Downtown San José TOD Access Study

Final Report





Prepared for Santa Clara Valley Transportation Authority (VTA) By Arcadis

February 2025

Acknowledgements

The Downtown San José TOD Access Study is funded by a Sustainable Transportation Planning Grant provided by the State of California Department of Transportation (Caltrans).

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1 Introduction

1.1 Study Background

The Santa Clara Valley Transportation Authority (VTA) Transit-Oriented Development (TOD) Program initiated an access planning study for the future Downtown San José BART station, which is one of the four stations being planned as part of the six-mile BART Silicon Valley Phase II (BSVII) Extension of the regional BART system from Berryessa/North San José through Downtown San José to the City of Santa Clara.

The Downtown San José TOD will be located on the "VTA block," which is a 5.25-acre site, of which 4.04 acres is currently owned by VTA and the remaining is privately owned by four owners. The VTA Block is located between Santa Clara Street and St. John Street between Market and 1st Streets.

The station area is currently being designed and will include ticketing and fare gates at street-level on Santa Clara Street, while the station's concourse and platforms will be underground. Passengers accessing the Downtown San José Station would use stairs, escalators, or high-speed elevators to travel to the tunnel's concourse level, approximately 65 feet below ground. From there, passengers can go down to a center platform, approximately 75 feet below ground, where they can catch trains west to Santa Clara, or east toward Oakland. With more transit options to and from San José, the planned TOD will also contribute to transitioning Downtown into a transit-oriented community.



1.2 Purpose of Report

The purpose of the Downtown San José TOD Access Study is to identify multimodal transportation improvements that will improve access to the future Downtown San José BART station for existing and future transit riders. The study analyzed existing and future conditions at the station, reviewed planning documents, and reviewed data relating to demographics and transportation networks. It also included an extensive community engagement process, walk audits of the study area, and a needs assessment to improve multimodal access. These findings informed a suite of proposed access improvements and transportation demand management (TDM) recommendations to reduce single-occupancy trips to the station and prioritize transit and active modes.





2 Existing Conditions

This section provides a review of existing planning documents and initiatives from the City of San José, the Santa Clara Valley Transportation Authority (VTA), and Bay Area Rapid Transit (BART), as well as a review of existing data relevant to the study area. The study area is defined by the area within 0.5 miles of the future Downtown San José BART station. Existing data reviewed for this task included information about population and employment density, median household income, communities of color, transportation networks, travel behavior, and vehicle volumes in the station area.

2.1 Document Review

Several Planning documents were reviewed to gather a comprehensive understanding of current planning initiatives and projects relevant to the Downtown San José BART Station including a discussion of how the plans or projects will impact and/or improve station access. A full list of the documents reviewed is provided in the table below.

Table 1. List of Documents Reviewed

Document Type	Name		
San José Planning Documents	Envision San José 2040		
	Better Bike Plan 2025		
	San José Downtown Transportation Plan		
	MOVE San José Citywide Access and Mobility Plan		
	Complete Streets Design Guidelines and Standards		
	San José Urban Village Plans		
	Vision Zero Action Plan		
	East San José Multimodal Transportation Improvement Plan – En Movimiento Plan		
	Reimagining Santa Clara Street Study		
	East Santa Clara Street Complete Streets Analysis for San José Department of		
	Transportation Staff		
VTA Planning Documents	VTA Complete Streets Policy		
	VTA Station Access Policy		
	VTA Transit Oriented Communities Policy		
	VTA Pedestrian Access to Transit Plan		
	VTA Countywide Bicycle Plan		
	Speed and Reliability Program		
	Visionary Network and Valley Transportation Plan 2050		
	Transit Oriented Communities Strategy Study – Downtown San José BART Station		
	Area Playbook		
	Design Development Framework (DDF) for Downtown San José BART Station Block		
	Downtown Light Rail Alternatives Analysis and Realignment Study		
	BART Silicon Valley Phase II Extension (BSVII)		
	BSVII Community Working Group Materials		



Document Type	Name	
BART Planning Documents	Station Access Policy	
	Multimodal Access Design Guidelines	

CITY OF SAN JOSÉ PLANNING DOCUMENTS

The project team reviewed ten documents produced by the City of San José. The City's planning documents provide context for the Downtown San José Station, including proximity to historic sites, key activity centers, and proposed improvements related to bicycle and pedestrian safety and connectivity. Ongoing planning and development initiatives by the city are likely to impact access needs and demand to the Station. Such plans include the Reimagining Santa Clara Street Study improvements which will reconfigure the adjacent street, and the Urban Village Plans which corresponds with residential and mixed-use growth.

VTA PLANNING DOCUMENTS

The project team reviewed 12 documents produced by VTA. The VTA's documents provided a vision for the region related to transit reliability, multimodal networks, and TOD. Several VTA documents provided design policies or guidelines to inform the development of compete streets, station access, and TOD, while others proposed improvements related to pedestrian and bicycle access. Most notably, VTA is leading the planning and design of the BART Silicon Valley Phase II Extension (BSVII), which includes development of the Downtown San José Station. Documents related to BSVII development informed on-site improvements and future site conditions.

BART PLANNING DOCUMENTS

The project team reviewed two documents produced by BART. Both documents, the Station Access Policy and Multimodal Access Design Guidelines, provided recommendations for pedestrian, bike, transit, and vehicular access. Of all modes to access the station, walking, bicycling, and transit/paratransit are priority within the design hierarchy, while personal automobile parking is the least prioritized. BART provides recommended standards by mode to accommodate waiting zones, walkways, bike parking, PUDO zones, and the delineation of space by mode.

2.2 Existing Data Review

The following maps assess the population and demographics around the future Downtown San José BART Station; existing and planned transportation networks include bicycle and pedestrian infrastructure; and vehicular traffic flows in the area.



2.2.1 Population Density

The total population within the half-mile study area is approximately 150,000 people. Most of the population resides in the eastern half of the study area, east of 1st Street. Within these tracts, the population ranges from 15,000 to 20,000. The San José State University campus is located in this portion of the study area, which likely accounts for the higher population density.



Figure 2. Population Density

Source: 2022 American Community Survey (ACS)



2.2.2 Ethnicity

Census data from the 2022 American Community Survey (ACS) 5-Year estimates indicate that a considerable portion of the population identifies as Latino. Approximately 25 – 50% of the population of each census tract within the study area identifies as Latino. In some instances, the Latino population composes more than 50% of the population, as shown in the southern portion of the study area. This information is important for understanding where community outreach materials or wayfinding signage may need to be translated into Spanish or another language.





Source: CalEnviroScreen 4.0



Regarding other ethnicities and races that do not identify as White, nor as Hispanic or Latino, the pattern is similar to the pattern observed on the previous map. Census tracts with populations where more than 50 percent of the population identifies as non-Hispanic Black, Indigenous, and People of Color (BIPOC) are heavily represented within the study area. Census tracts where the BIPOC population reaches upward to 75 – 100% of the population are located in the northeast quadrant and southern portion of the study area.





Source: CalEnviroScreen 4.0



2.2.3 Age

Only a small portion of the population is below the age of 18. At the low end, the percentage of the population below age 18 is less than five percent. The greatest number of minors are in the southwestern portion of the study area, south of San Carlos Street. It is important to understand where the population is below age 18, as this demographic category contains a significant portion of the population too young to drive. For these individuals, transit can be critical for traveling to school or work.

Figure 5. Percentage of the Population Under the Age of 18



Source: 2022 American Community Survey (ACS)



2.2.4 Commute Mode Share and Vehicle Availability

The percentage of the population taking transit to work is relatively low. This is due, in large part, to land uses that are not conducive to transit connectivity and an auto-centric transportation system in Santa Clara County. Across most census tracts within the study area, less than 10 percent of the population takes transit to work. This statistic is even lower in the northern portion of the study area, where less than 5 percent of the population takes transit to work. While this statistic is low, it may be due to infrequent service, unreliable service, or a lack of transit connections to where travelers live or need to go. It should also be noted that the percentage of the population taking transit to work within the study area is higher than Santa Clara County as a whole. In Santa Clara County, only 2.7% of the population is found to take transit to work, according to the most recent ACS. This is approximately 3.5 to 6.5 percent lower than what is observed within the study area. The addition of the Downtown San José Station will provide broader BART service, provide more transit route options for travelers, and connect them to places that were previously not easily accessible by transit. This has the potential to increase the number of transit riders even further within the study area and throughout the county.



Figure 6. Percentage of the Population Taking Transit to Work

Source: 2022 American Community Survey (ACS)



Figure 7 below shows the percentage of the population without access to a vehicle. The data shows that most of the population owns and has access to a car. However, there is a small percentage of residents that do not have vehicle access, particularly in the southern portion of the study area. In this area, between 4 and 6 percent of the population do not have access to a vehicle. This statistic is in alignment with the rest of Santa Clara County, as 5.8 percent of households in the County noted that they do not have access to a vehicle on the most recent American Community Survey (ACS). For individuals without access to a vehicle, reliable access to efficient transit is vital and provides access to healthcare, employment opportunities, and key destinations in the community.



Figure 7. Percentage of the Population Without Access to a Vehicle

Source: 2022 American Community Survey (ACS)



2.2.5 Socioeconomic Status

The median household income within the study area ranges significantly from \$47,000 to \$175,000 per year. The population living east of 1st Street earns between \$47,000 to \$75,000 per year. In contrast, the population living west of 1st Street earns between \$150,000 and \$175,000 per year. Median household income is an important metric to consider, as lower income households are more likely to be reliant on transit.



Figure 8. Median Household Income

Source: 2022 American Community Survey (ACS)



The trends reflected in Figure 8 of median household income above, correspond with Figure 9 below reflecting the percentage of the population living below 200% of the federal poverty level. Similar to the figure above, which indicated the population living east of 1st Street earns a lower annual income in comparison to the population living west of the corridor, the percentage of the population living in poverty is higher in the eastern portion of the study area. In this portion of the study area, the percentage of the population living in poverty can reach as high as 82 percent in the northeast. Poverty also reaches this level in the census tract south of San Carlos Street. In the southeast census tracts, poverty impacts 68 percent of the population.

Poverty is lower in the western portion of the study area. Poverty is lowest in the northwest of the study area, where poverty impacts less than 20 percent of the population. This statistic is slightly higher in the southwest portion of the study area, where poverty impacts approximately 40 percent of the population.



Figure 9. Percentage of the Population Living in Poverty

Source: CalEnviroScreen 4.0



2.3 Station Layout & Transit Service

Although the design of the future station is not finalized, initial concepts propose a main entrance along Santa Clara Street, an entrance from a new mid-block paseo that connects Market and 1st Streets and focused on pedestrian and cyclist access, and additional paseos or other walkways through the block. Existing transit service will serve the station most directly with bus routes along Santa Clara Street, and bus and light rail along 1st Street.

2.3.1 Transit Network

There are 11 transit routes operating within the study area. This includes two light rail routes, the Green Line, the event-Green Line, Blue Line, and event-Blue Line and 9 bus routes. Service for these routes is summarized below:

Route	Weekday Service Hours	Weekday Frequency (Minutes)	Weekend Service Hours	Weekend Frequency (Minutes)
Route 22	4:23 AM - 3:02 AM	15	4:32 AM - 3:06 AM	15
Route 23	5:26 AM – 1:33 AM	15	6:07 AM – 1:29 AM	15
Route 64A	5:11 AM - 12:28 AM	25	6:33 AM - 12:28 AM	30
Route 64B	5:33 AM - 7:48 AM	30	7:51 AM – 6:39 PM	60
Route 66	4:51 AM - 10:36 PM	15	5:18 AM - 11:52 PM	20
Route 68	4:10 AM - 11:45 PM	15	5:19 AM - 11:46 PM	20
Route 72	5:20 AM - 11:06 PM	15	6:04 AM - 10:51 PM	20
Route 73	5:23 AM – 10:39 PM	15	6:25 AM - 11:06 PM	20
Rapid 568	4:50 AM – 7:24 PM	27	No Service	n/a
Green Line	5 AM - 11:30 PM	15	5:58 AM - 11:30 PM	30
Blue Line	4:30 AM - 11:56 PM	15	5:09 AM - 11:56 PM	30

Table 2. Transit Route Summary



The transit routes described above are further summarized in Figure 10 below.



Source: Downtown Transportation Plan (P.48)



2.4 Bicycle and Pedestrian Network

This section provides an overview of the existing and proposed bicycle and pedestrian networks within the station area. The existing and proposed bicycle network is reviewed within the 1.5-mile radius of the station, while the pedestrian network is reviewed within a half-mile radius. These networks are being considered as they relate to how bicyclists and pedestrians can safely and efficiently arrive at the future station.

2.4.1 Bikeway Network

Figure 11 reflects the existing bikeways network within the 1.5-mile radius study area for bicycles. The Class I Bikeway along the Guadalupe River Trail is a major bicycle commute corridor and provides a protected central connection from north to south and connects to a larger citywide network of trails. Other bikeways in the area include:

- 6 miles of Class I bikeways, including the Guadalupe River Trail
- 26.6 miles of Class II bikeways along Santa Clara Street, Almaden Street, 4th Street, Park Avenue, and along the northern
 portion of 2nd Street
- 15.73 miles of Class III bikeways along St Johns Street, San Carlos Street, and 1st Street and 2nd Street approaching Downtown San José Station
- 9.04 miles of Class IV bikeways along San Fernando Street, 3rd Street, and 4th Street



Figure 11. Existing Bikeways

Source: City of San Jose Open Data Portal



Figure 12 reflects the bikeways proposed within the study area. The proposed network includes a total of 70.12 miles of new bikeways, including 37.57 miles of additional Class IV bikeways, 15.10 miles Class III bikeways, 8.87 miles of Class I bikeways, and 8.6 miles of Class I bikeways. These network improvements will add safer connections for bicyclists to and from Downtown San José Station, particularly along corridors with high vehicular traffic volumes, including San Fernando Street.

This map also highlights the projects initiated as part of the San José Better Bikeways – Phase II effort. Four projects are highlighted as part of this effort, the 10th and 11th Street Bikeway, 2nd and 3rd Street Bikeway, Protected Bikeways Upgrade, and the San Fernando Better Bikeways. The San Fernando Better Bikeways project will enhance the existing bikeway between Almaden Avenue and 11th Street and provide a safer, protected bikeway connection for bicyclists, as this corridor is the site of several bicyclist and pedestrian collisions. Improvements along this corridor include:

- The existing protected bikeway will be upgraded with concrete separation, including concrete planter boxes
- Traffic signals will be modified to better accommodate people riding bikes
- Protected intersections will be installed to slow vehicle speeds, shorten crossing distances for people walking, and increase visibility for everyone using the street
- The City of San José will make improvements between Market Street and 11th Street. Private development improvements
 will continue the bikeway between Market Street and Almaden Boulevard

The Downtown "Quick-Strike" projects along 2nd and 3rd Street will improve safety for people biking in the Downtown area by making the following safety improvements:

- Third Street and Fourth Street, Julian Street to Reed Street, and San Salvador Street, Fourth Street to Eighth Street: Replacing plastic posts with concrete islands and landscaping
- Second Street and Third Street (Second Street: Reed to Keyes and Third Street: William to Keyes): Upgrading the existing bike lanes by adding a frontage lane to serve as a bike boulevard, and to provide vehicle access to driveways and street parking (see image below for an example)
- Taylor Street and Mabury Road bikeway connection to BART: Upgrading plastic posts to concrete islands to enhance the connection between Downtown neighborhoods and the Berryessa BART station



Figure 12. Proposed Bikeways



Source: City of San Jose Open Data Portal



2.4.2 Pedestrian Network

There is a robust sidewalk network within the study area surrounding Downtown San José Station. There are nearly no gaps in the sidewalk network, aside from one segment on the southern side of St. John Street between N San Pedro Street and Market Street. However, an initial walk audit indicates that some crosswalks in the study area need to be restriped to improve pedestrian visibility. The existing sidewalk network and a 10-minute walkshed from the station is reflected in Figure 13 below. The 10-minute walkshed reflects how far a pedestrian could travel away from the station in 10-minutes.



Figure 13. 10-Minute Walkshed

Source: City of San Jose Open Data Portal



Figure 14 reflects the existing and priority pedestrian network within Downtown San José, including the Downtown San José Station study area. The map is derived from the San José Downtown Transportation Plan, adopted in 2022. The streets surrounding Downtown San José Station are highlighted as "Walk-Friendly Streets" by the plan. Walk–Friendly Streets include Santa Clara Street, San Fernando Street, and 1st Street. 3rd and 4th Street are highlighted as "Main Streets" where pedestrians have priority. The entirety of Santa Clara Street is designated as a Grand Boulevard, with transit priority along the segment running through the project study area. A small segment of Santa Clara Street, near the front of the proposed DTSJ Station entrance is designated as a Main Street. The Post Street Pedestrian Priority Improvements project will create a pedestrian only mall, near Downtown San José station. However, more streets surrounding the station should prioritize pedestrian travel, as these corridors are also higher vehicular traffic volumes.



Figure 14. Pedestrian Network

Source: Downtown Transportation Plan (P.54)



2.5 Bicycle and Pedestrian Collisions

2.5.1 Bicycle Collisions

A total of 309 collisions involving a bicycle occurred between 2019 and 2024 within the 1.5-mile radius. Moreover, 89 collisions involving a bicycle occurred within the half-mile study area during the same time period. Most collisions occurred along E Santa Clara Street, a high traffic volume corridor within the study area, and San Fernando Street. Only one fatality occurred within the study area, on Julian Street, near the SR 87 off-ramp. Six collisions resulting in severe injury occurred within the study area, with two occurring along Santa Clara Street near the intersections of 4th Street and 6th Street. This highlights that high traffic volumes and speeds, paired with a lack of protected bikeway infrastructure have created unsafe conditions for bicyclists along E Santa Clara Street. Most collisions occurred at intersections, where collision data indicates that vehicles did not stop for a red light or stop sign, causing them to hit a bicyclist. Protected bike infrastructure that reduces traffic speeds at intersections, ensures that vehicles will come to a complete stop, and improves bicyclist visibility, can help to reduce this number of collisions along this corridor.



Figure 15. Bike Collisions

Source: City of San Jose Open Data Portal



San Fernando Street is currently identified as the "designated" east-west bike route within the study area, given its location relative to the San José State Campus and Downtown. More protected bike infrastructure is present on this street, relative to Santa Clara Street. However, ten collisions still occurred on San Fernando Street during this time. Similar to collisions occurring on Santa Clara Street, most collisions occurred at intersections, where vehicles did not come to a complete stop. This shows that while protected infrastructure has made it safer for bicyclists to travel alongside vehicles on San Fernando Street, their safety still needs improvement at intersections. Additional study into the specific factors that may be contributing to crashes, including but not limited to traffic volumes and driver and bicyclist behaviors should be considered to mitigate future collisions.

Other collisions resulting in severe injury occurred at the intersection of 6th Street and St John Street, on Market Street near 1st Street, and on Julian Street near the SR 87 off-ramps. A high volume of collisions is recorded in the southern portion of the study area, near SR 280 between 1st and 11th Streets and between San Salvador and Keyes Streets. A cluster of collisions were also observed in the eastern portion of the study area, particularly on Julian and Santa Clara Streets. Looking outward to the 1.5-mile radius, a high volume of collisions occurred on Hedding Street, Taylor Street, and Park Avenue.



2.5.2 Pedestrian Collisions

A total of 84 collisions involving a pedestrian occurred between 2019 and 2024 within the study area. Most collisions occurred along E Santa Clara Street, a high traffic volume corridor within the study area, and San Fernando Street. Three fatalities occurred within the study area, with two occurring along E Santa Clara Street and another at the intersection of 4th Street and San Fernando Street. Thirteen collisions resulting in severe injury occurred within the study area, again mostly occurring at intersections along E Santa Clara Street. Pedestrian collision data indicates that these collisions occurred due to high vehicular speeds and cars not making a complete stop at intersections, where they then hit a pedestrian. This highlights a need for more protected pedestrian infrastructure along this corridor that improves pedestrian visibility and reduces traffic volumes. Other collisions resulting in severe injury occurred near the intersection of 6th Street and San Fernando Street, on 2nd Street near San Carlos Street, and at the intersection of San Carlos Street and Market Street.



Figure 16. Pedestrian Collisions

Source: City of San Jose Open Data Portal



2.6 Volumes

Preliminary engagement with the community indicates vehicular travel patterns surrounding the proposed station location. This data shows that the highest vehicle volumes were along Santa Clara Street, indicating that vehicles would likely primarily be entering the station and TOD site, particularly from the east, or from the west off SR 87. This trend is followed by high vehicle volumes along 1st Street from the north and south of the proposed station location. First Street is also a key corridor for transit travel.







2.6.1.1 Average Daily Traffic (ADT)

Average Daily Traffic (ADT) volumes range from 50 vehicles a day, in the lower end, to 1,500 vehicles per day at the high end. Most ADT falls within the 501 – 900 vehicles/day bucket throughout the 1.5-mile radius. The available ADT data indicates high traffic volumes along 10th and 11th streets.



Figure 18. Average Daily Traffic (2024)

Source: City of San Jose Open Data Portal



2.7 Access Patterns and Potential Issues

The station is expected to encounter high volumes of traffic from a variety of modes, and proactive management and planning for access to the station will help reduce conflict between modes and prioritize safety and efficiency. Access will also likely change over time because construction of the station and development of the property may occur in phases and require temporary detours or rerouting of cars, buses, or pedestrian and cyclist access. Community engagement and walk audits (covered in greater detail in Section 4) identified a lack of designated or available loading zones for cars as an issue in the project study area, which can block buses from accessing their stops or force cyclists to leave the safety of designated bike lanes to travel through the area. The sections that follow address the need for coordination of access and highlight tools that can be taken to prevent potential issues. Strategic design of streetscapes, traffic enforcement, communication between stakeholders, and signage and wayfinding are all part of a successful design toolbox and transportation management strategy.





COOLEGE BUILDE B

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03

Parking Garage P 🤿

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3 Future Conditions

The following section provides an analysis of future anticipated conditions for the Downtown San José Station. There are two primary, future conditions that impact the site and station access:

- 1. BART Silicon Valley Phase II Extension (BSVII) Project The future Downtown San José BART Station is currently in design and construction. On opening day of the facility (targeted for 2037), the station and proximate amenities and improvements for pedestrian, bike, and transit access will be available.
- **2. TOD Site Buildout** Post BSVII opening day, additional site development will occur, including planned buildings, paseos, station access points and circulation patterns.

The following sections provide an overview of the BSVII design, preliminary TOD site plans, circulation plans, and proposed recommendations from other projects and plans impacting the study area.

3.1 BART Silicon Valley Phase II Extension Project

The future Downtown San José BART Station is part of the six-mile, four-station BART Silicon Valley Phase II Extension (BSVII) from Berryessa North through downtown San José to the City of Santa Clara. The Station (BSVII project) will have an underground platform and street access on Santa Clara Street between Market and First Street (See Figure 19), The following sections provide an overview of the BSVII Basis of City Facility Design document and preliminary 60% design plans for the site.



Figure 19. Conceptual rendering of the station



3.1.1 Basis of City Facility Design

VTA's BART Silicon Valley Phase II Extension Project Underground Stations Basis of City Facility Design document was reviewed to ensure that the needs assessment and recommendations in this document were checked against those already being planned. The document includes conceptual plans for pedestrian, cyclist, and transit rider improvements at and around the three stations that are being planned in San José: 28th Street/Little Portugal, Downtown San José, and Diridon. The document also includes and references general design criteria such as assumptions for utilities, sidewalk widths, curb ramps, lane widths, and other specific components of the built environment. Relevant design criteria documents include but are not limited to:

- · City of San José Public Works Standard Specifications and Details (July 1992).
- San José Public Works Special Provisions (May 2018).
- · City of San José Complete Streets Design Standards and Guidelines (May 2018).
- California Manual of Uniform Traffic Control Devices (as of May 2024).
- VTA Transit Passenger Environnent Plan (2016)
- BSVII Stations Contract CP4 Volume 1 General Requirements

3.1.2 60% Design Plans

Along with the Basis of City Facility Design, the technical team reviewed 60% design plans for the station. These design drawings present the most recent and detailed designs for the mobility infrastructure improvements that are recommended, including items that might not be shown in other documents such as striping of lanes or intersection configurations. Improvements included in these plans are listed in Section 3.4 Proposed Projects.

3.2 TOD Site Buildout

As part of the Downtown San José Station Transit-Oriented Development, the Design Development Framework (DDF) for Downtown San José was produced in April 2021 and seeks to identify opportunities to ensure world-class Transit-Oriented Development is built on the 6-acre block co-located with the future Downtown San José BART Station, of which 74% of the block's property is owned by VTA. The framework provides design guidelines which include public realm activations, improvements for access and connectivity, urban character and public interfaces, historic podium, and social equity and environmental responsibility.

3.2.1 Design Recommendations

Design recommendations for the site are centered around making the station area more dense and more easily accessible for bicyclists and pedestrians. The DDF proposed that this would be accomplished in part by new, proposed alleyways and paseos off of Market and First Streets and directly across from the station, reflected in Figure 20. These paseos are intended to provide off-street, protected connections to transit platforms for pedestrians and bicyclists at the station.





Figure 20: Pedestrian Paseos (DDF 2021)

These proposed connections will be further enhanced by a larger pedestrian network surrounding the station along Market Street, St. John Street, Santa Clara Street, and on 1st Street. Connections proposed by the DDF shown in Figure 21 below, illustrate how pedestrians would be able to move throughout the immediate station area, reach transit stops and platforms, as well as open space.







It is also important to consider how other modes will access the station area, including emergency vehicles, delivery vehicles, and personal vehicles. The DDF highlights that parking or vehicular access should not be placed on streets with light rail or bus rapid transit. This would include 1st Street and Santa Clara Street, where light rail and bus rapid transit are prioritized, as well as St. John Street where bicyclist access will be prioritized. This presents a challenge for introducing a new PUDO location along the curbsides of the TOD block. Additionally, Santa Clara will have bus lanes on the outermost travel lanes and Market will have bikeways on both sides of the street.

Conflicts between bicyclists, pedestrians, and vehicles attempting to pick-up and drop-off passengers was highlighted by the public as one of the most significant challenges facing safe station access. There is an opportunity to move PUDO access underground at the new TOD parking garage and on the first floor of the San Pedro parking garage. Access to these parking garages will be located on Market Street. To mitigate conflicts between bicyclists and vehicles, a temporary raised protected bikeway will be placed on the east side of Market Street. Additionally, there is an opportunity to introduce flexible curbsides along Market Street, given the variety of travel and loading needs associated with this corridor. Flexible curbsides can accommodate changing curb needs, depending on the time of day, and special events within the community.

KEY TAKEAWAY:

Planned site circulation will allow for North and South entry to the BART station, and new passageways or paseos will create more opportunities for pedestrian and active modes within and surrounding the station's block. VTA should also consider implementing multimodal wayfinding signage that directs travelers to these new access points to ensure that they are easily identifiable and to create a seamless arrival to the station.



3.3 Circulation Plan

The proposed site plan must facilitate efficient access for multimodal travelers. This section discusses how vehicles, buses, bikes, and pedestrians will enter and exit the site, particularly along the corridors immediately surrounding the TOD. These corridors and their roadway typologies, as defined by the City of San José, are listed below:

Table 3. Roadway Classifications and Modes Supported

Corridor	City Roadway Classification	Modes Supported
Santa Clara Street	Grand Boulevard	Vehicle
		• Bus
		Pedestrian
1st Street	Grand Boulevard	Vehicle
		Light Rail
		• Bus
		Bicycle
		 Pedestrian
West St. John Street	On-Street Primary Bicycle Facility	Vehicle
		Bicycle
		Pedestrian
Market Street	Local Connector Street	- Vehicle
		- Bicycle
		Pedestrian


Specific access routes are also reflected by mode below:





Pedestrian Access: Pedestrians can access the station from Santa Clara Street, Market Street, 1st Street, and St. John Street, with sidewalks on each street. The future paseo connection between Market Street and 1st Street located at the southern third of the site is expected to be a fare-paid zone restricted for use by transit riders.

Bicycle Access: Bicyclists can access the station via the Class II bike lane¹ running along the Blue/Green Line on 2nd Street, Class IV separated bikeway² on Market Street, and Class III bike route³ on St. John Street. Parallel bikeways are also found on streets near the station. Bicyclists traveling through the site will likely be expected to walk (rather than ride) their bikes into the station entrance, and may also access the station using the mid-block paseo running through the site.

³ Class III Bike Routes are defined by Caltrans as providing, "shared use with pedestrian or motor vehicle traffic either to: (1) provide continuity to other bicycle facilities (typically Class II); or (2) designate preferred routes through high demand corridors. Established with bike route signs and shared roadway markings along the route". "Bikeway Facility Selection Guidance". Caltrans. 2020.



¹ Class II Bike Lanes are defined by Caltrans as providing, "a striped lane for one-way bike travel on a street or highway. Buffered bike lanes are separated by a marked buffer between the bike lane and the traffic lane or parking lane". "Bikeway Facility Selection Guidance". Caltrans. 2020.

² Class IV Separated Bikeways are defined by Caltrans as providing, "s for exclusive use of bicycles (cannot be used by pedestrians or vehicular traffic) and includes a horizontal and vertical separation (e.g., flexible posts, on-street parking, grade separation) required between the separated bikeway and through vehicular traffic". "Bikeway Facility Selection Guidance". Caltrans. 2020.

Transit Access: VTA light rail runs along 1st Street and 2nd Streets in the immediate station area. VTA bus service, specifically Line 23, runs along Santa Clara Street. Passengers arriving by light rail or bus and connecting to the BART system can utilize pedestrian or bike pathways as illustrated in the figure above to access the station.

Vehicle Access: Vehicles can travel to the station via Santa Clara Street, Market Street, St. John Street, or 1st Street, but Santa Clara Street will become a designated no stopping zone to prohibit passenger pick-up/drop-off and reduce conflict with transit access. A limited zone for ADA loading will be located on 1st Street to protect access for people with mobility limitations, and a driveway to a parking garage is located on the west side of Market Street.

3.4 Proposed Projects

In addition to the anticipated development described in the previous section, this access study includes consideration of roadway or access improvements that have already been proposed by other local or regional plans, as reviewed in the Existing Conditions phase. This section further summarizes key projects proposed within these plans to be incorporated into this access study's recommendations. These coordinated developments aim to transform the Downtown Station into a central hub connecting emerging residential, commercial, and public open spaces. To ensure the station's success, access points and pathways must prioritize seamless connectivity to these evolving corridors, fostering a vibrant and accessible urban environment.

3.4.1 BSVII Planned Improvements

As described above in Section 3.1 and 3.2, the future Downtown San José Station and surrounding TOD is currently in design, however several key on-site features are planned as part of this project for opening day. The following on-site projects are included as part of BSVII projects and will be installed by opening day:

- · New pedestrian paseo north of Santa Clara Street between Market Street and 1st Street
- · 200 secure bike lockers and 70 rack spaces along the new paseo
- Temporary Class IV separated bikeway on Market Street between St. John Street and Santa Clara Street
- Intersection improvements, including bike boxes and pavement markings, at the intersection of Market Street and St. John Street
- Santa Clara Street improvements:
 - » Sidewalk widening on the north side of Santa Clara Street. Widening to include planter boxes, trash receptacles, wayfinding kiosks and signage, benches, pedestrian-scale lighting, and other streetscape improvements
 - » Bus shelter at Santa Clara St and Market Street (NE corner), 2nd Street (SW corner), 1st (SW corner),
 - » Bulb out at Santa Clara Street and 2nd Street (NE Corner), 3rd Street (NW Corner)
 - » Updated signal timing to prioritize pedestrians and tactile warning surfaces at Market Street, 1st Street, 2nd Street.
 - » Repair and install high visibility crosswalks, restore curb ramps, and add pedestrian priority and leading pedestrian intervals to signal timing.



3.4.2 San José Better Bike Plan Projects

To support the city's goals of increasing bicycle mode share, this project builds on the framework established by the Better Bike Plan 2025. Proposed improvements and recommendations from this plan that are most relevant to the future Downtown San José BART Station include:

- Planned protected bike lanes along Market Street, S. 4th Street, E. San Carlos Street
- Planned bike lane along 1st Street between St. John Street and San Carlos Street, and 2nd Street between St. John Street and San Carlos Street
- Planned bike boulevard along W St. John Street between Almaden Boulevard and 2nd Street, and 2nd Street between St. John Street and W. Julian Street

The following projects are part of Better Bikeways – Phase II and within a quarter-mile of the project area:

- Downtown "QuickStrike" Protected Bikeway Upgrades from plastic bollards to concrete islands and landscaping along
 3rd Street and 4th Street
- San Fernando Better Bikeway:
 - » Enhance bikeways with concrete elements along San Fernando Street between Market and 11th Street
 - » Enhance bikeways with concrete elements along San Fernando Street between Market Street and Almaden Boulevard in coordination with Adobe and CityView Plaza private developments

These concepts have been further refined and expanded through targeted analysis and active community engagement to ensure they address the unique challenges and opportunities of the area.



3.4.3 San José Downtown Transportation Plan

Key performance indicators outlined in the plan emphasize reducing transit stress, improving bicycle and pedestrian connectivity, creating complete streets, and increasing access to employment opportunities within a 30-minute walk, bike ride, or transit trip. Short-term (2023-2027) projects include the installation of transit wayfinding, pedestrian lighting, and upgrades to Post Street and San Pedro Street to prioritize pedestrian access. Additionally, paseos along Post Street, San Pedro Street, and St. James Park will improve bicycle and pedestrian flow. In the mid-term (before BART opening), transit enhancements along Santa Clara Street and pedestrian upgrades on Fourth Street will further integrate the station with surrounding areas.



Figure 23. San José Better Bikeways Planned Improvements

Source: City of San Jose Open Data Portal





4 Community Engagement

4.1 Walk Audit

To further assess on-the-ground conditions for bicyclists and pedestrians, a walk audit was conducted on December 5, 2024, between 11 am and 1 pm. VTA staff and the consultant team participated, noting barriers, strengths, and observations. The walking route, shown in the figure below, covered some of the primary streets near the VTA block, including Santa Clara Street, 6th Street, San Fernando Street, Almaden Boulevard, St. James Street, 1st Street, and Market Street.



Figure 24 Walk Audit Route

Source: City of San Jose Open Data Portal



4.1.1 Walk Audit Key Findings

The strengths, barriers, and behavioral observations noted during the walk audit are summarized below in Table 4 below.

Table 4. Walk Audit Strengths and Barriers

	Pedestrian	Bicycle	Placemaking	Vehicle
Strengths	 Sidewalks were generally wide and well-paved Some crosswalks had temporary or permanent curb extensions to shorten pedestrian crossing length and slow vehicle speeds 	 Quality protected bikeways along San Fernando Street Some intersections have bike boxes, two-stage left turns, and green through lanes to improve bicyclist visibility 	 Pleasant landscaping, especially near new developments Public art and murals cultivating a strong sense of place in Downtown High pedestrian activity creating a sense of safety and "eyes on the street" during the daytime 	• n/a
Barriers	 Cracked or uneven sidewalks Some crosswalks with faded paint and no audio crossing signals Tactile pavers missing from major points of intersection with the train 	 The walk audit route generally lacked bike lanes, aside from on San Fernando Street 	 The walk audit route generally lacked bike lanes, aside from on San Fernando Street 	• n/a
Behavioral Observations	 Perceptions of safety in station area varies; homeless encampments giving the perception of a lack of safety 	 Bicycles, skateboards, and scooters riding on sidewalks, particularly near San José State University and San Pedro's Square 	• n/a	 Disorganized pick-up/drop- off (PUDO) activity on San Fernando Street and near City Hall Illegal parking and loading were occurring in bike lanes and vehicle travel lanes on San Fernando Street, near San Pedro's Square, and in bus stop zones near City Hall Drivers exiting quickly near some apartment buildings while students are walking on a main path of travel to school



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Figure 25: Behavioral observations included disorganized pick-up/drop-off/loading along the curb and individuals riding bikes, skateboards and scooters on the sidewalk even when a bike lane was present.



Figure 26: Barriers to walking and transit included limited real-time information at transit stops, uneven sidewalks, and long crosswalks with no pedestrian light or signal.



Figure 27: Strengths of the area included activated sidewalks, dedicated bike lanes, bike and pedestrian friendly intersections with bollards, curb extensions, and clear pavement markings.





4.1.2 Walk Audit Survey Summary

Participants also filled out a post-walk survey to rate various elements of their experience walking in the station area from 1-5 in four categories: safety, aesthetics, accessibility, and transfers.

SAFETY

The safety category of the survey included nine metrics related to lighting, pedestrian and bicyclist infrastructure, security, eyes on the street, and general perception of safety. The lowest scoring metrics were adequate lighting, clear safety signage, people-friendly traffic speeds and manners, and presence of security/police. In contrast, participants also noted good pedestrian infrastructure with wide sidewalks buffered by trees or street furniture in some areas.







AESTHETICS

The aesthetics category included five metrics related to sense of place, landscaping, the placement of pedestrian amenities, and an overall pleasant station area experience. Participants noted that this varied widely throughout the study area, but the presence of vacant buildings, unhoused people, trash/debris, unpleasant smells, and noise pollution made some areas unfriendly to pedestrians. It was also noted that pleasant landscaping and art pieces throughout the area contributed to a strong sense of place, but there were opportunities for colorful crosswalks and more wayfinding signage.



Figure 29: Average Aesthetics Scores

ACCESSIBILITY

The accessibility category included seven metrics related to sidewalks, pedestrian crossings, bicycle infrastructure, signage, curb ramps, and pick up-drop off activity. The lowest scoring metrics were high quality signage and streamlined parking and drop-off. As noted in the subsection above, pick-up/drop-off and loading activity occurred in illegal areas and walk audit participants noted a need for designated pick-up/drop-off areas.



Figure 30. Average Accessibility Scores



TRANSFERS

The transfers category included five metrics related to clear transit transfer signage, real-time information, shared seating and waiting areas, reduced distances for transfers, and seamless transfers between transit modes. The lowest scoring metrics were related to real-time information, shaded seating and waiting areas, and clear transit transfer signage. Participants noted that several transit sign cases were empty, and real-time information was only available on Santa Clara Street at select stops, with limited seating at stops throughout the study area.





SUMMARY

The figure below reflects the average score for each of the four categories measured on the walk audit survey. The transfer category scored the lowest, while the remaining three categories scored slightly higher and relatively similar in comparison. Based on the survey, there are opportunities to improve all four surveyed categories, but transit amenities at stops throughout the study area need the most improvement to facilitate transit use and improve connections for riders.







4.2 Pop-Up Events

The project team conducted two series of pop-up events. The purpose of the first round of engagement was to understand how community members travel downtown, what aspects of their route function well, and what improvements are needed. Information from that round of pop-ups was used to identify the types and locations of potential improvements to the area. In the second round of pop-ups, the team gathered more specific feedback on the range of potential on-site improvements at the future station and pedestrian and bicycle improvements in the surrounding area.

4.2.1 Pop-Up Round 1 Summary

In the first series, the team engaged with over 190 members of the public through conversations and interaction with a set of boards that mirrored an online survey. The pop-ups were held on:

- Event 1: December 2, 10am to 2pm Downtown Customer Service Center.
- Event 2: December 4, 6pm to 8pm BSVII Community Meeting/Open House.
- Event 3: December 6, 5pm to 9pm Culture Night Market Holiday Gift Fair.

During the pop-ups, participants were asked three sets of questions:

- To draw their route to the future station on a map.
- To list "pains" and "gains" of traveling downtown, identifying the elements that are currently working well within the project study area (0.5-mile radius), or could use improvement.
- To vote using sticker dots on which safety, comfort, and access station area improvements are most important to them.

Comments received at the pop-ups focused on themes of security, pedestrian safety, and bus service.

- · Participants enjoy Downtown's central location and proximity to restaurants, activities, and nightlife.
- They also appreciate multimodal travel options, but noted a need for more bus frequency or better-timed transfers.
- · Perceived lack of safety due to a range of factors was the most frequently-cited issue.

Detailed responses and data from the first round of pop-ups are included in Engagement Summary 1 in Appendix A.

4.2.2 Pop-Up Round 2 Summary

During the second round of pop-ups the team engaged with approximately 95 members of the public. The pop-ups were held on:

- Event 1: February 3, 10am to 2pm VTA Customer Service Center.
- Event 2: February 11, 10am to 2pm San Pedro Square.
- Event 3: February 13, 10am to 2pm San José City Hall.

During the pop-ups, participants were shown three maps of potential improvements (segmented into pedestrian, bicycle, and on-site categories) identified by the technical team. Participants were given stickers to place on the map for the improvements that they would like to prioritize. The top five improvements for each category are shown in the table below. The improvement numbers shown correspond with the full list of improvements shown in Section 6.



Table 5: Pop-ups Round 2 Voting Results – Pedestrian Improvements

Improvement Number	Improvement Type	Location	Event 1	Event 2	Event 3	Total Votes
28	Improved Lighting	San Fernando	3	5	5	13
11	Wayfinding	S. 6th Street	0	2	9	11
6	Curb Extension	Santa Clara & Third St.	6	0	3	9
32	Curb Restoration, Repair, Add Curb Ramps	Santa Clara & 4th	3	0	6	9
34	Speed Table	Santa Clara & 2nd	3	6	0	9

Table 6: Pop-ups Round 2 Voting – Bicycle Improvements

Improvement Number	Improvement Type	Location	Event 1	Event 2	Event 3	Total Votes
3	2-Stage left turn	Taylor & Coleman	1	6	2	9
4	Green through lanes	Taylor & Coleman	4	2	2	8
1d	Bike box with through lanes	Julian & 1st	3	3	1	7
2h	Bike box with 2-stage left turn	Santa Clara & 4th	4	1	2	7
2g	Bike box with 2-stage left turn	St John & 7th	4	1	1	6

Table 7: Pop-ups Round 2 Voting - On-Site Improvements

Improvement Number	Improvement Type	Location	Event 1	Event 2	Event 3	Total Votes
3	Pedestrian Paseo	VTA Block	7	6	7	20
7	Pedestrian Crossing Improvements	Santa Clara & 2nd	7	3	6	16
5	Pedestrian Crossing Improvements	Santa Clara & 1st	5	3	7	15
6	Bus Stop Improvement	Santa Clara & 2nd	9	1	5	15
1	Passenger Pick-Up/Drop- off	St. John	6	1	7	14

Detailed responses and data from the first round of pop-ups are included in Engagement Summary 2 in Appendix A.



4.3 Online Survey

To coincide with the first round of Pop-ups, the project team conducted an online survey that was promoted with mailers and posted on social media. The survey mirrored the set of boards from the first round of pop-ups presented at in-person events but also included a few additional questions. 170 members of the public responded to the online survey. The survey asked respondents to identify barriers to traveling in the study area today. The top 5 responses are shown in the table below:

Table 8: Top 5 Barriers Within the Study Area

Answer Choices	Responses (Percent)	Responses (Quantity)
I feel unsafe walking/biking through the area.	33.93%	57
I have to cross wide, busy streets	33.33%	56
Bike lanes do not protect cyclists from faster moving traffic.	29.76%	50
Vehicular traffic is too fast.	26.79%	45
The bus waiting areas need more seating, shelter or light.	25.60%	43

Participants were also asked which improvements would make it easier to access Downtown San José. The top 5 responses are shown in the table below.

Table 9: Top 5 Requested Improvements

Answer Choices	Responses (Percent)	Responses (Quantity)
More frequent bus service	47.62%	80
Better bus stops (shelters, benches, real-time bus arrival information)	39.88%	67
Bicycle lanes that have better separation from cars	35.71%	60
Dedicated bus lanes on Santa Clara Street	33.93%	57
Traffic calming (speed bumps, bulb-outs)	32.74%	55

In addition to the previous questions, we provided survey respondents an opportunity to provide open-ended responses to the question, "What else would make access to the future Downtown San José BART Station and surrounding development better?" The open-ended questions most frequently cited a need for more transit options (15 comments), improved cleanliness, comfort, and bus stop amenities (14 comments), and more mixed-use development (12 comments). A detailed summary of responses received from the online survey is included in the Engagement Round 1 summary in Appendix A.

4.4 Technical Advisory Committee Meetings

Two technical advisory committee (TAC) meetings were held to gather feedback from VTA and the City of San José about the proposed access recommendations. A recurring concern mentioned throughout the TAC meetings was a need for safe PUDO access. The TAC noted that Downtown San José Station is meant to be an "Urban Station" and therefore should require less vehicle access and no BART patron parking at the station. However, residents living at the TOD may still desire parking and some visitors may choose to be dropped off by car at the station. In an effort to help mitigate parking demand and conflicts between vehicles picking up or dropping off, the TAC recommended that parking and PUDO be placed below grade in the new TOD parking garage and on the first floor of the San Pedro Square parking garage located on the west side of Market Street. Clear signage and wayfinding that directs traffic to designated PUDO locations and helps transit riders navigate to and from the station will be critical for making connections between modes.



Several recommendations were also discussed to ensure that pedestrians and bicyclists can safely access Market Street, where vehicular travel will be concentrated. A temporary two-way cycle track will be constructed in the existing roadway on the east side of Market Street during construction, and then upgraded and made permanent following TOD construction. This protected two-way bikeway would be raised above grade from vehicular traffic and brought to sidewalk level, clearly designating a path of travel for both pedestrians and cyclists. A Class IV separated bikeway will also be implemented on the west side of Market Street upon TOD completion, which will allow for improved southbound through travel by cyclists who are not. Additionally, TAC members suggested incorporating e-bike parking at mobility hubs that may be implemented in the future, as many newer models have larger frames, tires, cargo holders, or seats to accommodate children that make them more challenging to park in narrower bike parking spaces or racks.

The TAC also highlighted the importance of understanding that the access of certain modes should be prioritized along certain corridors. For example, VTA highlighted that transit access should be prioritized along Santa Clara Street, in alignment with City and VTA goals. This means that most improvements proposed along Santa Clara Street will facilitate safe and efficient transit access and movement and rider access and on-street mobility. Vehicles will still be able to drive along Santa Clara Street after it is transformed into a "Grand Boulevard," as defined by the City's Downtown Transportation Plan. Grand Boulevards within the City of San Jose framework are a type of complete street with special treatments including enhanced landscaping, additional lighting, wider and more comfortable sidewalks, and identification banners that focus on public life and safe pedestrian access.

Given the frequency of transit vehicles traveling and stopping along Santa Clara Street, street space will be dedicated to transit instead of new bicycle facilities. Bicyclists will be directed to nearby corridors with existing or planned bike facilities, including 2nd Street, St. John Street, San Pedro Street, and Market Street. Modal access priorities for each corridor surrounding the TOD are discussed in more detail in Section 3.3 of this report.



w St John

Needs Assessment

5 Needs Assessment

The existing conditions report concluded with a summarized analysis of access patterns and issues gleaned from a background literature review, summary of ongoing projects, and data collection analysis. These findings, along with feedback gained from the first round of community engagement and walk audit results, paint a picture of access needs at the station.

5.1 Pedestrian Needs

A review of existing conditions and walk audit responses indicate that sidewalks were generally in good condition, creating a comprehensive pedestrian network with very few gaps. Walk audit respondents noted that sidewalks were wide and well-paved in the study area. Crosswalks sometimes were supplemented with temporary or permanent curb extensions to shorten the pedestrian crossing length and slow vehicle traffic speeds.

In contrast, walk audit participants noted that there were areas with cracked or uneven sidewalks. This can pose safety concerns for pedestrians tripping and travelers who may be using a wheelchair or mobility device. Additionally, the existing conditions review identified a few crosswalks with faded paint and no audio crossing signals. Tactile pavers were also missing from major points of intersection with the train. These pedestrian amenities help to increase pedestrian visibility and can help to mitigate conflicts between pedestrians and vehicles.

Figure 33: Uneven sidewalk pavement near SJSU



Figure 34. Crosswalk on San Fernando Street with no pedestrian crossing light. Trees provide shade during day but dark conditions at night with a need to improve lighting.



This is particularly important along corridors where a high number of collisions have been reported, including Santa Clara Street. Most of the collisions resulting in fatality or severe injury within the study area occurred along this corridor. Pedestrian collision data from Santa Clara Street indicates that pedestrian collisions occurred due to high vehicular speeds and cars not making a complete stop at intersections, where they then hit a pedestrian. Restriping crosswalks and adding pedestrian crossing beacons will help to improve pedestrian visibility and reduces collisions on the corridor.

Lastly, walk audit participants and community members engaged during outreach noted a lack of pedestrian-scale lighting. This can make pedestrians feel unsafe at night or early in the morning. Improved lighting within the study area will not only help improve pedestrian visibility at dimly lit hours of the day but also help to cultivate a feeling of safety.



5.2 Bicyclist Needs

The bicycle network within the extended 1.5 – mile study area is fairly comprehensive, with several upgrades to the network already planned. Several Class II bike lanes are proposed to be upgraded to Class IV separated bikeways, including along 4th Street, Park Avenue, Coleman Avenue, S. Almaden Blvd, and the southern portion of 3rd Street. Similarly, some existing Class III bike routes are proposed to be upgraded to Class II bike lanes, including along N. 1st Street, 2nd Street, and W. Virgina St. Currently, N 1st and 2nd Streets provide access to vehicles, busses, and light rail in addition to bikes. Upgrading the Class III bike route that exists to a painted Class II bike lane will help to more clearly designate space for bicyclists and improve their visibility as they approach the station from the north on 1st Street or south on 2nd Street.

San Fernando Street is currently identified as the "designated" east-west bike route within the study area, given its location relative to the San José State campus and Downtown. However, ten collisions still occurred on San Fernando Street during this time. This shows that while protected infrastructure, recommended by the San Fernando Street Bikeway Project, has made it safer for bicyclists to travel alongside vehicles on San Fernando Street, additional safety improvements are needed at intersections. Other connections that would benefit from upgraded bikeway infrastructure include St. John Street and Julian Street, which will become critical for bicyclists trying to access the station from the east and west.







5.3 Transit Access Needs

There are 11 transit routes operating within the study area. This includes two light rail routes, the Green Line, the event-Green Line, Blue Line, and event-Blue Line and 9 bus routes. Most transit routes have between 15- and 30-minute headways during the week and between 15- and 60-minute headways during the weekend. Routes operating on 15-minute headways are part of VTA's Frequent Network, which are considered a core part of VTA service, designed to offer service earlier and later in the day compared to other routes in the network, and are a particular focus for efforts to reduce travel time and increase reliability.

Bus route 64B operates the least frequent service both during the week and weekend, with 30-minute and 60-minute headways respectively. This route provides a critical east-west connection for transit riders to the station. Subsequently, this route has the second lowest ridership of all transit routes in the station area. Increasing transit frequencies along this route can attract more riders and boost ridership.

A review of existing conditions at bus stops indicates that most bus stops are marked with signage, have lighting nearby, have benches, and the minimum 5x8 boarding area. However, most bus stops do not have real-time transit displays or Braille signage available. Additionally, about half of bus stops do not have bus shelters or trash cans. The lack of real-time transit displays



can make people feel uncertain about how long they will be waiting for the next bus to arrive, thus impacting their likelihood of waiting at the station. Similarly, limited bus shelters can impact the likelihood of someone waiting for a bus during hot and rainy weather days. Adding these amenities to bus stops throughout the study area can help make waiting for transit feel more comfortable and safer, thus attracting new riders who may not have felt comfortable enough to take transit before.

Seven existing bus stops are directly adjacent to the future Downtown San José Station, located at the cross streets of 1St, Santa Clara, St. John, or Market Street. VTA's Transit Passenger Environment Plan (TPEP, 2016) classifies bus stops within the VTA service area into the four following categories: basic, core, major, or community destination. Bus stop classification is determined based upon the number of weekday daily boardings at each station. Basic bus stops receive fewer than 40 weekday boardings, core stops receive between 40 and 199 boardings, major stops receive over 200 weekday boardings, and community destinations are defined as major stops within a unique location within the community context. The TPEP then assigns a typical set of amenities that should be available to passengers according to the bus stop category.

