Improvement	Feasibility and Design Considerations
R10	Terrace Avenue/Grand Boulevard Access Consolidation and Signalization	Feasible as stated
R11	Widening and striping of approach at Spindrift Way	Additional right of way will be needed north of Spindrift to allow for the widening
R12	Kehoe Avenue Signal	Feasible as stated
R13	Widening and striping of approach at Grandview Boulevard	Additional right of way will be needed either north or south of Grandview Boulevard to allow for the widening
R14	Signage to allow only right turns from Filbert Street and Seymour Street	Feasible as stated
R15	Widening of Highway 1 to four lanes between Kelly Avenue and Main Street (South)	Feasible as stated
R16	SR-92/SR-35 Roundabout	Feasible as stated
R17	Main Street Traffic Calming	Feasible with good traffic engineering design and appropriate traffic calming device installations
R18	Carlos Street Traffic Calming	Feasible with good traffic engineering design and appropriate traffic calming device installations
R19	SR-92 Left Turn Lanes	Feasible. The left-turn pockets should have adequate storage lengths to minimize their impact on traffic operation along SR-92
R20	SR-92 Passing/Climbing Lanes	Feasible with careful highway design considerations
R21	"Trucks Keep Right" signage on SR 92	Feasible as stated
<i>Bicycle and Pedestrian Improvements</i>		
B1	Striped Pedestrian Crossing with Beacons	Feasible. Specifically, the Rapid Rectangular Flashing Beacon technology can be installed to effectively warn motorists for pedestrian safety.

#	Improvement	Feasibility and Design Considerations
B2	Hwy 1 walkway	Feasible and recommended because of high pedestrian activities
B3	Coronado Street and Ave Alhambra walkway	Feasible as stated
B4	Parallel Trail adjacent to Highway 1 for the entire study area	While it is feasible to install a parallel trail along Highway 1, it is not likely to be a low cost improvement option as the trail alignment is likely to have uneven profile and will need to be engineered. Additionally, a lot of trees will need to be removed to accommodate the trail
B5	Coastal Trail throughout the entire study area	Feasible as stated
B6	Traffic Signal Updates	Feasible and cost effective.
B7	Capistrano Road Bicycle Facilities	Feasible as stated
B8	Airport Street Class III Bike Lanes	Feasible as stated
B9	SR-92 Bike Lanes	Feasible with careful highway design considerations
B10	Hwy 1 Class II Bicycle Lane	Feasible with careful highway design considerations
Transit Improvements		
T1	Bus Stop Amenities	Feasible as stated
T2	Increased Weekend Samtrans service	Feasible as stated
Parking Improvements		
P1	Montara State Beach Parking Lot Improvements	Feasible with northbound left-turn lane for access
P2	Upper Gray Whale Cove Parking Lot Improvements	Feasible as stated
P3	Wayfinding signage	Feasible and highly recommended
P4	Coastside Beach Shuttle	Feasible as stated
P5	Carlos Street On-Street Parking	Feasible as stated
P6	El Granada Diagonal Parking	Feasible as stated

APPENDIX C - COST ESTIMATE CALCULATIONS

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R1

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Gray Whale Cove Turn and Acceleration Lanes
Project Location:	Gray Whale Cove Parking Lot

Description

Project would install a left turn bay with painted island to provide a storage area for left turn movements in and out of parking lot. The concept shown includes roadway horizontal alignment consistent with existing curves in this area and can be constructed with very little necessary earthwork. Without extending the widening through areas that require significantly more earthwork, standard Caltrans left turn deceleration lengths cannot be achieved. However, a retrofit with the shorter deceleration length shown here provides significant safety benefits over the existing condition with no left turn lane.

Project Length (ft): 370

Date of Estimate: Feb. 6, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Earthwork	4163	SF	\$2.00	\$ 8,326
2	Class 2 Aggregate Base	308	CY	\$65.00	\$ 20,044
3	Hot Mix Asphalt (Type A)	206	Ton	\$110.00	\$ 22,668
4	Restripe roadway	370	LF	\$8.00	\$ 2,960
5	Stripe high visibility (zebra) crosswalk	198	SF	\$7.00	\$ 1,386
6	Ped-activated flashing beacon installation	2	EA	\$18,400.00	\$ 36,800
7	Install pedestrian crossing warning signs	2	EA	\$250.00	\$ 500
8	Additional signs	2	EA	\$250.00	\$ 500
9	Clearing and grubbing	1	LS	\$30,000.00	\$ 30,000
10	Temporary traffic control	1	LS	\$9,300.00	\$ 9,300
11	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
12	Surveying	1	LS	\$30,000.00	\$ 30,000
13	Mobilization	1	LS	\$ 16,800.00	\$ 16,800

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 168,000

Project Number R1

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 184,800
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 37,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 28,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 249,800
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 37,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 227,000	Grand Total	\$ 439,800

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

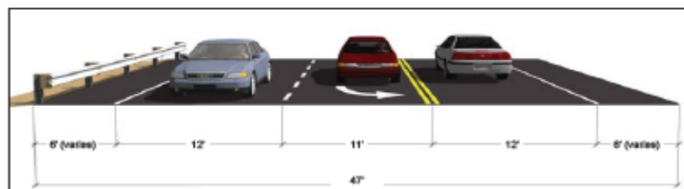
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 440,000

Project R1: Gray Whale Cove Turn and Acceleration Lanes



1970 Broadway Ste 740, Oakland CA 94612

Project Number R2

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Side-Street Stop Signs
Project Location:	Midcoast and Half Moon Bay

Description
 Project will install stop signs to all unsigned side-street intersections along Hwy 1. These include Young Avenue in Half Moon Bay, Furtado Lane in El Granada, and 16th Street, 13th Street, 11th Street, 7th Street, Seacliff Lane, and 1st Street in Montara.

Project Length (ft): N/A

Date of Estimate: Feb. 6, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Install R1-1 Sign	8	EA	\$250.00	\$ 2,000
2	Mobilization	1	LS	\$ 200.00	\$ 200

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 2,000

Project Number R2

Planning Engineering (TE)	\$ -	Contract Items	\$ 2,200
Preliminary Engineering (Design/Survey)*	\$ 15,000	Other Costs (CON)	\$ -
Utility Coordination (Design)	\$ -	Contingency*	\$ 1,000
Environmental (Environmental, Real Property)	\$ -	Subtotal (Contract Items)	\$ 3,200
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ -
Real Property Labor	\$ -	Subtotal (PE)	\$ 15,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ -		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 15,000		

Grand Total \$ 18,200

* CONTINGENCY is 15% of contract items.

Current Year 2015
 Escalation Year 2015
 Escalation Rate 0.0%

> TOTAL (in 2015 dollars) \$ 18,000

Project R2: SR-1 Side-Street Stop Signs

Locations Missing Stop Signs:

Half Moon Bay

SR-1 and Young Avenue

El Granada

SR-1 and Furtado Lane

Montara

SR-1 and 16th Street

SR-1 and 13th Street

SR-1 and 11th Street

SR-1 and 7th Street

SR-1 and Seacliff Ct

SR-1 and 1st Street



R1-1

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R3A

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Paved Shoulder and Curb (Phase A)
Project Location:	Half Moon Bay to Montara

Description

Project will provide a consistent cross section along Highway 1 for vehicle and pedestrian safety. In addition to the 6' paved shoulder which currently exists in the developed portions of Half Moon Bay, El Granada, Moss Beach, and Montara, the project will construct a concrete curb and gutter. Phase A improvements of Project 4 will be implemented during Alternative 1, whereas Phase B and C improvements will be implemented during Alternatives 2 and 3.

Project Length (ft): Varies

Date of Estimate: Feb. 11, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Curb and gutter	2	LF/LF	\$35.00	\$ 70.00
2	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
3	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
4	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
5	Surveying	1	LF/LF	\$3.00	\$ 3.00
6	Misc. Drainage Modifications	1	LF/LF	\$7.00	\$ 7.00
				Cost Per Linear Foot:	\$ 88.00
7	Half Moon Bay Seg.- Terrace Ave to Seymour St	7350	LF	\$ 88.00	\$ 646,800
8	El Granada Seg.- Capistrano Rd to Coronado St	4460	LF	\$ 88.00	\$ 392,480
9	Moss Beach Seg.- California Ave to Cypress Ave	1430	LF	\$ 88.00	\$ 125,840
10	Montara Seg.- between 7th St and 9th St	545	LF	\$ 88.00	\$ 47,960
11	Mobilization	1	LS	\$ 121,300.00	\$ 121,300

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,213,000

Project Number R3A

Planning Engineering (TE)	\$ 122,000	Contract Items	\$ 1,334,300
Preliminary Engineering (Design/Survey) *	\$ 201,000	Other Costs (CON)	\$ 201,000
Utility Coordination (Design)	\$ 121,308	Contingency *	\$ 201,000
Environmental (Environmental, Real Property)	\$ 121,308	Subtotal (Contract Items)	\$ 1,736,300
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 122,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 443,616
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 201,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 766,616		
		Grand Total	\$ 2,301,916

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 2,302,000

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R3B

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Paved Shoulder and Curb (Phase B)
Project Location:	Half Moon Bay to Montara

Description

Project will provide a consistent cross section along Highway 1 for vehicle and pedestrian safety. In addition to the 6' paved shoulder which currently exists in the developed portions of Half Moon Bay, El Granada, Moss Beach, and Montara, the project will construct a concrete curb and gutter. Phase B improvements of Project 4 will be implemented during Alternative 2, whereas Phase A and C improvements were/will be implemented during Alternatives 1 and 3.

Project Length (ft): Varies

Date of Estimate: Feb. 11, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Curb and gutter	2	LF/LF	\$35.00	\$ 70.00
2	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
3	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
4	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
5	Surveying	1	LF/LF	\$3.00	\$ 3.00
6	Misc. Drainage Modifications	1	LF/LF	\$7.00	\$ 7.00
				Cost Per Linear Foot:	\$ 88.00
7	Half Moon Bay Seg.- Seymour to Redondo Bch & Ter	8930	LF	\$ 88.00	\$ 785,840
8	El Granada Seg.- Coronado St to Medio Ave & Capistrano	4800	LF	\$ 88.00	\$ 422,400
9	Moss Beach Seg.- Cypress Ave to Etheldore St	1720	LF	\$ 88.00	\$ 151,360
10	Montara Seg.- between 1st St and 7th St	1570	LF	\$ 88.00	\$ 138,160
11	Mobilization	1	LS	\$ 149,800.00	\$ 149,800

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,498,000

Project Number R3B

Planning Engineering (TE)	\$ 150,000	Contract Items	\$ 1,647,800
Preliminary Engineering (Design/Survey)*	\$ 248,000	Other Costs (CON)	\$ 248,000
Utility Coordination (Design)	\$ 149,776	Contingency*	\$ 248,000
Environmental (Environmental, Real Property)	\$ 149,116	Subtotal (Contract Items)	\$ 2,143,800
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 150,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 547,552
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 248,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 945,552	Grand Total	\$ 2,841,352

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 2,841,000

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R3C

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Paved Shoulder and Curb (Phase C)
Project Location:	Half Moon Bay to Montara

Description Project will provide a consistent cross section along Highway 1 for vehicle and pedestrian safety. In addition to the 6' paved shoulder which currently exists in the developed portions of Half Moon Bay, El Granada, Moss Beach, and Montara, the project will construct a concrete curb and gutter. Phase C improvements of Project 4 will be implemented during Alternative 3, whereas Phase A and B improvements were previously implemented during Alternatives 1 and 2.

Project Length (ft): Varies

Date of Estimate: Feb. 11, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Curb and gutter	2	LF/LF	\$35.00	\$ 70.00
2	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
3	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
4	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
5	Surveying	1	LF/LF	\$3.00	\$ 3.00
6	Misc. Drainage Modifications	1	LF/LF	\$7.00	\$ 7.00
				Cost Per Linear Foot:	\$ 88.00
7	Half Moon Bay Seg.- Redondo Bch to Miramntes Pt Rd & Frenchmar		LF	\$ 88.00	\$ -
8	El Granada Seg.- Medio Ave to Mirada Rd		LF	\$ 88.00	\$ -
9	Moss Beach Seg.- Carlos St to California Ave	3220	LF	\$ 88.00	\$ 283,360
10	Montara Seg.- between 9th St and 14th St	1345	LF	\$ 88.00	\$ 118,360
11	Mobilization	1	LS	\$ 40,200.00	\$ 40,200

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 402,000

Project Number R3C

Planning Engineering (TE)	\$ 41,000	Contract Items	\$ 442,200
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 89,000
Utility Coordination (Design)	\$ 40,172	Contingency*	\$ 67,000
Environmental (Environmental, Real Property)	\$ 40,172	Subtotal (Contract Items)	\$ 598,200
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 41,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 180,344
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 89,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 310,344		
		Grand Total	\$ 819,544

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

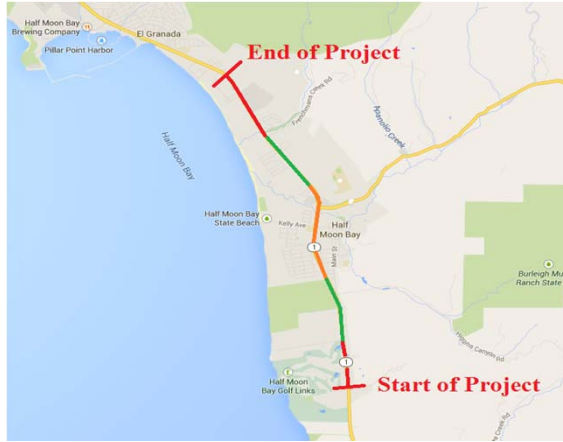
* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars) \$ 820,000

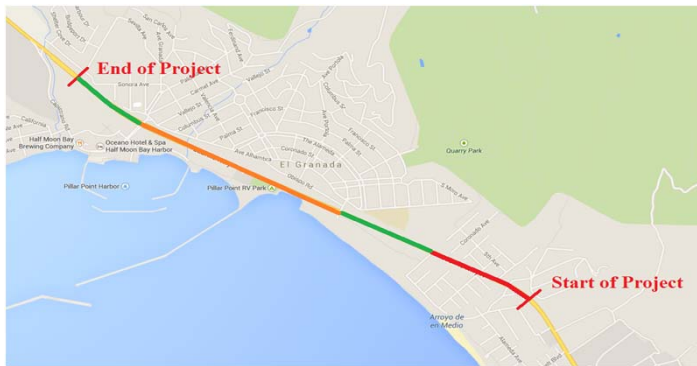
Project R3: SR-1 Paved Shoulder and Curb

Half Moon Bay Segment

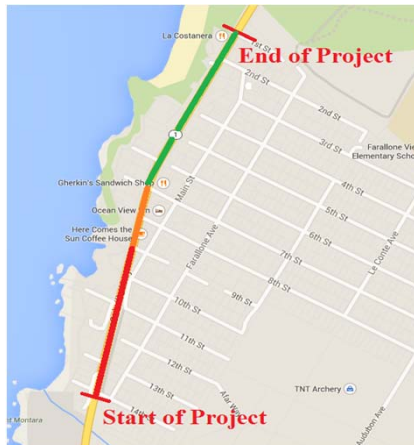
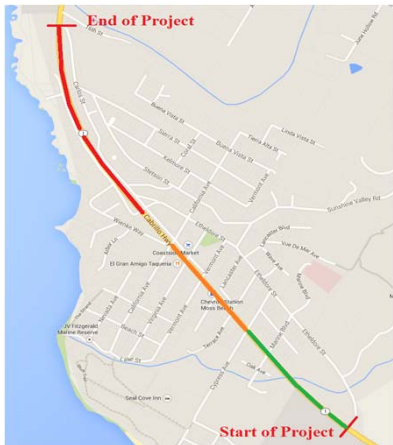


- Phase A Improvement
- Phase B Improvement
- Phase C Improvement

El Granada Segment



Moss Beach Segment



Montara Segment

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R4

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	California Avenue Signal
Project Location:	SR-1 and California Avenue, Moss Beach

Description Project will signalize the intersection of SR-1 and California Avenue in Moss Beach.

