

Highway 131 Transportation Refinement Plan: Improvement Concept Cost Estimates and Financial Plan

PREPARED FOR: Highway 131 Project Management Team

PREPARED BY: Darren Muldoon, CH2M HILL
Darren Hippenstiel, CH2M HILL

COPIES: Tim Burkhardt, CH2M HILL
Theresa Carr, CH2M HILL

DATE: Revised June 22, 2007

This memorandum provides order-of-magnitude cost estimates for all transportation improvements recommended in the Highway 131 Transportation Refinement Plan (TRP), and outlines several potential sources that could be further explored to fund these improvements. This memorandum addresses Task 7 and Consultant Deliverables 7A and 7B of the project scope of work. It is split into two main sections: (1) Cost Estimates and (2) Funding Sources. Improvement recommendations are described in detail as part of Technical Memorandum 5.1.

Order-of-Magnitude Cost Estimates

Order-of-magnitude cost estimates were developed for each of the Oceanside, Netarts, and corridor improvement concepts. Detailed cost estimates are provided in Attachment A and are summarized in Table 1 below. Table 1 also includes an assessment of the priority of each improvement concept, based on estimated cost, and comments received at two public workshops and from Advisory Committee (AC) members.

TABLE 1
Improvement Concepts Cost Estimate Summary

| Concept # | Improvement Concept | Estimated Cost (2007\$) | Priority |
|---------------------------------------|---|-------------------------|----------|
| Oceanside Improvement Concepts | | | |
| 1 | Increase parking capacity at wayside, modify circulation of Pacific Avenue, and install signage | \$470,000 | Medium |
| 2 | Restripe parking lot adjacent to Community Center to add center parking aisle | \$7,000 | Medium |
| 5 | RV turnaround signage at Ocean Street / Maxwell Avenue intersection | \$2,000 | High |
| 6 | Gateway feature at Cape Meares Loop Road intersection | \$29,250 | Low |

| Concept # | Improvement Concept | Estimated Cost (2007\$) | Priority |
|--|---|-------------------------|----------------|
| 7 | Bicycle parking rack installation at Wayside and near Post Office | \$3,400 | High |
| Cross-Section | Conversion of Pacific Avenue to Slow Street | \$1,385,380 | ** |
| Oceanside Improvement Concepts Estimated Total Cost | | \$1,897,030 | |
| ** Cost estimates were developed for this concept to assist further exploration at the state and local level for transferring ownership. | | | |
| Netarts Improvement Concepts | | | |
| 1 | Pedestrian refuge and raised median at Crab Avenue | \$31,000 | High |
| 2 | Crosswalks in the North Commercial Area | \$7,000 | Medium |
| 3 | Bus shelter at existing stop near Crab Avenue | \$94,000 | Medium |
| 4 | Signage to slow vehicles upon north and south entry to commercial areas | \$10,000 | High |
| 5 | Painted shoulders throughout Netarts (to be completed in conjunction with Netarts Concept ID #8) | \$262,375 | High |
| 6 | Pedestrian-scale illumination | \$227,000 | Low |
| 7 | Bicycle parking racks at Crab Avenue | \$1,700 | High |
| 8 | Highway cross-section improvements (to be completed in conjunction with Netarts Concept ID #5) | \$57,350 | High |
| 9 | Bus shelter in the vicinity of the Netarts Bay Drive intersection | \$94,000 | Medium |
| 11 | Crosswalk in the vicinity of Netarts Bay Drive | \$2,500 | Medium |
| 13 | "No Overnight Parking" sign at boat basin | \$1,500 | Low |
| 14 | Bicycle parking racks at marina | \$1,100 | High |
| Netarts Improvement Concepts Estimated Total Cost | | \$789,525 | |
| Corridor Improvement Concepts (Outside Oceanside and Netarts) | | | |
| 1 | "Bikes on Roadway" signs and information kiosks for bicyclists touring the Three Capes Loop route | \$22,000 | High |
| 2A | Bike pullouts (total of five) | \$4,950 | High |
| 2B | Shoulder widening (Green Areas Only) | \$280,000 | Medium |
| 5B | Bilyeu Street intersection – add eastbound and westbound left-turn lanes | \$798,700 | Upon Expansion |
| 6 | Whiskey Creek Road signage | \$2,000 | High |
| 6A | Whiskey Creek Road intersection – extend left-turn lane | \$91,100 | Medium |
| 6C | Whiskey Creek Road intersection – "T" intersection | \$819,100 | Low |
| Corridor Improvement Concepts Estimated Total Cost | | \$2,017,850 | |

The total cost for all Oceanside improvement concepts is approximately \$1.9 million. The “Slow Street” cross-section concept is estimated to cost approximately \$1.4 million, but the decision to implement this cross-section is beyond the scope of the Highway 131 TRP. The TRP will recommend pursuing an action plan to implement the “Slow Street” concept on Pacific Avenue in Oceanside considering the total estimated cost to implement. Signage and bicycle parking concepts are rated as high priority, and are inexpensive to implement. The Oceanside improvement concepts that improve circulation and parking are identified as medium priority. These four improvements are estimated to cost \$477,000. The gateway feature recommended for the intersection of Highway 131 and Cape Meares Loop Road is rated as a lower priority

Netarts improvement concepts are estimated to cost approximately \$780,000. The pedestrian refuge island at Crab Avenue, signage to slow vehicles, installation of a consistent bicycle/pedestrian safety shoulder throughout the community, no overnight parking signs at the marina, and bicycle parking are all identified as high priority projects that would improve safety. These improvements total \$363,525. Crosswalks were rated as medium priority as they require other pedestrian improvements to be put in place first. Pedestrian-scale illumination and parking signs at the Marina were rated as lower priority.

The total cost for all corridor improvement concepts (outside the communities of Oceanside and Netarts) is approximately \$2.0 million. Most corridor improvement concepts would improve safety. Bike pullouts, information kiosks, and “Bikes on Roadways” signs are high priority because they are low-cost and could improve safety for bicyclists. AC members and public workshop comments expressed the need for improved signage at the OR 131/Whiskey Creek Road intersection. Shoulder widening to accommodate bicycles was rated as a medium priority in relation to bike pullout areas. Further modifications to the Whiskey Creek Road intersection were rated as medium or low priority and monitoring of operations at this intersection is recommended prior to these improvements.

Potential Funding Sources

Federal, state, and local funding sources are available to fund the improvement concepts in the preferred alternative of the Highway 131 TRP. This section provides an overview of the relevant and potential federal, state, and local funding sources for the Highway 131 TRP, and is organized into four subject areas: (1) Federal Funding Sources; (2) State Funding Sources; (3) Local Funding Sources; and (4) Funding Source Applicability.

Federal Funding Sources

Federal funding sources account for approximately 17 percent of transportation project funding within the state of Oregon. Because Tillamook County is outside the boundary of a Metropolitan Planning Organization (MPO), federal funding is predominately made available through state or county programs. There is only one relevant federal funding source for the Highway 131 improvement concepts.

Federal Transit Administration

Funding is available through the Federal Transit Administration (FTA) for public transit. The various programs include funds for capital improvements (FTA Section 5309), funds for

capital projects for programs that serve elderly and disabled persons (FTA Section 5310), funds for general public transit services in small urban and rural areas (FTA Section 5311), and funds for intercity passenger services (FTA Section 5311).

