

Mendocino County Capital Improvement Program



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The preparation of this report was programmed through the Mendocino Council of Governments' 2008/09 Transportation Planning Work Program and funded with Planning, Programming & Monitoring (PPM) funds. The total budget for the project was \$48,120 (\$ 40,620: Fehr & Peers; \$7,500: CSW|ST2).

CHAPTER 1. INTRODUCTION AND OVERVIEW

Transportation planning in Mendocino County is the responsibility of the Mendocino Council of Governments (MCOG), which is the designated Regional Transportation Planning Agency (RTPA) for the County. MCOG is a Joint Powers Agency comprised of the County of Mendocino, and the cities of Fort Bragg, Point Arena, Ukiah, and Willits. The MCOG Board of Directors is comprised of two members of the County Board of Supervisors, one representative from each of the four cities, and one County-wide elected official.

A Technical Advisory Committee (TAC) serves to advise the MCOG Board and staff on various transportation matters. The TAC is comprised of representatives from the Planning and Public Works/Department of Transportation staff of each of the joint powers entities, plus transit, air quality, rail, and Caltrans representatives.

As part of its regional transportation planning responsibilities, MCOG prepares a number of studies and documents to support the identification and implementation of projects to improve the countywide transportation system. This report documents a Capital Improvement Program (CIP), a planning tool developed to identify and prioritize projects to address countywide transportation capital needs over the next ten fiscal years. Capital projects in this CIP address all surface transportation modes, including roadway improvement projects, bicycle and pedestrian infrastructure enhancements, and transit facility needs.

The CIP identifies 278 separate transportation infrastructure projects across Mendocino County. This comprehensive project list was developed by reviewing a number of past transportation planning documents and studies, as well as getting input from the members of the MCOG TAC. A series of prioritization criteria were developed and applied to the comprehensive project list to rank the projects and divide them into three tiers. The Tier 1 (highest priority) list contains 71 projects and has a total estimated cost of approximately \$260 million. The CIP is intended to help inform future planning and programming procedures by providing qualitative and quantitative information about the characteristics of each project. However, the CIP is only a plan and guide, and final project prioritization and actual funding will be determined during the annual budgeting process. Funds are expected to come from a range of sources, including the County General Fund, user fees, various State and Federal grants and loans, taxes, voter-approved measures, and special districts.

CHAPTER 2. PROJECT IDENTIFICATION AND PRIORITIZATION

2.1 PROJECT IDENTIFICATION

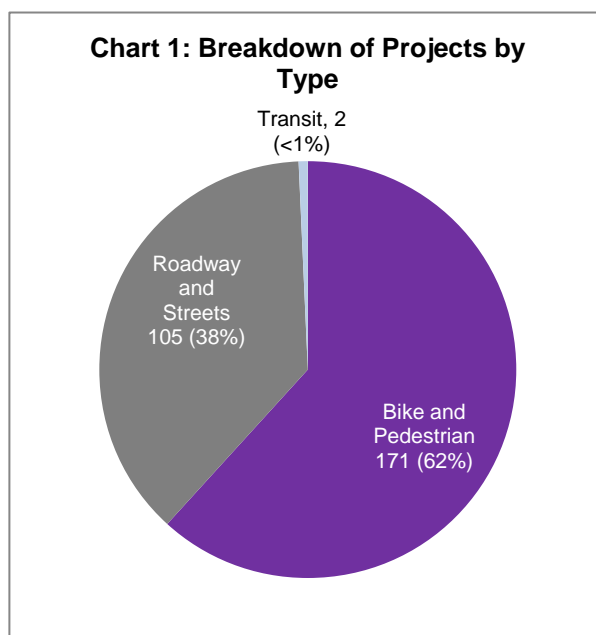
Transportation infrastructure projects to be included in the CIP were identified by reviewing a series of prior planning studies and documents, and also by specific request from jurisdictions within the County. The following planning documents were consulted to develop the comprehensive CIP project list:

- Mendocino County Regional Transportation Plan (2010)
- Point Arena Community Action Plan (2010)
- Gualala Community Action Plan (2009)
- Redemeyer Road Extension Feasibility Study (2009)
- Willits Bypass Project Study Report (2009)
- Ukiah Downtown Streetscape Improvement Plan (2009)
- Ukiah Valley AB 1600 Traffic Mitigation Fee Study (2008)
- State Route 1 Corridor Study (2008)
- Mendocino County Regional Bikeway Plan (2006)
- Route 101 Corridor Interchange Study (2005)
- Fort Bragg Circulation Element (2004)
- Brush Street Triangle Transportation Study (2003)

Specific project requests from jurisdictions typically included projects from more recent on-going planning studies, or from recent grant requests (e.g., Federal TIGER/ARRA Funds).

The comprehensive CIP list identifies 278 individual transportation infrastructure projects across Mendocino County. The projects have been classified by the primary transportation mode associated with the project. Approximately 40 percent of the projects are classified as roadway and street projects, which can involve a wide range of improvements such as installing traffic signals, widening an existing road, building a new road, changing the lane configuration at an intersection, adding a center median, or other improvements that primarily affect vehicle traffic. Approximately 60 percent of the projects are classified as bicycle and pedestrian-related projects, such as building new bicycle lanes, trails and paths, providing new pedestrian crossings, or widening sidewalks. The list also includes two capital projects from the Mendocino Transit Authority, involving the purchase of new buses and the modernization of their offices and maintenance facility.

There is some overlap between categories: a roadway improvement project can affect pedestrians if it includes a new crosswalk, or a project to add a bicycle lane to an existing road can affect vehicle traffic if the travel lanes are narrowed to make room for the bicycle lane. However, the classification of projects is intended to focus on the mode of travel that is most directly affected by that project. **Chart 1** summarizes the breakdown of projects by type.



2.2 PROJECT PRIORITIZATION

Most CIPs involve some form of ranking in order to set priorities for the implementation of the identified projects. Developing a set of prioritization criteria is always a challenging task; there is a wide range of project types and settings, and the local needs may vary substantially between jurisdictions. Consultant and MCOG staff worked together to develop a set of criteria that would capture a range of local priorities and could be applied to a variety of projects. Representatives from the local agencies were also asked to provide information about each project in their jurisdiction so that the criteria could be applied accurately.

2.2.1 *Prioritization Criteria*

Twelve criteria were defined that are intended to capture important project characteristics such as readiness for delivery, potential impacts and benefits, support for policy objectives, and others. It was understood that while each criterion was important, certain criteria should have greater weight than others in the prioritization process. Therefore, MCOG staff worked to assign points to each criterion to define its relative weight compared to the others; the number of points varies from 5 to 10, depending on the relative importance of each criterion. The following lists the prioritization criteria and relative weighting points:

- Consistency with Adopted Planning Documents (5 Points) – Higher rating for projects that are consistent with local or regional plans or reflect the spirit of stated policy priorities.
- Environmental Review (9 Points) – Higher rating for projects with complete or nearly-completed environmental documentation.
- Design (6 Points) – Higher rating for projects with a complete or nearly-completed design process.
- Right-of-Way (7 Points) – Higher rating for projects that require minimal right-of-way acquisition.
- Support for Alternative Modes (9 Points) – Higher rating for projects that create or enhance pedestrian or bicycle facilities, particularly in downtown areas and near schools.
- Potential Safety Benefits (10 Points) – Higher rating for projects that provide greater safety enhancements or improve evacuation routes. It is understood that the potential safety benefit of a project is difficult to predict in advance. Each project type (e.g., auto, pedestrian, bicycle) will be evaluated separately, so the comparisons will be between projects within the same category. For example, bicycle projects that propose Class I shared-use paths will score higher than Class III bicycle routes with signage only.
- Community Impacts (10 Points) – Higher rating for projects that remove barriers or enhance community quality.
- Engineering Feasibility/Construction Complexity (8 Points) – Higher rating for projects that are easier to construct.
- Effect on Regional Vehicle Miles of Travel (VMT) (10 Points) – Higher rating for projects that could reduce regional VMT, through such means as supporting infill development in existing urbanized areas or attracting travelers to non-motorized modes.
- Economic Development (6 Points) – Higher rating for projects that facilitate movement of goods and people between economic centers throughout the County.
- Relative Project Cost (5 Points) – Higher rating for projects that are less costly and easier to implement within the timeline of the CIP. Projects will be compared within each modal category, not across categories.

- Overall Readiness (5 Points) – This rating is provided directly by the lead agency, and provides their perspective on the project's readiness for implementation.

2.2.2 Scoring Method

After the prioritization criteria and relative weighting points were developed, each project was reviewed and scored in each of the categories. The project list included almost 300 projects with varying levels of detail available; in order to make the project prioritization process more efficient and informed, a brief survey was sent to each agency to collect additional information about the projects in their jurisdiction. Each jurisdiction was asked to provide the information summarized in **Table 1**.

TABLE 1: INITIAL PRIORITIZATION CRITERIA CHECKLIST		
Criterion	Question	Response
Project Cost	Is the project funded?	Yes / No
	Describe the source of funding available.	Federal / State / Local / Grant / Other
	Describe how any available funding can be used.	Planning / Design / Construction / Unlimited / Other
Ease of Implementation	Environmental Review Describe the level of environmental review completed to date.	Complete / Needs Revision / In Progress
	Design Does the project have design work completed?	Final / Preliminary / None
	ROW Does right-of-way need to be acquired? Please describe if any right-of-way acquisition would be minor or substantial.	Yes / No; Major / Minor
	Overall Readiness Indicate the project's overall readiness from the lead agency's perspective. Consider factors such as the need for extensive public outreach, environmental review, coordination between multiple agencies or jurisdictions, level of technical difficulty, and level of community support	Rank 0 to 10, with 10 being the easiest or most ready to implement and 0 being the most difficult or least ready to implement.
Consistency w/ Adopted Planning Documents	Is the project included within or consistent with adopted local or regional plans?	Yes / No

The responses provided by the jurisdictions were used directly to assign points to the projects in five of the 12 prioritization criteria listed above. The remaining seven criteria were scored based on the project descriptions provided by the jurisdictions, supplemented by the judgment of MCOG staff and the consultants.

The overall intent of this process is to establish a set of criteria that can be used to prioritize projects using both quantitative and qualitative information. The process has been set up in a spreadsheet format that is easy to modify, so changes can readily be made to the relative weighting points to reflect user input or new policy directions.

CHAPTER 3. RESULTS

The comprehensive project list is very diverse, reflecting projects with a wide range of costs, impacts, and benefits, and thus is not easily distilled into a strict hierarchical list. Furthermore, funding sources are often dedicated to projects of a specific type or with certain characteristics, and the CIP should provide the flexibility to readily identify projects that meet the criteria for specific funding programs. To accommodate these needs, a tiered ranking system was developed. The prioritization process described above was applied to all of the projects on the comprehensive project list, the projects were listed in numerical order by total prioritization points, and then the list was divided into three tiers: Tier 1 includes those projects that scored in the top quartile overall, Tier 2 includes projects scoring in the second quartile, and Tier 3 includes projects in the lower half of the scoring. Thus, Tier 1 represents the highest-priority projects.

It is very important to note that it is not expected that the projects will be implemented in the order they appear on the Tier 1 list. The CIP lists are intended to guide future planning and programming, but it is understood that flexibility is necessary and desirable in order to take best advantage of future funding availability and to respond to future needs and circumstances.

Appendix A contains the Tier 1, Tier 2, and Tier 3 project lists for Roadway and Streets Projects and for Bicycle, Pedestrian and Transit Projects.

Preliminary cost estimates have been obtained for the projects on the Tier 1 list. In some cases, cost estimates were available from the project sponsor. In other cases, new cost estimates were developed by a civil engineering firm based on the project descriptions and available information. (**Appendix B** contains the background information used in developing these new cost estimates.) These cost estimates are necessarily rough and preliminary in nature, and are not intended to take the place of detailed engineer's estimates that would be prepared when the project is ready to go to construction. Overall, the Tier 1 projects have an estimated cost of \$260 million, including approximately \$215 million for roadway and street improvements (of which about \$170 million is for the Willits Bypass), \$25 million for bicycle and pedestrian improvements, and \$20 million for transit facility improvements. Cost estimates for Tier 2 and 3 projects were not developed, since these are considered lower-priority projects that will be implemented over a longer time period.

Charts 2, 3, and 4 summarize some of the characteristics of the project lists by type and location. As shown in **Chart 2**, 63 percent of the projects in Tier 1 are bicycle/pedestrian projects, while 34 percent are street and roadway projects and 3 percent are transit projects. However, as described above, the bicycle/pedestrian projects tend to be smaller and of lower cost than the roadway projects. **Chart 3** shows the location of projects from the comprehensive project list; Mendocino County contains 40 percent of the projects; Ukiah, 22 percent; Fort Bragg, 15 percent; Willits, 13 percent; and Point Arena, 9 percent. Again, it should be noted that these figures are for the total list of projects and are just based on the number of projects in each jurisdiction, not the cost of those projects. **Chart 4** looks at the distribution of projects in each jurisdiction among the three tiers of priority rankings. The Tier 1 list contains similar numbers of projects from the County, Ukiah and Fort Bragg, with somewhat smaller numbers from Willits and Point Arena. Many of the County's projects are in Tier 3; most of these County Tier 3 projects tend to be bicycle route improvements, whereas the larger County roadway and streets projects largely appear in Tiers 1 and 2.

