

# APPENDIX E: COST ESTIMATES

Adeline Street - Southern City Limits to Ashby Avenue

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000		\$ -		Signal timing and reprogramming	\$ 150,000	0	\$ -	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500		\$ -		Sign + installation	\$ 15,000	0	\$ -	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	1	\$ 40,000	Alcatraz	Retiming program + mast arm	\$ 300,000	1	\$ 300,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	12	\$ 6,000	Ashby, Alcatraz, MLK	Single crossing	\$ 1,500	3	\$ 4,500	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000	2	\$ 20,000	Ashby	Single raised pedestrian crossing	\$ 50,000	2	\$ 100,000	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	10	\$ 25,000	(see below)		\$ 4,000	10	\$ 40,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	10	\$ 150,000	Ashby, Essex, MLK, Fairview, Harmon, Alcatraz, MLK		\$ 25,000	10	\$ 250,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	10	\$ 5,000	Essex, Woolsey, Fairview, Harmon, 62nd		\$ 500	10	\$ 5,000	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	14	\$ 70,000	Essex, Woolsey, Fairview, Harmon, Alcatraz, MLK, 62nd		\$ 7,500	14	\$ 105,000	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000	1	\$ 250,000	Woolsey		\$ 250,000	1	\$ 250,000	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	2	\$ 50,000	Essex, 62nd		\$ 40,000	2	\$ 80,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	12	\$ 30,000	(see below)		\$ 4,000	12	\$ 48,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	12	\$ 180,000	Ashby, Woolsey, MLK, MLK, 62nd		\$ 45,000	12	\$ 540,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000	2	\$ 1,600,000	MLK, MLK	Reference	\$ 1,250,000	2	\$ 2,500,000	Reference
	Protected intersection	per location	Long-Term	\$ 650,000				Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000		\$ -		Estimate ties in curb cost and refilling sidewalk	\$ 10,000	0	\$ -	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	2	\$ 1,000	Ashby		\$ 500	2	\$ 1,000		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	2	\$ 5,000	Ashby		\$ 5,000	2	\$ 10,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	7	\$ 105,000	Ashby, MLK		\$ 70,000	7	\$ 490,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750		\$ -			\$ 1,000	0	\$ -	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	1	\$ 2,000	Emerson	Source	\$ 4,000	1	\$ 4,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000		\$ -		
				COST		\$ 2,539,000				\$ 4,727,500		
				ROUNDED COST		\$ 2,540,000				\$ 4,730,000		

Alcatraz Avenue - Sacramento Street to Adeline Street

Category	Item	Unit	Near-Term or Long-Term									
				Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000		\$ -		Signal timing and reprogramming	\$ 150,000	0	\$ -	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500		\$ -		Sign + installation	\$ 15,000	0	\$ -	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	2	\$ 80,000	Adeline, Sacramento	Retiming program + mast arm	\$ 300,000	2	\$ 600,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	8	\$ 4,000	Adeline, Sacramento	Single crossing	\$ 1,500	2	\$ 3,000	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000	1	\$ 10,000	Ellis	Single raised pedestrian crossing	\$ 50,000	1	\$ 50,000	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	4	\$ 10,000	(see below)		\$ 4,000	4	\$ 16,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	4	\$ 60,000	King, California		\$ 25,000	4	\$ 100,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	6	\$ 3,000	Ellis, King, California		\$ 500	6	\$ 3,000	
	STOP Sign	per sign	Near-Term	\$ 600	2	\$ 1,200	California		\$ 600	2	\$ 1,200	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	6	\$ 30,000	Ellis, King		\$ 7,500	6	\$ 45,000	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000		\$ -			\$ 250,000	0	\$ -	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	2	\$ 50,000	King, California		\$ 40,000	2	\$ 80,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	2	\$ 5,000	(see below)		\$ 4,000	2	\$ 8,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	2	\$ 30,000	Ellis		\$ 45,000	2	\$ 90,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000		\$ -		Reference	\$ 1,250,000	0	\$ -	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -		Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000	1	\$ 5,000	Ellis	Estimate ties in curb cost and refilling sidewalk	\$ 10,000	1	\$ 10,000	Estimate ties in curb cost and refilling sidewalk
Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -	Ellis		\$ 20,000	0	\$ -		
Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -		
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	4	\$ 2,000	California, Sacramento		\$ 500	4	\$ 2,000		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	7	\$ 17,500	Ellis, King		\$ 5,000	7	\$ 35,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000		\$ -			\$ 70,000	0	\$ -	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750	2	\$ 1,500	Sacramento		\$ 1,000	2	\$ 2,000	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	2	\$ 4,000	King	Source	\$ 4,000	2	\$ 8,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -		
				COST		\$ 313,200					\$ 1,053,200	
				ROUNDED COST		\$ 315,000					\$ 1,055,000	