State Funding Sources

This section identifies applicable state funding sources for the Highway 131 TRP improvement concepts.

An access to water funding source was mentioned at project meetings. Research concluded this is an Oregon State Marine Board funding source for boat launches only. There are no boat launch improvement concepts in the Preferred Alternative of the Highway 131 TRP. Therefore, this is not an applicable funding source.

State Highway Fund

Revenues are received from a combination of state fuel taxes, vehicle registration and title fees, and the truck weight-mile tax. State Highway Trust Fund revenues may be used only for construction and maintenance of state and local highways, bridges, and roadside rest areas, but a reasonable amount of the fund must be spent on walkways and bikeways. State Highway Fund revenues are appropriated by the Oregon Transportation Commission (OTC) on an annual basis. Appropriation is based on population for cities and registered vehicles for counties; net revenues are distributed in the following manner:

- State - 60 percent;
- Counties - 24 percent (by number of vehicles registered);
- Cities - 16 percent (by population).

Statewide Transportation Investment Program (STIP)

The STIP is the primary programming document that identifies transportation priorities for federal and state funding in Oregon. The STIP provides a schedule and identifies funding for projects throughout the state. The STIP lists projects that are planned for construction during a four-year period. Projects that are included in the STIP are considered “regionally significant” and have been given a high priority through planning efforts and by the relevant area commission on transportation (ACT). The STIP has five categories – modernization, safety, pavement preservation, bridge, and operations. All federally funded transportation projects, as well as all state and locally funded projects that are deemed “regionally significant” must be included in the STIP.

Transportation projects in the STIP are generally categorized into the five main categories referenced above, plus a sixth “special projects” category. These are described below. Total category funding is from the Draft 2008-2011 STIP:

- **Modernization Projects:** Improvements to accommodate existing traffic and/or projected traffic growth. Total: \$329.8 million.
- **Safety Projects:** Improvements to priority hazardous highway locations and corridor in order to reduce the number of fatal and serious injury crashes. Projects funded through this program meet strict benefit/cost criteria. Total: \$116.7 million.

- **Preservation Projects:** Improvements to rebuild or extend the service life of existing facilities, and rehabilitate work on roadways. Preservation projects add useful life to the road without increasing capacity. Total: \$488.0 million.
- **Bridge Projects:** Improvements to rebuild or extend the service life of existing bridges and structures beyond the scope of routine maintenance. Total: \$347.3 million.
- **Operations Projects:** System management and improvements that lead to more efficient and safer traffic operations and greater system reliability. Total: \$91.1 million.
- **Special Programs:** Bicycle and Pedestrian, Congestion Mitigation and Air Quality Improvement, Federal Lands Highways, Fish Passage and Large Culvert Improvement, Immediate Opportunity Fund, Indian Reservation Roads, Public Transit, Railroad Crossing Safety, Scenic Byways, Transportation Enhancement, Transportation Safety. Total: \$83.8 million.

All federally funded transportation projects, as well as all state and locally funded projects that are deemed “regionally significant” must be included in the STIP. Two of the STIP Special Programs have potential to fund projects in the Hwy 131 TRP: the Bicycle and Pedestrian Program and Transportation Enhancement Program. These two programs are described in more detail in the following sections.

ODOT Bicycle and Pedestrian Program

The Pedestrian and Bicycle Grant Program is a competitive grant program that provides approximately \$5 million dollars every two years to Oregon cities, counties and ODOT regional and district offices for design and construction of pedestrian and bicycle facilities. Projects receiving funding from this program are expected to receive a local match. Proposed facilities must be within public rights-of-way. The next grant cycle (2010-2011) will begin in spring 2008.

Transportation Enhancement Program

The Transportation Enhancement program provides highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. Projects fall into four main categories: (1) Bicycle and Pedestrian; (2) Historic Preservation; (3) Landscaping and Scenic Beautification; and (4) Environmental Mitigation. The intent of the program is to fund special or additional activities not normally required on a highway or transportation project. Over 150 projects of approximately \$63 million have been funded through the TE program. TE projects are selected through a competitive process. The funds are provided through reimbursement, not grants. Participation requires matching funds from the project sponsor, at a minimum of 10.27 percent. All projects must have a direct relationship to surface transportation.

Local Funding Sources

Oregon counties and cities have the power to devise their own non-property tax and other local revenue structures without specific state enabling legislation. The institution of some of these revenue sources could make available some of the transportation fund revenue that

currently goes towards maintenance and preservation. Existing and potential local funding sources are listed and described below.

Urban Renewal Districts

Urban renewal districts are formed in selected areas, creating a tax-increment financing (TIF) mechanism to generate urban renewal funds. TIF works by ‘freezing’ property values at the beginning of an urban renewal plan, and assessing a fee only on the incremental growth in property value observed since the beginning of the urban renewal district plan. The revenues generated within an urban renewal district are used to secure bonds to finance projects and programs within the district. Use of the funds is not limited to transportation projects. Funds generated within each district must be spent within that urban renewal district.

Before an urban renewal district can be established, the needs and required funding must be identified. This would typically take the form of an urban renewal plan. The urban renewal plan would specify the boundaries for the urban renewal district, the proposed improvements to be made, the costs associated with these improvements, and the amount and source of funding. A new urban renewal area would require approval by the jurisdiction’s designated urban renewal agency, and cannot overlap with existing urban renewal plans. Areas outside urban growth boundaries (UGB) would need to be brought into the UGB before an Urban Renewal Plan went into effect. Establishing UGBs for Netarts and Oceanside would require these communities to incorporate as cities.

Local Improvement Districts

Local Improvement Districts (LIDs) are created by property owners within a specified area to raise revenues for constructing street improvements within the same district. LIDs may be used to assess property owners for improvements that benefit properties. Property owners typically enter into LIDs because they see economic or personal advantages to the improvements. Assessments are secured by property liens.

The formation of LID districts is governed by state law and local jurisdictional development codes. LID revenues can be used solely for capital costs. Similar to TIF revenues, LID revenues can be combined with other revenue sources to fully fund improvement costs.

County Road Districts

Oregon law allows counties to establish general road districts and special road districts. Each type of district allows a county to levy a property tax for roads in addition to any existing property tax levies. Tillamook County could form a road district that includes the communities of Netarts and Oceanside, or a district that includes other county communities. Under a general road district, the district is operated by the county's governing body and public works staff. A special road district has its own independent operating board and may have its own staff or utilize county staff. Establishment of road districts may be warranted for coastal communities in Tillamook County due to the relatively high levels of traffic on rural roads, a high level of residential development without corresponding commercial and industrial growth that creates a balanced tax base, and challenging conditions for road construction and maintenance. Revenue generated by a road district could be used to back bonds to finance project costs.

System Development Charges and Developer Exactions

System Development Charges (SDCs) are a one-time fee assessed on new development, to compensate for increased traffic associated with new development. SDCs are limited to those capital improvements that will be or were required to increase capacity because of increased demand due to current or expected development. This method is commonly acceptable to the public because new residents, rather than current residents, pay for the improvements. It is applied to capital improvement projects that increase transportation system capacity as necessary to serve new development. Revenues provided by this method are variable because they are linked to the amount of new development. The fee, which can vary for different land uses, is typically calculated based on the estimated number of vehicle trips generated by a proposed development.