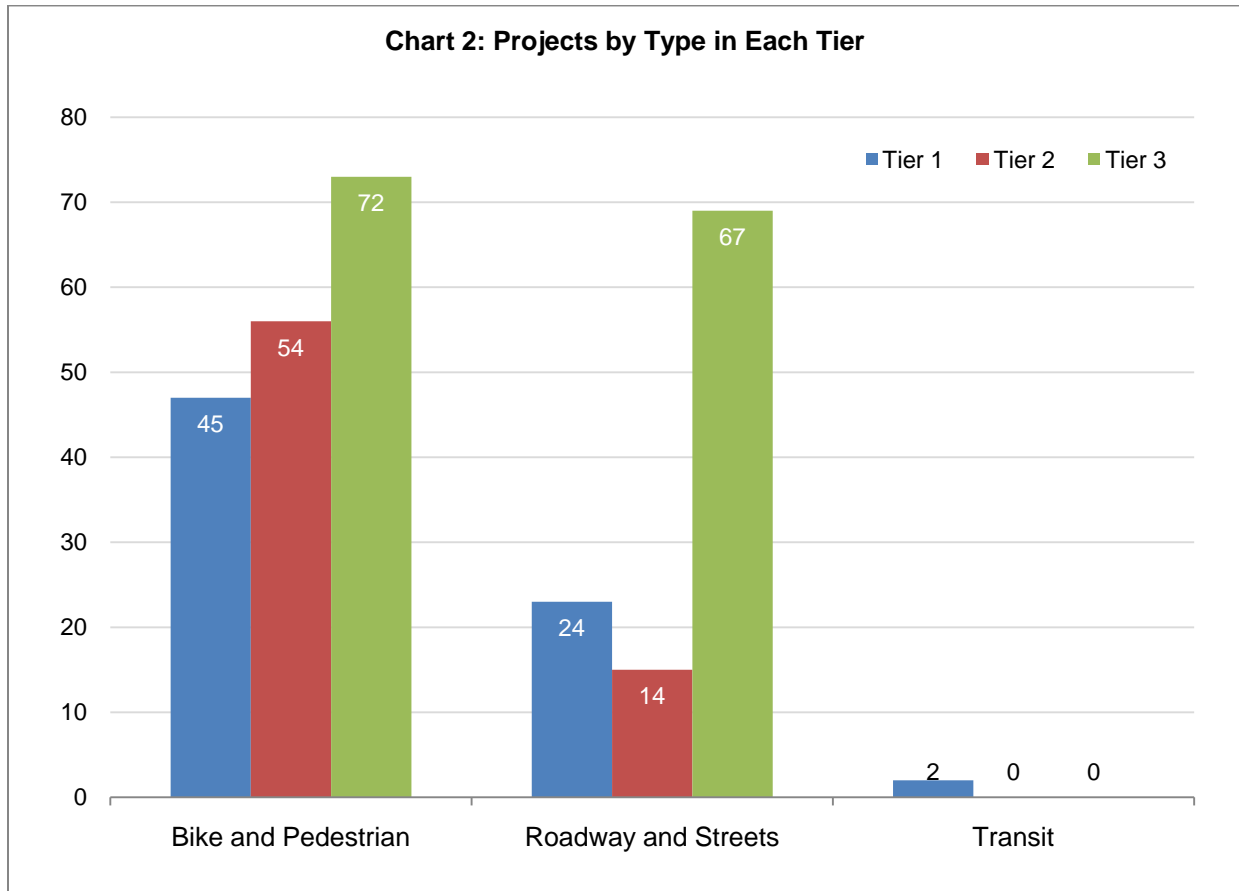


Chart 3: Project Locations

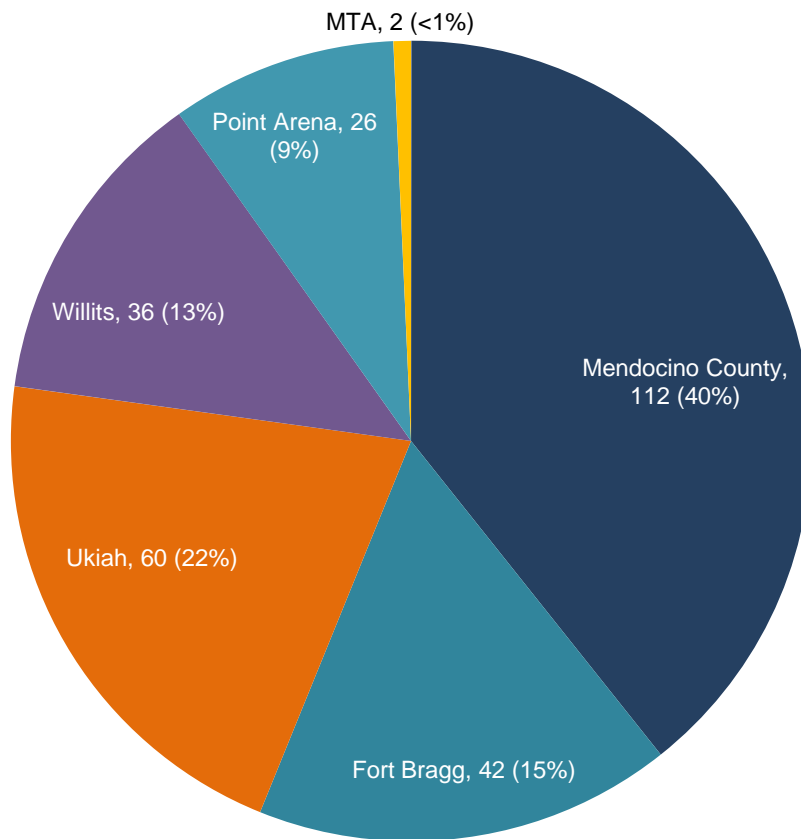
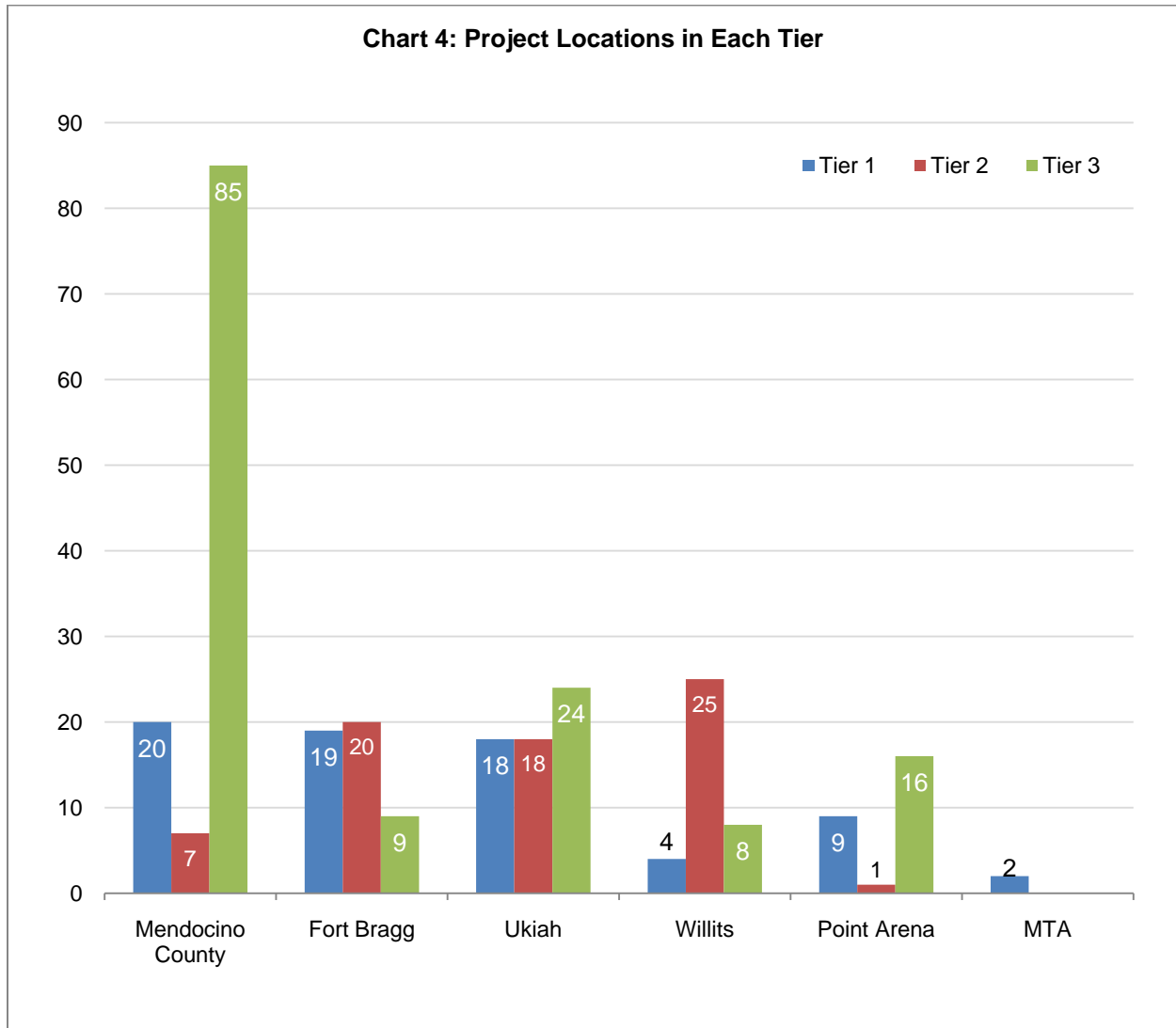


Chart 4: Project Locations in Each Tier



CHAPTER 4. CONCLUSIONS AND NEXT STEPS

The tiered CIP lists described here are intended to guide future regional transportation planning and decision-making in Mendocino County. In conjunction with the local agencies, the MCOG Board can use this information in planning and programming future improvements, and in deciding how to best use the limited resources available to provide the most benefit to the traveling public in the County.

The prioritization criteria and weighting factors have been developed in an easy-to-use spreadsheet form that can be modified to reflect changing needs and circumstances or to test the effect of different assumptions on the results. It is anticipated that the CIP will be a living document that will continue to be updated over time.

Technical Appendix

**Mendocino County Capital Improvement Program
Mendocino Council of Governments**

September 2011

**APPENDIX A:
COMPREHENSIVE TIERED PROJECT LISTS**

Table A-1: Tier 1 MCOG Capital Improvement Program Project List

<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="width: 20px; height: 10px; background-color: #f4a460; margin-right: 5px;"></div> Bike / Ped Projects <div style="width: 20px; height: 10px; background-color: #a4c4e0; margin-right: 5px; margin-top: 5px;"></div> Street / Roadway Projects <div style="width: 20px; height: 10px; background-color: #8080c0; margin-right: 5px; margin-top: 5px;"></div> MTA </div>						
	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)	Cost Estimate	Cost Estimate Source
1	School Way (CR 236) Bikeway	A 0.89 mile long Class II bikeway is proposed on School Way between West Road and East Road to connect existing and proposed bikeway facilities on either end and provide a safer route for student, commuter and recreational bicycle riders.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC1	\$628,820	CSWST2 (2011)
2	West Road (CR 237) Bikeway, Phase I	A proposed 3.32 miles long Class II bikeway, from School Way north to the East Road/ Tomki Road intersection, will connect the residential areas along West Road with three area schools and, via School Way, the commercial center of Redwood Valley. The West Road bikeway will be constructed in phases, the first phase will include the 0.89 mile segment from School Way to Road M. .	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC2	\$716,795	CSWST2 (2011)
3	South Dora St	Class II lanes on South Dora St (209) from CR 252F to Ukiah City Limits.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC3	\$963,700	CSWST2 (2011)
4A	MTA Administration & Operations Building	Administration & Operations Building. Project is to construct a 12,000 sf, two-story building on existing MTA property to replace an aging and undersized building. New, rearranged parking and additional solar canopies included.	MTA	MTA1	\$11,000,000	MTA (2010) / MCOG (2011)
5	NWP Rail Trail, Phase I	This project will construct a Class I bikeway along the Northwestern Pacific (NWP) rail line from Clara Avenue to Gobbi Street, a length of approximately 0.78 mile.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study 2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	U1	\$455,850	City of Ukiah Public Works (2008)
6	Ukiah Downtown Streetscape Improvement Plan	Pedestrian friendly upgrade of State St. and Main St. from Norton St. to Gobbi St., including: Sidewalk widening; Raised median on State St. between Gobbi and Mill ; Pedestrian refuge islands on State; Road diet (change from 4 to 3 lanes) on State; Traffic signals at Gobbi and Main, and at Perkins and Main; Class II bikelanes on Main, between Clay and Norton; Diagonal parking on State St. adjacent to Plaza; Enhanced paving at crosswalks; Curb bulb-outs and mid-block extensions; Intersection treatments and gateways; Street trees, street furniture, and crosswalk treatments	Ukiah Downtown Streetscape Improvement Plan (2009)	U2	\$4,491,840	City of Ukiah Public Works (2009)
7	Highway 1 Safety and ADA Project (Laurel to Pine Streets)	Project limits are from Oak Street on the south to Laurel Street on the north. Improvements for this proposed project will consist of improvements as follows: Relocate the existing merge lane for north bound traffic from between Redwood Avenue and Laurel Street to between Oak Street and Alder Street creating a right turn only trap lane onto Alder Street; install new ADA compliant sidewalks with additional width as right of way allows and bulb-outs at corners where design allows; install landscaped center median strip on SR 1 where access allows and create an enhanced striping center median in other areas; create left turn pocket at Alder Street for south bound traffic; install bicycle lanes on west side of Main Street and use Sharrow on the east side (northbound) and install new striping to improve safety. This project is funded with a combination of \$2,276,000 in Regional Improvement Program funds and \$310,000 in regional Transportation Enhancement funds and is planned for 2013/14. The city is paying for design of the project with local funds. The City currently has improvements to the block between Laurel Street and Pine Street being designed as the remainder of the project, but funding for this portion of the work has not been identified. Based upon preliminary estimates, the City expects that additional funds will also be required to fully construct the original project.	Fort Bragg - ARRA Project Nomination Form	FB1	\$3,700,000	City of Fort Bragg (2011)
8	S Lincoln St	Class III route on S Lincoln St from Willow to Chestnut.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB2	\$5,000	F&P (2011)