The seven bus stops in the study area are essentially evenly split between basic (3), core (2), and major (2) stop categories. While most stops are generally compliant with the TPEP, several are missing one or two components. A review of the existing conditions is provided in Table 8. Cells in gray are amenities that are noted by the TPEP as "may be" provided but not required or not required at all. Note that trees are not mentioned as an amenity in the TPEP but were included as a part of this study's analysis to determine if stops have shaded areas available. Upgrades to these stops are expected to occur in tandem with redevelopment of the site.

Туре	Stop Name	Route(s)	Standard Bus Stop Sign	Real Time Information Decal	U-rack	Seating	Shelter System	Scheduled Stop Display/System Map	Tash Can	In-shelter lighting	Trees
Basic	1st & Santa Clara	72, 73	Х	Х	Х				Х		Х
Basic	1st & Saint John	72, 73	Х	Х		Х	Х		Х	Х	Х
Basic	1st & Santa Clara	66	Х	Х		Х	Х		Х	Х	Х
Core	1st & Santa Clara	568	Х	Х		Х			Х		Х
Core	Santa Clara & Market	22, 64A, 64B, 68	Х	Х	Х	Х	Х		Х		Х
Major	Santa Clara & 1st	22, 23, 64A, 64B	Х	Х	Х	Х	Х		Х		
Major	Santa Clara & 1st	500, 522	Х	Х	Х	Х	Х				

Table 10. Bus Stop Amenities Required by TPEP

All stops have a standard bus stop sign noting the available routes and a real-time information decal that provides a unique stop number and call-in information. Most stops had a nearby u-rack; however, several u-racks were across the street and deemed not proximate enough to be considered part of the stop. Most stops had additional features, not required for basic or core bus stops, such as shelters, seating, lighting, and tree shade nearby. However, for some major locations it was difficult to determine if all required components were in place.



Figure 36: Limited seating at bus stop on Santa Clara Street



Reconfigurations of streets along key corridors can provide opportunities for adding new amenities. For example, Santa Clara Street in its current configuration is shown in the cross section below.





The conceptual plans from Section 3.1.1 illustrate how the existing conditions will be reconfigured by reallocating street parking to other uses. BSVII plans include two westbound travel lanes, a median turn lane, two eastbound travel lanes, and reconfigured bus pads/transit loading zones on both sides of the street. Figure 39 below illustrates how an expanded 20-foot sidewalk on the north side of the street in front of the station allows for a mix of pedestrian travel and street furniture, including new bus shelters. The south side of the street would also gain additional space for a bus shelter and wider sidewalk, along with more space in the roadway for bus loading. These modifications will help reduce conflict at the curb and ensure that planned increases to bus frequencies along Santa Clara Street can be accommodated.





Figure 38. Santa Clara Street Planned Reconfiguration – BSVII Opening Day

5.4 Vehicular Access Needs

Approximately 70 percent of travelers within the study area travel by car. However, this station is designated as an "urban station" by the City of San José, meaning that the station will prioritize access for bicyclists, pedestrians, and transit. Some vehicle access will still need to be accommodated at the site, both for resident parking at the TOD and for passenger PUDO. To ensure that vehicle access doesn't interfere with multimodal access, particularly on corridors where transit, bicycle, and pedestrian travel are prioritized, vehicle access will be streamlined along Market Street. Vehicles will still be able to travel along corridors immediately adjacent to the station, including Santa Clara Street, 1st Street, and St. John Street. However, stopping and loading will be prohibited, with the exception of an ADA loading zone on 1st Street.

Pedestrian pick-up/drop-off areas are not currently designated in the site plans, and participants in walk audits of the downtown area observed a need for additional loading/unloading zones for both passengers and commercial trucks in several areas including on Almaden Street near San Pedro Square, San Fernando Street west of Market Street, around City Hall, and around San José State University at the intersection of 4th Street and San Fernando Street. The need for safe and designated pick-up/ drop-off areas was also mentioned by community members during outreach events and instances of unsafe PUDO activity are reflected in Figure 39 below.

To ensure that PUDO activity does not interfere with pedestrian or bicyclist access near the site, PUDO space can be allocated underground in the future TOD garage and the existing San Pedro parking garage. Additionally, pedestrian improvements such as bulb outs, leading pedestrian intervals, and signal retiming in the station area (covered in greater detail in Section 6.3 below) will help reduce conflict modes by increasing the visibility of pedestrians and making it easier and safer for drivers to navigate what will be a high activity area. Market Street will be reconfigured with a new bikeway, and new signage and striping to help drivers navigate the area will be necessary.



Figure 39: Pick-up/drop-off conflicts on San Fernando Street blocking bike lane and Market Street blocking travel lane.



Although the planned new paseo (on the north side of the station between Market Street and 1st Street, also covered in Section 6.3) will prioritize pedestrian and bicycle access, it will need to accommodate BART and PG&E maintenance vehicles.



Proposed Access

ARCADIS

6 Proposed Access Improvements

This section discusses station area improvements related to pedestrian, bicycle, transit, and vehicle access to the station. Pedestrian access improvements are proposed within the half-mile radius of the station, bicycle access improvements are proposed within the 1.5-mile radius of the station, and transit and vehicle access are proposed on-site at the station.

6.1 Pedestrian Access Improvement

This section provides an overview of improvements to the pedestrian network within the station's half-mile study area. Improvements range from curb extensions at intersections to improving lighting along entire corridors and providing amenities for pedestrians waiting at bus stops. Proposed improvements are reflected in Figure 40 below and described in greater detail in Table 11.

Figure 40: Locations of Proposed Pedestrian Improvements





Table 11: Proposed Pedestrian Access Improvements

Corridor	Project ID	Location	Proposed Improvement	Rationale
Santa Clara Street	P1	N Alameda Boulevard & Santa Clara Street	New Pedestrian Crossing West	 Assess the feasibility of installing an additional crosswalk to enable pedestrians on the east sidewalk to cross in a north- south or south-north direction. Turning vehicles frequently conflict with
		Sileet		pedestrians.
Santa Clara	20	Notre Dame	New Pedestrian Crossing East	 Assess the feasibility of installing an additional crosswalk to enable pedestrians on the west sidewalk to cross in a north- south or south-north direction.
Street	P2	Clara Street	• New Pedesthan Crossing East	 Turning vehicles frequently conflict with pedestrians.
				 A fatal collision was reported surrounding this intersection.
Santa Clara Street	P3	Almaden Avenue & Santa Clara Street	 Include audio walk signal 	 To improve accessibility and adherence to universal design principles, incorporate audio signaling devices at this intersection, especially as it connects to San Pedro's Square
			Curb Extensions (Bulb-Outs):	 Redesign this intersection to enhance pedestrian safety by reducing the time pedestrians spend exposed to vehicular traffic and increasing the extent of sidewalk or protected pedestrian areas, especially as the Blue/Green Lines run along 1st Street.
Santa Clara Street	P4	First Street & Santa Clara Street	 » Southwest corner (in coordination with TPEP- related enhancements) » Southeast corner (space pormitting) 	 This can be achieved through measures such as reconfiguring crossing distances, implementing a curb extension to shorten crosswalk length, or introducing refuge island.
			permitting)	 BSVII will widen sidewalk on northwest sideand bulb out northeast corner along Santa Clara St.
				 Several collisions are reported surrounding this intersection.
Santa Clara	DE	Second Street & Santa Clara Street	 Pedestrian Crossing Improvement: 	 As Santa Clara Street becomes a central E-W connection to and from the station assess the improvement of this intersection and include speed control features.
Street	25		» Install pedestrian refuge island on Santa Clara Street	 A fatal collision was reported surrounding this intersection.
				 Several collisions are reported surrounding this intersection.



Corridor	Project ID	Location	Proposed Improvement	Rationale
Santa Clara Street	P6	Third Street & Santa Clara Street	 Pedestrian Crossing Improvement: » Curb extension at southwest and northeast corner 	 Assess improving this intersection, considering 2-way direction street. Curb extension must not intervene with separate bicycle facilities. Taking parking lanes of both streets into account, a significant increase of the sidewalk area in every corner seems feasible. BSVII will extend curb at northwest corner. Existing Class IV bike lanes (striping and bollards) provide protection for pedestrians at southeast corner, but southwest and northeast corners could be improved. Several collisions are reported surrounding this interpretion.
Santa Clara Street	P7	4th Street & Santa Clara Street	 Pedestrian Crossing Improvement: » Curb extension at corners 	 Assess improving this intersection and include speed control features, considering 2-way direction street. Curb extension must not intervene with separate bicycle facilities. Several collisions are reported surrounding this intersection.
Santa Clara Street	P8	7th Street & Santa Clara Street	 Pedestrian Crossing Improvement: Install pedestrian refuge island 	 Pedestrians are required to cross five lanes of moving traffic and two lanes of parked vehicles, resulting in an excessive crossing distance and increased risk of interaction with vehicles. Assess improving this intersection and include speed control features. Several collisions are reported surrounding this intersection.
St. James Street	P9	First Street & St. John Street	 Include audio walk signal 	 To improve accessibility and adherence to universal design principles, incorporate audio signaling devices at this intersection, especially as the Blue/Green Lines run along First St.
6th Street	P10	From Santa Clara Street to San Fernando Street	 Include proper signage to distinguish pedestrian and cycling zones Sidewalk resurfacing Tree root management 	 Given the proximity to the university, sidewalks and pedestrian-only zones frequently experience the presence of cyclists and other non-motorized vehicles, resulting in shared-use conditions that require targeted management strategies. Walk audit findings determined that sidewalk was uneven, partly due to tree root growth and inconsistent sidewalk materials.



Corridor	Project ID	Location	Proposed Improvement	Rationale
Son Formanda		Market Street &	 Pedestrian Crossing Improvement 	 Merging streets create a width of the roadway at this intersection that requires pedestrians to cross a large expanse, increasing their exposure time to vehicular traffic and heightening safety risks.
Street	P11	San Fernando Street	Install pedestrian refuge island in coordination with the San	 Proximity to the park increases the volume of pedestrians crossing
			Fernando_Bikeway project concrete elements	 Drivers might fail to yield to pedestrians at marked crossings.
				 Several collisions are reported surrounding this intersection.
			 Pedestrian Crossing Improvement: 	
San Fernando	D12	3rd Street &	Install concrete pedestrian refuge islands on both ends	 The painted pedestrian refuge islands have not been effective in improving road safety.
Street	F IZ	Street	of San Fernando Street in coordination with the San Francisco Bikeway project concrete elements	 Several collisions are reported surrounding this intersection.
	P13	4th Street & San Fernando Street	Pedestrian Crossing Improvement:	The intersection experiences a high volume of student pedestrians crossing to access the university.
Street			Install pedestrian signals with exclusive crossing phases.	 Several collisions are reported surrounding this intersection.
			Rectangular rapid flashing beacon (RRFB)	 Coordination with the San Francisco Bikeway project concrete elements
	P14	5th Street & San Fernando	 Pedestrian Crossing Improvement Install pedestrian signals with 	 The intersection experiences a high volume of student pedestrians crossing to access the university.
San Fernando Street			exclusive crossing phases.	 Several collisions are reported surrounding this intersection.
			beacon (RRFB)	 Coordination with the San Francisco Bikeway project concrete elements
San Fernando Street	P15	4th Street to 7th Street	 Improved Pedestrian Scale Lighting 	 Walk Audit participants noted that the street felt dimly lit
			Pedestrian Crossing	 Merging streets create a width of the roadway at this intersection that requires pedestrians to cross a large expanse, increasing their exposure time to vehicular traffic and heightening safety risks.
San Carlos Street	P16	& San Carlos Street	Improvement Repair of high visibility 	 Crosswalk paint deteriorating and losing visibility
			crosswalks	 Drivers might fail to yield to pedestrians at marked crossings.
				 Several collisions are reported surrounding this intersection.



Corridor	Project ID	Location	Proposed Improvement	Rationale
San Carlos	P17	Second Street and San Carlos	 Bus Stop Improvements: Shelter Install trash can Install seating Algin with Transit Passenger Environmental Plan (TPEP) bus station amenity guidelines 	 69 boardings on a weekday A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area. For the specific rationale for each of the elements identified please review Quickstike project
San Carlos	P18	Market Street and San Carlos	 Bus Stop Improvements: » Shelter » Algin with TPEP amenity guidelines 	 44 boardings on a weekday A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area.
Post Street	P19	San Pedro Steet and Post Street	 High visibility crosswalks: Consider 'Rainbow Crosswalk' or other decorative elements in crosswalk design 	 Traffic at intersection often disregards crosswalks and pedestrians. The narrow width of Post Street reduces intersection visibility for moving traffic.
Post Street	P20	Almaden Avenue and Post Street	 High visibility crosswalks » Consider 'Rainbow Crosswalk' or other decorative elements in crosswalk design 	 Traffic at intersection often disregards crosswalks and pedestrians. The narrow width of Post Street reduces intersection visibility for moving traffic.
Post Street	P21	Market Street and Post Street	 High visibility crosswalks » Consider 'Rainbow Crosswalk' or other decorative elements in crosswalk design 	 High volume of traffic at Market Street often disregards crosswalks and pedestrians at the intersection. The narrow width of Post Street reduces intersection visibility for moving traffic.
Santa Clara Street	P22	5th Street and Santa Clara Street	 Bus Stop Improvements: » Shelter » Lighting » Install bench » Install trash can » Algin with TPEP bus station amenity guidelines 	 1,519 boardings on a weekday TPEP indicates full set of amenities A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area.
Santa Clara Street	P23	6th Street and Santa Clara Street	 Bus Stop Improvements: » Shelter » Install trash can » Align with TPEP bus station amenity guidelines 	 1,896 boardings on a weekday TPEP indicates full set of amenities A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area.
Santa Clara Street	P24	7th and Santa Clara Street	 Bus Stop Improvements: Shelter Lighting Install bench Install trash can Align with TPEP bus station amenity guidelines 	 248 boardings on a weekday TPEP indicates full set of amenities A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area.



Corridor	Project ID	Location	Proposed Improvement	Rationale
Paseo de San Antonio	P25	First Street and Paseo de San Antonio	 Bus Stop Improvements: » Shelter » Install bench » Install trash can » Align with TPEP bus station amenity guidelines 	 398 boardings on a weekday TPEP indicates full set of amenities A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area.
Paseo de San Antonio	P26	Second Street and Paseo de San Antonio	 Bus Stop Improvements: Install trash can Align with TPEP bus station amenity guidelines 	 804 boardings per weekday. TPEP indicates full set of amenities A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area.
Santa Clara Street	P27	Second Street and Santa Clara Street	 Bus Stop Improvements: Install Shelter Align with TPEP bus station amenity guidelines 	 369 boardings per weekday. TPEP indicates full set of amenities A review of existing conditions and feedback from community members indicated a need for improved transit passenger amenities at bus stops in the station area.
2nd Street	P28	Devine Street to San Carlos Street	Tactile Pavers	 Add tactile pavers for pedestrians approaching the light rail tracks Walk audit participants noted tactile pavers were missing on this segment of the light rail route
1st Street	P29	St. John	 Route 72 and 73 Bus Stop Improvements: Install u-rack on north side of street 	 8 boardings per weekdays TPEP indicates optional amenities apart from stop sign. Proximity to station suggest improved amenities. Aligns with TPEP Guidance for basic bus stops to have a u-rack.
1St Street	P30	Santa Clara (North)	 Route 568 Bus Stop Improvements: Install u-rack on north side of street 	 284 boardings per weekdays TPEP indicates full set of amenities Aligns with TPEP Guidance for basic bus stops to have a u-rack.
1St Street	P31	Santa Clara	 Route 66 Bus Stop Improvements: Install u-rack on east side of street 	 511 boardings per weekdays TPEP indicates full set of amenities Aligns with TPEP Guidance for basic bus stops to have a u-rack.



6.2 Bicycle Access Improvements

This section discusses bicycle access improvements along corridors and at intersections within the 1.5-mile buffer surrounding the station. Bicycle access improvements range from protected bikeways along key access corridors to bike boxes, two stage left turns, and green through lanes at intersections. The types of improvements recommended are defined below and listed in Table 10.



Figure 41: Class I Shared Use Path

Class I Shared Use Paths provide a completely separate right of way bike facility for the exclusive use of bicyclists and pedestrians.



Figure 42: Class II Bike Lanes

Class II Bike Lanes provide a striped bike lane for one-way bike travel on a street or highway.







Class III Bike Routes provide a signed, shared roadway that allows for shared use between bicyclists and pedestrians or motorists. Typically, bike routes are placed on lower volume roadways.

Figure 44: Class IV Protected Bikeway



Class IV Protected Bikeways are vertically physically separated from vehicle traffic. Protection and separation from traffic can be provided through grade separation, flexible posts, inflexible barriers, or on street parking.



Figure 45: Two Stage Left Turns



Two stage left turns offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right-side cycle track or bike lane, or right turns from a left side cycle track or bike lane.

Figure 46: Green Bicycle Transition Lanes



Green transition lanes provide a clear demarcation of the bicyclist through movements across an intersection. This treatment provides improved visibility for bicyclists, leads to more predictable bicyclist and motorist travel movements, and alerts motorists to expect and yield to merging bicycle traffic.



Figure 47: Bike Boxes



Bike boxes are designated areas at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.



Figure 48. Locations of Proposed Bicycle Access Improvements



Table 12: Bicycle Access Improvements

Corridor	Project ID	Location	Proposed Improvement	Rationale
Santa Clara Street	B1	Santa Clara Street & Montgomery Street	 Bike Box (All Legs of Intersection) 	Santa Clara Street will become a central E-W transit connection to and from the station. Improving bicyclist visibility at busy intersections will help to mitigate conflicts between busses and bicyclists trying to cross the corridor.
				this intersection.
Santa Clara Street	B2	Santa Clara Street & Barack Obama Blvd	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	 Santa Clara Street will become a central E-W connection to and from the station, thus increasing vehicular traffic along this corridor. Increased vehicle traffic can result in less safe biking conditions and therefore, improving bicyclist visibility is essential at busy intersections.
				 Several collisions are reported surrounding this intersection.
Santa Clara	B3	Santa Clara Street & S	Bike Box (on EB, WB, and SB Leas of Intersection)	 Santa Clara Street will become a central E-W connection to and from the station, thus increasing vehicular traffic along this corridor. Increased vehicle traffic can result in less safe biking conditions and therefore, improving bicyclist visibility is essential at busy intersections.
Street		Boulevard		 A bike box on the EB, WB, and SB legs of the intersection will put bicyclists ahead of traffic and let them cross the intersection first.
				 Several collisions are reported surrounding this intersection.
The Alameda	В4	Taylor Street to Montgomery Street	Class IV Bikeway	 San José Better Bike Plan
The Alameda	В5	The Alameda & Lenzen Avenue	 Bike Box (EB, WB, and SB Legs of Intersection)Protected Intersection: two stage left turns and curb extensions with bollards 	 This intersection serves as the entrance to Hester School and increasing bicyclist visibility would help to mitigate collisions for students, parents, and staff entering and exiting school. Several collisions are reported surrounding this intersection.
The Alameda	B6	The Alameda & Race Street	 Bike Box (All Legs of Intersection) Protected Intersection: Green Through Lanes 	 Four lanes approach this intersection: with two approaching from the south and the other two on the eastern and western sides of the intersection. This irregular intersection shape can be overwhelming to bicyclists and drivers. Placing bicyclists ahead of vehicles at the intersection will improve their visibility and let them cross first. Several collisions are reported surrounding this intersection.



Corridor	Project ID	Location	Proposed Improvement	Rationale
St. John Street	В7	Montgomery Street to 4th Street	Class IV Bikeway	 A high number of collisions were reported along this corridor between 2019 – 2022. A Class III bikeway is proposed along this corridor, as part of San José Better Bike Plan, however, St John Street will become a central E-W connection to and from the station. San José Better Bike Plan
St. John Street	B8	4th Street to 18th Street	Class III Bikeway	 San José Better Bike Plan
St. John Street	В9	18th Street to 24th Street	Class I Bikeway	 San José Better Bike Plan ESJ MTIP 5 Wounds Urban Village
St. John Street	B10	St. John Street & 4th Street	Two Stage Left Turn	 St. John Street will become a central E-W connection to and from the station, thus increasing vehicular traffic along this corridor. Increased vehicle traffic can result in less safe biking conditions and therefore, improving bicyclist visibility is essential at busy intersections. Adding a two-stage left turn can give bicyclists more time to make their turn, separated from vehicular traffic.
St. John Street	B11	St. John Street & 7th Street	 Bike Box (All Legs of Intersection) Green Through Lanes 	 St John Street will become a central E-W connection to and from the station, thus increasing vehicular traffic along this corridor. Increased vehicle traffic can result in less safe biking conditions and therefore, improving bicyclist visibility is essential at busy intersections. Several collisions are reported surrounding this intersection, including one resulting in severe injury.
St. John Street	B12	St. John Street & 8th Street	 Bike Box (All Legs of Intersection) 	 St. John Street will become a central E-W connection to and from the station, thus increasing vehicular traffic along this corridor. This intersection serves as an entrance to St. Patrick School. Improving bicyclist visibility at this intersection will make it safer for students, parents, and staff to enter and exit school.
St. John Street	B13	St. John Street & 9th Street	 Bike Box (All Legs of Intersection) 	 Increased vehicle traffic can result in less safe biking conditions and therefore, improving bicyclist visibility is essential at busy intersections. This intersection serves as an entrance to St. Patrick School. Improving bicyclist visibility at this intersection will make it safer for students, parents, and staff to enter and exit school.



Corridor	Project ID	Location	Proposed Improvement	Rationale
St. John Street	B14	St. John Street & 10th Street	 Bike Box (All Legs of Intersection) 	 St. John Street will become a central E-W connection to and from the station, thus increasing vehicular traffic along this corridor. Increased vehicle traffic can result in less safe biking conditions and therefore, improving bicyclist visibility is essential at busy intersections. Several collisions are reported surrounding
				this intersection, including one resulting in severe injury.
Taylor Street	B15	The Alameda to 1st Street	Class IV Bikeway	San José Better Bike Plan
Taylor Street	B16	1st Street to 17th Street	Class IV Bikeway	 A Class IV bikeway is currently proposed by the San José Better Bike Plan up until 1st Street. However, continuing this bikeway along this corridor will maximize connectivity of the protected bikeway network.
				Taylor Street will provide a central E-W connection to and from the station and bicyclists would benefit from more protected bike infrastructure along a high traffic volume corridor.
				 In segments where Taylor Street runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access.
				San José Better Bike Plan
Taylor Street	B17	Taylor Street & Coleman Avenue	Two Stage Left Turn	 at this intersection. This location is a major intersection, with several lanes approaching the intersection on all four sides. A two-stage left turn will improve bicyclist visibility and give bicyclists some extra time to cross the intersection ahead of vehicles.
Taylor Street	B18	Taylor Street & Walnut Street	Green Through-Lanes	 A collision resulting in severe injury occurred at this intersection. This location is a major intersection, with several lanes approaching the intersection on all four sides. A two-stage left turn will improve bicyclist visibility and give bicyclists some ovtra time to prove the interpretion.
				ahead of vehicles.


Corridor	Project ID	Location	Proposed Improvement	Rationale
Taylor Street	B19	Taylor Street & Guadalupe Parkway	 Bike Box (EB and WB Legs of Intersections) Green Through-Lanes 	 This intersection also serves as the entrance and exit to SR 87. Vehicles can exit from the freeway at high speeds and vehicles turning onto the freeway may ignore bicyclists. A bike box and green through-lanes will improve bicyclist visibility, help to dedicate space for bicyclists to travel across the intersection, and give them a head start ahead of cars.
Taylor Street	B20	Taylor Street & N San Pedro	 Bike Box (All Legs of Intersection) 	There are already painted bike lanes on the eastern side of this intersection. Adding a bike box will improve bicyclist visibility at the intersection, particularly as they get closer to the station area.
Taylor Street	B21	Taylor Street & 1st Street	 Bike Box (EB and WB Legs of Intersection) Green Through-Lanes 	 Both Taylor Street and First Street are planned to become central access corridors to the station area. Improving bicyclist visibility and dedicating street space through an intersection will help ensure that bicyclists can cross the intersection safely. This intersection crosses rail tracks and green through lanes can help bicyclists visualize where they should cross the intersection.
Taylor Street	B22	Taylor Street & 4th Street	 Bike Box (All Legs of Intersection) Green Through-Lanes 	 Both Taylor Street and First Street are planned to become central access corridors to the station area. Improving bicyclist visibility and dedicating street space through an intersection will help ensure that bicyclists can cross the intersection safely. Several collisions occurred at this intersection.
Taylor Street	B23	Taylor Street & 10th Street	 Bike Box (All Legs of Intersection) 	 Intersection is part of Central Bikeway alignment Painted bike lanes and green through lanes already exist along 10th Street, adding a bike box on all four sides of the intersection, will help to further improve bicyclist visibility. Several collisions occurred near this intersection.
Taylor Street	B24	Taylor Street & 11th Street	 Bike Box (EB, WB, and North Legs of Intersection) 	 Intersection is part of Central Bikeway alignment Painted bike lanes and green through lanes already exist along 10th Street, adding a bike box on all four sides of the intersection, will help to further improve bicyclist visibility.
San Pedro Street	B25	Hedding Street to Mission Street	Class III Bikeway	San José Better Bike Plan
San Pedro Street	B26	Mission Street to Taylor Street	Class IV Bikeway	San José Better Bike Plan



Corridor	Project ID	Location	Proposed Improvement	Rationale
San Pedro Street	B27	Taylor Street to Coleman Avenue	Class III Bikeway	 San José Better Bike Plan
				San José Better Bike Plan
1st Street	1st Street B28 T		Class IV Bikeway	 In segments where ist street runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access.
1st Street	B29	San Carlos Street to San Salvador Street	Class III Bikeway	 San José Better Bike Plan
2nd Street	B30	Julian Street to St John Street	Class III Bikeway	San José Better Bike Plan
2nd Street	B31	St John Street to San Carlos Street	Class II Bikeway	 San José Better Bike Plan
				San José Better Bike Plan
2nd Street B32		William Street to Keyes Street	 Class IV Bikeway 	 In this segment of 2nd street, which runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access.
2nd Street	B33	2nd Street &	 Bike Box (NB, SB, and WB Legs of Intersection) 	 2nd Street is planned to become a central access corridor to the station area, improving bicyclist visibility at intersections along this corridor will create a safer experience for bicyclists accessing the station.
		Julian Street	Two Stage Left Turn	 A painted green bike lane already exists on 2nd Street, adding a bike box will place bicyclists ahead of vehicles at the intersection and the two-stage left turn will give bicyclists extra time to make their turn.
				San José Better Bike Plan
3rd Street	B34	William Street to Keyes Street	Class IV Bikeway	 In this segment of 3rd street, which runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access.



Corridor	Project ID	Location	Proposed Improvement	Rationale
4th Street	B35	Younger Avenue to Hedding Street	Class IV Bikeway	 San José Better Bike Plan In this segment of 4th street, which runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access.
4th Street	B36	Jackson Street to Santa Clara Street	Class IV Bikeway	 In segments where 4th Street runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access. San José Better Bike Plan
7th Street	B37	Hedding Street to Mission Street	Class II Bikeway	 San José Better Bike Plan
7th Street	B38	Mission Street to Empire Street	Class III Bikeway	 San José Better Bike Plan
7th Street	B39	San Salvador Street to Humboldt Street	Class IV Bikeway	 In this segment of 7th street, which runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access. San José Better Bike Plan
13th Street	B40	Santa Clara Street to San Fernando Street	Class III Bikeway	 San José Better Bike Plan
16th Street	B41	San Fernando Street to William Street	Class III Bikeway	 San José Better Bike Plan
17th Street	B42	Santa Clara Street to San Salvador Street	Class III Bikeway	San José Better Bike Plan
18th Street	B43	Empire Street to St John Street	Class III Bikeway	San José Better Bike Plan
21st Street	B44	St James Street to St John Street	Class III Bikeway	San José Better Bike Plan



Corridor	Project ID	Location	Proposed Improvement	Rationale
24th Street	B45	Julian Street to St. John Street	Class III Bikeway	San José Better Bike Plan
Coleman Avenue/ Market Street	B46	Hedding Street to San Carlos Street	Class IV Bikeway	 San José Better Bike Plan
Market Street	B47	San Carlos Street to Reed Street	Class II Bikeway	San José Better Bike Plan
Humboldt Street	B48	1st Street to 3rd Street	Class II Bikeway	San José Better Bike Plan
Julian Street	B49	The Alameda to Almaden Avenue	Class IV Bikeway	 In segments where Julian Street runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access.
Julian Street	B50	Julian Street & 3rd Street	 Bike Box (NB, SB, and WB Legs of Intersection) 	 A painted green bike lane already exists on 3rd Street, adding a bike box will place bicyclists ahead of vehicles at the intersection, further improving visibility.
Julian Street	B51	Julian Street & 4th Street	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	 A collision occurred at this intersection. A painted green bike lane already exists on 4th Street, adding a bike box will place bicyclists ahead of vehicles at the intersection, further improving visibility. A collision occurred at this intersection.
Julian Street	B52	Julian Street & 7th Street	 Bike Box (All Legs of Intersection) 	 A painted green bike lane already exists on 7th Street, adding a bike box will place bicyclists ahead of vehicles at the intersection, further improving visibility. A collision occurred at this intersection.
Julian Street	B53	Julian Street & 10th Street	 Bike Box Two Stage Left Turn 	 A painted green bike lane already exists on 10th Street, adding a bike box will place bicyclists ahead of vehicles at the intersection, further improving visibility. A collision occurred at this intersection.
Julian Street	B54	Julian Street & 11th Street	• Bike Box	 A painted green bike lane already exists on 11th Street, adding a bike box will place bicyclists ahead of vehicles at the intersection, further improving visibility. Collisions resulting in fatality and severe injury occurred near this intersection.



Corridor	Project ID	Location	Proposed Improvement	Rationale	
Julian Street	B55	Julian Street & 17th Street	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	 A painted green bike lane already exists on 17th Street, adding a bike box will place bicyclists ahead of vehicles at the intersection and the two-stage left turn will give bicyclists extra time to make their turn. A collision resulting in severe injury occurred 	
				at this intersection.	
Almaden Avenue	B56	Julian Street to St John Street	Class III Bikeway	San José Better Bike Plan	
Almaden Boulevard	B57	St John Street to Carlysle Street	Class II Bikeway	 San José Better Bike Plan 	
Montgomery Street	B58	San Fernando Street to Santa Clara Street	Class IV Bikeway	 A Class III bikeway is currently proposed by the San José Better Bike Plan up until San Fernando Street. However, this portior of Montgomery Street is a central access corridor to Diridon Station. A continued protected connection would make biking safer when entering and exiting the station A collision resulting in severe injury occurre at this section of Montgomery Street. 	
				San José Better Bike Plan	
Barack Obama Boulevard	B59	Santa Clara Street to San Carlos Street	Class IV Bikeway	 San José Better Bike Plan 	
Bird Avenue	B60	San Carlos Street to Fisk Avenue	Class IV Bikeway	San José Better Bike Plan	
Sunol Street	B61	The Alameda to Park Avenue	Class II Bikeway	San José Better Bike Plan	
Sunol Street	B62	Park Avenue to Auzerais Avenue	Class III Bikeway	 San José Better Bike Plan 	
Meridian Avenue	B63	Park Avenue to San Carlos Street	Class IV Bikeway	 San José Better Bike Plan 	
Gifford Avenue	B64	San Fernando Street to Auzeraid Avenue	Class III Bikeway	 San José Better Bike Plan 	
Delmas Avenue	B65	Santa Clara Street to Auzerais Avenue	Class II Bikeway	 San José Better Bike Plan 	



Corridor	Project ID	Location	Proposed Improvement	Rationale	
Race Street	B66	The Alameda to Auzerais Avenue	Class IV Bikeway	San José Better Bike Plan	
Hawthorne Way	B67	San Pedro Street to 1st Street	Class III Bikeway	San José Better Bike Plan	
Laurel Grove Lane	B68	San Fernando Street to Park Avenue	Class III Bikeway	 San José Better Bike Plan 	
Dupont Street	B69	Park Avenue to San Carlos Street	Class III Bikeway	 San José Better Bike Plan 	
Hobson Street	B70	San Pedro Street to 1st Street	Class III Bikeway	 San José Better Bike Plan 	
Jackson Street	B71	1st Street to 9th Street	Class III Bikeway	San José Better Bike Plan	
San Antonio Street	B72	17th Street to 23rd Street	Class III Bikeway	 San José Better Bike Plan 	
San Fernando Street	B73	San Fernando Street & San Pedro Street	 Bike Box (All Legs of Intersection) 	 A class IV bikeway already exists on San Fernando Street. Adding a bike box at this intersection will help to further improve bicyclist visibility at this intersection. Several collisions were reported at this intersection 	
San Fernando Street	B74	San Fernando Street & Market Street	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	 A class IV bikeway already exists on San Fernando Street. Adding a bike box at this intersection will help to further improve bicyclist visibility at this intersection. Several collisions were reported at this intersection, including one resulting in severe injury near this intersection. 	
Gregory Street	B75	SR 280 to Fuller Avenue	Class III Bikeway	San José Better Bike Plan	
Helen Street	B76	Gregory Street to Drake Street	Class III Bikeway	 San José Better Bike Plan 	
Fuller Avenue	B77	Gregory Street to Drake Street	Class III Bikeway	San José Better Bike Plan	
Drake Street	B78	Fuller Avenue to Virgina Street	Class II Bikeway	San José Better Bike Plan	
Virginia Street	B79	Drake Street to 17th Street	Class II Bikeway	 San José Better Bike Plan 	



Corridor	Project ID	Location	Proposed Improvement	Rationale	
Delman Avenue	B80	Marshall Avenue to Virginia Street	Class III Bikeway	 San José Better Bike Plan 	
Willow Street	B81	Prevost Street to Harliss Avenue	Class IV Bikeway	 In segments where Willow Street runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access. San José Better Bike Plan 	
Willow Street	B82	Lick Avenue to Almaden Avenue	Class III Bikeway	 In segments where Willow Street runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access. San José Better Bike Plan 	
Graham Avenue/ Keyes Street	B83	Almaden Avenue to 14th Street	Class IV Bikeway	 San José Better Bike Plan 	
Goodyear Street	B84	Lick Avenue to Graham Avenue	Class II Bikeway	San José Better Bike Plan	
Harliss Avenue	B85	Virginia Street to Humboldt Street	Class III Bikeway	San José Better Bike Plan	
Palm Street	B86	Grant Street to Virginia Street	Class III Bikeway	San José Better Bike Plan	
Vine Street	B87	Grant Street to Humboldt Street	Class IV Bikeway	San José Better Bike Plan	
Grant Street	B88	Palm Street to Vine Street	Class IV Bikeway	San José Better Bike Plan	
Grant Street	B89	Vine Street to Almaden Avenue	Class II Bikeway	 San José Better Bike Plan 	
Reed Street	B90	1st Street to 11th Street	Class II Bikeway	San José Better Bike Plan	
Bassett Street	B91	SR 87 to 2nd Street	Class III Bikeway	San José Better Bike Plan	
Guadalupe River Trail	B92	Minnesota Avenue to Edwards Avenue	Class I Bikeway	San José Better Bike Plan	



Corridor	Project ID	Location	Proposed Improvement	Rationale
Hanchatt Avenue	B93	Park Avenue to The Alameda	Class III Bikeway	San José Better Bike Plan
Lincoln Avenue	B94	Park Avenue to Savaker Avenue	Class IV Bikeway	 In segments where Lincoln Avenue runs through a residential area, consider placing the class IV bikeway on the outermost lane, separating it with bollards from on street parking, which can be placed between the bike lane and the travel lane. Spaces between bollards can be used to accommodate for driveway access. San José Better Bike Plan
William Street	B95	16th Street to 21st Street	Class III Bikeway	 San José Better Bike Plan
Hedding Street	B96	Coleman Ave to 10th /11th Street	Class IV Bikeway	Central Bikeway



6.3 On-Site Improvements

On-site improvements described below (O1-O4) were generated based on the BART Silicon Valley Phase II Extension Project Underground Stations Basis of City Facility Design document. This document includes conceptual plans for pedestrian, cyclist, and transit rider improvements at and around the future station. In order to distinguish these improvements from others recommended for the area they are summarized separately from those listed in the previous sections.

6.3.1 Infrastructure Improvements

On-site improvements focus on improving access for pedestrians, bicyclists, and drivers entering and exiting the station. The proposed TOD project is expected to increase multimodal traffic within the station area. The proposed access improvements will help to maximize visibility for pedestrians and bicyclists, as well as streamline access for residents accessing the TOD and travelers visiting the station. On-site infrastructure improvements are reflected in the figure and table below.

Figure 49: Locations of Proposed On-Site Infrastructure Improvements





Table 13: Proposed Infrastructure Improvements

Corridor	Project ID	Location	Proposed Improvement	Rationale
		St. John Street to Santa Clara	 Raised two-way sidewalk-level Class IV Bikeway 	 Temporary Class IV bikeway is included in existing station access plans.
Market Street	O1			 Propose replacing it with upgraded facility during later phase of redevelopment
Market Street		Street on east side		 Provide connectivity between proposed facilities on St. John St and Santa Clara St.
				 Bikeway is to be in place until DDF/TOD construction
Almaden Avenue	02	Between St. John Street and Santa Clara Street	 Additional designated commercial loading zones or flexible curbside spaces 	 Commercial loading observed blocking travel lanes during walk audits.
Santa Clara Street	O3	6th Street	 Designated passenger pick- up/drop-off area 	 Lack of passenger pick-up/drop-off for City Hall may be for security purposes, but it creates conflicts with buses and bikes when cars stop in no stopping zones.
San Fernando Street	04	4th Street	 Designated passenger pick- up/drop-off area 	 Cars blocking bike lanes observed during walk audit.





7 Transportation Demand Management (TDM) Recommendations

With the development of TOD at the VTA Block comes the potential for increased traffic demand at the station and surrounding area in an already busy downtown. This section presents a summary of strategies to reduce single-occupancy trips and relieve traffic congestion and parking demand at the station site. VTA provides guidance on TDM strategies at new TOD developments in the VTA TOD TDM Policy, which is an appendix within VTA's Transit Oriented Communities Policy (2024).

Following this guidance, points were assigned to each strategy depending on the land use type of the TOD and the strategy's efficiency. Downtown San José Station can be classified as a "Visitor – End Use" land use by VTA, due to its location within an urban center where travelers will primarily be accessing retail, restaurants, and entertainment. Although residential use is provided at the TOD, most visitors will be utilizing the future development to access the surrounding downtown San José area. The following recommendations and their scoring, provided below, should be considered in an effort to reduce single-occupancy trips to the station and future TOD.

Table 14: TDM Strategies

Recommendation	VTA Strategy	VTA Category	Recommended Points
Prioritize the provision of bicycle parking at the station. Bike lockers and racks should be provided close to the station entrance for transit riders and TOD residents. This can also reduce the need for bikes on transit.	Bicycle Parking	Active-2	1
Consider expanding bicycle share programs for station visitors and community members. The proximity of the station to San José State University provides an opportunity to further encourage trips by active transportation to and from the station. Bicycle share facilities can integrate with transit services to help fulfill first/last mile connections to and from transit for passengers. The nearest bike share docks are located at St. James Park, along Santa Clara Street, and in San Pedro Square.	Provide Bike Fleet, Bike Share	MAAS-2	1
Provide free or reduced cost monthly VTA transit passes for TOD residents. The purpose of this is to introduce the new residents of the area to VTA services in their vicinity and encourage travel by transit and active transportation modes. This can facilitate increased use of both BART and VTA transit service throughout the network.	Contribution to Monthly Transit Pass (100% contribution)	Transit-1	8



Recommendation	VTA Strategy	VTA Category	Recommended Points
Promote transit through targeted marketing campaigns. These campaigns can be targeted particularly to residents of the TOD, students, or patrons of businesses downtown, as a supplement to free or reduced cost VTA transit passes. Employees can be enrolled into a Transportation Management Platform (TMP) such as RideAmigos or Luum, which offer commute planning functionality, parking management, and transit information online and through mobile applications. TMPs gamify commute behavior by actively logging how people travel to work and use this information to provide incentives, start friendly competition, or raise awareness about these decisions and the associated financial, environmental, and health impacts. VTA may also consider partnering with BART to extend marketing campaigns and promote transit connectivity amongst surrounding neighborhoods and the general transit network.	Education, Marketing, and Outreach	Info-1	4
Provide multimodal wayfinding signage, directing travelers to curbside pick-up/drop-off (PUDO) locations for both TNC, employer shuttles, and personal use underground at the San Pedro and TOD parking garages.	Multimodal Wayfinding Signage	Info-2	1
Provide streetscape improvements, shade, and additional lighting to make walking to and from site feel safer and more comfortable.	Improve Walking Conditions	Active-2	1
Provide monitors that display travel options, VTA schedules, transit schedules, realtime arrival times, and real-time service updates.	Real-Time Transit/ Transportation- Service Tracking Display	Info-3	1
Detach the cost of parking from rents or leases, for the life of the project. No units should be marketed with the amenity of "free parking" or similar terms. Unbundled spaces should be leased separately so that residents or tenants have the option of renting a space at an additional cost, or not.	Unbundle Parking	Parking-1	4
Iotai			21









8 Cost Estimates

Planning-level, rough order of magnitude cost estimates for on-site and off-site improvements were developed based on a combination of sources available, including unit cost information provided by Caltrans cost estimates from 2020 – 2024 and industry estimates based on Caltrans Approved Traffic Control components from 2024. More information on the sources used for the cost estimates is provided in Appendix B. Unit cost sources are outlined in Appendix B, with a description of escalation factors applied to the original sources based on inflation. Cost estimates may vary, with increasing magnitudes, for future years and should be updated accordingly. It is advised that the escalation factor for future costs be developed in a similar manner to those presented in the Appendix – based on inflation between the base and target years. Similar to the proposed improvements presented in Section 6, cost estimates are presented by corridor.

Assumptions for all cost estimates are included in the cost estimate sheets presented in Appendix B. In general, cost estimates do not include construction inspection, engineering, geotechnical analysis, right-of-way acquisition, or utility costs unless noted.



Prioritization and mplementatio

6)6



9 Prioritization and Implementation

Implementation of the proposed access improvements requires a plan that can be carried out efficiently and with flexibility. To facilitate this, the improvements proposed can be separated into near-term, mid-term, and long-term phasing. Additionally, many of these improvements will need to be done in coordination with the City of San José or with the TOD developer.

The following section discusses these considerations, then provides a prioritized list of projects for pursuit of funding and implementation.

9.1 Phasing Considerations

Near-term improvements can be implemented relatively quickly (within a year), due to minimal materials, low cost, or more urgent safety needs because of project construction. Mid-term improvements may be implemented within 1-2 years and include improvements that can still be implemented rather quickly but may require more cost or materials. Longer-term improvements may require two or more years for implementation and include improvements that may require larger infrastructural changes, more materials, higher costs, or further feasibility analysis. Phasing will also be affected by whether projects are already planned or funded as a part of another ongoing project, study, or the TODs at the site.

Near-term improvements can include:

- Wayfinding signage pointing bicyclists and pedestrians to the station

Mid-term improvements can include:

- Real-time transit information signage
- · Improvements that require paint striping, including crosswalks or bike lanes
- · Installation of rectangular rapid flashing beacons for mid-block high visibility crosswalks

Longer-term improvements can include:

- · Installation of hardscape vertical separators for Class IV protected bike lanes
- · Installation of larger traffic calming measures, such as roadway medians or widened sidewalks
- · Installation of bike/e-scooter share facilities

9.2 Interagency Coordination Considerations

Because there are a number of roadway improvements that have been identified in other City projects, the implementation of projects should be coordinated with the City of San José Department of Transportation, Bay Area Rapid Transit (BART), County of Santa Clara, or Caltrans as needed. For example, the City is conducting an ongoing Reimagining Santa Clara Street Study, which is defining the identity of Santa Clara Street and its surrounding public realm by identifying and highlighting future projects and key uses along the corridor. Key destinations like Guadalupe Trail, San José State University, Sharks Stadium, and City Hall will all leverage and relate to this public realm. The project team will consider transit operations, passenger access, and the pedestrian experience on the street. This coordination will also be particularly beneficial when attaining funding and right-of-way necessary for implementing roadway and bikeway projects.



Additionally, since the TOD project is still currently in the planning stages, VTA may require that certain improvements are conditioned to the developer in accordance with approved construction plans. These improvements affect private and public access to the TOD and the transit station directly.

9.3 High Priority Projects

The 134 recommended projects for this study are all intended to improve access to Downtown San José Station and prioritize non-vehicular mobility within the overall station areas. To determine which projects are of the highest priority for implementation, the projects were evaluated further and scored based on criteria designed to prioritize improvements that would provide the most benefit to station and TOD access for the community and that considers related project efforts. The criteria utilized is as follows:

Criterion	Description	Scoring
	High: The project has a high direct impact on connectivity to the station by closing a current critical gap in infrastructure. The project is essential to maintain pedestrian/bicycle access in light of potential new development at the station site. (e.g. the project completes the transportation network on a critical access route)	
Improves Coppositivity to	Medium: The project improves the general connectivity of	High = 1
Transit	infrastructure in the station area (e.g. introduces additional midblock	Medium = 0.6
	crossings, provides bike amenity on critical access route, or project completes transportation network around the city).	Low = 0.3
	Low: The project enhances or complements connectivity improvements in the station area (e.g. improves wayfinding or provides	
	other amenities, project provides a bike amenity that is not on a critical access route).	
Improves Accessibility	Yes: The project eliminates a barrier to ADA accessibility and/or increases accessibility of adaptive or low-riding bicycles (e.g. by closing sidewalk gaps or providing ADA access ramps installing Class IV and	Yes=1
	Class I Bikeways).	No = 0
	No: The project has no impact on accessibility.	
Improves Safety	High: The project addresses an area with high collision activity. (e.g. installing Class I, II, IV bikeway, or bike amenity in an area with collision history)	High = 1
	Medium: The project addresses a safety issue that was identified by public engagement or by field review. (e.g. installing Class III bikeway)	Medium = 0.6 Low = 0.3
	Low: The project generally improves safety issues.	

Table 15: Project Evaluation Criteria



Criterion	Description	Scoring
Coordination with Planned Projects	Yes: The project is planned or proposed by another project or agency, or the improvement is or can be incorporated into the TOD Plan. The project is an opportunity for partnership and can increase the likelihood of project implementation.	Yes = 1 No = 0
	No: The project is not identified in any other planned projects.	
Proximity	Yes: Project is located in immediate proximity to the station (Within 2 blocks North/South of the station, or 4 blocks East/West of the station). No: Project is not located in immediate proximity but is located in the station area.	Yes = 1 No = 0
Community Support	 High: Project was mentioned by community members as high priority during public engagement activities. (Identified as priority during Round 2 engagement). Medium: Project was mentioned by community members as high priority during public engagement activities. (Scored in the top 10 on the Survey and Pop-up events held in the community). No: Project was not mentioned during public engagement activities. (Scored outside of the top 10 or not referenced). 	High = 1 Medium = 0.5 No = 0

Based on the results of the scoring exercise, the 134 projects proposed for the area could score between 0-6 points, 0 representing the lowest priority and 6 representing the highest priority. Across the improvement types (on-site, pedestrian, and bicycle) there was an even distribution of projects that were considered high-priority (> 4.5) (see Figure 50). All on-site improvements scored as high-priority. Given the number, geographic diversity, and content of the pedestrian and bicycle improvements, the bulk of these improvements fell into the medium-priority (< 4.5 and > 3), and low-priority (< 3) categories.



Figure 50: . Priority Distribution of 201 Projects Proposed for the Downtown San José Station Area



Of the high-priority projects, 9 projects rose to the top scoring 5.5 out of 6 total points. The top 9 high-priority projects for the station are presented in Table 16, along with the agency and/or plan with which the project can be coordinated for implementation. A complete list of the projects, component scores, and prioritization can be found in Appendix C.

Table 16: Top High Priority Projects for the Downtown San José Station Area

Type of Improvement	ID	Project	Corridor	Location	Coordination Opportunity
On-Site	O1	Raised two-way sidewalk- level Class IV Bikeway	Market Street	St. John Street to Santa Clara Street on east side	BSVII
On-Site	02	Additional designated commercial loading zones or flexible curbside spaces, designated PUDO area	Almaden Avenue	Between St John Street and Santa Clara Street	BSVII
On-Site	O3	Designated passenger pick- up/drop-off area	Santa Clara Street	6th Street	BSVII
On-Site	04	Designated passenger pick- up/drop-off area	4th Street	San Fernando Street	BSVII
On-Site	O5	Streetscape improvements including: at least one bench per block on north side of street, at least one wayfinding sign panel per block on each side of street, placed on existing poles/streetlights, wayfinding kiosk at NE corner of Santa Clara Street and 4th Street	Santa Clara Street	Between 2nd Street and 4th Street	BSVII
Pedestrian	B8	Class IV Bikeway	St. John Street	Montgomery Street to 4th Street	City of San José/ Reimagining Santa Clara Street Study
Pedestrian	B47	Class IV Bikeway	Coleman Avenue/ Market Street	Hedding Street to San Carlos Street	City of San José/ Reimagining Santa Clara Street Study
Pedestrian	P1	New Pedestrian Crossing East	Santa Clara Street	Almaden Bouelvard & Santa Clara Street	City of San José/ Reimagining Santa Clara Street Study
Pedestrian	P2	New Pedestrian Crossing West	Santa Clara Street	Notre Dame Avenue & Santa Clara Street	City of San José/ San José Better Bike Plan



The top 9 projects will benefit access to the station area overall, particularly on roads with high vehicle volumes with a need for safer, more accessible infrastructure, and in areas near the station. Several of these bikeway and pedestrian improvements can be implemented in coordination with the City of San José, as part of the Better Bike Plan, Reimagining Santa Clara Street Study, the San José Downtown Transportation Plan, MOVE San José Citywide Access and Mobility Plan, and East San José Multimodal Transportation Improvement Plan – En Movimiento Plan. While improvements like pedestrian paseos, curb extensions, designated pick-up and drop off zones did not break into the top 9 high priority list, it is important to note that these improvements create a sense of place and improve overall circulation around the site. As such, the list shown in Table 16 should be assessed in context and all projects provided in Appendix C should be considered during the funding, design, and construction of mobility improvements in the project area.

It is also important that VTA consider complementary improvements within the recommendations. This can include coordinating with the City of San José on a wayfinding signage program to provide a comprehensive system of wayfinding signage for the locations recommended by this access study. Similarly, further placemaking at the station plaza activates and enhances the utility of these various access improvements.



Appendices

Engagement Summaries



VTA Downtown San José TOD Access Study

Engagement Summary

DECEMBER 2024





Introduction

The Downtown San José TOD Access Study is focused on identifying recommendations and projects to make it easier to walk, bike, and take connecting transit to the TOD around the future Downtown San José BART Station. These recommendations could include improvements to bicycle and pedestrian access, lighting, bus waiting areas, and directional signs.

As a part of this study, Arcadis conducted both in-person and online public engagement throughout December 2024. This first round of engagement focused on gaining public opinion on existing barriers to travel in the downtown area and identifying improvements that would or could improve their access to the station in preparation for or coordination with its construction. A second round of engagement will occur in early 2025 and will focus on gathering public opinion of the proposed recommendations.





VTA Downtown San José TOD Access Study

In-person Engagement





VTA Downtown San José TOD Access Study

In-person Engagement

Arcadis and VTA staff conducted three (3) pop-up events downtown between December 2nd and 6th, 2024. Our team engaged with over 190 members of the public through conversations and interaction with a set of boards that mirror the survey in our online public engagement. We did not collect demographic information from the in-person engagement.