With developer exactions, an improvement is paid for or built by the developer to County standards and then deeded to the County as a condition for development approval. Developer exactions and contributions can pay for portions of roads in, adjacent, or through new developments.

Transportation Utility Fees

Similar to water, sewer, and other utility fees, these fees allocate costs to the system's users, based on their use of the system. Revenues are directed towards maintenance and preservation of the existing transportation network. These fees are typically attributed to each property based on the land use of the property and the average number of trips generated by land use type. Fees are administered in a similar fashion to other utilities (for example, sewer, water, electricity). Several cities in Oregon have already implemented Transportation Utility Fees, including Grants Pass, Ashland, Medford, Wilsonville, and Philomath. Much of the revenue from these fees would be expected to go to preservation and maintenance of the existing roadway network, which could make some of the street revenue that currently goes to preservation and maintenance available for new projects.

General Fund

The Tillamook County general fund is comprised of discretionary revenues. As a result, application toward transportation capital improvement projects is very limited in most jurisdictions. A substantial majority of general fund revenues are applied to operating expenses for public safety and other public services.

County Vehicle Registration Fee

Vehicle registration fees are generally, but not directly, related to actual transportation system use. With voter approval, counties may impose a vehicle registration fee that is no more than the state's vehicle registration fee. For a County registration fee, ODOT would collect revenue from the fees and pay the revenue back to the counties that establish registration fees. The Oregon Constitution requires all revenues to be used for the construction and maintenance of highways, roads, and streets. There are currently approximately 35,020 registered vehicles in Tillamook County¹. A \$10 vehicle registration fee per year would generate approximately \$350,200 annually.

¹Data are from 2006 <http://www.aocweb.org/crp/Portals/1/Vehicle%20Registration%20HistoryC.pdf>

Local Gas Tax

Gas tax revenues can be used to fund either operating or capital costs, but the Oregon Constitution restricts gas tax revenue to road or bridge projects, not transit. Gas taxes generally reflect demand for use of transportation facilities, so the equity is fairly high. However, gas tax revenues statewide are expected to level off in the short-term and then drop permanently, as the purchasing power of a constant gas tax (in cents per gallon) decreases with inflation and more fuel-efficient vehicles are purchased. Several jurisdictions in Oregon have a local fuel tax, including Eugene, Springfield, Cottage Grove, Multnomah County, and Washington County. These local fuel taxes range between \$0.01 and \$0.05 per gallon.

Parking Fines

Generating revenue from parking fines would require establishment of parking limits, signage, and enforcement of parking limits in selected areas in Oceanside where parking is in high demand during the peak summer periods. Generated revenue could be used for maintenance, repairs, or improvements to parking areas.

Paid Parking

This funding method would require implementing parking fees (and parking fines) at the marina in Netarts. Parking fees would generate revenue for transportation-related improvements, primarily the operation, and maintenance of public parking lots where parking fees are charged. Parking fees were considered for the wayside and along Pacific Avenue in Oceanside, but issues arose with implementation of fees on the Oregon Parks and Recreation Department (OPRD)-owned wayside. Due to the logistical difficulties of implementation and limited support for the concept, it was dropped from the list of recommended improvements.

Local Hotel/ Lodging Tax

Many Oregon jurisdictions impose a local hotel tax (also known as a transient room tax). Presently, at least four jurisdictions (Lake Oswego, Lincoln City, Umatilla County, and Union County) dedicate revenue from a hotel/ lodging tax to transportation projects. This tax could also apply to rental properties in Oceanside and Netarts.

Local Sales Tax

This method would impose a sales tax on goods sold within Tillamook County, or strictly within the Oceanside and Netarts boundaries. Oregon counties have the power to implement a sales tax, but no jurisdiction in Oregon currently imposes a sales tax.

Payroll Tax

Transit and transportation districts can levy income taxes up to 1 percent of payroll and 0.6 percent of self-employment income to fund public transit. TriMet in the Portland metropolitan area and the Lane Transit District Lane County use payroll and self-employment taxes to fund transit operations and capital expenses.

Revenue and General Obligation Bonds

Bonding allows municipal and county governments to finance costs for construction projects by borrowing money and paying it back over time (with interest). Financing costs with bonds requires funding to pay back borrowed funds. Financing requires smaller regular payments over time compared to paying the full cost at once, but financing increases the total cost by adding interest. General Obligation Bonds are often used to pay for construction of large capital improvements. This method is typically used to fund road improvements that will benefit an entire community. General Obligation Bonds add the cost of the improvement to property taxes over a period of time. Oregon State law requires a double majority voter approval is required for instituting General Obligation Bonds. Revenue for General Obligation Bonds are collected in property tax billings. Revenue bonds are paid back with dedicated revenue from a source other than property taxes. Revenues from a Systems Development Charge, Local Improvement District, or other reliable revenue streams can be used. Revenue bonds are typically used to fund improvements that primarily benefit the people who provide the revenue through fees and assessments.

Funding Source Applicability

This section is a qualitative assessment of the applicability of funding sources to the improvement concepts in the Preferred Alternative, and is organized into three sections: federal, state, and local funding sources.

Federal Funding Sources

Funding through FTA is the only applicable federal funding source. The transit improvement concepts that could be funded through this source include:

- Implementing a new bus stop at Netarts Bay Drive
- Installing transit shelters at the existing Crab Avenue bus stop
- Installing a transit shelter at the new bus stop at Netarts Bay Drive

State Funding Sources

There are four applicable state funding sources: State Highway Fund, STIP, ODOT Bicycle and Pedestrian Program, and the Transportation Enhancement Program. The State Highway Fund and STIP would be most applicable to the large capital improvement, safety, or modernization improvement concepts, which include:

- Implementing the preferred OR 131 Netarts cross-section
- Adding additional shoulder width to OR 131
- Reconfiguring the OR 131/Bilyeu Street/Ocean Highlands Parkway intersection
- Reconfiguring the OR 131/Whiskey Creek Road intersection

The funding source most applicable to bicycle and pedestrian improvement concepts would be the ODOT Bicycle and Pedestrian Program. These improvement concepts include:

- Installing bike parking at the Oceanside wayside parking lot, on Pacific Avenue, and at the Netarts boat basin
- Installing a pedestrian refuge at Crab Avenue in Netarts
- Installing crosswalks in the North Commercial Area, and in the vicinity of Netarts Bay Drive
- Painting OR 131 shoulders in Netarts
- Installing pedestrian-scale illumination in Netarts
- Installing bike parking in vicinity of Crab Avenue and Netarts Bay Drive
- Implementing the preferred OR 131 Netarts cross-section
- Installing “Bikes on Roadway” signs on OR 131 and information kiosks for bicyclists touring the Three Capes Loop route
- Adding additional shoulder width where possible and/or pullout areas
- Reconfiguring the OR 131/Whiskey Creek intersection to improve safety

The fourth state funding source is the Transportation Enhancement Program. Improvement concepts most applicable to the Transportation Enhancement Program are:

- Installing a pedestrian refuge at Crab Avenue in Netarts
- Installing crosswalks in the North Commercial Area and in the vicinity of Netarts Bay Drive
- Painting OR 131 shoulders in Netarts
- Installing pedestrian-scale illumination in Netarts
- Implementing the preferred OR 131 Netarts cross-section

Local Funding Sources

The local funding sources can generally be organized into four main groups: (1) Districts/ Areas; (2) Code Changes; (3) Taxes; and (4) Parking.