Table A-1: Tier 1 MCOG Capital Improvement Program Project List

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	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)	Cost Estimate	Cost Estimate Source
9	Clay St/Peach St/Gibson Creek Corridor to Oak Manor Trail	<p>Phase I (east/trail): This project will construct a Class I bikeway, approximately 0.26 mile in length at an estimated cost of \$231,000. The proposed Oak Manor Trail will connect with an existing trail which extends along Gibson Creek, across US Highway 101, then further along Gibson Creek to Orchard Avenue.</p> <p>Phase II (west): This proposed corridor will provide an east-west bikeway through central Ukiah, connecting western residential neighborhoods and downtown to the Oak Manor neighborhood on the east side of US-101. This corridor will include a variety of Class I, II, and III facilities including the Oak Manor Trail Class I path.</p>	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U2	\$230,712	City of Ukiah Public Works (2004)
10	Willits US-101 Bypass	Phase I (2020) - Construct a 2 lane bypass on US 101 with access about 0.2 miles south of Walker Road and 0.6 miles north of Casteel Lane. This project is within Mendocino County, but under State jurisdiction.	Willits Bypass Project & Phase I/MCOG Travel Demand Forecasting Model	MC6	\$169,500,000	MCOG (2011)
11	Iverson/Main Intersection Improvements	Construct bulbouts on the northwest and southwest corners of the intersection to improve pedestrian visibility. Construct a new sidewalk on the west side of Route 1, beginning at Iverson Avenue and continue south to the tileworks shop and proposed trails at the southern gateway of the City. Install a new crosswalk across Iverson Avenue. A sidewalk will be provided on the west side of the street north of Iverson Avenue to connect to the existing sidewalk which ends in front of the Druids Hall. In coordination with the proposed bulbout and new sidewalk, a new retaining wall will need to be built along the southeast corner of the house located at this corner.	Point Arena Community Action Plan	PA3	\$127,420	BKF (2010)
12	Citywide Sidewalk Improvements	<p>Sidewalk Repair and Infill of Missing Sidewalks - The following segments were identified to have inconsistent or missing sidewalks:</p> <ul style="list-style-type: none"> - Riverside Drive/Eureka Hill Road between Main Street and Windy Hollow Road - School Street between Lake Street and Main Street (west side) - South side of School Street between Harper's Cut-Off Trail trailhead and Lake Street. - Iverson Avenue - Port Road (sections of the south side) - Mill Street (sections of the south side) 	Point Arena Community Action Plan	PA1	\$1,232,500	BKF (2010)
13	Blosser Lane Safe Routes to Schools Improvements	<ul style="list-style-type: none"> -Install new sidewalk along east side of Blosser Lane between SR 20 and Franklin Avenue. -Install new crosswalk on east leg of Blosser Lane/Franklin Avenue -Install new sidewalk along both sides of Blosser Lane between Walnut Street and Blosser Elementary -Install new crosswalks at Roberts Drive (2) and at Blosser Lane Elem (4). -Install Class I path on existing pedestrian path between Blosser Lane and Locust Street 	Comments in Email dated 10/20/2010 from Alan Falleri of the City of Willits	W1	\$1,430,000	City of Willits (2010)
14	Harper's Cut-Off Trail Improvements	<p>Harper's Cut-Off Trail is an existing pedestrian trail right-of-way between School Street and Port Road. The trail will be widened and improved to create a mixed-use trail that will provide sufficient width (20 feet) and conditions for north-south emergency access. The trail will be a 12-foot asphalt path that will be able to accommodate cars and bicycles, with an adjacent 8-foot decomposed granite walking/jogging path. The trailhead (located on School Street approximately 500 feet west of Main Street) will be enhanced with new signage, a marked crosswalk with a median refuge island, and small parking lot.</p> <p>Two new median islands will be installed on School Street as traffic calming devices. The two proposed median will be six feet wide and located at the proposed Harper's Cut-Off Trail School Trail crossing, which will include a new crosswalk as well.</p>	Point Arena Community Action Plan	PA2	\$1,400,000	F&P (2011)

Table A-1: Tier 1 MCOG Capital Improvement Program Project List

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	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)	Cost Estimate	Cost Estimate Source
15	Main Street (SR 1) Streetscape Improvements	<p>From Iversen Avenue to Riverside Drive - Redesign Main Street to two 8' parking lanes, a 5' northbound bike lane, 11' NB travel lane, and 13' shared SB bike/vehicle lane. Existing sidewalks will be widened 2-3 feet on the west side between the WestAmerica Bank Building and the new Centennial Park Plaza, to approximately 10 feet wide. The existing sidewalks on the east side of the street will be widened 3-4 feet between Mill Street and the bus stop, to approximately 10 feet. Construct a new sidewalk on the west side of Route 1, beginning at Iversen Avenue and continue south to the city limit.</p> <p>The existing mid-block crosswalk located at the old fire station will be removed, but two new marked crosswalks will be installed approximately 110' to the north and 120 feet to the south of the existing location. The new marked crosswalk to the north will be located at the post office and include a bulbouts in front of the post office. The new marked crosswalk to the south will be located at the bus stop/Centennial Memorial Plaza facility and feature "bus bulbs" that will accommodate the existing transit service.</p> <p>Main Street/Mill Street Intersection - Relocate sidewalk to south side of Mill Street and create 6' bulb outs with curb ramps on both sides of Main Street and on the south side of Mill Street</p> <p>Main Street/Port Road - Provide a new marked crosswalk across Main Street at Port Road with bulbouts on either side of the new crossing, as well as on the north side of Port Road.</p> <p>Main Street and Riverside Drive/Eureka Hill Road Intersection - A new marked crosswalk will also be constructed across Main Street at Riverside/Eureka Hill Road with bulb outs.</p>	Point Arena Community Action Plan	PA4	\$3,745,000	BKF (2010)
16	Willow St	Class III route on Willow St from S Lincoln to Dana. Class I between Sanderson and Dana	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB3	\$100,000	F&P (2011)
17	Riverside Drive/ Eureka Hill Road to Windy Hollow Road	Class II bike lanes will be constructed along Riverside Drive/Eureka Hill Road between Main Street and Windy Hollow Road. Class II bike lanes will also be constructed along Windy Hollow Road between Riverside Drive/Eureka Hill Road and the Manchester-Point Arena Rancheria on Windy Hollow Road.	Point Arena Community Action Plan	PA5	\$5,000	F&P (2011)
18	Iverson Avenue Bike Lanes	Iverson Avenue - Class II lanes for the 0.25 miles long segment of Iverson from Port Road to SR 1. This roadway currently is narrow and lacks sufficient shoulders to accommodate safe pedestrian and bicycle travel and carries the bulk of the commercial and recreational traffic bound for Arena Cove. in Bikeway Plan.	2006 Mendocino County Regional Bikeway Plan - Table 1 Proposed Bikeway Improvement Projects	PA6	\$165,370	CSWST2 (2011)
19	Sidewalks S/O Noyo Bridge	Incorporate additional sidewalks from the Noyo Bridge to Ocean View Drive in the Capital Improvement Program.	Fort Bragg Circulation Element - 2004	FB4	\$292,675	CSWST2 (2011)
20	Round Valley Multi Use Lanes, Route 2	Round Valley Multi Use Lanes (Class II lanes), Route 2 - Crawford Rd/Biggar Lane (337H/337C) from Elementary School to SR 162.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC5	\$400,000	F&P (2011)
21	Brooktrails/Willits Bikeway	Brooktrails/Willits Bikeway (location not yet determined, improvement over current lack of facilities along Sherwood Road) a proposed Class I path from Community of Brooktrails to City of Willits.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC4	No Estimate Available	F&P (2011)

Table A-1: Tier 1 MCOG Capital Improvement Program Project List

<div style="display: flex; justify-content: space-between; align-items: center; margin-bottom: 10px;"> <div style="width: 150px;"> <div style="background-color: #f4a460; width: 100%; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: #8bc34a; width: 100%; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: #9c27b0; width: 100%; height: 15px;"></div> </div> <div style="width: 150px;"> <p>Bike / Ped Projects</p> <p>Street / Roadway Projects</p> <p>MTA</p> </div> </div>						
ID	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)	Cost Estimate	Cost Estimate Source
22	Talmage Road/US 101 Interchange Improvements	1. Add signals to northbound and southbound ramp intersections. Modify the entire interchange to a tight diamond (Type L-1) configuration. Coordinate new signals with optimized existing signal at Talmage Road/Airport Park Boulevard intersection. A second option would be to modify the existing interchange to a partial cloverleaf design utilizing existing right-of-way. 2. Widen Talmage Road Overcrossing as needed to accommodate queued vehicles at newly signalized ramp intersections	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study and Route 101 Corridor Interchange Study in Mendocino County (2005)	U4	\$10,576,000	TJKM (2009)
23	Airport Park Boulevard / Commerce Drive Signalization	Airport Park Boulevard - Airport Park Boulevard/Commerce Drive Intersection: Install traffic signal and re-stripe to provide EB and WB left turn lanes (68) (Project #68 in AB1600)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U7	\$332,594	Winzler & Kelly (2010)
24	Talmage Road/Airport Park Boulevard Modifications	Talmage Road/Airport Park Boulevard Intersection Construct additional WB left turn and add EB right turn lanes	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U8	\$104,958	Winzler & Kelly (2010)
25	SR 1 / Cabrillo Drive Intersection Improvements	SR 1/Point Cabrillo Drive - Consider installation of a traffic signal or roundabout	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC6	No Estimate Available	
26	Pedestrian Bridges over Hare Creek and Pudding Creek	Work with the Mendocino Council of Governments and Caltrans to construct pedestrian walkways on the Hare Creek and Pudding Creek Bridges. This project is within Fort Bragg, but under State jurisdiction.	Fort Bragg Circulation Element - 2004	FB6	\$11,575,900	CSWST2 (2011)
28	Northwestern Pacific Rail Trail	This Class I bike path would provide an important north-south link for bicyclists on the east side of town, starting at the Willits High School and eventually terminating at East Hill Road. The proposed length of the rail-trail bike path would be 1.9 miles and it could be constructed in the following phases: (1) East Commercial Street to High School (1,500', \$135,000); (2) San Francisco Avenue to East Commercial Street (1,900', \$240,000); Shell Lane to San Francisco Avenue (3,500', \$455,000) and (4) East Hill Road to Shell Lane (3,000', \$385,000).	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W2	No Estimate Available - Pending Completion of Rails to Trails Plan (2012)	
29	ADA Sidewalk Mobility Project 2010	Pedestrian Improvements. Install ADA-compliant concrete walkways behind existing curb in areas between existing sidewalk to infill gaps in routes of travel. Corner curb ramps and ADA-compliant driveways will be installed to meet standards for accessibility. All work is within existing city right of way and will connect sections of missing walkways. Various Locations within the City Limits along West Street; Bush Street; Brandon Way; Corry Street; Whipple Street; Harrison Street; Myrtle Street; McPherson Street; Morrow Street and Cedar Street. Small sections of sidewalk that meet cross streets in several locations will also be installed along with ramps.	Fort Bragg - ARRA Project Nomination Form	FB7	\$603,310	City of Fort Bragg (2010)
30	Gobbi Street Improvements (Phase I)	- Dora Street to S. State Street - Widen to Major Arterial standards and install signal interconnect cable. Keep street at two lanes. - Gobbi Street Street/Waugh Lane Intersection - Install traffic signal and coordinate; OR install traffic signal - Gobbi Street/Oak Street intersection install signal and coordinate - S. State Street to City Limit Intersection - Install signal interconnect cable - There currently is an existing Class II bikeway on Gobbi Street between Main Street and Oak Manor Drive. The proposed project consists of two segments and extends for approximately 0.76 mile. Class II improvements are proposed for the segment of Gobbi Street between Dora Street and Main Street, a distance of 0.32 miles. The second segment extends on Gobbi Street from Oak Manor Drive to the eastern terminus of Gobbi Street at the Little League Fields/BMX track. This segment, a length of 0.44 miles, may ultimately be developed as a Class I bikeway. These segments are according to the Regional Bikeway Plan.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study 2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U3	\$1,634,553	CSWST2 (2011)
31	Devil's Cut-Off Trail	Devil's Cut-Off Trail is an existing informal trail between Lake Street and Port Road. The existing right-of-way will be improved to provide formal pedestrian access.	Point Arena Community Action Plan	PA7	\$300,000	F&P (2011)