During the first round of engagement, the project team conducted three pop-ups:

- December 2, 10am to 2pm Downtown Customer Service Center 1.
- December 4, 6pm to 8pm BSVII Community Meeting/Open House 2.
- December 6, 5pm to 9pm Culture Night Market Holiday Gift Fair З.

The purpose of this first round of engagement was to understand how community members travel downtown, what aspects of their route function well, and what improvements are needed. Information from this round of pop-ups will help to prioritize improvements to the area around the future Downtown San José BART Station.

During the pop-ups, participants were asked three sets of questions:

- To draw their route to the future station on a map.
- To list "pains" and "gains" of traveling downtown, identifying the elements that are currently working well within the project study area (0.5-mile radius), or could use improvement.
- To dot vote on which safety, comfort, and access station area improvements are most important to them.

This engagement summary compiles all 3 in-person events, as the same set of display boards were used and built upon with each event, using a color-coding system to track which responses came from which event. Comments placed on the board at a previous event remained for subsequent events for additional dot-voting.



Attendance



) total

In-person Engagement

Comments received at the pop-ups focused on themes of security, pedestrian safety, and bus service.

- Participants enjoy Downtown's central • location and proximity to restaurants, activities, and nightlife.
- They also appreciate multimodal travel • options, but noted a need for more bus frequency or better-timed transfers.
- Perceived lack of safety due to a range • of factors was the most frequently-cited issue.













CREATE, COLLABORATE & LEAD

Station Access Routes

Participants were asked to draw their typical route to or through Downtown using a color-coded system to identify their transportation mode.

The image at right shows the routes drawn on the map by event attendees, with greater numbers of lines associated with more common routes. Some key takeaways highlighted by the frequency of routes drawn include:

- The most popular route was Santa Clara Street east of
 1st Street
- 1st Street is a critical existing transit corridor
- Protected bike lanes on 3rd Street and San Fernando Street can be leveraged for greater connectivity throughout the area





Pains and Gains

Participants were asked to identify the elements that are currently working well Downtown and within the project study area area (0.5-mile radius) and which could use improvement.

Listed below are the most common "pains" about traveling Downtown, organized by theme and frequency of response.

Pains

01	Homelessness/sense of safety due to behavior, cleanliness of station area	12
02	Lack of transit options	7
03	Unsafe pedestrian crossings, better pedestrian infrastructure	6
04	Unreliable buses/light rail	3
05	Inconvenient transfer times	3
06	Too dark/need improved lighting	3
07	Lack of policing, cameras	3
08	Absence of activity/vacant spaces	3
09	More housing/mixed-use	3
10	Lack of cleanliness/safety on buses	2

11	Lack of bicycle and motorcycle park
12	Lack of parking options
13	Heavy traffic
14	Need improved pick-up/drop-off are
14	Need improved pick-up/drop-off are



ARCADIS



Pains and Gains

Gains

Participants were asked to identify the elements that are currently working well Downtown and within the project study area area (0.5-mile radius) and which could use improvement.

Listed below are the most common "gains" about traveling Downtown, organized by theme and frequency of response.

Central location, proximity to restaurants, activities, and key destinations 14 01 _____ Vibrancy of downtown, activation of the area 02 11 03 Frequency of buses 5 Pleased with customer options for transit 04 5 Good acessibility for pedestrians 05 4 06 Sense of comfort and safety 2 - - - - - - -Multimodal connectivity options 2 07 ----Frequency of light rail **08** 1



Selected sample of "Pains" comments, organized by theme:

Homelessness/sense of safety due to behavior, cleanliness of station area (15).

- Unsafe around transit
- St James Park
- Cleanliness, homelessness
- Safety is lacking so kids can't play outside, too expensive
- Unhoused people (more support for them)
- Keep it clean!

More transit options (7).

- More bus drivers and light rail, bus and traffic •
- Better connections between bus and rail
- More housing/new transit (esp. train station)
- Fewer transfers reach destination faster •
- Light rail to Valley Fair/Airport
- Transit is lacking connection to downtown
- Connect to San Pedro

Unsafe pedestrian crossings, better pedestrian infrastructure (6).

- Pedestrian crossing at 87 & Julian
- Walking down Guadalupe Rail Trail
- •
- Close that block to cars and buses or make it one park
- Pedestrian paseo/better walkability
- Connect to San Pedro



Bad VTA bus stop in front of SJ Chamber - long buses block crosswalk - not safe!

Selected sample of "Gains" comments, organized by theme:

Central location, proximity to restaurants, activities, and key destinations (14).

- Good Location
- Pedestrian-friendly amenities fewer cars
- Restaurants are close
- Good eating choices
- Central location
- Great location for downtown station
- Great location
- Close to everything
- Access to local restaurants/night life without drinking and driving
- Places to go/accessible

Vibrancy of downtown, activation of the area (11).

- Retain transit mall but increase safety and visibility
- Pedestrian space
- There is a lot of improvement I have been seeing in downtown
- Night time events that activate the area
- Cultural diversity
- Vibrant things going on
- St. Peter's Square gathering
- Vibrant downtown

Frequency of buses (5).

- Good express buses faster routes, less stops
- Buses are punctual and drivers greet passengers and are very nice

Pleased with customer options for transit (5).

- Senior program discount
- Transit app helps plan my trip/arrival time





Study Area Improvements

We asked participants to place stickers on the safety, comfort, and access improvements that would improve their experience in Downtown. They were also able to write additional improvements on sticky notes and have others vote on their suggestions.

Comfort and Safety

Slower, decreased traffic



Safer Street Crossings



Widen or add protection to existing sidewalks/bike lanes



More lighting



More secure bike parking



More shade









More benches



Improve existing bus stops (shelter, trash cans, real time bus arrival information)



Study Area Improvements

We asked participants to place stickers on the safety, comfort, and access improvements that would improve their experience in Downtown. They were also able to write additional improvements on sticky notes and have others vote on their suggestions.

Station Access



Improved drop-off / pick-up area



Alternative mobility options to transit



Top Improvements



Significant support

Other (Write-in)

- Pay phones, charging stations, longer headways
- More trash cans, more police
- No alcoves, building close to sidewalk
- Scooter share instead of bike share



Dedicated bus lanes



- Articulating busses block crosswalk • too long
- Multimodal connections
- Safety (lights) •
- Safer entry/access, escape routes
- No homeless, free parking •
- Cleaner buses •
- Address homelessness •

VTA Downtown San José TOD Access Study

Online Engagement




Online Engagement

Arcadis hosted an online survey available from December 6th to 20th, 2024. VTA staff circulated mailers and posted on social media to advertise the survey, which mirrored the set of boards at the in-person events but also included a few additional questions. 170 members of the public responded to the online survey.

We optionally collected demographic information from the online engagement. This engagement summary compiles all survey responses received, including both demographic information and feedback on travel in Downtown San José. Survey participants

170total





Demographics -Mobility

85% of respondents owned a Clipper Card and 80% had a driver's license.





Demographics -Age

24% of respondents were age 25 to 34 and 18% were age 35 to 44.









Demographics -Gender







Demographics -Size of Household







Demographics -Household Income





Demographics -Ethnicity

Other Pacific Islander

42%		16%		33%	
White or Caucasian Hispanic c		r Latino	As	Asian or Asian American Africar	
69					55





Downtown San José Travel Data

If you take the bus or train Downtown, which lines do you use? (Check all that apply):

VTABus 67%
Blue Line 48%
Green Line 48%
Orange Line 12%

What is your primary mode around the area?





What is your primary mode of transportation for travel

Downtown San José Travel Data

For the Downtown San José Station area, which of the following apply to you? (Check all that apply):



future development surrounding the Downtown San **José BART Station?**





Which streets would you most likely use to access the

Downtown San José Travel Data

Thinking about VTA's development site around the future Downtown San Jose BART station, how are you most likely to travel there?



Which of the following mobility options would make to and from the future development surrounding the





it easier for you or members of your household to get Downtown San Jose BART Station? (Choose up to 3):

Downtown San José Travel Data

What public amenities should be prioritized for VTA's development site and surrounding station area? (Choose up to 3)

Transit informa	tion (arrival/d	eparture ti	imes, transf	er inform	ation)
				69%)
				-	
Pedestrian path	nways				
				68%	
Open space/pc	ocket parks				
		41%)		
Outdoor seating	g				
		38%			
Wayfinding sigr	ns to/from sta	tion and lo	ocal destina	tions	
	35	5%			
Public art/mura	lls				
1	9%				
Other					
8%					



Barriers to Downtown Mobility

We asked survey participants to identify barriers that prevent them from traveling in the study area today. Participants were able to identify additional barriers beyond those listed.

What challenges do you encounter traveling in the study area?

01	$\widehat{\otimes}$	I feel unsafe walking/biking through the area.
02	₩	I have to cross wide, busy streets
03	<u>⊥;;;</u> €5 ⋙	Bike lanes do not protect cyclists from faster moving traffic
04		Vehicular traffic is too fast.
05		The bus waiting areas need more seating, shelter or light.
06	O	I have to wait too long to cross intersections.
07	9 9	The bus arrives too late or too early.
08	য় কুকু	There are gaps in the bike network.
09	-\\$	There is little or no lighting at night.
10	†	There is too little shade and weather protection.
11	Ħ	There are no benches or comfortable areas to rest.
12	÷€	The sidewalks are too narrow/non-existent or not well-main
13		None of the above



No. of Respondents.	% of Respondents.	
57		34%
56		33%
fic. 50		30%
45		27%
43		26%
37		22%
37		22%
32		19%
31		18%
31		18%
27		16%
aintained. 24		14%
18		11%

Possible Improvements

We asked participants which improvements would make it easier to access Downtown San José.

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wou	ch of the Id most i	se transportation and local infrastructure solutions mprove your daily experience traveling around the area?	No. of Respondents.	% of Respondents.	
01		More frequent bus service	80		48%
02	=	Better bus stops (shelters, benches, real-time bus arrival information)	67		40%
03	া ় া ক্রুক্র	Bicycle lanes that have better separation from cars	60		36%
04		Dedicated bus lanes on Santa Clara Street	57		34%
05		Traffic calming (speed bumps, bulb-outs)	55		33%
06		More landscaping and shade trees	49		29%
07	杰	Safer crosswalks	49		29%
08	-` `@	Better lighting on the streets	41		24%
09	2	More connected trail network	37		22%
10	-j-	Better signage and wayfinding	28		17%
11	\leftrightarrow	Wider sidewalks	27		16%
12	8	Longer walk signals at crosswalks	22		13%
13	₽ 3	More secure bicycle parking and storage	22		13%



Other comments regarding Future Access Improvements

In addition to the previous questions, we provided survey respondents an opportunity to provide open-ended responses to the question, "What else would make access to the future Downtown San José BART Station and surrounding development better?"

Some of the most popular categories and selected responses are listed below:

More transit options (15):

- Caltrain connections easier
- Last mile transit options that are low cost/no cost that are not bike share or scooters (for folks who are physically unable/unwilling).
- Frequent bus service or local free shuttle to major points
- Bart or light rail transfer directly to SJC airport and Valley Fair/Santana Row
- Hourly Express buses from Gilroy/morgan hill to SJ downtown
- More expansive light rail network and better light rail frequency

Cleanliness, comfort, amenities (14):

- Please provide trash cans at all bus stops.
- More seating more security in busier bus stop areas.
- Plants and landscaping.
- More covered bus shelters but with fans in the summer and heat in the winter. Better connections, so as not to miss connections.
- More "resting spots" along the way for those of us with knee and back issues.
- Water fountains would be a wonderful and useful addition.

(12):

- retail



More mixed-use or higher-density development

More housing & retail

 I would avoid building parking lots and to build dense buildings and up zone.

- Clean the area. More coffee shops and little boutiques

- Places for people to work near the station - office/

Some type of cafe or other type of place that activates the space and gives anyone waiting for a train or bus connection a place to hang out

 We need to have good restaurants and bars surround the local area to make it a vibrant area for young people/the community to enjoy. Alongside safety and efficiency, the powers in charge need to prioritize a fun environment as well. Having cool architecture, third spaces, and things similar to SF POPOs.

Other comments regarding Future Access Improvements

In addition to the previous questions, we provided survey respondents an opportunity to provide open-ended responses to the question, "What else would make access to the future Downtown San José BART Station and surrounding development better?"

Some of the most popular categories and selected responses are listed below:

Improved infrastructure to protect pedestrians and cyclists (12):

- Streets closed to vehicular traffic. Ideally every other street should be closed to cars to make for easy and safe streets pedestrians and bikers can use with minimal interruptions.
- Better protection from cars, CONCRETE OR STEEL bollards
- Complete street Santa Clara, lesser bus routes on East San Fernando and and West St Johns
- Adding bike lanes or some form of reduction of lane width to reduce car speed around the station
- Pedestrian/bicycle only roads
- Traffic calming, dedicated bus lanes, safer bike/ped
 infrastructure

Perceptions of safety in public space (11):

- Lower crime, safer rides on BART in general
- Safety and better fare collecting. People don't pay to get on. Live by the Berryessa BART and see it every day.
- Cleaner and safer condition for access. Make sure the transportation is built to serve the passengers intended.
- Safer areas not sure exactly how but there's too many violent people around.



Conclusions





Total Engagement

In Person

👗 170 attendees

Online

190 attendees

Demographic Highlights (Online only)

24% of respondents were age 25 to 34, followed closely by 20% age 18 to 24. Seniors (65+) were well represented at 11%. 42% of respondents were White or Caucasian, 33% Asian or Asian American and 16% Latino or Hispanic.

55% of respondents were male.









42% of respondents had an income level above \$100,000. Low-income respondents (<\$74,999) represent only 26% of the survey.



Pains and Gains

Pains

- **Top Concern:** The most significant issue is homelessness and safety concerns around station areas, coupled with cleanliness, receiving the highest feedback (12 mentions).
- Infrastructure Improvements: Requests for more transit options (7 mentions) and safer pedestrian crossings with better infrastructure (6 mentions) are notable concerns.
- Additional Needs: Suggestions include enhanced lighting, more policing, and improved parking and traffic management, though these received fewer mentions.

Gains

- **Top Strength:** The central location and proximity to restaurants, activities, and key destinations are highly appreciated, receiving the most mentions (14 mentions).
- **Positive Environment:** The vibrancy of downtown and area activation are significant gains (11 mentions), showcasing community engagement and liveliness.
- Transit and Accessibility: Commendations include the frequency of buses (5 mentions), good pedestrian accessibility (4 mentions), and satisfaction with transit options (5 mentions).



Study Area Improvements

The top answers to What improvements would you like to see in the Study Area? Were, in order of popularity:



In Person

For **Comfort and Safety** improvements identified during the in-person workshop, the top items are:

- More lighting (31).
- Improve existing bus stops with shelter, trash cans, and real-time bus arrival information (17).
- Widen or add protection to sidewalks/ bike lanes (16).
- Safer street crossings (15).
- Slower, decreased traffic (14).

For Station Access improvements identified during the in-person workshop, the top items are:

- New paths/ connections to station (23).
- Add bike and pedestrian infrastructure (15).
- Better signage and wayfinding (14).
- Dedicated bus lanes (8).
- Improved drop-off / pick-up area (4).



Online

The top five improvements identified from the online survey are:

- More frequent bus service (48%).
- time bus arrival information (40%).

- bulb-outs (33%).



Better bus stops, including shelters, benches, and real-

• Bicycle lanes with better separation from cars (36%)

• Dedicated bus lanes on key streets (34%).

Traffic calming measures, such as speed bumps and

Top Engagement Themes: Online and In-Person

The following is a list of high-level themes taken from both the online survey and in-person activities.



Participants value the centrality and accessibility of Downtown and enjoy Downtown's amenities such as shopping, dining, and cultural events.

Many respondents currently use buses or light rail to travel downtown, and 37% said they plan to transfer to/from future BART service.



Safety was the mostcommonly cited need and recommended improvement, through both infrastructure (such as improved traffic calming measures or bike lanes) and through a sense of security such as lighting and through efforts to help address the needs of people who are experiencing homelessness.







Respondents also emphasized their desire for free/discounted transit passes, better transit information, and improved pedestrian pathways.





Engagement Summary Round 2

FEBRUARY 2024



alley Transportation Authority



Introduction

The Downtown San José TOD Access Study is focused on identifying recommendations and projects to make it easier to walk, bike, and take connecting transit to the TOD around the future Downtown San José BART Station. These recommendations could include improvements to bicycle and pedestrian access, lighting, bus waiting areas, and directional signs.

For the first phase of engagement in this study, Arcadis conducted both in-person and online public engagement throughout December 2024. That first round of engagement focused on gaining public opinion on existing barriers to travel in the downtown area and identifying improvements that could improve their access to the station in preparation for or coordination with its construction.

A second round of engagement took place in February 2025 and was focused on gathering public opinion of the proposed recommendations at in-person events in San José. Proposed Bicycle Access Improvements (Downtown San José) Propuestas de mejoras para el acceso de bicicletas







In-person Engagement

VTA staff conducted three (3) pop-up events between February 3 and 13, 2025. The team engaged with approximately 95 members of the public through conversations and interaction with a set of boards designed to gather input.

During the second round of engagement, the project team conducted three pop-ups:

1. February 3, 10am to 2pm – VTA Customer Service Center.

2. February 11, 10am to 2pm – San Pedro Square.

3. February 13, 10am to 2pm – San José City Hall.

The purpose of this second round of engagement was to gather specific feedback on a range of potential on-site improvements at the future Downtown Station, along with pedestrian and bicycle improvements in the surrounding area that could help people safely and conveniently access the station.

During the pop-ups, participants were shown three maps of potential improvements, along with a legend describing those improvements. Participants were given stickers to place on the map for the improvements that they would like to prioritize.

This engagement summary compiles all 3 in-person events, as the same set of display boards were used and built upon with each event, using a color-coding system to track which responses came from which event. Comments placed on the board at a previous event remained for subsequent events for additional dot-voting.

The number of votes on each improvement are shown in the maps on the pages below. Each map is followed by a table that summarizes the number of votes obtained at each location, as well as a list of open-ended comments received from attendees.



Proposed On Site Improvements







Proposed On Site Improvements

Improvement Number	Improvement Type	Location	Votes VTA	Votes San Pedro	Votes City Hall	Total Votes
1	Passenger Pick-Up/Drop- off	St. John	6	1	7	14
2	Bike Parking	Paseo	5	3	3	11
3	Pedestrian Paseo		7	6	7	20
4	Bus Stop Improvement	Santa Clara & 1st	6	2	6	14
5	Pedestrian Crossing Improvements	Santa Clara & 1st	5	3	7	15
6	Bus Stop Improvement	Santa Clara & 2nd	9	1	5	15
7	Pedestrian Crossing Improvements	Santa Clara & 2nd	7	3	6	16
8	Sidewalk Widening	Santa Clara	2	1	11	14
9	Temporary Bikeway	Market Street	3	5	4	12



Proposed On Site Improvements Comments

Open-ended comments related to site improvements included the following:

"Bikeway north on Market."

"Retain business space for existing and new businesses. & recreational amenity."

"Exit from BART on south side of Santa Clara."

"Maximize pedestrian, activate streetscape."

"Non-hustle infrastructure."

"Any bike improvements."

"PXO Downtown".

"Emergency call boxes, emergency towers."

"More security presence."

"Tap clipper on Light rail train."

"6th & Santa Clara - 66 Route should stop there to help us." "Prioritize, Bus stop improvements, speed tables, new crosswalks." "More cctv on the stations to deter crime." "More routes going to shark tank." "Need buses to stop at Coleman Shopping Center." "22 2nd - 522 - More frequent headways." "Improvements/maintenance of light rail." "More bathrooms and maintenance." "Rude bus drivers - 23/523." "BART to Levi Stadium."



Proposed Bicycle Access Improvements







Proposed Bicycle Access Improvements

Improvement Number	Improvement Type	Location	Votes VTA	Votes San Pedro	Votes City Hall	Total Votes
1a	Bike box with through lanes	Taylor & 87	0	0	1	1
1b	Bike box with through lanes	Taylor & 1st	0	3	1	4
1c	Bike box with through lanes	Taylor & 4th	0	3	2	5
1d	Bike box with through lanes	Julian & 1st	3	3	1	7
1e	Bike box with through lanes	Alameda & Race	1	0	1	2
2a	Bike box with 2-stage left turn	Race Street	1	1	0	2
2b	Bike box with 2-stage left turn	Julian & 2nd	3	1	1	5
2c	Bike box with 2-stage left turn	Julian & 4th	1	0	0	1
2d	Bike box with 2-stage left turn	Julian & 10th	1	1	0	2
2e	Bike box with 2-stage left turn	Julian & 11th	1	0	0	1
2f	Bike box with 2-stage left turn	Julian & 17th	0	0	0	0
2g	Bike box with 2-stage left turn	St John & 7th	4	1	1	6
2h	Bike box with 2-stage left turn	Santa Clara & 4th	4	1	2	7
2i	Bike box with 2-stage left turn	San Fernando & Market	3	1	2	6
2j	Bike box with 2-stage left turn	Alameda & Obama Blvd	1	0	1	2

Improvement Number	Improvement Type	Location	Votes VTA	Votes San Pedro	Votes City Hall	Total Votes
3	2-Stage left turn	Taylor & Coleman	1	6	2	9
4	Green through lanes	Taylor & Coleman	4	2	2	8
5	Bike Box	Taylor & San Pedro	0	0	0	0
6	Bike Box	Taylor & 10th & 11th	0	2	1	3
7	Bike Box	Julian & 3rd	2	1	0	3
8	Bike Box	St.John & 8th, 9th, 10th	0	1	2	3
9	Bike Box	Santa Clara & Coyote Creek	0	0	0	0
10	Bike Box	Santa Clara & 13th	1	0	1	2
11	Bike Box	Santa Clara & 10th	0	0	1	1
12	Bike Box	Santa Clara & 5th	1	0	2	3
13	Bike Box	Santa Clara & Almaden Blvd	3	1	2	6
14	Bike Box	Alameda &	2	1	1	4
15	Bike Box	San Fernando & San Pedro	3	0	1	4



Proposed Bicycle Access Improvements Comments

Open-ended comments related to bike improvements included the following:

"Enforce no bikes on sidewalks."

"Coordinate the signals so bikes don't have to stop so much. Camera bike detection that hold the signals when they see me coming."

"San Carlos - Class IV desirable between 87 & Market."

"E. William St. is heavily used by bikes."

"Prefer bike boxes - no 2 stage left turns."

"No Class II bikeways because of door zones. Or paint out the door zones for bikers."

"Agreed with arrow to comment about door zones."

"Bike visibility on transit - not stolen."

"Prolonged time for loading your bike on the bus."



Proposed **Pedestrian Access** Improvements

Bus Stop

Improvement

Mejora de las

New Crosswalk

Nuevo cruce

peatonal

paradas de autobús

Legend Leyenda



Audio Walk Signal Señal de audio para aminar



High Visibility Cross-walk Cruce peatonal de alta visibilidad



100





Sidewalk Resurfacing

Repavimentación de

Passenger Pick-Up/-Drop-Off

Recogida y entrega de

aceras

oasaieros





Improved Lighting lluminación mejorada





Pedestrian Exclusive Crossing Phase Fase de paso

Curb Extensions

exclusivo para peatones

Speed Table Tabla de velocidades





Ramps Restauración de



bordillos, Reparar, añadir rampas para bordillos **Tactile Pavers**

Adoquines táctiles





Proposed Pedestrian Access Improvements

Improvement Number	Improvement Type	Location	Votes VTA	Votes San Pedro	Votes City Hall	Total Votes
1	New Crosswalk	Santa Clara & Almaden Blvd	0	1	2	3
2	New Crosswalk	Santa Clara & Notre Dame	0	3	1	4
3	Audio Walk Signal	Santa Clara & Almaden Ave.	4	2	1	7
4	Audio Walk Signal	W. St. James & First St.	1	1	0	2
5	Curb Extension	Santa Clara & First St.	1	0	0	1
6	Curb Extension	Santa Clara & Third St.	6	0	3	9
no number	Bus Stop Improvement	Santa Clara & 2nd	2	1	1	4
7	Bus Stop Improvement	Santa Clara & 5th	1	0	2	3
8	Bus Stop Improvement	Santa Clara & 6th	0	0	3	3
8a	Curb Extension	Santa Clara & 4th St. (north)	3	0	4	7
8b	Curb Extension	Santa Clara & 4th St. (south)	3	0	4	7
9	Bus Stop Improvement	St. John & 6th	0	0	1	1
10	Refuge Island	Santa Clara & 7th	1	1	3	5
11	Wayfinding	S. 6th Street	0	2	9	11
12	Pedestrian Exclusive Crossing Phase	San Fernando & 5th	2	1	4	7
13	Pedestrian Exclusive Crossing Phase	San Fernando & 4th	2	1	1	4
14	Audio Walk Signal	San Fernando & 3rd	1	1	0	2

Improvement Number	Improvement Type	Location	Votes VTA	Votes San Pedro	Votes City Hall	Total Votes	Improve Numb
15	Bus Stop Improvement	Paseo & 2nd	2	0	2	4	32
16	Bus Stop Improvement	San Carlos & 2nd (East Side)	2	0	0	2	33
17	Bus Stop Improvement	San Carlos & 2nd (West Side)	3	0	0	3	34
18	Bus Stop Improvement	San Salvador & 1st	3	0	0	3	35
19	Bus Stop Improvement	San Carlos & Market	3	0	0	3	
20	High Visibility Crosswalk	San Carlos & Market	2	1	2	5	36
21	High Visibility Crosswalk	Post & Market	3	0	2	5	
22	Refuge Island	San Fernando & Market	2	1	1	4	
23	Bu	Paseo & 1st	1	0	1	2	
24	High Visibility Crosswalk	Post & San Pedro	1	1	1	3	
25	High Visibility Crosswalk	Post & Almaden Ave	3	1	2	6	
26	High Visibility Crosswalk	Post & Almaden Blvd	2	1	0	3	
27	Tactile Pavers	2nd Street	1	1	0	2	
28	Improved Lighting	San Fernando	3	5	5	13	
29	Commercial Loading	Almaden Avenue	1	0	0	1	
30	Commercial Loading	Market Street	0	1	0	1	
31	Sidewalk Resurfacing	6th Street	1	0	2	3	



Improvement Type	Location	Votes VTA	Votes San Pedro	Votes City Hall	Total Votes
Curb Restoration, Repair, Add Curb Ramps	Santa Clara & 4th	3	0	6	9
Refuge Island	Santa Clara & 2nd	3	0	3	6
Speed Table	Santa Clara & 2nd	3	6	0	9
Pedestrian Exclusive Crossing Phase	Santa Clara & 2nd	1	3	2	6
Passenger Pick-up & Drop-off	San Fernando & 4th	0	1	3	4

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Proposed Pedestrian Access Improvements Comments

Open-ended comments related to pedestrian improvements included the following:

"Sidewalks are often blocked."

"Not a fan of curb extensions, seems like drivers are more focused on not hitting the curb rather than looking out for pedestrians."

"Safety-Lighting W. St. James & Market."

"Enforce no smoking zones at bus stops."

"No smoking zones on pedestrian paseo."

"Provide low stress streetscape under the freeway on San Fernando and Santa Clara."

"Better light timing sensors for improved crossings."

"Provide lighting on 10th up to Bayshore."

"Project team observed a lot of activity at the bus stop at Santa Clara & 6th. Stop is heavily used and seating and shelter is not adequate for the number and physical abilities of users."

"Add more shade to existing bus stops."

"Add more lighting downtown - not safe."

"Lighting everywhere downtown."

"Safety first for pedestrians."

"Flashing beacons for pedestrians."

"Rapid Bus Stops work well."

"Better coordination for bus transfers."

"More frequent buses."



Key Takeaways

The feedback received from the community engagement process will be used to prioritize the recommended improvements as part of this study. The top five improvements from each category include:

Pedestrian

- Improved lighting along San Fernando Street.
- Wayfinding along 6th Street.
- Curb extensions at Santa Clara Street and 3rd Street.
- Curb restoration/repairs and new ramps at Santa Clara Street and 4th Street.
- Installation of a speed table at Santa Clara Street and 2nd Street.

Bicycle Improvements

- A two-stage left turn at Taylor Street and Coleman Street.
- Painted green through lanes at Taylor Street and Coleman Street.
- A bike box with through lanes at Julian Street and 1st Street.
- A bike box with two-stage left turn at Santa Clara Street and 4th Street.
- A bike box with two-stage left turn at St. John Street and 7th Street.

- Street.



On-Site Improvements

Pedestrian paseo through the future development between Market Street and 1st Street.

Pedestrian crossing improvements at Santa Clara Street and 1st Street.

Pedestrian crossing improvements at Santa Clara Street and 2nd Street.

Bus stop improvements at Santa Clara Street and 2nd

Pasenger pick-up and drop-off on Saint John Street.






			Bicycle Improvemen	ts - DTSJ Stat	tio	n TOD				
All Bikeway		Amount				All Bikev	vay Totals			
Civil	\$	589,529.82	CIVIL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL	CIV TOTAL
Signing / Striping	\$ 1	5,843,585.40	Asphalt Paving (3.5")	SF	\$	6.88		49896.00	\$ 343,284.48	
Traffic / Electrical	\$	669,414.90	Curb Extension w/ ADA Ramp	EA	\$	15,989.24		6.00	\$ 95,935.44	
Traffic / Electrical Labor (25% of T/E)	\$	167,353.73	Curb (6") & Gutter (24")	LF	\$	78.50		390.00	\$ 30,615.00	
Furnishing	\$ 2	3,883,753.07	Remove existing asphalt pavement (roadway)	SF	\$	11.83		3120.00	\$ 36,909.60	
Landscaping / Irrigation	\$	71,881.50	Remove existing Curb & Gutter	LF	\$	100.19		390.00	\$ 39,074.10	
			Remove existing sidewalk, curb ramps & driveways	SF	\$	14.01		3120.00	\$ 43,711.20	\$ 589,529.82
Traffic Control (10% of Mat. & Labor)	\$	4,122,551.84	SIGNING/ STRIPING DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL	S&S TOTAL
Water Pollution Control (5%)	\$	2,061,275.92	Install Continental Crosswalk - Thermoplastic (12')	LF	\$	125.64		455	\$ 57,166.20	
Maintain WPCP / Perform Filings (1%)	\$	412,255.18	Install 4" Striping - Paint	LF	\$	0.70		193670.40	\$ 135,569.28	
Project Construction Survey - (3%)	\$	1,236,765.55	Install 6" Striping (Dashed) - Thermoplastic	LF	\$	1.62		13780.80	\$ 22,324.90	
			Install 8" Striping - Thermoplastic	LF	\$	4.10		14120.00	\$ 57,892.00	
Materials and Permits Subtotal	\$	49,058,367	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$	8.20		154176.00	\$ 1,264,243.20	
			Install Bike Lane Marking - Thermoplastic	EA	\$	321.92		776.35	\$ 249,923.24	
Mobilization (10% of Mat./Perm. Subtotal)	\$	4,905,837	Install Turn Arrow - Thermoplastic	EA	\$	978.24		39.00	\$ 38,151.36	
			Install Green Thermoplastic	SF	\$	12.21		1086432.20	\$ 13,265,337.16	
Construction Subtotal	\$	53,964,204	Install Sign on New Post	EA	\$	417.70		334.00	\$ 139,511.80	
			Bike Route Signing	MI	\$	2,100.88		56.23	\$ 118,132.48	
Contingency (% of Constr. Subtotal)		30%	Install Greenback Sharrow - Thermoplastic	EA	\$	978.24		506.35	\$ 495,333.78	\$ 15,843,585.40
Contingency Amount	\$	16,189,261	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL	T&E TOTAL
			Bike Button, Pole, and Sign	EA	\$	1,541.86		334	\$ 514,981.24	
Total Construction Cost	\$	70,153,465	Street Light - Basic	EA	\$	6,964.00		22.18	\$ 154,433.66	\$ 669,414.90
			SITE FURNISHINGS	UNIT		UNIT PRICE	QUANTITY		TOTAL	SF TOTAL
Eng./Design (10% of Constr. Total)	\$	7,015,346	Bollard (Steel with Plastic Sleeve)	EA	\$	774.26		30847.2	\$ 23,883,753.07	\$ 23,883,753.07
			LANDSCAPING/IRRIGATION	UNIT		UNIT PRICE	QUANTITY		TOTAL	L/ I TOTAL
Administration (5% of Constr. Total)	\$	3,507,673	Clearing and Grubbing	SF	\$	1.73		41550	\$ 71,881.50	\$ 71,881.50
									TOTAL	\$ 41,058,164.69
Constr. Mgmt. (7% of Constr. Total)	\$	4,910,743					Ass	umptions		
				Water Pollution	Con	trol - 5%				
Total Class Project Cost	\$	85,587,227		Maintain WPCP	/ Pe	erform Filing -	1%			
				Project Construct	ctior	n Survey - 3%				

Class I Bikeway		Amount		Class I Bikeway								
Civil	\$	343,284.48		CIVIL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL	CIV TOTAL
Signing / Striping	\$	22,982.41		Asphalt Paving (3.5")	SF	\$	6.88		49896.00) \$	343,284.48	\$ 343,284.48
Traffic / Electrical	\$	154,433.66		SIGNING/STRIPING DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL	S&S TOTAL
Traffic / Electrical Labor (25% of T/E)	\$	38,608.42		Install 6" Striping (Dashed) - Paint	LF	\$	1.62		3326.40)\$	5,388.77	
Furnishing	\$	-		Bike Route Signing	MI	\$	2,100.88		0.63	\$	1,323.55	
Landscaping / Irrigation	\$	71,881.50		Install Greenback Sharrow - Thermoplastic	EA	\$	978.24		16.63	3 \$	16,270.09	\$ 22,982.41
				TRAFFIC / ELECTRICAL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL	T&E TOTAL
Traffic Control (10% of Mat. & Labor)	\$	63,119.05		Street Light - Basic	EA	\$	6,964.00		22.18	3 \$	154,433.66	\$ 154,433.66
Water Pollution Control	\$	31,559.52		SITE FURNISHINGS	UNIT		UNIT PRICE	QUANTITY			TOTAL	SF TOTAL
Maintain WPCP / Perform Filings	\$	-								\$	-	\$ -
Project Construction Survey	\$	-		LANDSCAPING/IRRIGATION	UNIT		UNIT PRICE	QUANTITY			TOTAL	L/ I TOTAL
				Clearing and Grubbing	SF	\$	1.73		41550	\$	71,881.50	\$ 71,881.50
Materials and Permits Subtotal	\$	725,869								TOTAI	L	\$ 592,582.05
									Assumptions			
Mobilization (10% of Mat./Perm. Subtotal)	\$	72,587			Class Bikew	ays w	ill be 8' in widt	h and center s	triped when concrete			
					Class I Bikew	ays w	ill be 15' in wid	th and center	striped when asphalt			
Construction Subtotal	\$	798,456			Sharrows will	be pla	aced every 200)' on the right I	ane in each direction			
					Street lights e	every 1	150'					
Contingency (% of Constr. Subtotal)		30%										
Contingency Amount	\$	239,537										
Total Construction Cost	\$	1,037,993										
		100 700	1									
Eng./Design (10% of Constr. Total)	\$	103,799										
Administration (5% of Constr. Total)	\$	51 900	1									
Administration (678 of Constit Fotal)	Ψ	01,000										
Constr. Mgmt. (7% of Constr. Total)	\$	72,660										
Total Class Project Cost	\$	1,266,352										

Class II Bikeway		Amount	Class II Bikeway								
Civil	\$	-	CIVIL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL
Signing / Striping	\$	2,475,683.84						\$	-	\$	-
Traffic / Electrical	\$	-	SIGNING/STRIPING DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL
Traffic / Electrical Labor (25% of T/E)	\$	-	Install 4" Striping - Paint	LF	\$	0.70	39494.40) \$	27,646.08		
Furnishing	\$	-	Bike Route Signing	MI	\$	2,100.88	7.48	3 \$	15,714.58		
Landscaping / Irrigation	\$	-	Install Bike Lane Marking - Thermoplastic	EA	\$	321.92	65.82	2 \$	21,190.06		
			Install Green Thermoplastic	SF	\$	12.21	197472.00) \$	2,411,133.12	\$	2,475,683.84
Traffic Control (10% of Mat. & Labor)	\$	247,568.38	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL
Water Pollution Control	\$	-						\$	-	\$	-
Maintain WPCP / Perform Filings	\$	-	SITE FURNISHINGS	UNIT		UNIT PRICE	QUANTITY		TOTAL		SF TOTAL
Project Construction Survey	\$	-									
			LANDSCAPING/IRRIGATION	UNIT		UNIT PRICE	QUANTITY		TOTAL		L/ I TOTAL
Materials and Permits Subtotal	\$	2,723,252						\$	-	\$	-
								TOT	AL	\$	2,475,683.84
Mobilization (10% of Mat./Perm. Subtotal)	\$	272,325					Assumptions				
				Class II Bikeway	wit	th single lane o	lirections lane width 5'				
Construction Subtotal	\$	2,995,577		Bus stops total 7	'5' ir	n length, VTA	Route 21 buses are 40' in length				
				Signage posted	prio	or to each bus	stop (both directions) to alert cyclists				
Contingency (% of Constr. Subtotal)		30%		Green Thermopl	asti	ic to cover the	5' and wide bike lanes and bus stops				
Contingency Amount	\$	898,673		Bike Lane Marki	ng -	- Thermoplasti	c every 600'				
				6" striping paint	on e	edge of bike pa	ath				
Total Construction Cost	\$	3,894,250		8" thermoplastic	stri	ping on perime	eter of bus stops				
E . (D. 1.) (100) (0.) . T. (1)		200 405									
Eng./Design (10% of Constr. Total)	¢	389,425									
Administration (5% of Constr. Total)	\$	19/ 713									
Administration (0.5 of Constr. Fotal)	Ψ	104,710									
Constr. Mgmt. (7% of Constr. Total)	\$	272,598									
Total Class 2 Project Cost	\$	4,750,986									

Class III Bikeway	Amount	Class III Bikeway									
Civil	\$ -	CIVIL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		CIV TOTAL
Signing / Striping	\$ 630,047.80							\$	-	\$	-
Traffic / Electrical	\$ -	SIGNING/ STRIPING DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		S&S TOTAL
Traffic / Electrical Labor (25% of T/E)	\$ -	Bike Route Signing	MI	\$	2,100.88		19.44	1 \$	40,841.11		
Furnishing	\$ -	Install Bike Lane Marking - Thermoplastic	EA	\$	321.92		342.14	1 \$	110,143.00		
Landscaping / Irrigation	\$ -	Install Greenback Sharrow - Thermoplastic	EA	\$	978.24		489.72	2 \$	479,063.69	\$	630,047.80
		TRAFFIC / ELECTRICAL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		T&E TOTAL
Traffic Control (10% of Mat. & Labor)	\$ 63,004.78							\$	-	\$	-
Water Pollution Control	\$ -	SITE FURNISHINGS	UNIT		UNIT PRICE	QUANTITY			TOTAL		SF TOTAL
Maintain WPCP / Perform Filings	\$ -			\$	-			\$	-	\$	-
Project Construction Survey	\$ -	LANDSCAPING/IRRIGATION	UNIT		UNIT PRICE	QUANTITY			TOTAL		L/ I TOTAL
				\$	-			\$	-	\$	-
Materials and Permits Subtotal	\$ 693,053							TOT	AL	\$	630,047.80
							Assumptions				
Mobilization (10% of Mat./Perm. Subtotal)	\$ 69,305		Class III Bikewa	iy w	ill have signag	e and lane ma	arkings every 300'				
			Sharrows will b	e pla	aced every 200)' on the right I	lane in each direction				
Construction Subtotal	\$ 762,358										
Contingency (% of Constr. Subtotal)	30%										
Contingency Amount	\$ 228,707										
Total Construction Cost	\$ 991,065										
Eng./Design (10% of Constr. Total)	\$ 99,106										
Administration (5% of Constr. Total)	\$ 49,553										
Constr. Mgmt. (7% of Constr. Total)	\$ 69,375										
Total Project Cost	\$ 1,209,099										

Class IV Bikeway	Amount		Class IV Bikeway								
Civil	\$-		CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY			TOTAL		CIV TOTAL
Signing / Striping	\$ 11,883,450.06	i .								\$	-
Traffic / Electrical	\$ 514,981.24		SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY			TOTAL		S&S TOTAL
Traffic / Electrical Labor (25% of T/E)	\$ 128,745.31		Install 4" Striping - Paint	LF	\$ 0.70		154176.00) \$	107,923.20		
Furnishing	\$ 23,874,461.95		Install 6" Striping (Dashed) - Thermoplastic	LF	\$ 1.62		10454.40) \$	16,936.13		
Landscaping / Irrigation	\$-		Install 8" Striping - Thermoplastic	LF	\$ 4.10		3150.00) \$	12,915.00		
			Bike Route Signing	MI	\$ 2,100.88		28.68	3 \$	60,253.24		
Traffic Control (10% of Mat. & Labor)	\$ 3,640,163.86		Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20		154176.00) \$	1,264,243.20		
Water Pollution Control	\$ -		Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92		274.38	3 \$	88,329.70		
Maintain WPCP / Perform Filings	\$-		Install Green Thermoplastic	SF	\$ 12.21		834835.20) \$	10,193,337.79		
Project Construction Survey	\$-		Install Sign on New Post	EA	\$ 417.70		334.00)\$	139,511.80	\$	11,883,450.06
			TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY			TOTAL		T&E TOTAL
Materials and Permits Subtotal	<mark>\$ 40,041,802</mark>		Bike Button, Pole, and Sign	EA	\$ 1,541.86		334	\$	514,981.24	\$	514,981.24
			SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY			TOTAL		SF TOTAL
Mobilization (10% of Mat./Perm. Subtotal)	\$ 4,004,180		Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26		30835.2	2 \$	23,874,461.95	\$	23,874,461.95
			LANDSCAPING/IRRIGATION	UNIT	UNIT PRICE	QUANTITY			TOTAL		L/ I TOTAL
Construction Subtotal	<mark>\$ 44,045,983</mark>				\$ -			\$	-	\$	-
								тот	AL	\$	36,272,893.25
Contingency (% of Constr. Subtotal)	30%						Assumptions				
Contingency Amount	\$ 13,213,795			Class IV Bikewa	y with single lane	directions lane	width 5'				
				Class IV Bikewa	y with dual lane o	lirections lane w	vidth 8'				
Total Construction Cost	<mark>\$ 57,259,778</mark>			2' Bike Buffer w	// thermoplastic pa	aint					
				Steel w/ plastic	Bollards - 5' spac	ing on edge of 2	2' Bike Buffer creating a 7' a	and 1	10' wide footprin	t	
Eng./Design (10% of Constr. Total)	\$ 5,725,978			Bike Lane Mark	ing - Thermoplast	ic every 600'					
				Bus stops will in	tegrate with the C	lass IV bikeway	/ see Caltrans DIB 94 pg. 56	6			
Administration (5% of Constr. Total)	\$ 2,862,989			Bus stops total 75' in length, VTA Route 21 Busses are 40' in length							
				Signage posted	prior to each bus	stop (both dired	ctions) to alert cyclists				
Constr. Mgmt. (7% of Constr. Total)	\$ 4,008,184			Green Thermop	lastic to cover the	5' and 8' wide b	bike lanes and bus stops				
				4" striping paint	on edge of bike p	ath					
Total Project Cost	\$ 69,856,929			8" thermoplastic	striping on perim	eter of bus stop	s				
				Bike button, Pol	e and sign at eac	h intersection in	both directions				

Bike Box and Variations	Amount	Bike Box, Bike Box with 2 Stage Left Turn, and Bike Box with Green Through lanes,									
Civil	\$ 246,245.34	CIVIL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		CIV TOTAL
Signing / Striping	\$ 790,051.69	Curb Extension w/ ADA Ramp	EA	\$	15,989.24		(6 \$	95,935.44		
Traffic / Electrical	\$ -	Curb (6") & Gutter (24")	LF	\$	78.50		39	0 \$	30,615.00		
Traffic / Electrical Labor (25% of T/E)	\$ -	Remove existing asphalt pavement (roadway)	SF	\$	11.83		312	0 \$	36,909.60		
Furnishing	\$ 9,291.12	Remove existing Curb & Gutter	LF	\$	100.19		39	0 \$	39,074.10		
Landscaping / Irrigation	\$ -	Remove existing sidewalk, curb ramps & driveways	SF	\$	14.01		312	0 \$	43,711.20	\$	246,245.34
		SIGNING/STRIPING DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		S&S TOTAL
Traffic Control (10% of Mat. & Labor)	\$ 104,558.82	Install Continental Crosswalk - Thermoplastic (12')	LF	\$	125.64		45	5 \$	57,166.20		
Water Pollution Control	\$ -	Install 8" Striping - Thermoplastic	LF	\$	4.10		10250.0	0 \$	42,025.00		
Maintain WPCP / Perform Filings	\$ -	Install Bike Lane Marking - Thermoplastic	EA	\$	321.92		90.0	0 \$	28,972.80		
Project Construction Survey	\$ -	Install Green Thermoplastic	SF	\$	12.21		51725.0	0 \$	631,562.25		
		Install Turn Arrow - Thermoplastic	EA	\$	978.24		31.0	0 \$	30,325.44	\$	790,051.69
Materials and Permits Subtotal	\$ 1,150,147	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		T&E TOTAL
								\$	-	\$	-
Mobilization (10% of Mat./Perm. Subtotal)	\$ 115,015	SITE FURNISHINGS	UNIT		UNIT PRICE	QUANTITY			TOTAL		SF TOTAL
		Bollard (Steel with Plastic Sleeve)	EA	\$	774.26		1:	2 \$	9,291.12	\$	9,291.12
Construction Subtotal	\$ 1,265,162	LANDSCAPING/ IRRIGATION	UNIT		UNIT PRICE	QUANTITY			TOTAL		L/ I TOTAL
				\$	-			\$	-	\$	-
Contingency (% of Constr. Subtotal)	30%							TO	TAL	\$	1,045,588.15
Contingency Amount	\$ 379,548						Assumptions				
			Bike boxes will b	e in	the front of a	ll traffic lanes					
Total Construction Cost	\$ 1,644,710		Bike box areas a	are 1	15' long multip	lied by the wid	th of the traffic lane(s)				
			Bike Boxes vary	in v	vidth due to st	reet width varia	ations				
Eng./Design (10% of Constr. Total)	\$ 164,471		Bike boxes are i	dent	tified with a gr	een thermoplas	stic in the entirety of their a	rea			
			Bike boxes are s	strip	ed on their wid	th edges with	8" thermoplastic striping				
Administration (5% of Constr. Total)	\$ 82,235		Bike boxes all ha	ave	bike lane mar	kings designati	ng their location				
			Two Stage left turn box will be 10'x10' square								
Constr. Mgmt. (7% of Constr. Total)	\$ 115,130		Two stage left turn box are identified with a green thermoplastic in the entirety of their area								
			Two stage left tu	ırn k	oox perimeters	are bordered	with white 8" thermoplastic	strip	ing		
Total Project Cost	\$ 2,006,546		Two stage left tu	ırn k	oox have a the	rmoplastic turr	arrow in their center				
			Green through p	aths	s covered in g	reen thermopla	stic with bike lane designation	tion i	markings		
			Green through p	aths	s are bordered	with 8" thermo	oplastic striping and vary in	leng	th based on inter	rsecti	on size
							· · · ·				

2 Stage Turn	Amount		2 Stage Left Turn									
Civil	\$ -		CIVIL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL	
Signing / Striping	\$ 18,905.92							0		\$	-	
Traffic / Electrical	\$ -		SIGNING/STRIPING DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL	
Traffic / Electrical Labor (25% of T/E)	\$ -		Install 8" Striping - Thermoplastic	LF	\$	4.10	320.0	0\$	1,312.00			
Furnishing	\$ -		Install Green Thermoplastic	SF	\$	12.21	800.0	0\$	9,768.00			
Landscaping / Irrigation	\$ -		Install Turn Arrow - Thermoplastic	EA	\$	978.24	8.0	0\$	7,825.92	\$	18,905.92	
			TRAFFIC / ELECTRICAL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL	
Traffic Control (10% of Mat. & Labor)	\$ 1,890.59							\$	-	\$	-	
Water Pollution Control	\$ -		SITE FURNISHINGS	UNIT		UNIT PRICE	QUANTITY		TOTAL		SF TOTAL	
Maintain WPCP / Perform Filings	\$ -							\$	-	\$	-	
Project Construction Survey	\$ -		LANDSCAPING/IRRIGATION	UNIT		UNIT PRICE	QUANTITY		TOTAL		L/ I TOTAL	
					\$	-		\$	-	\$	-	
Materials and Permits Subtotal	\$ 20,797							TOT	AL	\$	18,905.92	
							Assumptions					
Mobilization (10% of Mat./Perm. Subtotal)	\$ 2,080	1		Bike boxes will b	oe ir	n the front of a	Il traffic lanes					
				Bike box areas a	are	15' long multip	blied by the width of the traffic lane(s)					
Construction Subtotal	\$ 22,876			Bike Boxes vary	' in v	width due to st	reet width variations					
				Bike boxes are i	den	tified with a gr	een thermoplastic in the entirety of their a	rea				
Contingency (% of Constr. Subtotal)				Bike boxes are s	strip	ed on their wid	dth edges with 8" thermoplastic striping					
Contingency Amount	\$ -			Bike boxes all ha	ave	bike lane mar	kings designating their location					
				Two Stage left t	urn	box will be 10'	x10' square					
Total Construction Cost	\$ 22,876			Two stage left to	urn l	box are identif	ied with a green thermoplastic in the entire	ety of	their area			
				Two stage left to	urn l	box perimeters	are bordered with white 8" thermoplastic	stripi	ng			
Eng./Design (10% of Constr. Total)	\$ 2,288	ļ		Two stage left to	urn l	box have a the	ermoplastic turn arrow in their center					
				Green through p	bath	s covered in g	reen thermoplastic with bike lane designa	tion m	narkings			
Administration (5% of Constr. Total)	\$ 1,144			Green through p	bath	s are bordered	with 8" thermoplastic striping and vary in	lengt	th based on inte	rsect	ion size	
Constr. Mgmt. (7% of Constr. Total)	\$ 1,601											
Total Project Cost	\$ 27,909	J										