Project Length (ft): N/A

Date of Estimate: Feb. 11, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Install traffic signal with safety lighting	5	EA	\$ 68,750.00	\$ 343,750
2	Removal of signs	1	LS	\$ 500.00	\$ 500
3	Removal of pavement legends	1	LS	\$ 1,000.00	\$ 1,000
4	Thermoplastic striping for crosswalks	1	LS	\$ 2,000.00	\$ 2,000
5	Restripe intersection approach	5	EA	\$ 2,500.00	\$ 12,500
6	Temporary traffic control	1	LS	\$ 9,000.00	\$ 9,000
7	Prepare Water Pollution Control Plan	1	EA	\$6,000.00	\$ 6,000
8	Mobilization	1	LS	\$ 37,500.00	\$ 37,500

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 375,000

Project Number R4

Planning Engineering (TE)	\$ 38,000	Contract Items	\$ 412,500
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 83,000
Utility Coordination (Design)	\$ 35,975	Contingency*	\$ 62,000
Environmental (Environmental, Real Property)	\$ 35,975	Subtotal (Contract Items)	\$ 557,500
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 38,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 171,950
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 83,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 292,950	Grand Total	\$ 767,450

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

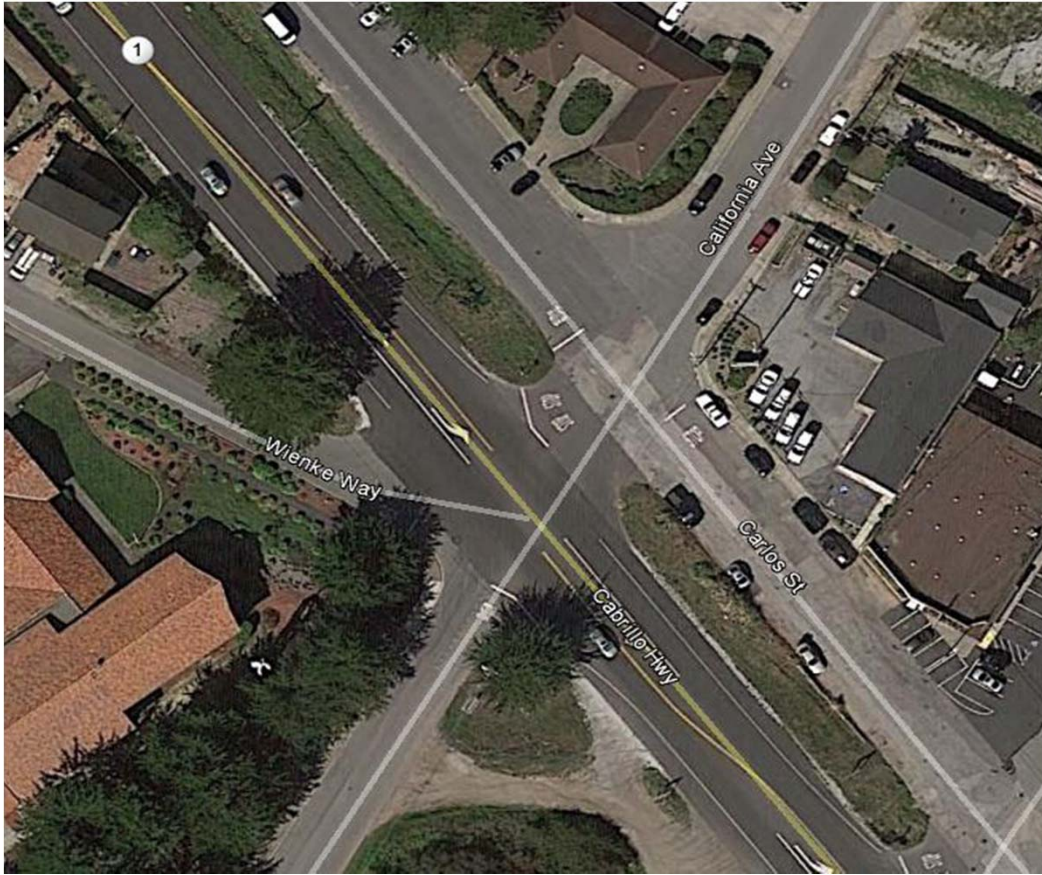
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 767,000

Project R4: California Avenue Signal



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R5

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Cypress Avenue Signal
Project Location:	SR-1 and Cypress Avenue, Moss Beach

Description Project will signalize the intersection of SR-1 and Cypress Avenue in Moss Beach.

Project Length (ft): N/A

Date of Estimate: Feb. 11, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Install traffic signal with safety lighting	4	EA	\$ 68,750.00	\$ 275,000
2	Removal of signs	1	LS	\$ 500.00	\$ 500
3	Removal of pavement legends	1	LS	\$ 1,000.00	\$ 1,000
4	Thermoplastic striping for crosswalks	1	LS	\$ 2,000.00	\$ 2,000
5	Restripe intersection approach	4	EA	\$ 2,500.00	\$ 10,000
6	Temporary traffic control	1	LS	\$ 7,000.00	\$ 7,000
7	Prepare Water Pollution Control Plan	1	EA	\$6,000.00	\$ 6,000
8	Mobilization	1	LS	\$ 30,200.00	\$ 30,200

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 302,000

Project Number R5

Planning Engineering (TE)	\$ 31,000	Contract Items	\$ 332,200
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 67,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 50,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 449,200
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 31,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 67,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 258,000	Grand Total	\$ 640,200

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 640,000

Project R5: Cypress Avenue Signal



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R6

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Main Street (S) Signal
Project Location:	SR-1 and Main Street (S), Half Moon Bay

Description Project will signalize the intersection of SR-1 and Main Street (S) in Half Moon Bay.

Project Length (ft): N/A

Date of Estimate: Feb. 11, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Install traffic signal with safety lighting	3	EA	\$ 68,750.00	\$ 206,250
2	Removal of signs	1	LS	\$ 500.00	\$ 500
3	Removal of pavement legends	1	LS	\$ 1,000.00	\$ 1,000
4	Thermoplastic striping for crosswalks	1	LS	\$ 2,000.00	\$ 2,000
5	Restripe intersection approach	3	EA	\$ 2,500.00	\$ 7,500
6	Temporary traffic control	1	LS	\$ 5,000.00	\$ 5,000
7	Prepare Water Pollution Control Plan	1	EA	\$6,000.00	\$ 6,000
8	Mobilization	1	LS	\$ 22,800.00	\$ 22,800

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 228,000

Project Number R6

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 250,800
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 51,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 38,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 339,800
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 51,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 241,000	Grand Total	\$ 529,800

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 530,000

Project R6: Main Street (S) Signal



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R7

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: Montara Lighthouse Median and Left Turn Bay
 Project Location: SR-1 and between Carlos Street and Lighthouse Driveway

Description

Project would install a median with a northbound left turn bay into the lighthouse driveway. This median would also provide a southbound left turn bay at Carlos Street, complementing the left turn restriction out of Carlos Street proposed in Alternative 1.

Project Length (ft): 175

Date of Estimate: Feb. 6, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Remove existing striping	1	LS	\$1,000.00	\$ 1,000
2	Demolish existing asphalt	700	SF	\$3.00	\$ 2,100
3	Construct concrete median	350	LF	\$70.00	\$ 24,500
4	Striping turn bays	150	LF	\$3.00	\$ 450
5	Stripe left turn arrow	2	EA	\$200.00	\$ 400
6	Install new signage	1	LS	\$2,000.00	\$ 2,000
7	Mobilization	1	LS	\$ 3,000.00	\$ 3,000

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 30,000

Project Number R7

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 33,000
Preliminary Engineering (Design/Survey)*	\$ 17,000	Other Costs (CON)	\$ 20,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 10,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 63,000
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 77,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 20,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 127,000	Grand Total	\$ 170,000

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

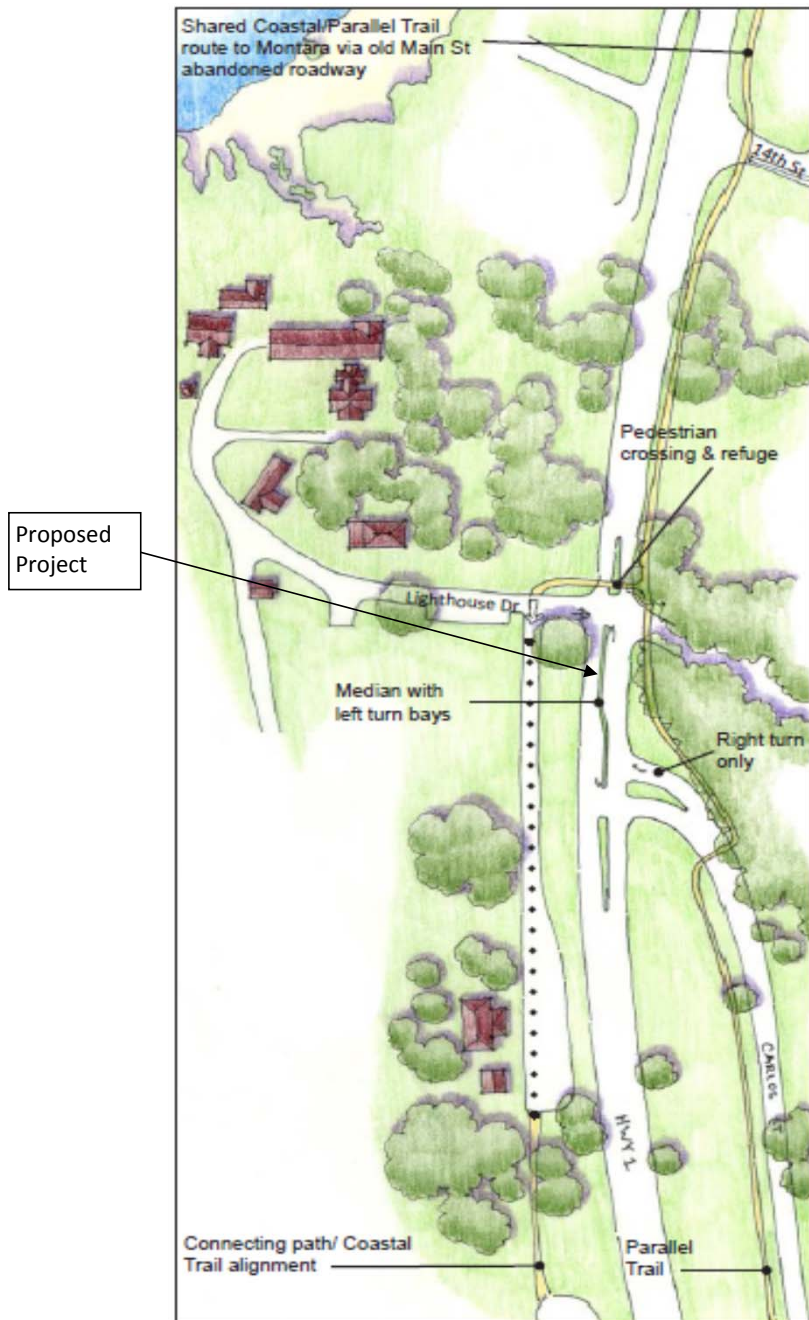
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 170,000

Project R7: Montara Lighthouse Median and Left Turn Bay



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R8

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: Rocket Farms Access Consolidation
 Project Location: East of SR-1 from Young Avenue to Roosevelt Boulevard

Description

This project would consolidate the current parallel, informal, gravel driveway system into a more defined system. Specifically, a service road would be constructed (roughly in the current footprint of unpaved Alto Avenue), beginning at the driveway south of Young Avenue and continuing northward to Mirada Road. This is larger in scope than the minimal alternative, which only consolidates access adjacent to Rocket Farms. This expanded alternative is expected to cost significantly more, but offers additional benefit in consolidating more driveways along SR-1. This project would serve to minimize pedestrian conflicts and provide an opportunity to enhance pedestrian facilities, such as leave room for lighting and landscaping. While this project could even be implemented at the same time as the City of Half Moon Bay proposed trail on the east side of the highway, this trail or its related amenities are not included in this cost estimate.

Project Length (ft): 3530

Date of Estimate: Feb. 6, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Earthwork	84720	SF	\$2.00	\$ 169,440
2	Class 2 Aggregate Base	6276	CY	\$65.00	\$ 407,911
3	Hot Mix Asphalt (Type A)	4194	Ton	\$110.00	\$ 461,300
4	Striping	10590	LF	\$3.00	\$ 31,770
5	Clearing and grubbing	84720	SF	\$1.00	\$ 84,720
6	Demolish existing asphalt at dwys to be removed	1750	SF	\$3.00	\$ 5,250
7	Landscape gravel areas at dwys to be removed	10710	SF	\$7.00	\$ 74,970
8	Misc. drainage modifications	1	LS	\$247,100.00	\$ 247,100
9	Temporary traffic control	1	LS	\$61,800.00	\$ 61,800
10	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
11	Surveying	1	LS	\$30,000.00	\$ 30,000
12	Mobilization	1	LS	\$ 158,000.00	\$ 158,000

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,580,000

Project Number R8

Planning Engineering (TE)	\$ 158,000	Contract Items	\$ 1,738,000
Preliminary Engineering (Design/Survey)*	\$ 261,000	Other Costs (CON)	\$ 261,000
Utility Coordination (Design)	\$ 123,536	Contingency*	\$ 261,000
Environmental (Environmental, Real Property)	\$ 123,536	Subtotal (Contract Items)	\$ 2,260,000
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 158,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 508,072
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 261,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 927,072		
		Grand Total	\$ 2,926,072

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 2,926,000

Project R8: Rocket Farms Access Consolidation



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R9

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: SR-1 Widening in North Half Moon Bay
 Project Location: SR-1 from Venice Boulevard to Young Avenue

R9

Description

Project will widen Highway 1 from two to four lanes between Venice Boulevard and Young Avenue. The northbound 4 lane section starts past Frenchman's Creek Road and tapers back to one lane just south of Young Avenue. The southbound widening starts south of Young Avenue and continues until it becomes a drop lane at Venice Boulevard. The last 250 feet of the existing bike path will have to be relocated to the west. The widening is primarily to the east side of the existing roadway in order to avoid conflicts with the existing bike path.