Table A-1: Tier 1 MCOG Capital Improvement Program Project List

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	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)	Cost Estimate	Cost Estimate Source
32	N. State Street Signal Interconnect and Coordination Project - Phase 1	<ul style="list-style-type: none"> - City Limit to Brush Street Intersection - Install signal interconnect cable (69) - Brush Street to Perkins Street Intersection - Install signal interconnect cable (70) - N. State Street/Norton Street Intersection - coordinate existing traffic signal (6) - N. State Street/Scott Street Intersection - coordinate existing traffic signal (14) - N. State Street/Perkins Street Intersection - coordinate existing traffic signal (36) - N. State Street/Standley Street Intersection - coordinate existing traffic signal - N. State Street/Clara Avenue - install signal, re-stripe add SB left-turn lane, realign EB driveway, coordinate traffic signals - N. State Street/Ford Street Intersection - install traffic signal and coordinate; OR add SB left-turn lane (41); add WB right-turn lane (112) 	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U5	\$645,725	CSWST2 (2011)
33	Dora Street Signal Interconnect	Dora Street - N. Terminus to S. City Limit - Install signal interconnect cable (79)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U6	\$575,000	CSWST2 (2011)
34	Second access road to Brooktrails Township	A preferred route and right-of-way location has not yet been identified. It is anticipated that implementation of a second access route will be coordinated with construction of the Willits bypass (US-101) to create a seamless freeway/county road interface. Estimated cost is some \$14.0 million/2009 dollars. Initial project development activities have been programmed with STIP funds and are scheduled for 2011. In environmental phase in 2011. Currently in environmental phase.	Regional Transportation Plan (2005) - Long Term Improvements from Final Roadway Transportation System Element	MC7	No Estimate Available - Project is in PA&ED phase with preferred route and costs to be determined.	
35	Gualala CAP	An 8-12' pedestrian area allowance should be provided on both sides of the highway. This will include a concrete walkway with an ornamental scoring pattern, and a continuous landscape strip featuring low-profile, low-maintenance plants and/or decorative paving between the sidewalk and the street.	Gualala CAP	MC10	\$2,800,000	RRM Design (2009)
36	S. State Street Interconnect and Coordination Project	<ul style="list-style-type: none"> - Gobbi Street St To Talmage Rd - Install signal interconnect cable - Perkins Street to Gobbi Street - Install signal interconnect cable - Talmage Road to Washington - Install signal interconnect cable - S. State Street/Gobbi Street Intersection - Add separate SB and WB right turn lane, modify and coordinate existing traffic signal - S. State Street/Talmage Intersection - Re-stripe to provide separate SB left turn lane, add separate NB right-turn lane, modify and coordinate existing traffic signal - S. State Street/Clay Street Intersection Install traffic signal and re-stripe to provide separate NB SB left turn lane - S. State Street/Hastings Avenue Intersection Add separate EB and WB left-turn lane, separate NB right-turn lane, modify and coordinate existing traffic signal - S. State Street/Mill Street Intersection coordinate existing traffic signal 	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study (Projects 23, 51-54, 71-73)	U17	\$529,000	CSWST2 (2011)
37	Pudding Creek Trestle/Otis Johnson Park Bikeway	Class III route on Laurel St from N Harold to Otis Johnson Park	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB9	\$5,000	F&P (2011)
38	Otis Johnson Park/Dana Street Bikeway	Class III route on Cedar St from N Harold to Monsen Way Harold to Rasmussen is City and from Rasmussen to Monsen is a County DOT roadway	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB10	\$20,000	F&P (2011)
40	Otis Johnson Park/Dana Street Bikeway	Class II Bike Path will be constructed for first 300 feet south from Cedar as part of SRTS project expected to bid early next year. Remainder to remain as Class III on Dana.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB12	\$7,500	F&P (2011)
41	Banbridge Park	Class III bike route next to Banbridge Park along N Harrison and Redwood to N Whipple.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB13	\$5,000	F&P (2011)
42	Despina Dr	Class II lanes on Despina Dr (251) from Ukiah City Limits to CR 222.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC8	\$6,000	F&P (2011)
43	Bush St	Class II bike lanes on Bush St (250C) Ukiah City Limit CR 222 (not yet constructed).	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC9	\$6,000	F&P (2011)
44	Clay Street and Hospital Drive Extensions	<ul style="list-style-type: none"> - Hospital from Perkins Street to Clay Street - Clay Street extension to Peach Street/Leslie Street intersection (97) 	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U41	\$1,631,275	CSWST2 (2011)

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	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)	Cost Estimate	Cost Estimate Source
45	Central Business District/Pudding Creek Trestle Connection	The path would be Class I and approximately 0.40 mile in length, and run west of West Street between Pine and Elm Streets. A designated bikeway along Pine Street would connect to the Central Business District. On Mill Property and subject to redevelopment plan.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB14	\$361,100	CSWST2 (2011)
46	East Side Potter Valley Road Improvements	Improvements include roadway widening, pavement reconstruction, grading and paving shoulders, and reconstruction of drainage facilities.	Regional Transportation Plan (2005) - Long Term Improvements from Final Roadway Transportation System Element	MC11	Phase I - \$7,200,000 Phase II - \$5,000,000	Mendocino County (2011)
47	SR1/Boice Lane	Install a flared right turn lane with a storage capacity of two vehicles on the eastbound and westbound approaches; Consider installation of a traffic signal or roundabout	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC12	No Estimate Available	
48	S State St	Class I bike path parallel to South State Street between Washington and Norgard	Ukiah Bike Plan 1999	U9	\$1,046,500	CSWST2 (2011)
49	Orr Creek Pathway	Class I path along Orr Creek Pathway from Dora St to Ukiah High School.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U10	\$506,345	CSWST2 (2011)
50	NWP Rail Trail, Phase II	The long-term goal would be to extend the Class I bikeway north and south to reach from Ford Road in the north to Norgard Ln in the south. This would include approximately an additional 2 miles of Class I bikeway.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study & 2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	U11	No Estimate Available - Pending Completion of Rails to Trails Plan (2012)	
51	Gualala CAP	Installation and improvement of crosswalks across Highway 1 in Gualala. Decorative paving and/or high-contrast markings should be utilized to increase visibility. a) At Sundstrom Mall b) Across both sides of Ocean Drive c) At SeaCliff d) Center Street e) The north side of Pacific Woods Road f) Gualala Mobile Court	Gualala CAP	MC13	\$80,000	RRM Design (2009)
52	Maple Ave	Class II lanes on Maple Ave from Harrison to Harold St.		FB15	\$5,000	F&P (2011)
53	Redemeyer Rd	Class III route on Redemeyer Rd (215A) from CR 215 to CR 215B.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC14	\$16,500	F&P (2011)
54A	South Main Street Access and Beautification Plan	An improved five-lane cross section with completed sidewalks and Class II bicycle lanes for the length of the roadway from Oak Street to the Hare Creek Bridge; Enhanced and New pedestrian crossings including curb extensions, high-visibility striping, stop bars, pedestrian signage, and median refuge islands. Proposed new "mid-block" crossings at specified locations; Improved Pedestrian and Bicycle Facilities on the Hare Creek Bridge; enhancements to existing traffic lights and lane configurations; development of a center, tree-lined median; development of planting strips along both sides of the roadway; development of new gateways with coordinated signage and landscaping. Realign the SR 1/Ocean View intersection	2011 South Main Street Access & Beautification Plan	FB16A	\$5,730,000	City of Fort Bragg (2011)
54B	Residential Streets Safety Plan	Infill sidewalk construction and sidewalk reconstruction, raised crosswalk with sign and striping plan where the logical; pedestrian route shifts; revised centerline striping plan; striping at centerline and edge of travel way; raised crosswalk with a curb extension; speed table; traffic circles at two intersections; speed cushions; enhanced crosswalk; splitter islands in locations where there are no high visibility crosswalks. LED ringed stop signs at the intersection of Oak and Harold Streets; and curb extensions.	2011 Residential Streets Safety Plan	FB16B	\$849,500	City of Fort Bragg (2011)
55	Commercial Street	Class I path on E Commercial St from 550' E/S Lenore to City Limits.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W4	\$227,010	CSWST2 (2011)
56	Port Road	Rename Port Road between Main Street and Iverson Avenue and redesign as a bicycle boulevard. Improve visual character of the barrier between Port Road and Iverson Avenue.	Point Arena Community Action Plan	PA10	\$75,000	F&P (2011)
57	Central Street Ped and Bike Improvements	Major rehab and installation of pedestrian and bicycle improvements on Central Street from South Street to East San Francisco Avenue; 2020.	Comments in Email dated 10/20/2010 from Alan Falleri of the City of Willits	W3	No Estimate Available	

Table A-1: Tier 1 MCOG Capital Improvement Program Project List

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	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)	Cost Estimate	Cost Estimate Source
58	Perkins Street Interconnect Project	- E. Perkins Street from N. State Street to City Limit - Widen to Major Arterial standards and install signal interconnect cable. This will not change the number of lanes. - E. Perkins Street Street/Main Street Intersection Install traffic signal, coordinate, re-stripe to provide separate SB, EB and WB left-turn lanes; OR install signal (30) - E. Perkins Street/Orchard Avenue Intersection: construction of WB right turn lane on Perkins; widening of south side of Perkins from Orchard Ave to US 101; coordination of traffic signals with new signals at US 101 ramps and Perkins	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study (Projects 21, 30, 76)	U34	\$2,027,335	CSWST2 (2011)
59	Orchard Avenue Signal Interconnect	Orchard Avenue - N. City Limit to E. Perkins Street - Install Signal interconnect cable (81)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U13	\$158,000	CSWST2 (2011)
60	East Rd	Class II lanes on East Rd (230) from CR 227 to CR 237.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC15	\$1,040,000	F&P (2011)
61	East Side Potter Vly Rd	Class II lanes on East Side Potter Vly Rd (240) from SR 20 to CR 245.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC16	\$1,240,000	F&P (2011)
62	Round Valley Multi Use Lanes, Route 3	Round Valley Multi Use Lanes (Class II lanes), Route 3 – East Lane from SR 162 to CR 339.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC17	\$200,000	F&P (2011)
63	Main Street/Pudding Creek Road	Provide a two-way left turn lane south of the intersection to serve as a refuge for left turn movements from Pudding Creek Road to southbound SR 1 (Long Term Mitigation Measure)	SR1 Corridor Study (2008) Mitigatin Measures and Improvements	FB17	\$43,643	CSWST2 (2011)
64	Gualala CAP	Install center turn lanes and turn pockets in selected areas, be used to regulate turning movements to and from Highway One at Pacific Woods Road, between Ocean Drive and Center Street, and at Old Stage Road. When appropriate, landscaped medians are recommended to highlight turn pockets and provide traffic calming benefits.	Gualala CAP	MC18	\$60,000	RRM Design (2009)
65	Gualala CAP	A 3-5' wide pedestrian pathway of compacted gravel, sufficient to meet ADA accessibility requirements, should be installed on the west side of Highway One where feasible	Gualala CAP	MC19	\$96,000	RRM Design (2009)
66	Fort Bragg Sidewalks	Upgrade and widen sidewalks on Chestnut Street, Dana Street, Sanderson Way, Pine Street, and Bush Street to provide "Safe Routes to Schools." On Chestnut: Franklin to Dana; on Dana: all on Sanderson: all; on Pine and Bush: where conditions warrant.	Fort Bragg Circulation Element - 2004	FB18	\$2,500,000	F&P (2011)
67	Main Street Bikeway	Main Street is proposed as a Class II bikeway for a total length of 0.75 mile. This segment is in the Regional Bikeway Plan.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U12	\$15,000	F&P (2011)
68	Oak Street/Sherwood Road Bikeway	This project will provide a multi-use Class II bikeway to allow access to the east side of Fort Bragg. This bikeway would run along Oak Street, beginning at Dana Street and extend to the Fort Bragg City Limits. This project is listed as a project in the Bikeway Plan.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB19	\$100,000	F&P (2011)
69	Mill Street Extension	Extend Mill Street to the east and north to connect to Riverside Drive/Eureka Hill Road. Maintain existing street width but regrade at the intersection of Center Street. Reduce curbs along north side of Mill Street through several alternatives: insert handrail to prevent people from falling off high sidewalk, lower sidewalk by two feet and improve retaining wall, extend sidewalk by 4' to include planter area and steps down to street (similar to planes on Main Street)	Point Arena Community Action Plan	PA11	No Estimate Available	
70	Main Street/Pine Street	Signalize the Main Street/Pine Street intersection	Fort Bragg Circulation Element - 2004	FB20	\$122,475	CSWST2 (2011)
71	Washington Ave	A combination of Class II and III facilities along Washington Ave from Helen to S State. Widen Talmage from 30 feet to 32 feet and remove parking between Waugh Lane and South State Street.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U14	\$500,000	F&P (2011)
48	MTA 5- Year Vehicle Replacement	MTA plans to purchase 57 vehicles as part of its on-going vehicle replacement and fleet enhancement program	MTA	MTA1	\$9,151,000	MTA (2011)

