

APPENDIX S

Streetscape Improvement Cost Estimates

**Preliminary Opinion of Probable Construction Cost
for
VTA'S BART Phase II Extension Project TOD Corridor and Access Planning Study
Construction/Engineering for Alum Rock/28th Street Streetscape Improvements**

Prepared By: Kimley-Horn

Date: February 2019

#	LIMITS	CLASSIFICATION	SEGMENT LENGTH	EXISTING STREET WIDTH	COST	TOTAL COST	TOTAL COST W/ CONTINGENCY
1	E. Santa Clara street from N. 17th St. N. 24th Street	Grand Boulevard	2,250	54	\$ 3,001,000	\$ 3,001,000	\$ 4,501,500
2	E. Santa Clara Street from N. 24th to N. King Road	Grand Boulevard (Bubble)	4,100	65	\$ 7,872,000	\$ 7,872,000	\$ 11,808,000
3	E. Santa Clara Street from N. King Road to McCrerry Avenue	Grand Boulevard	1,250	94	\$ 1,919,000	\$ 1,919,000	\$ 2,878,500
4	E. St. John Street from N. 24th Street to N. 27th Street	On-Street Bicycle Facility	950	35	\$ 477,000	\$ 477,000	\$ 715,500
5	Julian Street from N. 26th Street to US-101	City Connector Street	1,400	68	\$ 1,282,000	\$ 1,282,000	\$ 1,923,000
6	24th Street from Peach Court to E. St. John Street	Local Connector Street	2,700	36	\$ 2,661,000	\$ 2,661,000	\$ 3,991,500
7	E. San Antonio Street from S. 24th Street to S. 28th Street	On-Street Bicycle Facility	1,000	37	\$ 502,000	\$ 502,000	\$ 753,000
8	S. 28th Street from E. San Antonio Street to E. Santa Clara Street	Local Connector Street	1,350	38	\$ 1,331,000	\$ 1,331,000	\$ 1,996,500
9	N. 28th Street from E. Santa Clara Street to Julian Street	Main Street (Bubble)	1,850	42	\$ 3,133,000	\$ 3,133,000	\$ 4,699,500
10	N. 27th Street from E. Santa Clara Street to Julian Street	Local Street (Bubble)	1,850	36	\$ 2,735,000	\$ 2,735,000	\$ 4,102,500
11	King Road from Shortridge Avenue to Beverly Boulevard	City Connector Street	900	85	\$ 824,000	\$ 824,000	\$ 1,236,000
					Total	\$ 25,737,000	\$ 38,605,500

- Notes:**
- The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.
 - This Preliminary Opinion of Probable Cost ("OPC") is based on Perkins+Will Classification Map dated 1/29/19 and the baseline elements detailed therein for each classification. Classification costs that are within the station area "bubble" are assumed to be 50% more than standard classifications to reflect enhanced streetscape elements.
 - This OPC was prepared without City review and approval, and as such, may be subject to change during the City permitting process.
 - Underground non-pavement utilities such as, but not limited to, water, sanitary sewer, and gas are assumed to be at an adequate depth.
 - Projects listed as line items above do not include any contingency as a factor for the cost. Contingency was only applied towards the Construction/Engineering for Alum Rock/28th Station Streetscape Improvements project as a whole.
 - Miscellaneous soft costs were applied individually to each project line item above. Soft costs were assumed to be 4% Admin, 4% Environmental, 15% Design, 15% Construction management.
 - Cost shown is based on 2019 dollars.
 - The assumed contingency covers not explored at the current stage. Items include but are not limited to:
 - Unknown improvements needed as part of the project (such as drainage improvements, pavement failure repair, landscaping/irrigation replacement, restriping, impacts to lighting/electrical, utility relocations that are not under franchise)
 - More costly approach to the design/construction of the improvements than anticipated
 - Environmental unknowns (contaminated soil, regulatory-required mitigations, high groundwater)
 - Unscoped right-of-way acquisition, including temporary permits
 - Federalizing the project and the additional costs of performing NEPA, coordinating with Caltrans
 - Streetscape improvements may require ROW acquisition where necessary to achieve the City of San Jose Complete Street Guidelines. ROW acquisition costs are not included as a factor within this OPC. The improvements assume existing curb-to-curb roadway dimensions.