Districts/Areas

Urban Renewal Districts, Local Improvement Districts, and Revenue & General Obligation Bonds would generate funding for a defined area. These three funding sources could potentially apply to all improvement concepts. Incorporation of Netarts and/or Oceanside would be required to legally implement an Urban Renewal District.

Code Changes

SDCs and/or transportation utility fees would require a change to the Tillamook County Code. SDCs would be most applicable to the improvement concepts that mitigate increased traffic and/or parking demand from new development:

- Redesigning the wayside parking lot to modify circulation of Pacific Avenue to one-way, add signage, mark existing parking spaces, and add additional parking spaces

- Restriping the parking lot adjacent to the Community Center to accommodate more parking
- Installing bike parking at the wayside parking lot and on Pacific Avenue
- Installing a pedestrian refuge at Crab Avenue
- Installing crosswalks in the North Commercial Area
- Installing a shelter at the existing bus stop at Crab Avenue
- Installing bike parking in vicinity of Crab Avenue and Netarts Bay Drive
- Installing in the vicinity of Netarts Bay Drive
- Installing bicycle parking at the boat basin in Netarts
- Reconfiguring the OR 131/Bilyeu Street/Ocean Highlands Parkway intersection
- Reconfiguring the OR 131/Whiskey Creek Road intersection

Because utility fees would be based on the average number of trips generated for a given land use, revenue from utility fees would be expected to go to improvement concepts that preserve and maintain the existing roadway network:

- Redesigning the wayside parking lot to modify circulation of Pacific Avenue to one-way, add signage, mark existing parking spaces, and add additional parking spaces
- Implementing the preferred OR 131 Netarts cross-section
- Adding additional shoulder width to OR 131
- Reconfiguring the OR 131/Bilyeu Street/Ocean Highlands Parkway intersection
- Reconfiguring the OR 131/Whiskey Creek Road intersection

Taxes

Four funding sources are tax-related – hotel/lodging tax, sales tax, payroll tax, and gas tax. Revenue from a hotel/lodging, sales, or payroll tax could potentially fund any improvement concept.

Revenues from a gas tax could be used to fund either operating or capital costs, but the Oregon Constitution restricts gas tax revenue to road or bridge projects, and not transit. The hotel/lodging tax may be most acceptable of the four local tax options because it would tax non-residents (tourists and visitors) that currently do not pay local property taxes.

Parking

Two funding sources are parking related – instituting parking fees and parking fines. Parking fees (for illegal parking) could fund:

- Redesigning the wayside parking lot to modify circulation of Pacific Avenue to one-way, mark existing parking spaces, and add additional parking spaces

- Restriping the parking lot adjacent to the Community Center to accommodate more parking
- Implementing paid parking fee at the marina and boat basin in Netarts (revenue could fund enforcement of paid parking)

Paid parking is an improvement concept for parking at the marina and boat basin in Netarts. Revenue from paid parking could fund the enforcement, and the funding of other improvement concepts in the area, such as:

- Adding a bus shelter at the recommended bus stop at Netarts Bay Drive
- Installing a crosswalk in the vicinity of Netarts Bay Drive
- Installing bike parking in vicinity of Crab Avenue and Netarts Bay Drive
- Installing “No Overnight Camping” signs at the boat basin
- Installing bike parking at the boat basin

Funding Source Implementation Summary

Table 2 is a qualitative (low, medium, and high) and subjective assessment of the revenue potential, implementation feasibility, and if voter approval is required by law, for the local revenue and funding sources previously identified.

TABLE 2
Local Funding Options: Potential Funding/Revenue and Implementation Feasibility

| Potential Funding/ Revenue Source | Revenue Potential ¹ | Political and Public Perception/ Approval | Administrative Costs | Legally Feasible? | Voter Approval Required? |
|--------------------------------------|--------------------------------|--|----------------------|-------------------|--------------------------|
| Urban Renewal District | Medium to High | Medium | Medium | Yes ² | Yes |
| Local Improvement District | Low to High | Medium | Medium | Yes | No |
| Revenue and General Obligation Bonds | Medium to High | Medium | Medium | Yes | Yes |
| System Development Charges | Low to High | Medium | Medium | Yes | No |
| Transportation Utility/ Impact Fees | Low to Medium | Low | Medium | Yes | No |
| General Fund | N/A ³ | Medium | Low | Yes | No |
| County Vehicle Registration Fee | Low to Medium | Low | Medium | Yes | Yes |
| Gas Tax | Low to High | Low | Medium | Yes | Yes |
| Parking Fines | Low | Medium | Medium | Yes | No |
| Parking Fees | Low | Medium | Medium | Yes | No |
| Hotel/Lodging Tax | Low to Medium | Medium | Medium | Yes | Yes |

| Potential Funding/ Revenue Source | Revenue Potential ¹ | Political and Public Perception/ Approval | Administrative Costs | Legally Feasible? | Voter Approval Required? |
|--------------------------------------|-----------------------------------|--|-------------------------|----------------------|--------------------------------|
| Sales Tax | Low to High | Low | High | Yes | Yes |
| Payroll Tax | Low to Medium | Low | High | Yes | No |

¹ Revenue potential for many of the funding sources would vary and depend on the extent of implementation (for example, tax rate, fee, etc) and extent of new development (for system development charges).

² Incorporation of Oceanside and/or Netarts would be required to legally institute an Urban Renewal District.

³ This is not a new revenue source; money is redistributed from the general fund to fund transportation projects.

Attachment A: Order-of-Magnitude Cost Estimates

| CH2M HILL | | | |
|---|--|-----------------------------|-------------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | |
| PROJECT: Oceanside Projects - Summary | | REFERENCE NAME/PHONE | |
| DESIGN LEVEL: Preliminary | | | |
| KIND OF WORK: Roadway & Parking Improvements | | LENGTH (MI.): | DATE 5/9/2007 |
| | | NAME | |
| NO. | PROJECT | COST | |
| 1 | Wayside Parking Area | \$470,000 | |
| 2 | Community Center Striping | \$7,000 | |
| 5 | RV Turnaround Signage | \$2,000 | |
| 6 | Gateway Feature and Sign | \$29,250 | |
| 7 | Bicycle Parking Rack Installation | \$3,400 | |
| - | Pacific Avenue Cross Section - Option B: Slow Street | \$1,385,380 | |
| | | TOTAL COST | \$1,897,030 |

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: | | REFERENCE NAME/PHONE | | | SHEET |
| Project 1 - Wayside Parking Area | | | | | 1 of 1 |
| DESIGN LEVEL: Preliminary | | | | | |
| KIND OF WORK: Roadway | | LENGTH (MI.): | | DATE | NAME |
| | | | | 5/9/2007 | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 1.00 | \$38,000 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | EA | \$59,000 | 1.00 | \$59,000 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 1.00 | \$3,000 |
| 5 | Reconstruct Existing Roadway | EA | \$87,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$11,000 | 1.00 | \$11,000 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | LS | \$2,000 | 1.00 | \$2,000 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 2,640 | \$132,000 |
| 18 | Right-Of-Way | SF | \$0 | 1,500 | \$0 |
| SUBTOTAL | | | | | \$245,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|------------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$2,000 |
| | TP & DT | 3.0-8.0% | 3.0% | \$7,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$25,000 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$5,000 |
| | Contingency | 40.0% | 40.0% | \$98,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$382,000 |
| | Design Engineering | 13.0% | 13.0% | \$50,000 |
| | Construction Engineering | 10.0% | 10.0% | \$38,000 |
| TOTAL PROJECT COST | | | | \$470,000 |

Notes:

Assumes 14,200 SF of New Pavement and 8,800 SF Pavement Rehab.