Project Length (ft): 2050

Date of Estimate: Feb. 4, 2016

Revision No.
Revision Date
Revised by

Prepared by: C. Shew

No.	Description	Quantity	Units	Unit Cost	Total
1	Demolish existing bike path	2000	SF	\$5.00	\$ 10,000
2	Clearing and grubbing	36600	SF	\$3.00	\$ 109,800
3	Earthwork	36600	SF	\$6.00	\$ 219,600
4	Class 2 Aggregate Base	2711	CY	\$65.00	\$ 176,222
5	Hot Mix Asphalt (Type A)	1510	Ton	\$110.00	\$ 166,073
6	Restripe roadway	2050	LF	\$12.00	\$ 24,600
7	Reconstruct 8' multi-use path	250	LF	\$75.00	\$ 18,750
8	Install truncated domes	2	EA	\$1,000.00	\$ 2,000
9	New signage	1	LS	\$2,000.00	\$ 2,000
10	Relocate signs	1	LS	\$10,000.00	\$ 10,000
11	Temporary traffic control	1	LS	\$36,500.00	\$ 36,500
12	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
13	Misc. Drainage Modifications	1	LS	\$116,331.71	\$ 116,332
14	Modify signalized intersection	1	EA	\$300,000.00	\$ 300,000
15	Modify unsignalized intersection	1	EA	\$100,000.00	\$ 100,000
16	Mobilization	1	LS	\$ 129,787.64	\$ 129,788

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,297,876

Project Number 38

Planning Engineering (TE)	\$ 130,000	Contract Items	\$ 1,427,664
Preliminary Engineering (Design/Survey)*	\$ 215,000	Other Costs (CON)	\$ 215,000
Utility Coordination (Design)	\$ 89,788	Contingency*	\$ 357,000
Environmental (Environmental, Real Property)	\$ 152,639	Subtotal (Contract Items)	\$ 1,999,664
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 130,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 457,427
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 215,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 802,427	Grand Total	\$ 2,587,091

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 25% of contract items. (\$10,000 min.)

Current Year 2015
 Escalation Year 2015
 Escalation Rate 0.0%

➤ TOTAL (in 2015 dollars) \$ 2,587,000

Project R9: SR-1 Widening in North Half Moon Bay



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R10

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: Terrace Avenue/Grand Boulevard Access Consolidation and Signalization
 Project Location: SR-1 from Terrace Avenue to Grand Boulevard

Description

This project would consolidate access to SR-1 in the vicinity of Terrace Avenue and Grand Boulevard. Specifically, the intersection of SR-1 and Terrace Avenue will be signalized, and the existing frontage road extended along the east side of SR-1 to Grand Boulevard. This frontage road will provide the sole access to Grand Boulevard. Traffic from Grand Boulevard would still be able to turn right onto SR-1, but would have to use the frontage road to the new Terrace Avenue signal to turn left onto the highway. The existing bike path would need to be realigned to construct the frontage road. While SR-1 will ultimately be widened to 4 lanes, this project does not assume this improvement.

Project Length (ft): 700

Date of Estimate: Feb. 6, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
Signalization					
1	Install traffic signal with safety lighting	4	EA	\$ 68,750.00	\$ 275,000
2	Thermoplastic striping for crosswalks	1	LS	\$ 2,000.00	\$ 2,000
3	Restriping SR-1	700	LF	\$ 8.00	\$ 5,600
Extend Frontage Road					
4	Clearing and grubbing	13200	SF	\$1.00	\$ 13,200
5	Remove existing pavement	1700	SF	\$3.00	\$ 5,100
6	Earthwork	13200	SF	\$2.00	\$ 26,400
7	Class 2 Aggregate Base	978	CY	\$65.00	\$ 63,556
8	Hot Mix Asphalt (Type A)	653	Ton	\$110.00	\$ 71,874
9	Striping new frontage road	1650	LF	\$3.00	\$ 4,950
10	Misc. drainage modifications	1	LS	\$37,000.00	\$ 37,000
11	Retaining wall	250	LF	\$200.00	\$ 50,000
Relocate Bike Trail					
12	Remove existing pavement	5760	SF	\$3.00	\$ 17,280
13	Clearing and grubbing	5600	SF	\$1.00	\$ 5,600
14	Earthwork	5600	SF	\$2.00	\$ 11,200
15	Class 2 Aggregate Base	207	CY	\$65.00	\$ 13,481
16	Hot Mix Asphalt (Type A)	139	Ton	\$110.00	\$ 15,246
17	Striping	700	LF	\$3.00	\$ 2,100
18	Temporary traffic control	1	LS	\$26,600.00	\$ 26,600
19	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
20	Mobilization	1	LS	\$ 65,200.00	\$ 65,200

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 652,000

Project Number R10

Planning Engineering (TE)	\$ 66,000	Contract Items	\$ 111,200
Preliminary Engineering (Design/Survey)*	\$ 108,000	Other Costs (CON)	\$ 108,000
Utility Coordination (Design)	\$ 81,519	Contingency*	\$ 108,000
Environmental (Environmental, Real Property)	\$ 81,519	Subtotal (Contract Items)	\$ 933,200
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 66,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 271,037
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 108,000		

Environmental Monitoring and Mitigation Fees	\$ -
SUBTOTAL of OTHER COSTS (ALL)	\$ 445,037

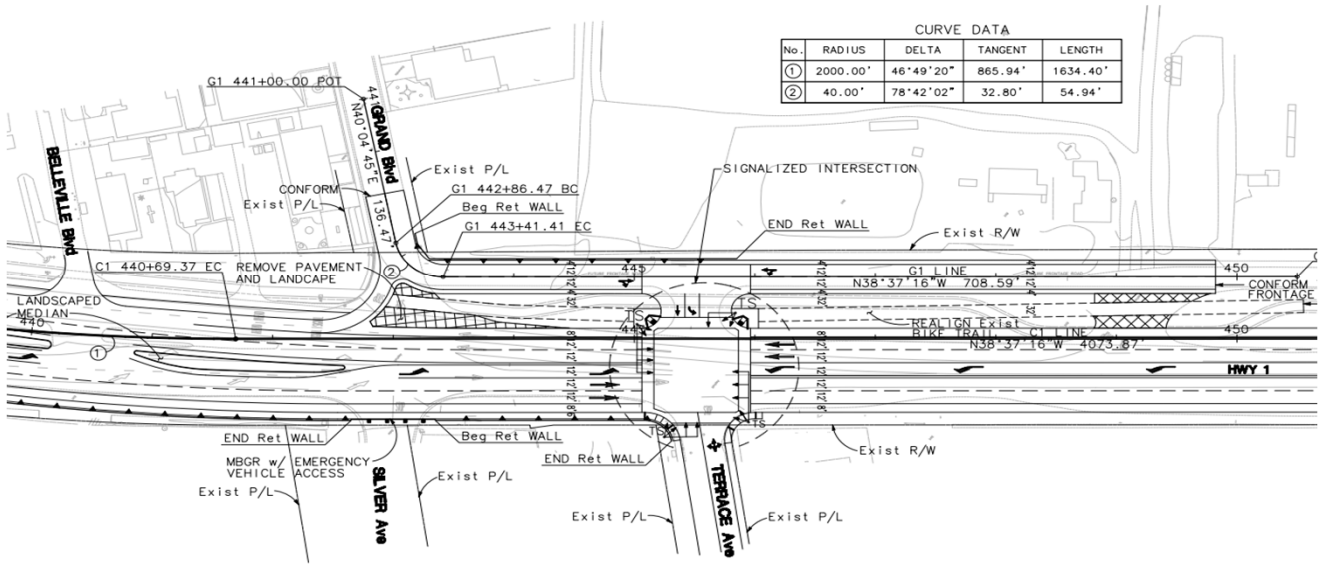
Grand Total	\$ 1,270,237
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- * Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)
- * Construction Engineering is 15% of contract items. (\$20,000 min.)
- * CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars)	\$ 1,270,000
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Project R10: Terrace Avenue/Grand Boulevard Access Consolidation and Signalization



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R11

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Spindrift Way Separate Turn Lanes
Project Location:	Spindrift Way and SR-1

Description

Project would restripe the approach of Spindrift Way at SR-1 to provide separate right and left turn lanes. 11-ft lanes could be achieved with the existing pavement by prohibiting parking for an 85-ft stretch on the south side of the roadway.

Project Length (ft): 150

Date of Estimate: Jan. 29, 2016

Prepared by: C. Shew

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Restripe roadway	150	LF	\$8.00	\$ 1,200
2	Paint south curb red	85	LF	\$3.00	\$ 255
3	Parking prohibition signs	1	LS	\$500.00	\$ 500
4	Temporary traffic control	1	LS	\$200.00	\$ 200
5	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
6	Mobilization	1	LS	\$ 800.00	\$ 800

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 8,000

Project Number R11

Planning Engineering (TE)	\$ 10,000	Contract Items	\$ 8,800
Preliminary Engineering (Design/Survey) *	\$ 20,000	Other Costs (CON)	\$ 20,000
Utility Coordination (Design)	\$ -	Contingency *	\$ 10,000
Environmental (Environmental, Real Property)	\$ 10,000	Subtotal (Contract Items)	\$ 38,800
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 10,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 30,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 20,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 60,000	Grand Total	\$ 78,800

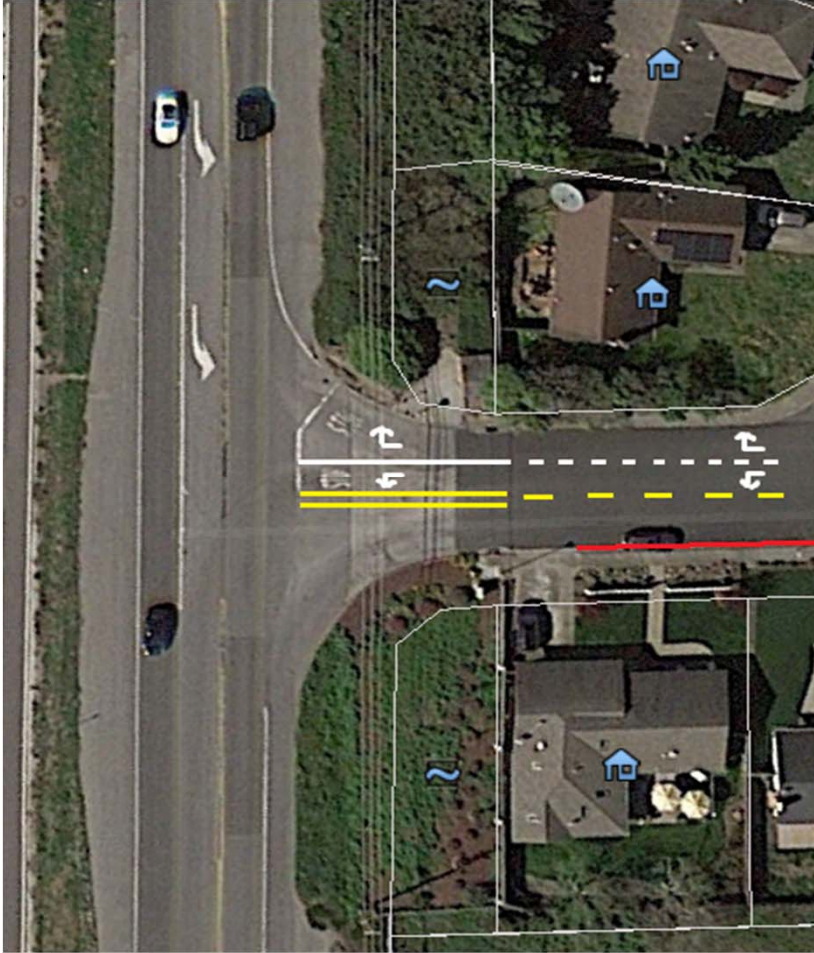
* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%
> TOTAL (in 2015 dollars)	\$ 79,000

Project R11: Spindrift Way Separate Turn Lanes



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R12

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Kehoe Avenue Signal
Project Location:	SR-1 and Kehoe Avenue, Half Moon Bay

Description Project will signalize the intersection of SR-1 and Kehoe Avenue in Half Moon Bay.

Project Length (ft): N/A

Date of Estimate: Feb. 11, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Install traffic signal with safety lighting	4	EA	\$ 68,750.00	\$ 275,000
2	Removal of signs	1	LS	\$ 500.00	\$ 500
3	Removal of pavement legends	1	LS	\$ 1,000.00	\$ 1,000
4	Thermoplastic striping for crosswalks	1	LS	\$ 2,000.00	\$ 2,000
5	Restripe intersection approach	4	EA	\$ 2,500.00	\$ 10,000
6	Temporary traffic control	1	LS	\$ 7,000.00	\$ 7,000
7	Prepare Water Pollution Control Plan	1	EA	\$6,000.00	\$ 6,000
8	Mobilization	1	LS	\$ 30,200.00	\$ 30,200

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 302,000

Project Number 12

Planning Engineering (TE)	\$ 31,000	Contract Items	\$ 332,200
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 67,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 50,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 449,200
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 31,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 67,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 258,000	Grand Total	\$ 640,200

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 640,000

Project 12: Kehoe Avenue Signal



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R13

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Grandview Blvd Separate Turn Lanes
Project Location:	Grandview Blvd and SR-1

Description Project would widen and restripe the approach of Grandview Blvd at SR-1 to provide separate right and left turn lanes. Parking would continue to be prohibited for an 35-ft stretch on the south side of the roadway.