Ashby Avenue - San Pablo Avenue to Shattuck Avenue

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000		\$ -		Signal timing and reprogramming	\$ 150,000	0	\$ -	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500	8	\$ 4,000	Sacramento, Mabel	Sign + installation	\$ 15,000	8	\$ 120,000	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	14	\$ 560,000	Shattuck, MLK, Sacramento, San Pablo	Retiming program + mast arm	\$ 300,000	14	\$ 4,200,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	28	\$ 14,000	Shattuck, Adeline, MLK, King, Sacramento, Mabel, San Pablo	Single crossing	\$ 1,500	7	\$ 10,500	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000	2	\$ 20,000	Adeline	Single raised pedestrian crossing	\$ 50,000	2	\$ 100,000	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	6	\$ 15,000	(see below)		\$ 4,000	6	\$ 24,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	6	\$ 90,000	Adeline, MLK, California, Sacramento		\$ 25,000	6	\$ 150,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	10	\$ 5,000	Newbury, Adeline, Otis, Harper, Stanton		\$ 500	10	\$ 5,000	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	16	\$ 80,000	Newbury, Otis, Ellis, King, Stanton (N), Dohr (S), Dohr (N), Acton, Mabel, San Pablo		\$ 7,500	16	\$ 120,000	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000	1	\$ 250,000	Ellis		\$ 250,000	1	\$ 250,000	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	2	\$ 50,000	California, Acton		\$ 40,000	2	\$ 80,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	6	\$ 15,000	Newbury, Otis, Harper		\$ 4,000	6	\$ 24,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	6	\$ 90,000	Newbury, Otis, Harper		\$ 45,000	6	\$ 270,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000	1	\$ 800,000	Adeline	Reference	\$ 1,250,000	1	\$ 1,250,000	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -		Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000	3	\$ 15,000	Shattuck, Stanton (N)	Estimate ties in curb cost and refilling sidewalk	\$ 10,000	3	\$ 30,000	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	7	\$ 3,500	Otis, California, Acton, Mabel		\$ 500	7	\$ 3,500		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	21	\$ 52,500	Shattuck, Newbury, Adeline, Otis, Harper, Sacramento, Stanton, Dohr, Mabel, San Pablo		\$ 5,000	21	\$ 105,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	4	\$ 60,000	Adeline, Shattuck, MLK		\$ 70,000	4	\$ 280,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750	8	\$ 6,000	Adeline, Sacramento, MLK		\$ 1,000	8	\$ 8,000	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500	2	\$ 1,000	Adeline		\$ 1,000	2	\$ 2,000	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	11	\$ 22,000	Shattuck, Ellis, King, Sacramento, Mabel, San Pablo	Source	\$ 4,000	11	\$ 44,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
	Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -	
				COST		\$ 2,153,000					\$ 7,076,000	
				ROUNDED COST		\$ 2,155,000					\$ 7,075,000	