Restriping Cost includes new and removal of old

10' height wall assumed between parking and Pacific Ave., 0-10' Walls assumed on each side

Archaeological Survey not included in estimate

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Oceanside Project 2 - Community Center Striping | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Parking Enhancements | | LENGTH (MI.): | | DATE | NAME |
| | | | | 5/9/2007 | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Parking Area | EA | \$3,000 | 1.00 | \$3,000 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$2,000 | 0.00 | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$3,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$1,000 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$1,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$5,000 |
| | Design Engineering | 13.0% | 13.0% | \$1,000 |
| | Construction Engineering | 10.0% | 10.0% | \$1,000 |
| TOTAL PROJECT COST | | | | \$7,000 |

Notes:

Cost includes existing striping removal

Assume 600 LF striping for Community Center parking area

Assumes 6 Pavement Arrows

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Oceanside Project 5 - RV Turnaround Signage | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Parking Enhancements | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$500 | 2.00 | \$1,000 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$1,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$1,000 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$0 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$2,000 |
| | Design Engineering | 13.0% | 13.0% | \$0 |
| | Construction Engineering | 10.0% | 10.0% | \$0 |
| TOTAL PROJECT COST | | | | \$2,000 |

Notes:

Cost is for Signs and Posts

Assumes 2 signs total

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|-----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Oceanside Project 6 - Gateway Feature and Sign | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Parking Enhancements | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$15,000 | 1.00 | \$15,000 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.01 | \$2,250 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$17,250 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|-----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$1,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$1,000 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$7,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$26,250 |
| | Design Engineering | 13.0% | 0.0% | \$0 |
| | Construction Engineering | 10.0% | 10.0% | \$3,000 |
| TOTAL PROJECT COST | | | | \$29,250 |

Notes:

Feature is assumed to be a carved wooden sign

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Oceanside Project 7 - Bicycle Parking Rack Installation | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Bicycle Enhancements | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Parking | EA | \$600 | 4.00 | \$2,400 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$5,000 | 0.00 | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$2,400 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 0.0% | \$0 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$1,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$3,400 |
| | Design Engineering | 13.0% | 0.0% | \$0 |
| | Construction Engineering | 10.0% | 10.0% | \$0 |
| TOTAL PROJECT COST | | | | \$3,400 |

Notes:

Cost are for Ribbon Racks at \$600 each installed.

Wayside Parking Area Racks - 2

Community Center Racks - 1

Post Office Racks - 1

| CH2M HILL | | | | | |
|---|------------------------------------|----------------------|-----------|----------|------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Pacific Avenue Cross Section Option B - Slow Street | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | 0.23 | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$860,000 | 0.23 | \$197,800 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | Lane-Mi. | \$633,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | Lane-Mi. | \$661,000 | 0.78 | \$515,580 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming | % | - | 0.0% | \$0 |
| 13 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 14 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 15 | Bridges | SF | \$0 | 0.00 | \$0 |
| 16 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$713,380 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|--------------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$7,000 |
| | TP & DT | 3.0-8.0% | 5.0% | \$36,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$71,000 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$14,000 |
| | Contingency | 40.0% | 40.0% | \$285,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$1,126,380 |
| | Design Engineering | 13.0% | | \$146,000 |
| | Construction Engineering | 10.0% | | \$113,000 |
| TOTAL PROJECT COST | | | | \$1,385,380 |

Notes

Paver area varies from 40' (for 0.14 mi) to 50' (for 0.09 mi).

Slow street construction assumes replacement of extg asphalt/base with pavers and new base.

Drainage curb installed between sidewalk and pavers to move water into new storm sewer system.

| CH2M HILL | | | |
|---|--|-----------------------------|-------------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | |
| PROJECT: Netarts Projects - Summary | | REFERENCE NAME/PHONE | |
| DESIGN LEVEL: Preliminary | | | |
| KIND OF WORK: Roadway & Parking Improvements | | LENGTH (MI.): | DATE 5/9/2007 |
| | | NAME | |
| NO. | PROJECT | COST | |
| 1 | Pedestrian Refuge & Raised Median at Crab Ave. | \$31,000 | |
| 2 | Crosswalks at Crab Ave. & Post Office | \$7,000 | |
| 3 | Bus Shelter in North Commercial Area | \$94,000 | |
| 4 | Install Signage to Slow Vehicles | \$10,000 | |
| 5 | Painted Shoulders | \$262,375 | |
| 6 | Pedestrian-Scale Illumination | \$227,000 | |
| 7 | Bicycle Parking Rack Installation | \$1,700 | |
| 8 | Roadway Widening | \$57,360 | |
| 9 & 10 | Bus Shelter at Netarts Bay Drive Intersection | \$94,000 | |
| 11 | Crosswalk at Netarts Bay Drive Intersection | \$2,500 | |
| 13 | "No Overnight Parking" sign at boat basin | \$1,500 | |
| 14 | Bicycle Parking Rack Installation at Marina | \$1,100 | |
| | | TOTAL COST | \$789,535 |

| CH2M HILL | | | | | |
|---|------------------------------------|----------------------|-----------|----------|-----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 1 - Ped. Refuge & Raised Median at Crab Ave. | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$5,000 | 0.00 | \$0 |
| 2 | Concrete Islands | EA | \$8,000 | 2.00 | \$16,000 |
| 3 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 4 | New Roadway | Lane-Mi. | \$250,000 | 0.00 | \$0 |
| 5 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 6 | Reconstruct Existing Roadway | Lane-Mi. | \$278,000 | 0.00 | \$0 |
| 7 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 8 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 9 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 10 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 11 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 12 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 13 | Traffic Calming | % | - | 0.0% | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$16,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|-----------------|
| | Construction Surveying | 1.0-2.5% | 1.5% | \$0 |
| | TP & DT | 3.0-8.0% | 5.0% | \$1,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$2,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$6,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$25,000 |
| | Design Engineering | 13.0% | | \$3,000 |
| | Construction Engineering | 10.0% | | \$3,000 |
| TOTAL PROJECT COST | | | | \$31,000 |

Notes:

2 Medians (sizing base on continental-style crosswalk) & truncated domes needed at Crab Ave.

Basic design basis: RD710, TM503, & 40mph design speed (40:1 taper)