Project Length (ft): 90

Date of Estimate: Jan. 29, 2016

Prepared by: C. Shew

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Demolish existing curb and gutter	1	LS	\$1,000.00	\$ 1,000
2	Clearing and grubbing	1	LS	\$10,000.00	\$ 10,000
3	Earthwork	800	SF	\$6.00	\$ 4,800
4	Class 2 Aggregate Base	59	CY	\$65.00	\$ 3,852
5	Hot Mix Asphalt (Type A)	20	Ton	\$110.00	\$ 2,178
6	Curb and gutter	35	LF	\$35.00	\$ 1,225
7	Misc. drainage modifications	1	LS	\$5,000.00	\$ 5,000
8	Reconstruct driveway	1	LS	\$5,000.00	\$ 5,000
9	Restripe roadway	90	LF	\$8.00	\$ 720
10	Repaint south curb red	35	LF	\$3.00	\$ 105
11	Parking prohibition signs	1	LS	\$500.00	\$ 500
12	Temporary traffic control	1	LS	\$5,000.00	\$ 5,000
13	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
14	Mobilization	1	LS	\$ 4,500.00	\$ 4,500

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 45,000

Project Number 36

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 49,500
Preliminary Engineering (Design/Survey)*	\$ 50,000	Other Costs (CON)	\$ 20,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 10,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 79,500
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 110,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 20,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 160,000		
		Grand Total	\$ 219,500

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

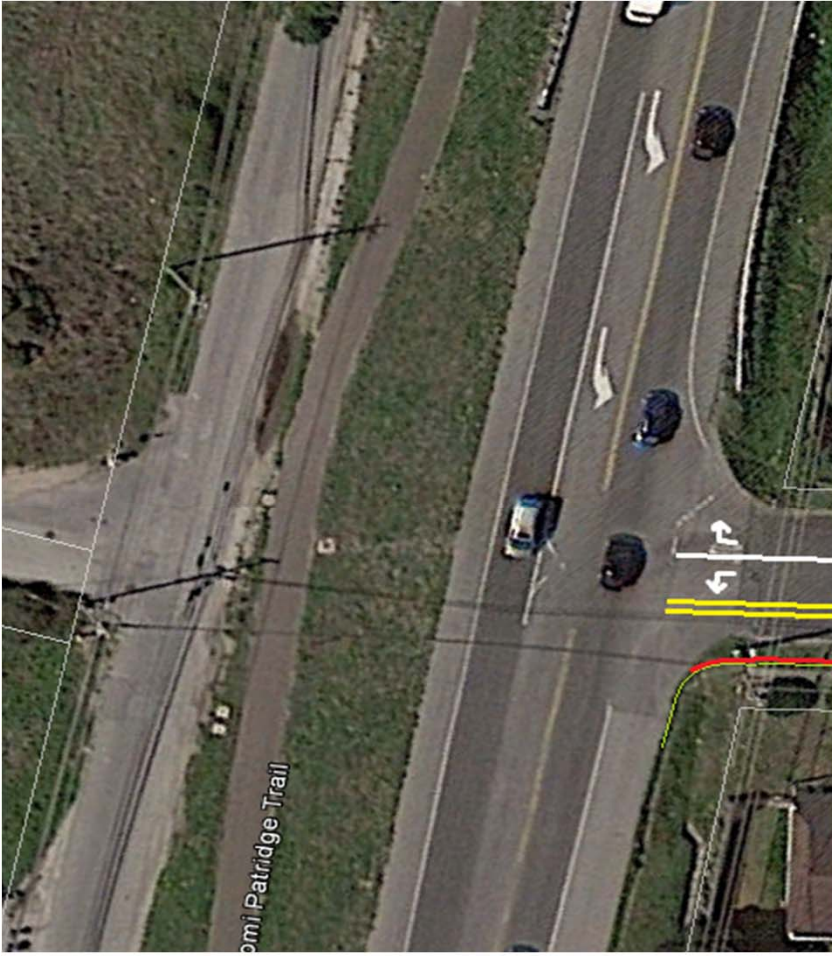
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 220,000

Project R13: Grandview Blvd Separate Turn Lanes



DKS Associates

Planning Cost Estimate

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R14

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Right Turn Only Signs
Project Location:	SR-1/Seymour Street and SR-1/Filbert Street

Description Project will install R3-5R (Right Turn Only) signs at the two Seymour Street and two Filbert Street approaches at SR-1.

Project Length (ft): N/A

Date of Estimate: Jan. 29, 2016

Revision No.
Revision Date
Revised by

Prepared by: C. Shew

No.	Description	Quantity	Units	Unit Cost	Total
1	Install R3-5R Sign	4	EA	\$250.00	\$ 1,000
2	Mobilization	1	LS	\$ 100.00	\$ 100

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,000

Project Number 39

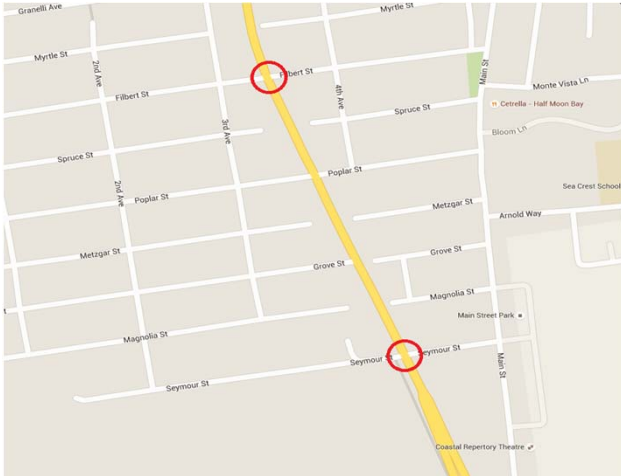
Planning Engineering (TE)	\$ -	Contract Items	\$ 1,100
Preliminary Engineering (Design/Survey)*	\$ -	Other Costs (CON)	\$ -
Utility Coordination (Design)	\$ -	Contingency*	\$ 1,000
Environmental (Environmental, Real Property)	\$ -	Subtotal (Contract Items)	\$ 2,100
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ -
Real Property Labor	\$ -	Subtotal (PE)	\$ -
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ -		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ -		
		Grand Total	\$ 2,100

* CONTINGENCY is 15% of contract items.

Current Year	2016
Escalation Year	2016
Escalation Rate	0.0%

> TOTAL (in 2016 dollars) \$ 2,000

Project R14: Right Turn Only Signs



R3-5R

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R15

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: SR-1 Widening in South Half Moon Bay

Project Location: SR-1 from 500' south of Kelly Avenue to 650' north of South Main Street

Description: Project will widen Highway 1 from two to four lanes between Kelly Avenue and South Main Street. This cost is only to add an additional 12-foot lane and relocate/reconstruct the 8' multi-use path, as necessary. Cost to add paved shoulder and curb was costed separately in Project 4A.

Project Length (ft): 4070

Date of Estimate: Jan. 29, 2016

Prepared by: C. Shew

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Demolish existing bike path	13720	SF	\$5.00	\$ 68,600
2	Clearing and grubbing	97680	SF	\$3.00	\$ 293,040
3	Earthwork	97680	SF	\$4.00	\$ 390,720
4	Class 2 Aggregate Base	7236	CY	\$65.00	\$ 470,311
5	Hot Mix Asphalt (Type A)	4029	Ton	\$110.00	\$ 443,223
6	Restripe roadway	16280	LF	\$3.00	\$ 48,840
7	Reconstruct portions of 8' multi-use path	1715	LF	\$75.00	\$ 128,625
8	Relocate signs	1	LS	\$10,000.00	\$ 10,000
9	Temporary traffic control	1	LS	\$89,200.00	\$ 89,200
10	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
11	Misc. Drainage Modifications	1	LS	\$291,383.87	\$ 291,384
12	Modify signalized intersection	1	EA	\$300,000.00	\$ 300,000
13	Modify unsignalized intersection	3	EA	\$100,000.00	\$ 300,000
14	Mobilization	1	LS	\$ 283,994.30	\$ 283,994

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 2,839,943

Project Number 15

Planning Engineering (TE)	\$ 284,000
Preliminary Engineering (Design/Survey)*	\$ 469,000
Utility Coordination (Design)	\$ 223,994
Environmental (Environmental, Real Property)	\$ 380,190
R/W Engineering (Survey)	\$ -
Real Property Labor	\$ -
R/W Acquisition	\$ -
Construction Engineering *	\$ 469,000
Environmental Monitoring and Mitigation Fees	\$ -
SUBTOTAL of OTHER COSTS (ALL)	\$ 1,826,785

Contract Items	\$ 3,123,937
Other Costs (CON)	\$ 469,000
Contingency*	\$ 781,000
Subtotal (Contract Items)	\$ 4,373,937
Subtotal (Plan)	\$ 284,000
Subtotal (PE)	\$ 1,073,785
Subtotal (R/W)	\$ -
Grand Total	\$ 5,731,722

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 25% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 5,732,000

Project 15: SR-1 Widening in South Half Moon Bay



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R16

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-92/SR-35 Roundabout
Project Location:	SR-92 and SR-35

Description

Project would install a 130' roundabout at the intersection of SR-92 and SR-35. The costs of the medians on the roundabout approaches are assumed to be included. The roadway costs for the each approach (within 50' of the roundabout) is assumed to be included.

Project Length (ft): N/A

Date of Estimate: Feb. 9, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Surveying	1	LS	\$30,000.00	\$ 30,000
2	Demolition (including existing traffic signal)	13,273	SF	\$5.00	\$ 66,366
3	Excavation	1,383	CY	\$75.00	\$ 103,740
4	Class 2 Aggregate Base	679	CY	\$65.00	\$ 44,151
5	Hot Mix Asphalt (Type A)	454	Ton	\$110.00	\$ 49,930
6	Curb & Gutter	946	LF	\$35.00	\$ 33,095
7	Striping	748	LF	\$3.00	\$ 2,245
8	Irrigation and Landscaping	9,503	SF	\$10.00	\$ 95,033
9	Pavers	1,649	SF	\$25.00	\$ 41,233
10	Relocate existing lighting fixtures	2	EA	\$2,000.00	\$ 4,000
11	Lighting fixtures	6	EA	\$8,000.00	\$ 48,000
12	Construction area Signs	1	LS	\$1,500.00	\$ 1,500
13	Removal of existing signs	1	LS	\$500.00	\$ 500
14	New signage	1	LS	\$1,500.00	\$ 1,500
15	Misc. drainage improvements	1	LS	\$98,300.00	\$ 98,300
16	Mobilization	1	LS	\$ 62,000.00	\$ 62,000

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 620,000

Project Number 16

Planning Engineering (TE)	\$ 62,000	Contract Items	\$ 682,000
Preliminary Engineering (Design/Survey)*	\$ 103,000	Other Costs (CON)	\$ 103,000
Utility Coordination (Design)	\$ 61,959	Contingency*	\$ 103,000
Environmental (Environmental, Real Property)	\$ 61,959	Subtotal (Contract Items)	\$ 888,000
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 62,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 226,919
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 103,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 391,919	Grand Total	\$ 1,176,919

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 1,177,000

Project 16: SR-92/SR-35 Roundabout



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R17

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Main Street Traffic Calming
Project Location:	Main Street in Montara

Description Project would construct curb extensions and crosswalks at the intersections of Main and 7th, Main and 8th, and Main and 9th. The project would also install a mini traffic calming circle at Main and 9th. Additionally, sidewalks (where they do not currently exist) and ADA curb ramps would be constructed on both sides of Main Street from 7th Street to 9th Street, and on the east side of the roadway from 9th Street to 10th Street.

Project Length (ft): 800

Date of Estimate: Feb. 6, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Surveying	1	LS	\$30,000.00	\$ 30,000
2	Construct new concrete sidewalk	4,344	SF	\$7.50	\$ 32,580
3	Curb & Gutter for new sidewalk	771	LF	\$35.00	\$ 26,989
4	ADA curb ramp	13	EA	\$3,000.00	\$ 39,000
5	Concrete for curb extensions	4,400	SF	\$7.50	\$ 33,000
6	Curb & Gutter for curb extensions	660	LF	\$35.00	\$ 23,100
7	Striping-crosswalks and traffic circle	527	LF	\$3.00	\$ 1,581
8	Irrigation and Landscaping	177	SF	\$10.00	\$ 1,767
9	Construction area Signs	1	LS	\$1,500.00	\$ 1,500
10	New signage for traffic calming circle	1	LS	\$1,000.00	\$ 1,000
11	Misc. drainage improvements	1	LS	\$32,100.00	\$ 32,100
12	Mobilization	1	LS	\$ 22,300.00	\$ 22,300

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 223,000

Project Number 17

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 245,300
Preliminary Engineering (Design/Survey) *	\$ 100,000	Other Costs (CON)	\$ 50,000
Utility Coordination (Design)	\$ 30,000	Contingency *	\$ 37,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 332,300
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 50,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 240,000	Grand Total	\$ 522,300

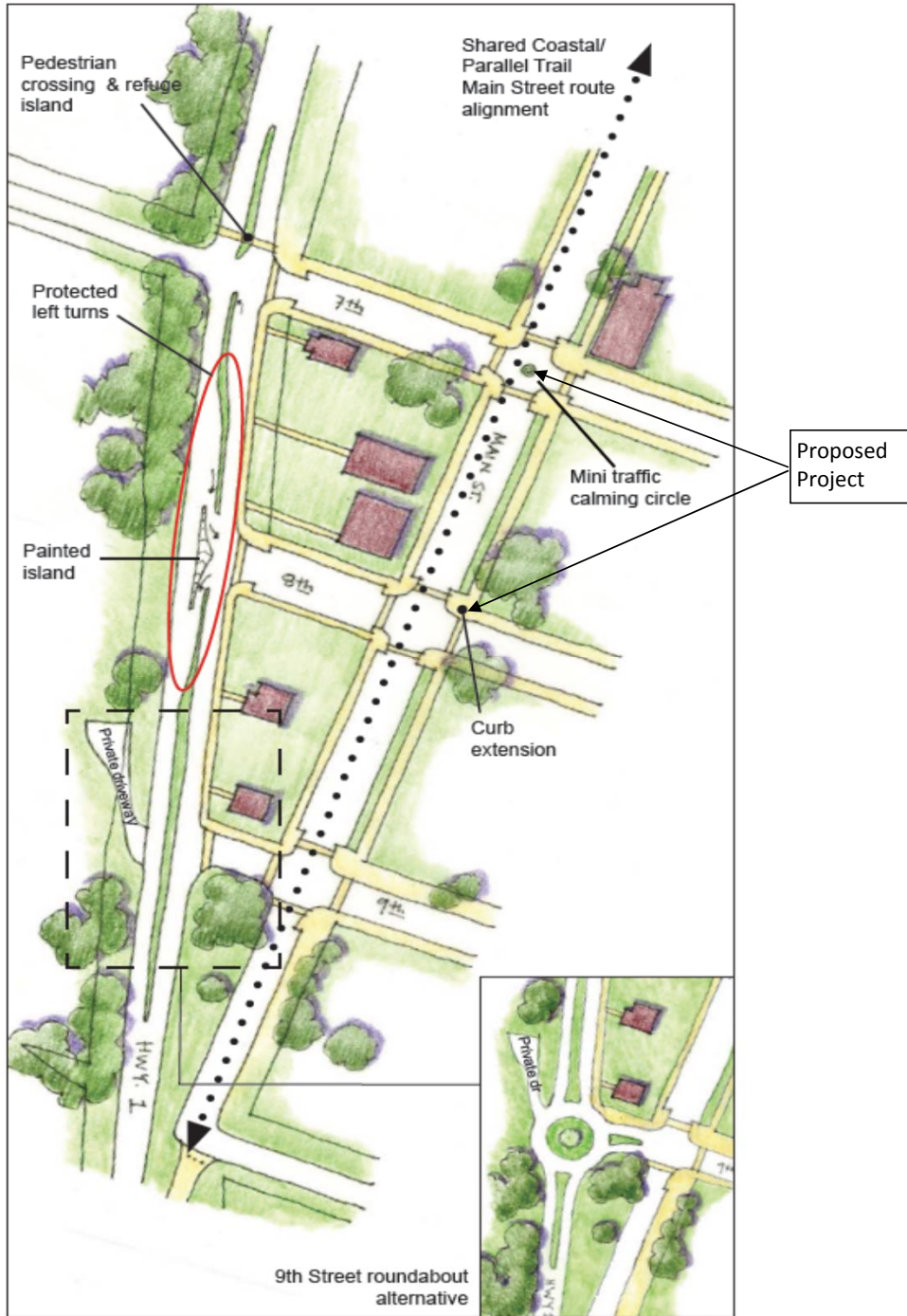
* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%
➤ TOTAL (in 2015 dollars)	\$ 522,000

Project 17: Main Street Traffic Calming



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R18

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:

Project Location:

Description

The project would stripe formal diagonal parking and parallel parking along Carlos Street, which functions as the community's main street. In addition, a continuous sidewalk would be constructed along the north side of the roadway, and crosswalks striped at the intersection of Carlos and California. Curb and gutter would be constructed along the south side of the roadway. One or both utility poles on the north side of the roadway may need to be relocated; this cost is not assumed in this estimate.