Preliminary Opinion of Probable Construction Cost
for
VTA'S BART Phase II Extension Project TOD Corridor and Access Planning Study
Construction/Engineering for Downtown San Jose Station Streetscape Improvements

Prepared By: Kimley-Horn

Date: February 2019

#	LIMITS	CLASSIFICATION	SEGMENT LENGTH	EXISTING STREET WIDTH	COST	TOTAL COST	TOTAL COST W/ CONTINGENCY
1	E. Santa Clara Street from SR-87 to Almaden Avenue	Grand Boulevard	700	70	\$ 1,029,000.00	\$ 1,029,000.00	\$ 1,543,500
2	E. Santa Clara Street from Almaden Avenue to N. 5th Street	Grand Boulevard (Bubble)	2,950	69	\$ 5,968,000.00	\$ 5,968,000.00	\$ 8,952,000
3	E. Santa Clara Street from N. 5 Street to N. 17th Street	Grand Boulevard	4,050	69	\$ 5,932,000.00	\$ 5,932,000.00	\$ 8,898,000
4	E. San Fernando Street from SR-87 to S. 1st Street	On-Street Bicycle Facility	2,350	56	\$ 1,309,000.00	\$ 1,309,000.00	\$ 1,963,500
5	E. San Fernando Street from S. 1st Street to S. 2nd Street	On-Street Bicycle Facility (Bubble)	350	64	\$ 293,000.00	\$ 293,000.00	\$ 439,500
6	E. San Fernando Street from S. 2nd Street to S. 7th Street	On-Street Bicycle Facility	1,800	64	\$ 1,003,000.00	\$ 1,003,000.00	\$ 1,504,500
7	Park Avenue from SR-87 to Market Street	On-Street Bicycle Facility	1,900	86	\$ 1,058,000.00	\$ 1,058,000.00	\$ 1,587,000
8	E. San Carlos Street from SR-87 to S. 1st Street	Grand Boulevard	2,600	83	\$ 3,991,000.00	\$ 3,991,000.00	\$ 5,986,500
9	E. San Carlos Street from S. 1st Street to S. 2nd Street	Grand Boulevard (Bubble)	350	69	\$ 709,000.00	\$ 709,000.00	\$ 1,063,500
10	E. San Carlos Street from S. 2nd Street to S. 4th Street	Main Street	700	69	\$ 974,000.00	\$ 974,000.00	\$ 1,461,000
11	E. St. John Street from SR-87 to N. San Pedro Street	On-Street Bicycle Facility	850	35	\$ 474,000.00	\$ 474,000.00	\$ 711,000
12	E. St. John Street from N. San Pedro Street to N. 1st Street	On-Street Bicycle Facility (Bubble)	800	39	\$ 669,000.00	\$ 669,000.00	\$ 1,003,500
13	E. St. John Street from N. 1st Street to N. 2nd Street	Main Street (Bubble)	350	53	\$ 1,189,000.00	\$ 1,189,000.00	\$ 1,783,500
14	E. St. John Street from N. 2nd Street N. 4th Street	Main Street	700	47	\$ 896,000.00	\$ 896,000.00	\$ 1,344,000
15	E. St. John Street from N. 4th Street to N. 17th Street	On-Street Bicycle Facility	4,400	39	\$ 2,450,000.00	\$ 2,450,000.00	\$ 3,675,000
16	Julian Street from SR-87 to N. 7th Street	Local Connector Street	3,300	40	\$ 3,434,000.00	\$ 3,434,000.00	\$ 5,151,000
17	San Pedro Street from E. Santa Clara Street to E. St. John Street	Main Street (Bubble)	800	30	\$ 1,373,000.00	\$ 1,373,000.00	\$ 2,059,500
18	San Pedro Street from E. St. John Street to E. St. James Street	Main Street	450	45	\$ 572,000.00	\$ 572,000.00	\$ 858,000
19	Market Street from S. 1st Street to E. Santa Clara Street	City Connector Street	3,950	66	\$ 3,835,000.00	\$ 3,835,000.00	\$ 5,752,500
20	Market Street from E. Santa Clara Street to E. St. John Street	City Connector Street (Bubble)	700	72	\$ 1,020,000.00	\$ 1,020,000.00	\$ 1,530,000
21	Market Street from E. St. John Street to Julian Street	City Connector Street	1,150	67	\$ 1,117,000.00	\$ 1,117,000.00	\$ 1,675,500
22	1st Street from US-280 to E. San Carlos Street	Grand Boulevard	2,250	52	\$ 3,103,000.00	\$ 3,103,000.00	\$ 4,654,500
23	1st Street from E. San Carlos Street to E. St. John Street	Grand Boulevard (Bubble)	2,600	24	\$ 4,671,000.00	\$ 4,671,000.00	\$ 7,006,500
24	1st Street from E. St. John Street to Julian Street	Grand Boulevard	1,200	25	\$ 1,492,000.00	\$ 1,492,000.00	\$ 2,238,000
25	2nd Street from E Reed Street to E. San Salvador Street	Local Connector Street	1,250	52	\$ 1,301,000.00	\$ 1,301,000.00	\$ 1,951,500
26	2nd Street from E. San Salvador Street to E. San Carlos Street	Main Street	650	52	\$ 849,000.00	\$ 849,000.00	\$ 1,273,500
27	2nd Street from E. San Carlos Street to E. St. John Street	Grand Boulevard (Bubble)	2,600	26	\$ 4,697,000.00	\$ 4,697,000.00	\$ 7,045,500
28	2nd Street from E. St. John Street to Julian Street	Local Connector Street	1,200	26	\$ 1,249,000.00	\$ 1,249,000.00	\$ 1,873,500
29	3rd Street from US-280 to E. San Salvador Street	Local Connector Street	1,600	50	\$ 1,665,000.00	\$ 1,665,000.00	\$ 2,497,500
30	3rd Street from E. San Salvador Street to E. St. John Street	Main Street	3,250	50	\$ 4,209,000.00	\$ 4,209,000.00	\$ 6,313,500
31	3rd Street from E. St. John Street to Julian Street	Local Connector Street	1,200	49	\$ 1,249,000.00	\$ 1,249,000.00	\$ 1,873,500
32	4th Street from E. Reed Street to E. San Salvador Street	Local Connector Street	1,250	57	\$ 1,301,000.00	\$ 1,301,000.00	\$ 1,951,500
33	4th Street from E. San Salvador Street to E. St. John Street	Main Street	3,250	59	\$ 4,356,000.00	\$ 4,356,000.00	\$ 6,534,000
34	4th Street from E. St. John Street to Julian Street	Local Connector Street	1,200	56	\$ 1,249,000.00	\$ 1,249,000.00	\$ 1,873,500
					Total	\$ 70,686,000.00	\$ 106,029,000