Cedar Street - Sixth Street to Stannage Avenue

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000		\$ -		Signal timing and reprogramming	\$ 150,000	0	\$ -	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500		\$ -		Sign + installation	\$ 15,000	0	\$ -	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	6	\$ 240,000	San Pablo, Sixth	Retiming program + mast arm	\$ 300,000	6	\$ 1,800,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	8	\$ 4,000	San Pablo	Single crossing	\$ 1,500	2	\$ 3,000	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000		\$ -		Single raised pedestrian crossing	\$ 50,000	0	\$ -	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	4	\$ 10,000	(see below)		\$ 4,000	4	\$ 16,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	4	\$ 60,000	San Pablo, Ninth		\$ 25,000	4	\$ 100,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	11	\$ 5,500	Stannage, Kains, Tenth, Ninth, Eighth, Seventh		\$ 500	11	\$ 5,500	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	20	\$ 100,000	Stannage, Kains, San Pablo, Tenth, Ninth, Eighth, Seventh, Sixth		\$ 7,500	20	\$ 150,000	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000		\$ -			\$ 250,000	0	\$ -	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000		\$ -			\$ 40,000	0	\$ -	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	21	\$ 52,500	(see below)		\$ 4,000	21	\$ 84,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	21	\$ 315,000	Stannage, Kains, San Pablo, Tenth, Eighth, Seventh, Sixth		\$ 45,000	21	\$ 945,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000		\$ -		Reference	\$ 1,250,000	0	\$ -	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -		Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000		\$ -		Estimate ties in curb cost and refilling sidewalk	\$ 10,000	0	\$ -	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	13	\$ 6,500	Stannage, Tenth, Ninth, Eighth, Seventh		\$ 500	13	\$ 6,500		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	12	\$ 30,000	Tenth, Ninth, Eighth, Seventh, Sixth		\$ 5,000	12	\$ 60,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	2	\$ 30,000	San Pablo		\$ 70,000	2	\$ 140,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750		\$ -			\$ 1,000	0	\$ -	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000		\$ -		Source	\$ 4,000	0	\$ -	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -		
				COST		\$ 853,500				\$ 3,310,000		
				ROUNDED COST		\$ 855,000				\$ 3,310,000		

Martin Luther King Jr. Way (North) - Hearst Avenue to Dwight Way

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Locations	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000	1	\$ 90,000	University	Signal timing and reprogramming	\$ 150,000	1	\$ 150,000	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500	10	\$ 5,000	Allston, Bancroft	Sign + installation	\$ 15,000	10	\$ 150,000	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	24	\$ 960,000	Hearst, Berkeley Way, University, Center, Allston, Bancroft, Channing, Dwight	Retiming program + mast arm	\$ 300,000	24	\$ 7,200,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	32	\$ 16,000	Hearst, Berkeley Way, University, Center, Allston, Bancroft, Channing, Haste, Dwight	Single crossing	\$ 1,500	9	\$ 13,500	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000		\$ -		Single raised pedestrian crossing	\$ 50,000	0	\$ -	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	1	\$ 2,500	(see below)		\$ 4,000	1	\$ 4,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	1	\$ 15,000	Addison		\$ 25,000	1	\$ 25,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	2	\$ 1,000	Addison		\$ 500	2	\$ 1,000	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	16	\$ 80,000	Berkeley Way, University, Addison, Center, Allston, Bancroft, Haste, Dwight		\$ 7,500	16	\$ 120,000	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000		\$ -			\$ 250,000	0	\$ -	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	1	\$ 25,000	Addison		\$ 40,000	1	\$ 40,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	24	\$ 60,000	(see below)		\$ 4,000	24	\$ 96,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	24	\$ 360,000	Berkeley Way, University, Addison, Center, Allston, Bancroft, Channing, Haste		\$ 45,000	24	\$ 1,080,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000		\$ -		Reference	\$ 1,250,000	0	\$ -	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -		Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000	1	\$ 5,000	Hearst	Estimate ties in curb cost and refilling sidewalk	\$ 10,000	1	\$ 10,000	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	1	\$ 500	Dwight		\$ 500	1	\$ 500		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	13	\$ 32,500	Berkeley Way, Addison, Center, Bancroft, Haste		\$ 5,000	13	\$ 65,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000		\$ -			\$ 70,000	0	\$ -	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750		\$ -			\$ 1,000	0	\$ -	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	6	\$ 12,000	University, Addison, Dwight	Source	\$ 4,000	6	\$ 24,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -		
				COST		\$ 1,664,500					\$ 8,979,000	
				ROUNDED COST		\$ 1,665,000					\$ 8,980,000	