Project Length (ft): 490

Date of Estimate: Feb. 6, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Surveying	1	LS	\$30,000.00	\$ 30,000
2	Construct new concrete sidewalk	840	SF	\$7.50	\$ 6,300
3	Curb & Gutter for new sidewalk	630	LF	\$35.00	\$ 22,050
4	ADA curb ramp	2	EA	\$3,000.00	\$ 6,000
5	Striping	634	LF	\$3.00	\$ 1,902
6	Construction area Signs	1	LS	\$1,500.00	\$ 1,500
7	Misc. drainage improvements	1	LS	\$7,600.00	\$ 7,600
8	Mobilization	1	LS	\$ 7,500.00	\$ 7,500

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 75,000

Project Number 18

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 82,500
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 20,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 13,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 115,500
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 20,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 210,000		
		Grand Total	\$ 305,500

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

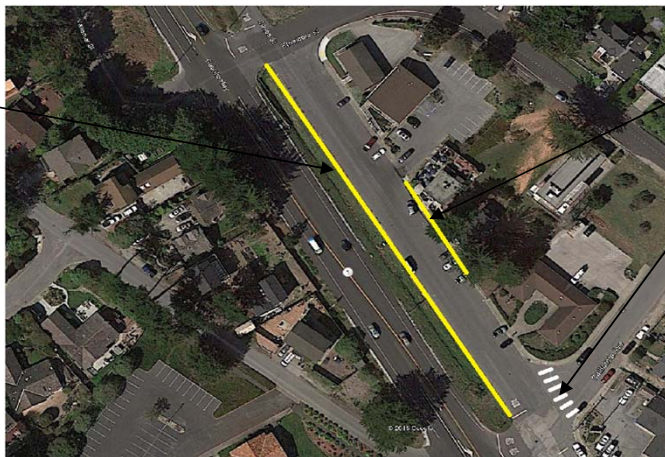
Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars) \$ 306,000

Project 18: Carlos Street Traffic Calming



Stripe diagonal and parallel parking



New curb

New sidewalk and curb

New crosswalk and curb ramps

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R19

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-92 Left Turn Lanes
Project Location:	Half Moon Bay

Description This project will provide left turn pockets in select locations to enhance business access and promote safe, efficient highway traffic flow.

Project Length (ft): Varies

Date of Estimate: Feb. 9, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Clearing and grubbing	11	SF/LF	\$0.50	\$ 5.50
2	Earthwork	11	SF/LF	\$2.00	\$ 22.00
3	Class 2 Aggregate Base	0.81	CY/LF	\$65.00	\$ 53
4	Hot Mix Asphalt (Type A)	0.54	Ton/LF	\$110.00	\$ 60
5	Curb & Gutter	0	LF/LF	\$35.00	\$ -
6	Striping	2	LF/LF	\$3.00	\$ 6
7	Misc. Drainage Modifications	1	LF/LF	\$29.27	\$ 29.27
				Cost Per Linear Foot:	\$ 148.13
8	Left Turn Pocket #1 Berta's Fruit Farm	250	LF	\$ 148.13	\$ 37,032
9	Left Turn Pocket #2 Lemos Farm	250	LF	\$ 148.13	\$ 37,032
10	Left Turn Pocket #3	250	LF	\$ 148.13	\$ 37,032
11	Left Turn Pocket #4	0	LF	\$ 148.13	\$ -
12	Temporary traffic control	1	LF/LF	\$5,554.86	\$ 5,554.86
13	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000.00
14	Surveying	1	LS	\$30,000.00	\$ 30,000.00
15	Mobilization	1	LS	\$ 15,300.00	\$ 15,300

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 153,000

Project Number 19

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 168,300
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 34,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 26,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 228,300
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 34,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 224,000	Grand Total	\$ 418,300

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 418,000

1970 Broadway Ste 740, Oakland CA 94612

Project Number

R20

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-92 Passing/Climbing Lanes
Project Location:	Between Half Moon Bay and San Mateo

Description

This project will provide passing/climbing lanes along select segments of SR-92 to alleviate truck-induced bottlenecks. This will improve the operations and safety of the highway.

Project Length (ft): Varies

Date of Estimate: Feb. 9, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Clearing and grubbing	18	SF/LF	\$0.50	\$ 9.00
2	Earthwork	18	SF/LF	\$4.00	\$ 72.00
3	Class 2 Aggregate Base	1.33	CY/LF	\$65.00	\$ 87
4	Hot Mix Asphalt (Type A)	0.89	Ton/LF	\$110.00	\$ 98
5	Curb & Gutter	0	LF/LF	\$35.00	\$ -
6	Striping	2	LF/LF	\$3.00	\$ 6
7	Misc. Drainage Modifications	1	LF/LF	\$54.34	\$ 54.34
				Cost Per Linear Foot:	\$ 245.01
8	Passing Lane #1	3000	LF	\$ 245.01	\$ 735,036
9	Passing Lane #2	0	LF	\$ 245.01	\$ -
10	Passing Lane #3	0	LF	\$ 245.01	\$ -
11	Passing Lane #4	0	LF	\$ 245.01	\$ -
12	Temporary traffic control	1	LF/LF	\$36,751.80	\$ 36,751.80
13	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000.00
14	Surveying	1	LS	\$30,000.00	\$ 30,000.00
15	Mobilization	1	LS	\$ 80,800.00	\$ 80,800

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 808,000

Project Number 32

Planning Engineering (TE)	\$ 81,000	Contract Items	\$ 888,800
Preliminary Engineering (Design/Survey) *	\$ 134,000	Other Costs (CON)	\$ 134,000
Utility Coordination (Design)	\$ 73,504	Contingency*	\$ 134,000
Environmental (Environmental, Real Property)	\$ 73,504	Subtotal (Contract Items)	\$ 1,156,800
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 81,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 281,007
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 134,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 496,007		
		Grand Total	\$ 1,518,807

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

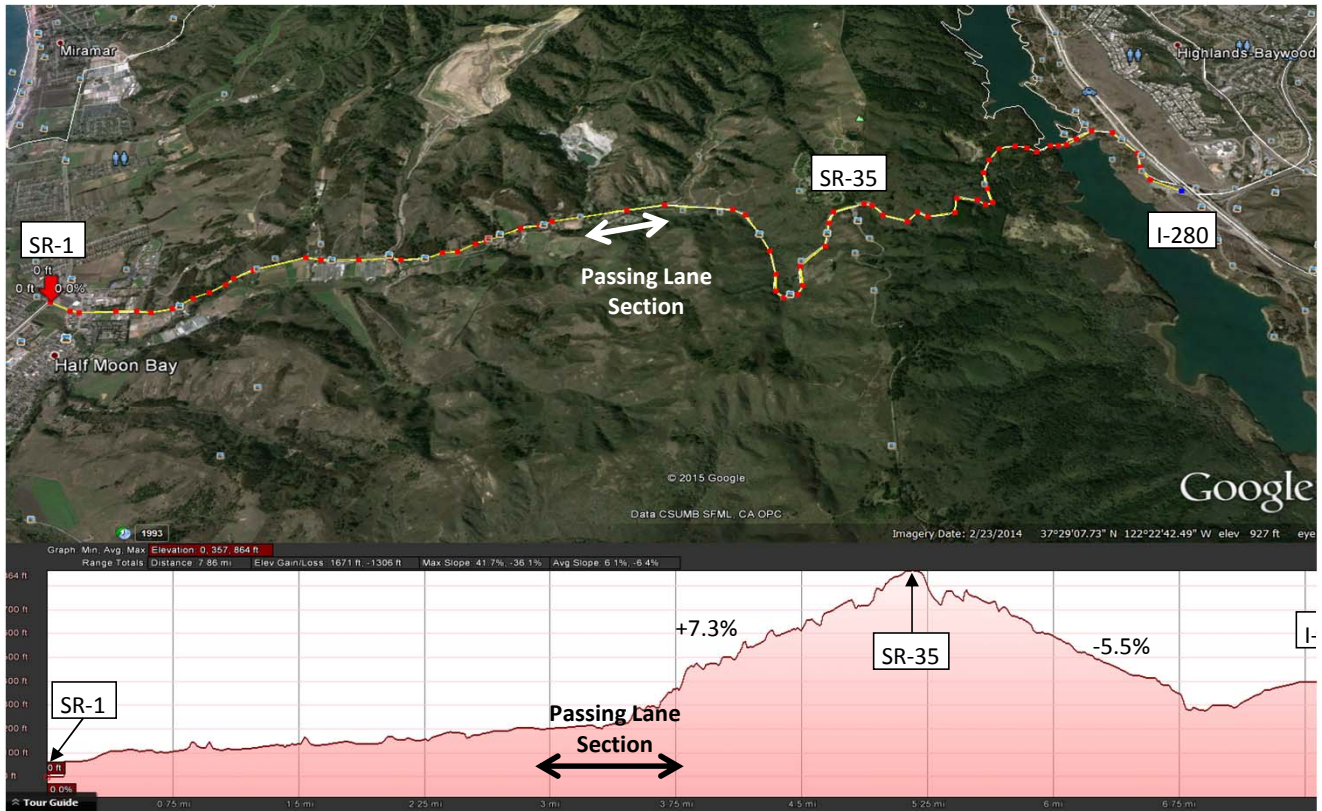
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars) \$ 1,519,000

Project 20: SR-92 Passing/Climbing Lanes



1970 Broadway Ste 740, Oakland CA 94612

Project Number

R21

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-92 Truck Signs
Project Location:	Between Pilarcitos Creek and SR-35

Description Project will two additional install R4-5 ("TRUCKS USE RIGHT LANE") signs at two locations on SR-92 Eastbound:
 -Prior to the horizontal curve just east of Pilarcitos Creek
 -Before the start of the retaining wall section between Pilarcitos Creek and SR-35

Project Length (ft): N/A

Date of Estimate: Jan. 7, 2016

Revision No.
Revision Date
Revised by

Prepared by: C. Shew

No.	Description	Quantity	Units	Unit Cost	Total
1	Install R4-5 Sign	2	EA	\$250.00	\$ 500
2	Mobilization	1	LS	\$ 100.00	\$ 100

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,000

Project Number 21

Planning Engineering (TE)	\$ -	Contract Items	\$ 1,100
Preliminary Engineering (Design/Survey)*	\$ -	Other Costs (CON)	\$ -
Utility Coordination (Design)	\$ -	Contingency*	\$ 1,000
Environmental (Environmental, Real Property)	\$ -	Subtotal (Contract Items)	\$ 2,100
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ -
Real Property Labor	\$ -	Subtotal (PE)	\$ -
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ -		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ -		
		Grand Total	\$ 2,100

* CONTINGENCY is 15% of contract items.

Current Year 2016
 Escalation Year 2016
 Escalation Rate 0.0%

> TOTAL (in 2016 dollars) \$ 2,000

Project 21: SR-92 Truck Signs



R4-5

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Striped Pedestrian Crossing with Beacons
Project Location:	Various

Description

Project would install striped (high visibility) pedestrian crossings with flashing beacons to alert traffic at high demand/bus stop locations. The 17 locations include: Montara State Beach, 2nd Street, 7th Street, Moss Beach Lighthouse (16th Street), Virginia Street, California Street, Cypress Avenue, Half Moon Bay Airport, North Capistrano Road, Surfer's Beach Parking Area north of Coronado Street, Medio Avenue, Mirada Road, Kehoe Avenue, Terrace Avenue/Grand Boulevard, Quarry Road (along SR-92), Pilarcitos Creek Road (along SR-92), and SR-35 (along SR-92). The cost (per location) is shown below.

Project Length (ft): N/A

Date of Estimate: Feb. 18, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Stripe high visibility (zebra) crosswalk	1	EA	\$1,500.00	\$ 1,500
2	Ped-activated flashing beacon installation	2	EA	\$18,400.00	\$ 36,800
3	Install pedestrian crossing warning signs	2	EA	\$250.00	\$ 500
4	Additional signs	2	EA	\$250.00	\$ 500
5	Traffic control	1	LS	\$5,000.00	\$ 5,000
6	Water pollution control	1	LS	\$3,000.00	\$ 3,000
7	Mobilization	1	LS	\$ 4,700.00	\$ 4,700

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 47,000

Project Number B1

Planning Engineering (TE)	\$ 12,000	Contract Items	\$ 51,700
Preliminary Engineering (Design/Survey)*	\$ 26,000	Other Costs (CON)	\$ 20,000
Utility Coordination (Design)	\$ 15,000	Contingency*	\$ 10,000
Environmental (Environmental, Real Property)	\$ 15,000	Subtotal (Contract Items)	\$ 81,700
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 12,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 56,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 20,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 88,000		
		Grand Total	\$ 149,700

* Preliminary Engineering is minimum 25% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 150,000 per location

Project B1: Striped Pedestrian Crossing with Beacons

Crossing Locations:

- Gray Whale Cove
- Montara State Beach
- 2nd Street (median refuge, no flashing beacon)
- 7th Street
- Moss Beach Lighthouse (16th Street)
- Half Moon Bay Airport
- North Capistrano Road
- Surfer's Beach Parking Area, north of Coronado Street
- Between Magellan Avenue and Medio Avenue
- Mirada Road
- Purisima Way
- Redondo Beach Road
- Quarry Road (along SR-92)
- Pilarcitos Creek Road (along SR-92)
- SR-35 (along SR-92)



1970 Broadway Ste 740, Oakland CA 94612

Project Number

B2A

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Natural Pathway (Phase A)
Project Location:	Half Moon Bay to Montara

Description

Project will provide a natural pathway along Highway 1 for pedestrian safety. This project uses the same segments identified in roadway improvement projects 4A, 4B, and 4C. Phase A improvements of Project 2 will be implemented during Alternative 1, whereas Phase B and C improvements will be implemented during Alternatives 2 and 3.