Table A-2: Tier 2 MCOG Capital Improvement Program Project List



	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
72	Grove Ave/Clara Ave Corridor	This east-west bikeway corridor includes a proposed combination of Class II and III facilities along Grove Ave to Pine Ave to Scott St to N State Street to Norton to Mason to Clara to Orchard . .	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U15
73	Western Bikeway	Western Bikeway consists of a Class III route with segments on the following streets: Helen Ave, Gardens Ave, McPeak St, Barnes St, Todd Rd, Hazel Ave, Grove Ave, and Spring St. .	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U16
74	Laurel St	Class III route on Laurel St from N Harold to Otis Johnson Park.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB21
76	Chestnut St	Class III route on Chestnut St from Dana S to Harrison.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB23
77	Woodward St	Class III route on Woodward St from South N to Harbor.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB24
79	South St	Class III on South St from Main to Franklin St.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB26
80	Walnut St	Class III on Walnut St from Franklin to Harrison St.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB27
81	Harrison St	Class III on Harrison St from Walnut to Fir St. Medium to Signage only	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB28
82	Harold St	Class II lanes on Harold St from Maple to Fir Ave.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB29
83	Fir St	Class III route on Fir St from Franklin to Harold St.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB30
84	Main St (SR 1)	A mix of Class II and III facilities along Main St (SR 1) where appropriate from the Southern City Limits Northern City Limits.		FB31
85	Maple Ave	Class III route on Maple Ave from Harold to Lincoln St.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB32
86	N Sanderson Wy	Class III route on N Sanderson Wy from Cedar to Willow.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB33
87	Cypress St	Class III route on Cypress St from GP Rd to Kemppe Way.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB34
88	Kemppe Wy	Class III route on Kemppe Wy/River Rd from Cypress to River.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB35
89	W Ocean View Dr	Class III route on W Ocean View Dr from Hwy 1 to Cliff Wy.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB36
90	Pine St	Class II lanes on Pine St from Coast St to North St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W10
91	Gualala CAP	From the southern entrance of the Sundstrom Mall to Ocean Drive, would be a road section that would fit within a 64' right-of-way. This would involve retaining center left turn pockets at key intersections, two 11' travel lanes, two 5' class II bike lanes, and two 10' wide sidewalks incorporating a 4' wide planting strip adjacent to the curb. There would be no on-street parking along this entire stretch. This project is within Mendocino County, but it is under Caltrans' jurisdiction.	Gualala CAP	MC20
92	Sherwood Rd	There are proposed Class II and III facilities along Sherwood Rd (311) from Willits City Limits to CR 623.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC21
93	Franklin Street/Oak Street	Signalize the intersection	Fort Bragg Circulation Element - 2004	FB37
94	Park-to-Port Trail	Several informal trails currently exist between the park located behind the post office and homes along Port Road. These trails will be maintained and improved to provide formal pedestrian and bicycle access between these two areas.	Point Arena Community Action Plan	PA9

Table A-2: Tier 2 MCOG Capital Improvement Program Project List

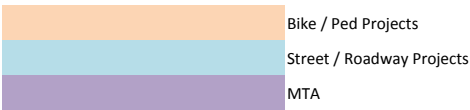
				
	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
95	Dora Street / W. Perkins Street Signalization	<u>Dora Street</u> - Dora Street/W. Perkins Street intersection install signal and coordinate (107)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U24
96	Talmage Road / Waugh Lane Signalization	<u>Talmage Road/Waugh Lane</u> Intersection Install a traffic signal	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U25
97	Main Street/Pudding Creek Road	Signalize the Main Street/Pudding Creek Road intersection	Fort Bragg Circulation Element - 2004	FB38
98	Empire Drive Bikeway	Class II bike lanes are proposed for Empire Drive from Despina to N Bush St (Part I) and Bush St to N State St (Part 2) to connect the Bush Street/Dora Street bikeway to the North State Street bikeway. This segment is 0.21 miles in length.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U18
99	Orchard Avenue Bikeway	Class II bike lanes currently exist along both sides of Orchard Avenue from Perkins Street to just south of Clara Avenue. A Class II facility is proposed for the remaining segments from Gobbi to Perkins, and from Clara to Ford Street, a distance of approximately 0.60 miles. This facility is in the Regional Bikeway plan. An additional set of lanes is proposed for the extension of Orchard Avenue as part of the Brush Triangle Transportation Study from Ford to Brush.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U19
100	Brush Street	Class II lanes on Brush Street from North State Street to Orchard Ave.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U20
101	Bush St (Ext)	Class II lanes on Bush St (Ext) from Capps Ln to CR 222 (Lovers Ln).	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U21
102	Despina Dr	Class II lanes on Despina Dr from Low Gap Road to Northern City Limits.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U22
103	Dora Ave	Class II lanes on Dora Ave from Grove to Spring.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U23
104	Orchard Avenue/Clara Avenue Modifications	<u>Orchard Avenue/Clara Avenue</u> : provide two-way left-turn lane striping; OR install traffic signal (25)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U31
105	Orchard Avenue/Ford Street Modifications	<u>Orchard Avenue/Ford Street</u> - provide two-way left-turn lane striping; OR install traffic signal (24)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U32
106	Ukiah Rail Trail Class 1 Facility	Bicycle Facilities - Rail Trail Class I Facility - between Ford Road and Norgard Lane along railroad tracks. See projects below.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study & 2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	U26
107	Babcock Lane	Class III route on Babcock Lane from Gobbi to Talmage.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U27
108	Oak Manor Dr	Class III route on Oak Manor Dr from Gobbi to Perkins.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U28
109	Perkins St	Class III route on Perkins St from Dora to Vichy Springs Rd.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U29
110	Talmage Rd	Class III route on Talmage Rd from S State to City Limits.	2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U30
111	W Mendocino	Class III route on W Mendocino from School to Spruce.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W11
112	Spruce	Class III on Spruce from E. Mendocino to Brookside School.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W12
113	East Valley St	Class II lanes on E Valley St from US 101 to Lenore Ave.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W13
114	Lenore Ave	Class III route on Lenore Ave from E San Francisco St to Commercial St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W14
115	School St	Class III route on School St from Pine St to Commercial St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W15

Table A-2: Tier 2 MCOG Capital Improvement Program Project List



	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
116	Mill St	Class III route on Mill St from Coast St to Pine St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W16
117	Magnolia St	Class III route on Magnolia St from Holly St to Walnut St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W17
118	E San Francisco	Class III route on E San Francisco St from S Lenore to US 101.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W18
119	South St	Class III route on South from US 101 to Central.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W19
120	Central	Class III route on Central Ave from South St to E San Francisco.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W20
121	East Hill Road Bikeway	Class II lanes on E Hill Rd (0.5 mile segment) from Baechtel to City Limits. This will connect with proposed Class III facilities along East Hill Road east of the City limits.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W21
122	Blosser Lane	Class III route on Blosser Lane from Franklin to City Limits.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W22
123	Franklin St	Class III route on Franklin St from Blosser to US 101.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W23
124	Hazel St	Class III route on Hazel St from US 101 to Locust.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W24
125	W Valley St	Class III route on W Valley St from US 101 to Coast St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W25
126	Coast St	Class III route on Coast St from W Valley St to Pine St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W26
127	Pine St	Class II lanes on Pine St from Coast St to School St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W27
128	Railroad Ave	Class III route on Railroad Ave from E San Francisco to E Valley.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W28
129	State St	Class III route on State St from US 101 to Marin.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W29
130	Marin St	Class III route on Marin St from State E to Commercial.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W30
131	Coast St	Class III route on Coast St from SR 20 to Mill St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W31
132	Boscabelle Ave	Class III path on Boscabelle Ave from E San Francisco to E Valley.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W32
133	Mill Creek Dr	Class III route on Mill Creek Dr from End to W Commercial.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W33
134	Northbrook Way	Class III route on Northbrook Way from End to Mill Creek.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W34
135	Downtown Ukiah Transit Center	Developing a downtown Ukiah Transit Center at the train station	2005 RTP - Transit - Short Term	U33
136	Main Street/Pudding Creek Road	NB Right turn Channelization lane (Short Term Mitigation Measure)	SR1 Corridor Study (2008) Mitigatin Measures and Improvements	FB39
138	Near term (Existing) improvements to SR 1 between Point Arena and Fort Bragg	SR 1/Little River Airport Road - Install a southbound left turn lane	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC22

Table A-2: Tier 2 MCOG Capital Improvement Program Project List



	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
139	Long Term (2020 and beyond) Improvements to SR 1 south of Point Arena	SR 1/Old State Highway - Install a southbound left turn lane on SR 1; NB right turn channelization; Provide a two-way left turn lane south of the intersection to serve as refuge for left-turn movements to SB SR 1	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC23
140	Long Term (2020 and beyond) Improvements to SR 1 south of Point Arena	SR1/Pacific Woods Road - Install a southbound left turn lane on SR 1	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC24
141	Long Term (2020 and beyond) Improvements to SR 1 south of Point Arena	SR1/Fish Rock Rd - Install a SB left turn lane on SR 1	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC25
142	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR 1/Lansing Street (N) - Install a northbound left turn lane or prohibit left turn movements at this location	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC26

Table A-3: Tier 3 MCOG Capital Improvement Program Project List


				
	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
143	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR 1/Gilbney Lane - Provide a two-way left turn lane south of the intersection to serve as refuge for left turn movements from Gilbney Lane to southbound SR 1; NB right turn channelization	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC27
144	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR 1/Pearl Drive - Provide a two-way left turn lane south of the intersection to serve as refuge for left turn movements from Pearl Drive to southbound SR 1; NB right turn channelization	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC28
145	Walnut Street/Locust Street Bikeway	Class II on Walnut St from Locust St to US 101. . This approximately 0.50 mile segment will continue on Locust St down to Holly St.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W35
146	Walnut Street/Locust Street Bikeway	Class II on Locust St from Holly St to Walnut St II.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W36
147	Walnut Street/Locust Street Bikeway	Class II lanes on Holly St from Locust St to US 101.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W37
148	East Hill Road Bikeway	Class II lanes on E Hill Rd (0.5 mile segment) from Baechtel to City Limits. . This will connect with proposed Class III facilities along East Hill Road east of the City limits.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W38
149	North St	Class II on North St from Pine St to W Commercial.	2006 Mendocino County Regional Bikeway Plan - Table 2 Proposed Bikeway Improvement Projects	W39
150	Vichy Springs Rd	Class II lanes on Vichy Springs Rd (215) from Ukiah City Limits to CR 204A.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study & 2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	U35
152	Railroad/GP Log Rd	Class III route on Railroad/GP Log Rd from Railroad ROW/E Bush to GP Log Rd/Cypress. and subject to future redevelopment plans	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB42
153	Oak Court	Class III route on Oak Court (252A) from CR 252 to CR 252F.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC29
154	Main/Lansing St 407E/500	Class III route on Main/Lansing St (407E/500) from SR 1 at Mendocino to SR 1 Jack Peters Gulch.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC30
155	S State St	Class III route on S State St (104A) from SR 253 to Ukiah City Limits.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC31
156	Old River Rd	Class III route on Old River Rd (201) from SR 175 at Hopland to SR 222 at Talmage.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC32
157	East Hill Rd	Class III route on East Hill Rd (County Road 301) from Willits City Limits to County Road (CR) 304.		MC33
158	East Side Rd	Class III route on East Side Rd (304) from CR 301 to CR 308.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC34
159	Hearst Willits Rd	Class III route on Hearst Willits Rd (306) Willits City Limits to CR 310.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC35
160	Canyon Rd	Class III route on Canyon Rd (308) from CR 306 to CR 304.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC36
161	Reynolds Hwy	Class III route on Reynolds Hwy (310) from CR 306 to SR 101 at Outlet Crk.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC37
162	Brooktrails Dr	Class III route on Brooktrails Dr (311B) from CR 601 to CR 311.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC38
163	East Lane	Class III route on East Lane (327C) from SR 162 at Covelo to CR 327B.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC39
164	Howard St	Class III route on Howard St (334D) from CR 337B to SR 162 at Covelo.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC40
165	Foothill Blvd	Class III route on Foothill Blvd (337A) from CR 337H to CR 337B.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC41