Median width: 4' minimum, 6' used

Skewed crosswalk in median to facilitate better visual range for pedestrians

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 2 - Crosswalks at Crab Ave. & Post Office | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$5,000 | 0.00 | \$0 |
| 2 | Crosswalks | EA | \$1,000 | 3.00 | \$3,000 |
| 3 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 4 | New Roadway | Lane-Mi. | \$250,000 | 0.00 | \$0 |
| 5 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 6 | Reconstruct Existing Roadway | Lane-Mi. | \$278,000 | 0.00 | \$0 |
| 7 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 8 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 9 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 10 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 11 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 12 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 13 | Traffic Calming | % | - | 0.0% | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$3,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.5% | \$0 |
| | TP & DT | 3.0-8.0% | 5.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$1,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$1,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$5,000 |
| | Design Engineering | 13.0% | | \$1,000 |
| | Construction Engineering | 10.0% | | \$1,000 |
| TOTAL PROJECT COST | | | | \$7,000 |

Notes:

Continental-style crosswalk used (see TM503)

4' gap between each set of 2' bars and 2' gap between last bar & EOP

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|-----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 3 - Install Bus Shelter | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$736,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | Lane-Mi. | \$250,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | Lane-Mi. | \$278,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 2.00 | \$50,000 |
| 12 | Traffic Calming | % | - | 0.0% | \$0 |
| 13 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 14 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 15 | Bridges | SF | \$0 | 0.00 | \$0 |
| 16 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$50,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|-----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$1,000 |
| | TP & DT | 3.0-8.0% | 0.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$5,000 |
| | Erosion Control | 0.5-2.0% | 0.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$20,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$76,000 |
| | Design Engineering | 13.0% | | \$10,000 |
| | Construction Engineering | 10.0% | | \$8,000 |
| TOTAL PROJECT COST | | | | \$94,000 |

Notes:

Two Bus shelters needed near Crab Ave. intx
 One shelter is approximately \$25,000

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 4 - Signage to slow vehicles | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Parking Enhancements | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/4/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$500 | 10.00 | \$5,000 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$5,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|-----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$1,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$2,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$8,000 |
| | Design Engineering | 13.0% | 13.0% | \$1,000 |
| | Construction Engineering | 10.0% | 10.0% | \$1,000 |
| TOTAL PROJECT COST | | | | \$10,000 |

Notes:

Cost is for Signs and Posts

Assumes 1 sign each direction at district limits - 2 signs total

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|-----------|------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 5 - Painted Shoulders | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$5,000 | 0.00 | \$0 |
| 2 | Concrete Islands | EA | \$8,000 | 0.00 | \$0 |
| 3 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 4 | New Roadway | Lane-Mi. | \$250,000 | 0.00 | \$0 |
| 5 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 6 | Reconstruct Existing Roadway | Lane-Mi. | \$278,000 | 0.00 | \$0 |
| 7 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 8 | Striping Roadway | SF | \$3.75 | 36,100.00 | \$135,375 |
| 9 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 10 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 11 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 12 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 13 | Traffic Calming | % | - | 0.0% | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$135,375 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|------------------|
| | Construction Surveying | 1.0-2.5% | 1.5% | \$2,000 |
| | TP & DT | 3.0-8.0% | 5.0% | \$7,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$14,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$1,000 |
| | Contingency | 40.0% | 40.0% | \$54,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$213,375 |
| | Design Engineering | 13.0% | | \$28,000 |
| | Construction Engineering | 10.0% | | \$21,000 |
| TOTAL PROJECT COST | | | | \$262,375 |

Notes:

\$1.25/LF of 4" line is equivalent \$3.75/SF

0.57 miles of 6' wide shoulders are painted on both sides

| CH2M HILL | | | | | |
|---|------------------------------------|----------------------|-----------|----------|------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 6 - Install Pedestrian-Scale Illumination | | REFERENCE NAME/PHONE | | | SHEET 1 of 1 |
| DESIGN LEVEL: Preliminary | | LENGTH (MI.): | | | DATE 5/9/2007 |
| KIND OF WORK: Roadway | | NAME | | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$5,000 | 0.00 | \$0 |
| 2 | Concrete Islands | EA | \$8,000 | 0.00 | \$0 |
| 3 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 4 | New Roadway | Lane-Mi. | \$250,000 | 0.00 | \$0 |
| 5 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 6 | Reconstruct Existing Roadway | Lane-Mi. | \$278,000 | 0.00 | \$0 |
| 7 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 8 | Striping Roadway | Mi. | \$7,000 | 0.00 | \$0 |
| 9 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 10 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 11 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 12 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 13 | Traffic Calming | % | - | 0.0% | \$0 |
| 14 | Illumination | Mi. | \$208,000 | 0.57 | \$118,560 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$118,560 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|------------------|
| | Construction Surveying | 1.0-2.5% | 1.5% | \$2,000 |
| | TP & DT | 3.0-8.0% | 3.0% | \$4,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$12,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$1,000 |
| | Contingency | 40.0% | 40.0% | \$47,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$184,560 |
| | Design Engineering | 13.0% | | \$24,000 |
| | Construction Engineering | 10.0% | | \$18,000 |
| TOTAL PROJECT COST | | | | \$227,000 |

Notes:

One pole per each side every 200'

Pole costs \$4000 (including all conduit, wire, housing, etc) each

Cost is prorated on a per mile basis

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 7 - Bicycle Parking Rack Installation | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Bicycle Enhancements | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Parking | EA | \$600 | 2.00 | \$1,200 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$5,000 | 0.00 | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$1,200 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$0 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$500 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$1,700 |
| | Design Engineering | 13.0% | 0.0% | \$0 |
| | Construction Engineering | 10.0% | 10.0% | \$0 |
| TOTAL PROJECT COST | | | | \$1,700 |

Notes:

Assumes ribbon type bicycle rack

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|-----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 8 - Roadway Widening | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$736,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | Lane-Mi. | \$4.00 | 7,340.00 | \$29,360 |
| 4 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | Lane-Mi. | \$28,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming | % | - | 0.0% | \$0 |
| 13 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 14 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 15 | Bridges | SF | \$0 | 0.00 | \$0 |
| 16 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$29,360 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|-----------------|
| | Construction Surveying | 1.0-2.5% | 2.0% | \$1,000 |
| | TP & DT | 3.0-8.0% | 5.0% | \$1,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$3,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$12,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$46,360 |
| | Design Engineering | 13.0% | | \$6,000 |
| | Construction Engineering | 10.0% | | \$5,000 |
| TOTAL PROJECT COST | | | | \$57,360 |

Notes:

New cross section: Two 12' travel lanes & two 6' bike lanes with gravel shoulders

Extg. cross section: Two 12' Travel lanes with varying shoulders

Extg. shoulders: 1' (mp2.28-2.32), 4' (mp2.32-2.38), 3' (mp2.38-2.67), 5' (mp2.67-2.87)

All existing pavement will be saved

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|---------------|-----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 9 & 10 - Bus Shelters and Signage | | REFERENCE NAME/PHONE | | SHEET 1 of 1 | |
| DESIGN LEVEL: Preliminary | | LENGTH (MI.): | | DATE 5/9/2007 | |
| KIND OF WORK: Transit Enhancements | | | | NAME | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$736,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | Lane-Mi. | \$250,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | Lane-Mi. | \$278,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 2.00 | \$50,000 |
| 12 | Traffic Calming | % | - | 0.0% | \$0 |
| 13 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 14 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 15 | Bridges | SF | \$0 | 0.00 | \$0 |
| 16 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$50,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--|-----------|------------|-----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$1,000 |
| | TP & DT | 3.0-8.0% | 0.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$5,000 |
| | Erosion Control | 0.5-2.0% | 0.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$20,000 |
| | Escalation (per year) -Current Year | 0.5-2.0% | 0.0% 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$76,000 |
| | Design Engineering | 13.0% | | \$10,000 |
| | Construction Engineering | 10.0% | | \$8,000 |
| TOTAL PROJECT COST | | | | \$94,000 |