Project Length (ft): Varies

Date of Estimate: Feb. 18, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
A	Construct natural pathway	1	LF/LF	\$24.00	\$ 24.00
B	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
C	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
D	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
E	Surveying	1	LF/LF	\$3.00	\$ 3.00
F	Misc. Drainage Modifications	1	LF/LF	\$2.40	\$ 2.40
				Cost Per Linear Foot:	\$ 37.40
1	Half Moon Bay Seg.- Terrace Ave to Seymour St	7350	LF	\$ 37.40	\$ 274,890
2	El Granada Seg.- Capistrano Rd to Coronado St	4460	LF	\$ 37.40	\$ 166,804
3	Moss Beach Seg.- California Ave to Cypress Ave	1430	LF	\$ 37.40	\$ 53,482
4	Montara Seg.- between 7th St and 9th St	545	LF	\$ 37.40	\$ 20,383
5	Mobilization	1	LS	\$ 51,600.00	\$ 51,600

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 516,000

Project Number B2A

Planning Engineering (TE)	\$ 52,000
Preliminary Engineering (Design/Survey)*	\$ 100,000
Utility Coordination (Design)	\$ 30,000
Environmental (Environmental, Real Property)	\$ 30,000
R/W Engineering (Survey)	\$ -
Real Property Labor	\$ -
R/W Acquisition	\$ -
Construction Engineering *	\$ 86,000
Environmental Monitoring and Mitigation Fees	\$ -
SUBTOTAL of OTHER COSTS (ALL)	\$ 298,000

Contract Items	\$ 561,600
Other Costs (CON)	\$ 86,000
Contingency*	\$ 142,000
Subtotal (Contract Items)	\$ 795,600
Subtotal (Plan)	\$ 52,000
Subtotal (PE)	\$ 160,000
Subtotal (R/W)	\$ -

Grand Total \$ 1,007,600

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 25% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars) \$ 1,008,000

1970 Broadway Ste 740, Oakland CA 94612

Project Number

B2B

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Natural Pathway (Phase B)
Project Location:	Half Moon Bay to Montara

Description

Project will provide a natural pathway along Highway 1 for pedestrian safety. This project uses the same segments identified in roadway improvement projects 4A, 4B, and 4C. Phase B improvements of Project 2 will be implemented during Alternative 2, whereas Phase A and C improvements were/will be implemented during Alternatives 1 and 3.

Project Length (ft): Varies

Date of Estimate: Feb. 18, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
A	Construct natural pathway	1	LF/LF	\$24.00	\$ 24.00
B	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
C	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
D	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
E	Surveying	1	LF/LF	\$3.00	\$ 3.00
F	Misc. Drainage Modifications	1	LF/LF	\$2.40	\$ 2.40
				Cost Per Linear Foot:	\$ 37.40
1	Half Moon Bay Seg.- Seymour to Redondo Bch & Ter	8930	LF	\$ 37.40	\$ 333,982
2	El Granada Seg.- Coronado St to Medio Ave & Capistr	4800	LF	\$ 37.40	\$ 179,520
3	Moss Beach Seg.- Cypress Ave to Etheldore St	1720	LF	\$ 37.40	\$ 64,328
4	Montara Seg.- between 1st St and 7th St	1570	LF	\$ 37.40	\$ 58,718
5	Mobilization	1	LS	\$ 63,700.00	\$ 63,700

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 637,000

Project Number B2B

Planning Engineering (TE)	\$ 64,000	Contract Items	\$ 100,100
Preliminary Engineering (Design/Survey)*	\$ 106,000	Other Costs (CON)	\$ 106,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 176,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 982,700
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 64,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 166,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 106,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 336,000	Grand Total	\$ 1,212,700

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 25% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 1,213,000

1970 Broadway Ste 740, Oakland CA 94612

Project Number

B2C

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-1 Natural Pathway (Phase C)
Project Location:	Half Moon Bay to Montara

Description

Project will provide a natural pathway along Highway 1 for pedestrian safety. This project uses the same segments identified in roadway improvement projects 4A, 4B, and 4C. Phase C improvements of Project 2 will be implemented during Alternative 3, whereas Phase A and B improvements were previously implemented during Alternatives 1 and 2.

Project Length (ft): Varies

Date of Estimate: Feb. 18, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
A	Construct natural pathway	1	LF/LF	\$24.00	\$ 24.00
B	Temporary traffic control	1	LF/LF	\$3.50	\$ 3.50
C	Prepare Water Pollution Control Plan	1	LF/LF	\$1.50	\$ 1.50
D	Clearing and grubbing	1	LF/LF	\$3.00	\$ 3.00
E	Surveying	1	LF/LF	\$3.00	\$ 3.00
F	Misc. Drainage Modifications	1	LF/LF	\$2.40	\$ 2.40
				Cost Per Linear Foot:	\$ 37.40
1	Half Moon Bay Seg.- Redondo Bch to Miramntes Pt R	8820	LF	\$ 37.40	\$ 329,868
2	El Granada Seg.- Medio Ave to Mirada Rd	1240	LF	\$ 37.40	\$ 46,376
3	Moss Beach Seg.- Carlos St to California Ave	3220	LF	\$ 37.40	\$ 120,428
4	Montara Seg.- between 9th St and 14th St	1345	LF	\$ 37.40	\$ 50,303
5	Mobilization	1	LS	\$ 54,700.00	\$ 54,700

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 547,000

Project Number B2C

Planning Engineering (TE)	\$ 55,000	Contract Items	\$ 601,700
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 91,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 151,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 843,700
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 55,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 91,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 306,000		

Grand Total \$ 1,058,700

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars) \$ 1,059,000

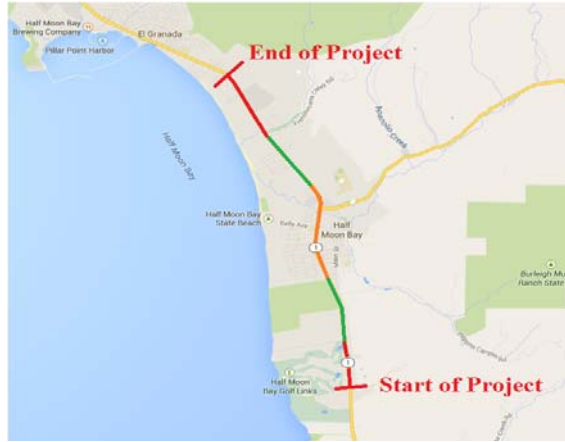
* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 25% of contract items. (\$10,000 min.)

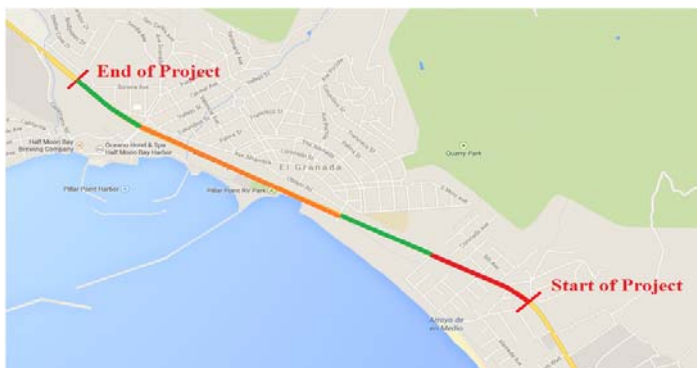
Project B2: SR-1 Sidewalk

Half Moon Bay Segment

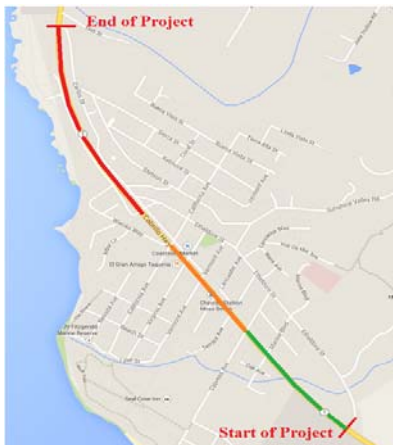


- Phase A Improvement
- Phase B Improvement
- Phase C Improvement

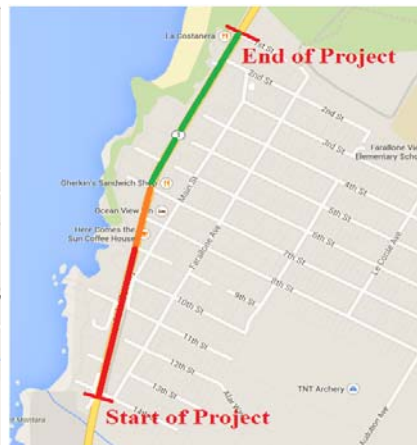
El Granada Segment



Moss Beach Segment



Montara Segment



1970 Broadway Ste 740, Oakland CA 94612

Project Number

B3

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: Coronado Street and Ave Alhambra Sidewalk

Project Location: Ave Alhambra/Coronado Street from SR-1 to Capistrano Road

Description: Project will provide a consistent 6' concrete sidewalk along Avenue Alhambra for pedestrian safety, filling in gaps in the existing network.

Project Length (ft): 4770

Date of Estimate: Feb. 19, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Clearing and grubbing	19680	SF	\$0.50	\$ 9,840.00
2	Sidewalk	19680	SF	\$7.50	\$ 147,600.00
3	New ADA curb ramps	46	EA	\$3,000.00	\$ 138,000.00
4	Temporary traffic control	1	LS	\$ 30,000.00	\$ 30,000
5	Prepare Water Pollution Control Plan	1	EA	\$6,000.00	\$ 6,000
6	Misc. Drainage Modifications	1	LS	\$31,488.00	\$ 31,488.00
7	Mobilization	1	LS	\$ 36,300.00	\$ 36,300

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 363,000

Project Number B3

Planning Engineering (TE)	\$ 37,000	Contract Items	\$ 399,300
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 80,000
Utility Coordination (Design)	\$ 36,293	Contingency*	\$ 60,000
Environmental (Environmental, Real Property)	\$ 36,293	Subtotal (Contract Items)	\$ 539,300
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 37,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 172,586
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 80,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 289,586		
		Grand Total	\$ 748,886

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

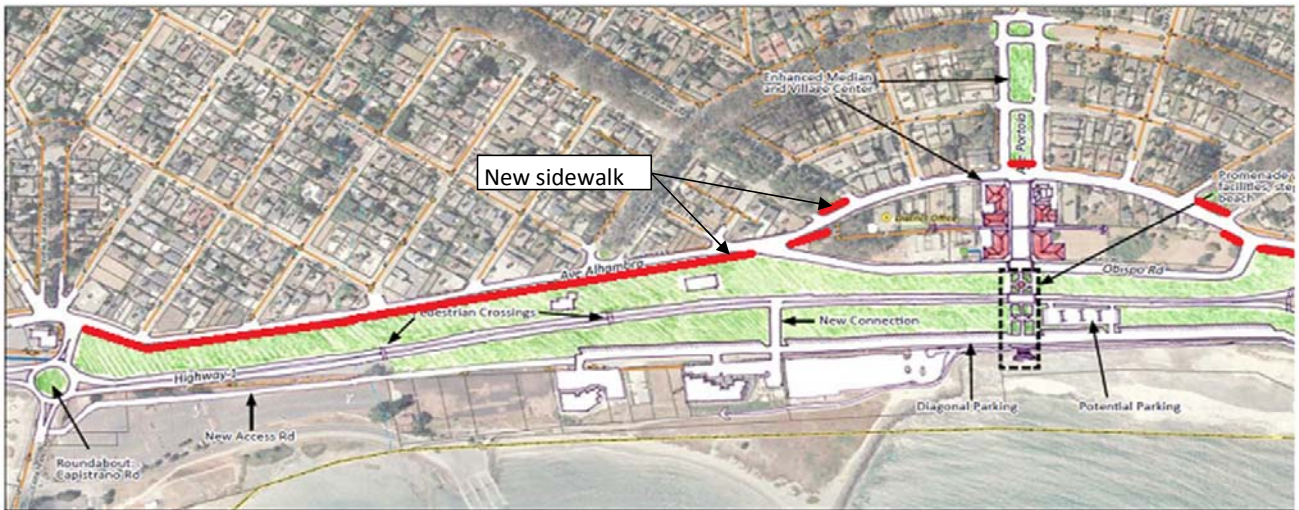
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 749,000

Project B3: Coronado Street and Ave Alhambra Sidewalk



1970 Broadway Ste 740, Oakland CA 94612

Project Number

B6

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	Traffic Signal Updates
Project Location:	Half Moon Bay

Description

Project will update all traffic signals in Half Moon Bay to provide pedestrian countdown indicators on all signalized crosswalks, adjust signal timing to accommodate slower walking speeds, install bicycle detection equipment, and provide pedestrian refuge spaces on wide road crossings. The cost (per location) is shown below.