Table A-3: Tier 3 MCOG Capital Improvement Program Project List



	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
166	Little Lake St	Class III route on Little Lake St (407A) from CR 407FF to CR 500.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC42
167	Main St (CR 407E)	Class III route on Main St (407E) from CR 407I to CR 500.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC43
168	Heeser St	Class III route on Heeser St (407I) from CR 407E to CR 407A.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC44
169	Heeser Dr	Class III route on Heeser Dr (407FF) from CR 500 to CR 407F.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC45
170	Little Lake Rd	Class III route on Little Lake Rd (408) from CR 407Z to CR 409.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC46
171	Lovers Ln	Class III route on Lovers Ln (222) from CR 104 to CR 251.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC47
172	East Side Calpella Rd	Class III route on East Side Calpella Rd (227) from CR 226 to CR 230.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC48
173	Moore St	Class III route on Moore St (229B) from US 101 Calpella to CR 227.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC49
174	Uva Dr	Class III route on Uva Dr (239) from CR 237 to US 101 at Laughlin.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC50
175	Main St	Class III route on Main St (245) from CR 248 to CR 240.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC51
176	Oak Knoll Rd	Class III route on Oak Knoll Rd (252) from CR 252A to CR 104A.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC52
177	Ft Bragg Sherwood Rd	Class III route on Ft Bragg Sherwood Rd (419) from Ft Bragg City Limits to CR 420C.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC53
178	Branscomb Rd	Class III route on Branscomb Rd (429) from CR 319E to US 101 at Laytonville.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC54
179	Mountain View Rd	Class III route on Mountain View Rd (510) from CR 126 to SR 128 at Boonville.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC55
180	Kinney Rd	Class III route on Kinney Rd (512) from Manchester State Beach to SR 1 Manchester.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC56
181	Pt Cabrillo Rd	Class III route on Pt Cabrillo Rd (564) from SR 1 Russian Gulch to SR 1 Caspar Ck.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC57
182	Birch St	Class III route on Birch St (601) from CR 603 to CR 311B.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC58
183	Clover Rd	Class III route on Clover Rd (603) from CR 604 to CR 601.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC59
184	Primrose Dr	Class III route on Primrose Dr (604) from CR 606 to CR 623.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC60
185	Daphne Wy	Class III route on Daphne Wy (608) from CR 311 to CR 609.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC61
186	Madrone Dr	Class III route on Madrone Dr (609) from CR 608 to CR 623.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC62
187	Poppy Dr	Class III route on Poppy Dr (623) from CR 604 to Willits Airport.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC63
188	Stipp Lane	Class III route on Stipp Lane (124B) from SR 253 to SR 253.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC64

Table A-3: Tier 3 MCOG Capital Improvement Program Project List



	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
189	Sanford Ranch Rd	Class III route on Sanford Ranch Rd (200) from SR 222 at Talmage to CR 204.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC65
190	Knob Hill Rd	Class III route on Knob Hill Rd (204) from CR 200 to CR 204A.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC66
191	Watson Rd	Class III route on Watson Rd (204A) from CR 204 to CR 215.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC67
192	Babcock Ln	Class III route on Babcock Ln (207) from Ukiah City Limits to Ukiah City Limits.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC68
193	Little River Airport Rd	Class III route on Little River Airport Rd (404) from SR 1 at Little River to CR 223.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC69
194	Albion Ridge Rd	Class III route on Albion Ridge Rd (402) from SR 1 Albion to CR 401A.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC70
195	Navarro Ridge Rd	Class III route on Navarro Ridge Rd (518) from SR 1 at Navarro River to mile post 6.0.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC71
196	Geysers Rd	Class III route on Geysers Rd from US 101 to 0.70 mi South.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC72
197	Fairbanks Rd	Class III route on Fairbanks Rd (327A) from SR 162 at Poonkinney Rd to CR 327B.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC73
198	Hill Rd	Class III route on Hill Rd (327B) from CR 327A to CR 327C.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC74
199	Airport Rd	Class III route on Airport Rd (337B) from CR 334D to CR 337A.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC75
200	Marina Dr	Class III route on Marina Dr (226) from CR 227 to SR 20 at Lake Mendocino.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC76
201	N. State Street/Brush Street Improvements	Brush Street - Intersection of N. State Street/Brush Street - Add WB left turn lane, coordinate signal; OR N. State Street/Brush Street-Low Gap Road widen east leg, new phasing; OR Low Gap Road/Brush Street install signal; OR N. State Street/Low Gap Road-Brush Street WB add right turn lane (20) Preferred Option: Widen east leg to allow for a WB left turn lane.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U36
202	Low Gap Road Improvements	- Low Gap Road, from N. State Street to City Limit - Widen to collector street conforming to City Standards but keep street at 2 lanes. - Low Gap Road/Bush Street intersection install signal and coordinate (109) - Low Gap Road/Despina Drive intersection install signal and coordinate (110)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study (Projects 74, 109, 110)	U39
203	Dora Street Improvements	- Dora Street/Clay Street Intersection - Install a traffic signal and re-stripe to provide separate NB and SB left turn lanes - Dora Street/Mill Street Intersection - Install signal and re-stripe to provide separate SB left turn lane (62) - Dora Street/Washington Avenue Intersection - Install a traffic signal and re-stripe to provide separate NB,SB,EB, and WB left turn lanes (63) - Gobbi Street Street/Dora Street Intersection - Signalize and re-stripe to provide separate NB right turn Lane	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study (Projects 56, 61-63)	U37
204	Talmage Road/Hastings Avenue Signalization	<u>Talmage Road/Hastings Avenue</u> Intersection Install a traffic signal and re-stripe to provide separate EB and WB left turn lanes	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U38
205	Mitchell Creek Area Second Connection	Provide an alternate egress route - in addition to Simpson Lane, CR 414 - for Mitchell Creek area residents and others during natural or manmade disasters and provide an alternative route (to the one afforded by Simpson Lane) for recurring non-emergency traffic use. [Note - this is a County project.]	Phase 1 Report - MCOG Model Development Report 10/2010	MC77

Table A-3: Tier 3 MCOG Capital Improvement Program Project List


				
	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
206	Parallel Roadway capacity to SR 1	Development of an arterial or collector parallel to Main Street in Fort Bragg, through the Georgia-Pacific property to meet future development needs.	2005 RTP - Long Term Roadway Transportation System Element	FB43
207	Lake Mendocino Drive (CR 227B) Bikeway	Existing Class II bikeways run along both sides of Lake Mendocino Drive from North State Street to East Side Calpella Road and along the north side from there to the Lake Mendocino Recreation Area. A Class II bikeway 0.44 mile long is proposed on the south side of Lake Mendocino Drive between East Side Calpella Road the Lake Mendocino Recreation Area.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study & 2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	U40
208	Pudding Creek Trestle/Otis Johnson Park Bikeway	Class I or II facilities on the 0.5 mile segment on Old Haul Rd from North City Limits/Trestle Bridge to W Elm St.	2006 Mendocino County Regional Bikeway Plan - Table 3 Proposed Bikeway Improvement Projects	FB44
209	Dora Street Extension	South Dora Street Extension - between Oak Knoll Drive and Stipp Lane (98)[Note - County project. Estimated cost is \$2.7 million/2008 dollars.]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U42
210	Southern Orchard Avenue Extension	Orchard Avenue Extension- southern extension to Talmage Road. This would be a 20 year project and would work only if Talmage interchange is changed to a tight diamond as planned.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U43
211	Coastal Access Trail Plans	The Moat Creek to Arena Cove Trail Feasibility Study is currently being prepared for the Moat Creek Managing Agency (MCMA).	Point Arena Community Action Plan	PA12
212	Millsite Development Roads	Construct roadways to support the Millsite development on the west side of Fort Bragg		FB45
213	Ford Road Extension	Ford Road - Reconstruct and extend Ford Road between North State Street and Orchard Avenue Extension. Estimated cost is \$5.4 million.	AB1600 Traffic Mitigation Fee Study	MC78
214	Gobbi Street Improvements (Phase II)	US 101 Interchanges - Gobbi Street/US 101 Improvements - 1. (Near-Term) Add signal at East East Gobbi Street/101 Southbound Ramp intersection and coordinate with Gobbi Street/Orchard Avenue. There is also potential to add a roundabout to the East Gobbi Street/Orchard Avenue intersection, as was outlined in the May 2003 Brush Street Triangle Study; 2. Add auxiliary lane connecting northbound on-ramp with downstream northbound offramp at East Perkins Street interchange to improve merging and weaving operations; 3. Widen East Gobbi Street Overcrossing as needed to accommodate queued vehicles at newly signalized southbound ramp intersection	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study and Route 101 Corridor Interchange Study in Mendocino County (2005)	U44
215	N ear Term North State Street/US 101 Improvements	US 101 Interchanges - North State Street/US 101 Improvements - (Near-Term) Provide three lanes on northbound Route 101 mainline structure to accommodate extended acceleration lane by re-striping the bridge area and adding pavement to the north and south of the bridge; Realign southbound on- and off-ramps to meet at a single signalized intersection; Increase acceleration length for southbound on-ramp merge onto southbound mainline	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study and Route 101 Corridor Interchange Study in Mendocino County (2005)	U45
216	N ear Term Perkins Street/US 101 Improvements	US 101 Interchanges - Perkins Street/US 101 Improvements - 1. (Near-Term) Add signal to southbound ramp intersection and coordinate with optimized East Perkins / Orchard signal. Add signal to northbound ramp intersection and coordinate with nearby signals. There is also potential to add a roundabout to the northbound ramp intersection, as was outlined in the May 2003 Brush Street Triangle Study. 2. Add a westbound through-left lane and a southbound right turn lane to the East Perkins Street/Orchard Avenue intersection. 3. Increase acceleration length for northbound on-ramp; 4. Add auxiliary lane connecting northbound off-ramp with upstream northbound onramp from East Gobbi Street interchange to improve merging and weaving operations; 5. Widen East Perkins Street Overcrossing as needed to accommodate queued vehicles at newly signalized ramp intersections. Funded under HSIP	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study and Route 101 Corridor Interchange Study in Mendocino County (2005)	U46
218	State Hwy 222	Class II/III bike lanes/route on State Hwy 222 from SR 101 Ukiah to CR 201 Talmage.		MC80

Table A-3: Tier 3 MCOG Capital Improvement Program Project List


				
	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
219	Vichy Springs Rd Bike Route	Class III route on Vichy Springs Rd (215) from CR 204A to CR 215A.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study & 2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	U48
220	North State Bike Route	North State St north of Lake Mendocino Drive to the end of the road is proposed to be designated a Class III route.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study & 2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	U49
221	Main Street	Construct a second southbound through travel lane on Main Street from Elm Street to Laurel Street. This improvement will be done only if other circulation improvements will not result in the street operating above LOS F	Fort Bragg Circulation Element - 2004	FB46
222	N. State Street Widening	- Widen to four lanes between US 101 and Lake Mendocino Drive (40) - There is a Class II bikeway on North State Street from the Ford Road/Empire Drive intersection to the point north of the US 101 overpass where the roadway narrows from four lanes to two lanes. The Class II bikeway is proposed to be extended northward an additional 1.49 miles to Lake Mendocino Drive at The Forks.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study 2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects	U47
223	Near term (Existing) improvements to SR 1 between Point Arena and Fort Bragg	SR 1/Pearl Drive - install a southbound left turn lane	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC81
224	Riverside Drive/Eureka Hill Road	Build a single-lane roundabout at this intersection.	Point Arena Community Action Plan	PA14
225	SR 1/Eureka Hill Road/Riverside Ave	- NB right-turn channelization (Long Term (2020 and beyond) Improvements to SR 1 in Point Arena)	SR1 Corridor Study (2008) Mitigation Measures and Improvements	PA15
226	Airport Park Blvd Extension	- Extend Airport Park Boulevard to Plant Road or US-101 SB ramps. 20 year plan may extend this to Norgard, but probably not to Plant Road due to technical issues.	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U50
227	South Street Rehabilitation & ADA Project	Rehab/Overlay, Structural dig outs and repair of specific areas; installation of curb ramps at corners as required; sidewalk infill; edge grinding and street overlay with minimum 2" asphalt concrete; installation of signage and striping. Location - State Route 1 (Main Street) on the west to River Drive to the east.	Fort Bragg - ARRA Project Nomination Form	FB47
228	Fort Bragg Sherwood Road to Willits	Work with the Mendocino Council of Governments and Mendocino County to upgrade Fort Bragg Sherwood Road to Willits to provide a year-round emergency access route.	Fort Bragg Circulation Element - 2004	MC82
229	School Street/Lake Street Intersection Long Term	Preferred Option - The preferred design option for the intersection is the Roundabout Option; single lane roundabout	Point Arena Community Action Plan	PA13
230	SR-128 Operational Improvements	Operational improvements, including barrier stripe mitigation projects, turnouts for slow vehicles, shoulder widening at critical locations, and selective realignment projects will be programmed and constructed based on regional improvement priorities.	Regional Transportation Plan (2005) - Long Term Improvements from Final Roadway Transportation System Element	MC83
232	Talmage Road Expansion	<u>Talmage Road</u> - S. State Street to City Limit - Widen to four lane arterial, add signal interconnect cable	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U55
233	Hensley Creek Road Extension	<u>Hensley Creek Rd</u> - Extend Hensley Creek Rd to new Orchard Ave extension[Note - County project. Estimated cost is \$4.2 million/2008 dollars.]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U51
234	Northern Orchard Avenue Extension	<u>Orchard Avenue</u> - Extend Orchard Avenue to Hensley Creek Road and to Lake Mendocino Drive (for more info on exact alignment see Brush Street Triangle Transportation Study)[Note - County project. Estimated cost is \$18.0 million/2008 dollars.]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U52
235	Orr Springs Rd Extension	<u>Orr Springs Road</u> - Extend Orr Springs Rd from North State Street to new Orchard Ave extension[Note - County project. Estimated cost is \$2.8 million/2008 dollars.]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U53
236	Orr Springs Road Connection	Orr Springs Road Connection to Lovers Lane (possibly via Despina Drive) [Note - County project. Estimated cost is \$1.9 million/2008 dollars.] (111)	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U54
237	Near term improvements to SR 1 South of Point Arena	SR1/Pacific Woods Road - NB right turn Channelization lanes on SR 1	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC84