Green Through lanes	Amount		Green Through - Lanes									
Civil	\$ -		CIVIL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		CIV TOTAL
Signing / Striping	\$ 22,463.68							0			\$	-
Traffic / Electrical	\$ -		SIGNING/STRIPING DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		S&S TOTAL
Traffic / Electrical Labor (25% of T/E)	\$ -	1	Install 8" Striping - Thermoplastic	LF	\$	4.10		400.00	\$	1,640.00		
Furnishing	\$ -	1	Install Green Thermoplastic	SF	\$	12.21		1600.00	\$	19,536.00		
Landscaping / Irrigation	\$ -	1	Install Bike Lane Marking - Thermoplastic	EA	\$	321.92		4.00	\$	1,287.68	\$	22,463.68
			TRAFFIC / ELECTRICAL DESCRIPTION	UNIT		UNIT PRICE	QUANTITY			TOTAL		T&E TOTAL
Traffic Control (10% of Mat. & Labor)	\$ 2,246.37								\$	-	\$	-
Water Pollution Control	\$ -		SITE FURNISHINGS	UNIT		UNIT PRICE	QUANTITY			TOTAL		SF TOTAL
Maintain WPCP / Perform Filings	\$ -								\$	-	\$	-
Project Construction Survey	\$ -		LANDSCAPING/ IRRIGATION	UNIT		UNIT PRICE	QUANTITY			TOTAL		L/ I TOTAL
					\$	-			\$	-	\$	-
Materials and Permits Subtotal	\$ 24,710								TOTA	\L	\$	22,463.68
							Assi	umptions				
Mobilization (10% of Mat./Perm. Subtotal)	\$ 2,471			Bike boxes will	be ir	n the front of a	Il traffic lanes					
				Bike box areas	are	15' long multip	lied by the width of the	traffic lane(s)				
Construction Subtotal	\$ 27,181			Bike Boxes vary	y in v	width due to st	reet width variations					
				Bike boxes are	iden	ntified with a gr	een thermoplastic in the	entirety of their are	ea			
Contingency (% of Constr. Subtotal)				Bike boxes are	strip	ed on their wi	oth edges with 8" thermo	oplastic striping				
Contingency Amount	\$ -			Bike boxes all h	ave	bike lane mar	kings designating their l	ocation				
				Two Stage left f	turn	box will be 10'	x10' square					
Total Construction Cost	\$ 27,181			Two stage left t	urn l	box are identif	ed with a green thermo	plastic in the entire	ty of t	heir area		
				Two stage left t	urn l	box perimeters	are bordered with white	e 8" thermoplastic s	stripin	g		
Eng./Design (10% of Constr. Total)	\$ 2,718		Two stage left turn box have a thermoplastic turn arrow in their center									
			Green through paths covered in green thermoplastic with bike lane designation markings									
Administration (5% of Constr. Total)	\$ 1,359			Green through	path	is are bordered	with 8" thermoplastic s	triping and vary in I	length	n based on inte	rsect	ion size
Constr. Mgmt. (7% of Constr. Total)	\$ 1,903											
Total Project Cost	\$ 33,161											

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)	PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
R 1	Santa Clara Street	B 1	Santa Clara Street & Montgomery Street	Bike Box (All Legs of Intersection)		\$ 14.038.34	2	35	0	Assumptions
B 1	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL				Bike box will be in the front of all traffic lanes
81						\$-				Bike box is 15' in depth
B 1	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL				8"Thermoplastic
B 1	Install 8" Striping - Thermoplastic	LF	\$ 4.10	140	\$ 574.00					
81	Install Green Thermoplastic	SF	\$ 12.21	1050	\$ 12,820.50	A 44,000,04				
81	TRAFFIC / ELECTRICAL DESCRIPTION	LA	\$ 321.92		\$ 643.84 TOTAL	\$ 14,038.34 T&F TOTAL				
81		UNIT	ONTFRICE	SOMMER	\$ -	\$ -				
81	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL				
B 1						\$ -				
	Santa Clara Street	B 2	Santa Clara Street & Barack Obama Blvd	 Bike Box (All Legs of Intersection) 			4	30	4	Assumptions
B 2				•Two Stage Left Turn		\$ 33,702.64	-		-	
B 2	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL				Bike box will be in the front of all traffic lanes
82		UNIT		QUANTITY	TOTAL	5 -				Bike Dox is 15' in length
8.2	Install 8" Strining - Thermonlastic	LE	\$ 410	400	\$ 1.640.00	SUSTOILE				Two stage left turn hor will be 10'v10' square
B 2	Install Green Thermoplastic	SF	\$ 12.21	2200	\$ 26,862.00					
B 2	Install Turn Arrow - Thermoplastic	EA	\$ 978.24	4	\$ 3,912.96					
8.2	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	4	\$ 1,287.68	\$ 33,702.64				
B 2	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	T&E TOTAL				
B 2					\$ -	\$ -				
8.2	SITE FORNISHINGS	UNII	UNITPRICE	QUANTITY	IOIAL	SF IOTAL \$				
83	Santa Clara Street	B 3	Santa Clara Street & S Almaden Boulevard	•Bike Box (EB, WB, and SB Legs of Intersection)		\$ 21.057.51	3	35	0	Assumptions
83	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL				Bike box will be in the front of all traffic lanes
B 3				-		\$-				Bike box is 15' in length
B 3	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL				8"Thermoplastic
B 3	Install 8" Striping - Thermoplastic	LF	\$ 4.10	210	\$ 861.00					
83	Install Green I hermoplastic	SF	\$ 12.21	15/5	\$ 19,230./5	¢ 01.057.51				
8.3	TRAFFIC / FLECTRICAL DESCRIPTION		3 SZ1.92		5 963.76 TOTAI	\$ 21,037.51 T&F TOTAL				
B 3		0.111	Shirt Hot	20mm	\$ -	\$ -				
B 3	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL				
B 3						\$-			1	
										Assumptions
8.4	The Alameda	B 4	Taylor Street to Montgomery Street	Class IV Bikeway	0.52	\$ 1,327,587.47	5	75	13	Assumptions
84 84	The Alameda CIVIL DESCRIPTION	B 4 UNIT	Taylor Street to Montgomery Street UNIT PRICE	Class IV Bikeway QUANTITY	0.52 Total	\$ 1,327,587.47 CIV TOTAL	5	75	13	Class IV Bikeway with single lane directions (Eastbound and Westbound)
84 84 84	The Alameda CIVIL DESCRIPTION SIGNING (STRIPING DESCRIPTION	B 4 UNIT	Taylor Street to Montgomery Street UNIT PRICE	Class IV Bikeway QUANTITY QUANTITY	0.52 TOTAL	\$ 1,327,587.47 CIV TOTAL \$ -	5	75	13	Class IV Bikeway with single lane directions (Eastbound and Westbound) 5' Bikeway 2' Bike Buffor u/ thermonlastic
84 84 84 84 84	The Alameda CIVIL DESCRIPTION SIGNING/ STRIPING DESCRIPTION Install 4" Striping - Paint	B 4 UNIT UNIT LF	Taylor Street to Montgomery Street UNIT PRICE UNIT PRICE \$ 0.70	Class IV Bikeway Quantity Quantity 5491.20	0.52 TOTAL TOTAL \$ 3,843.84	\$ 1,327,587.47 CIV TOTAL \$ - S&S TOTAL	5	75	13	Class IV Bikeway with single lane directions (Eastbound and Westbound) 5' Bikeway 2' Bike Buffer w/ thermoplastic Steeluw plastic bollards - 5' spacing
84 84 84 84 84 84	The Alameda CIVIL DESCRIPTION SIGNING/ STRIPING DESCRIPTION Install 4" Striping - Paint Install 4" Striping - Paintoplastic	B 4 UNIT UNIT LF LF	UNIT PRICE 0.70 \$ 0.70 \$ 0.70 \$ 4.10	Class IV Bikeway QUANTITY QUANTITY 5491.20 375.00	0.52 TOTAL TOTAL \$ 3,843.84 \$ 1,537.50	\$ 1,327,587.47 CIV TOTAL \$ - S&S TOTAL	5	75	13	Class IV Bikeway with single lane directions (Eastbound and Westbound) Class IV Bikeway Si Bikeway 2' Bike Buffer withermoplastic Steel w/ plastic bollrads - 5' spacing Bike Lane Marking - Thermoplastic every 600'
84 84 84 84 84 84	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4"Striping- Paint Install 4"Striping- Thermoplastic Bike Poture Signing	B 4 UNIT UNIT LF LF MI	UNIT PRICE UNIT PRICE \$ 0.70 \$ 4.10 \$ 2.100.88	Class IV Bikeway QUANTITY QUANTITY 5491.20 375.00 0.52	0.52 TOTAL \$ 3,843,84 \$ 1,537,50 \$ 1,052,46	\$ 1,327,587.47 CIV TOTAL \$ - S&S TOTAL	5	75	13	Cass IV Bikeway with single lane directions (Eastbound and Westbound) 5' Bikeway 2' Bike Buffer u/ thermoplastic Steelw / plastic bolards - 5' spacing Bike Lane Marking - Thermoplastic every 600' Bixe stops will integrate with the Class V bikeway see Caltrans DIB 94 pg. 56
84 84 84 84 84 84 84	The Alameda CVUL DESCRIPTION SIGNING/ STRIPINO DESCRIPTION Install 6 ⁴ Striping- Pant Install 6 ⁴ Striping- Pant Silke Route Signing Instal Bike Boute (Panto)	B 4 UNIT LF LF MI LF	Street to Montgomery Street UNITPRICE UNITPRICE \$ 0.707 \$ 4.10 \$ 2.100.88 \$ 8.200	Class IV Bikeway QUANTITY QUANTITY 9000000000000000000000000000000000000	0.52 TOTAL * 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 45.027.84	\$ 1,327,587.47 CIVTOTAL \$ - S&STOTAL	5	75	13	Class IN Bikeway with single Iane directions (Eastbound and Westbound) 5' Bikeway 2' Bike Buffer wit thermoplastic Steeluw plastic bollards - 5' spacing Bike Iane Marking - Thermoplastic every 600' Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
84 84 84 84 84 84 84	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4" Striping: - Paint Install 4" Striping: - Paintoplastic Bike Route Signing Install Bike Elder (2" vide) - Thermoplastic Install Bike Lane Marking - Thermoplastic	B 4 UNIT LF LF LF MI LF EA	UNIT PRICE UNIT PRICE 0.70 \$ 0.70	Class IV Bikeway QUANTITY QUANTITY 5491.20 375.00 0.52 5491.20 9.15	0.52 TOTAL TOTAL \$ 3,843.84 \$ 1,537.50 \$ 1,092.46 \$ 45,027.84 \$ 2,946.21 \$ 2,946.21	\$ 1,327,587.47 CIVTOTAL \$	5	75	13	Class IV Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Class IV Bikeway S Bike Buffer with thermoplastic Seekel with plast to colorards - 8 Spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg, 56 Bus stops total 7 in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists
84 84 84 84 84 84 84 84	The Alameda CIVIL DESCRIPTION SIGNING/ STRIPING DESCRIPTION NISTAIL 4"Striping Paint Install 4"Striping Paint Install 5"Striping Pherroplastic Bike Route Signing Install Bike Leame Marking Thermoplastic Install Green Thermoplastic Install Gre	B 4 UNIT LF LF LF LF EA SF EA	Street to Montgomery Street UNITPRICE \$ 0.70 \$ 0.70 \$ 2.100.88 \$ 2.100.88 \$ 321.92 \$ 321.92 \$ 321.92 \$ 321.92 \$ 321.92	Class IV Bikeway QUANTITY QUANTITY 5491.20 375.00 0.52 5491.20 9.51 9.5491.20 9.5591.20 9.5591.2	0.52 TOTAL \$ 3,843.84 \$ 1,537.50 \$ 1,092.46 \$ 45,027.84 \$ 2,946.21 \$ 2,946.21 \$ 371,867.76 \$ 0,000,000 \$ 0,000,000,000 \$ 0,000,000,000 \$ 0,000,000,000 \$ 0,000,000,000,000 \$ 0,000,000,000,000,000 \$ 0,000,000,000,000,000,000,000,000,000,	\$ 1,327,587.47 CVYTOTAL \$	5	75	13	Cass IV Bikeway with single lane directions (Eastbound and Westbound) 5 Bikeway 2 Bike Buffer wit thermoplastic Steelwir plastic bolards - 5' spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will integrate with the Class V bikeway see Caltrans DIB 94 pg. 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane
84 84 84 84 84 84 84 84 84	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 6° Striping - Part Install 6° Striping - Thermoplastic Statil Bike Boute Signing Install Bike Lane Marking - Thermoplastic Install Green Thermoplastic Install	B 4 UNIT LF LF LF LF LF LF EA SF EA UNIT	Street to Montgomery Street UNITPRICE \$ 0.70 \$ 2.100.88 \$ 2.200.88 \$ 3.21.92 \$ 3.21.92 \$ 12.21 \$ 14.770	Class IV Bikeway QUANTITY QUANTITY QUANTITY 900 000 000 000 000 000 000 000 000 00	0.52 TOTAL * 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 45.027.84 \$ 2.946.21 \$ 3.71,867.76 \$ 10,860.20 TOTAL	\$ 1,327,587.47 CIV TOTAL \$	5	75	13	Class IN Bikeway with single Iane directions (Eastbound and Westbound) 5' Bikeway 2' Bike Buffer wit thermoplastic Steelwir plastic bollards - 5' spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will negate with the Class V bikeway see Caltrans DIB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DIB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DIB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans DiB 94 pg. 56 Bus stops will negate with the Class V bikeway see Caltrans V bike see Caltrans V bike see Caltrans V bike see See See See See See See See See Se
84 84 84 84 84 84 84 84 84 84 84 84	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4" Striping Paint Install 4" Striping Paint Silke Route Signing Install Rike Buffer (2 widg) - Thermoplastic Install Rike Lane Marking Thermoplastic Install Green Thermoplastic I	B 4 UNIT LF LF LF EA SF EA SF EA UNIT EA	UNIT PRICE UNIT PRICE \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 UNITPRICE 0.70 \$ 1.541.66	Class IV Bikeway QUANTITY QUANTITY 5491.20 375.00 0.52 5491.20 5491.20 5491.20 5491.20 26.00 QUANTITY 26.00 28.00 29.00 29.00 20.00	0.52 TOTAL * 3.843.84 \$ 1.537.60 \$ 1.092.46 \$ 4.027.84 \$ 2.946.21 \$ 3.71,867.76 \$ 1.0866.20 * 10.866.20 * 10.866	\$ 1,327,587.47 CIVTOTAL \$ \$ \$ \$ 437,175.81 TAE TOTAL \$ 40,088.36	5	75	13	Cass IV Bikeway with single Iane directions (Eastbound and Westbound) 5' Bikeway 2' Bike Buffer wit thermoplastic Steel wi plastic bollards - 5' spacing Bike Iane Marking - Thermoplastic every 800' Bos stops will negregate with the Class IV bikeway see Caltrans DIB 94 pg. 56 Bos stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus short Job that rections to alert cyclists Green Thermoplastic to cover the 5' bike Iane
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 6"Striping-Pant Install 8"Striping-Pant Install 8"Be Route Signing Install Bike Buffer (2" vide)-Thermoplastic Install Bike Buffer (2" vide)-Thermoplastic Install Bike Buffer (2" vide)-Thermoplastic Install Green Thermoplastic Install Green Th	B 4 UNIT LF LF LF EA SF EA UNIT EA UNIT	Street to Montgomery Street UNITPRICE UNITPRICE \$ 0.70 \$ 2.100.88 \$ 2.100.88 \$ 2.100.18 \$ 2.100.21 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.2102.8 \$ 2.5102.8	Class IV Bikeway QUANTITY QUANTITY 9000 0000 0000 0000 0000 0000 0000 00	0.52 TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 45.007.84 \$ 2.946.21 \$ 2.946.21 \$ 371,867.76 \$ 371,867.76 \$ 10,866.20 TOTAL \$ 40,088.36 TOTAL	\$ 1,327,587.47 CIV TOTAL \$	5	75	13	Cass IN Bikeway with single lane directions (Eastbound and Westbound) 5 Bikeway 2 Bike Buffer wit thermoplastic Steelwir plastic bolards - 5's spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will integrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/ STRIPING DESCRIPTION Install 6" Striping - Part Install 6" Striping - Part Install 8" Striping - Thermoplastic Striping - Striping - Striping Striping - Striping - Striping - Striping Striping - Stri	B 4 UNIT LF LF EA EA EA UNIT EA EA	Taylor Street to Montgomery Street UNITPRICE UNITPRICE UNITPRICE CUNITPRICE	Class IV Bikeway QUANTITY QUANTITY QUANTITY QUANTITY 0 5491.20 0 5591.20 0 5491.20 0 5491.20 0 5491.20 0 5491.20 0 30465.00 0 QUANTITY 28 QUANTITY 1098.24 1098.24	0.52 TOTAL TOTAL \$ 3,843,84 \$ 1,537,50 \$ 1,092,46 \$ 45,027,84 \$ 2,946,21 \$ 2,946,21 \$ 2,946,21 \$ 3,198,07,07 \$ 10,080,20 TOTAL \$ 40,008,36 TOTAL \$ 40,008,36 \$ 10,008,36 \$	\$ 1,327,587.47 CIV TOTAL \$ SAS TOTAL \$ 437,175.81 T&E TOTAL \$ 40,088.38 \$ FTOTAL \$ 850,323.30	5	75	13	Cass IN Bikeway with single lane directions (Eastbound and Westbound) 5' Bikeway 2' Bike Buffer wit thermoplastic Steelwit plastic bollards - 5' spacing Bike Lane Marking - Thermoplastic every 600' Bus stops willneigrate with the Class V bikeway see Cattrans DiB 94 pg. 56 Bus stops willneigrate with the Class V bikeway see Cattrans DiB 94 pg. 56 Bus stops willneigrate with the Class V bikeway see Cattrans DiB 94 pg. 56 Bus stops willneigrate with the Class V bikeway see Cattrans DiB 94 pg. 56 Bus stops will neight, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop lobth directions to alert cyclists Green Thermoplastic to cover the 5' bike lane
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVLI DESCRIPTION SIGNING/STRIPING DESCRIPTION INSTAILS*Striping-Pant Install 8: Striping-Pant Install Bike Buffer (2* Wide)-Thermoplastic Install Bike Buffer (2* Wide)-Thermoplastic Install Bike Buffer (2* Wide)-Thermoplastic Install Green Thermoplastic Install Green Thermoplastic INSTAL Green Thermoplas	B4 UNIT LF LF MI LF EA SF EA UNIT EA UNIT EA UNIT EA B5	Taylor Street to Montgomery Street UNIT PRICE UNIT PRICE S OUTO S	Class IV Bikeway QUANTITY QUANTITY QUANTITY QUANTITY 915 915 915 915 915 915 915 915 915 915	0.52 TOTAL	\$ 1,327,587.47 CIV TOTAL S SAS TOTAL S SAS TOTAL S 437,175.81 TAE TOTAL \$ 437,175.81 S 437,175.83 S 141,656.69 \$ 141,656.69	3	35	2	Assumptions Cass IV Bikeway with single lane directions (Eastbound and Westbound) 5 Bikeway 2 Bike Buffer wit thermoplastic Steelwit plastic bolards - 5 spacing Bike Lane Marking - Thermoplastic every 600° Box stops will negrate with the Class V bikeway see Catrans DIB 94 pg. 56 Box stops total 75 lin length, VTA Route 21 Busses are 40 in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Assumptions Assumptions
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 6" Stripting - Parl Install 8" Stripting - Parl Install 8" Stripting - Thermoplastic Install 8" Be due Signing Install 8" Be due Signing Install 6" Stripting - Thermoplastic Install 6" Contempolastic Install 6"	B4 UNIT LF LF EA EA EA EA UNIT EA B5 B5	Street to Montgomery Street UNIT PRICE UNIT PRICE \$ 0.70 \$ 2.100.88 \$ 2.200.88 \$ 3.21.92 \$ 12.21 \$ 12.21 \$ 1.541.86 UNIT PRICE \$ \$ 774.26	Class IV Bikeway QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY Sike Box (EB, WB, and SB Legs of Intersection) •Protected Intersection: two stage left turns and curb extensions with bollards QUANTITY	0.52 TOTAL TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 3.029.67 \$ 10,860.20 TOTAL \$ 8 40,088.36 TOTAL \$ 8 80,323.30 65 107AL	\$ 1,327,587.47 CIV TOTAL \$	3	35	2	Assumptions Cass IN Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Z Bike Buffer wit thermoplastic Steelwit plastic bolards - 5 spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will negrate with the Class V bikeway see Catrans DiB 94 pg, 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Assumptions Bike box will be in the front of all traffic lanes
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84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CVUL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 65 Striping - Paint Install 65 Striping - Paint Install 65 Striping - Thermoplastic Bike Boutes Signing Install 86 Lane Marking - Thermoplastic Install 86 Lane Marking - Thermoplastic Install 86 Lane Marking - Thermoplastic Install 87 CHICH (CHICK) INSTALL (SECONDAL) IN	B4 UNIT LF LF LF LF LF EA UNIT EA EA UNIT EA EA EA UNIT	Taylor Street to Montgomery Street UNIT PRICE UNIT PRICE UNIT PRICE CUNIT PRICE CUNIT PR	Class IV Bikeway QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY Plike Box (EB, WB, and SB Legs of Intersection) Protected Intersection: two stage left turns and curb extensions with bollards QUANTITY QUA	0.52 TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.062.46 \$ 45.027.84 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 3.1,1867.76 \$ 10,086.20 TOTAL \$ 40,088.36 TOTAL \$ 850,323.30 \$ 850,323.30 \$ 10,205.00 \$ 11,203.20 \$ 11,203.70 \$ 11,203.	\$ 1,327,587.47 CIV TOTAL S	3	35	2	Assumptions Cass IN Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Z Bike Buffer wit thermoplastic Steelwir plastic bolards - 5' spacing Bike Lane Harking - Thermoplastic every 600° Bus stops will integrate with the Class V bikeway see Catrans DIB 94 pg, 56 Bus stops total 75' In length, VTA Route 21 Busses are 40' In length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Assumptions Bike box will be in the front of all traffic Lanes Curb extensions will mirror those in the Pedestrian improvements Bolards / curb extension Bike box will be a 15' of inlength S' Thermoplaste stipping Two stage left turn box will be 10'x10''square Bub outs will make an 16'' extension past and then return to curb
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install & Striping - Part Install & Striping - Thermoplastic Install Sike Lane Marking - Thermoplastic Install Sike Lane Marking - Thermoplastic Install Sign on New Post INSTAL Green Thermoplastic INSTAL Sign on New Post INSTAL Sign ON CONTROL DESCRIPTION SIGN OF CLECTRICAL DESCRIPTION CIVIL DESCRIPTION CIVIL DESCRIPTION CIVIL DESCRIPTION CIVIL DESCRIPTION CIVIL DESCRIPTION CIVIL DESCRIPTION SIGNING / ADA Ramp CUVIL DESCRIPTION CIVIL DESCRIPTION SIGNING / ADA Ramp CUVIL DESCRIPTION SIGNING / ADA RAMP C	B4 UNIT LF LF MI LF MI UNIT EA UNIT EA B5 UNIT EA SF EA SF UNIT SF SF UNIT SF SF UNIT SF SF UNIT	Street to Montgomery Street UNIT PRICE UNIT PRICE \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.71 \$ 0.71 \$ 0.72 \$ 0.731.92 \$ 0.1221 \$ 0.1221 \$ 0.121 \$ 1.541.86 UNITPRICE 774.26 \$ 774.26 \$ 15.99.24 \$ 15.99.24 \$ 78.50 \$ 11.83 \$ 100.11 \$ 100.11 \$ 100.12	Class IV Bikeway QUANTITY QUANTITY QUANTITY G451.20 G452 G452 G452 G452 G452 G452 G452 G452	0.52 TOTAL TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 3.021.867.76 \$ 10,880.20 TOTAL \$ 3.040,88.36 TOTAL \$ 5.0323.30 65 10,205.00 \$ 10,205.0	\$ 1,327,587.47 CIV TOTAL \$	3	35	2	Cass IV Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Sike Buffer wit thermoplastic Steel will plastic bollards - 5' spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will negrate with the Class V bikeway see Caltrans DIB 94 pg. 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each to us stop boll will change to boll will be an e Assumptions Bike box will be in the front of all traffic Lanes Curb extensions will mirror those in the Pedestrian improvements Bellards / curb extension Bike box stip 51' in length, S' Thermoplastic straiping Thermoplastic straiping S' Thermoplastic straiping Curb extensions Bike box will be in the front of 10' 10' square Bub outs vill Thar an 15' extension past and then return to curb Continental Corseswalks on all crossings
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 45 "striping-Pant Install 46 "striping-Pant Install 46 "striping-Pant Install 46 "striping-Pant Install 46 "striping-Pant Install 66 Unit 97 "striping-Pant Install 66 Unit 97 "striping-Pant Install 67 "striping-	84 UNIT UH LF LF EA SF EA UNIT EA UNIT EA SF SF UNIT EA SF UNIT EA LF SF SF SF UNIT LF UNIT LF UNIT LF UNIT	Taylor Street to Montgomery Street UNIT PRICE UNIT PRICE S OUT S O	Class IV Bikeway QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY Pike Box (EB, WB, and SB Legs of Intersection) =Protected Intersection: two stage left turns and curb extensions with bollards QUANTITY	0.52 TOTAL TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 3.45,027.84 \$ 2.946.21 \$ 2.946.21 \$ 3.02,946.20 \$ 1004 \$ 0.008.36 TOTAL \$ 5 65 65 65 65 5 10,025.00 \$ 1	\$ 1,327,587.47 CIV TOTAL S	3	35	2	Cass IV Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Z Bike Buffer w/ thermoplastic Steelw / plastic bolards - 5 spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will integrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each tous stack to (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike box will be in the front of all traffic Lanes Curb extensions will mirror those in the Pedestrian improvements 6Bolards / curb extension Bike box will be integring Thermoplastic striping Thermoplastic to cove all crossings Gent and 24' gutter Stack and then return to curb Continental Crosswalks on all crossings
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84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPHIG DESCRIPTION Install 6" Striping - Part Install 8" Striping - Thermoplastic Install 6" Striping - Thermoplastic Install 8" Striping - Thermoplastic Install 6" St	B4 UNIT LF LF LF EA UNIT EA UNIT EA UNIT EA B5 UNIT EA SF L EA UNIT EA SF LF SF LF SF LF SF EA SF EA SF EA SF EA SF EA	Taylor Street to Montgomery Street UNIT PRICE UNIT PRICE UNIT PRICE CUNIT PRICE CUNIT PR	Class IV Bikeway QUANTITY QUANTITY GUANTITY GUANTITY GUANTITY GUANTITY QUANTITY QUANTITY QUANTITY QUANTITY Case Guantity Case Control	0.52 TOTAL S 3.843.84 S 1.537.50 S C 1.092.46 S C 1.092.46 S C C C C C C C C C C C C C C C C C C	\$ 1,327,587.47 CIV TOTAL \$	3	35	2	Cass IV Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Sike Buffer w/ thermoplastic Steelw / plastic bolards - 5' spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will negrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus scales V lokeway see Caltrans DiB 94 pg, 56 Bus stops will negrate with the Class V bikeway see Caltrans DiB 94 pg, 56 Bus stops will negrate with the Class V bikeway see Caltrans DiB 94 pg, 56 Bus stops will not to each bus scales V lokeway see Caltrans DiB 94 pg, 56 Green Thermoplastic to cover the 5' bike lane State S
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 65 Striping - Paint Install 65 Striping - Paint Install 68 Route Signing Install Bike Buffer (2° Wide) - Thermoplastic Install Bike Lane Marking - Thermoplastic Install Given Thermoplasti	B4 UNIT UF LF LF EA EA UNIT EA EA UNIT EA EA EA LF LF SF SF SF UNIT LF SF SF SF UNIT	Taylor Street to Montgomery Street UNIT PRICE UNIT PRICE UNIT PRICE CUNIT PRICE CUNIT PRICE CUNIT PRICE CUNIT PRICE CUNIT PRICE CUNIT PRICE CUNIT	Class IV Bikeway QUANTITY PROTECTED Intersection; Protected Intersect	0.52 TOTAL TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 3.4537.50 \$ 2.946.21 \$ 3.2946.21 \$ 3.2946.21 \$ 3.2946.21 \$ 3.2946.23 \$ 3.71,867.76 \$ 3.2946.23 \$ 3.71,867.76 \$ 3.2946.23 \$ 3.71,867.76 \$ 3.2946.23 \$ 3.094.76 \$ 5.31,978.48 \$ 3.0205.00 \$ 5.31,978.48 \$ 3.0205.00 \$ 3.024.70 \$ 5.31,978.48 \$ 3.0205.00 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 3.024.70 \$ 5.31,978.48 \$ 5	\$ 1,327,587.47 CIV TOTAL S	3	35	2	Cass IM Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Sike Buffer wit thermoplastic Sike every Sike buffer wit thermoplastic local of the space of the sp
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 6" Stripting - Parit Install 6" Stripting - Parit Install 6" Stripting - Parit Install 6" Stripting - Thermoplastic Install Site Lane Marking - Thermoplastic Install Site Lane Marking - Thermoplastic Install Site Carbon Provided International Internationa	B4 UNIT LF LF EA SF EA UNIT EA B5 UNIT EA EA UNIT EA EA UNIT LF LF SF SF EA EA UNIT	Taylor Street to Montgomery Street UNITPRICE UNITPRICE UNITPRICE S CLIDOR S CLIDOR S UNITPRICE S CLIDOR S UNITPRICE S CLIDOR S CL	Class IV Bikeway QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY P QUANTITY P QUANTITY P PBike Box (EB, WB, and SB Legs of Intersection) Protected Intersection: two stage left turns and curb extensions with bollards QUANTITY QUANTI	0.52 TOTAL TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 45,027.84 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 3.0340,088.36 TOTAL \$ 40,088.36 TOTAL \$ 850,323.30 \$ 850,323.30 \$ 850,323.30 \$ 12,303.20 \$ 11,895.04 \$ 2,4499.80 \$ 2,1672.75 \$ 1,1896.48 \$ 2,1672.75 \$ 1,1896.48 \$ 2,1672.75 \$ 1,986.48 \$ 2,1672.75 \$ 1,986.48 \$ 2,1672.75 \$ 1,986.48 \$ 2,1672.75 \$ 1,986.48 \$ 2,1672.75 \$ 2,1692.75 \$ 2,1692.75 \$ 2,1692.75 \$ 2,1692.75 \$ 2,1692.75 \$ 2,1692.75 \$ 3,1986.48 \$ 4,1986.48 \$ 3,1986.48 \$ 3,1986.48	\$ 1,327,587.47 CIV TOTAL S SAS TOTAL \$ 437,175.81 TAE TOTAL \$ 430,083.36 S FTOTAL \$ 850,323.30 \$ 141,656.69 CIV TOTAL \$ 82,081.78 \$ 82,081.78 \$ 141,656.69 CIV TOTAL \$ 850,223.30 \$ 90,225,79 \$ 90,255,79 \$	3	35	2	Cass IV Bikeway with single lane directions (Eastbound and Westbound) 5 Bikeway 2 Bike Buffer wit thermoplastic Steel will plastic bollards - 5' spacing Bike Lane Marking - Thermoplastic every 800' Bos as tops will neight alw with the Class V bikeway see Caltrans DIB 94 pg. 56 Bos stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stack to lob third rections to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike box will be in the front of all traffic Lanes Curb extensions will miror those in the Pedestrian improvements Gelards/ curb extension Bike box will be in the front of all traffic Lanes Curb extensions will miror those in the Pedestrian improvements Gelards/ curb extension Bike box will be in the front of all traffic Lanes Curb extensions will miror those in the Pedestrian improvements Gelards/ curb extension Bike box will be in the front of all traffic Lanes Curb extensions will miror those in the Pedestrian improvements Golards/ curb extension Bike box will be in the front of all traffic Lanes Curb extensions will miror those in the Pedestrian improvements Golards/ curb extension Bike box will be 100x10' square Bub out will have an 16' extension past and then return to curb Continental Corsosings G' curb wi 24' gutter Protected intersections will have an 8' radius adding 4'
84 84 84 84 84 84 84 84 84 84 84 84 84 8	The Alameda CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 6" Strujca,- Pant Install 6" Strujca,- Pant Install 6" Strujca,- Thermoplastic Install Bike Buffer (2" vide) Thermoplastic Install Sign on New Post TRAFIC/ELECTRICAL DESCRIPTION ITE FURNISHINGS Dollard (Steel with Plastic Steeve) ITE Alameda CIVIL DESCRIPTION CUVIL DESCRIPTION CUVIL DESCRIPTION CUVIL DESCRIPTION ISTAL Strupt, 2" Install 6" Strupt, 2" Install 6" Exercised Strupt, 2" Install 5" Strupt, 2" Install 5" Strupt, 2" Install 5" Strupt, 2" Install 5" Strupt, 2" Install 6" Install 5" Strupt, 2" Install 6" Install 5" Install 6" Install 5" Install 6" Install 5" Install 6" Install	B4 UNIT LF LF EA SF EA UNIT EA UNIT EA UNIT EA UNIT EA SF UNIT EA UNIT EA UNIT EA UNIT EA UNIT UNIT UNIT UNIT UNIT UNIT UNIT UNIT	Taylor Street to Montgomery Street UNIT PRICE UNIT PRICE	Class IV Bikeway QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY QUANTITY P P GUANTITY P QUANTITY	0.52 TOTAL \$ 3.843.84 \$ 1.537.50 \$ 1.092.46 \$ 2.946.21 \$ 2.946.21 \$ 2.946.21 \$ 3.71,867.76 \$ 2.946.21 \$ 3.71,867.76 \$ 3.1,976.48 \$ 3.1,956.48 \$	\$ 1,327,587.47 CIV TOTAL S	3	35	2	Cass IV Bikeway with single lane directions (Eastbound and Westbound) S Bikeway Sike Buffer w/ thermoplastic Steelw / plastic boliards - 5 spacing Bike Lane Marking - Thermoplastic every 600' Bus stops will negrate with the Class V bikeway see Caltrans DIB 94 pg. 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop toth directions to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike box will be in the front of all traffic lanes Curb extensions will mirror those in the Pedestrian improvements Bike box will be in integring You stage istit mut box will be 10'10' guare Bub outs will have an 16' extension past and then return to curb Continental Corosandes on all crossings G' curb w/24' guiter Protected intersections will have an 8' radius adding 4'

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)	PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
86	The Alameda	B 6	The Alameda & Race Street	•Bike Box (All Legs of Intersection) •Protected Intersection: Green Through Lanes	65	\$ 275.815.00	4	30	4	Assumptions
BG	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL				Bike box will be in the front of all traffic lanes
B 6	Curb Extension w/ ADA Ramp	EA	\$ 15,989.24	4	\$ 63,956.96					Curb extensions will mirror those in the Pedestrian improvements
B 6	Curb (6") & Gutter (24")	LF	\$ 78.50	260	\$ 20,410.00					Bike box is 15' in length
B 6	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	2080	\$ 24,606.40					8" Thermoplastic striping
B 6	Remove existing Curb & Gutter	LF	\$ 100.19	260	\$ 26,049.40					Continental Crosswalks on all crossings
B 6	Remove existing sidewalk, curb ramps & driveways	SF	\$ 14.01	2080	\$ 29,140.80	\$ 164,163.56				6" curb w/ 24" gutter
8.6	SIGNING/ STRIPING DESCRIPTION		UNIT PRICE	QUANTITY	101AL 22.666.40	S&STOTAL				Inrough paths green IP, 8' in width approx. 120' in each direction w/ 8" IP striping
B G	Install Continental Crosswark - Mermoplasuc (12)	LF	\$ 123.64	200	\$ 32,666.40		1			Protected intersections with have an 8 radius adding 4
BG	Install Green Thermoplastic	SF	\$ 12.21	5640	\$ 68.864.40					
B 6	Install Turn Arrow - Thermoplastic	EA	\$ 978.24	4	\$ 3,912.96					
B 6	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	4	\$ 1,287.68	\$ 111,651.44				
B 6	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
B 6					\$ -	\$ -				
BB	SITE FORNISHINGS	UNIT	UNIT PRICE	QUANTIT	IUTAL	SFIUIAL .				
	St John Street	B 7	Montgomery Street to 4th Street	Class IV Bikeway	0.82	¢ 2.047.722.05	5	75	14	Assumptions
87	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL		-		Class IV Bikeway with single lane directions (Fasthound and Westhound)
87						\$-				5' Bikeway
87	SIGNING/ STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 7	Install 4" Striping - Paint	LF	\$ 0.70	8659.20	\$ 6,061.44					Steel w/ plastic bollards - 5' spacing
B 7	Install 8" Striping - Thermoplastic	LF	\$ 4.10	375.00	\$ 1,537.50					Bike Lane Marking - Thermoplastic every 600'
B 7	Bike Route Signing	MI	\$ 2,100.88	1.64	\$ 3,445.44					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 7	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	8659.20	\$ 71,005.44					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 7	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	14.43	\$ 4,645.95					Signage posted prior to each bus stop (both directions) to alert cyclists
B 7	Install Green Thermoplastic	SF	\$ 12.21	46296.00	\$ 565,274.16					Green Thermoplastic to cover the 5' bike lane
87	TRAFFIC (FLECTRICAL DESCRIPTION	EA		28.00	\$ 11,695.60 TOTAL	\$ 663,665.53				
87	Bike Button, Pole, and Sign	EA	\$ 1,541.86	28	\$ 43,172.08	\$ 43,172.08				
B 7	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL				
B 7	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	1731.84	\$ 1,340,894.44	\$ 1,340,894.44				
B 8	St John Street	B 8	4 th Street to 18 th Street	Class III Bikeway	0.89	\$ 36,809.40				Assumptions
88	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
88	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL				Sharrows with be placed every 200 on the right lane in each direction
8.8	Bike Route Signing	MI	\$ 2,100.88	1.78	\$ 3,739.57					
B 8	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	31.33	\$ 10,085.11					
B 8	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	23.50	\$ 22,984.73	\$ 36,809.40				
88	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
8.8	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	3	SE TOTAL				
B 8						\$-				
В Э	St John Street	B 9	18 th Street to 24 th Street	Class I Bikeway	0.38	\$ 351,700.85				Assumptions
B 9	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL				Class I Bikeways will be 15' in width and center striped
8.9	Asphalt Paving (3.5")	SF	\$ 6.85	30096	\$ 207,060.48	\$ 207,060.48				Sharrows will be placed every 200' on the right lane in each direction
89	Install 6" Striping (Dashed) - Thermonlastic	IF	S 165	2006 40	101AL 2 250 27	S&S IUIAL	1			Approx 1450° of grubbing
B 9	Bike Route Signing	MI	\$ 2,100.88	0.38	\$ 798.33		1			
B 9	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	10.03	\$ 9,813.70	\$ 13,862.41				
B 9	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
89 89	SITE FURNISHINGS	EA	> 6,964.00	13.38	93,150.46 TOTAL	93,150.46 SETOTAL				
B 9	SILLIONAISTINGS		ONTERIOL	200000	\$ -	\$ -				
8.9	LANDSCAPING/IRRIGATION	UNIT	UNIT PRICE	QUANTITY	TOTAL	L/ I TOTAL				
B 9	Clearing and Grubbing	SF	\$ 1.73	21750	\$ 37,627.50	\$ 37,627.50				
B 10	St John Street	B 10	St John Street & 4th Street	•Two Stage Left Turn		\$ 9,452.96	0	0	4	Assumptions
B 10	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 10	SIGNING/STRIPING DESCRIPTION	UNIT	LINIT PRICE	OUANTITY	TOTAL					Dike box will be in the front of all traffic tartes Bike hov is 15' in length
B 10	Install 8" Striping - Thermoplastic	LF	\$ 4.10	160	\$ 656.00	GUOTOTAL	1			8"Thermoplastic
B 10	Install Green Thermoplastic	SF	\$ 12.21	400	\$ 4,884.00		1			Two stage left turn box will be 10'x10' square
B 10	Install Turn Arrow - Thermoplastic	EA	\$ 978.24	4	\$ 3,912.96	\$ 9,452.96				
B 10	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
B 10 B 10	SITE FURNISHINGS	UNIT	LINIT PRICE	QUANTITY	> -	⇒ - SETOTAL				
B 10	SHETONHISHINGS		ONTENIOL	dour the second s		\$ -				

Group ID	Corridor	Project ID	Location		Proposed Improvement		Length (MI)			PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
8 11	St John Street	B 11	St John Street & 7th Street		 Bike Box (All Legs of Intersection) Green Through Lanes 				\$	52,272.64	4	20	4	Assumptions
B 11	CIVIL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL			CIV TOTAL				Bike box will be in the front of all traffic lanes
B 11									\$	-				Bike box is 15' in length
B 11 B 11	Install 9" Striping - Thermonlastic		S UNIT PRICE	4 10	QUANTIT	760 \$	TUTAL	2 116 00		S&S IUTAL				8 Thermoplasuc Two store left turn box will be 10/x10' square
B 11	Install Green Thermoplastic	SE	s	12.21		3600 \$		43.956.00						Through paths green TP, 8' in width approx. 75' in each direction w/ 8" TP striping
B 11	Install Turn Arrow - Thermoplastic	EA	s	978.24		4 \$		3,912,96						
B 11	Install Bike Lane Marking - Thermoplastic	EA	\$	321.92		4 \$		1,287.68	\$	52,272.64				
B 11	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL			T&E TOTAL				
B 11						\$		-	\$	-				
B 11	SITE FURNISHINGS	UNIT	UNIT PRICE		QUANTITY		TOTAL			SFTOTAL				
в 11	On the two Other and	5.40							\$	•				A
B 12	St John Street	B 12	St John Street & 8 th Street		•Bike Box (All Legs of Intersection)				\$	16,595.68	4	20	U	Assumptions
B 12	CIVIL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL		^	CIV TOTAL				Bike box will be in the front of all traffic lanes
B 12 B 12	SIGNING/STRIPING DESCRIPTION	UNIT	LINIT PRICE		QUANTITY		τοτοι		\$	-				Bike Dox is 15 in length 9" Thermoniastic
R 12	Install 8" Striping - Thermonlastic	LE	\$	4 10	QOMINI	160 \$	ICIAL	656.00		JESTOTAL				Two stade left turn hox will be 10'x10' square
B 12	Install Green Thermoplastic	SF		12.21		1200 \$		14.652.00						Through paths green TP, 8' in width approx, 120' in each direction w/ 8" TP striping
B 12	Install Bike Lane Marking - Thermoplastic	EA	s	321.92		4 \$		1,287.68	\$	16,595.68				
B 12	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL			T&E TOTAL				
B 12						\$		-	\$					
B 12	SITE FURNISHINGS	UNIT	UNIT PRICE		QUANTITY		TOTAL			SF TOTAL				
B 12									\$					
B 13	St John Street	B 13	St John Street & 9 th Street		 Bike Box (All Legs of Intersection) 				\$	16,595.68	4	20	0	Assumptions
B 13	CIVIL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL			CIV TOTAL				Bike box will be in the front of all traffic lanes
B 13									\$	-				Bike box is 15' in length
B 13	SIGNING/SIRIPING DESCRIPTION		UNIT PRICE	4.10	QUANTITY	160 \$	IOTAL	656.00		S&S IUIAL				8" Inermoplastic
B 10	Install Green Thermoniastic	LF	3	4.10		1200 \$		14 652 00						Through notice group TD, 9' in width approx, 120' in each direction w/ 9" TD strining
B 13	Install Bike Lane Marking - Thermoplastic	FA	ŝ	321.92		4 \$		1,287.68	ŝ	16.595.68				
B 13	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL	-,		T&E TOTAL				
B 13						\$		-	\$					
B 13	SITE FURNISHINGS	UNIT	UNIT PRICE		QUANTITY		TOTAL			SF TOTAL				
B 13									\$					
B 14	St John Street	B 14	St John Street & 10 th Street		 Bike Box (All Legs of Intersection) 				\$	16,595.68	4	20	0	Assumptions
B 14	CIVIL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL			CIV TOTAL				Bike box will be in the front of all traffic lanes
B 14		UNIT			QUANTITY		TOTAL		\$	-				Bike Dox is 15' in length
B 14	Install 8" Strining - Thermonlastic	IF	Ś	4 10	QOANTIT	160 \$	TOTAL	656.00		303 TUTAL				o memoplastic Two stage left turn hor will be 10/x10' square
B 14	Install Green Thermoplastic	SE	ŝ	12.21		1200 \$		14.652.00						Through paths green TP. 8' in width approx. 120' in each direction w/ 8" TP striping
B 14	Install Bike Lane Marking - Thermoplastic	EA	s	321.92		4 \$		1,287.68	\$	16,595.68				
B 14	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL			T&E TOTAL				
B 14						\$		-	\$					
B 14	SITE FURNISHINGS	UNIT	UNIT PRICE		QUANTITY		TOTAL			SFTOTAL				
B 14	Taulas Câra at	D 45	The Alexandra to A ^{SL} Owners		Class IV Bikeway		4.00		\$	-	4	75	04	Accumulicus
B 15		B 15	The Alameda to 1 Street		Class IV Bikeway		1.33		\$	3,295,015.85	4	75	24	Assumptions
B 15	CIVIL DESCRIPTION	UNIT	UNITPRICE		QOANTIT		TUTAL		÷	CIVITAL				Class IV Bikeway with single lane directions (Eastbound and Westbound)
D 10	SIGNING/STRIPING DESCRIPTION	UNIT	LINIT PRICE		QUANTITY		TOTAL		ş	-				3 Dikeway 2' Dike Buffer w/ thermoniastic
B 15	Install 4" Strining - Paint	LE	¢	0.70	QOARTIT	14044 90 \$	IUIAL	0.921.26		JESTOTAL				2 bike buner w tremoplastic
B 15	Install 4" Striping - Taint	LI	3 e	4.10		200.00 \$		9,031.30						Bike Lane Marking - Thermonlastic even (600)
B 15	Rike Route Signing	MI	ŝ	2 100 89		2.66 ¢		5 588 24						Rus stons will integrate with the Class IV bikeway see Caltrans DIR 94 ng 56
B 15	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$	_,100.00 g 20		14044 80 \$		115 167 26						Rus stors total 75' in length VTA Route 21 Russes are 40' in length
B 15	Install Bike Lane Marking - Thermoplastic	EA	ŝ	321.92		23.41 \$		7.535.50						Signage posted prior to each bus stop (both directions) to alert cyclists
B 15	Install Green Thermonlastic	SE	s	12.21		72624.00 \$		886,739,04						Green Thermonlastic to cover the 5' bike Jane
B 15	Install Sign on New Post	EA	s	417,70		48.00 \$		20.049.60	\$	1.046.141.20				
B 15	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE		QUANTITY		TOTAL	20,040.00	Ĺ	T&E TOTAL				
B 15	Bike Button, Pole, and Sign	EA	\$	1,541.86		48 \$		74,009.28	\$	74,009.28				
B 15	SITE FURNISHINGS	UNIT	UNIT PRICE		QUANTITY		TOTAL			SF TOTAL				
B 15	Bollard (Steel with Plastic Sleeve)	EA	\$	774.26		2808.96 \$		2,174,865.37	\$	2,174,865.37				

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)	PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 15	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 15	Install 4" Striping - Paint	LF	\$ 0.70	14044.80	\$ 9.831.36					
B 15	Install 8" Striping - Thermoplastic	LF	\$ 4.10	300.00	\$ 1,230,00					Bike Lane Marking - Thermoplastic every 600'
B 15	Bike Route Signing	MI	\$ 2,100.88	2.66	\$ 5,588.34					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 15	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	14044.80	\$ 115,167,36					Bus stops total 75' in length, VTA Boute 21 Busses are 40' in length
R 15	Install Bike Lane Marking - Thermoplastic	FA	\$ 321.92	23.41	\$ 7,535,50		1			Signage posted prior to each hus stop (both directions) to alert cyclists
8 15	Install Green Thermonlastic	SE	\$ 12.21	72624.00	\$ 886,739,04					Green Thermoplastic to cover the 5' bike lane
8 15	Install Sign on New Post	FA	\$ 417.70	48.00	\$ 20,049,60	\$ 1.046.141.20				
B 15	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	T&E TOTAL				
B 15	Bike Button, Pole, and Sign	EA	\$ 1,541.86	48	\$ 74,009.28	\$ 74,009.28				
B 15	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	SF TOTAL				
B 15	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	2808.96	\$ 2,174,865.37	\$ 2,174,865.37				
B 16	Taylor Street	B 16	1 st Street to 17 th Street	Class IV Bikeway	1.04	\$ 2,599,187,28	7	75	17	Assumptions
B 16	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL				Class IV Bikeway with single lane directions (Eastbound and Westbound)
B 16						s -				5' Bikeway
B 16	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 16	Install 4" Striping - Paint	LF	\$ 0.70	10982.40	\$ 7,687,68					Steel w/ plastic bollards - 5' spacing
B 16	Install 8" Striping - Thermoplastic	LF	\$ 410	525.00	\$ 2,152,50		-			Bike Lane Marking - Thermoplastic every 600'
B 16	Bike Boute Signing	MI	\$ 2100.88	2.00	\$ 4 369 83	1	1			Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 ng. 56
B 16	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	10982.40	\$ 90.055.68	1	1			Bus stops total 75' in length. VTA Boute 21 Busses are 40' in length
B 16	Install Bike Lane Marking - Thermoplastic	FA	\$ 321.92	10302.40	\$ 5892.42		1			Signage nosted prior to each hus ston (both directions) to alert cyclists
B 16	Install Green Thermoniastic	SE	\$ 12.21	59112.00	\$ 3,032.42 \$ 721 757 52		-			Green Thermoniastic to cover the 5' bike lane
B 16	Install Sign on New Post	EA	\$ 417.70	34.00	\$ 14 201 90	\$ 946 117 42	-			oreen mermoplastic to cover the 3 bike tane
B 16	TRAFFIC / FLECTRICAL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL	T&F TOTAL				
B 16	Bike Button, Pole, and Sign	FA	\$ 1.541.86	34	\$ 52,423,24	\$ 52,423,24				
B 16	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	SF TOTAL				
B 16	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	2196.48	\$ 1,700,646.60	\$ 1,700,646.60	1			
B 17	Taylor Street	B 17	Taylor Street & Coleman Avenue	•Two Stage Left Turn		\$ 9,452,96	0	10	4	Assumptions
B 17	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	CIV TOTAL				Two stage left turn box will be 10'x10' square
B 17				,		\$ -				8" white thermoplastic striping around the 2SLHT
B 17	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL				
B 17	Install 8" Striping - Thermoplastic	LF	\$ 4.10	160	\$ 656.00					
B 17	Install Green Thermoplastic	SF	\$ 12.21	400	\$ 4,884.00					
B 17	Install Turn Arrow - Thermoplastic	EA	\$ 978.24	4	\$ 3,912.96	\$ 9,452.96				
B 17	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
81/					\$ -	\$ -				
B 17	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	IUIAL	SF IUIAL				
0.40	Taylor Street	P 10	Taylor Street & Walnut Street	a Broon Through Longs	100.00	¢ 00.400.00	0	•	2	Accumptions
B 10		UNIT			TOTAL	\$ 22,463.66		v		Rise how will be in the front of all traffic lanes
R 18	CIVIL DESCRIPTION	UNIT	ONTERIOL		IVIAL	\$.	-			Bike box with be in the nonit of all dame tailed
B 18	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL				8" Thermonlastic
B 18	Install 8" Striping - Thermoplastic	LF	\$ 4.10	400	\$ 1,640.00					Two stage left turn box will be 10'x10' square
B 18	Install Green Thermoplastic	SF	\$ 12.21	1600	\$ 19,536.00					Through paths green TP, 8' in width approx. 100' in each direction w/ 8" TP striping
B 18	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	4	\$ 1,287.68	\$ 22,463.68				
B 18	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
B 18					\$ -	\$ -				
B 18	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	SF TOTAL				
B 18	Taylor Street	B 19	Taylor Street & Guadalupe Parkway	Bike Box (EB and WB Legs of Intersection)	400.00	\$ -	2	40	2	Assumptions
B 19		LINUT	UNITABLES		420.00	φ 100,534.88				Rike how will be in the front of all traffic Janes
B 19	GIVILDESCRIPTION	UNIT	UNITPRICE	QOARTITI	TOTAL	Ś -	1			Bike box which of in the nonit of all traffic tartes
B 19	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL	1			8" Thermoplastic striping
B 19	Install 8" Striping - Thermoplastic	LF	\$ 4.10	1840	\$ 7,544,00					Two stage left turn box will be 10'x10' square
B 19	Install Green Thermoplastic	SF	\$ 12.21	7920	\$ 96,703.20					Through paths green TP, 8' in width approx. 420' in each direction w/ 8" TP striping
B 19	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	4	\$ 1,287.68	\$ 105,534.88				
B 19	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
B 19					\$ -	\$ -				
B 19	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	SF TOTAL				
B 19						S -				
B 20	Taylor Street	B 20	Taylor Street & N San Pedro	 Bike Box (All Legs of Intersection) 	0.00	\$ 24,249.68	4	30	0	Assumptions
B 20	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL				Bike box will be in the front of all traffic lanes
B 20						\$-	1			Bike box is 40' in length
B 20	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	S&S TOTAL	_			8" Thermoplastic striping
B 20	Install & Striping - Inermoplastic	LF	\$ 4.10	240	3 984.00		-			I wo stage tent turn box will be 10 x10' square
B 20	Install Green Intermoplastic	SF EA	e 12.21	1800	a 21,978.00	\$ 24.240.60	1			
B 20	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	φ 1,287.68 ΤΟΤΔΙ	24,249.68				
B 20	Instition Electrical Description		UNITAIL	20mmillion	\$ -	\$ -	1			
B 20	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	SF TOTAL	1			
B 20						\$ -	1			