Project Length (ft): N/A

Date of Estimate: Feb. 11, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
1	Install pedestrian countdown indicators	1	LS	\$ 5,000.00	\$ 5,000
2	Adjust signal timing	1	LS	\$ 1,500.00	\$ 1,500
3	Install bicycle detection	1	LS	\$ 10,000.00	\$ 10,000
4	Upgrades (curb ramps, median refuge, etc.)	1	LS	\$ 5,000.00	\$ 5,000
6	Temporary traffic control	1	LS	\$ 2,000.00	\$ 2,000
7	Prepare Water Pollution Control Plan	1	EA	\$ 6,000.00	\$ 6,000
8	Mobilization	1	LS	\$ 3,000.00	\$ 3,000

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 30,000

Project Number B6

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 33,000
Preliminary Engineering (Design/Survey)*	\$ 50,000	Other Costs (CON)	\$ 20,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 10,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 63,000
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 110,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 20,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 160,000	Grand Total	\$ 203,000

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars)	\$ 203,000
	per location

Project B6: Traffic Signal Updates



1970 Broadway Ste 740, Oakland CA 94612

Project Number

B7

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:

Project Location:

Description

Along the rural/fringe segment (between the north terminus at the Mezzaluna Restaurant parking lot), the roadway would be widened from 23' to 40' to provide 12' travel lanes with an 8' shoulder/Class II bike lane. Along the urban segment (between the Mezzaluna Restaurant parking lot and the south terminus), the roadway would be striped with sharrows and signed as a Class III bike route. The existing right of way

Project Length (ft): 3880

Date of Estimate: Feb. 19, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
Between North Terminus at SR-1 and Mezzaluna Parking Lot					
1	Clearing and grubbing	28900	SF	\$0.50	\$ 14,450
2	Earthwork	28900	SF	\$2.00	\$ 57,800
3	Class 2 Aggregate Base	2141	CY	\$65.00	\$ 139,148
4	Hot Mix Asphalt (Type A)	1431	Ton	\$110.00	\$ 157,361
5	Striping	7760	LF	\$3.00	\$ 23,280
Between Mezzaluna Parking Lot and South Terminus at SR-1					
6	Restripe roadway to provide 5' bike lanes	4360	LF	\$3.00	\$ 13,080
7	Temporary traffic control	1	LS	\$20,300.00	\$ 20,300
8	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
9	Mobilization	1	LS	\$ 43,100.00	\$ 43,100

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 431,000

Project Number B7

Planning Engineering (TE)	\$ 44,000	Contract Items	\$ 474,100
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 95,000
Utility Coordination (Design)	\$ 40,512	Contingency*	\$ 72,000
Environmental (Environmental, Real Property)	\$ 40,512	Subtotal (Contract Items)	\$ 641,100
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 44,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 181,024
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 95,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 320,024		
		Grand Total	\$ 866,124

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 866,000

Project B7: Capistrano Road Bicycle Facilities



1970 Broadway Ste 740, Oakland CA 94612

Project Number

12

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:

Project Location:

Description: This project would widen Airport Street to provide 12' travel lanes, 8' shoulders/bike lanes between Cypress Avenue and Stanford Avenue, and 5' bike lanes from Stanford Avenue to Harvard Avenue.

Project Length (ft): 8710

Date of Estimate: Feb. 19, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Restripe roadway to provide 5' bike lanes	4360	LF	\$3.00	\$ 13,080
2	Temporary traffic control	1	LS	\$0.00	\$ -
3	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
4	Mobilization	1	LS	\$ 1,900.00	\$ 1,900

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 19,000

Project Number 12

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 19,000
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 20,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 10,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 49,000
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 20,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 210,000		

Grand Total \$ 239,000

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

> TOTAL (in 2015 dollars) \$ 239,000

#REF!



1970 Broadway Ste 740, Oakland CA 94612

Project Number

B9

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:	SR-92 Bike Lanes
Project Location:	Between Half Moon Bay and San Mateo

Description This project will provide Class II bike lanes along segments of SR-92 to enhance bicyclist safety.

Project Length (ft): Varies

Date of Estimate: Feb. 19, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Clearing and grubbing	16	SF/LF	\$0.50	\$ 8.00
2	Earthwork	16	SF/LF	\$4.00	\$ 64.00
3	Class 2 Aggregate Base	1.19	CY/LF	\$65.00	\$ 77.04
4	Hot Mix Asphalt (Type A)	0.79	Ton/LF	\$110.00	\$ 87.12
5	Striping	2	LF/LF	\$3.00	\$ 6.00
6	Misc. Drainage Modifications	1	LF/LF	\$48.43	\$ 48.43
				Cost Per Linear Foot:	\$ 290.59
7	Bike Lane Segment #1 Main St to SR-35	36325	LF	\$ 290.59	\$ 10,555,625
8	Bike Lane Segment #2	0	LF	\$ 290.59	\$ -
9	Bike Lane Segment #3	0	LF	\$ 290.59	\$ -
10	Bike Lane Segment #4	0	LF	\$ 290.59	\$ -
11	Temporary traffic control	1	LF/LF	\$527,781.26	\$ 527,781.26
12	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000.00
13	Surveying	1	LS	\$30,000.00	\$ 30,000.00
14	Mobilization	1	LS	\$ 1,111,900.00	\$ 1,111,900

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 11,119,000

Project Number B9

Planning Engineering (TE)	\$ 1,112,000	Contract Items	\$ 12,230,900
Preliminary Engineering (Design/Survey)*	\$ 1,835,000	Other Costs (CON)	\$ 1,835,000
Utility Coordination (Design)	\$ 1,055,563	Contingency*	\$ 1,835,000
Environmental (Environmental, Real Property)	\$ 1,055,563	Subtotal (Contract Items)	\$ 15,900,900
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 1,112,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 3,946,125
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 1,835,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 6,893,125		
		Grand Total	\$ 20,959,025

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

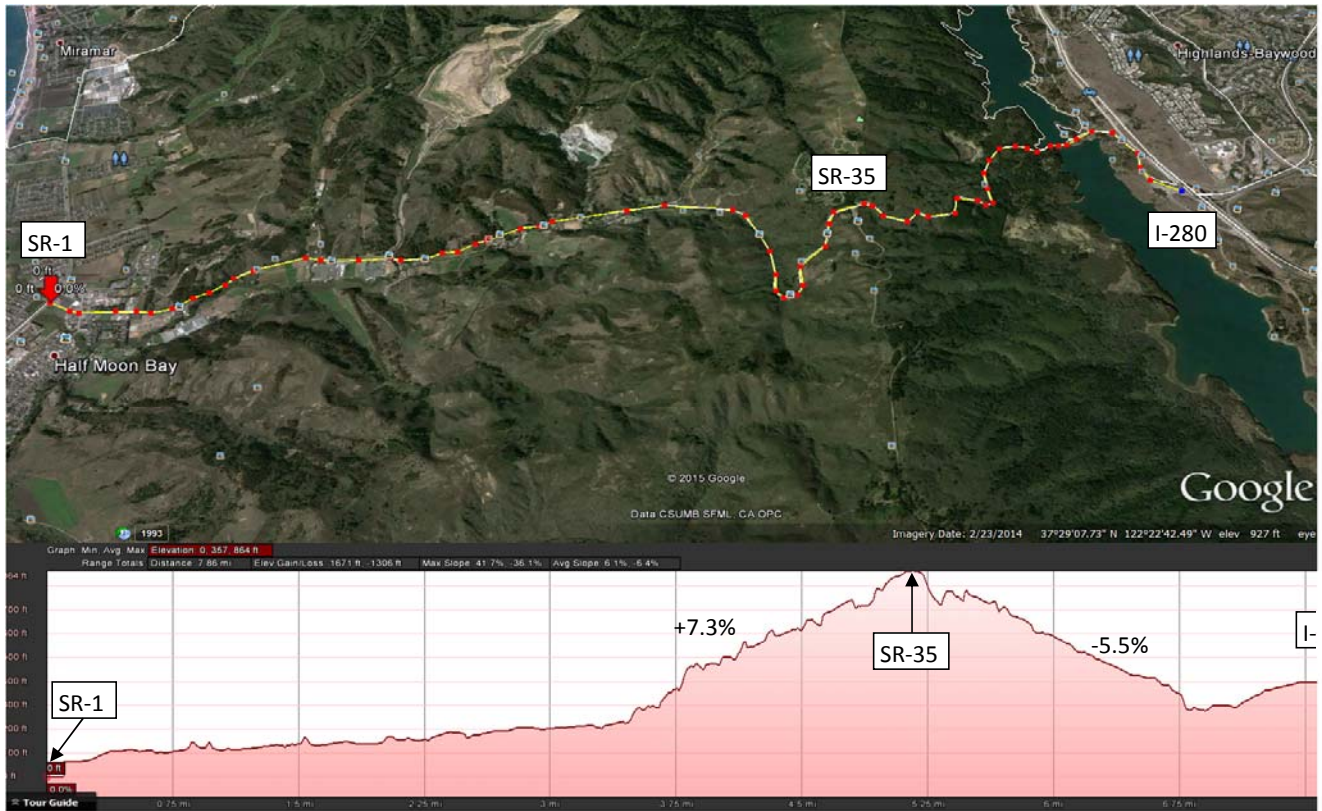
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 20,959,000

Project B9: SR-92 Bike Lanes



1970 Broadway Ste 740, Oakland CA 94612

Project Number

B10

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:

Project Location:

Description

This project will provide Class II bike lanes along SR-1 from Miramontes Point Road (south Half Moon Bay) to the Montara Mountain Trailhead. From Half Moon Bay to Montara, the shoulder is adequate to stripe bike lanes without additional widening. North of Montara, the roadway will be widened to provide a paved shoulder and the bike lanes. Treatments will be provided at signalized intersections to widen the approach to shift the bicycle lane to the left of the right turn lane, where applicable.

Project Length (ft): Varies

Date of Estimate: Jan. 7, 2016

Revision No.
Revision Date
Revised by

Prepared by: C. Shew

No.	Description	Quantity	Units	Unit Cost	Total
A	Clearing and grubbing	10	SF/LF	\$0.50	\$ 5.00
B	Earthwork	10	SF/LF	\$4.00	\$ 40.00
C	Class 2 Aggregate Base	0.74	CY/LF	\$65.00	\$ 48.15
D	Hot Mix Asphalt (Type A)	0.50	Ton/LF	\$110.00	\$ 54.45
E	Stripe bike lanes and pavement markings	2	LF/LF	\$3.00	\$ 6.00
F	Misc. Drainage Modifications	1	LF/LF	\$30.72	\$ 30.72
Cost Per Linear Foot (Widening and Striping):					\$ 184.32
G	Stripe bike lanes and pavement markings	2	LF/LF	\$3.00	\$ 6.00
Cost Per Linear Foot (Striping Only):					\$ 6.00
H	Clearing and grubbing	1000	SF	\$0.50	\$ 500.00
I	Earthwork	1000	SF	\$4.00	\$ 4,000.00
J	Class 2 Aggregate Base	74.07	CY	\$65.00	\$ 4,814.81
K	Hot Mix Asphalt (Type A)	49.50	Ton	\$110.00	\$ 5,445.00
L	Stripe bike lanes offset from right turn lane	200	LF	\$3.00	\$ 600.00
M	Misc. Drainage Modifications	1	LF	\$3,071.96	\$ 3,071.96
Cost Per Intersection Approach (Widening and Restriping):					\$ 18,431.78
1	Bike Lane Segment #1: Miramontes Point Rd (Half Moon Bay) to 7th Street (Montara)	52200	LF	\$ 6.00	\$ 313,200
2	Bike Lane Segment #2: 7th Street (Montara) to Montara Mountain Trailhead	4530	LF	\$ 184.32	\$ 834,960
3	Intersection Treatments (per Approach with Right Turn Lane)	12	EA	\$ 18,431.78	\$ 221,181
5	Temporary traffic control	1	LF/LF	\$68,467.04	\$ 68,467.04
6	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000.00
7	Mobilization	1	LS	\$ 144,400.00	\$ 144,400

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 1,444,000

Project Number B10

Planning Engineering (TE)	\$ 145,000	Contract Items	\$ 1,588,400
Preliminary Engineering (Design/Survey)*	\$ 239,000	Other Costs (CON)	\$ 239,000
Utility Coordination (Design)	\$ 136,934	Contingency*	\$ 239,000
Environmental (Environmental, Real Property)	\$ 136,934	Subtotal (Contract Items)	\$ 2,066,400
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 145,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 512,868

R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 239,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 896,868		
		Grand Total	\$ 2,724,268
		Current Year	2015
		Escalation Year	2015
		Escalation Rate	0.0%
		> TOTAL (in 2015 dollars)	\$ 2,724,000

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

DKS Associates

Planning Cost Estimate

1970 Broadway Ste 740, Oakland CA 94612

Project Number

P1

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: **Montara State Beach Parking Lot Improvements**
 Project Location: **Northernmost Montara State Beach Parking Lot**

Description: Project would improve the existing dirt parking lot by paving with pervious concrete. This solution will improve the visitor experience, drainage characteristics of the site, and is environmentally-conscious.

Project Length (ft): N/A

Date of Estimate: Feb. 23, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Earthwork	13700	SF	\$2.00	\$ 27,400
2	Geotextile fabric	13700	SF	\$1.00	\$ 13,700
3	ASTM No. 57 (drain rock) base	1015	CY	\$65.00	\$ 65,963
4	Pervious concrete	13700	SF	\$8.00	\$ 109,600
5	Concrete curb (edge restraint)	420	LF	\$7.00	\$ 2,940
6	Stripe parking lot	13700	SF	\$0.50	\$ 6,850
7	Signage	1	LS	\$2,000.00	\$ 2,000
8	Temporary traffic control	1	LS	\$11,400.00	\$ 11,400
9	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
10	Mobilization	1	LS	\$ 24,600.00	\$ 24,600

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 246,000

Project Number P1

Planning Engineering (TE)	\$ 30,000	Contract Items	\$ 270,600
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 55,000
Utility Coordination (Design)	\$ 30,000	Contingency*	\$ 41,000
Environmental (Environmental, Real Property)	\$ 30,000	Subtotal (Contract Items)	\$ 366,600
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 30,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 160,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 55,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 245,000		
		Grand Total	\$ 556,600

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

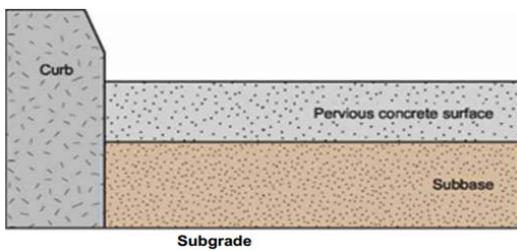
* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 557,000

Project P1: Montara State Beach Parking Lot Improvements



DKS Associates

Planning Cost Estimate

1970 Broadway Ste 740, Oakland CA 94612

Project Number

P2

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name: Upper Gray Whale Cove Parking Lot Improvements
 Project Location: Upper Gray Whale Cove Parking Lot

Description: Project would improve the existing parking lot (which is partially paved with asphalt and partially dirt) by paving with pervious concrete. This solution will improve the pavement structure, drainage characteristics of the site, and is environmentally-conscious.