Notes:

One shelter each direction of travel
 One shelter is approximately \$25,000

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|------------------|----------|-----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 11 - Crosswalk at Netarts Bay Drive Intersection | | REFERENCE NAME/PHONE | | | SHEET 1 of 1 |
| DESIGN LEVEL: Preliminary | | | | | |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE 5/9/2007 | NAME | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$5,000 | 0.00 | \$0 |
| 2 | Crosswalks | EA | \$1,000 | 1.00 | \$1,000 |
| 3 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 4 | New Roadway | Lane-Mi. | \$250,000 | 0.00 | \$0 |
| 5 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 6 | Reconstruct Existing Roadway | Lane-Mi. | \$278,000 | 0.00 | \$0 |
| 7 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 8 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 9 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 10 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 11 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 12 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 13 | Traffic Calming | % | - | 0.0% | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$1,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.5% | \$0 |
| | TP & DT | 3.0-8.0% | 5.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$1,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$500 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$2,500 |
| | Design Engineering | 13.0% | | \$0 |
| | Construction Engineering | 10.0% | | \$0 |
| TOTAL PROJECT COST | | | | \$2,500 |

Notes:

Continental (ladder bar) style crosswalk used (see TM503)

4' gap between each set of 2' bars and 2' gap between last bar & EOP

| CH2M HILL | | | | | |
|---|------------------------------------|----------------------|-----------|----------|--------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 13 - "No Overnight Parking" sign at boat basin | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Parking Enhancements | | LENGTH (MI.): | | DATE | NAME |
| | | | | 5/9/2007 | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$500 | 1.00 | \$500 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$500 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$500 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$500 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$1,500 |
| | Design Engineering | 13.0% | 13.0% | \$0 |
| | Construction Engineering | 10.0% | 10.0% | \$0 |
| TOTAL PROJECT COST | | | | \$1,500 |

Notes:

Includes costs for sign and post

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|--------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Netarts Project 14 - Bicycle Parking Rack Installation at Marina | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Bicycle Enhancements | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Parking | EA | \$600 | 1.00 | \$600 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$5,000 | 0.00 | \$0 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$600 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 0.0% | \$0 |
| | Erosion Control | 0.5-2.0% | 2.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$500 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$1,100 |
| | Design Engineering | 13.0% | 0.0% | \$0 |
| | Construction Engineering | 10.0% | 10.0% | \$0 |
| TOTAL PROJECT COST | | | | \$1,100 |

Notes:

Cost are for Ribbon Racks at \$600 each installed.

| CH2M HILL | | | |
|---|---|-----------------------------|-------------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | |
| PROJECT: Study Limits Projects - Summary | | REFERENCE NAME/PHONE | |
| DESIGN LEVEL: Preliminary | | SHEET 1 of 1 | |
| KIND OF WORK: Roadway & Parking Improvements | | LENGTH (MI.): | DATE 5/9/2007 |
| | | NAME | |
| NO. | PROJECT | COST | |
| 1 | "Bikes on Roadway" signs | \$2,000 | |
| 2A | Bike Pullouts | \$4,940 | |
| 2B | Shoulder Widening | \$280,000 | |
| 5B | Bilyeu Street Intersection - Add East/Westbound Left Turn Lanes | \$798,700 | |
| 6A | Whiskey Creek Road Intersection - Extend Left-Turn Lane | \$91,100 | |
| 6C | Whiskey Creek Road Intersection - "T" Intersection | \$819,100 | |
| | | TOTAL COST | \$1,995,840 |

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Study Limits Project 1 - "Bikes on Roadway" signs | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Parking Enhancements | | LENGTH (MI.): | | DATE | NAME |
| | | | | 5/9/2007 | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$38,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | EA | \$38,000 | 0.00 | \$0 |
| 4 | Overlay Existing Roadway | EA | \$3,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | EA | \$66,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | EA | \$2,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming (See note 1) | % | - | 0.0% | \$0 |
| 13 | Signing | EA | \$500 | 2.00 | \$1,000 |
| 14 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 15 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 16 | Bridges (See note 2) | SF | \$0 | 0.00 | \$0 |
| 17 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$1,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 1.0% | \$0 |
| | TP & DT | 3.0-8.0% | 3.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$500 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$500 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$2,000 |
| | Design Engineering | 13.0% | 13.0% | \$0 |
| | Construction Engineering | 10.0% | 10.0% | \$0 |
| TOTAL PROJECT COST | | | | \$2,000 |

Notes:

Cost is for Signs and Posts

Two signs needed

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|----------|----------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Study Limits Project 2a - Bike Pullouts | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$736,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | SF | \$4.00 | 610.00 | \$2,440 |
| 4 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | Lane-Mi. | \$28,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming | % | - | 0.0% | \$0 |
| 13 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 14 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 15 | Bridges | SF | \$0 | 0.00 | \$0 |
| 16 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$2,440 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|----------------|
| | Construction Surveying | 1.0-2.5% | 2.0% | \$0 |
| | TP & DT | 3.0-8.0% | 5.0% | \$0 |
| | Mobilization | 8.0-10.0% | 10.0% | \$500 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$0 |
| | Contingency | 40.0% | 40.0% | \$1,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$3,940 |
| | Design Engineering | 13.0% | | \$1,000 |
| | Construction Engineering | 10.0% | | \$0 |
| TOTAL PROJECT COST | | | | \$4,940 |

Notes:

610 SF of new pavement needed for bike pullouts (estimated by Alta Planning & Design)

| CH2M HILL | | | | | |
|--|------------------------------------|----------------------|-----------|-----------|------------------|
| HIGHWAY 131 REFINEMENT PLAN - PRELIMINARY IMPROVEMENT CONCEPTS | | | | | |
| PROJECT: Study Limits Project 2b - Shoulder Widening | | REFERENCE NAME/PHONE | | | SHEET |
| DESIGN LEVEL: Preliminary | | | | | 1 of 1 |
| KIND OF WORK: Roadway | | LENGTH (MI.): | DATE | NAME | |
| | | | 5/9/2007 | | |
| NO. | ITEM | UNIT | UNIT COST | QUANTITY | COST |
| 1 | Curb, Gutter, Sidewalks & Drainage | Mi. | \$736,000 | 0.00 | \$0 |
| 2 | Bike Boulevard | Mi. | \$102,000 | 0.00 | \$0 |
| 3 | New Roadway | SF | \$4.00 | 36,000.00 | \$144,000 |
| 4 | Overlay Existing Roadway | Lane-Mi. | \$66,000 | 0.00 | \$0 |
| 5 | Reconstruct Existing Roadway | Lane-Mi. | \$28,000 | 0.00 | \$0 |
| 6 | Intersection Widening | EA | \$46,000 | 0.00 | \$0 |
| 7 | Restriping Existing Roadway | Lane-Mi. | \$15,000 | 0.00 | \$0 |
| 8 | Interconnect Signal | LS | \$30,000 | 0.00 | \$0 |
| 9 | New Signal | EA | \$140,000 | 0.00 | \$0 |
| 10 | Signal Modifications | EA | \$60,000 | 0.00 | \$0 |
| 11 | Transit Enhancements | EA | \$25,000 | 0.00 | \$0 |
| 12 | Traffic Calming | % | - | 0.0% | \$0 |
| 13 | Illumination | Mi. | \$234,000 | 0.00 | \$0 |
| 14 | Landscaping | Mi. | \$225,000 | 0.00 | \$0 |
| 15 | Bridges | SF | \$0 | 0.00 | \$0 |
| 16 | Walls | SF | \$50 | 0.00 | \$0 |
| SUBTOTAL | | | | | \$144,000 |