Martin Luther King Jr. Way (South) - Dwight Way to Adeline Street

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000		\$ -		Signal timing and reprogramming	\$ 150,000	0	\$ -	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500	4	\$ 2,000	Russell	Sign + installation	\$ 15,000	4	\$ 60,000	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	14	\$ 560,000	Dwight, Derby, Russell, Ashby	Retiming program + mast arm	\$ 300,000	14	\$ 4,200,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	16	\$ 8,000	Dwight, Derby, Russell, Ashby	Single crossing	\$ 1,500	4	\$ 6,000	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000		\$ -		Single raised pedestrian crossing	\$ 50,000	0	\$ -	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	7	\$ 17,500	(see below)		\$ 4,000	7	\$ 28,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	7	\$ 105,000	Blake, Carleton, Oregon, Ashby		\$ 25,000	7	\$ 175,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	11	\$ 5,500	Blake, Parker, Carleton, Ward, Stuart, BART		\$ 500	11	\$ 5,500	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	26	\$ 130,000	Dwight, Blake, Parker, Carleton, Derby, Ward, Stuart, Oregon, Russell, BART		\$ 7,500	26	\$ 195,000	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000		\$ -			\$ 250,000	0	\$ -	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	3	\$ 75,000	Parker, Stuart, Oregon		\$ 40,000	3	\$ 120,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	19	\$ 47,500	(see below)		\$ 4,000	19	\$ 76,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	19	\$ 285,000	Parker, Derby, Ward, Stuart, Russell, Ashby, Prince, Woolsey		\$ 45,000	19	\$ 855,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000		\$ -		Reference	\$ 1,250,000	0	\$ -	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -		Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000		\$ -		Estimate ties in curb cost and refilling sidewalk	\$ 10,000	0	\$ -	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	10	\$ 5,000	Dwight, Carleton, Ward, Oregon, Russell		\$ 500	10	\$ 5,000		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	8	\$ 20,000	Derby, Russell		\$ 5,000	8	\$ 40,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	8	\$ 120,000	Parker, Derby, Russell, BART, Prince		\$ 70,000	8	\$ 560,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750		\$ -			\$ 1,000	0	\$ -	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	6	\$ 12,000	Dwight, Parker, Derby	Source	\$ 4,000	6	\$ 24,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -		
				COST		\$ 1,387,500					\$ 6,349,500	
				ROUNDED COST		\$ 1,390,000					\$ 6,350,000	

Sacramento Street - Dwight Way to Southern City Limits

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000		\$ -		Signal timing and reprogramming	\$ 150,000	0	\$ -	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500		\$ -		Sign + installation	\$ 15,000	0	\$ -	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	16	\$ 640,000	Dwight, Ward, Ashby, Alcatraz	Retiming program + mast arm	\$ 300,000	16	\$ 4,800,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	16	\$ 8,000	Dwight, Ward, Ashby, Alcatraz	Single crossing	\$ 1,500	4	\$ 6,000	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000		\$ -		Single raised pedestrian crossing	\$ 50,000	0	\$ -	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	27	\$ 67,500	(see below)		\$ 4,000	27	\$ 108,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	27	\$ 405,000	Dwight, Blake, Parker, Carleton, Derby, Ward, Stuart, Oregon, Russell, Ashby, Prince, Fairview, Harmon, Alcatraz		\$ 25,000	27	\$ 675,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	21	\$ 10,500	Blake, Parker, Carleton, Derby, Stuart, Russell, Julia, Tyler, Prince, 66th, Fairview, Harmon		\$ 500	21	\$ 10,500	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	31	\$ 155,000	Dwight, Blake, Parker, Carleton, Derby, Ward, Stuart, Oregon, Russell, Ashby, Prince, Fairview, Harmon		\$ 7,500	31	\$ 232,500	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000	3	\$ 750,000	Derby, Russell, Harmon		\$ 250,000	3	\$ 750,000	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	3	\$ 75,000	Oregon, Prince, Fairview		\$ 40,000	3	\$ 120,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	31	\$ 77,500	(see below)		\$ 4,000	31	\$ 124,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	31	\$ 465,000	Dwight, Blake, Parker, Carleton, Derby, Ward, Stuart, Oregon, Russell, Ashby, Prince, Fairview, Harmon, Alcatraz		\$ 45,000	31	\$ 1,395,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000		\$ -		Reference	\$ 1,250,000	0	\$ -	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -		Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000	1	\$ 5,000	Ashby	Estimate ties in curb cost and refilling sidewalk	\$ 10,000	1	\$ 10,000	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
	At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -	
	Red curb	per approach	Long-Term	\$ 500	3	\$ 1,500	Stuart, Alcatraz		\$ 500	3	\$ 1,500	
	High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	3	\$ 7,500	Ashby		\$ 5,000	3	\$ 15,000	
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	12	\$ 180,000	Dwight, Ward, Oregon, Ashby, Prince, Alcatraz		\$ 70,000	12	\$ 840,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750	4	\$ 3,000	Ashby, Alcatraz		\$ 1,000	4	\$ 4,000	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	2	\$ 4,000	Fairview	Source	\$ 4,000	2	\$ 8,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
	Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -	
				COST		\$ 2,854,500				\$ 9,099,500		
				ROUNDED COST		\$ 2,855,000				\$ 9,100,000		