Project Length (ft): N/A

Date of Estimate: Feb. 23, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Remove existing asphalt	16000	SF	\$3.00	\$ 48,000
2	Earthwork	28600	SF	\$2.00	\$ 57,200
3	Geotextile fabric	28600	SF	\$1.00	\$ 28,600
4	ASTM No. 57 (drain rock) base	2119	CY	\$65.00	\$ 137,704
5	Pervious concrete	28600	SF	\$8.00	\$ 228,800
6	Concrete curb (edge restraint)	820	LF	\$7.00	\$ 5,740
7	Stripe parking lot	28600	SF	\$0.50	\$ 14,300
8	Signage	1	LS	\$2,000.00	\$ 2,000
9	Temporary traffic control	1	LS	\$23,700.00	\$ 23,700
10	Prepare Water Pollution Control Plan	1	LS	\$6,000.00	\$ 6,000
11	Mobilization	1	LS	\$ 55,200.00	\$ 55,200

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 552,000

Project Number P2

Planning Engineering (TE)	\$ 56,000	Contract Items	\$ 607,200
Preliminary Engineering (Design/Survey)*	\$ 100,000	Other Costs (CON)	\$ 92,000
Utility Coordination (Design)	\$ 52,234	Contingency*	\$ 92,000
Environmental (Environmental, Real Property)	\$ 52,234	Subtotal (Contract Items)	\$ 791,200
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ 56,000
Real Property Labor	\$ -	Subtotal (PE)	\$ 204,469
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ 92,000		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 352,469		
		Grand Total	\$ 1,051,669

* Preliminary Engineering is minimum 15% of contract items. (See Issues to Consider)

* Construction Engineering is 15% of contract items. (\$20,000 min.)

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

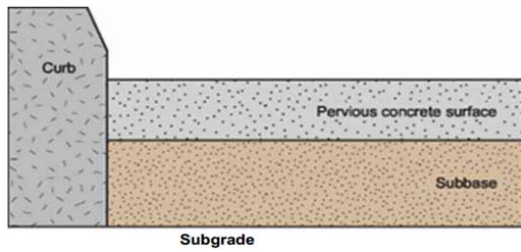
➤ **TOTAL (in 2015 dollars) #####**

Project P2: Montara State Beach Parking Lot Improvements

Gray Whale Cove Parking Lot



Project Limits



DKS Associates

Planning Cost Estimate

1970 Broadway Ste 740, Oakland CA 94612

Project Number

P3

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:

Wayfinding

 Project Location:

Midcoast and Half Moon Bay

Description: Project will install wayfinding signs to help drivers navigate and find parking. This budget assumes \$100,000 in Half Moon Bay, \$50,000 in Montara, and \$25,000 in both Moss Beach and El Granada to implement wayfinding programs.

Project Length (ft): N/A

Date of Estimate: Feb. 23, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Install wayfinding signage	1	LS	\$200,000.00	\$ 200,000
2	Mobilization	1	LS	\$ 20,000.00	\$ 20,000

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 200,000

Project Number P3

Planning Engineering (TE)	\$ -	Contract Items	\$ 220,000
Preliminary Engineering (Design/Survey)*	\$ 50,000	Other Costs (CON)	\$ -
Utility Coordination (Design)	\$ -	Contingency*	\$ 33,000
Environmental (Environmental, Real Property)	\$ -	Subtotal (Contract Items)	\$ 253,000
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ -
Real Property Labor	\$ -	Subtotal (PE)	\$ 50,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ -		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 50,000		
		Grand Total	\$ 303,000

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year 2015
 Escalation Year 2015
 Escalation Rate 0.0%

> TOTAL (in 2015 dollars) \$ 303,000

Project P3: Wayfinding



1970 Broadway Ste 740, Oakland CA 94612

Project Number

P5

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:

Project Location:

Description The project would stripe formal diagonal parking and parallel parking along Carlos Street, which functions as Moss Beach's main street. This parking project is a companion to a roadway project which would construct a continuous sidewalk along the north side of the roadway, stripe crosswalks at the interesection of Carlos and California, and construct curb and gutter along the south side of the roadway.

Project Length (ft): 490

Date of Estimate: Feb. 23, 2015

Revision No.
Revision Date
Revised by

Prepared by: T. Krakow

No.	Description	Quantity	Units	Unit Cost	Total
1	Stripe diagonal parking	560	LF	\$3.00	\$ 1,680
2	Stripe parallel parking	490	LF	\$3.00	\$ 1,470
3	Construction area Signs	1	LS	\$1,000.00	\$ 1,000
4	Mobilization	1	LS	\$ 400.00	\$ 400

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 4,000

Project Number P5

Planning Engineering (TE)	\$ -	Contract Items	\$ 4,400
Preliminary Engineering (Design/Survey)*	\$ 20,000	Other Costs (CON)	\$ -
Utility Coordination (Design)	\$ -	Contingency*	\$ 10,000
Environmental (Environmental, Real Property)	\$ -	Subtotal (Contract Items)	\$ 14,400
R/W Engineering (Survey)	\$ -	Subtotal (Plan)	\$ -
Real Property Labor	\$ -	Subtotal (PE)	\$ 20,000
R/W Acquisition	\$ -	Subtotal (R/W)	\$ -
Construction Engineering *	\$ -		
Environmental Monitoring and Mitigation Fees	\$ -		
SUBTOTAL of OTHER COSTS (ALL)	\$ 20,000		
		Grand Total	\$ 34,400

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year 2015
 Escalation Year 2015
 Escalation Rate 0.0%

➤ TOTAL (in 2015 dollars) \$ 34,000

Project P5: Carlos Street On-Street Parking



Stripe diagonal and parallel parking

1970 Broadway Ste 740, Oakland CA 94612

Project Number

P6

- Click here if the project schedule for this project is to be 50 days or more; also click here if this is a bridge project.
- Click here if this project is a surface treatment or overlay project.

Project Name:

Project Location:

Description

This project would stripe diagonal parking along the current alignment of SR-1. This parking project is a companion project to a roadway project which proposes to realign Highway 1, shifting the roadway toward the eastern edge of the Caltrans right-of-way, and away from the coastal erosion area. Another roadway project would also construct two roundabouts at the intersections of SR-1 and Coronado Street and SR-1 and Capistrano Road.

Project Length (ft): 4300

Date of Estimate: Feb. 23, 2015

Prepared by: T. Krakow

Revision No.
Revision Date
Revised by

No.	Description	Quantity	Units	Unit Cost	Total
Construct New SR-1 Alignment (between Coronado St Roundabout and Capistrano Rd Roundabout)					
1	Stripe diagonal parking	4000	LF	\$3.00	\$ 12,000
2	Construction area signs	1	LS	\$1,000.00	\$ 1,000
3	Mobilization	1	LS	\$ 1,300.00	\$ 1,300

CONTRACT ITEMS LESS MOBILIZATION (TO NEAREST 1,000) \$ 13,000

Project Number P6

Planning Engineering (TE)	\$ -
Preliminary Engineering (Design/Survey)*	\$ 30,000
Utility Coordination (Design)	\$ -
Environmental (Environmental, Real Property)	\$ -
R/W Engineering (Survey)	\$ -
Real Property Labor	\$ -
R/W Acquisition	\$ -
Construction Engineering *	\$ -
Environmental Monitoring and Mitigation Fees	\$ -
SUBTOTAL of OTHER COSTS (ALL)	\$ 30,000

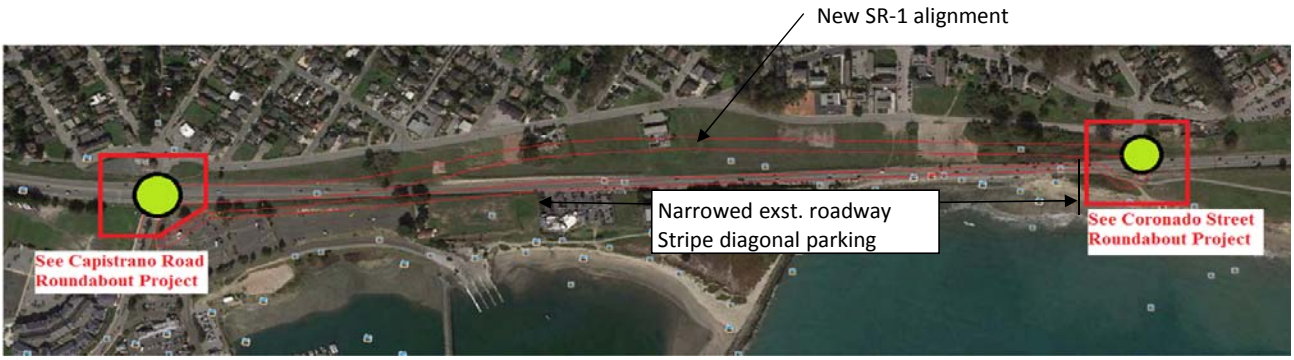
Contract Items	\$ 14,300
Other Costs (CON)	\$ -
Contingency*	\$ 10,000
Subtotal (Contract Items)	\$ 24,300
Subtotal (Plan)	\$ -
Subtotal (PE)	\$ 30,000
Subtotal (R/W)	\$ -
Grand Total	\$ 54,300

* CONTINGENCY is 15% of contract items. (\$10,000 min.)

Current Year	2015
Escalation Year	2015
Escalation Rate	0.0%

➤ TOTAL (in 2015 dollars) \$ 54,000

Project P6: El Granada Diagonal Parking



APPENDIX D – PEDESTRIAN (PEQI) AND BICYCLE (BEQI) ENVIRONMENTAL QUALITY INDEX SCORES

Buildout Conditions		Pedestrian Demand Index Score	PEQI Standard	PEQI Score (North or West)	PEQI Score (South or East)	West side Pedestrian Deficient?	East side Pedestrian Deficient?	Pedestrian Improvements needed to meet standard	BEQI Standard	BEQI Score (Single side fo st score given for side with path if present) (without Auto Volume incorporated)	Bike Deficient?	Bicycle Improvements needed to meet standard
Montara/Moss Beach	1st - Etheldor S											
	1st - 7th	30-40	61 or higher	16	16	Deficient	Deficient	Add 6ft wide ADA compliant walkways and continuous pedestrian scale lighting to both sides of street	61 or Higher	12	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	7th - 9th	30-40	61 or higher	13	20	Deficient	Deficient	Add 6ft wide ADA compliant walkways and continuous pedestrian scale lighting to both sides of street	61 or Higher	16	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	9th - 14th	30-40	61 or higher	19	19	Deficient	Deficient	Add 6ft wide ADA compliant walkways and continuous pedestrian scale lighting to both sides of street	61 or Higher	19	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	14th - Carlos St	<20	no requirements	13	13				61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Carlos St - Vallemar/Etheldor St	20-30	41 or higher	13	13	Deficient	Deficient	Add 6ft wide ADA compliant walkways on both sides of street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
Moss Beach	Vallemar/Etheldore St - Capistrano Rd (S)											
	Vallemar - Cypress Ave	20-30	41 or higher	13	13	Deficient	Deficient	Add 6ft wide ADA compliant walkways to both sides of street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Marine Blvd - Capistrano Rd (N)	<20	no requirements	13	13				61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Capistrano Rd (N) - Capistrano Rd (S)	20-30	41 or higher	24	24	Deficient	Deficient	Add 6ft wide ADA compliant walkways to both sides of street	61 or Higher	19	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
El Granada/Miramar	Capistrano Rd (S) - Mirada Rd											
	Capistrano Rd (S) - Coronado St	20-30	41 or higher	42	31		Deficient	Add 6ft wide ADA compliant walkways to East side of Street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Coronado St - Magellan Ave	20-30	41 or higher	28	25	Deficient	Deficient	Add 6ft wide ADA compliant walkways to both sides of street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Magellan Ave - Medio Ave	20-30	41 or higher	28	25	Deficient	Deficient	Add 6ft wide ADA compliant walkways to both sides of street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Medio Ave - Mirada Rd	30-40	61 or higher	17	17	Deficient	Deficient	Add 6ft wide ADA compliant walkways with continuous pedestrian scale lighting to both sides of street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
North Half Moon Bay	Mirada Rd - Hwy 92											
	Mirada Rd - Roosevelt Blvd	20-30	41 or higher	32	25	Deficient	Deficient	Add 6ft wide ADA compliant walkways on both sides of street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Roosevelt Blvd - Young Ave	30-40	61 or higher	19	60	Deficient	Deficient	Add 6ft wide ADA compliant walkways to West side of Street and Continuous lighting to both sides of street	61 or Higher	55	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Young Ave - Ruisseau Franais Ave	20-30	41 or higher	59	26		Deficient	Add 6ft wide walkways to East side of Street	61 or Higher	55	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Ruisseau Franais Ave - Frenchmans Creek Rd	20-30	41 or higher	59	26		Deficient	Add 6ft wide ADA compliant walkways to East side of Street	61 or Higher	55	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Frenchmans Creek Rd - Grandview Blvd	20-30	41 or higher	59	26		Deficient	Add 6ft wide ADA compliant walkways to East side of Street	61 or Higher	49	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Grandview Blvd- Terrace Ave	30-40	61 or higher	59	16	Deficient	Deficient	Add 6ft wide walkways to East side of Street and Continuous lighting to both sides of street	61 or Higher	49	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Terrace Ave - Grand Blvd	20-30	41 or higher	57	23		Deficient	Add 6ft wide ADA compliant walkways to East side of Street	61 or Higher	49	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Grand Blvd - Main St	30-40	61 or higher	57	12	Deficient	Deficient	Add 6ft wide ADA compliant walkways to East side of Street and Continuous lighting to both sides of street	61 or Higher	47	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Main St - SR 92	30-40	61 or higher	61	12		Deficient	Add 6ft wide ADA compliant walkways and Continuous lighting to East side of Street	61 or Higher	48	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
Half Moon Bay	Hwy 92 - Miramontes Point Rd											
	SR 92 - Kelly Ave	40-50	61 or higher	12	12	Deficient	Deficient	Add 6ft wide ADA compliant walkways with continuous pedestrian scale lighting to both sides of street	61 or Higher	21	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Kelly Ave - Filbert St	30-40	61 or higher	60	12	Deficient	Deficient	Add 6ft wide ADA compliant walkways to East side of Street and Continuous lighting to both sides of street	61 or Higher	48	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Filbert St - Seymour St	40-50	61 or higher	62	22		Deficient	Add ADA compliant walkways and pedestrian lighting to east side of street	61 or Higher	45	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Seymour St - Main St (S)/Higgins Canyon Rd	20-30	41 or higher	55	25		Deficient	Add 6ft wide ADA compliant walkways to East side of Street	61 or Higher	44	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.
	Main St (S)/Higgins Canyon Rd - Fairway Dr	20-30	41 or higher	25	25	Deficient	Deficient	Add 6ft wide ADA compliant walkways on both sides of street	61 or Higher	25	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Fairway Dr - Miramontes Pt Rd	20-30	41 or higher	15	20	Deficient	Deficient	Add 6ft wide ADA compliant walkways on both sides of street	61 or Higher	22	Deficient	Add class 1 bike path to one side of street and Add on street 6ft wide class 2 bike lanes to both sides
	Miramontes Pt Rd - S HMB Border	20-30	41 or higher	15	20	Deficient	Deficient	Add 6ft wide ADA compliant walkways on both sides of street	61 or Higher	26	Deficient	Add on street 6ft wide class 2 bike lanes to both sides of st.