Notes:

1. The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.
2. This Preliminary Opinion of Probable Cost ("OPC") is based on Perkins+Will Classification Map dated 1/29/19 and the baseline elements detailed therein for each classification. Classification costs that are within the station area "bubble" are assumed to be 50% more than standard classifications to reflect enhanced streetscape elements.
3. This OPC was prepared without City review and approval, and as such, may be subject to change during the City permitting process.
4. Underground non-pavement utilities such as, but not limited to, water, sanitary sewer, and gas are assumed to be at an adequate depth.
5. Projects listed as line items above do not include any contingency as a factor for the cost. Contingency was only applied towards the Construction/Engineering for Downtown San Jose Station Streetscape Improvements project as a whole.
6. Miscellaneous soft costs were applied individually to each project line item above. Soft costs were assumed to be 4% Admin, 4% Environmental, 15% Design, 15% Construction management.
7. Cost shown is based on 2019 dollars.
8. The assumed contingency covers not explored at the current stage. Items include but are not limited to:
 - Unknown improvements needed as part of the project (such as drainage improvements, pavement failure repair, landscaping/irrigation replacement, restriping, impacts to lighting/electrical, utility relocations that are not under franchise)
 - More costly approach to the design/construction of the improvements than anticipated
 - Environmental unknowns (contaminated soil, regulatory-required mitigations, high groundwater)
 - Unscoped right-of-way acquisition, including temporary permits
 - Federalizing the project and the additional costs of performing NEPA, coordinating with Caltrans
9. Streetscape improvements may require ROW acquisition where necessary to achieve the City of San Jose Complete Street Guidelines. ROW acquisition costs are not included as a factor within this OPC. The improvements assume existing curb-to-curb roadway dimensions.