San Pablo Avenue (University Avenue to Dwight Way)

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000	1	\$ 90,000	University	Signal timing and reprogramming	\$ 150,000	1	\$ 150,000	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500	4	\$ 2,000	University	Sign + installation	\$ 15,000	4	\$ 60,000	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	5	\$ 200,000	Addison (S), Allston	Retiming program + mast arm	\$ 300,000	5	\$ 1,500,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	19	\$ 9,500	University, Addison (S), Allston, Bancroft, Dwight	Single crossing	\$ 1,500	5	\$ 7,500	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000		\$ -		Single raised pedestrian crossing	\$ 50,000	0	\$ -	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	16	\$ 40,000	(see below)		\$ 4,000	16	\$ 64,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	16	\$ 240,000	University, Addison (S), Cowper, Allston, Bancroft, Chaucer, Channing, Dwight		\$ 25,000	16	\$ 400,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500		\$ -			\$ 500	0	\$ -	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	7	\$ 35,000	Addison (N), Cowper, Allston, Chaucer		\$ 7,500	7	\$ 52,500	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000	1	\$ 250,000	Channing		\$ 250,000	1	\$ 250,000	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	1	\$ 25,000	Addison (N)		\$ 40,000	1	\$ 40,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	17	\$ 42,500	(see below)		\$ 4,000	17	\$ 68,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	17	\$ 255,000	University, Addison (N), Cowper, Allston, Bancroft, Chaucer, Channing, Dwight		\$ 45,000	17	\$ 765,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000		\$ -		Reference	\$ 1,250,000	0	\$ -	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -		Cost from Berkeley Bike Plan	\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000	4	\$ 20,000	Addison (S), Allston, Bancroft	Estimate ties in curb cost and refilling sidewalk	\$ 10,000	4	\$ 40,000	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	3	\$ 1,500	Addison (S)		\$ 500	3	\$ 1,500		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	11	\$ 27,500	Addison (S), Allston, Bancroft		\$ 5,000	11	\$ 55,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	9	\$ 135,000	University, Allston, Bancroft, Channing, Dwight		\$ 70,000	9	\$ 630,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750		\$ -			\$ 1,000	0	\$ -	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000		\$ -		Source	\$ 4,000	0	\$ -	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -		
				COST		\$ 1,373,000					\$ 4,083,500	
				ROUNDED COST		\$ 1,375,000					\$ 4,085,000	

Shattuck Avenue - Adeline Street to Southern City Limits

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000		\$ -		Signal timing and reprogramming	\$ 150,000	0	\$ -	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500		\$ -		Sign + installation	\$ 15,000	0	\$ -	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	4	\$ 160,000	Ashby	Retiming program + mast arm	\$ 300,000	4	\$ 1,200,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	7	\$ 3,500	Adeline, Ashby	Single crossing	\$ 1,500	2	\$ 3,000	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000		\$ -		Single raised pedestrian crossing	\$ 50,000	0	\$ -	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	5	\$ 12,500	(see below)		\$ 4,000	5	\$ 20,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	5	\$ 75,000	Ward, Oregon, Ashby		\$ 25,000	5	\$ 125,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	12	\$ 6,000	Oregon, Russell, Emerson, Essex, Prince, Woolsey		\$ 500	12	\$ 6,000	
	STOP Sign	per sign	Near-Term	\$ 600	4	\$ 2,400	Russell, Woolsey		\$ 600	4	\$ 2,400	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	28	\$ 140,000	Adeline, Ward, Stuart, Oregon, Russell, Ashby, Emerson, Essex, Prince, Woolsey		\$ 7,500	28	\$ 210,000	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000		\$ -			\$ 250,000	0	\$ -	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	1	\$ 25,000	Prince		\$ 40,000	1	\$ 40,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	22	\$ 55,000	(see below)		\$ 4,000	22	\$ 88,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	22	\$ 330,000	Stuart, Oregon, Russell, Ashby, Emerson, Essex, Prince, Woolsey		\$ 45,000	22	\$ 990,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000	1	\$ 800,000	Adeline	Reference	\$ 1,250,000	1	\$ 1,250,000	Reference
	Protected intersection	per location	Long-Term	\$ 650,000		\$ -			\$ 650,000	0	\$ -	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000	2	\$ 10,000	Ashby	Estimate ties in curb cost and refilling sidewalk	\$ 10,000	2	\$ 20,000	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -		
Red curb	per approach	Long-Term	\$ 500	3	\$ 1,500	Essex, Prince		\$ 500	3	\$ 1,500		
High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500	4	\$ 10,000	Ashby		\$ 5,000	4	\$ 20,000		
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000		\$ -		Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	0	\$ -	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	2	\$ 30,000	Woolsey		\$ 70,000	2	\$ 140,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750		\$ -			\$ 1,000	0	\$ -	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	6	\$ 12,000	Stuart, Emerson, Essex	Source	\$ 4,000	6	\$ 24,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -		
				COST		\$ 1,672,900				\$ 4,139,900		
				ROUNDED COST		\$ 1,675,000				\$ 4,140,000		