| | ADDITIONAL COSTS | RANGE | PERCENTAGE | COST |
|--------------------------------|--------------------------|-----------|------------|------------------|
| | Construction Surveying | 1.0-2.5% | 2.0% | \$3,000 |
| | TP & DT | 3.0-8.0% | 5.0% | \$7,000 |
| | Mobilization | 8.0-10.0% | 10.0% | \$14,000 |
| | Erosion Control | 0.5-2.0% | 1.0% | \$1,000 |
| | Contingency | 40.0% | 40.0% | \$58,000 |
| | Escalation (per year) | 0.5-2.0% | 0.0% | |
| | -Current Year | | 0 | \$0 |
| TOTAL CONSTRUCTION COST | | | | \$227,000 |
| | Design Engineering | 13.0% | | \$30,000 |
| | Construction Engineering | 10.0% | | \$23,000 |
| TOTAL PROJECT COST | | | | \$280,000 |

Notes:

36000 SF of new pavement is needed for 3' shoulder widening in all green-shaded roadway from Hwy 131 Study Limits color figure (0.57-mile Netarts area NOT included in this estimate - see Netarts Proj 8)
All existing pavement to be saved.

PRELIMINARY COST ESTIMATES

| PRELIMINARY COST ESTIMATES | | | | | |
|--|--|-------------------|-----------------|---|------------------------------|
| PROJECT Highway 131 - Bilyeu Street/Ocean Highlands Parkway Intersection | | | | REFERENCE NAME/PHONE 235-5000 | |
| KIND OF WORK Intersection Widening | | | | DATE 5/9/2007 | NAME D.Hippenstiel |
| NO. | ITEM | UNIT | QUANTITY | UNIT COST | TOTAL |
| Option B - Add West/Eastbound Left-Turn Lanes | | | | | |
| 1 | Mobilization | LS | ALL | \$ 44,000.00 | \$44,000 |
| 2 | Temporary Protection & Traffic Control | LS | ALL | \$ 40,000.00 | \$40,000 |
| 3 | Erosion Control | LS | ALL | \$ 16,000.00 | \$16,000 |
| 4 | Earthwork | CY | 4,300 | \$ 15.00 | \$64,500 |
| 5 | Aggregate Base - Leveling Course | TON | 800 | \$ 22.00 | \$17,600 |
| 6 | Aggregate Base - Base Course | TON | 4,200 | \$ 20.00 | \$84,000 |
| 7 | Standard Class "C" Asphalt Concrete | TON | 900 | \$ 60.00 | \$54,000 |
| 8 | Standard Class "B" Asphalt Concrete | TON | 2,700 | \$ 60.00 | \$162,000 |
| 9 | Painted Permanent Pavement Striping | LS | ALL | \$ 2,000.00 | \$2,000 |
| Notes: | | | | Construction Total | \$484,100 |
| 4:1 Fill slope for west side widening | | Contingency (40%) | | | \$193,600 |
| Avg. 8' widening assumed | | Engineering (25%) | | | \$121,000 |
| | | | | Option A Total | \$798,700 |

PRELIMINARY COST ESTIMATES

| PROJECT | | | | REFERENCE NAME/PHONE | |
|---|--|------|----------|---------------------------|-----------------|
| Highway 131 - Whiskey Creek Road Intersection | | | | 235-5000 | |
| KIND OF WORK | | | | DATE | NAME |
| Widening & Intersection Realignment | | | | 5/9/2007 | D.Hippenstiel |
| NO. | ITEM | UNIT | QUANTITY | UNIT COST | TOTAL |
| Option A - Extend Left-Turn Lane | | | | | |
| 1 | Mobilization | LS | ALL | \$ 10,000.00 | \$10,000 |
| 2 | Temporary Protection & Traffic Control | LS | ALL | \$ 4,000.00 | \$4,000 |
| 3 | Erosion Control | LS | ALL | \$ 2,000.00 | \$2,000 |
| 4 | Aggregate Base - Leveling Course | TON | 100 | \$ 22.00 | \$2,200 |
| 5 | Aggregate Base - Base Course | TON | 500 | \$ 20.00 | \$10,000 |
| 6 | Standard Class "C" Asphalt Concrete | TON | 100 | \$ 60.00 | \$6,000 |
| 7 | Standard Class "B" Asphalt Concrete | TON | 300 | \$ 60.00 | \$18,000 |
| 8 | Signage | LS | ALL | \$ 2,000.00 | \$2,000 |
| 9 | Painted Permanent Pavement Striping | LS | ALL | \$ 1,000.00 | \$1,000 |
| | | | | Construction Total | \$55,200 |
| | | | | Contingency (40%) | \$22,100 |
| | | | | Engineering (25%) | \$13,800 |
| | | | | Option A Total | \$91,100 |

Notes:
 No earthwork
 Widening to north side only
 Left turn lane and deceleration lengthed ~400'
 Conceptual Layout to ODOT Highway Design Std.

| NO. | ITEM | UNIT | QUANTITY | UNIT COST | TOTAL |
|------------------------------------|--|------|----------|---------------------------|------------------|
| Option C - "T" Intersection | | | | | |
| 1 | Mobilization | LS | ALL | \$ 45,000.00 | \$45,000 |
| 2 | Temporary Protection & Traffic Control | LS | ALL | \$ 41,000.00 | \$41,000 |
| 3 | Erosion Control | LS | ALL | \$ 14,000.00 | \$14,000 |
| 4 | Earthwork | CY | 7,400 | \$ 15.00 | \$111,000 |
| 5 | Aggregate Base - Leveling Course | TON | 700 | \$ 22.00 | \$15,400 |
| 6 | Aggregate Base - Base Course | TON | 3,700 | \$ 20.00 | \$74,000 |
| 7 | Standard Class "C" Asphalt Concrete | TON | 800 | \$ 60.00 | \$48,000 |
| 8 | Standard Class "B" Asphalt Concrete | TON | 2,400 | \$ 60.00 | \$144,000 |
| 9 | Signage | LS | ALL | \$ 2,000.00 | \$2,000 |
| 10 | Painted Permanent Pavement Striping | LS | ALL | \$ 2,000.00 | \$2,000 |
| | | | | Construction Total | \$496,400 |
| | | | | Contingency (40%) | \$198,600 |
| | | | | Engineering (25%) | \$124,100 |
| | | | | Option C Total | \$819,100 |

Notes:
 Berm between WCR and HWY131 estimated to be 12' average height.
 New pavement is for widening only. Extg. pavement will remain.
 Conceptual Layout to ODOT Highway Design Std.