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 21	Taylor Street	B 21	Taylor Street & 1 st Street	•Bike Box (EB and WB Legs of Intersection) •Green Through-Lanes	120.00	4	\$ 38,671.88	2	30	2	Assumptions
B 21	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIVTOTAL				Bike box will be in the front of all traffic lanes
B 21						\$	\$ -				Bike box is 30' in length
B 21	SIGNING/STRIPING DESCRIPTION	UNII	UNIT PRICE	QUANITY	IDIAL	52.00	S&S TOTAL				8" Inermoplastic striping
B 21	Install & Sulping - Mermoplastic	SE	\$ 4.10 ¢ 12.21	720	\$ 2,5	22.00					Through paths green TP, 9' in width approx, 120' in each direction w/ 9" TP striping
8 21	Install Oreen memoplastic	FA	\$ 321.92	4	\$ 1.2	87.68 \$	\$ 38.671.88				mough pauls green in , o in wour approx. 120 in each direction w/o in scriping
B 21	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 21					\$	- 4	\$-				
B 21	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 21						\$	\$-				
	Taylor Street	B 22	Taylor Street & 4 th Street	•Bike Box (All Legs of Intersection)				4	30	2	Assumptions
B 22			,	•Green Through Lanes	120.00	\$	\$ 51,932.56				
B 22	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Bike box will be in the front of all traffic lanes
B 22					TOTAL	\$	5 -				Bike box is 30' in length
8.22	Install 9" Strining - Thermoniastic		\$ 410	QUANTIT	¢ 20	26.00	383 TOTAL				o memoplasuc surpling Two stare left turn hox will be 10'x10' square
B 22	Install Green Thermoplastic	SE	\$ 12.21	3720	\$ 45.4	21.20					Through paths green TP, 8' in width approx, 120' in each direction w/ 8" TP striping
B 22	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	8	\$ 2.5	75.36 \$	\$ 51.932.56				
B 22	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 22					\$	- 4	\$-				
B 22	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 22						\$	\$-				
8 23	Taylor Street	B 23	Taylor Street & 10 th Street	•Bike Box (All Legs of Intersection)	0.00	\$	\$ 25,233.68	4	30	0	Assumptions
B 23	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Bike box will be in the front of all traffic lanes
B 23						\$	\$ -				Bike box is 30' in length
B 23	SIGNING/STRIPING DESCRIPTION	UNII	UNIT PRICE	QUANTITY	IDIAL 10	20.00	S&S TOTAL				8" Inermoplastic striping
B 23	Install Green Thermonlastic	SE	\$ 4.10	480	\$ 1,5 \$ 21.9	78.00					
B 23	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	4	\$ 1.2	87.68 \$	\$ 25,233.68				
B 23	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 23					\$	- 4	\$-				
B 23	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 23						ş	\$-				
B 24	Taylor Street	B 24	Taylor Street & 11 th Street	 Bike Box (EB, WB, and North Legs of Intersection) 	0.00	1	\$ 18,925.26	3	30	0	Assumptions
B 24	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Bike box is 30' in length
B 24		UNIT		QUANTITY	TOTAL	ş					8 Inemoplasuc surping
B 24	Install 8" Strining - Thermonlastic	LE	Ś A 10		total	76.00	S&S IUTAL				
B 24	Install Green Thermoplastic	SF	¢ 4.10	380	• 1,4	0.00		-			
B 24	· · · · · · · · · · · ·		12.21	1.350	\$ 16.4	83.50					
	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	1350	\$ 16,4 \$ 9	83.50 65.76 \$	\$ 18,925.26				
B 24	Install Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION	EA UNIT	\$ 321.92 UNIT PRICE	3 QUANTITY	\$ 16,4 \$ 9 TOTAL	83.50 65.76 \$	\$ 18,925.26 T&E TOTAL				
B 24 B 24	Install Bike Lane Marking- Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION	EA UNIT	\$ 321.92 UNIT PRICE	QUANTITY	\$ 16,4 \$ 9 TOTAL \$	B3.50 65.76 \$	\$ 18,925.26 <u>T&E TOTAL</u> \$ -				
B 24 B 24 B 24	Install Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION SITE FURNISHINGS	EA UNIT UNIT	\$ 321.92 UNIT PRICE UNIT PRICE	QUANTITY QUANTITY	\$ 16,4 \$ 9 TOTAL \$ TOTAL	83.50 65.76 \$	\$ 18,925.26 T&E TOTAL \$ - SF TOTAL				
B 24 B 24 B 24 B 24	Install Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION SITE FURNISHINGS	EA UNIT UNIT	S 321.92 UNITPRICE	QUANTITY QUANTITY QUANTITY	\$ 16,4 \$ 9 TOTAL \$ TOTAL	B3.50 85.76 \$ - \$	\$ 18,925.26 T&E TOTAL \$ - SF TOTAL \$ -				
B 24 B 24 B 24 B 24 B 25	Instal Bike Lane Marking - Thermoplastic TRAFFIC FLECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street	EA UNIT UNIT B 25	3 321192 S 32192 UNITPRICE UNITPRICE Hedding Street to Mission Street	QUANTITY QUANTITY QUANTITY Class III Bikeway	\$ 16,4 \$ 9 TOTAL 5 TOTAL 0,21	83.50 65.76 \$	\$ 18,925.26 T&E TOTAL \$ - SF TOTAL \$ - \$ - \$ 14,108.73				Assumptions
B 24 B 24 B 24 B 24 B 25 B 25 B 25	Instal Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street CIVIL DESCRIPTION	EA UNIT UNIT B 25 UNIT	S 221.02 S 232.02 UNITPRICE UNITPRICE Hedding Street to Mission Street UNITPRICE	QUANTITY 3 QUANTITY Class III Bikeway QUANTITY	\$ 15,4 \$ 9 TOTAL \$ TOTAL 0.21 TOTAL	83.50 85.76 \$	\$ 18,925.26 T&E TOTAL \$ - SF TOTAL \$ - \$ - \$ 14,108.73 CIV TOTAL				Assumptions Class II Bikeway will have signage and Iane markings every 300'
B 24 B 24 B 24 B 24 B 25 B 25 B 25 B 25 B 25	Instal Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street CIVIL DESCRIPTION	EA UNIT UNIT B 25 UNIT	S 321.92 S 321.92 UNITPRICE UNITPRICE Hedding Street to Mission Street UNITPRICE	QUANTITY 3 QUANTITY Class III Bikeway QUANTITY Class III Bikeway	\$ 16,4 \$ 9 TOTAL 9 \$ TOTAL 0.21 TOTAL	83.50 65.76 \$ - \$ \$ \$ \$	\$ 18,925.26 T&E TOTAL \$ - \$ FTOTAL \$ - \$ 14,108.73 CIV TOTAL \$ -				Assumptions Class III Bikeway will have signage and Iane markings every 300' Sharrows will be placed every 200' on the right Iane in each direction
B 24 B 24 B 24 B 24 B 25 B 25 B 25 B 25 B 25 B 25	Instal Blek Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street CIVIL DESCRIPTION SIGNING / STRIPTING DESCRIPTION Bio Drate Cimiter	EA UNIT UNIT B 25 UNIT UNIT	3 32192 3 32192 UNITPRICE UNITPRICE Hedding Street to Mission Street UNITPRICE UNITPRICE	QUANTITY QUANTITY Class III Bikeway QUANTITY QUANTITY QUANTITY	\$ 16,4 \$ 9 TOTAL \$ 0.21 TOTAL TOTAL \$	83.50 65.76 \$ - \$ \$ \$ \$ \$	\$ 18.925.26 T&E TOTAL \$ - \$ T&F TOTAL \$ - \$ 14,108.73 CIV TOTAL \$ - \$ 5&S TOTAL				Assumptions Class III Bikeway will have signage and lane markings every 300° Sharrows will be placed every 200° on the right lane in each direction
B 24 B 24 B 24 B 25 B 25 B 25 B 25 B 25 B 25 B 25 B 25	Instal Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street CIVIL DESCRIPTION SIGNING / STRIPING DESCRIPTION Bike Route Signing Datal Bike in an Marking - Thermoplastic	EA UNIT B 25 UNIT UNIT MI EA	S 221.02 UNITPRICE UNITPRICE Hedding Street to Mission Street UNITPRICE S 2.100.88 S 2.100.88	2000 1330 2000 1177 2000 1177 2000 1177 2000 1177 2000 1177 2000 1200 1200 1200 2000 1200 1200 1200	\$ 16,4 \$ 9 TOTAL 9 \$ TOTAL 0.21 TOTAL \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	83.50 65.76 \$ - \$ \$ \$ 8 8 8 8 8 8 8 8 8 8 8 8 8	\$ 18.925.26 T&E TOTAL \$				Assumptions Class III Bikeway will have signage and lane markings every 300° Sharrows will be placed every 200° on the right lane in each direction
B 24 B 24 B 24 B 25 B 25 B 25 B 25 B 25 B 25 B 25 B 25	Instal Bike Lane Marking - Thermoplastic TRAFFIC FLECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Bike Lane Marking - Thermoplastic Instal Bike Lane Marking - Thermoplastic	EA UNIT B 25 UNIT UNIT MI EA FA	3 221.92 UNITPRICE UNITPRICE UNITPRICE UNITPRICE UNITPRICE UNITPRICE UNITPRICE S 2.100.88 321.92 \$ 978.74 \$ 978.74	1300 330 QUANTITY QUANTITY Class III Bikeway QUANTITY	\$ 16,4 \$ 9 TOTAL \$ TOTAL \$ 0,21 TOTAL \$ \$ \$ \$ \$ \$ \$ \$ \$ 0,21 TOTAL \$ 0,21 107 107 107 107 107 107 107 10	83.50 65.76 \$ - \$ \$ \$ 8 82.37 79.63 46.73 \$	\$ 18,925.26 T&E TOTAL \$ \$ FTOTAL \$. \$ 14,108.73 CIV TOTAL \$. \$. \$. \$. \$. \$. \$. \$.				Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction
B 24 B 24 B 24 B 25 B 25 B 25 B 25 B 25 B 25 B 25 B 25	Instal Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street CIVIL DESCRIPTION SIGNING / STRIPINO DESCRIPTION Bike Route Signing Install Greenback Sharrow - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION	EA UNIT B 25 UNIT UNIT MI EA EA UNIT	3 1211 3 321.92 UNIT PRICE UNIT PRICE UNIT PRICE UNIT PRICE \$ 2.100.88 \$ 321.92 \$ 978.24 UNIT PRICE 978.24 UNIT PRICE 978.24	QUANTITY 3 QUANTITY QUANTITY QUANTITY QUANTITY 0.422 QUANTITY 0.423 QUANTITY 0.424 7.39 QUANTITY 0.424	\$ 16.4 \$ 9 TOTAL 9 0.21 TOTAL 107AL 8 5 2.3 5 10.8 107AL 10	83.50 65.76 \$ - \$ \$ 8 8 8 8 8 8 8 8 8 8 8 8 8	\$ 18.925.26 T&E TOTAL \$				Assumptions Class II Bikeway will have signage and Iane markings every 300' Sharrows will be placed every 200' on the right Iane in each direction
B 24 B 24 B 24 B 25 B 25 B 25 B 25 B 25 B 25 B 25 B 25	Instal Bike Lane Marking - Thermoplastic Stopping Street CiVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Bike Route Signing Install Bike Lane Marking - Thermoplastic TRAFFIC / ELECTRICAL DESCRIPTION	EA UNIT B 25 UNIT UNIT EA EA UNIT	S 321.92 UNITPRICE UNITPRICE Hedding Street to Mission Street UNITPRICE S 2,100.88 S 221.92 S 978.24 UNITPRICE	20401117Y 204011100000000000000000000000000000000	\$ 16,4 \$ 9 TOTAL 9 \$ TOTAL 0.21 TOTAL \$ \$ 2,3 \$ 2,3 \$ 2,3 \$ 2,3 \$ 2,3 \$ 2,3 \$ 2,3 \$ 2,3 \$ 3 TOTAL	83.50 55.76 \$ - \$ - \$ \$ 8 8 82.37 79.63 4 6.73 \$	\$ 18.925.26 T&E TOTAL \$ SF TOTAL \$ 14,108.73 CUT VOTAL \$. \$ 14,108.73 CUT VOTAL \$. \$ 14,108.73 \$. \$ 14,108.73 \$. \$. \$. \$. \$. \$. \$. \$.				Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction
B 24 B 24 B 24 B 25 B 25 B 25 B 25 B 25 B 25 B 25 B 25	Instal Bike Lane Marking - Thermoplastic TRAFFIC FLECTRICAL DESCRIPTION SITE FURNISHINGS San Pedro Street CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Bick Route Signing Instal Bike Lane Marking - Thermoplastic Instal Greenback Sharrow - Thermoplastic TRAFFIC FLECTRICAL DESCRIPTION SITE FURNISHINGS	EA UNIT B 25 UNIT MI EA EA UNIT UNIT	3 21.11 3 221.92 UNIT PRICE UNIT PRICE UNIT PRICE UNIT PRICE 3 2.100.88 \$ 2.100.88 \$ 2.100.88 \$ 3.21.92 \$ 978.24 UNIT PRICE UNIT PRICE	1330 QUANTITY QUANTITY Class III Bikeway QUANTITY	\$ 16,4 \$ 9 TOTAL \$ TOTAL \$ 0,21 TOTAL \$ \$ \$ \$ \$ \$ \$ \$ \$ 10,8 \$ TOTAL \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	83.50 55.76 \$ - \$ - \$ \$ 8 8 82.37 79.63 4 6.73 \$ 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	\$ 18,925.26 T&E TOTAL \$ \$ F TOTAL \$ \$ 14,108.73 CIV TOTAL \$ \$ 24,108.73 CIV TOTAL \$ \$ 14,108.73 T&E TOTAL				Assumptions Class III Bikeway will have signage and Iane markings every 300' Sharrows will be placed every 200' on the right Iane in each direction

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 26	San Pedro Street	B 26	Mission Street to Taylor Street	Class IV Bikeway	0.14		\$ 337,647.85	0	75	1	Assumptions
8 26	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions (Eastbound and Westbound)
B 26	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 26	Install 4" Striping - Paint	LF	\$ 0.70	1478.40	\$	1,034.88					Steel w/ plastic bollards - 5' spacing
B 26	Bike Route Signing	MI	\$ 2,100.88	0.28	\$	588.25					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 26	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	1478.40	\$	12,122.88					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 26	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	2.46	\$	793.21					Signage posted prior to each bus stop (both directions) to alert cyclists
B 26	Install Green Thermoplastic	SF	\$ 12.21	7392.00	\$	90,256.32					Green Thermoplastic to cover the 5' bike lane
B 26	Install Sign on New Post	EA	\$ 417.70	2.00	\$	835.40	\$ 105,630.94				Bike Lane Marking - Thermoplastic every 600'
B 26	Bike Button, Pole, and Sign	FA	\$ 1.541.86	2	\$	3.083.72	\$ 3.083.72				
B 26	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	0,000.72	SF TOTAL				
B 26	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	295.68	\$	228,933.20	\$ 228,933.20				
B 27	San Pedro Street	B 27	Taylor Street to Coleman Avenue	Class III Bikeway	0.49		\$ 32.920.36				Assumptions
B 27	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 27							\$.				Sharrows will be placed every 200' on the right lane in each direction
B 27	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	0.050.00	S&S TOTAL				
B 27	Bike Route Signing	MI	\$ 2,100.88	0.98	\$	2,058.86					
B 27	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	25.87	\$	25.309.03	\$ 32,920,36				
B 27	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 27					\$	-	\$-				
B 27 B 27	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL \$-				
B 28	1st Street	B 28	Younger Ave to Taylor Street	Class IV Bikeway	0.48		\$ 1,182,585.04	4	75	2	Assumptions
B 28	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions (Eastbound and Westbound)
B 28							\$-				5'Bikeway
B 28	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 28	Install 4" Striping - Paint	LF	\$ 0.70	5068.80	\$	3,548.16					Steel w/ plastic bollards - 5' spacing
B 28	Install 8" Striping - Inermoplastic Rike Deute Signing	LF	\$ 4.10	300.00	\$	1,230.00					Bike Lane Marking - Inermoplastic every 600
B 28 B 29	Install Bike Buffer (2'wide) - Thermonlastic	IFII	\$ 2,100.00	0.90	\$ ¢	2,016.84					Bus stops will integrate with the Class IV bikeway see Califans DiB 94 pg. 56
B 28	Install Bike Lane Marking - Thermoplastic	FA	\$ 321.92	8.45	\$	2,719.58					Signage posted prior to each bus stop (both directions) to alert cyclists
B 28	Install Green Thermoplastic	SF	\$ 12.21	27744.00	\$	338,754.24					Green Thermoplastic to cover the 5' bike lane
B 28	Install Sign on New Post	EA	\$ 417.70	4.00	\$	1,670.80	\$ 391,503.78				
B 28	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 28	Bike Button, Pole, and Sign	EA	\$ 1,541.86	4	\$	6,167.44	\$ 6,167.44				
B 28	SITE FURNISHINGS		UNIT PRICE	QUANIIIY 1012.76	total	794 012 02	SF TOTAL				
D 20	Bottal d (Steet with Plastic Steeve)	EA	\$ //4.20	1013.76	Ф.	/64,913.62	a /04,913.02				
	1st Street	B 29	San Carlos Street to San Salvador Street	Class III Bikeway	0.10		¢ 0.000.40				Assumptions
B 29	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	0.12 TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 29							\$ -				Sharrows will be placed every 200' on the right lane in each direction
B 29	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 29	Bike Route Signing	MI	\$ 2,100.88	0.24	\$	504.21					
B 29	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	4.22	\$ ¢	1,359.79	\$ 0.000.40				
B 29	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL	0,130.13	T&E TOTAL				
B 29					\$	-	\$-				
B 29	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 29							\$.				
B 30	2nd Street	B 30	Julian Street to St John Street	Class III Bikeway	0.22		\$ 14,780.57				Assumptions
B 30	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 30							\$ -				Sharrows will be placed every 200' on the right lane in each direction
B 30	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	total	024.20	S&S TOTAL				
B 30	Install Bike Lane Marking - Thermonlastic	EA	\$ 2,100.88	0.44	\$	2,492.95					
B 30	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	11.62	\$	11,363.24	\$ 14,780.57				
B 30	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 30					\$	-	\$ -				
B 30	SITE FURNISHINGS	UNIT	UNITPRICE	QOMMITT	IUIAL		SFIUIAL .				

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
8 31	2nd Street	B 31	St John Street to San Carlos Street	Class II Bikeway	0.50	s	330.973.78	0	75	0	Assumptions
B 31	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class II Bikeway with single lane directions (Eastbound and Westbound)
B 31						\$	-				5' bikeway width
B 31	SIGNING/ STRIPING DESCRIPTION		UNIT PRICE	QUANTITY	TOTAL	3 696 00	S&S TOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
D 31 R 91	nstall 4 Striping - Paint Bike Route Signing	MI	\$ 0.70 \$ 2.100.88	5280.00	5 4	3,696.00					Green Thermoptastic to cover the 5 bike tane
B 31	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	1.00	00 C	2,832.90					
B 31	nstall Green Thermoplastic	SF	\$ 12.21	26400.00	\$	322,344.00 \$	330,973.78				
B 31	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 31											
B 31	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
0.01	and Street	P 22	William Street to Koves Street	Class IV Pikoway	0.7	*	1 000 000 00	0	75	4	Assumptions
B 32 B 33		UNIT			0.7	\$	1,063,609.66	0	75	4	Class IV Bikewaywith dual lane directions (North and South)
B 32			0.000	20mm		Ś					Dashed thermonlastic naint to separate directional bike traffic
B 32	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				8' Bikeway
8 32	nstall 4" Striping - Paint	LF	\$ 0.70	3696.00	\$	2,587.20					2' Bike Buffer w/ thermoplastic
B 32	nstall 6" Striping (Dashed) - Thermoplastic	LF	\$ 1.62	3696.00	\$	5,987.52					Steel w/ plastic bollards - 5' spacing
B 32	Bike Route Signing	MI	\$ 2,100.88	0.70	\$	1,470.62					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 32	nstall Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	3696.00	\$	30,307.20					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 32	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	12.32	\$	3,966.05					Signage posted prior to each bus stop (both directions) to alert cyclists
B 32	nstall Green Thermoplastic	SF	\$ 12.21	36960.00	\$	451,281.60					Green Thermoplastic to cover the 8' bike lane
8 32 8 22	TRAFFIC / ELECTRICAL DESCRIPTION	EA		8.00	\$	3,341.60 \$	498,941./9				Bike Lane Marking - Thermoplastic every 600
B 32	Bike Button, Pole, and Sign	FA	\$ 1.541.86	8	Ś	12.334.88 \$	12.334.88				
B 32	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 32	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	739.2	\$	572,332.99 \$	572,332.99				
B 33	2nd Street	B 33	2nd Street & Julian Street	Bike Box (NB, SB, and WB Legs of Intersection) Two Stage Left Turn		s	25,783.99	3	35	2	Assumptions
B 33	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				E Julian and N First are one way streets
B 33						\$					Bike box average 35' in width w/ 8" Thermoplastic striping on width edges
B 33	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	1 1 2 2 2 2	S&S TOTAL				Green thermoplastic paint bike box and two stage left turn boxes
5.33	nstall 8" Striping - Thermoplastic	LF	\$ 4.10	290	6	1,189.00					Through paths green TP, 8' in width approx. 120' in each direction w/ 8" TP striping
3 3 3	nstall Turn Arrow - Thermoplastic	EA	\$ 978.24	2	\$ \$	1.956.48					Turn arrow marking in 2SLHT box
3 3 3	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	3	\$	965.76 \$	25,783.99				Bike lane marking in bike box
3 33	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
3 33					\$	- \$	-				
3.33	SITE FORNISHINGS	UNII	UNITPRICE	QUANTITY	TOTAL	s	SFIUIAL -				
3 34	3rd Street	B 34	William Street to Keves Street	Class IV Bikeway	0.7	\$	993.353.34	0	75	4	Assumptions
3 3 4	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	Ť	CIV TOTAL				Class IV Bikeway with dual lane directions (North and South)
3 3 4						\$					Dashed thermoplastic paint to separate directional bike traffic
3 3 4	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				8' Bikeway
34	nstall 4" Striping - Paint	LF	\$ 0.70	3696.00	\$	2,587.20					2' Bike Buffer w/ thermoplastic
34	nstall 6" Striping (Dashed) - Thermoplastic	LF	\$ 1.62	3696.00	\$	5,987.52					Steel w/ plastic bollards - 5' spacing
34	Bike Route Signing	MI	\$ 2,100.88	0.70	\$	1,470.62					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
34	ristali bike burier (2' Wide) - Thermoplastic	LF E4	\$ 8.20	3696.00	\$	30,307.20					Bus stops total /5' in length, VTA Route 21 Busses are 40' in length
34	nstall Bike Lane Marking - Thermoplastic	EA SE	3 321.92 ¢ 10.01	12.32	\$	3,966.05		{			Signage posted prior to each bus stop (both directions) to alert cyclists
34 34	nstall Sign on New Post	EA	\$ 12.21	29568.00	ŝ	3.341 60 \$	408.685.47	ł			Bike Lane Marking - Thermonlastic every 600'
34	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	0,041.00 0	T&E TOTAL				
34	Bike Button, Pole, and Sign	EA	\$ 1,541.86	8	\$	12,334.88 \$	12,334.88				
3 34	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
3 34	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	739.2	\$	572,332.99 \$	572,332.99				
35	4th Street	B 35	Younger Avenue to Hedding Street	Class IV Bikeway	0.1	\$	238,377.67	0	25	0	Assumptions
3 3 5	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions (Eastbound and Westbound)
3 35						\$	-				5'Bikeway
3 35	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
\$ 35	nstall 4" Striping - Paint	LF	\$ 0.70	1056.00	\$	739.20					Steel w/ plastic bollards - 5' spacing
535 825 -	sike Route Signing	MI	\$ 2,100.88	0.20	\$ ¢	420.18		{			Bus stops will inlegrate with the Class IV Dikeway see Caltrans DIB 94 pg. 56 Bus stops total 75' in length VTA Boute 21 Busses are 40' in length
3 35	nstall Bike Lane Marking - Thermoplastic	FA	\$ 8.2U \$ 321 92	1055.00	\$	566 58		1			Signade nosted prior to each hus ston (both directions) to alert cyclists
3 35	nstall Green Thermoplastic	SF	\$ 12.21	5280.00	\$	64.468.80 \$	74,853.96	1			Green Thermoplastic to cover the 5' bike lane
3 35	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				Bike Lane Marking - Thermoplastic every 600'
3 35					\$	- \$					
35	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
35	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	211.2	\$	163,523.71 \$	163,523.71	1			

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 36	4th Street	B 36	Jackson Street to Santa Clara Street	Class IV Bikeway	0.86		\$ 2,073,562.66	0	75	6	Assumptions
B 36	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions (Eastbound and Westbound)
B 36							\$-				5' Bikeway
B 36	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 36	Install 4" Striping - Paint	LF	\$ 0.70	9081.60	\$	6,357.12					Steel w/ plastic bollards - 5' spacing
B 36	Bike Roule Signing	MI LE	\$ 2,100.88	1./2	\$ ¢	3,013.51					Bus stops will integrate with the Class IV bikeway see Califans DIB 94 pg. 56
8.26	Install Bike Lane Marking - Thermoplastic	E.	\$ 321 93	15 14	3 ¢	4 972 59					Signage nosted prior to each bus ston (both directions) to alert cyclists
R 36	Install Green Thermoplastic	SE	\$ 12.21	45408.00	\$	554 431 68					Green Thermonlastic to cover the 5' bike lane
B 36	Install Sign on New Post	EA	\$ 417.70	12.00	\$	5.012.40	\$ 648,756,41				Bike Lane Marking - Thermoplastic every 600'
B 36	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 36	Bike Button, Pole, and Sign	EA	\$ 1,541.86	12	\$	18,502.32	\$ 18,502.32				
B 36	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	1 100 000 00	SF TOTAL				
B 36	Bollard (Steel with Plastic Steeve)	EA D 07	3 //4.20	1816.32	\$	1,406,303.92	\$ 1,406,303.92	•	75	•	A
B 37		B 37			0.17		\$ 112,531.08	U	/5	U	Assumptions
B 37 B 27	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTIT	IUIAL		¢ .				Class II bikeway with single tane directions (Eastbound and Westbound)
B 37	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				Bus stops total 75' in length. VTA Route 21 Busses are 40' in length
B 37	Install 4" Striping - Paint	LF	\$ 0.70	1795.20	\$	1.256.64					Green Thermoplastic to cover the 5' bike lane
B 37	Bike Route Signing	MI	\$ 2,100.88	0.34	\$	714.30					
B 37	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	2.99	\$	963.18					
B 37	Install Green Thermoplastic	SF	\$ 12.21	8976.00	\$	109,596.96	\$ 112,531.08				
B 37	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 37	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 38	7th Street	B 38	Mission Street to Empire Street	Class III Bikeway	0.52		\$ 34,935.90				Assumptions
B 38	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 38							\$-				Sharrows will be placed every 200' on the right lane in each direction
B 38	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 38	Bike Route Signing	MI	\$ 2,100.88	1.04	\$	2,184.92					
B 38	Install Bike Lane Marking - merinoplastic	FA	\$ 321.52 \$ 978.24	27.46	\$	26.858.56	\$ 34,935,90				
B 38	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 38					\$	-	\$-				
B 38	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
8 38	7th Street	B 39	San Salvador Street to Humboldt Street	Class IV Bikeway	0.94		\$ 2,264,264.79	0	75	6	Assumptions
R 39	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIVITOTAL				Class IV Bikeway with single lane directions (Easthound and Westhound)
B 39							\$ -				5'Bikeway
B 39	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 39	Install 4" Striping - Paint	LF	\$ 0.70	9926.40	\$	6,948.48					Steel w/ plastic bollards - 5' spacing
B 39	Bike Route Signing	MI	\$ 2,100.88	1.88	\$	3,949.65					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 39	Install Bike Buffer (2'wide) - Thermoplastic	LF	\$ 8.20	9926.40	\$	81,396.48					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 39	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	16.54	\$	5,325.84					Signage posted prior to each bus stop (both directions) to alert cyclists
B 39	Install Green Inermoplastic	SF	\$ 12.21	49632.00	\$	606,006.72	¢ 700.020.50				Green Thermoplastic to cover the 5' bike lane
B 39	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	OUANTITY	3 TOTAL	5,012.40	T&E TOTAL				bike Lane Marking - Thermoplastic every 600
B 39	Bike Button, Pole, and Sign	EA	\$ 1,541.86	12	\$	18,502.32	\$ 18,502.32				
B 39	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL		SF TOTAL				
B 39	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	1985.28	\$	1,537,122.89	\$ 1,537,122.89				
B 40	13 th Street	B 40	Santa Clara Street to San Fernando Street	Class III Bikeway	0.15		\$ 10,077.66				Assumptions
B 40	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 40							\$-				Sharrows will be placed every 200' on the right lane in each direction
	SIGNING/ STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	000.00	S&S TOTAL				
	Bike Roule Signing	MI EA	\$ 2,100.88	0.30	\$	630.26					
B 40	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	5.28	\$	7,747,66	\$ 10,077.66				
B 40	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	.,	T&E TOTAL				
B 40					\$	-	\$ -				
B 40	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
the second s											

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 41	16th Street	B 41	San Fernando Street to William Street	Class III Bikeway	0.46		\$ 30,904.83				Assumptions
B 41	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 41					TOTAL		\$ -				Sharrows will be placed every 200' on the right lane in each direction
B 41 B 41	SIGNING/ STRIPING DESCRIPTION	UNII	\$ 2 100 99	QUANTITY	¢ 10	22.01	S&S IUIAL				
B 41	Install Bike Lane Marking - Thermoplastic	FA	\$ 2,100.00	0.32	\$ 5.2	12.53					
B 41	Install Greenback Sharrow - Thermoplastic	FA	\$ 978.24	24.29	\$ 23.7	59.49	\$ 30,904,83	1			
B 41	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 41					\$		\$-]			
B 41	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 41							\$-				
B 42	17th Street	B 42	Santa Clara Street to San Salvador Street	Class III Bikeway	0.53		\$ 35,607.74				Assumptions
B 42	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 42							\$ -]			Sharrows will be placed every 200' on the right lane in each direction
B 42	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 42	Bike Route Signing	MI	\$ 2,100.88	1.06	\$ 2,2	26.93		1			
B 42	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	18.66	\$ 6,0	05.74	-				
B 42	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	27.98	\$ 27,3	75.07	\$ 35,607.74				
B 42	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 42		UNIT		QUANTITY	5 TOTAL	•	> -				
B 42	SITE FORMISHINGS	UNTI	UNITPRICE	QUANTIT	IOTAL		SFIUIAL .				
B 43	18th Street	B 43	Empire Street to St John Street	Class III Bikeway	0.57		\$ 38,295.12				Assumptions
B 43	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 43							\$-				Sharrows will be placed every 200' on the right lane in each direction
B 43	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 43	Bike Route Signing	MI	\$ 2,100.88	1.14	\$ 2,3	95.00					
B 43	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	20.06	\$ 6,4	59.00					
B 43	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	30.10	\$ 29,4	41.11	\$ 38,295.12				
B 43	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
0.43		UNIT		QUANTITY	5 TOTAL	•	> -				
B 43	31121 011413111403	UNIT	UNITERIOL		IOIAL		\$.				
в 44	21st Street	B 44	St James Street to St John Street	Class III Bikeway	0.16		\$ 10,749.51				Assumptions
B 44	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 44							\$ -				Sharrows will be placed every 200' on the right lane in each direction
B 44	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 44	Bike Route Signing	MI	\$ 2,100.88	0.32	\$ 6	72.28					
B 44	Install Bike Lané Marking - Thermoplastic	EA	321.92	5.63	\$ 1,8 ¢	13.05	¢ 10 740 54	-			
B 44	TRAFFIC / FLECTRICAL DESCRIPTION	UNIT	9/8.24	0UANTITY	7 8,21 TOTAL	04.1/	49.51	1			
B 44	marrie/ Electricke beschir HON	UIII	ONTERIOL	2011111	Ś		\$.	1			
B 44	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SFTOTAL	i			
B 44							\$ -				
B 45	24th Street	B 45	Julian Street to Saint John Street	Class III Bikeway	0.19		\$ 12,765.04				Assumptions
B 45	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 45							\$-				Sharrows will be placed every 200' on the right lane in each direction
B 45	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 45	Bike Route Signing	MI	\$ 2,100.88	0.38	\$ 7	98.33		1			
B 45	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	6.69	\$ 2,1	53.00					
B 45	Install Greenback Sharrow - Inermoplastic	EA	> 978.24	10.03	> 9,8 TOTAL	13.70	12,765.04 12,765.04 12,765.04 12,765.04 12,765.04 12,765.	-			
B 45 B 45	INAFFIC/ ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QOMAIIII	¢ IUIAL	_	C IQE IUIAL				
B 45	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SETOTAL	1			
B 45	SHETONAISHINGS	UNIT	UNITRICE	20mmillion			\$ -				

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 46	Coleman Avenue/ Market Street	B 46	Hedding Street to San Carlos Street	Class IV Bikeway	2.08		\$ 5,078,724.50	5	75	21	Assumptions
	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions North and South
	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
	Install 4" Striping - Paint	LF	\$ 0.70	21964.80	\$	15,375.36					Steel w/ plastic bollards - 5' spacing
	Install 8" Striping - Thermoplastic	LF	\$ 4.10	375.00	\$	1,537.50					Bike Lane Marking - Thermoplastic every 600'
	Bike Route Signing	м	\$ 2,100.88	4.16	\$	8,739.66					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	21964.80	\$	180,111.36					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	36.61	\$	11,784.85					Signage posted prior to each bus stop (both directions) to alert cyclists
	Install Green Thermoplastic	SF	\$ 12.21	112824.00	\$	1,377,581.04					Green Thermoplastic to cover the 5' bike lane
	Install Sign on New Post	EA	\$ 417.70	42.00	\$	17,543.40	\$ 1,612,673.17				
	Bike Button, Pole, and Sign	FA	\$ 1.541.86	QUANTITT 42	total \$	64 758 12	\$ 64 758 12				
	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	04,700.12	SF TOTAL				
	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	4392.96	\$	3,401,293.21	\$ 3,401,293.21				
	Market Street	B 47	San Carlos Street to Reed Street	Class II Bikeway	0.36		\$ 238,301.12	0	75	4	Assumptions
	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class II Bikeway with single lane directions (Eastbound and Westbound)
							\$-				5' bikeway width
	SIGNING/ STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
	Install 4" Striping - Paint	LF	\$ 0.70	3801.60	\$	2,661.12					Green Thermoplastic to cover the 5' bike lane
	Bike Route Signing	MI	\$ 2,100.88	0.72	\$	1,512.63					
	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	6.34	\$	2,039.69	¢ 000.001.40				
	TRAFFIC / FLECTRICAL DESCRIPTION	INIT	\$ 12.21		> TOTAL	232,087.68	\$ 238,301.12 T&FTOTAL				
					10112		I LE TOTAL				
	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
	Humboldt Street	B / 8	1st Street to 3rd Street	Class II Rikoway	0.12		\$ 70.422.71	0	75	1	Assumptions
		UNIT			0.12		¢ 75,433.71 CIV TOTAL	v	73	-	Class II Bikeway with single lane directions (Easthound and Westhound)
							\$.				5' bikeway width
	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
	Install 4" Striping - Paint	LF	\$ 0.70	1267.20	\$	887.04					Green Thermoplastic to cover the 5' bike lane
	Bike Route Signing	MI	\$ 2,100.88	0.24	\$	504.21					
	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	2.11	\$	679.90					
	Install Green Thermoplastic	SF	\$ 12.21	6336.00	\$	77,362.56	\$ 79,433.71				
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL		SF TOTAL				
					10112		OF TOTAL				
	Julian Street	B 49	The Alameda to Almaden Avenue	Class IV Bikeway	0.41		\$ 989,105.80	0	75	3	Assumptions
	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions North and South
							\$-				5' Bikeway
	SIGNING/ STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
	Install 4" striping - Paint	LF	\$ 0.70	4329.60	\$	3,030.72					
	Bike Route Signing	MI	\$ 2,100.88	0.82	\$	1,722.72					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
	Install Bike Lane Marking - Thermonlastic	FA	\$ 8.20 \$ 201 60	4329.60	\$	2 222 67					Signade nosted prior to each bus ston (both directions) to alert cucliete
	Install Green Thermoplastic	SF	\$ 12.21	21648.00	\$	264,322,08					Green Thermoplastic to cover the 5' bike lane
	Install Sign on New Post	EA	\$ 417.70	6.00	\$	2,506.20	\$ 309,407.42				Steel w/ plastic bollards - 5' spacing
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		T&E TOTAL				
	Bike Button, Pole, and Sign	EA	\$ 1,541.86	6	\$	9,251.16	\$ 9,251.16				
	SITE FURNISHINGS Rollard (Steel with Plactic Sleeve)		UNIT PRICE		TOTAL	670 447 22	SF TOTAL				
	Julian Street	B 50	Julian Street & 3rd Street	•Bike Box (NB, SB, and WB Legs of Intersection)	φ.	070,447.22	\$ 18,187.26	3	30	0	Assumptions
	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	0.00 TOTAL		CIV TOTAL				E Julian and N First are one way streets
							\$ -				Bike box average 30' in width w/ 8" Thermoplastic striping on width edges
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				Green thermoplastic paint bike box and two stage left turn boxes
	Install 8" Striping - Thermoplastic	LF	\$ 4.10	180	\$	738.00					Through paths green TP, 8' in width approx. 120' in each direction w/ 8" TP striping
	Install Green mermoplastic	5F FA	* 12.21 \$ 321.92	1350	э \$	10,483.50	\$ 18 187 26				Rike Jane marking in bike box
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	555.70	T&E TOTAL				Turn arrow marking in 2SLHT box
					\$	-	\$-				
	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)	PI Totals	# Bus Stop Bike Box	Bus Stop Bike Box Length (ft	Intersections/ Two Stage left Turn/ Through path	
B 51	Julian Street	B 51	Julian Street & 4th Street	Bike Box (All Legs of Intersection) Imo Stage Left Turn		\$ 26,048	.64 4	20	4	Assumptions
B 51	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL				E Julian and N First are one way streets
B 51						\$				Bike box average 20' in width w/ 8" Thermoplastic striping on width edges
851	SIGNING/ STRIPING DESCRIPTION	UNII	UNIT PRICE		IOTAL	S&S IUIAL				Green thermoplastic paint bike box and two stage left turn boxes
B 51 B 54	Install 8 Surping - Thermoplastic	LF	\$ 4.1 ¢ 10.7	1 100	\$ 1,312.00)				Through paths green FP, 8 in width approx. 120 in each direction w/ 8 TP striping
8.51	Install Green memoplastic	5F EA	\$ 12.2 \$ 079 f	1 1800	\$ 19,330.00	3				Turn arrow marking in 2SLHT box
8 51	Install Rike Lane Marking - Thermonlastic	EA EA	\$ 321 0	2	\$ 1,287.62	3 \$ 26.04	3.64			Bike lane marking in bike box
8 51	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL	5.04			bite tarte marking in bite box
B 51					\$ -	\$	-			
B 51	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL				
B 51						\$	-			
B 52	Julian Street	B 52	Julian Street & 7th Street	 Bike Box (All Legs of Intersection) 		\$ 16,595	.68 4	20	0	Assumptions
B 52	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL				E Julian and N First are one way streets
B 52						\$	-			Bike box average 20' in width w/ 8" Thermoplastic striping on width edges
8.52	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL				Green thermoplastic paint bike box and two stage left turn boxes
B 52	Install 8" Striping - Thermoplastic	LF	\$ 4.1	0 160	\$ 656.00)				Through paths green TP, 8' in width approx. 120' in each direction w/ 8" TP striping
B 52	Install Green Thermoplastic	SF	\$ 12.2	1 1200	\$ 14,652.00)				Two stage left turn box will be 10'x10' square
B 52	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.9	2 4	\$ 1,287.68	3 \$ 16,59	5.68			Bike lane marking in bike box
B 52	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				Turn arrow marking in 2SLHT box
B 52					\$ -	\$	-			
8 52	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL				
B 52 B 53	Julian Street	B 53	Julian Street & 10th Street	•Bike Box •Two Stage Left Turn		\$ 22,400	3	25	3	Assumptions
B 53	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL				N 10th is a one way street
B 53						\$	-			Bike box average 25' in width w/ 8" Thermoplastic striping on width edges
8.53	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL				Green thermoplastic paint bike box and two stage left turn boxes
3 53	Install 8" Striping - Thermoplastic	LF	\$ 4.1	0 270	\$ 1,107.00)				Through paths green TP, 8' in width approx. 120' in each direction w/ 8" TP striping
3 53	Install Green Thermoplastic	SF	\$ 12.2	1425	\$ 17,399.25	5				Two stage left turn box will be 10'x10' square
3 53	Install Turn Arrow - Thermoplastic	EA	\$ 978.2	3	\$ 2,934.72	2				Turn arrow marking in 2SLHT box
5 53	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.9	2 3	\$ 965.76	5 \$ 22,40	5.73			Bike lane marking in bike box
5 5 3 2 5 2	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	to TAL	S IGE IUTAL				
	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	τοται	SETOTAL	-			
53	SHET SHIRES		Children Chi	2000	TO IAL	ŝ	-			
	Julian Street	B 54	Julian Street & 11th Street	•Bike Box		\$ 15.31	01 3	25	0	Assumptions
2 54 2 54		UNIT		OUANTITY	τοτοι	CIV TOTAL	.01 0	25	v	N 11th is a one way street
3 5 4	CIVIE DESCRIPTION	UNIT	ONITPRICE	QUANTIT	IOTAL	¢				R 110115 d Olle way sueet
3 54	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL				Green thermoplastic paint bike box and two stage left turn boxes
3 54	Install 8" Striping - Thermoplastic	LF	\$ 4.1	0 150	\$ 615.00)				Through paths green TP, 8' in width approx. 120' in each direction w/ 8" TP striping
3 54	Install Green Thermoplastic	SF	\$ 12.2	1 1125	\$ 13,736.25	ō				Two stage left turn box will be 10'x10' square
B 54	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.9	2 3	\$ 965.76	6 \$ 15,31	7.01			Bike lane marking in bike box
B 54	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				Turn arrow marking in 2SLHT box
B 54					\$ -	\$	-			
B 54	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL				
B 54						\$	-			
8 55	Julian Street	B 55	Julian Street & 17th Street	•Bike Box (All Legs of Intersection) •Two Stage Left Turn		\$ 26,048	.64 4	20	4	Assumptions
B 55	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL				Bike box average 20' in width w/ 8" Thermoplastic striping on width edges
B 55 D 55		UNIT		QUANTITY	TOTAL	\$ 686 TOTA:	-			Green mermopiasuc paint Dike box and two stage left turn boxes
8 55 R 55	SIGNING/STRIPING DESCRIPTION		ÓNITPRICE 41	0 330	1 212 0	Sestural				Two stare left turn box will be 10/10' square.
8 55	Install Green Thermonlastic	SE	¢ 4.1	1 1600	¢ 1,312.00 \$ 10.526.00	, 1	_			Turn arrow marking in 2SLHT box
B 55	Install Turn Arrow - Thermoplastic	FA	\$ 978.5	4	\$ 3,012 0	3				Bike lane marking in bike box
B 55	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.9	2 4	\$ 1.287.65	3 \$ 26.04	3.64			
B 55	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL				
B 55					\$ -	\$	-			
B 55	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL				
B 55						\$	-			

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
8.56	Almaden Avenue	B 56	Julian Street to St John Street	Class III Bikeway	0.20	\$	13 436 88				Assumptions
B 56	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 56					TOTAL	\$	-				Sharrows will be placed every 200' on the right lane in each direction
B 56	Bike Route Signing	MI	\$ 2.100.88	QUANITY 0.40	Ś	840.35	S&S TUTAL				
B 56	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	7.04	\$	2,266.32					
B 56	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	10.56	\$	10,330.21 \$	13,436.88				
B 56	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 56	SITE FURNISHINGS	UNIT	UNITERICE	OHANTITY	5 TOTAL	- \$	SETOTAL				
B 56	one roundour	0.111	0000	2011111	TOME	\$					
8.57	Almaden Boulevard	B 57	St John Street to Carlysle Street	Class II Bikeway	0.07	\$	46,336.33	0	75	0	Assumptions
B 57	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class II Bikeway with single lane directions (Eastbound and Westbound)
B 57						\$	-				5' bikeway width
B 57	SIGNING/ STRIPING DESCRIPTION			QUANITY	TOTAL	E17.44	S&S IOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 57	Bike Boute Signing	MI	\$ 2.100.88	/39.20	\$	294 12					oreen mermoplasue to cover the 5 bike tane
B 57	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	1.23	\$	396.61					
B 57	Install Green Thermoplastic	SF	\$ 12.21	3696.00	\$	45,128.16 \$	46,336.33	j			
B 57	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
8 57 8 57		LINIT	UNIT PRICE	QUANTITY	TOTAL		SETOTAL				
B 57	SHELOKKISHINGS	UNIT	ONTFRICE		TOTAL		SITURE	1			
	Montgomery Street	B 58	San Fernando Street to Santa Clara Street	Class IV Bikeway		\$	269,288.55	0	75	1	Assumptions
8.58		UNIT		QUANTITY	0.19		CIVITOTAL	-			Class IV Rikewaywith dual lane directions (North and South)
B 58	CIVIL DESCRIPTION	UNIT	ONTFRICE		TOTAL	Ś	-	1			Dashed thermoplastic paint to separate directional bike traffic
B 58	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	Ť	S&S TOTAL				8' Bikeway
B 58	Install 4" Striping - Paint	LF	\$ 0.70	1003.20	\$	702.24]			2' Bike Buffer w/ thermoplastic
B 58	Install 6" Striping (Dashed) - Thermoplastic	LF	\$ 1.62	1003.20	\$	1,625.18					Steel w/ plastic bollards - 5' spacing
B 58	Bike Route Signing	MI	\$ 2,100.88	0.19	\$	399.17					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 58	Install Bike Lone Marking Thermoplastic	LF	\$ 8.20	1003.20	\$	8,226.24					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 58	Install Green Thermoplastic	SE	\$ 321.32	3.34	\$	97 992 58					Green Thermonlastic to cover the 8' bike lane
B 58	Install Sign on New Post	EA	\$ 417.70	2.00	\$	835.40 \$	110,857.31				Bike Lane Marking - Thermoplastic every 600'
B 58	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL	j			
B 58	Bike Button, Pole, and Sign	EA	\$ 1,541.86	2	\$	3,083.72 \$	3,083.72				
B 58	SITE FURNISHINGS Rollard (Steel with Plastic Sleeve)	UNIT	UNIT PRICE	QUANTITY 200.64	TOTAL	155 247 52 \$	SF TOTAL 155 247 52				
	Barack Obama Boulevard	B 59	Santa Clara Street to San Carlos Street	Class IV Bikeway	•	100,047.00 \$	100,047100	1	75	4	Assumptions
B 59	Baraok obaina Boatorara	5.00			0.39	\$	568,015.66	-		-	rioumpiono
B 59	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with dual lane directions (North and South)
B 59	SIGNING/STRIPING DESCRIPTION	UNIT	UNITERICE	OHANTITY	ΤΟΤΑΙ	\$	-				P Bikoway
B 59	Install 4" Striping - Paint	LF	\$ 0.70	2059.20	s	1.441.44					2' Bike Buffer w/ thermoplastic
B 59	Install 6" Striping (Dashed) - Thermoplastic	LF	\$ 1.62	2059.20	\$	3,335.90]			Steel w/ plastic bollards - 5' spacing
B 59	Install 8" Striping - Thermoplastic	LF	\$ 4.10	75.00	\$	307.50					Bike Lane Marking - Thermoplastic every 600'
B 59	Bike Route Signing	MI	\$ 2,100.88	0.39	\$	819.34		1			Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 59	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	2059.20	\$	16,885.44					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 59	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	6.86	\$	2,209.66					Signage posted prior to each bus stop (both directions) to alert cyclists
8 59 8 59	Install Sign on New Post	EA	\$ 12.21	1/0/3.80	\$	3.341.60 \$	236.809 54	1			Green mermoplastic to cover the 8 bike tane
B 59	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	0,041.00 0	T&E TOTAL	1			
B 59	Bike Button, Pole, and Sign	EA	\$ 1,541.86	8	\$	12,334.88 \$	12,334.88				
B 59	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL		SFTOTAL				
B 59	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	411.84	\$	318,871.24 \$	318,871.24				
B 60	Bird Avenue	B 60	San Carlos Street to Fisk Avenue	Class IV Bikeway	0.58	\$	1,436,639.19	4	75	6	Assumptions
B 60	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL	-			Class IV Bikeway with single lane directions North and South
B 60						\$	-				5'Bikeway
B 60	Install 4" Strining - Paint		Ś 0.70	C104 00	Ś	4 287 26	Sas IOTAL	1			2 Dike Durier w/ Inermoplastic Steel w/ plastic hollards - 5' spacing
B 60	Install 8" Striping - Thermoplastic	LF	\$ 4.10	300.00	ŝ	1.230.00		1			Bike Lane Marking - Thermoplastic every 600'
B 60	Bike Route Signing	МІ	\$ 2,100.88	1.16	\$	2,437.02		1			Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 60	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	6124.80	\$	50,223.36		1			Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 60	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	10.21	\$	3,286.16]			Signage posted prior to each bus stop (both directions) to alert cyclists
B 60	Install Green Thermoplastic	SF	\$ 12.21	33024.00	\$	403,223.04					Green Thermoplastic to cover the 5' bike lane
B 60	Install Sidn on New Post	FΔ	\$ 417.70	12.00	\$	5 012 40 \$	469.699.34				
B 60	Instatt Sign on New 1 Ost	5	•		+	3,012.40 V	,				
P.00	TRAFFIC PLECTRICAL DESCRIPTION		UNITPRICE	QUANTITY	TOTAL	10.502.22	T&E TOTAL				
B 60 B 60	TRAFFIC / ELECTRICAL DESCRIPTION Bike Button, Pole, and Sign SITE FURNISHINGS	UNIT EA UNIT	UNIT PRICE \$ 1,541.86 UNIT PRICE	QUANTITY 12	S TOTAL	18,502.32 \$	T&E TOTAL 18,502.32 SE TOTAL				