University Avenue - San Pablo Avenue to Oxford Street

Category	Item	Unit	Near-Term or Long-Term	Low Cost	Count	Low Estimate Cost	Location	Comments	High Cost	Count	High Estimate Cost	Comments
Signals	All-Way Pedestrian Phase	per intersection	Near-Term	\$ 90,000	3	\$ 270,000	Shattuck (W), MLK, San Pablo	Signal timing and reprogramming	\$ 150,000	3	\$ 450,000	Full treatment
	Restrict Right Turn On Red	per approach	Near-Term	\$ 500	16	\$ 8,000	Shattuck (E), Shattuck (W), Milvia, MLK, San Pablo	Sign + installation	\$ 15,000	16	\$ 240,000	Blank out signs
	Convert Permissive Phase to Protected or Protected/Permissive Phasing	per location	Near-Term	\$ 40,000	23	\$ 920,000	Oxford, Shattuck (W), MLK, California, Sacramento, Acton, Bonar	Retiming program + mast arm	\$ 300,000	23	\$ 6,900,000	New mast arms, signal heads, conduit replacement
	Pedestrian Countdown Timers	per device	Near-Term	\$ 1,000		\$ -			\$ 1,000	0	\$ -	
	Leading Pedestrian Interval	per location	Near-Term	\$ 500	29	\$ 14,500	Oxford, Shattuck (E), Shattuck (W), MLK, California, Sacramento, Acton, Bonar, San Pablo	Single crossing	\$ 1,500	9	\$ 13,500	Entire intersection
Intersections	Raised Intersection or Raised Pedestrian Crossing	per crossing/intersection	Long-Term	\$ 10,000		\$ -		Single raised pedestrian crossing	\$ 50,000	0	\$ -	Cost of raised intersection
	Median as Pedestrian Refuge Island - paint and posts	per island	Near-Term	\$ 2,500	33	\$ 82,500	(see below)		\$ 4,000	33	\$ 132,000	
	Raised Median as Pedestrian Refuge Island - concrete	per island	Long-Term	\$ 15,000	33	\$ 495,000	Oxford, Walnut, Shattuck (E), Shattuck (W), Milvia, Bonita, MLK, Grant, McGee, Jefferson, California, Sacramento, Acton, Bonar, Chestnut, Curtis, San Pablo		\$ 25,000	33	\$ 825,000	
	In-street "Yield to Pedestrian" Sign	per crossing	Near-Term	\$ 800		\$ -		Sign + installation	\$ 800	0	\$ -	
	Stripe Advance Yield Lines	per crossing	Near-Term	\$ 500	10	\$ 5,000	Walnut, Bonita, Grant, McGee, Jefferson, Chestnut, Curtin		\$ 500	10	\$ 5,000	
	STOP Sign	per sign	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Restrict Parking at Intersection Approaches	per approach	Near-Term	\$ 600		\$ -			\$ 600	0	\$ -	
	Pedestrian Lighting	per light	Long-Term	\$ 5,000	9	\$ 45,000	Oxford, Shattuck (E), Milvia, MLK, Sacramento		\$ 7,500	9	\$ 67,500	
	Pedestrian Hybrid Beacon	per installation	Long-Term	\$ 250,000		\$ -			\$ 250,000	0	\$ -	
	Rectangular Rapid Flashing Beacon	per installation	Long-Term	\$ 25,000	3	\$ 75,000	Midblock crossing, Bonita, McGee		\$ 40,000	3	\$ 120,000	
	Tighten Curb Radii	per location	Long-Term	\$ 15,000		\$ -			\$ 40,000	0	\$ -	
	Curb Extension - paint and posts	per extension	Near-Term	\$ 2,500	45	\$ 112,500	(see below)		\$ 4,000	45	\$ 180,000	