Table A-3: Tier 3 MCOG Capital Improvement Program Project List




	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
238	Near term (Existing) improvements to SR 1 between Point Arena and Fort Bragg	SR1/Point Cabrillo Drive - SB right turn channelization lane	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC85
239	Near term (Existing) improvements to SR 1 between Point Arena and Fort Bragg	SR1/Caspar-Little Lake Road - SB right turn channelization lane;	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC86
240	Near term (Existing) improvements to SR 1 between Point Arena and Fort Bragg	SR1/Boice Lane - SB Right turn Channelization lane	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC87
241	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR1/Caspar-Little Lake Road - Install a flared right turn lane with a storage capacity of two vehicles on the eastbound and westbound approaches; Consider installation of a traffic signal or roundabout	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC88
242	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR 1/Ocean Drive (N) - SB right turn channelization	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC89
243	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR1/ Pudding Creek Road - NB right turn channelization	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC90
244	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR1/Old Coast Highway - SB right turn channelization	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC91
245	Long Term (2020 and beyond) Improvements to SR 1 north of Fort Bragg	SR1/Odom Lane - NB right turn channelization	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC92
246	Long Term (2020 and beyond) Improvements to SR 1 north of Fort Bragg	SR 1/Little Valley Road - NB right turn channelization	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC93
247	Long Term (2020 and beyond) Improvements to SR 1 between Point Arena and Fort Bragg	SR 1/SR 128 - Install a westbound left turn lane on SR 128	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC94
248	Railroad Grade Crossing Improvements	Reconstruct and widen railroad grade crossings at four County Maintained Roads - Moore Street (CR 229B), School Way (CR 236), Lake Mendocino Drive (CR 227B) and Brush Street (CR 217). Estimated cost is \$500,000/2009 dollars.		MC95
249	US-101 Lake Mendocino Drive interchange improvements	US 101 Interchanges - US-101 Lake Mendocino Drive interchange improvements -1. Install signal at 101 Southbound Ramp / Lake Mendocino Drive intersection - 2. Increase acceleration lengths for both northbound and southbound on-ramps Long Term Project	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study and Route 101 Corridor Interchange Study in Mendocino County (2005)	U56
250	New Streets	The opportunity exists for additional development east of Main Street between Riverside Drive/Eureka Hill Road and Mill Street. To accommodate new development, a new north-south roadway could be provided between Mill Street and Riverside/Eureka Hill Road. A new north-south connection within the City would help relieve some of the existing circulation and turn around difficulties.	Point Arena Community Action Plan	PA17
251	SR 1/Iverson Road	- SB right turn channelization; Install a northbound left turn lane on SR 1 (Long Term (2020 and beyond) Improvements to SR 1 in Point Arena)	SR1 Corridor Study (2008) Mitigation Measures and Improvements	PA18
252	Shoreline Hwy 1	Class III bike route on Shoreline Hwy 1 from Sonoma County Line to SR 101 Leggett.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC97

Table A-3: Tier 3 MCOG Capital Improvement Program Project List



	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
253	State Hwy 101	Class III bike route on State Hwy 101 from Sonoma County Line to Humboldt County Line. Medium/	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC98
254	State Hwy 20	Class III bike route on State Hwy 20 from SR 1 Ft Bragg to Lake County Line.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC99
255	State Hwy 128	Class III bike route on State Hwy 128 from Sonoma County Line to SR 1 Navarro.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC100
256	State Hwy 162	Class III bike route on State Hwy 162 from SR 101 Longvale to CR 336 Covelo.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC101
257	State Hwy 175	Class III bike route on State Hwy 175 from SR 101 Hopland to Lake County Line.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC102
258	State Hwy 253	Class III bike route on State Hwy 253 from SR 128 Boonville to SR 101 Ukiah.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC103
259	State Hwy 271	Class III bike route on State Hwy 271 from SR 101 Cummings to SR 101 Leggett.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC104
260	State Hwy 271	Class III bike route on State Hwy 271 from SR 101 Piercy to Humboldt County Line.	2006 Mendocino County Regional Bikeway Plan - Table 5 Proposed Bikeway Improvement Projects	MC105
261	Sherwood Road	Widen roadway, pavement reconstruction, grade and pave shoulders; and reconstruct drainage facilities. From MP 0.00 to MP 1.65. Estimated cost is \$3,000,000.	Regional Transportation Plan (2005) - Long Term Improvements from Final Roadway Transportation System Element	MC96
262	Ford/North State Intersection	<u>Ford Road at North State Street</u> - Add westbound right-turn lane. Estimated cost is \$1.1 million/2008 dollars.		MC106
263	School Trail	Right-of-way easements will be obtained for a new multi-use trail between Lake Street and School Street. The new trail will provide additional access for students through property across from Harper's Cut-Off Trail. A new mid-block crosswalk and pedestrian island will be constructed across School Street where the Harper's Cut-Off Trail and School Trail meet.	Point Arena Community Action Plan	PA8
264	Orchard Avenue/Brush St Improvements	<u>Orchard Avenue/Brush St</u> intersection improvements (27) Widen Brush at Orchard	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U57
265	SR-128 Bicycle Use	In conjunction with Caltrans staff, evaluate the restriction of bicycle use of this route for travel between the inland valley and the coast.	Regional Transportation Plan (2005) - Long Term Improvements from Final Roadway Transportation System Element	MC107
266	Gualala CAP	From Center Street to the southern entry of the Sundstrom Mall the recommended road section at this location would be 80' wide, Highway One has an extensive existing right-of-way ranging in width from 84 feet to 116 feet.	Gualala CAP	MC108
267	Brush Street US-101 Ramps	<u>Brush Street</u> - US-101 SB ramp installation at Brush Street, if viable and coordinated with improvements and/or limitations at Perkins Street/US 101 interchange (11) [Note - County project. Estimated cost is \$2.6 million/2008 dollars.]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U58
268	Redemeyer Road Extension	<u>Redemeyer Road</u> extension over Russian River to North State Street at the Lake Mendocino Drive interchange. See Redemeyer Road Study for more info on specific alignment. [Note - County project. Estimated cost is \$16.9 million/2008 dollars.]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	MC109
269	Brush Street Widening	<u>Brush Street</u> - Widen Brush Street from 2 to 4 lanes from North State to Orchard Avenue Extension. [Note - County project from Northwestern Pacific railroad grade crossing to Orchard Avenue Extension. Estimated cost is \$690,000/2008 dollars]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	U59
270	Gateway Signage	Gateway signage at the following three locations: North of VFW/City Hall, Eastern Location: East of the Hay Industrial Park, Southern Location: South of Arena Creek.	Point Arena Community Action Plan	PA21
271	Post Office Access Road	A new two-way road adjacent to the south side of the post office will provide access to the proposed parking lot at the park. The new roadway could provide a turn-around with an exit to Main Street at three potential locations between Port Road and Riverside Drive.	Point Arena Community Action Plan	PA16

Table A-3: Tier 3 MCOG Capital Improvement Program Project List

				
	Project Name	Project Description	Source	Jurisdiction Code (MC=County; FB=Fort Bragg; U=Ukiah; W=Willits; PA=Point Arena)
272	East of Main Street Potential Parking Lots	APN 27-122-15. This property is located behind the existing multi-family apartments located on Center Street behind the Medical center, and illustrated in Figure 4-29. The owner of this property has suggested its potential use as a parking area for downtown. The parcel could be redeveloped and used as a new parking lot with access from Center Street. Depending on the final design, this parking area could accommodate approximately 31 parking spaces. The creation of this parking lot would entail a significant amount of grading to create a flat parking area and significant removal of existing vegetation.	Point Arena Community Action Plan	PA23
273	East of Main Street Potential Parking Lots	Behind the Lions Hall. A reorganized small area behind the Lions Hall on Mill Street will permit an additional two (2) off-street parking spaces near the medical center.	Point Arena Community Action Plan	PA24
274	West of Main Street Potential Parking Lots	Trail Head Parking Lot on School Street. A parking lot is proposed at the new Harper's Cut-Off trailhead. This parking area will be accessible via a new sidewalk along the south side of School Street and a new crosswalk across School Street at the trailhead. The parking area will have approximately eight (8) new off-street parking spaces and replace the informal parking areas now used on the south side of School Street.	Point Arena Community Action Plan	PA25
275	West of Main Street Potential Parking Lots	Parcel APN 27-121-39. This large parcel, which is located on the south side of Port Road in the center of the block, is undeveloped except for a large shed. This parcel is currently used as parking during high capacity events such as the Forth of July Parade or the Harbor and Seafood Festival. The City could either acquire or develop a lease agreement or reciprocal parking agreement, to use this property as an overflow parking area during high capacity events, or develop it as a typical parking lot for daily use.	Point Arena Community Action Plan	PA26
276	West of Main Street Potential Parking Lots	Behind the Post Office. A parking lot is proposed adjacent to the community park behind the post office, as illustrated in Figure 4-30. This parking area will be accessible via the existing post office driveway and the proposed turn-around road discussed further in Chapter 5 with access from either the parking adjacent to the theater, the Feed Supply lot, or the Redwood Credit Union. The area behind the post office could accommodate approximately 30 new off-street parking spaces.	Point Arena Community Action Plan	PA27
278	Railroad Avenue	Extend southward from its current terminus to Baechtel Road (2030). This project is under Caltrans jurisdiction.	Phase 1 Report - MCOG Model Development Report 10/2010	W8
279	SR1/SR128 Improvements	SR1/SR 128 - EB right turn channelization lanes	SR1 Corridor Study (2008) Mitigation Measures and Improvements	MC110
280	Harrison Street extension	Consider extending Harrison Street south from Walnut Street to Cypress Street	Fort Bragg Circulation Element - 2004	FB49
281	Redemeyer Road	<u>Redemeyer Road</u> - Reconstruct Redemeyer Road (5). [Note - County project. Estimated cost is \$12.3 million/2008 dollars.]	AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study	MC111
282	Replacement of East Valley Street Bridge	Replacement of East Valley Street Bridge over Broadus Creek; 2020	Comments in Email dated 10/20/2010 from Alan Falleri of the City of Willits	W9
283	Center Street	Center Street provides access to parking spaces and rear entrances to Main Street storefronts between Mill Street and the existing Starboard Way. A road continues north on private property to connect to the Pharmacy parking lot. The acquisition of land behind the Pharmacy could allow Center Street to be a public access, improved and maintained to provide minor access between Mill Street and Main Street.	Point Arena Community Action Plan	PA19
284	Starboard Way Extension	Starboard Way is a 10 foot public access way/fire lane, which exists on the north side of the General Store parcel between Center Street and Main Street. The proposed Starboard Way Extension is a new one-way alley that could be extended from Center Street to a potential parking lot on the property located behind the existing multifamily housing.	Point Arena Community Action Plan	PA20

**APPENDIX B:
PROJECT COST ESTIMATE**



45 Leveroni Court
Novato, CA 94949
www.cswst2.com

415.883.9850
Fax: 415.883.9835

Novato
Petaluma
Sacramento

CSW/Stuber-Stroeh Engineering Group, Inc.