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through	
2.04	Sunol Street	B 61	The Alameda to Park Avenue	Class II Bikeway	0.19		\$ 125.770.03	0	75	0	Assumptions
R 61	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL	-		-	Class II Rikeway with single lane directions (Fasthound and Westhound)
B 61							\$ -				5' bikeway width
B 61	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 61	nstall 4" Striping - Paint	LF	\$ 0.70	2006.40	D \$	1,404.48					Green Thermoplastic to cover the 5' bike lane
B 61	Bike Route Signing	MI	\$ 2,100.88	0.38	в\$	798.33					
B 61	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	3.34	4 \$	1,076.50					
B 61	nstall Green Thermoplastic	SF	\$ 12.21	10032.00	D \$	122,490.72	\$ 125,770.03				
B 61	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 61											
B 61 B 61	SITE FURNISHINGS	UNII	UNIT PRICE	QUANTITY	IOIAL		SFIDIAL				
0.01	Sunol Street	B 62	Park Avenue to Auzerais Avenue	Class III Bikeway							Assumptions
B 62					0.35		\$ 23,514.55				
B 62	CIVIL DESCRIPTION	UNII	UNIT PRICE	QUANTITY	IOIAL		CIVIOIAL	-			Class III Bikeway will have signage and lane markings every 300°
B 62	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL		5				Sharrows will be placed every 200 on the right lane in each direction
B 62	Bike Route Signing	MI	\$ 2.100.88	0.70	0 \$	1,470.62		1			
B 62	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	12.32	2 \$	3,966.05		1			
B 62	nstall Greenback Sharrow - Thermoplastic	EA	\$ 978.24	18.48	в \$	18,077.88	\$ 23,514.55				
B 62	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 62					\$	-	\$ -				
B 62	SITE FURNISHINGS	UNII	UNIT PRICE	QUANTITY	IOIAL		SF IOIAL				
0.02	Meridian Avenue	B 63	Park Avenue to San Carlos Street	Class IV Bikeway	0.17		\$ 413,080.27	0	75	2	Assumptions
8.62		UNIT	UNIT PRICE	QUANTITY	0.17		CIVITOTAL				Class IV Bikewaywith single lane directions North and South
B 62	CIVIL DESCRIPTION		ONTERIOL		IVIAL		¢ .	-			5' Bikaway
B 63	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	OUANTITY	TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
B 63	nstall 4" Striping - Paint	LF	\$ 0.70	1795.20	D \$	1.256.64					Steel w/ plastic bollards - 5' spacing
B 63	Bike Route Signing	MI	\$ 2.100.88	0.34	4 \$	714.30					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 63	nstall Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	1795.20	D \$	14,720.64					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 63	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	2.99	9 \$	963.18					Signage posted prior to each bus stop (both directions) to alert cyclists
B 63	nstall Green Thermoplastic	SF	\$ 12.21	8976.00	D \$	109,596.96					Green Thermoplastic to cover the 5' bike lane
B 63	nstall Sign on New Post	EA	\$ 417.70	4.00	D \$	1,670.80	\$ 128,922.52				Bike Lane Marking - Thermoplastic every 600'
B 63	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 63	Bike Button, Pole, and Sign	EA	\$ 1,541.86	4	4 \$	6,167.44	\$ 6,167.44				
B 63	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 63	Soliard (Steel with Plastic Sleeve)	EA	\$ //4.26	359.04	4 5	277,990.31	\$ 277,990.31				
B 64	Gifford Avenue	B 64	San Fernando Street to Auzeraid Avenue	Class III Bikeway	0.35		\$ 23,514.55				Assumptions
B 64	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 64							\$ -				Sharrows will be placed every 200' on the right lane in each direction
B 64	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE		TOTAL	1 470 00	S&S TOTAL	-			
B 64	nstall Bike Lane Marking - Thermonlastic	F4	\$ 2,100.88	0./0	2 \$	3 966 05		1			
B 64	nstall Greenback Sharrow - Thermoplastic	EA	\$ 978.24	12.32	B \$	18,077.88	\$ 23.514.55	1			
B 64	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL	1			
B 64					\$	-	\$ -]			
B 64	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL		SF TOTAL	_			
B 64	Delmos Ausaus	D.C.C.	Canto Clavo Streetto Auronoio Auenuo	Class II Bilenner			\$ -		75		Accumptions
B 65	Deullas Avenue	B 05	Santa Glara Street to Auzerais Avenue	Class II bikeway	0.27		\$ 178,725.84	U	75	2	Assumptions
B 65	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class II Bikeway with single lane directions (Eastbound and Westbound)
B 65							5 -	-			5 Dikeway width
B 65	SIGNING/ STRIPING DESCRIPTION		UNITPRICE	QUANTIT	IOTAL	4 005 51	S&S IUIAL	-			Bus stops total /5 in length, VIA Route 21 Busses are 40 in length
B 65	IIStatt 4 - Surpring - Palifit Bike Doute Signing	MI	\$ 0.70	2851.20	4 ¢	1,995.84		4			Green Inermoplasuc to Cover the 5' blke lane
B 65	netall Rike Lane Marking - Thermonlastic	EA	¢ 2,100.88	0.54	4 0 5 ¢	1,134.48		4			
B 65	nstall Green Thermonlastic	SE	♥ 321.92 \$ 10.01	4./5	n e	1,323.76	\$ 179 725 9/	1			
B 65	TRAFFIC/ ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL	1/4,003.76	T&E TOTAL				
B 65								1			
B 65	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
	-										

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 66	Race Street	B 66	The Alameda to Auzerais Avenue	Class IV Bikeway	0.38		\$ 967,517.36	5	75	6	Assumptions
B 66	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions North and South
B 66							\$ -				5'Bikeway
B 00	nstall 4" Strining - Paint	UNIT	\$ 0.70	4013 90	¢	2 909 96	343 TOTAL				2 bike builer w/ thermoplastic Steel w/ plastic bollarde5'spacing
R 66	nstall 8" Striping - Thermonlastic	LF	\$ 410	4012.00	*	1 537 50					Bike Lane Marking - Thermonlastic every 600'
B 66	Sike Boute Signing	MI	\$ 2,100.85	0.76	• • •	1,596,67					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 ng 56
B 66	nstall Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	4012.80	0 00 00 00 00 00 00 00 00 00 00 00 00 0	32,904,96					Bus stops total 75' in length. VTA Boute 21 Busses are 40' in length
B 66	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	6.69	\$	2,153.00					Signage posted prior to each bus stop (both directions) to alert cyclists
B 66	nstall Green Thermoplastic	SF	\$ 12.21	23064.00	\$	281,611.44					Green Thermoplastic to cover the 5' bike lane
B 66	nstall Sign on New Post	EA	\$ 417.70	12.00	\$	5,012.40	\$ 327,624.93				
B 66	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 66	Bike Button, Pole, and Sign	EA	\$ 1,541.86	12	\$	18,502.32	\$ 18,502.32				
B 66	SITE FURNISHINGS		UNIT PRICE	QUANITY 902.56	¢ IOIAL	621 200 11	SF IUIAL \$ 621 200 11				
0.00	Howtherne Way	P.C7	774.20 San Bodra Streat to 1st Streat	Class III Bikoway	э 0.15	021,390.11	\$ 621,390.11				Accumptions
B 67	CIVIL DESCRIPTION	LINIT			0.15						Assumptions Class III Bikeway will have signade and Jane markings even (200)
B 67	CIVIL DESCRIPTION	UNIT	ONITFRICE	QUANTIT	TOTAL		Ś -				Sharrows will be placed every 200' on the right lane in each direction
B 67	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 67	Bike Route Signing	MI	\$ 2,100.88	0.30	\$	630.26					
B 67	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	5.28	\$	1,699.74					
B 67	nstall Greenback Sharrow - Thermoplastic	EA	\$ 978.24	7.92	\$	7,747.66	\$ 10,077.66				
B 67	TRAFFIC / ELECTRICAL DESCRIPTION	UNII	UNIT PRICE	QUANTITY	S IDIAL		I&EIUIAL				
B 67	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 67				-			\$.				
B 68	Laurel Grove Lane	B 68	San Fernando Street to Park Avenue	Class III Bikeway	0.26		\$ 17,467.95				Assumptions
B 68	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 68							\$-				Sharrows will be placed every 200' on the right lane in each direction
B 68	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	1 002 46	S&S TOTAL				
B 68	nstall Bike Lane Marking - Thermonlastic	FA	\$ 2,100.80	9.15	\$	2.946.21					
B 68	nstall Greenback Sharrow - Thermoplastic	EA	\$ 978.24	13.73	\$	13,429.28	\$ 17,467.95				
B 68	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 68					\$	-	\$-				
B 68	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
	Dupont Stroot	R 60	Park Avanua to San Carlos Streat	Class III Bikoway			\$ -				Accumptions
B 69	Dupont Succe	0.03		Class in Direway	0.26		\$ 17,467.95				Assumptions
B 69	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 69					TO		\$ -				Sharrows will be placed every 200' on the right lane in each direction
B 69	Signing	MI	\$ 2 100 00	0.52	\$	1 092 /6	S&STUTAL				
B 69	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	9.15	\$	2,946.21		1			
B 69	nstall Greenback Sharrow - Thermoplastic	EA	\$ 978.24	13.73	\$	13,429.28	\$ 17,467.95	İ			
B 69	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 69					\$		\$-				
B 69	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL		SF TOTAL				
8 70	Hohson Street	B 70	San Redro Street to 1st Street	Class III Bikeway	0.15		\$ 10.077.66				Assumptions
B 70	CIVIL DESCRIPTION	UNIT	UNITPRICE	OUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 70							\$ -				Sharrows will be placed every 200' on the right lane in each direction
B 70	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL				
B 70	Bike Route Signing	MI	\$ 2,100.88	0.30	\$	630.26					
B 70	nstall Bike Lane Marking - Thermoplastic	EA	\$ 321.92	5.28	\$	1,699.74					
B 70	nstall Greenback Sharrow - Thermoplastic	EA	\$ 978.24	7.92	5	7,747.66	\$ 10,077.66 TRETOTAL				
B 70	INAFFIC/ELECTRICAL DESCRIPTION	UNIT	UNITERICE	200mm	Ś		Ś -				
B 70	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 70							\$ -				

up	Corridor	Project ID	Location	Proposed Improvement		Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
	Jackson Street	B 71	1st Street to 9th Street	Class III Bikeway		0.54	Ś	36.279.58				Assumptions
	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY		TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
1							Ś					Sharrows will be placed every 200' on the right lane in each direction
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				
Bil	re Boute Signing	MI	\$ 2 100 8	8	1.08 \$	101/12	2 268 95	out to the				
Ins	tall Rike Lane Marking - Thermonlastic	FA	\$ 321 0	2	19.01 \$		6 119 06		1			
Inc	tall Greenback Sharrow - Thermoniastic	EA	¢ 0213	4	29.51 \$		27 901 59 \$	26 270 59	1			
1112		UNIT	UNIT PRICE		20.31 φ	τοτοι	27,031.30 \$	TRE TOTAL				
_	TRAITION ELECTRICAL DESCRIPTION	UNIT	ONTERNOL	Qoaliti	é	TOTAL	é					
			UNITEDROF		\$	TOTAL	- •	-				
-	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTIT		TUTAL		SFIUIAL				
							\$	-				
2	San Antonio Street	B 72	17th Street to 23rd Street	Class III Bikeway		0.28	\$	18,811.64				Assumptions
2	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
2							\$	-				Sharrows will be placed every 200' on the right lane in each direction
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				
Bil	ke Route Signing	MI	\$ 2,100.8	8	0.56 \$		1,176.49					
Ins	tall Bike Lane Marking - Thermoplastic	EA	\$ 321.9	2	9.86 \$		3,172.84		i			
Ins	stall Greenback Sharrow - Thermoplastic	EA	\$ 978.2	4	14.78 \$		14,462,30 \$	18,811.64	i			
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL	,	T&E TOTAL	1			
_			Child L	2011	\$	101/12	. \$					
	SITE EURNISHINGS	UNIT	UNIT PRICE	OUANTITY	4	ΤΟΤΑΙ	- 4	SETOTAL				
_	SHET ORMISTINGS	UNIT	ONTERNOL	QOANTIT		TOTAL	é	STICIAL				
	San Fernando Street	B 73	San Fernando Street & San Pedro Street	•Bike Box (All Legs of Intersection)			\$	12,446.76	3	20	0	Assumptions
	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Bike box average 20' in width w/ 8" Thermoplastic striping on width edges
							\$	-				Green thermoplastic paint bike box and two stage left turn boxes
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				Through paths green TP, 8' in width approx. 120' in each direction w/ 8" TP striping
Ins	tall 8" Striping - Thermoplastic	LF	\$ 4.1	0	120 \$		492.00					Two stage left turn box will be 10'x10' square
Ins	tall Green Thermoplastic	SF	\$ 12.2	1	900 \$		10,989.00		1			Turn arrow marking in 2SLHT box
Ins	stall Bike Lane Marking - Thermoplastic	EA	\$ 321.9	2	3 \$		965.76 \$	12.446.76	1			Bike lane marking in bike box
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL				
					\$		- \$					
	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY		TOTAL		SF TOTAL				
F	San Fernando Street	B 74	San Fernando Street & Market Street	•Bike Box (All Legs of Intersection) •Two Stage Left Turn			\$	29,875.64	4	25	4	Assumptions
	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Bike box average 20' in width w/ 8" Thermoplastic striping on width edges
							Ś	-	1			Green thermoplastic paint bike box and two stage left turn boxes
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL	÷	S&S TOTAL	1			Through paths green TP, 8' in width approx, 120' in each direction w/ 8" TP strining
Ins	stall 8" Striping - Thermoplastic	LE	\$ 41	0	360 \$		1.476.00		1			Two stage left turn box will be 10'x10' square
Ins	stall Green Thermoplastic	SE	\$ 12.2	1	1900 \$		23,199.00		i			Turn arrow marking in 2SI HT box
lps	tall Turn Arrow - Thermonlastic	EA.	\$ 070 3	4	4 \$		3 912 96		1			Bike lane marking in bike hov
Inc	tall Rike Lane Marking - Thermonlastic	FA	\$ 376.2	2	4 5		1 287 69 €	29 975 64	1			and the manning in and but
u is		UNIT	UNIT PRICE	OUANTITY	4 9	τοτοι	1,207.00 \$. 20,073.04 T&E TOTAL				
-	INAL FIG / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	Voniti 1	¢	TUTAL		INCIDIAL				
			UNUT DRIVE	OUT NITITY	¢	TOTAL	- 3	-				
_	SITE FURNISHINGS	UNII	UNIT PRICE	QUANTITY		IUIAL		SFIUIAL				
_							\$	-				
	Gregory Street	B 75	SR 280 to Fuller Avenue	Class III Bikeway		0.10	\$	6,718.44				Assumptions
	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
							ŝ					Sharrows will be placed every 200' on the right lane in each direction
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				
Bil	ke Route Signing	MI	\$ 2.100.8	8	0.20 \$		420.18		1			
Ins	stall Bike Lane Marking - Thermoplastic	FA	\$ 3210	2	3.52 \$		1.133.16		i			
Ins	stall Greenback Sharrow - Thermoplastic	FA	\$ 978.2	4	5.28 \$		5.165.11 \$	6 718 //	i			
	TRAFFIC / FLECTRICAL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	0.20 4	TOTAL	0,200.21 4					
-					¢	IUML			1			
	SITE EURNISHINGS	UNIT	UNIT PRICE	OUANTITY	Ŷ	TOTAL	- >	SE TOTAL				
	- SHET ONAISHINGS		ONTENIOL			IUIAL	6		1			
		1	1	1			2			1	1	

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
B 76	Helen Street	B 76	Gregory Street to Drake Street	Class III Bikeway	0.05	\$	3,359.22				Assumptions
B 76	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 76			UNITEDIOS		TOTAL	\$	-				Sharrows will be placed every 200' on the right lane in each direction
B 76	SIGNING/STRIPING DESCRIPTION	MI	Ś 2 100 99	QUANTITY 0.10	101AL 210	09	S&S IUTAL				
B 76	Install Bike Lane Marking - Thermonlastic	FA	\$ 2,100.00	176	\$ 566	58					
B 76	Install Greenback Sharrow - Thermoplastic	FA	\$ 978.24	2.64	\$ 2.582	.55 \$	3.359.22				
B 76	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL		T&E TOTAL				
B 76					\$	- \$					
B 76	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
B 76						\$					
B 77	Fuller Avenue	B 77	Gregory Street to Drake Street	Class III Bikeway	0.05	\$	3,359.22				Assumptions
B 77	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 77						\$					Sharrows will be placed every 200' on the right lane in each direction
B 77	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				
B 77	Bike Route Signing	MI	\$ 2,100.88	0.10	\$ 210	.09		1			
B 77	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	1.76	\$ 566	.58		{			
B 77	Install Greenback Sharrow - Inermoplastic	EA	> 978.24	2.64			3,359.22				
877	TRAFFIC/ELECTRICAL DESCRIPTION	UNII	UNITPRICE	QUANTITY	Î DIAL	. ć	T&ETUTAL				
8.77	SITE FURNISHINGS	UNIT	UNIT PRICE	OUANTITY	TOTAL	- J	SETOTAL				
B 77						\$					
B 78	Drake Street	B 78	Fuller Avenue to Virgina Street	Class III Bikeway	0.17	ŝ	11.421.35				Assumptions
B 78	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 78						\$					Sharrows will be placed every 200' on the right lane in each direction
B 78	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				
B 78	Bike Route Signing	MI	\$ 2,100.88	0.34	\$ 714	.30					
B 78	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	5.98	\$ 1,926	.37					
B 78	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	8.98	\$ 8,780	.68 \$	11,421.35				
B 78	TRAFFIC/ELECTRICAL DESCRIPTION	UNII	UNITPRICE	QUANTITY	Î DIAL	. ć	T&E TUTAL				
B 78	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	Ű	SE TOTAL				
B 78						\$					
8 7 9	Virginia Street	B 79	Drake Street to 17th Street	Class II Bikeway	0.89	Ś	589.133.32	0	75	12	Assumptions
8 7 9	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class II Bikeway with single lane directions (Fasthound and Westhound)
B 79						\$		1			5' bikeway width
B 79	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 79	Install 4" Striping - Paint	LF	\$ 0.70	9398.40	\$ 6,578	.88]			Green Thermoplastic to cover the 5' bike lane
B 79	Bike Route Signing	MI	\$ 2,100.88	1.78	\$ 3,739	.57					
B 79	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	15.66	\$ 5,042	.55					
B 79	Install Green Thermoplastic	SF	\$ 12.21	46992.00	\$ 573,772	.32 \$	589,133.32				
B 79	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 79											
B 79	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
в 79											
	Delmas Avenue	B 80	Marshall Avenue to Virginia Street	Class III Bikeway	0.40	\$	26,873.77				Assumptions
B 80		UNIT			0.40		CIVITOTAL				Close III Dikewa wili hava signaga and lana markinga ayan (200)
B 80	CIVIL DESCRIPTION	UNIT	UNITPRICE	QOMMITT	IUIAL	¢	CIVIOTAL	-			Class III bikeway will have signage and lane markings every 300 Sharrows will be placed every 200' on the right lane in each direction
B 80	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	Ť	S&S TOTAL				
B 80	Bike Route Signing	MI	\$ 2,100.88	0.80	\$ 1,680	.70		1			
B 80	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	14.08	\$ 4,532	.63					
B 80	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	21.12	\$ 20,660	.43 \$	26,873.77				
B 80	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 80					\$	- \$					
B 80	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	<u>^</u>	SF TOTAL				
в 80		1	1	1		\$		1	1		

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
8 81	Willow Street	B 81	Prevost Street to Harliss Avenue	Class IV Bikeway	0.32	\$	789,832.90	2	75	3	Assumptions
B 81	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIVTOTAL				Class IV Bikeway with single lane directions North and South
B 81 B 81	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL	\$	- S&S TOTAL				5' Bike Buffer w/ thermonlastic
B 81	Install 4" Striping - Paint	LF	\$ 0.70	3379.20	\$ 2,36	5.44	out to the				Steel w/ plastic bollards - 5' spacing
B 81	Install 8" Striping - Thermoplastic	LF	\$ 4.10	150.00	\$ 61	5.00					Bike Lane Marking - Thermoplastic every 600'
B 81	Bike Route Signing	MI	\$ 2,100.88	0.64	\$ 1,34	4.56					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 81	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	3379.20	\$ 27,70	9.44					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 81	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	5.63	\$ 1,81	3.05					Signage posted prior to each bus stop (both directions) to alert cyclists
B 81	Install Green Thermoplastic	SF	\$ 12.21	18096.00	\$ 220,95	2.16	057.005.00				Green Thermoplastic to cover the 5' bike lane
B 81 R 81			3 417.70	OUANTITY	\$ 2,50 TOTAL	6.2U Ø	237,303.80				
B 81	Bike Button, Pole, and Sign	EA	\$ 1,541.86	6	\$ 9,25	1.16 \$	9,251.16				
B 81	SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL		SF TOTAL				
B 81	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	675.84	\$ 523,27	5.88 \$	523,275.88			1	
B 82	Willow Street	B 82	Lick Avenue to Almaden Avenue	Class III Bikeway	0.25	\$	16,796.10				Assumptions
B 82	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 82	SIGNING/STRIDING DESCRIPTION	UNIT		QUANTITY	TOTAL	\$	-				Snarrows will be placed every 200' on the right lane in each direction
B 82	Bike Route Signing	MI	\$ 2.100.88	0.50	\$ 1.05	0.44	SASTOTAL				
B 82	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	8.80	\$ 2,83	2.90					
B 82	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	13.20	\$ 12,91	2.77 \$	16,796.10				
B 82	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	<u>^</u>	T&E TOTAL				
B 82	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	S TOTAL	. \$	- SF TOTAL				
B 82						\$					
B 83	Graham Avenue/ Keyes Street	B 83	Almaden Avenue to 14th Street	Class IV Bikeway	0.2	\$	480,674.45	0	75	1	Assumptions
B 83	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIVTOTAL				Class IV Bikeway with single lane directions North and South
8.83	SIGNING (STRIPING DESCRIPTION	UNIT		QUANTITY	τοτοι	5	-				5' Bike Rufferw/ thermonlastic
R 83	Install 4" Striping - Paint	LF	\$ 0.70	2112.00	\$ 147	8.40	JUSTOINE				Steel w/ plastic bollards - 5' spacing
B 83	Bike Route Signing	MI	\$ 2,100.88	0.40	\$ 84	0.35					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
B 83	Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.20	2112.00	\$ 17,31	8.40					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
B 83	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	3.52	\$ 1,13	3.16					Signage posted prior to each bus stop (both directions) to alert cyclists
B 83	Install Green Thermoplastic	SF	\$ 12.21	10560.00	\$ 128,93	7.60					Green Thermoplastic to cover the 5' bike lane
B 83	Install Sign on New Post	EA	\$ 417.70	2.00	\$ 83	5.40 \$	150,543.31				Bike Lane Marking - Thermoplastic every 600'
B 83	Bike Button, Pole, and Sign	FA	\$ 1.541.86	2	\$ 3.08	3.72 \$	3.083.72				
B 83	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SFTOTAL				
B 83	Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	422.4	\$ 327,04	7.42 \$	327,047.42				
B 84	Goodyear Street	B 84	Lick Avenue to Graham Avenue	Class II Bikeway	0.43	s	284.637.45	0	75	7	Assumptions
B 84	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		CIVTOTAL				Class II Bikeway with single lane directions (Eastbound and Westbound)
B 84	SIGNING/ STRIDING DESCRIPTION	INIT			70711	\$	-				5' bikeway width
B 84	Install 4" Strining - Paint	IF	\$ 0.70	00 0134	101AL 217	8.56	Sas IUIAL				Dus stops total 75 Intength, VTA Route 21 Busses are 40' Intength Green Thermoniastic to cover the 5' bike lane
B 84	Bike Route Signing	MI	\$ 2.100.88	4540.80	\$ 1.80	6.76					
B 84	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	7.57	\$ 2,43	6.29					
B 84	Install Green Thermoplastic	SF	\$ 12.21	22704.00	\$ 277,21	5.84 \$	284,637.45				
B 84	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		T&E TOTAL				
8 84 R 84	SITE FURNISHINGS	UNIT	UNIT PRICE	OUANTITY	ΤΟΤΑΙ		SETOTAL				
B 84				2000	10112		01101/12				
B 85	Harliss Avenue	B 85	Virginia Street to Humboldt Street	Class III Bikeway	0.28	\$	18,811.64				Assumptions
B 85	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIVTOTAL				Class III Bikeway will have signage and lane markings every 300'
B 85						\$	-				Sharrows will be placed every 200' on the right lane in each direction
B 85	SIGNING/ STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				
B 85	BIKE HOULE SIGNING Install Rike Lane Marking - Thermonlastic	MI FA	\$ 2,100.88	0.56	\$ 1,17 \$ 217	0.49					
B <u>85</u>	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	14.78	\$ 14.46	2.30 \$	18,811.64				
B 85	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 85					\$	- \$					
B 85	SILEFURNISHINGS	UNIT	UNITPRICE	QUANTITY	TOTAL	ŝ	SFIUIAL				
					1						

Corridor	Project ID	Location	Proposed Improvement		Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
Palm Street	B 86	Grant Street to Virginia Street	Class III Bikeway		0.20		\$ 13,436.88				Assumptions
CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
							\$-				Sharrows will be placed every 200' on the right lane in each direction
SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				
Bike Route Signing	MI	\$ 2,100.	88	0.40 \$		840.35					
Install Bike Lane Marking - Thermoplastic	EA	\$ 321.	92	7.04 \$		2,266.32					
TRAFFIC (FLECTRICAL DESCRIPTION	LINIT	S 978.		10.56 \$	TOTAL	10,330.21	5 13,430.88 TRE TOTAL				
	UNIT	ONTENICE	Quantin	ŝ			Ś .				
SITE FURNISHINGS	UNIT	UNITPRICE	QUANTITY		TOTAL		SF TOTAL				
Vine Street	B 87	Grant Street to Humboldt Street	Class IV Bikeway		0.68		\$ 1.652.321.10	0	75	8	Assumptions
CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions North and South
SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	OUANTITY		ΤΟΤΑΙ		5				2' Bike Buffer w/ thermoniastic
Install 4" Striping - Paint	LF	s o	70	7180.80 \$		5,026 56	000101112	1			Steel w/ plastic bollards - 5'spacing
Bike Route Signing	MI	\$ 2.100	88	1.36 \$		2,857 20		1			Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 ng. 56
Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.	20	7180,80 \$		58,882.56		1			Bus stops total 75' in length. VTA Route 21 Busses are 40' in length
Install Bike Lane Marking - Thermoplastic	EA	\$ 321.	92	11,97 \$		3,852.74		1			Signage posted prior to each bus stop (both directions) to alert cyclists
Install Green Thermoplastic	SF	\$ 12.	21	35904.00 \$	8	438,387.84		1			Green Thermoplastic to cover the 5' bike lane
Install Sign on New Post	EA	\$ 417.	70	16.00 \$	8	6,683.20	\$ 515,690.10	1			Bike Lane Marking - Thermoplastic every 600'
TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL				
Bike Button, Pole, and Sign	EA	\$ 1,541.	86	16 \$	\$	24,669.76	\$ 24,669.76				
SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY		TOTAL		SF TOTAL				
Bollard (Steel with Plastic Sleeve)	EA	\$ 774.	26	1436.16 \$	3	1,111,961.24	\$ 1,111,961.24				
Grant Street	B 88	Palm Street to Vine Street	Class IV Bikeway		0.06		\$ 143,026.60	0	75	0	Assumptions
CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Class IV Bikeway with single lane directions North and South
							\$.				5' Bikeway
SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				2' Bike Buffer w/ thermoplastic
Install 4" Striping - Paint	LF	\$ 0.	70	633.60 \$	5	443.52					Steel w/ plastic bollards - 5' spacing
Bike Route Signing	MI	\$ 2,100.	88	0.12 \$	5	252.11					Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56
Install Bike Buffer (2' wide) - Thermoplastic	LF	\$ 8.	20	633.60 \$		5,195.52					Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
Install Bike Lane Marking - Thermoplastic	EA	\$ 321.	92	1.06 \$		339.95					Signage posted prior to each bus stop (both directions) to alert cyclists
Install Green Thermoplastic	SF	\$ 12.	21	3168.00 \$		38,681.28	\$ 44,912.37				Green Thermoplastic to cover the 5' bike lane
TRAFFIC/ ELECTRICAL DESCRIPTION	UNII	UNIT PRICE	QUANTITY		TUTAL		THE TUTAL				Bike Lane Marking - Thermoplasuc every 600
SITE FURNISHINGS	UNIT	UNIT PRICE	OUANTITY		ΤΟΤΔΙ		SETOTAL				
Bollard (Steel with Plastic Sleeve)	EA	\$ 774.	26	126.72 \$	i i i i i i i i i i i i i i i i i i i	98.114.23	\$ 98.114.23				
Grant Street	B 89	Vine Street to Almaden Avenue	Class II Bikeway		0.06		\$ 39,716.85	0	75	0	Assumptions
CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Class II Bikeway with single lane directions (Eastbound and Westbound)
							\$-	1			5' bikeway width
SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
Install 4" Striping - Paint	LF	\$ 0.	70	633.60 \$	\$	443.52					Green Thermoplastic to cover the 5' bike lane
Bike Route Signing	MI	\$ 2,100.	88	0.12 \$	\$	252.11					
Install Bike Lane Marking - Thermoplastic	EA	\$ 321.	92	1.06 \$		339.95		[
Install Green Thermoplastic	SF	\$ 12.	21	3168.00 \$	5	38,681.28	\$ 39,716.85				
TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL				
SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY		TOTAL		SF TOTAL				
Reed Street	B 90	1st Street to 11th Street	Class II Bikeway		0.68		\$ 450,124.34	0	75	11	Assumptions
CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL				Class II Bikeway with single lane directions (Eastbound and Westbound)
							\$ -]			5' bikeway width
SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL				Bus stops total 75' in length, VTA Route 21 Busses are 40' in length
Install 4" Striping - Paint	LF	\$ 0.	70	7180.80 \$;	5,026.56					Green Thermoplastic to cover the 5' bike lane
Bike Route Signing	м	\$ 2,100.	88	1.36 \$	3	2,857.20		Į			
Install Bike Lane Marking - Thermoplastic	EA	\$ 321.	92	11.97 \$	5	3,852.74		Į			
Install Green Thermoplastic	SF	\$ 12.	21	35904.00 \$	\$	438,387.84	\$ 450,124.34	1			
TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL				
					70-11		CE TOTAL	4			
SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY		TOTAL		SFIUIAL				
	1		1								