	Curb Extension - concrete and landscaping	per extension	Long-Term	\$ 15,000	45	\$ 675,000	Oxford, Walnut, Shattuck (E), Shattuck (W), Milvia, Bonita, MLK, Grant, McGee, Jefferson, California, Sacramento, Acton, Bonar, Chestnut, Curtis, San Pablo		\$ 45,000	45	\$ 2,025,000	
	Modified T-Intersection - paint and posts	per location	Near-Term	\$ 5,000		\$ -			\$ 7,000	0	\$ -	
	Modified T-Intersection - concrete and landscaping	per location	Long-Term	\$ 20,000		\$ -			\$ 60,000	0	\$ -	
	Realigned Intersection	per location	Long-Term	\$ 800,000		\$ -		Reference	\$ 1,250,000	0	\$ -	Reference
	Protected intersection	per location	Long-Term	\$ 650,000	1	\$ 650,000	Milvia	Cost from Berkeley Bike Plan	\$ 650,000	1	\$ 650,000	Cost from Berkeley Bike Plan
	Closing Curb Cut (redoing curb and sidewalk)	per location	Near-Term	\$ 5,000	4	\$ 20,000	MLK, McGee, Bonar, Curtis	Estimate ties in curb cost and refilling sidewalk	\$ 10,000	4	\$ 40,000	Estimate ties in curb cost and refilling sidewalk
	Intersection Median Barriers	per 100 feet	Long-Term	\$ 15,000		\$ -			\$ 20,000	0	\$ -	
	Traffic Circle	per location	Long-Term	\$ 5,000		\$ -			\$ 15,000	0	\$ -	
	At-Grade Railroad Crossing Enhancement	per location	Long-Term	\$ 50,000		\$ -			\$ 300,000	0	\$ -	
	Red curb	per approach	Long-Term	\$ 500	15	\$ 7,500	Shattuck (E), Milvia, Bonita, Grant, Jefferson, Acton, West Street, Chestnut		\$ 500	15	\$ 7,500	
	High Visibility Crosswalk Pavement Markings	per crossing	Near-Term	\$ 2,500		\$ -			\$ 5,000	0	\$ -	
Segments	Lane Reduction / Road Diet	per mile	Long-Term	\$ 25,000	1	\$ 25,000	California	Four-lane facility to three lanes with bike lanes; striping only	\$ 120,000	1	\$ 120,000	Extending sidewalk or constructing raised median
	Bus Bulb	per location	Long-Term	\$ 15,000	12	\$ 180,000	Oxford, Shattuck (W), MLK, Sacramento, Bonar, San Pablo		\$ 70,000	12	\$ 840,000	
	Lane Narrowing - striping shoulder or adding bike lane	per mile	Near-Term	\$ 750		\$ -			\$ 1,000	0	\$ -	
	Sidewalk Widening - temporary, painted flexible curbs	per mile	Near-Term	\$ 30,000		\$ -			\$ 75,000	0	\$ -	
	Sidewalk Widening - concrete sidewalk and curb	per mile	Long-Term	\$ 170,000		\$ -			\$ 800,000	0	\$ -	
	Chokers	per location	Long-Term	\$ 2,000		\$ -			\$ 25,000	0	\$ -	
	Chicane	per installation	Long-Term	\$ 2,500		\$ -			\$ 16,000	0	\$ -	
	Speed Humps	per location	Long-Term	\$ 1,500		\$ -			\$ 5,500	0	\$ -	
	Speed Tables	per location	Long-Term	\$ 2,000		\$ -			\$ 20,000	0	\$ -	
	Street Trees	per tree	Near-Term	\$ 500		\$ -			\$ 1,000	0	\$ -	
	Centerline Hardening - paint and flexible posts	per mile	Near-Term	\$ 2,000	4	\$ 8,000	Shattuck (W), Bonita, MLK	Source	\$ 4,000	4	\$ 16,000	Source
	Centerline Hardening - concrete	per mile	Long-Term	\$ -		\$ -			\$ -	0	\$ -	
	Speed Monitoring Trailer	per unit	Near-Term	\$ 7,000		\$ -			\$ 18,000	0	\$ -	
					COST		\$ 3,593,000				\$ 12,631,500	
					ROUNDED COST		\$ 3,595,000				\$ 12,630,000	