**Preliminary Opinion of Probable Construction Cost
for
VTA'S BART Phase II Extension Project TOD Corridor and Access Planning Study
Construction/Engineering for Santa Clara Station Streetscape Improvements**

Prepared By: Kimley-Horn

Date: February 2019

#	LIMITS	CLASSIFICATION	SEGMENT LENGTH	EXISTING STREET WIDTH	COST	TOTAL COST	TOTAL COST W/ CONTINGENCY
<i>Santa Clara</i>							
1	Benton Street from Madison Street to Lafayette Street	Local Connector Street	1,850	55	\$ 1,747,000	\$ 1,747,000	\$ 2,620,500
2	Benton Street from Lafayette Street to El Camino Real	Local Connector Street (Bubble)	1,750	47	\$ 2,478,000	\$ 2,478,000	\$ 3,717,000
3	Benton Street from El Camino Real to Station	Main Street (Bubble)	350	47	\$ 580,000	\$ 580,000	\$ 870,000
4	Brokaw Road from Station to Coleman Avenue	Main Street (Bubble)	1,200	47	\$ 1,988,000	\$ 1,988,000	\$ 2,982,000
5	Matthew Street Extension from Reed Street to Brokaw Road	Local Connector Street	1,550	48	\$ 3,526,000	\$ 3,526,000	\$ 5,289,000
6	De la Cruz Boulevard from El Camino Real to Coleman Avenue	City Connector Street	1,500	103	\$ 1,312,000	\$ 1,312,000	\$ 1,968,000
7	De la Cruz Boulevard/Coleman Avenue from Reed Street to Brokaw Road	City Connector Street	2,450	104	\$ 2,142,000	\$ 2,142,000	\$ 3,213,000
8	Coleman Avenue from Brokaw Road to City of San Jose boundary	City Connector Street	950	82	\$ 830,000	\$ 830,000	\$ 1,245,000
9	El Camino Real from Madison Street to Harrison Street	Grand Boulevard	3,400	103	\$ 5,234,000	\$ 5,234,000	\$ 7,851,000
10	El Camino Real from Harrison Street to 800' south of Palm Drive	Grand Boulevard (Bubble)	2,300	100	\$ 4,679,000	\$ 4,679,000	\$ 7,018,500
11	El Camino Real from 800' south of Palm Drive to The Alameda	Grand Boulevard	2,400	99	\$ 3,646,000	\$ 3,646,000	\$ 5,469,000
<i>San Jose</i>							
12	Coleman Avenue from City of San Jose boundary to 600' south of Aviation Avenue	City Connector Street	1,700	82	\$ 1,487,000	\$ 1,487,000	\$ 2,230,500
					Total	\$ 29,649,000	\$ 44,473,500

Notes:

1. The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.
2. This Preliminary Opinion of Probable Cost ("OPC") is based on Perkins+Will Classification Map dated 1/29/19 and the baseline elements detailed therein for each classification. Classification costs that are within the station area "bubble" are assumed to be 50% more than standard classifications to reflect enhanced streetscape elements.
3. This OPC was prepared without City review and approval, and as such, may be subject to change during the City permitting process.
4. Underground non-pavement utilities such as, but not limited to, water, sanitary sewer, and gas are assumed to be at an adequate depth.
5. Projects listed as line items above do not include any contingency as a factor for the cost. Contingency was only applied towards the Construction/Engineering for Santa Clara Station Streetscape Improvements project as a whole.
6. Miscellaneous soft costs were applied individually to each project line item above. Soft costs were assumed to be 4% Admin, 4% Environmental, 15% Design, 15% Construction management.
7. Cost shown is based on 2019 dollars.
8. The assumed contingency covers not explored at the current stage. Items include but are not limited to:
 - Unknown improvements needed as part of the project (such as drainage improvements, pavement failure repair, landscaping/irrigation replacement, restriping, impacts to lighting/electrical, utility relocations that are not under franchise)
 - More costly approach to the design/construction of the improvements than anticipated
 - Environmental unknowns (contaminated soil, regulatory-required mitigations, high groundwater)
 - Unscoped right-of-way acquisition, including temporary permits
 - Federalizing the project and the additional costs of performing NEPA, coordinating with Caltrans
9. Streetscape improvements may require ROW acquisition where necessary to achieve the City of San Jose Complete Street Guidelines. ROW acquisition costs are not included as a factor within this OPC. The improvements assume existing curb-to-curb roadway dimensions.