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (MI)		PI Totals	# Bus Stops / Bike Boxes	Bus Stop Bike Box Length (ft)	Intersections/ Two Stage left Turn/ Through path	
R 91	Bassett Street	B 91	SR 87 to 2nd Street	Class III Bikeway	0.45	\$	30.232.99			•	Assumptions
B 91	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		CIV TOTAL				Class III Bikeway will have signage and lane markings every 300'
B 91						\$	-				Sharrows will be placed every 200' on the right lane in each direction
B 91	SIGNING/ STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		S&S TOTAL				
B 91	Bike Route Signing	MI	\$ 2,100.88	0.90	\$ 1,i	90.79					
B 91	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	15.84	\$ 5,0	99.21					
B 91	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	23.76	\$ 23,2	42.98 \$	30,232.99				
B 91	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 91					\$	- \$	-				
8 91 8 01	SITE FURNISHINGS	UNII	UNITPRICE	QUANTITY	IOIAL	÷	SFIDIAL				
5 51						\$	· ·				
	Guadalupe River Trail	B 92	Minnesota Avenue to Edwards Avenue	Class I Bikeway	0.05	\$	240,881.20				Assumptions
D 02		UNIT	UNIT DRICE	QUANTITY	0.25	_	CIVITOTAL				Clease I Billiourana will be 15' in width and ponter stringed
B 92	Asphalt Paving (3.5")	SE	\$ 6.88	19800	\$ 136	24.00 \$	136 224 00				Sharrows will be placed every 200' on the right lane in each direction
B 92	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL	14.00	S&S TOTAL				Street lights every 150'
B 92	Install 6" Striping (Dashed) - Thermoplastic	LF	\$ 1.62	1320.00	\$ 2,:	38.40					
B 92	Bike Route Signing	MI	\$ 2,100.88	0.25	\$	25.22					
B 92	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	6.60	\$ 6,4	56.38 \$	9,120.00				
B 92	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL		T&E TOTAL				
B 92	Street Light - Basic	EA	\$ 6,964.00	8.8	\$ 61,3	83.20 \$	61,283.20				
B 92	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANIIIY	TOTAL		SFTOTAL				
B 92		UNIT	UNITADICE	QUANTITY	ΤΟΤΑΙ						
B 92	Clearing and Grubbing	SE	\$ 173	19800	\$ 34	54.00 \$	34,254.00				
B 92	Hanchett Avenue	B 93	Park Avenue to The Alameda	Class III Bikeway	0.32	¢	21 499 01				Assumptions
D 00		UNIT			0.32	Ŷ					Assumptions
B 93	CIVIL DESCRIPTION	UNIT	UNITPRICE	200mm	IOIAL	é	CIVIUIAL				Sharrows will be placed every 200' on the right lane in each direction
B 93	SIGNING/STRIPING DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	Ť	S&S TOTAL				onariono made pladed every 200 on the right lane in eden direction
B 93	Bike Route Signing	MI	\$ 2,100.88	0.64	\$ 1,3	44.56					
B 93	Install Bike Lane Marking - Thermoplastic	EA	\$ 321.92	11.26	\$ 3,6	26.11					
B 93	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	16.90	\$ 16,5	28.34 \$	21,499.01				
B 93	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL				
B 93					\$	- \$					
B 93	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL				
8.93						\$	•				
2.04	Lincoln Avenue	B 94	Park Avenue to Savaker Avenue	Class IV Bikeway	0.22	\$	802,322.78	0	75	4	Assumptions
D 34					0.00						
D 0 4		LINIT	LINIT DRICE	OUANTITY	TOTAL		CIVITOTAL				Close IV Bikowayywith single lone directions North and South
B 94	CIVIL DESCRIPTION	UNIT	UNITPRICE	QUANTITY	TOTAL	¢	CIVTOTAL				Class IV Bikeway with single lane directions North and South
B 94 B 94		UNIT		QUANTITY	TOTAL	\$	CIV TOTAL				Class IV Bikeway with single lane directions North and South 5' Bikeway 2 Bike Bufformul thanware length
B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION		UNIT PRICE	QUANTITY QUANTITY 2484.90	TOTAL TOTAL	\$	CIV TOTAL - S&S TOTAL				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer withermoplastic 2' Bike Buffer withermoplastic
B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION Install 4"Striping - Paint Rike Bound Signing	UNIT UNIT LF MI	UNIT PRICE UNIT PRICE \$ 0.70 \$ 2.100.88	QUANTITY QUANTITY 3484.80 0.66	TOTAL TOTAL \$ 2,4 \$ 1,1	\$ 39.36 86.58	CIV TOTAL - S&S TOTAL				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer withermoplastic 2' Bike Buffer withermoplastic Steel wy plastic bollards - 5' Spacing Bix stons will incerate with the Class IV Nikeway see Catirans DIB 04 ng 56
B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION Install 4" Striping - Paint Bike Route Signing Install Bike Route Signing	UNIT UNIT LF MI	UNIT PRICE UNIT PRICE \$ 0.70 \$ 2,100.88 \$ 8,070	QUANTITY QUANTITY 3484.80 0.066 2484.80	TOTAL TOTAL \$ 2, 4 \$ 1, 7 \$ 28 (2, 4)	39.36 86.58 75.36	CIV TOTAL - S&S TOTAL				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer w/ thermoplastic Steel w/ plastic bollards - 5' spacing Bus stops will integrate with the Class IV bikewaysee Caltrans DIB 94 pg, 56 Bus stops will regrate with the Class IV bikewaysee Caltrans DIB 94 pg, 56 Bus stops that / 2' In lendh V/T Banche 21 Busses are Aff in Inereth
B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4" Striping - Paint Bike Route Signing Install Bike Buffer (2' wide) - Thermoplastic Install Bike I and Paizhire - Thermoplastic	UNIT UNIT LF MI LF FA	UNITPRICE UNITPRICE \$ 0.70 \$ 2,100.88 \$ 8.20 \$ 23192	QUANTITY QUANTITY 3484.80 0.66 3484.80 5 43	TOTAL TOTAL \$ 2, \$ 1, \$ 28, \$ 11,	39.36 86.58 75.36 69.71	CIV TOTAL - S&S TOTAL				Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer w/ thermoplastic Steeluw / plastic bollards - 5' spacing Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg. 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Sienae noted unit to theach the store budget to allot crucities
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION Install 4'Striping - Paint Bike Route Signing Install Bike Buffer (2'wide) - Thermoplastic Install Bike Lane Marking - Thermoplastic Install Green Thermoplastc	UNIT LF MI LF EA SF	UNITPRICE UNITPRICE \$ 0.70 \$ 2,100.88 \$ 8,20 \$ 321.92 \$ 12.93 \$ 12.93	QUANTITY QUANTITY 3484.80 0.66 3484.80 5.81 172424.01	TOTAL \$ 2, \$ 1, \$ 28, \$ 28, \$ 1, \$ 28, \$ 1,	39.36 86.58 75.36 69.71 47.04	CIVTOTAL - S&S TOTAL				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer withermoplastic 2' Bike Buffer withermoplastic 2' Bike Buffer withermoplastic Steel with plastic bollards - 5' Spacing Bus stops total 7's in length, YTA Route 21 Busses are 40' in length Bignage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Bike Boute Signing Install & Striping Install Bike Buffer (2 wide) - Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Install Sign on Wer Post	UNIT LF MI LF EA SF EA	UNITPRICE \$ 0.70 \$ 2,100.88 \$ 8.20 \$ 321.92 \$ 12.21 \$ 12.21 \$ 412.70	QUANTITY QUANTITY 3484.80 0.66 3484.80 5.81 11424.00 8.00 8.00 8.00 8.00 8.00 8.00 8.00	TOTAL \$ 2,4 \$ 2,5 \$ 2,8 \$ 28,4 \$ 28,1 \$ 28,2 \$ 212,2 \$ 3,3	\$ 39.36 86.58 75.36 69.71 47.04 41.60 \$	CIV TOTAL				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer withermoplastic Steel w/ plastic bollards - 5' spacing Bus stops will integrate with the Class IV bikeway see Cattrans DIB 94 pg. 56 Bus stops ton 12' finelght, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike Lane Bike Lane Markine - Thermodastic every 600'
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4" Striping - Paint Bike Route Signing Install Bike Lear Marking - Thermoplastic Install Bice Marking - Thermoplastic Install Bice Marking - Thermoplastic Install Bigm on New Post TRAFFIC/ELECTRICAL DESCRIPTION	UNIT LF MI LF EA SF EA UNIT	UNIT PRICE	QUANTITY QUANTITY 3484.80 0.66 3484.80 5.81 11424.00 QUANTITY 300 000 000 000 000 000 000 000 000 00	TOTAL \$ C2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2.2. \$ 3. TOTAL 3.	39.36 86.58 75.36 69.71 47.04 41.60 \$	CIVTOTAL - S&STOTAL - - S&STOTAL - - - - - - - - - - - - - - - - - - -				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer w/ thermoplastic 2' Bike Buffer w/ thermoplastic Steel w/ plastic bollards - 5' spacing Bus stops willinegrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops willinegrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600'
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4'Striping - Paint Bike Route Signing Install Bike Lane Marking - Thermoplastic Install Bike Lane Marking - Thermoplastic Install Green Thermoplastic Install Sign on New Post TRAFFIC/FLECTRICAL DESCRIPTION Bike Button, Pole, and Sign	UNIT LF MI LF EA SF EA UNIT EA	UNITPRICE S UNITPRICE S 2,100.88 S 2,100.88 S 3 2,100.8 S 2,100.8 S 2,100.8 S 2,121 S 417.70 UNITPRICE S 1,541.86	QUANTITY QUANTITY 3484.80 0.66 3484.80 5.81 17424.00 8.00 QUANTITY 8 8	TOTAL \$ 72,4 \$ 28,4 \$ 28,4 \$ 28,4 \$ 28,2 \$ 28,2 \$ 28,2 \$ 28,2 \$ 28,2 \$ 28,2 \$ 212; \$ 3,3; TOTAL 12;	\$ 39.36 39.36 66.58 75.36 69.71 47.04 41.60 \$ 34.88 \$	CIVTOTAL S&S TOTAL 250,359.65 T&E TOTAL 1,234.88				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer wit thermoplastic 2' Bike Buffer wit thermoplastic 3teel wi plastic Dollards - 5' spacing Bus stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg, 56 Bus stops total 70 in length, VIA Route 21 Busses are 40' in length Signage posted prior to each bus stop (bith directions) to alert cyclists Green Thermoplastic to cover the 5' bike Lane Bike Lane Marking Thermoplastic every 600'
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Bike Route Signing Install & Striping Install & Keature (2' wide) - Thermoplastic Install & Green Thermoplastic Install & Green Thermoplastic Install & Green Thermoplastic Bike Buton, Pole, and Sign SITE FURNISHINGS SITE FURNISHINGS	UNIT LF MI LF EA SF EA UNIT EA UNIT	UNITPRICE UNITPRICE S 0.700 S 2.100.88 S 3.210 S 3.2120 S 1.221 S 417.70 UNITPRICE S 1.541.86 UNITPRICE	QUANTITY QUANTITY 3484.80 0.66 3484.80 5481 17424.00 QUANTITY 8 QUANTITY 8	TOTAL TOTAL \$ 22. \$ 12. \$ 28. \$ 28. \$ 212. \$ 212. \$ 3. TOTAL 3. TOTAL 12.	\$ 39.36 86.58 75.36 69.71 47.04 41.60 \$ 34.88 \$	CIVTOTAL S&STOTAL 250,359,65 T&E TOTAL 12,334.88 SF TOTAL				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer wit Hermoplastic Steel w/ plastic bollards - 5' spacing Bus stops will integrate with the Class IV bikeway see Cattrans DIB 94 pg. 56 Bus stops total 75' Inlength, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike Lane Bike Lane Marking - Thermoplastic every 600'
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4" Striping - Paint Bike Route Signing Install Bike Lear Marking - Thermoplastic Install Bice and Marking - Thermoplastic Install Bigm on New Post TRAFFIC/ELECTRICAL DESCRIPTION Bike Button, Pole, and Sign SITE FURNISHINGS Bollard (Steel with Plastic Sizewe)	UNIT LF MI LF EA SF EA UNIT EA UNIT EA	UNIT PRICE UNIT PRICE	QUANTITY QUANTITY 3484.80 0.66 3484.80 3484.80 117424.00 8.00 QUANTITY 8 QUANTITY 8 QUANTITY 696.96	TOTAL TOTAL \$ 22, \$ 28, 5 28, 5 212; \$ 707AL \$ 11, 5 11, 5 12, 12, 1074L 5	\$ 339.36 86.58 75.36 69.71 47.04 41.60 \$ 34.88 \$ 28.25 \$	CIVTOTAL S&STOTAL 250,359,65 T&ETOTAL 12,334,88 SFTOTAL 55TOTAL 55TOTAL				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer w/ thermoplastic 2: Bike Buffer w/ thermoplastic Bus stops willneignate with the Class V bikeway see Caltrans DIB 04 pg, 56 Bus stops lotal 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking- Thermoplastic every 600'
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 45 %triping - Paint Bike Bouto Signing Install Bike Buffer (2' wide) - Thermoplastic Install Green Therm	UNIT LF MI LF EA SF EA UNIT EA EA UNIT EA B 95	UNIT PRICE \$ 0.70 \$ 2,100.88 \$ 2,100.88 \$ 2,200.8 \$ 2,200.8 \$ 2,210.8 \$ 2,200.8 \$ 2,210.8 \$ 2,200.8	QUANTITY QUANTITY 3484.80 0.66 3484.80 5.81 17424.00 QUANTITY 8 QUANTITY 6695.96 CLass III Bikeway	TOTAL TOTAL \$ 22,4 \$ 24,5 \$ 24,6 \$ 24,7 \$ 24,1 \$ 24,1 \$ 24,1 \$ 24,2 \$ 24,2 \$ 24,2 \$ 24,2 \$ 25,2 26,2 27,2 \$ 27,2 \$ 27,2 \$ 27,2 \$ 27,2 \$ 27,2 \$ 27,2 28,2 29,1 21,2 21,2 21,2 31,2 32,3 32,3 32,3 32,3 32,3 <	\$ 39.36 86.58 75.36 69.71 47.04 41.60 \$ 34.88 \$ 28.25 \$ \$	CIVTOTAL S&S TOTAL 250,359.65 T&E TOTAL 1,234.88 SF TOTAL 539,628.25 26,873.77				Class IV Bikeway with single Lane directions North and South 5' Bikeway 2' Bike Buffer wit thermoplastic 3' Bike Waffer wit thermoplastic 3' Bike Waffer with thermoplastic 3' Bike Waffer with thermoplastic Bus stops total 7's Inlength, YLA Route 21 Busses are 40' in length Signage posted prior to each bus stop (bith directions) to alert cyclists Green Thermoplastic to cover the 5' bike Lane Bike Lane Marking-Thermoplastic every 600' Assumptions
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Bike Route Signing Install & Striping - Paint Bike Butter (2' wide) - Thermoplastic Install & Creen Thermoplastic Install & Green Thermoplastic Install & Gree	UNIT LF MI LF EA SF EA UNIT EA B 95 UNIT	UNIT PRICE \$ 0.70 \$ 2,100.88 \$ 2,100.88 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 2,100.86 \$ 1,541.86 \$ 1,541.86 \$ 7,74.26 \$ 7,74.26 \$ UNIT PRICE \$ UNITPRICE	QUANTITY QUANTITY 3484.80 0.66 3484.80 5481 17424.00 QUANTITY 8 QUANTITY 686.96 Class III Bikeway QUANTITY	TOTAL TOTAL \$ 2, \$ 2, \$ 28, \$ 28, \$ 212, \$ 212, \$ 3, TOTAL 212, \$ 3, TOTAL 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 5, \$ 0,40 TOTAL 5,	\$ 39.36 86.58 75.36 69.71 47.04 34.88 34.88 \$ 28.25 \$	CIVTOTAL S&STOTAL 250,359,65 T&E TOTAL 1,2,334,88 SFTOTAL 559,028,25 2,6,873,77 CIVTOTAL				Class IV Bikeway with single Lane directions North and South 5 Bikeway 2 Bike Buffer wit Mermoplastic 3 Bikeway 3 Bike Stops with compared with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops vitil integrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75 in length, VTA Route 21 Bussess are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600'
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 4" Striping - Paint Eike Route Signing Install Bike Buffer (2' wide) - Thermoplastic Install Bice Marking - Thermoplastic Install Bigm on New Post TRAFFIC/ELECTRICAL DESCRIPTION Bike Button, Pole, and Sign SITE FURNISHINGS Bollard (Steel with Plastic Size(ve) William Street Civil DESCRIPTION	UNIT LF MI LF EA SF EA UNIT EA UNIT EA B 95 UNIT	UNIT PRICE UNIT PRICE S O S C S S S S S S S S S S S	QUANTITY QUANTITY 3484.80 0.66 3484.80	TOTAL TOTAL \$ 22, \$ 28, \$ 28, \$ 28, \$ 212, \$ 33, TOTAL 5 \$ 12,: TOTAL 539, 0.40 TOTAL	\$ 39.36 86.58 75.36 69.71 47.04 34.88 34.88 \$ 28.25 \$ \$ \$	CIVTOTAL S&STOTAL 250,359,65 T&ETOTAL 12,334,88 SFTOTAL 539,628,27 CIVTOTAL 268,873.77 CIVTOTAL				Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit hermoplastic 3' Bike Waffer with thermoplastic 3' Bike Waffer with thermoplastic 3' Bike Waffer with the Class IV bikeway see Caltrans DIB 94 pg, 56 Bus stops total 7's in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop forth directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking- Thermoplastic every 600' Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94		UNIT LF MI LF EA SF EA UNIT EA B95 UNIT UNIT UNIT MI	UNIT PRICE UNIT PRICE S C C C S C C C S C C C C	QUANTITY QUA	TOTAL TOTAL \$	\$ 39.36 86.58 75.36 69.71 47.04 41.60 \$ 34.88 \$ 28.25 \$ 4 5 5 5 6 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 7 5	CIVTOTAL S&S TOTAL 250,359.65 T&E TOTAL 1,234.88 SFTOTAL 39,628.25 26,873.77 CIVTOTAL S&S TOTAL				Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit thermoplastic Steel w/ plastic Dollards - 5' spacing Bus stops will integrate with the Class AV bikeway see Caltrans DIB 94 pg. 56 Bus stops total 70' in length, VIA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking- Thermoplastic every 600'
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94		UNIT UNIT LF MI EA SF EA UNIT EA B 95 UNIT MI EA EA UNIT EA	UNIT PRICE UNIT PRICE UNIT PRICE UNIT PRICE UNIT PRICE S UNIT PRICE S UNIT PRICE S UNIT PRICE S UNIT PRICE S UNIT PRICE S S S UNIT PRICE S S S UNIT PRICE S S S S S S S S S S S S S S S S S S S	QUANTITY	TOTAL \$ TOTAL \$ 22. \$ 13. \$ 28. \$ 28. \$ 28. \$ 212. \$ 0.40 \$ 599. O.40 TOTAL \$ 0.40 TOTAL TOTAL \$ 13. \$ 0.40 TOTAL TOTAL	\$ 39.36 86.58 75.36 69.71 47.04 41.60 \$ 34.88 \$ 28.25 \$ 4 28.25 \$ 4 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	CIVTOTAL S&S TOTAL 250,359,65 T&E TOTAL 12,334,88 SF TOTAL 539,628,25 26,873,77 CIVTOTAL S&S TOTAL S&S TOTAL				Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer w/ thermoplastic Steel w/ plastic bollards - 5' spacing Bus stops willneigrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops willneigrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops will be posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600'
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94	SIGNING/STRIPING DESCRIPTION Install 45 'striping - Paint Bike Route Signing Install Bike Buffer (2' wide) - Thermoplastic Install Bike Lane Marking - Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Bollard (Steel with Plastic Steeve) William Street CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install Bike Lane Marking - Thermoplastic Install Green Thermoplastic Install Bike Lane Marking - Thermoplastic	UNIT LF LF MI EA UNIT EA UNIT EA UNIT EA UNIT EA UNIT UNIT UNIT MI EA	UNIT PRICE UNIT PRICE S CUNIT PRICE S S UNIT PRICE S UNIT PRICE S LUNIT PRICE S LUNIT PRICE S LUNIT PRICE S LUNIT PRICE S S S S S S S S S S S S S	QUANTITY QUA	TOTAL TOTAL \$ 22.2 \$ 28.1 \$ 28.1 \$ 28.2 \$ 28.3 \$ 28.4 \$ 28.2 \$ 29.2 \$ 20.4 30.4 30.4 30.4 30.4 30.4 \$ 4.4 \$ 90.4	\$ 39.36 (5.58) 75.36 69.71 47.04 41.60 28.25 34.88 28.25 \$ \$ \$ 80.70 32.63 5 80.70 32.63 5 60.43	CIVTOTAL S&STOTAL 250,359,65 T&ETOTAL 12,334,88 SFTOTAL 26,873,77 CIVTOTAL S&STOTAL 26,873,77 26,873,77 26,873,77 27,77,77				Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit Mermoplastic 3' Bikeway (Plastic Folder with the Class IV bikeway see Caltrans DIB 94 pg. 56 Bus stops total 75' in length, YTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking- Thermoplastic every 600' Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94		UNIT UNIT LF EA UNIT EA B 95 UNIT UNIT EA EA EA UNIT	UNIT PRICE UNIT PRICE UNIT PRICE S Cliff S S Cliff S S Cliff S S Cliff Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cliff S Cl	QUANTITY QUA	TOTAL TOTAL \$ 22. \$ 28. \$ 28. \$ 28. \$ 28. \$ 212. \$ 212. \$ 3. TOTAL 3. \$ 0.40 TOTAL 5. \$ 10.4 \$ 1.4. \$ 2.0.0 TOTAL 5.	\$ 39.36 75.36 69.71 47.04 41.60 \$ 34.88 \$ 28.25 \$ \$ 80.70 32.63 \$ 80.70 32.63 \$	CIVTOTAL S&STOTAL 250,359,65 T&E TOTAL 12,334.88 SFTOTAL 539,028,25 26,873,77 CIVTOTAL 26,873,77 T&E TOTAL				Class IV Bikeway with single lane directions North and South 5 Bikeway 2 Bike Buffer wit Mermoplastic Steel With Jostic Dollards - 5' spacing Bus stops will integrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75' in length, VTA Route 21 Bussess are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600' Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94		UNIT LF MI LF EA SF EA UNIT EA B 95 UNIT MI MI EA EA EA UNIT	UNIT PRICE UNIT PRICE UNIT PRICE	QUANTITY QUA	TOTAL TOTAL \$ 22, \$ 28, \$ 28, \$ 28, \$ 28, \$ 212, \$ 33, TOTAL 33, TOTAL 539, \$ 0.40 TOTAL 539, \$ 0.40 \$ 0.41 \$ 4, \$ 4, \$ 20, TOTAL 5	\$ 39.36 88.58 75.36 69.71 47.04 34.88 \$ 34.88 \$ 28.25 \$ \$ 80.70 32.63 60.43 \$ \$ 4 80.70 \$ \$ 28.25 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	CIVTOTAL S&STOTAL 250,359,65 T&ETOTAL 12,334,88 SFTOTAL 539,628,25 26,873,77 CIVTOTAL S&STOTAL 26,873,77 T&ETOTAL				Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit hermoplastic Steel wity plastic bollards - 5' spacing Bus stops willneignate with the Class V bikeway see Caltrans DIB 04 pg, 56 Bus stops willneignate with the Class V bikeway see Caltrans DIB 04 pg, 56 Bus stops will be posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600' Assumptions Class III Bikeway will have signage and lane markings overy 300' Sharrows will be placed every 200' on the right lane in each direction
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 45 Stripling - Paint Bike Route Signing Install Rise Buffer (2' wide) - Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Bike Button, Pole, and Sign SITE FURNISHINGS Bollard (Steel with Plastic Sleeve) SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install Bike Lane Marking - Thermoplastic Install Greenback Sharrow - Thermoplastic	UNIT UNIT LF EA UNIT EA B 95 UNIT EA UNIT EA UNIT	UNIT PRICE UNIT PRICE UNIT PRICE S CONTRACT UNIT PRICE UNIT PRICE UNIT PRICE S CONTRACT UNIT PRICE S CONTRACT CONTRAC	QUANTITY QUA	TOTAL TOTAL \$ 22.2 \$ 28.1 \$ 28.1 \$ 28.2 \$ 28.3 28.4 \$ 11.1 \$ 12.1 \$ TOTAL \$ 0.40 TOTAL \$ \$ 0.40 TOTAL \$ 0.40 TOTAL \$ 0.40 TOTAL \$ 0.40 TOTAL	\$ 39.36 69.71 41.60 5 41.60 5 42.825 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	CIV TOTAL S&S TOTAL 250,359,65 T&E TOTAL 539,628,25 26,873.77 CIV TOTAL S&S TOTAL 26,873.77 T&E TOTAL 26,873.77 T&E TOTAL				Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit Mermoplastic Steel with plastic hollards - 5' spacing Bus stops total 75' in length, YTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking- Thermoplastic every 600' Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Bike Route Signing Install & Striping - Paint Bike Butter (2' wide) - Thermoplastic Install & Green Thermoplastic Install & Green Thermoplastic Install & Green Thermoplastic Install & Green Thermoplastic SITE FURNISHINGS Bollard (Steel with Plastic Sleeve) William Street CIVIL DESCRIPTION Bike Route Signing Install & Green Marking - Thermoplastic Install & Green Marking - Thermoplastic	UNIT UNIT LF LF EA SF EA SF EA UNIT EA UNIT MI EA UNIT UNIT UNIT	UNIT PRICE UNIT PRICE UNIT PRICE UNIT PRICE	QUANTITY QUA	TOTAL TOTAL \$ 22, \$ 23, \$ 24, \$ 24, \$ 24, \$ 24, \$ 24, \$ 24, \$ 24, \$ 24, \$ 24, \$ 34, \$ 539, 0.40 539, 0.40 107AL \$ 54, \$ 34, \$ 20, \$ 20, \$ 707AL	\$ 39.36 66.58 75.36 69.71 41.60 \$ 28.25 \$ 28.25 \$ \$ 80.70 5 80.70 5 80.70 5 \$ 80.70 5 \$ 80.70 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5 \$ 5	CIVTOTAL S&S TOTAL 250,359,65 T&E TOTAL 259,028,25 359,028,25 328,9777 CIVTOTAL 26,873.77 CIVTOTAL 26,873.77 T&E TOTAL 26,873.77 T&E TOTAL				Class IV Bikeway with single lane directions North and South 5 Bikeway 2 Bike Buffer wit Mermoplastic Steel With plastic Dollards - 5 Spacing Bus stops willneigheat with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops willneigheat with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops will use to cover the 5 bike lane Bike Lane Marking - Thermoplastic every 600'
8 94 8 94 8 94 8 94 8 94 8 94 8 94 8 94		UNIT UNIT LF EA UNIT EA UNIT EA B 95 UNIT UNIT MI EA UNIT UNIT EA UNIT EA UNIT	UNIT PRICE UNIT PRICE	QUANTITY QUA	TOTAL TOTAL \$ 22, \$ 28, \$ 28, \$ 28, \$ 28, \$ 28, \$ 212, \$ 33, TOTAL 5 \$ 0.40 TOTAL 5 \$ 0.40 TOTAL 5 \$ 0.40 TOTAL 5 \$ 0.40 TOTAL 5 \$ 0.41 \$ 0.40 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 \$ 0.41 <	\$ 39.36 (39.36 (59.71 (47.04 (41.60 (5 34.88 (5 28.25 (5 3 42.25 (5 3 4	CIVTOTAL S&STOTAL 250,359,65 T&ETOTAL 12,334,88 SFTOTAL 26,873,77 CIVTOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 26,973,77 26,873,77 26,974 26,973,77 26,974 26,973,77 26,974 26,973,77 26,974 26,973,77 26,974 2		75	17	Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit hermoplastic Steel with plastic bollards - 5' spacing Bus stops villengate with the Class V bikeway see Caltrans DIB 04 pg, 56 Bus stops villengate with the Class V bikeway see Caltrans DIB 04 pg, 56 Foren Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600' Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction
B 94 B 94 B 94 B 94 B 94 B 94 B 94 B 94		UNIT UNIT LF MI LF EA SF EA UNIT EA EA EA UNIT MI B95 B95 B96	UNIT PRICE UNIT PRICE UNIT PRICE	QUANTITY QUA	TOTAL TOTAL \$ 22, \$ 28, \$ 28, \$ 28, \$ 212, \$ 212, \$ 212, \$ 11, \$ 12, \$ 33, TOTAL 539, 0.40 539, TOTAL 5 \$ 0.40 TOTAL 5 \$ 20,0 TOTAL 5 \$ 707AL \$ 707AL	\$ 39.36 39.36 39.37 86.58 57.36 97.1 47.04 28.25 \$ 80.70 32.83 \$ 80.70 32.63 \$ \$ 90.70 32.63 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	CIVTOTAL S&STOTAL 250,359,65 T&ETOTAL 350,628,25 36,827,377 CIVTOTAL 36,873,77 CIVTOTAL 36,873,77 CIVTOTAL 36,873,77 CIVTOTAL 36,873,77 T&ETOTAL 36,873,77 57,57 5,239,420,42	0	75	17	Class IV Bikeway with single lane directions North and South 5 Bikeway 2 Bike Buffer wit Mermoplastic Steel time Viter morplastic Uses stops will integrate with the Class IV bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75 in length, VTA Route 21 Busses are 40 in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5 bike lane Bike Lane Marking - Thermoplastic every 600' Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction Assumptions Assumptions
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B 04 B 94 B 95 B 95		UNIT UNIT LF MI LF EA EA UNIT EA EA UNIT EA EA EA UNIT UNIT UNIT B 96	UNIT PRICE	QUANTITY QUA	TOTAL TOTAL \$ 22, \$ 28, \$ 28, \$ 28, \$ 28, \$ 28, \$ 212, \$ 33, TOTAL 5 \$ 539,4 0.40 0 TOTAL 5 \$ 630,4 TOTAL 5 \$ 20,4 \$ 20,4 \$ 20,4 \$ 20,4 \$ 20,4 \$ 20,4 \$ 20,4 \$ 20,4 \$ 20,4 \$ 3 TOTAL \$ \$ 3 TOTAL \$ \$ 2,17 TOTAL \$	\$ 39.36 39.36 56.58 57.36 66.58 60.71 47.04 28.25 \$ 28.25 \$ 80.70 \$ 90.70 \$ 90.70 \$ 90.70 \$ 90.70 \$ 90.70 \$ 90.70 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	CIV TOTAL S&S TOTAL 250,350,65 T&E TOTAL 12,334,88 SF TOTAL 26,873.77 CIV TOTAL 26,873.77 T&E TOTAL 55,239,420,42 CIV TOTAL	0	75	17	Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit thermoplastic Steel with plastic bollards - 5' spacing Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop forth directions) to alert cyclists Green Thermoplastic to cover the'5' bike lane Bike Lane Marking - Thermoplastic every 600' Assumptions Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the night lane in each direction Assumptions Class IV Bikeway with single Lane directions North and South 5' Bikeway Class V Bikeway with single Lane directions North and South 5' Bikeway
0 94 0 94 0 94 0 94 0 94 0 94 0 94 0 94	SIGNING/STRIPING DESCRIPTION SIGNING/STRIPING DESCRIPTION Install 47 Striping - Paint Bike Route Signing Install Bike Buffer (2' wide) - Thermoplastic Install Green Thermoplastic Install Green Thermoplastic Install Sign on New Post TRAFFIC/ELECTRICAL DESCRIPTION Bike Button, Pole, and Sign SITE FURNISHINGS Bollard (Steel with Plastic Sleeve) William Street CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION Bike Route Signing Install Greenback Sharrow - Thermoplastic TRAFFIC/ELECTRICAL DESCRIPTION SIGNING/STRIPING DESCRIPTION SITE FURNISHINGS Hedding Street A & B CIVIL DESCRIPTION SIGNING/STRIPING DESCRIPTION	UNIT UNIT LF LF EA SF EA UNIT EA EA UNIT UNIT UNIT B 96 UNIT	UNIT PRICE UNIT PRICE UNIT PRICE UNIT PRICE Coleman Ave to 10th / 11th Street UNIT PRICE UNIT PRICE	QUANTITY QUA	TOTAL TOTAL \$ 22, \$ 28, \$ 28, \$ 212, \$ 212, \$ 212, \$ 3, TOTAL 3, \$ 0,40 TOTAL 0,40 TOTAL 10, \$ 0,40 TOTAL 0,40 \$ 0,40 TOTAL 10, \$ 0,40 \$ 0,40 \$ 0,40 \$ 0,40 \$ 0,44, \$ 20,0 \$ 10,74,	39.36 39.36 56.58 56.58 57.36 57.36 57.36 57.36 57.36 77	CIVTOTAL S&S TOTAL 250,350,65 T&E TOTAL 12,334.88 SFTOTAL 539,028.25 26,873.77 CIVTOTAL 26,873.77 T&E TOTAL 26,873.77 T&E TOTAL 5,239,420.42 CIVTOTAL CIVTOTAL 5,239,420.42	0	75	17	Class IV Bikeway with single lane directions North and South 5 Bikeway 2 Bike Buffer wit Mermoplastic Steel Will plastic bollards - 5 Spacing Bus stops willneigheat with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops willneigheat with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops willneigh to to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5 bike lane Bike Lane Marking - Thermoplastic every 600'
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0 94 0 94 0 94 0 94 0 94 0 94 0 94 0 94		UNIT UNIT LF UF EA SF EA UNIT EA EA UNIT UNIT UNIT UNIT UNIT LF MI LF	UNIT PRICE S 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 2.100.88 \$ 1.541.86 UNIT PRICE 774.26 IGH Street to 21st Street 0117PRICE \$ 2.100.88 \$ 2.212.92 \$ 978.24 UNIT PRICE 2.124.92 Coleman Ave to 10th / 11th Street UNIT PRICE UNIT PRICE 0.70 \$ 0.70 \$ 0.70 \$ 2.100.88 \$ 0.70	QUANTITY QUA	TOTAL TOTAL \$ 22. \$ 11. \$ 28. \$ 12. \$ 0.40 TOTAL 539. \$ 10.1 \$ 0.40 TOTAL 539. \$ 10.1 \$ 0.40 TOTAL 539. \$ 10.40 \$ 0.40 \$ 0.40 TOTAL 5 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1	\$ \$ 939.36 66.58 775.38 \$ 775.38 \$ 939.36 \$ 75.38 \$ 75.38 \$ 93.75 \$ 93.75 \$ 77.04 \$ 22.825 \$ \$ \$ 80.70 \$ 22.63 \$ \$ \$	CIVTOTAL S&STOTAL 220,359,65 T&ETOTAL 233,488 SFTOTAL 359,628,25 26,873,77 CIVTOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 CIVTOTAL S&STOTAL &STOTAL S&	0	75	17	Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit thermoplastic Steel with plastic bollards - 5' spacing Bus stops will integrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops will integrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops will integrate with the Class V bike ane Bike Lane Marking - Thermoplastic covert be's bike lane Bike Lane Marking - Thermoplastic covert be's bike lane Bike Lane Marking - Thermoplastic covert be's bike lane Bike Lane Marking - Thermoplastic every 600' Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit thermoplastic Steel wy flastic bollards - 5' spacing Bus stops will integrate with the Class N bikeway see Caltrans DIB 94 pg, 56 Bus stops will integrate with the Class N bikeway see Caltrans DIB 94 pg, 56 Bus stops will integrate with the Class N bikeway see Caltrans DIB 94 pg, 56 Bus stops will integrate with the Class N bikeway see Caltrans DIB 94 pg, 56 Bus stops toul 75' in length, VIA Route 21 Busses are 40' in length
0 84 0 94 0 94 0 94 0 94 0 94 0 94 0 94 0 9		UNIT UNIT LF MI LF SF UNIT EA UNIT EA UNIT EA UNIT EA UNIT	UNIT PRICE UNIT PRICE \$ 0.70 \$ 2.100.88 \$ 2.100.88 \$ 2.100.88 \$ 2.100.88 \$ 2.100.87 \$ 12.21 \$ 12.21 \$ 12.21 \$ 12.21 \$ 12.21 \$ 1.541.86 UNIT PRICE \$ 2.100.88 \$ 3.21.92 \$ 2.100.88 \$ 3.21.92 \$ 3.2	QUANTITY QUA	TOTAL TOTAL \$ 22, \$ 23, \$ 24, \$ 24, \$ 24, \$ 24, \$ 212, \$ 32, TOTAL 33, \$ 0,40 TOTAL 53, \$ 0,40 TOTAL 54, \$ 20,0 TOTAL 54, \$ 20,0 TOTAL 54, \$ 20,0 TOTAL 54, \$ 20,0 TOTAL 54, \$ 70, TOTAL 54, \$ 16, \$ 16, \$ 16, \$ 16, \$ 16, \$ 16, \$ 16, \$ 16, \$ 16, \$	\$ \$	CIVTOTAL S&STOTAL 250,350,65 T&ETOTAL 12,334,88 SFTOTAL 25,873,77 CIVTOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL S&STOTAL S&STOTAL S&STOTAL S&STOTAL S&STOTAL S&STOTAL	0	75	17	Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer withermoplastic Steel with plastic bollards - 5' spacing Bus stops total 75' in length, VTA Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600'
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0 84 0 94 0 94 0 94 0 94 0 94 0 94 0 94 0 9		UNIT UNIT LF MI LF EA SF EA UNIT EA EA UNIT MI EA EA UNIT UNIT LF EA SF EA UNIT LF EA EA UNIT EA EA EA UNIT EA EA EA EA EA EA EA EA EA EA	UNIT PRICE S 0.70 S 0.70 S 2.100.88 S 3.2100.8 S 3.2100.8 S 12.21 S 12.21 S 12.21 S 12.21 S 12.21 S 12.21 S 12.21 S 12.21 S 2.100.88 S 2.100.88 S 2.100.88 S 2.100.88 S 3.21.92 S 2.100.88 S 3.21.92 S 0.78.24 UNIT PRICE Coleman Ave to 10th /11th Street UNIT PRICE S 0.70 S 0.70	QUANTITY QUA	TOTAL TOTAL \$ 22. \$ 28. \$ 28. \$ 28. \$ 28. \$ 212. \$ 33. TOTAL 33. \$ 10.1 \$ 0.40 TOTAL 5 \$ 10.1 \$ 0.40 TOTAL 5 \$ 20.0 TOTAL 5 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$ 10.1 \$	\$ \$ \$ \$	CIVTOTAL S&STOTAL : 250,350.65 T&E TOTAL : 539,028.25 : 26,873.77 CIVTOTAL : 26,873.77 CIVTOTAL : 26,873.77 T&E TOTAL : 5,235,420.42 CIVTOTAL : 5,235,420.42 CIVTOTAL : 5,235,420.42 CIVTOTAL : 5,235,420.42 CIVTOTAL : 5,235,420.42 CIVTOTAL : 5,235,420.42 : 5,235,420,420 : 5,235,420 : 5,235,420,420 : 5,235,420 : 5,235,420 : 5,255,420 : 5,255,4	0	75	17	Class IV Bikeway with single lane directions North and South 5 Bikeway 2 Bike Buffer withermoplastic Steel With plastic bollards - 5' spacing Bus stops within expansion to Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75' in length, VTA Route 21 Bussess are 40' in length Signage posted prior to each bus stop (both directions) to alert cyclists Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600' Class IV Bikeway with single lane directions North and South Class IV Bikeway with single lane directions North and South Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer withermoplastic Steel With Single South South South South South Steel Steel With South South South South Steel Steel South South South South South Steel Steel South South South South Steel Steel Steel South South South Steel Steel Steel South South Steel Steel Steel South South Steel Steel Steel South South South Steel Steel Steel Steel South South Steel Stee
0 84 0 94 0 94 0 94 0 94 0 94 0 94 0 94 0 9		UNIT UNIT LF UNIT LF EA SF EA UNIT EA EA UNIT UNIT UNIT UNIT LF MI UNIT LF MI LF EA UNIT UNIT EA EA UNIT	UNIT PRICE S 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 2.100.8 \$ 1.541.86 UNIT PRICE 774.26 IGH Street to 21st Street UNITPRICE \$ 0.101 MIT PRICE \$ 3.21.92 \$ 3.21.92 \$ 3.21.92 \$ 3.21.92 \$ 3.21.92 \$ 3.21.92 \$ 3.21.92 \$ 3.21.92 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 \$ 0.70 <	QUANTITY QUA	TOTAL TOTAL \$ C2. \$ 28. \$ 28. \$ 28. \$ 28. \$ 28. \$ 28. \$ 28. \$ 28. \$ 28. \$ 33. TOTAL 539. \$ 10.40 \$ 0.40 TOTAL 539. \$ 10.40 \$ 707AL \$ 10.40 \$ 10.40 \$ 20. \$ 10.40 \$ 10.41 \$ 107AL \$ 107AL \$ 10.41 \$ 10.41 \$ 10.41 \$ 10.41 \$ 10.41 \$ 10.41 \$ 10.41 \$ 10.41 \$	\$ \$	CIVTOTAL S&STOTAL 220,359,65 T&ETOTAL 233,488 SFTOTAL 359,628,25 26,873,77 CIVTOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 26,873,77 T&ETOTAL 1,638,532,63 1,638,532,63 T&ETOTAL 3 3 3 3 3 4 5 3 4 3 3 4 3 3 4 4 3 4 3	0	75	17	Class IV Bikeway with single lane directions North and South 5' Bikeway 2' Bike Buffer wit thermoplastic Steel with plastic bollards - 5' spacing Bus stops willinegrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Bus stops willinegrate with the Class V bikeway see Caltrans DIB 94 pg, 56 Green Thermoplastic to cover the 5' bike lane Bike Lane Marking - Thermoplastic every 600' Class III Bikeway will have signage and lane markings every 300' Sharrows will be placed every 200' on the right lane in each direction Class IV Bikeway with single lane directions North and South 5' Bikeway Class IV Bikeway with single lane directions North and South 5' Bikeway E Bike Vary And And Class A bikeway see Caltrans DIB 94 pg, 56 Bus stops total 75' in length, 74 Route 21 Busses are 40' in length 5' Bikeway E Bike Vary Mith A Bikeway See Caltrans DIB 94 pg, 56 Bus stops total 75' in length, 74 Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to altert cyclists Green Thermoplastic Directions South and South 5' Bikeway E Bike Biter withermoplastic Directions North and South 5' Bikeway Bus stops total 75' in length, 74 Route 21 Busses are 40' in length Signage posted prior to each bus stop (both directions) to altert cyclists Green Thermoplastic to cover the 5' bike nane Bike Lane Marking - Thermoplastic every 600'
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INFO	Class 1 - Bike Path	Class 2 - Bike lane	Class 3 - Shared Road/ Street	Class 4 - Protected
MILES	0.63	3.74	9.72	15.59
FEET	3326.4	19747.2	51321.6	82315.2
2x FEET	6652.8	39494.4	102643.2	164630.4
COUNT	2	11	32	24
Count	Bike Box, 2-Stage L	-Turn, Green Through-lanes		
1	•Bike Box			
1	•Bike Box			
8	 Bike Box (All Legs of Intersection) 			
3	 Bike Box (All Legs of Intersection) 			
4	 Bike Box (All Legs of Intersection) 			
2	 Bike Box (EB and WB Legs of Intersection 	on)		
1	•Bike Box (EB, WB, and North Legs of In	tersection)		
1	 Bike Box (EB, WB, and SB Legs of Inter 	section)		
1	•Bike Box (NB, SB, and WB Legs of Inter	section)		
1	•Bike Box (NB, SB, and WB Legs of Inter	section)		
1	 Bike Box (EB, WB, and SB Legs of Inter 	section)		
2	•Two Stage Left Turn			
1	•Green Through-Lanes			
27	TOTAL BB, 2SLT, and GTL			
69	Total BP			
96	GT			

			Pedestrian Improvements - I	DTSJ S	Station	1 TOE)					
All PI		Amount				All	PI Totals					
Civil	\$	1,584,486.99	CIVIL DESCRIPTION	1	UNIT		UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL
Signing / Striping	\$	246,438.80	PCC Sidewalk - 4" Depth / 12' Wide w/ curb		LF	\$	276.47	96	8.40	\$ 267,733.55		
Traffic / Electrical	\$	497,768.50	PCC Sidewalk - 4" Depth / 8' Wide		LF	\$	127.56	3	0.00	\$ 3,826.80		
Traffic / Electrical Labor (25% of T/E)	\$	124,442.13	Curb (6") & Gutter (24")		LF	\$	78.50	79	1.20	\$ 62,109.20		
Furnishing	\$	251,789.33	Curb Extension w/ ADA Ramp		EA	\$	15,989.24	1	0.00	\$ 159,892.40		
Landscaping / Irrigation	\$	415.20	Detectable Warning Tiles		SF	\$	61.26	1528	4.00	\$ 936,297.84		
			Remove Crosswalk		LF	\$	12.45	76	0.00	\$ 9,462.00		
Traffic Control (10% of Mat. & Labor)	\$	270,534.09	Remove existing asphalt pavement (roadway)		SF	\$	11.83	498	8.80	\$ 59,017.50		
Water Pollution Control	\$	-	Remove existing Curb & Gutter		LF	\$	100.19	39	0.00	\$ 39,074.10		
Maintain WPCP / Perform Filings	\$	-	Remove existing sidewalk, curb, ramps & driveways		SF	\$	14.01	336	0.00	\$ 47,073.60	\$	1,584,486.99
Project Construction Survey	\$	-	SIGNING/ STRIPING DESCRIPTION		UNIT		UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL
			Install Continental Crosswalk - Thermoplastic (12')		LF	\$	125.64	87	5.00	\$ 109,935.00		
Materials and Permits Subtotal	\$	2,975,875	Rainbow Crossing		LF	\$	218.75	54	0.00	\$ 118,125.00		
			Install Sign on New Post		EA	\$	417.70	4	4.00	\$ 18,378.80	\$	246,438.80
Mobilization (10% of Mat./Perm. Subtotal)	\$	297,588	TRAFFIC / ELECTRICAL DESCRIPTION	1	UNIT		UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL
			Audible Ped Signal		EA	\$	2,271.73	3	0.00	\$ 68,151.90		
Construction Subtotal	\$	3,273,463	Install Rapid Flashing Ped Beacon		EA	\$	5,724.00		8.00	\$ 45,792.00		
	_		Modify Controller		EA	\$	36,235.35		8.00	\$ 289,882.80		
Contingency (% of Constr. Subtotal)		30%	Ped Countdown Timer		EA	\$	269.33	2	0.00	\$ 5,386.60		
Contingency Amount	\$	982,039	Ped Heads		EA	\$	724.50		4.00	\$ 2,898.00		
			Street Light - Basic		EA	\$	6,964.00	1	2.30	\$ 85,657.20	\$	497,768.50
Total Construction Cost	\$	4,255,502	SITE FURNISHINGS		UNIT		UNIT PRICE	QUANTITY		TOTAL		SF TOTAL
			Benches - 6' length		EA	\$	3,600.37		8.00	\$ 28,802.96	<u> </u>	
Eng./Design (10% of Constr. Total)	\$	425,550	Bus Shelter		EA	\$	23,000.00		8.00	\$ 184,000.00		
	-		Trash Receptacle		EA	\$	3,019.30		8.00	\$ 24,154.40		
Administration (5% of Constr. Total)	\$	212,775	U-Rack		EA	\$	4,943.99		3.00	\$ 14,831.97	\$	251,789.33
			LANDSCAPING/IRRIGATION		UNIT		UNIT PRICE	QUANTITY		TOTAL		L/ I TOTAL
Constr. Mgmt (7% of Constr. Total)	\$	297,885	Clearing and Grubbing		SF	\$	1.73	24	0.00	\$ 415.20	\$	415.20
											\$	2,580,898.82
Total Class I Project Cost	\$	5,191,712						Assumption	s			
				Locate	d with th	ne resp	ective PI Projects	1 - 31 on tab PI-D	rsj 🤅	Station		

Group ID	Corridor	Project ID	Location	Proposed Improvement		Length (FT)		PI Totals	
P 1	Santa Clara Street	P1	N Alameda Boulevard & Santa Clara Street	New Pedestrian Crossing West		80.00	\$	49,396.20	Assumptions
P 1	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL	All Ped Crossings at instersections will have ADA Accessibility
P1	Curb Extension w/ ADA Ramp	EA	\$ 15,989.24	2	2 \$	31,978.48	\$	31,978.48	Ped Crossings at intersections will have signage
P1	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL	Ped Crossings at intersections will have ped heads
P1	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 125.64	80)\$	10,051.20			Ped Crossings at intersections will have Audible Ped signals
P1	Install Sign on New Post	EA	\$ 417.70	2.00) \$	835.40	\$	10,886.60	Ped Crossings at intersections will have Ped countdown timers
P1	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL	
P1	Ped Heads	EA	\$ 724.50	2	2 \$	1,449.00			
P1	Audible Ped Signal	EA	\$ 2,271.73	2	2 \$	4,543.46			
P1	Ped Countdown Timer	EA	\$ 269.33	2	2 \$	538.66	\$	6,531.12	
P2	Santa Clara Street	P2	Notre Dame Avenue & Santa Clara Street	New Pedestrian Crossing East		100.00	\$	51,909.00	Assumptions
P2	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL	All Ped Crossings at instersections will have ADA Accessibility
P2	Curb Extension w/ ADA Ramp	EA	\$ 15,989.24	2	2 \$	31,978.48	\$	31,978.48	Ped Crossings at intersections will have signage
P2	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL	Ped Crossings at intersections will have ped heads
P2	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 125.64	100)\$	12,564.00			Ped Crossings at intersections will have Audible Ped signals
P2	Install Sign on New Post	EA	\$ 417.70	2.00) \$	835.40	\$	13,399.40	Ped Crossings at intersections will have Ped countdown timers
P2	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY		TOTAL		T&E TOTAL	
P2	Ped Heads	EA	\$ 724.50	2	2 \$	1,449.00			
P2	Audible Ped Signal	EA	\$ 2.271.73	2	2 \$	4,543,46			
P2	Ped Countdown Timer	EA	\$ 269.33	2	2 \$	538.66	\$	6.531.12	
P3	Santa Clara Street	P3	Almaden Avenue & Santa	Include audio walk signal			e	9 086 92	Assumptions
P2	TRAFFIC / FLECTRICAL DESCRIPTION	UNIT		OUANTITY		τοτοι	Ψ	5,000.52	Red Crossings at intersections will have Audible Red signals
P3	Audible Ped Signal	FA	\$ 2 271 73	QOANTIT	1 \$	9 086 92	\$	9 086 92	r eu ci ossings armersections witt nave Autobier eu signals
P4	Santa Clara Street	P4	First Street & Santa Clara Street	Curb Extensions (Bulb-Outs) •Southwest corner (in coordination with TPEP-related enhancements) •Southeast corner (space permitting)	φ	65.00	\$	82,081.78	Assumptions
P4	CIVIL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY		TOTAL		CIV TOTAL	All Ped Crossings at instersections will have ADA Accessibility
P4	Curb Extension w/ ADA Ramp	EA	\$ 15.989.24	2	2 \$	31,978,48			Bulb outs will have an 8' 90 dergree radius
P4	Curb (6") & Gutter (24")	LF	\$ 78.50	130) \$	10.205.00			Bulb outs will have an 16' extension past and then return to curb
P4	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	1040) \$	12,303,20			6" curb w/ 24" gutter
P4	Remove existing Curb & Gutter	LF	\$ 100.19	130.00) \$	13.024.70			
P4	Remove existing sidewalk, curb ramps & driveways	SF	\$ 14.01	1040.00) \$	14,570.40	\$	82,081.78	
P5	Santa Clara Street	P5	Second Street & Santa Clara Street	Pedestrian Crossing Improvement: Install pedestrian refuge island		12.00	\$	82,249.05	Assumptions
P5	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		CIV TOTAL	All Ped Crossings at instersections will have ADA Accessibility
P5	PCC Sidewalk - 4" Depth / 12' Wide w/ curb	LF	\$ 276.47	193.68	3 \$	53,546.710			Pedestrian islands will be a 12' radius
P5	Curb (6") & Gutter (24")	LF	\$ 78.50	74.24	4 \$	5,827.84			Curb and Gutter will be CalTrans B6 specs
P5	Detectable Warning Tiles	SF	\$ 61.26	32.00)\$	1,960.32			Audible Ped Signals at each ped crossing
P5	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	392.96	6\$	4,648.72	\$	65,983.59	Continental Crossing width 12'
P5	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		S&S TOTAL	Only one Refuge Island
P5	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 125.64	80)\$	10,051.20			Detectable tiles on refuge island approaches per Caltrans spec
P5	Install Sign on New Post	EA	\$ 417.70	4.00)\$	1,670.80	\$	11,722.00	
P5	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY		TOTAL		T&E TOTAL	
P5	Audible Ped Signal	EA	\$ 2,271.73	2	2 \$	4,543.46	\$	4,543.46	40' crossings

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (FT)	PI Totals	
P6	Santa Clara Street	P6	Third Street & Santa Clara Street	Pedestrian Crossing Improvement: •©urb extension at southwest and northeast corner	65.00	\$ 82,081.78	Assumptions
P6	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL	All Ped Crossings at instersections will have ADA Accessibility
P6	Curb Extension w/ ADA Ramp	EA	\$ 15,989.24	2	\$ 31,978.48		Bulb outs will have an 8' 90 dergree radius
P6	Curb (6") & Gutter (24")	LF	\$ 78.50	130	\$ 10,205.00		Bulb outs will have an 16' extension past and then return to curb
P6	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	1040	\$ 12,303.20		6" curb w/ 24" gutter
P6	Remove existing Curb & Gutter	LF	\$ 100.19	130.00	\$ 13,024.70		
P6	Remove existing sidewalk, curb ramps & driveways	SF	\$ 14.01	1040.00	\$ 14,570.40	\$ 82,081.78	
			4th Street & Santa Clara	Pedestrian Crossing Improvement:			
P7	Santa Clara Street	P7	Street	•Curb extension at corners	65.00	\$ 82,081.78	Assumptions
P7	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL	All Ped Crossings at instersections will have ADA Accessibility
P7	Curb Extension w/ ADA Ramp	EA	\$ 15,989.24	2	\$ 31,978.48		Bulb outs will have an 8' 90 dergree radius
P7	Curb (6") & Gutter (24")	LF	\$ 78.50	130	\$ 10,205.00		Bulb outs will have an 16' extension past and then return to curb
P7	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	1040	\$ 12,303.20		6" curb w/ 24" gutter
P7	Remove existing Curb & Gutter	LF	\$ 100.19	130.00	\$ 13,024.70		Installing bulbouts on NW and SW corners.
P7	Remove existing sidewalk, curb ramps & driveways	SF	\$ 14.01	1040.00	\$ 14,570.40	\$ 82,081.78	NE and SE corners already have bulbouts that will remain
P8	Santa Clara Street	P8	7th Street & Santa Clara Street	Pedestrian Crossing Improvement: Install pedestrian refuge island Include audio walk signal	12.00	\$ 88.531.05	Assumptions
P8	CIVIL DESCRIPTION	UNIT	UNIT PRICE	OUANTITY	TOTAL	CIV TOTAL	All Ped Crossings at instersections will have ADA Accessibility
P8	PCC Sidewalk - 4" Depth / 12' Wide w/ curb	LF	\$ 276.47	193.68	\$ 53,546,710		Pedestrian islands will be a 12' radius
P8	Curb (6") & Gutter (24")	LF	\$ 78.50	74.24	\$ 5,827.84		Curb and Gutter will be CalTrans B6 specs
P8	Detectable Warning Tiles	SF	\$ 61.26	32.00	\$ 1.960.32		Audible Ped Signals at each ped crossing
P8	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	392.96	\$ 4,648.72	\$ 65,983.59	Continental Crossing width 12'
P8	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL	Only one Refuge Island
P8	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 125.64	130	\$ 16,333.20		Detectable tiles on refuge island approaches per Caltrans spec
P8	Install Sign on New Post	EA	\$ 417.70	4.00	\$ 1,670.80	\$ 18,004.00	
P8	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL	
P8	Audible Ped Signal	EA	\$ 2,271.73	2	\$ 4,543.46	\$ 4,543.46	65' crossings
P9	St James Street	P9	First Street & Saint John Street	Include audio walk signal		\$ 9,086.92	Assumptions
P9	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&E TOTAL	Ped Crossings at intersections will have Audible Ped signals
P9	Audible Ped Signal	EA	\$ 2,271.73	4	\$ 9,086.92	\$ 9,086.92	
P10	6th Street	P10	From Santa Clara Street to San Fernando Street	 Include proper signage to distinguish pedestrian and cycling zones Sidewalk resurfacing Tree root management 	30.00	\$ 11,630.20	Assumptions
P10	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL	Side walk needs to be torn out, and replaced
P10	Remove existing sidewalk, curb ramps & driveways	SF	\$ 14.01	240.00	\$ 3,362.40		Sidewalk Width 8'
P10	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 127.56	30.00	\$ 3,826.80		
P10	Curb (6") & Gutter (24")	LF	\$ 78.50	30.00	\$ 2,355.00	\$ 9,544.20	
P10	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL	Replacement length 30'
P10	Install Sign on New Post	EA	\$ 417.70	4.00	\$ 1,670.80	\$ 1,670.80	4" city sidewalk
P10	LANDSCAPING/IRRIGATION	UNIT	UNIT PRICE	QUANTITY	TOTAL	L/ I TOTAL	4 signs total
P10	Clearing and Grubbing	SF	\$ 1.73	240.00	\$ 415.20	\$ 415.20	

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (FT)	PI	Totals		
P11	San Fernando Street	P11	Market Street & San Fernando Street	Pedestrian Crossing Improvement	12.00	\$	85,390.05	Assumpti	ions
	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CI	V TOTAL	All Ped Crossings at instersections will have ADA Acc	cessibility
	PCC Sidewalk - 4" Depth / 12' Wide w/ curb	LF	\$ 276.47	193.68	\$ 53,546.710			Pedestrian islands will be a 12' radius	
	Curb (6") & Gutter (24")	LF	\$ 78.50	74.24	\$ 5,827.84			Curb and Gutter will be CalTrans B6 specs	
	Detectable Warning Tiles	SF	\$ 61.26	32.00	\$ 1,960.32			Audible Ped Signals at each ped crossing	
	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	392.96	\$ 4,648.72	\$	65,983.59	Continental Crossing width 12'	
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&	S TOTAL	Only one Refuge Island	
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 125.64	105	\$ 13,192.20			Detectable tiles on refuge island approaches per Cali	ltrans spec
	Install Sign on New Post	EA	\$ 417.70	4.00	\$ 1,670.80	\$	14,863.00		
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&I	E TOTAL		
	Audible Ped Signal	EA	\$ 2,271.73	2	\$ 4,543.46	\$	4,543.46	105' crossing	
	San Fernando Street	P12	3rd Street & San Fernando Street	Pedestrian Crossing Improvement: Matall concrete pedestrian refuge islands on both ends of San Fernando Street	12.00	\$	163,362.41	Assumpti	ions
	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CI	VTOTAL	All Ped Crossings at instersections will have ADA Acc	cessibility
	PCC Sidewalk - 4" Depth / 12' Wide w/ curb	LF	\$ 276.47	387.36	\$ 107,093.42			Pedestrian islands will be a 12' radius	•
	Curb (6") & Gutter (24")	LF	\$ 78.50	148.48	\$ 11,655.68			Curb and Gutter will be CalTrans B6 specs	
	Detectable Warning Tiles	SF	\$ 61.26	64.00	\$ 3,920.64			Audible Ped Signals at each ped crossing	
	Remove existing asphalt pavement (roadway)	SF	\$ 11.83	689.92	\$ 8,161.75	\$	130,831.49	Continental Crossing width 12'	
	SIGNING/ STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&	S TOTAL	Two Refuge Islands	
	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 125.64	160	\$ 20,102.40			Detectable tiles on refuge island approaches per Cal	ltrans spec
	Install Sign on New Post	EA	\$ 417.70	8.00	\$ 3,341.60	\$	23,444.00		•
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	T&I	ETOTAL		
			4	1	¢ 0.000.00	.	9 086 92	40' crossings	
	Audible Ped Signal	EA	\$ 2,2/1./3	4	\$ 9,086.92	\$	3,000.02	40 010331183	
	Audible Ped Signal San Fernando Street	еа Р13	\$ 2,2/1./3 4th Street & San Fernando Street	4 Pedestrian Crossing Improvement: •Ihstall pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB)	4.00	\$ \$	179,078.96	Assumpti	ions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION	P13 UNIT	\$ 2,2/1./3 4th Street & San Fernando Street	4 Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY	4.00 TOTAL	\$ \$ T&	179,078.96	All Ped Crossings at instersections will have ADA Acc	ions cessibility
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller	P13 UNIT EA	\$ 2,2/1./3 4th Street & San Fernando Street UNIT PRICE \$ 36,235.35	4 Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00	4.00 TOTAL \$ 144,941.40	\$ \$ T&	179,078.96	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing	ions cessibility
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon	P13 UNIT EA EA	\$ 2,2/1./3 4th Street & San Fernando Street UNIT PRICE \$ 36,235.35 \$ 5,724.00	4 Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 4.00	4.00 4.00 TOTAL \$ 144,941.40 \$ 22,896.00	\$ \$ T&	179,078.96 E TOTAL	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of	ions cessibility directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer	EA P13 UNIT EA EA EA	\$ 2,2/1.73 4th Street & San Fernando Street UNIT PRICE \$ 36,225.35 \$ 5,724.00 \$ 269.33	4 Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 8	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64	\$ \$ 	179,078.96	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both o	cessibility directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal	EA P13 UNIT EA EA EA EA	\$ 2,2/1.73 4th Street & San Fernando Street \$ 36,235.35 \$ 5,724.00 \$ 269.33 \$ 2,271.73	4 Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 8 4	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92	\$ \$ T& \$	179,078.96 E TOTAL 179,078.96	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both c	ions cessibility directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street	EA P13 UNIT EA EA EA EA P14	UNIT PRICE \$ 2,271.73 4th Street & San Fernando Street \$ 36,235.35 \$ 5,724.00 \$ 2,69.33 \$ 2,271.73 5th Street & San Fernando Street	Pedestrian Crossing Improvement: Install pedestrian signals with exclusive crossing phases. Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 4.00 8 Pedestrian Crossing Improvement Install pedestrian signals with exclusive crossing phases. Install pedestrian signals with exclusive Install pedestrian signals with exclusive Install pedestrian signals with exclusive Crossing phases. Install pedestrian signals with exclusive Ins	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00	\$ \$ \$ \$	179,078.96 E TOTAL 179,078.96	All Ped Crossings All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of Assumpti	ions cessibility directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION	EA P13 UNIT EA EA EA EA P14 UNIT	\$ 2,2/1.73 4th Street & San Fernando Street UNIT PRICE \$ \$ 36,235.35 \$ 5,724.00 \$ 269.33 \$ 2,271.73 Sth Street & San Fernando Street	4 Pedestrian Crossing Improvement: • Install pedestrian signals with exclusive crossing phases. • Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 4.00 8 Pedestrian Crossing Improvement • Install pedestrian signals with exclusive crossing phases. • Rectangular rapid flashing beacon (RRFB) QUANTITY	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL	\$ \$ \$ \$ \$	179,078.96 E TOTAL 179,078.96	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc	tions cessibility directions tions cessibility
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller	EA P13 UNIT EA EA EA P14 UNIT EA	\$ 2,2/1.73 4th Street & San Fernando Street \$ 36,235.35 \$ 5,724.00 \$ 269.33 \$ 2,271.73 Sth Street & San Fernando Street UNIT PRICE \$ 36,235.35	Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL \$ 144,941.40	\$ T &I \$ \$ T &I	179,078.96 ET TOTAL 179,078.96 179,078.96 ET TOTAL	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing	ions cessibility directions ions cessibility
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon	P13 UNIT EA EA EA EA P14 UNIT EA EA	\$ 2,2/1.73 4th Street & San Fernando Street UNIT PRICE \$ 36,235.35 \$ 5,724.00 \$ 269.33 \$ 2,271.73 5th Street & San Fernando Street UNIT PRICE \$ \$ 36,235.35 \$ 5,724.00	Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 8 Pedestrian Crossing Improvement •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00	4.00 4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL \$ 144,941.40 \$ 144,941.40 \$ 22,896.00	\$ 5 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 7 8 7 7 7 8 7 7 7 7 7 7 7 7	179,078.96 ETOTAL 179,078.96 179,078.96 ETOTAL	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of	ions cessibility directions cessibility directions directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Coundown Timer	P13 P13 UNIT EA EA EA P14 UNIT EA EA EA	UNIT PRICE \$ 36,235.35 \$ 5,724.00 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 36,225.35 \$ 2,60.33 \$ 2,260.33	Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 4.00 4.00 4.00 4.00 4.00 8 4 Pedestrian Crossing Improvement •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.0	4.00 4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64	\$ T &I \$ \$ T&I	179,078.96 ETOTAL 179,078.96 179,078.96 ETOTAL	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc	ions cessibility directions cessibility directions directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal	P13 P13 UNIT EA EA P14 UNIT EA EA EA EA EA EA	\$ 2,2/1,73 4th Street & San Fernando Street UNIT PRICE \$ \$ 36,225.35 \$ 5,724.00 \$ 2,271.73 Sth Street & San Fernando Street UNIT PRICE \$ \$ 2,271.73 Sth Street & San Fernando Street UNIT PRICE \$ \$ 36,235.35 \$ 5,724.00 \$ 269.33 \$ 2,271.73	Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,254.64 \$ 9,086.92	\$ T&I \$ \$ T&I \$ \$ \$ \$	179,078.96 E TOTAL 179,078.96 179,078.96 179,078.96 179,078.96	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both o All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both o	ions cessibility directions cessibility directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street	EA P13 UNIT EA EA EA P14 UNIT EA EA EA EA EA EA EA EA	\$ 2,2/1.73 4th Street & San Fernando Street UNIT PRICE \$ \$ 36,235.35 \$ 5,724.00 \$ 2,0271.73 Sth Street & San Fernando Street UNIT PRICE \$ \$ 2,271.73 Sth Street & San Fernando Street UNIT PRICE \$ \$ 2,625.35 \$ 5,724.00 \$ 2,69.33 \$ 2,271.73	Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 1030.00	\$ \$ \$ \$ \$ \$ \$ \$	179,078.96 ETOTAL 179,078.96 179,078.96 ETOTAL 179,078.96 T79,078.96 179,078.96 179,078.96 179,078.96	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc	ions cessibility directions cessibility directions cessibility directions
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION	P13 UNIT EA EA EA EA EA P14 UNIT EA EA EA EA EA EA EA EA EA EA	\$ 2,2/1.73 4th Street & San Fernando Street UNIT PRICE \$ 36,235.35 \$ 5,724.00 \$ 269.33 \$ 2,271.73 5th Street & San Fernando Street UNIT PRICE \$ \$ 36,235.35 \$ 5,724.00 \$ 269.33 \$ 5,724.00 \$ 269.33 \$ 2,271.73 4th Street to 7th Street UNIT PRICE	Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 8 Pedestrian Crossing Improvement •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 8 Improved Pedestrian Scale Lighting 0UANTITY	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 144,941.40 \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 1030.00	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	179,078.96 ETOTAL 179,078.96 ETOTAL 179,078.96 ETOTAL 179,078.96 ETOTAL 179,078.96 ETOTAL	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of Assumpti All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc	ions cessibility directions cessibility directions cessibility directions cessibility directions cessibility
	Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Install Rapid Flashing Ped Beacon Ped Countdown Timer Audible Ped Signal San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION TRAFFIC / ELECTRICAL DESCRIPTION San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION San Fernando Street TRAFFIC / ELECTRICAL DESCRIPTION Modify Controller Audible Ped Signal	EA P13 UNIT EA EA EA EA P14 UNIT EA EA EA EA EA EA EA EA EA EA	\$ 2,271.73 4th Street & San Fernando Street \$ 36,225.35 \$ 5,724.00 \$ 260.33 \$ 2,271.73 Sth Street & San Fernando Street UNIT PRICE \$ 36,235.35 \$ 5,724.00 \$ 260.33 \$ 2,271.73 4th Street to 7th Street UNIT PRICE \$ 26,000 \$ 260.00 \$ 2,271.73 \$ 2,271.73 \$ 2,271.73 \$ 36,235.35 \$ 5,724.00 \$ 2,603.33 \$ 2,271.73 \$ 36,257.74 \$ 2,603.33 \$ 2,271.73 \$ 36,257.74 \$ 2,603.35 \$ 5,724.00 \$ 5,600.05 \$ 5,	Pedestrian Crossing Improvement: •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00 4.00 4.00 4.00 4.00 4.00 4.00 4.00 4.00 4.00 4.00 8 Pedestrian Crossing Improvement •Install pedestrian signals with exclusive crossing phases. •Rectangular rapid flashing beacon (RRFB) QUANTITY 4.00	4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 4.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 2,154.64 \$ 9,086.92 1030.00 TOTAL \$ 144,941.40 \$ 22,896.00 \$ 7,179 20	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	179,078.96 E TOTAL 179,078.96 179,078.96 179,078.96 179,078.96 70,729.20 E TOTAL 179,078.96 71,729.20	All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Audible Ped Signals at each ped crossing Ped countdown timers (8 total) on every path in both of All Ped Crossings at instersections will have ADA Acc Street lights every 100'	tions cessibility directions cessibility directions cessibility directions cessibility directions cessibility

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (FT)	PI Totals	
P16	San Carlos Street	P16	Market Street & San Carlos Street	Pedestrian Crossing Improvement •Repair of high visibility crosswalks	110.00	\$ 32,050.60	Assumptions
P16	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL	Continental Crossings installed
P16	Install Continental Crosswalk - Thermoplastic (12')	LF	\$ 125.64	220	\$ 27,640.80		
P16	Install Sign on New Post	EA	\$ 417.70	4.00	\$ 1,670.80		
P16	Remove Crosswalk	LF	\$ 12.45	220.00	\$ 2,739.00	\$ 32,050.60	
P17	San Carlos	P17	Second Street and San Carlos	Bus Stop Improvements: •Shetter •Install trash can •Install seating •Algin with Transit Passenger Environmental Plan (TPEP) bus station amenity guidelines	1.00	\$ 29,619.67	Assumptions
P17	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL	1-shelter
P17	Bus Shelter	EA	\$ 23,000.00	1.00	\$ 23,000.00		1-trashcan
P17	Trash Receptacle	EA	\$ 3,019.30	1.00	\$ 3,019.30		1-bench
P17	Benches - 6' length	EA	\$ 3,600.37	1.00	\$ 3,600.37	\$ 29,619.67	
P18	San Carlos	P18	Market Street and San Carlos	Bus Stop Improvements: •Shelter •Algin with TPEP amenity guidelines	1.00	\$ 29,619.67	Assumptions
P18	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL	1-shelter
P18	Bus Shelter	EA	\$ 23,000.00	1.00	\$ 23,000.00		
P18	Trash Receptacle	EA	\$ 3,019.30	1.00	\$ 3,019.30		1-bench
P18	Benches - 6' length	EA	\$ 3,600.37	1.00	\$ 3,600.37	\$ 29,619.67	
P19	Post Street	P19	San Pedro Steet and Post Street	High visibility crosswalks	180.00	\$ 43,286.80	Assumptions
P19	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL	12' Rainbow Crossing- One 1' white stripe top and bottom, 2' ROYGBIV stripes w/o spacing
P19	Rainbow Crossing	LF	\$ 218.75	180.00	\$ 39,375.00		
P19	Install Sign on New Post	EA	\$ 417.70	4.00	\$ 1,670.80		
P19	Remove Crosswalk	LF	\$ 12.45	180.00	\$ 2,241.00	\$ 43,286.80	
P20	Post Street	P20	Almaden Avenue and Post Street	High visibility crosswalks	180.00	\$ 43,286.80	Assumptions
P20	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	S&S TOTAL	12' Rainbow Crossing- One 1' white stripe top and bottom, 2' ROYGBIV stripes w/o spacing
P20	Rainbow Crossing	LF	\$ 218.75	180.00	\$ 39,375.00		
P20	Install Sign on New Post	EA	\$ 417.70	4.00	\$ 1,670.80		
P20	Remove Crosswalk	LF	\$ 12.45	180.00	\$ 2,241.00	\$ 43,286.80	

ID	Corridor	Project ID	Location	Proposed Improvement	Length (FT)		PI Totals	
P21	Post Street	P21	Market Street and Post Street	High visibility crosswalks	180.00	\$	43,286.80	Assumptions
	SIGNING/STRIPING DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		S&S TOTAL	12' Rainbow Crossing- One 1' white stripe top and bottom, 2' ROYGBIV stripes w/o spacing
	Rainbow Crossing	LF	\$ 218.75	180.00	\$ 39,375.00			
	Install Sign on New Post	EA	\$ 417.70	4.00	\$ 1,670.80			
	Remove Crosswalk	LF	\$ 12.45	180.00	\$ 2,241.00	\$	43,286.80	
	Santa Clara Street	P22	5th Street and Santa Clara Street	Bus Stop Improvements: •Shelter •Eighting •Install bench •Install trash can •Algin with TPEP bus station amenity guidelines	1.0	\$	36,583.67	Assumptions
	TRAFFIC / ELECTRICAL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL		T&E TOTAL	
	Street Light - Basic	EA	\$ 6,964.00	1	\$ 6,964.00	\$	6,964.00	1 street light
	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL		SF TOTAL	
	Bus Shelter	EA	\$ 23,000.00	1.00	\$ 23,000.00			1-shelter
	Trash Receptacle	EA	\$ 3,019.30	1.00	\$ 3,019.30			1-trashcan
	Benches - 6' length	EA	\$ 3,600.37	1.00	\$ 3,600.37	\$	29,619.67	1-bench
	Santa Clara Street	P23	6th Street and Santa Clara Street	Bus Stop Improvements: •Shetter •Install trash can •Algin with TPEP bus station amenity guidelines	1.0	\$	29.619.67	Assumptions
	SITE FURNISHINGS	UNIT	LINIT PRICE	OLIANTITY	ΤΟΤΑΙ		SETOTAL	
							SETUTAL	
	Bus Shelter	EA	\$ 23.000.00	1.00	\$ 23,000,00		SFIUTAL	1-shelter
	Bus Shelter Trash Receptacle	EA	\$ 23,000.00 \$ 3,019.30	1.00	\$ 23,000.00 \$ 3,019.30		SFIUIAL	1-shelter 1-trashcan
	Bus Shelter Trash Receptacle Benches - 6' length	EA EA EA	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37	1.00 1.00 1.00	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37	\$	29,619.67	1-shelter 1-trashcan 1-bench
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street	EA EA EA P24	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street	1.00 1.00 1.00 1.00 Bus Stop Improvements: •Shetter •Eighting •Install bench •Install trash can •Algin with TPEP bus station amenity guidelines	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37	\$	29,619.67 29,619.67 36,583.67	1-shelter 1-trashcan 1-bench Assumptions
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION	EA EA EA P24		1.00 1.00 1.00 Bus Stop Improvements: •Shelter •Eighting •Bistall bench •Install trash can •Algin with TPEP bus station amenity guidelines QUANTITY	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37	\$	36,583.67 T&E TOTAL	1-shelter 1-trashcan 1-bench Assumptions
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic	EA EA EA P24 UNIT EA	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ 6,964.00	1.00 1.00 1.00 1.00 Shelter •Shelter •Bighting •Install bench •Install trash can •Algin with TPEP bus station amenity guidelines QUANTITY 1	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 TOTAL \$ 6,964.00	\$ \$ \$	36,583.67 T&E TOTAL 6,964.00	1-shelter 1-trashcan 1-bench Assumptions 1 street light
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS	EA EA EA P24 UNIT EA UNIT	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ 6,964.00 UNIT PRICE	1.00 1.00 1.00 1.00 Bus Stop Improvements: •Shelter •Eighting •Install bench •Install trash can •Algin with TPEP bus station amenity guidelines QUANTITY 1 QUANTITY	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 1.0 5 6,964.00 TOTAL	\$ \$ \$	36,583.67 78£T0TAL 6,964.00 SFTOTAL	
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS Bus Shelter	EA EA EA P24 UNIT EA EA	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ 6,964.00 UNIT PRICE \$ 23,000.00	1.00 1.00 1.00 1.00 Bus Stop Improvements: •Shelter •Eighting •Install bench •Install trash can •Algin with TPEP bus station amenity guidelines QUANTITY 1.00	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 TOTAL \$ 6,964.00 TOTAL \$ 23,000.00	\$ \$ \$ \$	36,583.67 16,964.00 SFTOTAL	
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS Bus Shelter Trash Receptacle	EA EA EA P24 UNIT EA EA EA EA	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ 6,964.00 UNIT PRICE \$ 23,000.00 \$ 3,019.30	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 TOTAL \$ 6,964.00 TOTAL \$ 6,964.00 \$ 3,000.00 \$ 3,019.30	\$ \$ \$ \$	36,583.67 16ETOTAL 6,964.00 SFTOTAL	
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS Bus Shelter Trash Receptacle Benches - 6' length	EA EA EA P24 UNIT EA EA EA EA EA	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ \$ 6,964.00 UNIT PRICE \$ \$ 23,000.00 \$ 3,019.30 \$ 3,600.37	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 TOTAL \$ 6,964.00 TOTAL \$ 6,964.00 TOTAL \$ 23,000.00 \$ 3,019.30 \$ 3,600.37	\$ \$ \$ \$ \$	36,583.67 29,619.67 29,619.67 36,583.67 T&E TOTAL 6,964.00 SF TOTAL 29,619.67	
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS Bus Shelter Trash Receptacle Benches - 6' length Paseo de San Antonio	EA EA EA P24 VIIT EA UNIT EA EA EA EA EA EA	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ 6,964.00 UNIT PRICE \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 First Street and Paseo de San Antonio	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 TOTAL \$ 6,964.00 TOTAL \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.00	\$ \$ \$ \$	36,583.67 14E TOTAL 6,964.00 SF TOTAL 29,619.67 29,619.67	1-shelter 1-trashcan 1-bench Assumptions 1 street light 1-shelter 1-trashcan 1-bench
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS Bus Shelter Trash Receptacle Benches - 6' length Paseo de San Antonio SITE FURNISHINGS	EA EA EA P24 VINIT EA EA EA EA EA P25	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ 6,964.00 UNIT PRICE \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 First Street and Paseo de San Antonio UNIT PRICE	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 TOTAL \$ \$ 6,964.00 TOTAL \$ \$ 23,000.00 \$ 3,019.30 \$ 3,600.37	\$ \$ \$ \$ \$ \$ \$	36,583.67 29,619.67 36,583.67 T&ETOTAL 6,964.00 SF TOTAL 29,619.67 SF TOTAL	
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS Bus Shelter Paseo de San Antonio SITE FURNISHINGS Bus Shelter SITE FURNISHINGS Bus Shelter	EA EA EA P24 P24 UNIT EA EA EA EA EA EA EA	\$ 23,000.00 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street UNIT PRICE \$ 6,964.00 UNIT PRICE \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 First Street and Paseo de San Antonio UNIT PRICE \$ 23,000.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 TOTAL \$ 6,964.00 TOTAL \$ 23,000.00 \$ 3,019.30 \$ 3,019.30 \$ 3,660.37	\$ \$ \$ \$ \$	36,583.67 29,619.67 29,619.67 SF TOTAL 29,619.67 29,619.67 SF TOTAL	
	Bus Shelter Trash Receptacle Benches - 6' length Santa Clara Street TRAFFIC / ELECTRICAL DESCRIPTION Street Light - Basic SITE FURNISHINGS Bus Shelter Trash Receptacle Benches - 6' length Paseo de San Antonio SITE FURNISHINGS Bus Shelter Trash Receptacle Bus Shelter Trash Receptacle	EA EA EA P24 P24 VNIT EA EA EA EA P25	\$ 23,000.00 \$ 3,019.30 \$ 3,019.30 \$ 3,600.37 7th and Santa Clara Street \$ 3,600.37 7th and Santa Clara Street \$ 6,964.00 UNIT PRICE \$ \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 First Street and Paseo de San Antonio \$ 23,000.00 \$ 23,000.00 \$ 3,019.30	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.0 \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.0 TOTAL \$ 6,964.00 TOTAL \$ 23,000.00 \$ 3,019.30 \$ 3,600.37 1.00 TOTAL \$ 23,000.00 \$ 3,019.30 \$ 3,019.30 \$ 3,019.30	\$ \$ \$ \$ \$	36,583.67 786707AL 6,964.00 SF TOTAL 29,619.67 SF TOTAL 29,619.67 SF TOTAL	

Group ID	Corridor	Project ID	Location	Proposed Improvement	Length (FT)	PI Totals	
P26	Paseo de San Antonio	P26	Second Street and Paseo de San Antonio	Bus Stop Improvements: •Install trash can •Algin with TPEP bus station amenity guidelines	1.00	\$ 29,619.67	Assumptions
P26	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL	
P26	Bus Shelter	EA	\$ 23,000.00	1.00	\$ 23,000.00		1-trashcan
P26	Trash Receptacle	EA	\$ 3,019.30	1.00	\$ 3,019.30		1-trashcan
P26	Benches - 6' length	EA	\$ 3,600.37	1.00	\$ 3,600.37	\$ 29,619.67	1-bench
P27	Santa Clara Street	P27	Second Street and Santa Clara Street	Bus Stop Improvements: •Install Shelter Algin with TPEP bus station amenity guidelines	1.00	\$ 29,619.67	Assumptions
P27	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL	
P27	Bus Shelter	EA	\$ 23,000.00	1.00	\$ 23,000.00		1-trashcan
P27	Trash Receptacle	EA	\$ 3,019.30	1.00	\$ 3,019.30		1-trashcan
P27	Benches - 6' length	EA	\$ 3,600.37	1.00	\$ 3,600.37	\$ 29,619.67	1-bench
P28	2nd Street	P28	Devine Street to San Carlos Street	Tactile Pavers	3781.00	\$ 926,496.24	Assumptions
P28	CIVIL DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL	CIV TOTAL	
P28	Detectable Warning Tiles	SF	\$ 61.26	15124	\$ 926,496.24	\$ 926,496.24	replacing all tiles on both sides of tracks
P29	1st St	P29	Saint John	Route 72 and 73 Bus Stop Improvements: Install u-rack on north side of street	1.00	\$ 4,943.99	Assumptions
P29	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL	Single u-rack
P29	U-Rack	EA	\$ 4,943.99	1.00	\$ 4,943.99	\$ 4,943.99	
P30	1st St	P30	Santa Clara (North)	Route 568 Bus Stop Improvements: •Install u-rack on north side of street	1.00	\$ 4,943.99	Assumptions
P30	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL	Single u-rack
P30	U-Rack	EA	\$ 4,943.99	1.00	\$ 4,943.99	\$ 4,943.99	
P31	1st St	P31	Santa Clara	Route 66 Bus Stop Improvements: • Install u-rack on east side of street	1.00	\$ 4,943.99	Assumptions
P31	SITE FURNISHINGS	UNIT	UNIT PRICE	QUANTITY	TOTAL	SF TOTAL	Single u-rack
P31	U-Rack	EA	\$ 4,943.99	1.00	\$ 4,943.99	\$ 4,943.99	

All On-Site ProjectsAmountAll On-Site ProjectsCivil\$-Civil DESCRIPTIONUNITUNITUNIT PRICEQUANTITYTOTALCivTOTALSigning / Striping\$115,636.74-SiGNING/STRIPING DESCRIPTIONUNITUNIT PRICEQUANTITYTOTALSastortalTraffic / Electrical\$SiGNING/STRIPING DESCRIPTIONUNITUNIT PRICEQUANTITYTOTALSastortalTraffic / Electrical Labor (25% of I/E)\$-Install 4" Striping - PaintLF\$0.701336.00\$935.20Furnishing\$12.228.41Install 6" Striping - ThermoplasticLF\$4.10460\$1.886.00Landscaping / Irrigation\$-Install Green ThermoplasticLF\$6.76600\$4.635.92Maintain WPCP / Perform Filings\$-Install Green ThermoplasticSF\$12.216680.00\$81.562.80Water Pollution Control\$-Install Bike Buffer (2 wide) - ThermoplasticLF\$3.21.926.66\$2.10.43Project Construction Survey\$-Install Bike Buffer (2 wide) - ThermoplasticLF\$3.21.926.68\$2.10.43Maintain WPCP / Perform Filings\$-Install Sign on New PostEA\$3.21.926.68\$2.10.43Mobilization (10% of Mat./Perm. Subtotal)\$14,065STE FURNISHINGSUNITUNIT PRICE <t< th=""></t<>
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Signing / Striping \$ 115,636,74 Construction UNIT UNIT UNIT PRICE QUANTITY TOTAL S&STOTAL Traffic / Electrical Labor (25% of T/E) \$ Install 4" Striping - Paint LF \$ 0.70 1336.00 \$ 935.20 Furnishing \$ 12,228.41 Install 4" Striping - Thermoplastic LF \$ 4.10 460 \$ 1.886.00 Landscaping / Irrigation \$ Install Curb Paint LF \$ 0.70 1336.00 \$ 4.635.92 Install Curb Paint LF \$ 0.76 6000 \$ 4.635.92 Install Curb Paint LF \$ 0.76 6600.0 \$ 4.635.92 Water Polition Control \$ 12,786.51 Install Bike Buffer (2 wide) - Thermoplastic LF \$ 0.20 1336.00 \$ 0.955.20 Water Polition Control \$ 12,786.51 Install Bike Buffer (2 wide) - Thermoplastic LF \$ 0.20 10.955.20 Install Bike Buffer (2 wide) - Thermoplastic LF \$ 0.20 10.955.20 Install Bike Buffer (2 wide) - Thermoplastic EA \$ 0.13 \$ 0.255.79 Materials and Permits Subtotal \$ 140,652
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Traffic / Electrical Labor (25% of T/E) \$ - Install 4" Striping - Paint LF \$ 0.70 1336.00 \$ 935.20 Furnishing \$ 12,228.41 Install 6" Striping - Thermoplastic LF \$ 4.10 460 \$ 1,886.00 Landscaping / Irrigation \$ - Install Cirrights - Thermoplastic LF \$ 4.10 460 \$ 4,635.92 Landscaping / Irrigation \$ - Install Cirrights - Thermoplastic LF \$ 6.76 6000 \$ 4,056.00 Traffic Control (10% of Mat. & Labor) \$ 12,786.51 Install Green Thermoplastic LF \$ 8.20 1336.00 \$ 10,955.20 Maintain WPCP / Perform Filings \$ - Install Bike Buffer (2' wide) - Thermoplastic EA \$ 321.92 6.68 2,150.43 Project Construction Survey \$ - Install Bike Lame Marking - Thermoplastic EA \$ 417.70 22.00 \$ 9,186.40 \$ 115,636.74 Mobilization (10% of Mat./Perm. Subtotal \$ 140,652 TRAFFIC / ELE
Furnishing \$ 12,228.41 Install 8" Striping - Thermoplastic LF \$ 4.10 460 \$ 1,886.00 Landscaping / Irrigation \$ - Install Limit Line LF \$ 3.47 1336.00 \$ 4.635.92 Irraffic Cortrol (10% of Mat. & Labor) \$ 12,786.51 Install Green Thermoplastic LF \$ 6.76 66000 \$ 4.635.92 Traffic Cortrol (10% of Mat. & Labor) \$ 12,786.51 Install Green Thermoplastic LF \$ 6.76 668000 \$ 81,562.80 Mater Pollution Control \$ - Install Bike Buffer (2' wide) - Thermoplastic LF \$ 2.00 1338.00 \$ 10,955.20 Maintain WPCP / Perform Filings \$ - Install Bike Lane Marking - Thermoplastic EA \$ 321.92 6.68 \$ 2,150.43 Project Construction Survey \$ - Bike Route Signing MI \$ 2,100.88 0.13 \$ 265.79 Materials and Permits Subtotal \$ 140,652 TRAFFIC / ELECTRICAL DESCRIPTION UNIT UNIT PRICE QUANTITY TOTAL T& 70 Mobilization (10% of Mat./Perm. Subtotal) \$ 140,655 SITE FURNISHINGS UNIT UNIT PRICE QUANTITY TOTAL \$ 7.228.41
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Traffic Control (10% of Mat. & Labor) \$ 12,786.51 Install Green Thermoplastic SF \$ 12.21 6680.00 \$ 81,562.80 Water Pollution Control \$ Install Bike Buffer (2'wide) - Thermoplastic LF \$ 8.20 1336.00 \$ 10,955.20 Maintain WPCP / Perform Filings \$ Install Bike Buffer (2'wide) - Thermoplastic EA \$ 321.92 6.68 \$ 2,150.43 Project Construction Survey \$ Install Bike Buffer (2'wide) - Thermoplastic EA \$ 321.92 6.68 \$ 2,150.43 Project Construction Survey \$ Install Bike Buffer (2'wide) - Thermoplastic EA \$ 417.70 22.00 \$ 9,189.40 \$ 115,636.74 Materials and Permits Subtotal \$ 140,652 TRAFFIC / ELECTRICAL DESCRIPTION UNIT UNIT PRICE QUANTITY TOTAL T&ETOTAL Mobilization (10% of Mat./Perm. Subtotal) \$ 14,065 SITE FURNISHINGS UNIT UNIT PRICE QUANTITY TOTAL SF 107.4L Construction Subtotal \$ 154,717 LANDSCAPING/IRRIGATION UNIT UNIT PRICE QUANTITY TOTAL \$ 12,228.41 Contingency (% of Constr. Subtotal) 30% 30% Imaterinfervence
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Contingency (% of Constr. Subtotal) 30% \$ 127,865.15
Contingency Amount \$ 46,415 Assumptions
Located with the respective On-Site AI Projects 1-10 on tab On-Site AI - DTSJ Station
Total Construction Cost \$ 201,132
Eng./Design (10% of Constr. Total) \$ 20,113
Administration (5% of Constr. Total) \$ 10,057
Constr. Mgmt (7% of Constr. Total) \$ 14,079
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Caltrans	Districts: 3, 4, 5 (districts 1 & 12 added when needed for sample size)	2020-2024									
Industry	Caltrans Approved Traffic Control components	2024-2024									
CT ITEM	CT DESCRIPTION	CTUNIT	CT AVG UNIT	CONVERSION	VTA CIVIL DESCRIPTION	VTA	VTA LINIT PRICE	Arcadis	Difference	06	Caltrans
CODE		CLONIT	PRICE	CONVERSION	VIA CIVIE DESCRIPTION	UNIT	VIAUNITERICE	Aicauis	Difference	70	Quantities
390132	Hot Mix Asphalt (Type A)	TON	\$ 1,114.91	\$CT/2/27/3	Asphalt Paving (3.5")	SF	\$ 6.88	\$ 4.24	\$ 2.64	62%	5 - 200 CY
731521	MINOR CONCRETE (SIDEWALK)	CY	\$ 1,275.64	8'x1'x0.334' = 2.70 CF/LF, 1CY = 27 CF, 1 CY = 10LF @ 4" D	PCC Sidewalk - 4" Depth / 8' Wide	LF	\$ 127.56	\$ 87.20	\$ 40.36	46%	20 - 200 CY
731521	MINOR CONCRETE (SIDEWALK)	CY	\$ 1,275.64	12'x1'x0.334' = 4.008 CF/LF, 1CY = 27 CF, 1 CY = 6.75LF @ 4" D	PCC Sidewalk - 4" Depth / 12' Wide		\$ 188.98	\$ 130.80	\$ 58.18	44%	20 - 200 CY
731627	MINOR CONCRETE (CURB, SIDEWALK AND CURB RAMP)	CY	\$ 1,866.17	8 XI XU.334 = 2.70CF/LF, ICY = 27 CF, ICY = 10 LF @ 4 D	PCC Sidewalk - 4 Depth / 8 Wide w/ curb		\$ 186.62	\$ 87.20	\$ 99.42	114%	20+ C1
731027		CY	\$ 1,000.17	10 X1 X0.334 - 3.34 CF/LF, 1C1 - 27 CF, 1 C1 - 8.08 LF @ 4 D	PCC Sidewalk -4 Depth/10 Wide w/ curb	10	\$ 230.96	\$ 109.00	\$ 145.67	112%	10-100 CT
731504	MNOR CONCRETE (CURB AND GLITTER) CALTRANS B6 curb and dutter	CY	\$ 1,695,65	2'x0 5+0 5'x0 5'=1 25CE/LE 1CY=27CE 1CY=21 60 LE	Curb (6") & Gutter (24")	LF	\$ 78.50	\$ 54.50	\$ 24.00	44%	10-50 CY
731850	REMOVE CONCRETE (CURB, GUTTER, AND SIDEWALK) (CY)	CY	\$ 756.48	SE = CY/27/2 @ 6" AVG D	Bemove existing concrete pavement (roadway)	SF	\$ 14.01	\$ 10.60	\$ 3.41	32%	10-100 CY
398001	REMOVE ASPHALT CONCRETE PAVEMENT (SOFT)	SF	\$ 53.96		Remove existing asphalt pavement (roadway)	SF	\$ 11.83	\$ 10.60	\$ 1.23	12%	ALL
731840	REMOVE CONCRETE (CURB AND GUTTER)	LF	\$ 100.19	0.5 'x1.0' W curb & 0.5'x2.0' gutter	Remove existing Curb & Gutter	LF	\$ 100.19	\$ 21.20	\$ 78.99	373%	10-100 CY
731850	REMOVE CONCRETE (CURB, GUTTER, AND SIDEWALK) (CY)	SF	\$ 756.48		Remove existing sidewalk, curb, ramps & driveways	SF	\$ 14.01	\$ 7.42	\$ 6.59	89%	10-100 CY
731627	MINOR CONCRETE (CURB, SIDEWALK AND CURB RAMP)	CY	\$ 3,997,31	A = $(16'x8'x2+8'x2+(\pi 8^2/4))$, D=0.5', V=AD=97.12 CF = 4 CY	Curb Extension w/ ADA Ramp	EA	\$ 15,989,24	\$ 15.145.00	\$ 844.24	6%	<25CY
846035	REMOVE THERMOPLASTIC PAVEMENT MARKING	LF	\$ 12.45		Remove Crosswalk	LF	\$ 12.45	\$ 5.30	\$ 7.15	135%	ALL
N/A	Included in Concrete removal	LF		ASSUMPTION: Saw Cutting included in Concrete removal	Saw-cut of existing Concrete Pavement	LF	\$-	\$ 4.24	\$ (4.24)	-100%	Eliminated
N/A	Included in Concrete removal	LF		ASSUMPTION: Saw Cutting included in Asphalt removal	Saw-cut of existing Asphalt Pavement	LF	\$ -	\$ 3.18	\$ (3.18)	-100%	Eliminated
730070	DETECTABLE WARNING SURFACE	SF	\$ 61.26		Detectable Warning Tiles	SF	\$ 61.26	\$ 67.58	\$ (6.32)	-9%	ALL
	Hot Mix Asphalt (Type A)										
	10' long speed table w/ 6' approaches , 12' table, 6" height										
390132	(2 - 4" lifts with compaction of 0.5"/ lift)	TON	\$ 1,114.91	4.46 CY / 10' speed table, 2 CY/ TON	Speed Table	EA	\$ 2,486.25	\$ 2,330.00	\$ 156.25	7%	5 - 200 CY
CT ITEM	CT DESCRIPTION	CT UNIT	CT AVG UNIT	CONVERSION	SIGNING/ STRIPING DESCRIPTION	VTA	VTA UNIT PRICE	Arcadis	Difference	%	Caltrans
CODE			PRICE			UNIT					Quantities
840655	PAINT TRAFFIC STRIPE (1-COAT)	LF	\$ 0.70		Install 4" Striping - Paint	LF	\$ 0.70	\$ 0.53	\$ 0.17	32%	ALL
840615	[6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 18-12) Init tuepmoplastic traffic stripe (ENHANCED WET NIGHT VISIBILITY)	LF	\$ 1.62		Install 4" Striping (Dashed) - Thermoplastic		\$ 1.62	\$ 2.65	\$ (1.03)	-39%	ALL
846009	8 THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	\$ 4.10		Instant® Surping - Inermoplastic	LF	\$ 4.10	\$ 10.60	\$ (0c.d)	-61%	ALL
946012		SOFT	\$ 10.47	¥12	Install Continental Crosswalk - Thermoplastic (12')	LF	¢ 125.64	\$ 94.40	\$ 41.24	40%	ALL
INDUSTRY	Painbow Crossing	3011	φ 10.47	×12	PainbowCrossing	15	\$ 219.75	\$ 125.64	\$ 02.11	7494	ALL
846009	18" THERMOPI ASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LE	\$ 410	28	Install Bike Buffer (2'wide) - Thermonlastic	LE	\$ 8.20	\$ 6.36	\$ 1.84	29%	ALL
015877	BIKE LANE THERMOPI ASTIC PAVEMENT MARKING (GREEN)	SOFT	\$ 20.12	Δ' X Δ'	Install Bike Lane Marking - Thermonlastic	FA	\$ 321.92	\$ 371.00	\$ (49.08)	-13%	ALL
840515	THERMOPLASTIC PAVEMENT MARKING	SOFT	\$ 20.38	6'X8'	Install Turn Arrow - Thermoplastic	EA	\$ 978.24	\$ 530.00	\$ 448.24	85%	ALL
013931	GREEN THERMOPLASTIC PAVEMENT MARKING (BIKE LANE TREATMENT)	SQFT	\$ 12.21		Install Green Thermoplastic	SF	\$ 12.21	\$ 10.60	\$ 1.61	15%	ALL
840583	6" TWO-COMPONENT PAINT TRAFFIC STRIPE	LF	\$ 3.47		Install Limit Line	LF	\$ 3.47	\$ 9.01	\$ (5.54)	-61%	ALL
820840	ROADSIDE SIGN - ONE POST	EA	\$ 417.70		Install Sign on New Post	EA	\$ 417.70	\$ 381.60	\$ 36.10	9%	50+
820840	ROADSIDE SIGN - ONE POST	EA	\$ 417.70		Install Roadside Sign	EA	\$ 417.70	\$ 318.00	\$ 99.70	31%	50+
820900	INSTALL ROADSIDE SIGN PANEL ON EXISTING POST	EA	\$ 171.62		Install Sign on Existing Post	EA	\$ 171.62	\$ 84.80	\$ 86.82	102%	50+
820860	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	\$ 262.61	8/ MI	Bike Route Signing	MI	\$ 2,100.88	\$ 1,749.00	\$ 351.88	20%	ALL
840515	THERMOPLASTIC PAVEMENT MARKING	SQFT	\$ 20.38	A= 6'x8' = 48 SQFT	Install Greenback Sharrow - Thermoplastic	EA	\$ 978.24	\$ 742.00	\$ 236.24	32%	ALL
780433	PAINT CURB (2-COAT)	SQFT	\$ 6.76	H = 0.5', W=0.5'	Install Curb Paint	LF	\$ 6.76	\$ 3.50	\$ 3.26	93%	ALL
CT ITEM	TRAFFIC / ELECTRICAL DESCRIPTION	CT UNIT	CT AVG UNIT	CONVERSION	TRAFFIC / ELECTRICAL DESCRIPTION	VTA	VTA UNIT PRICE	Arcadis	Difference	%	Caltrans
CODE			PRICE			UNIT					Quantities
INDUSTRY		EA		INDUSTRY	Bike Button, Pole, and Sign	EA	\$ 1,541.86	\$ 1,611.00	\$ (69.14)	-4%	
INDUSTRY		EA	A	INDUSTRY	Audible Ped Signal	EA	\$ 2,271.73	\$ 1,864.00	\$ 407.73	22%	
8/0800		LS	\$ 645,457.11	INDUSIKI	Install Rapid Flashing Ped Beacon Modify Controllor	EA	\$ 26,724.00	\$ 26,037.75	\$ (20,313.75)	-78%	
013100		EA	\$ 30,233.35	INDUSTRY	Production Scale Lighting	EA	\$ 9597.00	\$ 7,930.00	\$ 20,205.35	330%	
INDUSTRY		FA	ψ 3,203.03	INDUSTRY	Ped Countdown Timer	FA	\$ 269.33	\$ 844.63	\$ (575.30)	-68%	
INDUSTRY		FA		INDUSTRY	Ped Heads	FA	\$ 724.50	\$ 1 782 45	\$ (1.057.95)	-59%	
INDUSTRY		FA		INDUSTRY	Street Light - Basic	EA	\$ 6.964.00	\$ 7,950.00	\$ (986.00)	-12%	
CT ITEM			CT AVG UNIT			VTA	+ -,	÷ .,=====	+ ()		Caltrans
CODE	SITE FURNISHINGS	CT UNIT	PRICE	CONVERSION	SITE FURNISHINGS	UNIT	VTA UNIT PRICE	Arcadis	Difference	%	Quantities
015030	PIPE BOLLARD	EA	\$ 774.26		Bollard (Steel with Plastic Sleeve)	EA	\$ 774.26	\$ 412.00	\$ 362.26	88%	3+
015650	FLEXIBLE TRAFFIC POST	EA	\$ 91.53		Flexible Delineator	EA	\$ 91.53	\$ 42.00	-		
037983	BENCH	EA	\$ 3,600.37		Benches - 6' length	EA	\$ 3,600.37	\$ 1,272.00	\$ 2,328.37	183%	DIST 3
016075	BUS STOP SHELTER ASSEMBLY	EA	\$ 23,000.00		Bus Shelter	EA	\$ 23,000.00	\$ 21,800.00	\$ 1,200.00	6%	DIST 6
014918	BIKE LOCKER	EA	\$ 8,500.00		Bike Locker	EA	\$ 8,500.00	\$ 2,330.00	\$ 6,170.00	265%	2024
039173	BICYCLE RACK	EA	\$ 1,895.74		Bike Rack	EA	\$ 1,895.74	\$ 844.63	\$ 1,051.11	124%	2020
033875	BIKE RACK - 2005	EA	\$ 2,120.00		Bike Rack	EA	\$ 2,120.00	\$ 844.63	\$ 1,275.37	151%	
015073	BIKE RACK - 2023 - 2024	EA	\$ 1,418.35		Bike Rack	EA	\$ 1,418.35	\$ 844.63	\$ 573.72	68%	
021478	U-STYLE BIKE RACK (TYPE 1) - 2011	EA	\$ 4,943.99		U-Style Bike Rack	EA	\$ 4,943.99	\$ 844.63	\$ 4,099.36	485%	
021479	U-STYLE BIKE RACK (TYPE 2) - 2011	EA	\$ 5,425.83		U-Style Bike Rack	EA	\$ 5,425.83	\$ 844.63	\$ 4,581.20	542%	
015929	INFORMATIONAL DISPLAY BOARD	EA	\$ 7,389.67	INDUSTRY	Information Kiosk	EA	\$ 94,608.38	\$ 186,400.00	\$ (91,791.62)	-49%	
039172	I KASH RECEPTACLE	EA	3,914.25		Irasn keceptacle	EA	\$ 3,019.30	\$ 1,030.00	\$ 1,989.30	193%	ALL
CODE	LANDSCAPING/IRRIGATION	CT UNIT	PRICE	CONVERSION	LANDSCAPING/IRRIGATION		VTA UNIT PRICE	Arcadis	Difference	%	Quantities
170105	CLEARING AND GRUBBING (ACRE)	ACRE	\$ 75,430.64	43560 ST / SQ ACRE	Clearing and Grubbing	SF	\$ 1.73	\$ 1.59	\$ 0.14	9%	ALL

Prioritization Scoring



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Pedestrian Improvements

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
P1	New Pedestrian Crossing West	N Alameda Boulevard & Santa Clara Street	Santa Clara Street	1	1	1	1	1	0.5	5.5	High
P2	New Pedestrian Crossing East	Notre Dame Avenue & Santa Clara Street	Santa Clara Street	1	1	1	1	1	0.5	5.5	High
Р3	Include audio walk signal	Almaden Avenue & Santa Clara Street	Santa Clara Street	1	1	1	1	1	0	5	High
Ρ4	Curb Extensions (Bulb-Outs): • Southwest corner (in coordination with TPEP- related enhancements) • Southeast corner (space permitting)	First Street & Santa Clara Street	Santa Clara Street	1	1	1	0.6	1	0.5	5.1	High
P5	Pedestrian Crossing Improvement: • Install pedestrian	Second Street & Santa Clara Street	Santa Clara Street	0	1	1	1	1	0.5	4.5	High

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
	refuge island on Santa Clara Street										
P6	 Pedestrian Crossing Improvement: Curb extension at southwest and northeast corner 	Third Street & Santa Clara Street	Santa Clara Street	0	1	1	0.6	1	0.5	4.1	Medium
P7	Pedestrian Crossing Improvement: • Curb extension at corners	4 th Street & Santa Clara Street	Santa Clara Street	0	1	1	0.6	1	0.5	4.1	Medium
P8	Pedestrian Crossing Improvement: Install pedestrian refuge island	7 th Street & Santa Clara Street	Santa Clara Street	0	0	1	1	1	0.5	3.5	Medium
P9	Include audio walk signal	First Street & St. John Street	St. James Street	0	1	1	1	0	0	3	Medium
P10	 Include proper signage to distinguish pedestrian and cycling zones Sidewalk resurfacing 	From Santa Clara Street to San Fernando Street	6th Street	0	0	1	0.6	0	0	1.6	Low

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
	 Tree root management 										
P11	Pedestrian Crossing Improvement Install pedestrian refuge island in coordination with the San Fernando Bikeway project concrete elements	Market Street & San Fernando Street	San Fernando Street	0	1	1	1	0	0.5	3.5	Medium
P12	 Pedestrian Crossing Improvement: Install concrete pedestrian refuge islands on both ends of San Fernando Street in coordination with the San Francisco Bikeway project concrete elements 	3 rd Street & San Fernando Street	San Fernando Street	0	1	1	1	0	0.5	3.5	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
P13	 Pedestrian Crossing Improvement: Install pedestrian signals with exclusive crossing phases. Rectangular rapid flashing beacon (RRFB) 	4 th Street & San Fernando Street	San Fernando Street	0	1	1	1	0	0.5	3.5	Medium
P14	 Pedestrian Crossing Improvement Install pedestrian signals with exclusive crossing phases. Rectangular rapid flashing beacon (RRFB) 	5 th Street & San Fernando Street	San Fernando Street	0	1	1	1	0	0.5	3.5	Medium
P15	Improved Pedestrian Scale Lighting	4 th Street to 7 th Street	San Fernando Street	0	1	0	1	0	0.5	2.5	Low
P16	Pedestrian Crossing Improvement • Repair of high visibility crosswalks	Market Street & San Carlos Street	San Carlos Street	0	1	1	1	0	0	3	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
P17	Bus Stop Improvements: Shelter Install trash can Install seating Algin with Transit Passenger Environmental Plan (TPEP) bus station amenity guidelines	Second Street and San Carlos	San Carlos	1	0	1	1	0	0.5	3.5	Medium
P18	Bus Stop Improvements: Shelter Align with TPEP amenity guidelines	Market Street and San Carlos	San Carlos	1	0	1	1	0	0.5	3.5	Medium
P19	High visibility crosswalks: Consider 'Rainbow Crosswalk' or other decorative elements in crosswalk design	San Pedro Steet and Post Street	Post Street	0	0	0	1	0	0	1	Low

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
P20	High visibility crosswalks • Consider 'Rainbow Crosswalk' or other decorative elements in crosswalk design	Almaden Avenue and Post Street	Post Street	0	1	0	1	0	0	2	Low
P21	High visibility crosswalks • Consider 'Rainbow Crosswalk' or other decorative elements in crosswalk design	Market Street and Post Street	Post Street	0	1	0	1	0	0	2	Low
P22	Bus Stop Improvements: • Shelter • Lighting • Install bench • Install trash can • Align with TPEP bus station amenity guidelines	5 th Street and Santa Clara Street	Santa Clara Street	1	0	1	1	0	0.5	3.5	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
P23	Bus Stop Improvements: • Shelter • Install trash can • Align with TPEP bus station amenity guidelines	6 th Street and Santa Clara Street	Santa Clara Street	1	0	1	1	0	0.5	3.5	Medium
P24	Bus Stop Improvements: • Shelter • Lighting • Install bench • Install trash can • Align with TPEP bus station amenity guidelines	7 th and Santa Clara Street	Santa Clara Street	1	1	1	1	0	0.5	4.5	High
P25	Bus Stop Improvements: • Shelter • Install bench • Install trash can • Align with TPEP bus station amenity guidelines	First Street and Paseo de San Antonio	Paseo de San Antonio	1	1	1	1	0	0.5	4.5	High

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
P26	Bus Stop Improvements: Install trash can Align with TPEP bus station amenity guidelines	Second Street and Paseo de San Antonio	Paseo de San Antonio	1	1	1	1	0	0.5	4.5	High
P27	 Bus Stop Improvements: Install Shelter Align with TPEP bus station amenity guidelines 	Second Street and Santa Clara Street	Santa Clara Street	1	1	1	0	0	0.5	3.5	Medium
P28	Tactile Pavers	Devine Street to San Carlos Street	2 nd Street	1	0	1	1	0	0.5	3.5	Medium
P29	Route 72 and 73 Bus Stop Improvements: Install u-rack on north side of street	St. John	1 st Street	1	1	1	0.6	1	0	4.6	High
P30	Route 568 Bus Stop Improvements: Install u-rack on north side of street	Santa Clara (North)	1 st Street	1	1	1	0.6	1	0	4.6	High

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
P31	Route 66 Bus Stop Improvements: • Install u-rack on	Santa Clara	1 st Street							4.6	
	north side of street			1	1	1	0.6	1	0		High

Bicycle Improvements

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
B1	Bike Box (All Legs of Intersection)	Santa Clara Street & Montgom ery Street	Santa Clara Street	1	0	0	0.6	1	0.5	3.1	Medium
B2	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	Santa Clara Street & Barack Obama Blvd	Santa Clara Street	0.6	0	0	1	1	0.5	3.1	Medium
B3	Bike Box (on EB, WB, and SB Legs of Intersection)	Santa Clara Street & S Almaden Boulevar d	Santa Clara Street	0.3	1	0	1	0	0.5	2.8	Low
B4	Class IV Bikeway	Taylor Street to Montgom ery Street	The Alameda	1	0	1	1	1	0.5	4.5	High
B5	 Bike Box (EB, WB, and SB Legs of Intersection) Protected Intersection: two stage left turns and curb extensions with bollards 	The Alameda & Lenzen Avenue	The Alameda	0.6	0	0	1	0	0.5	2.1	Low

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
B6	 Bike Box (All Legs of Intersection) Protected Intersection: Green Through Lanes 	The Alameda & Race Street	The Alameda	0.6	0	0	1	0	0.5	2.1	Low
B7	Class IV Bikeway	Montgom ery Street to 4 th Street	St. John Street	1	1	1	1	1	0.5	5.5	High
B8	Class III Bikeway	4 th Street to 18 th Street	St. John Street	1	1	0	0.6	1	0.5	4.1	Medium
B9	Class I Bikeway	18 th Street to 24 th Street	St. John Street	1	0	1	1	1	0.5	4.5	High
B1 0	Two Stage Left Turn	St. John Street & 4 th Street	St. John Street	0.6	1	0	0.6	1	0.5	3.7	Medium
B1 1	 Bike Box (All Legs of Intersection) Green Through Lanes 	St. John Street & 7 th Street	St. John Street	0.6	0	0	1	1	0.5	3.1	Medium
B1 2	Bike Box (All Legs of Intersection)	St. John Street & 8 th Street	St. John Street	0.6	0	0	1	1	0.5	3.1	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
B1 3	Bike Box (All Legs of Intersection)	St. John Street & 9 th Street	St. John Street	0.6	0	0	1	0	0.5	2.1	Low
B1 4	Bike Box (All Legs of Intersection)	St. John Street & 10 th Street	St. John Street	0.6	0	0	1	1	0.5	3.1	Medium
B1 5	Class IV Bikeway	The Alameda to 1 st Street	Taylor Street	0.3	0	1	1	1	0.5	3.8	Medium
B1 6	Class IV Bikeway	1 st Street to 17 th Street	Taylor Street	0.3	0	1	1	0	0.5	2.8	Low
B1 7	Two Stage Left Turn	Taylor Street & Coleman Avenue	Taylor Street	0.3	0	0	1	0	0.5	1.8	Low
B1 8	Green Through- Lanes	Taylor Street & Walnut Street	Taylor Street	0.3	0	0	1	0	0.5	1.8	Low
B1 9	 Bike Box (EB and WB Legs of Intersections) Green Through- Lanes 	Taylor Street & Guadalu pe Parkway	Taylor Street	0.3	0	0	1	0	0.5	1.8	Low
B2 0	Bike Box (All Legs of Intersection)	Taylor Street &	Taylor Street	0.3	0	0	0.6	0	0.5	1.4	Low

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		N San Pedro									
B2 1	 Bike Box (EB and WB Legs of Intersection) Green Through- Lanes 	Taylor Street & 1 st Street	Taylor Street	0.3	0	0	1	1	0.5	2.8	Low
B2 2	 Bike Box (All Legs of Intersection) Green Through- Lanes 	Taylor Street & 4 th Street	Taylor Street	0.6	0	0	1	1	0.5	3.1	Medium
B2 3	Bike Box (All Legs of Intersection)	Taylor Street & 10 th Street	Taylor Street	0.3	0	0	1	0	0.5	1.8	Low
B2 4	Bike Box (EB, WB, and North Legs of Intersection)	Taylor Street & 11 th Street	Taylor Street	0.3	0	0	0.6	0	0.5	1.4	Low
B2 5	Class III Bikeway	Hedding Street to Mission Street	San Pedro Street	0.3	0	0	0.6	1	0.5	2.4	Low
B2 6	Class IV Bikeway	Mission Street to Taylor Street	San Pedro Street	0.3	0	1	1	1	0.5	3.8	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
B2 7	Class III Bikeway	Taylor Street to Coleman Avenue	San Pedro Street	0.3	0	0	0.6	1	0.5	2.4	Low
B2 8	Class IV Bikeway	Younger Ave to Taylor Street	1 st Street	1	0	1	1	1	0.5	4.5	High
B2 9	Class III Bikeway	San Carlos Street to San Salvador Street	1 st Street	1	0	0	0.6	1	0.5	3.1	Medium
В3 0	Class III Bikeway	Julian Street to St John Street	2 nd Street	1	1	0	0.6	1	0.5	4.1	Medium
B3 1	Class II Bikeway	St John Street to San Carlos Street	2 nd Street	1	1	0	1	1	0.5	4.5	High
B3 2	Class IV Bikeway	William Street to Keyes Street	2 nd Street	0.6	0	1	1	1	0.5	4.1	Medium
B3 3	• Bike Box (NB, SB, and WB Legs of Intersection)	2 nd Street & Julian Street	2 nd Street	1	0	0	0.6	1	0.5	3.1	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
	Two Stage Left Turn										
В3 4	Class IV Bikeway	William Street to Keyes Street	3 rd Street	1	0	1	1	1	0.5	4.5	High
B3 5	Class IV Bikeway	Younger Avenue to Hedding Street	4 th Street	0.6	0	1	1	1	0.5	4.1	Medium
B3 6	Class IV Bikeway	Jackson Street to Santa Clara Street	4 th Street	0.6	1	1	1	1	0.5	5.1	High
B3 7	Class II Bikeway	Hedding Street to Mission Street	7 th Street	0.6	0	0	1	1	0.5	3.1	Medium
B3 8	Class III Bikeway	Mission Street to Empire Street	7 th Street	0.6	0	0	0.6	1	0.5	2.7	Low
B3 9	Class IV Bikeway	San Salvador Street to Humbold t Street	7 th Street	0.6	0	1	1	1	0.5	4.1	Medium
B4 0	Class III Bikeway	Santa Clara	13 th Street	0.6	0	0	0.6	1	0.5	2.7	Low

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		Street to San Fernando Street									
B4 1	Class III Bikeway	San Fernando Street to William Street	16 th Street	0.6	0	0	0.6	1	0.5	2.7	Low
B4 2	Class III Bikeway	Santa Clara Street to San Salvador Street	17 th Street	0.6	0	0	0.6	1	0.5	2.7	Low
В4 З	Class III Bikeway	Empire Street to St John Street	18 th Street	0.6	0	0	0.6	1	0.5	2.7	Low
B4 4	Class III Bikeway	St James Street to St John Street	21 st Street	0.6	0	0	0.6	1	0.5	2.7	Low
B4 5	Class III Bikeway	Julian Street to St. John Street	24 th Street	0.6	0	0	0.6	1	0.5	2.7	Low
B4 6	Class IV Bikeway	Hedding Street to San	Coleman Avenue/ Market Street	1	1	1	1	1	0.5	5.5	High

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		Carlos Street									
B4 7	Class II Bikeway	San Carlos Street to Reed Street	Market Street	0.6	0	0	1	1	0.5	3.1	Medium
B4 8	Class II Bikeway	1 st Street to 3 rd Street	Humbold t Street	0.6	0	0	1	1	0.5	3.1	Medium
B4 9	Class IV Bikeway	The Alameda to Almaden Avenue	Julian Street	0.6	0	1	1	1	0.5	4.1	Medium
B5 0	Bike Box (NB, SB, and WB Legs of Intersection)	Julian Street & 3 rd Street	Julian Street	0.6	0	0	1	0	0.5	2.1	Low
B5 1	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	Julian Street & 4 th Street	Julian Street	0.6	0	0	1	0	0.5	2.1	Low
B5 2	Bike Box (All Legs of Intersection)	Julian Street & 7 th Street	Julian Street	0.6	0	0	1	0	0.5	2.1	Low
B5 3	 Bike Box Two Stage Left Turn 	Julian Street & 10 th Street	Julian Street	0.6	0	0	1	0	0.5	2.1	Low

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
В5 4	Bike Box	Julian Street & 11 th Street	Julian Street	0.6	0	0	1	0	0.5	2.1	Low
B5 5	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	Julian Street & 17 th Street	Julian Street	0.6	0	0	1	0	0.5	2.1	Low
В5 6	Class III Bikeway	Julian Street to St John Street	Almaden Avenue	0.6	1	0	0.6	1	0.5	3.7	Medium
B5 7	Class II Bikeway	St John Street to Carlysle Street	Almaden Boulevar d	0.6	0	0	1	1	0.5	3.1	Medium
B5 8	Class IV Bikeway	San Fernando Street to Santa Clara Street	Montgom ery Street	0.6	0	1	1	1	0.5	4.1	Medium
B5 9	Class IV Bikeway	Santa Clara Street to San Carlos Street	Barack Obama Boulevar d	0.6	0	1	1	1	0.5	4.1	Medium
B6 0	Class IV Bikeway	San Carlos	Bird Avenue	0.6	0	1	1	1	0.5	4.1	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		Street to Fisk Avenue									
B6 1	Class II Bikeway	The Alameda to Park Avenue	Sunol Street	0.6	0	0	1	1	0.5	3.1	Medium
B6 2	Class III Bikeway	Park Avenue to Auzerais Avenue	Sunol Street	0.6	0	0	0.6	1	0.5	2.7	Low
B6 3	Class IV Bikeway	Park Avenue to San Carlos Street	Meridian Avenue	0.6	0	1	1	1	0.5	4.1	Medium
B6 4	Class III Bikeway	San Fernando Street to Auzerais Avenue	Gifford Avenue	0.6	0	0	0.6	1	0.5	2.7	Low
B6 5	Class II Bikeway	Santa Clara Street to Auzerais Avenue	Delmas Avenue	0.6	0	0	1	1	0.5	3.1	Medium
B6 6	Class IV Bikeway	The Alameda to	Race Street	0.6	0	1	1	1	0.5	4.1	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		Auzerais Avenue									
B6 7	Class III Bikeway	San Pedro Street to 1 st Street	Hawthorn e Way	0.6	0	0	0.6	1	0.5	2.7	Low
B6 8	Class III Bikeway	San Fernando Street to Park Avenue	Laurel Grove Lane	0.6	0	0	0.6	1	0.5	2.7	Low
B6 9	Class III Bikeway	Park Avenue to San Carlos Street	Dupont Street	0.6	0	0	0.6	1	0.5	2.7	Low
В7 0	Class III Bikeway	San Pedro Street to 1 st Street	Hobson Street								
B7 1	Class III Bikeway	1 st Street to 9 th Street	Jackson Street	0.6	0	0	0.6	1	0.5	2.7	Low
B7 2	Class III Bikeway	17 th Street to 23 rd Street	San Antonio Street	0.6	0	0	0.6	1	0.5	2.7	Low
B7 3	Bike Box (All Legs of Intersection)	San Fernando Street & San	San Fernando Street	0.6	1	0	1	0	0.5	3.1	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		Pedro Street									
B7 4	 Bike Box (All Legs of Intersection) Two Stage Left Turn 	San Fernando Street & Market Street	San Fernando Street	0.6	1	0	1	0	0.5	3.1	Medium
B7 5	Class III Bikeway	SR 280 to Fuller Avenue	Gregory Street	0.6	0	0	0.6	1	0.5	2.7	Low
B7 6	Class III Bikeway	Gregory Street to Drake Street	Helen Street	0.6	0	0	0.6	1	0.5	2.7	Low
B7 7	Class III Bikeway	Gregory Street to Drake Street	Fuller Avenue	0.6	0	0	0.6	1	0.5	2.7	Low
B7 8	Class II Bikeway	Fuller Avenue to Virgina Street	Drake Street	0.6	0	0	0.6	1	0.5	2.7	Low
B7 9	Class II Bikeway	Drake Street to 17 th Street	Virginia Street	0.6	0	0	1	1	0.5	3.1	Medium
B8 0	Class III Bikeway	Marshall Avenue to	Delman Avenue	0.6	0	0	0.6	1	0.5	2.7	Low

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		Virginia Street									
B8 1	Class IV Bikeway	Prevost Street to Harliss Avenue	Willow Street	0.6	0	1	1	1	0.5	4.1	Medium
B8 2	Class III Bikeway	Lick Avenue to Almaden Avenue	Willow Street	0.6	0	0	0.6	1	0.5	2.7	Low
B8 3	Class IV Bikeway	Almaden Avenue to 14 th Street	Graham Avenue/ Keyes Street	0.6	0	1	1	1	0.5	4.1	Medium
B8 4	Class II Bikeway	Lick Avenue to Graham Avenue	Goodyear Street	0.6	0	0	1	1	0.5	3.1	Medium
B8 5	Class III Bikeway	Virginia Street to Humbold t Street	Harliss Avenue	0.6	0	0	0.6	1	0.5	2.7	Low
B8 6	Class III Bikeway	Grant Street to Virginia Street	Palm Street	0.6	0	0	0.6	1	0.5	2.7	Low
B8 7	Class IV Bikeway	Grant Street to	Vine Street	0.6	0	1	1	1	0.5	4.1	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
		Humbold t Street									
B8 8	Class IV Bikeway	Palm Street to Vine Street	Grant Street	0.6	0	1	1	1	0.5	4.1	Medium
B8 9	Class II Bikeway	Vine Street to Almaden Avenue	Grant Street	0.6	0	0	1	1	0.5	3.1	Medium
B9 0	Class II Bikeway	1 st Street to 11 th Street	Reed Street	0.6	0	0	1	1	0.5	3.1	Medium
B9 1	Class III Bikeway	SR 87 to 2 nd Street	Bassett Street	0.6	0	0	0.6	1	0.5	2.7	Low
B9 2	Class I Bikeway	Minnesot a Avenue to Edwards Avenue	Guadalup e River Trail	0.6	0	1	1	1	0.5	4.1	Medium
B9 3	Class III Bikeway	Park Avenue to The Alameda	Hanchatt Avenue	0.6	0	0	0.6	1	0.5	2.7	Low
B9 4	Class IV Bikeway	Park Avenue to Savaker Avenue	Lincoln Avenue	0.6	0	1	1	1	0.5	4.1	Medium

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
B9 5	Class III Bikeway	16 th Street to 21 st Street	William Street	0.6	0	0	0.6	1	0.5	2.7	Low
B9 6	Class IV Bikeway	Coleman Ave to 10 th /11 th Street	Hedding Street	0.6	0	0	1	1	1	3.6	Medium

On Site Improvements

ID	Project	Location	Corridor	Improves Connectivity to Transit	Proximity	Improves Accessibility	Improves Safety	Coordination with Planned Projects	Community Support	Total Score	High/ Medium/ Low
01	Raised two-way sidewalk-level Class IV Bikeway	St. John Street to Santa Clara Street on east side	Market Street	1	1	1	1	1	0.5	5.5	High
02	Additional designated commercial loading zones or flexible curbside spaces	Between St. John Street and Santa Clara Street	Almaden Avenue	1	1	1	1	1	0.5	5.5	High
O3	Designated passenger pick- up/drop-off area	6 th Street	Santa Clara Street	1	1	1	1	1	0.5	5.5	High
04	Designated passenger pick- up/drop-off area	4 th Street	San Fernando Street	1	1	1	1	1	0.5	5.5	High

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