Engineers | Land Planners | Surveyors | Landscape Architects

DATE: August 2, 2011

FILE: 4.1149.00

TO: Fehr & Peers
Mr. Todd Henry
332 Pine Street, 4th Floor
San Francisco, CA 94104

RE: MENDOCINO CAPITAL IMPROVEMENT PROGRAM

Enclosed are the following:

Copies	Date	Description
1	08/02/11	Mendocino County CIP Opinion of Probable Cost

Remarks:

- for your use
- for your information
- for review & comment
- for submittal
- for approval
- as requested
- as discussed
- Regular Mail
- On Trac
- Federal Express
- Courier
- Electronic

By: Emily Dean

cc:

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
1	School Way (CR 236) Bikeway	0.89 miles Class II Bike Lane

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	0.5 AC. Clear and Grub	\$1,000.00	\$500
3.	1 L.S. Demolition (Allowance)	\$500.00	\$500
4.	1,000 S.F. Concrete Removal (Flat Work)	\$100.00	\$100,000
5.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
6.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$116,500
B. STREETWORK (IN PLACE)			
1.	37,600 S.F. Asphalt Concrete (3" Section)	\$0.50	\$18,800
2.	37,600 S.F. Aggregate Base (10" Section)	\$2.00	\$75,200
3.	37,600 S.F. Fine Street Grading	\$0.50	\$18,800
4.	9,400 L.F. Sawcut Pavement	\$10.00	\$94,000
5.	2 EA. ADA Ramp	\$1,500.00	\$3,000
6.	16 EA. Street Signs (Allowance)	\$1,000.00	\$16,000
7.	18,800 L.F. Striping (Thermoplastic)	\$5.00	\$94,000
8.	400 L.F. Bridge Rail (4')	\$100.00	\$40,000
	Subtotal - Streetwork:		\$359,800
C. STORM DRAINAGE FACILITIES (IN PLACE)			
1.	4,700 L.F. Drainage Ditch/ Facilities	\$15.00	\$70,500
	Subtotal - Storm Drainage Facilities:		\$70,500

SUMMARY		
A.	EARTHWORK	\$116,500
B.	STREETWORK (IN PLACE)	\$359,800
C.	STORM DRAINAGE FACILITIES (IN PLACE)	\$70,500
	SUBTOTAL CONSTRUCTION COST	\$546,800
	+ CONSTRUCTION CONTINGENCY	15% \$82,020
	TOTAL CONSTRUCTION COSTS	\$628,820

NOTES & ASSUMPTIONS:

- This estimate assumes 4 foot wide bike lane expansion on both sides of School Way, no sidewalk replacement required, existing sidewalk along bridge is sufficient for bike access, bike route signs & stencil striping every 700 feet, and no mass grading.
- The estimate above is based on the 2006 Mendocino County Regional Bikeway Plan.
- This estimate does not include land acquisition, street light, utility improvements, structural bridge modifications and other costs not listed above.
- Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
- This estimate does not include specific items which may be required by public agencies during the approval process.
- This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
2	West Road (CR 237) Bikeway, Phase I	0.89 miles Class II Bike Lane

QUANTITY		DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK				
1.	1	L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1	AC. Clear and Grub	\$1,000.00	\$1,000
4.	1	L.S. Demolition (Allowance)	\$3,000.00	\$3,000
3.	10	EA. Tree Removal	\$750.00	\$7,500
5.	2,000	S.F. Concrete Removal (Flat Work)	\$100.00	\$200,000
6.	20,000	S.F. Fine Grading	\$0.50	\$10,000
7.	1,000	C.Y. Import (Compacted In Place)	\$25.00	\$25,000
8.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
9.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
Subtotal - Earthwork:				\$262,000
B. STREETWORK (IN PLACE)				
1.	37,600	S.F. Asphalt Concrete (3" Section)	\$0.50	\$18,800
2.	37,600	S.F. Aggregate Base (10" Section)	\$2.00	\$75,200
4.	37,600	S.F. Fine Street Grading	\$0.50	\$18,800
3.	9,400	L.F. Sawcut Pavement	\$10.00	\$94,000
5.	14	EA. Street Signs (Allowance)	\$1,000.00	\$14,000
6.	18,800	L.F. Striping (Thermoplastic)	\$5.00	\$94,000
Subtotal - Streetwork:				\$314,800
C. STORM DRAINAGE FACILITIES (IN PLACE)				
1.	3,100	L.F. Drainage Ditch/Facilities	\$15.00	\$46,500
Subtotal - Storm Drainage Facilities:				\$46,500

SUMMARY		
A.	EARTHWORK	\$262,000
B.	STREETWORK (IN PLACE)	\$314,800
C.	STORM DRAINAGE FACILITIES (IN PLACE)	\$46,500
		SUBTOTAL CONSTRUCTION COST
		\$623,300
		+ CONSTRUCTION CONTINGENCY
		15% \$93,495
		TOTAL CONSTRUCTION COSTS
		\$716,795

NOTES & ASSUMPTIONS:

1. This estimate assume an 4 foot wide Class II Bike Lane expansion installed on both side of West Road. Portions of the Class II Bike Lane already exist along West Road. These areas were not included in this estimate. This estimate assumes bike route signs & stencil striping every 700 feet, and no mass grading.
2. The estimate above is based on the 2006 Mendocino County Regional Bikeway Plan. Only includes Phase I, which accounts for 0.89 miles of the 3.32 mile project.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
3	South Dora Street	0.9 miles Class II Bike Lane

QUANTITY		DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK				
1.	1	L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1	L.S. Demolition (Allowance)	\$500.00	\$500
3.	1	L.S. Concrete Removal (Flat Work)	\$20,000.00	\$20,000
4.	8,500	S.F. Original Ground Preparation in Fill Area (cut/fill)	\$5.00	\$42,500
5.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
6.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
Subtotal - Earthwork:				\$78,500
B. STREETWORK (IN PLACE)				
1.	38,000	S.F. Asphalt Concrete (3" Section)	\$0.50	\$19,000
2.	38,000	S.F. Aggregate Base (10" Section)	\$2.00	\$76,000
3.	38,000	S.F. Fine Street Grading	\$0.50	\$19,000
4.	7,100	L.F. 18" Curb & Gutter (Incl. Cushion)	\$30.00	\$213,000
5.	32,000	S.F. 4" Concrete Flat Work/ 4" Aggregate Base	\$7.00	\$224,000
6.	9,500	L.F. Sawcut Pavement	\$10.00	\$95,000
7.	20	EA. Street Signs	\$1,000.00	\$20,000
8.	9,500	L.F. Striping (Thermoplastic)	\$5.00	\$47,500
Subtotal - Streetwork:				\$713,500
C. STORM DRAINAGE FACILITIES (IN PLACE)				
1.	4,600	L.F. Drainage Ditch/Facilities	\$10.00	\$46,000
Subtotal - Storm Drainage Facilities:				\$46,000

SUMMARY	
A. EARTHWORK	\$78,500
B. STREETWORK (IN PLACE)	\$713,500
C. STORM DRAINAGE FACILITIES (IN PLACE)	\$46,000
SUBTOTAL CONSTRUCTION COST	\$838,000
+ CONSTRUCTION CONTINGENCY	15% \$125,700
TOTAL CONSTRUCTION COSTS	\$963,700

NOTES & ASSUMPTIONS:

1. This estimate assumes 4 foot wide Class II bike lane on both sides of South Dora Street, curb, gutter, and sidewalk replacement in locations where there is existing curb, gutter, and sidewalk. This estimate assumes bike route signs & stencil striping every 700 feet, and no mass grading.
2. The estimate above is based on the 2006 Mendocino County Regional Bikeway Plan.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
18	Iverson Avenue Bike Lanes	0.25 Mile Class II Bike Lane

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	0.5 AC. Clear and Grub	\$1,000.00	\$500
3.	1 L.S. Demolition (Allowance)	\$500.00	\$500
4.	5,300 S.F. Original Ground Preparation in Fill Area (cut/fill)	\$5.00	\$26,500
5.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
6.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$43,000
B. STREETWORK (IN PLACE)			
1.	10,600 S.F. Asphalt Concrete (3" Section)	\$0.50	\$5,300
2.	10,600 S.F. Aggregate Base (10" Section)	\$2.00	\$21,200
3.	10,600 S.F. Fine Street Grading	\$0.50	\$5,300
4.	2,600 L.F. Sawcut Pavement	\$10.00	\$26,000
5.	4 EA. Street Signs	\$1,000.00	\$4,000
6.	5,200 L.F. Striping (Thermoplastic)	\$5.00	\$26,000
	Subtotal - Streetwork:		\$87,800
C. STORM DRAINAGE FACILITIES (IN PLACE)			
1.	1,300 L.F. Drainage Ditch/Facilities	\$10.00	\$13,000
	Subtotal - Storm Drainage Facilities:		\$13,000

SUMMARY

A. EARTHWORK	\$43,000
B. STREETWORK (IN PLACE)	\$87,800
C. STORM DRAINAGE FACILITIES (IN PLACE)	\$13,000
SUBTOTAL CONSTRUCTION COST	\$143,800
+ CONSTRUCTION CONTINGENCY	15% \$21,570
TOTAL CONSTRUCTION COSTS	\$165,370

NOTES & ASSUMPTIONS:

1. This estimate assumes a 4 foot wide Class II bike lane along both side of Iverson Road. This estimate assumes bike route signs & stencil striping every 700 feet, and no mass grading.
2. The estimate above is based on the 2006 Mendocino County Regional Bikeway Plan.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
19	Sidewalks S/O Noyo Bridge	From Noyo Bridge to Ocean View Drive

QUANTITY		DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK				
1.	1	L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1	L.S. Demolition (Allowance)	\$1,000.00	\$1,000
3.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
4.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
			Subtotal - Earthwork:	\$16,500
B. STREETWORK (IN PLACE)				
1.	2,000	L.F. Sawcut Pavement	\$10.00	\$20,000
2.	2,000	L.F. 18" Curb & Gutter (Incl. Cushion)	\$30.00	\$60,000
3.	10,000	S.F. 4" Concrete Flat Work/ 4" Aggregate Base	\$7.00	\$70,000
4.	4	EA. ADA Ramp	\$1,500.00	\$6,000
5.	4	EA. Catch Basin Labeling	\$500.00	\$2,000
			Subtotal - Streetwork:	\$158,000
C. STORM DRAINAGE FACILITIES (IN PLACE)				
1.	4	EA. D.I., Turning Structure, Catch Basins, Manholes	\$2,500.00	\$10,000
2.	1,400	L.F. HDPE Storm Drain Pipe (Incl. Bedding and Backfill)	\$50.00	\$70,000
			Subtotal - Storm Drainage Facilities:	\$80,000

SUMMARY	
A. EARTHWORK	\$16,500
B. STREETWORK (IN PLACE)	\$158,000
C. STORM DRAINAGE FACILITIES (IN PLACE)	\$80,000
SUBTOTAL CONSTRUCTION COST	\$254,500
+ CONSTRUCTION CONTINGENCY	15% \$38,175
TOTAL CONSTRUCTION COSTS	\$292,675

NOTES & ASSUMPTIONS:

1. This estimate assumes 5 foot sidewalks with curb & gutter are constructed on both sides of S. Main Street, all existing access drives are maintained, no mass grading required, and storm drain inlets are located every 300 feet.
2. The estimate above is based on the Fort Bragg Circulation Element - 2004.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
26	Pedestrian Bridges Over Hare Creek and Pudding Creek	Pedestrian walkways on both bridges

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
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A. PUDDING CREEK BRIDGE

EARTHWORK

1.	1	L.S. Mobilization (Allowance)	\$100,000.00	\$100,000
2.	1	L.S. Demolition (Allowance)	\$50,000.00	\$50,000
3.	1	L.S. Concrete Removal (Flat Work)	\$20,000.00	\$20,000
4.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
5.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
			Subtotal - Earthwork:	\$175,500

STREETWORK (IN PLACE)

1.	4	EA. ADA Ramp (Pudding Creek Bridge)	\$1,500.00	\$6,000
2.	4	EA. Street Signs (Pudding Creek Bridge)	\$1,000.00	\$4,000
3.	700	L.F. Striping (Thermoplastic, Pudding Creek Bridge)	\$5.00	\$3,500
			Subtotal - Streetwork:	\$13,500

OTHER FACILITIES

1.	1	L.S. Deck Widening (2 sides, Pudding Creek Bridge)	\$2,187,500.00	\$2,187,500
			Subtotal - Other Facilities:	\$2,187,500

Subtotal A - Pudding Creek Bridge: \$2,376,500

B. HARE CREEK BRIDGE

EARTHWORK

1.	1	L.S. Mobilization (Allowance)	\$100,000.00	\$100,000
2.	1	L.S. Demolition (Allowance)	\$50,000	\$50,000
3.	1	L.S. Concrete Removal (Flat Work)	\$20,000.00	\$20,000
4.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
5.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
			Subtotal - Earthwork:	\$175,500

STREETWORK (IN PLACE)

1.	4	EA. ADA Ramp (Hare Creek Bridge)	\$1,500.00	\$6,000
2.	4	EA. Street Signs (Hare Creek Bridge)	\$1,000.00	\$4,000
3.	800	L.F. Striping (Thermoplastic, Hare Creek Bridge)	\$5.00	\$4,000
			Subtotal - Streetwork:	\$14,000

OTHER FACILITIES

1.	1	L.S. Deck Widening (2 sides, Hare Creek Bridge)	\$2,500,000.00	\$2,500,000
2.	1	L.S. Bridge Strengthening (Hare Creek Bridge)	\$5,000,000.00	\$5,000,000
			Subtotal - Other Facilities:	\$7,500,000

Subtotal B - Hare Creek Bridge: \$7,689,500

No.	Project Name	Description
26	Pedestrian Bridges Over Hare Creek and Pudding Creek	Pedestrian walkways on both bridges

SUMMARY

A.	PUDDING CREEK BRIDGE		\$2,376,500
B.	HARE CREEK BRIDGE		\$7,689,500
	SUBTOTAL CONSTRUCTION COST		\$10,066,000
	+ CONSTRUCTION CONTINGENCY	15%	\$1,509,900
	TOTAL CONSTRUCTION COSTS		\$11,575,900

NOTES & ASSUMPTIONS:

1. This estimate assumes deck widening of 5 to 8 feet on both sides of Pudding Creek and Hare Creek Bridges, and includes concrete, reinforcement, framework, and finishing.
2. This estimate approximates the bridge strengthening of Hare Creek Bridge to be between \$3 and \$5 million, actual construction cost cannot be determined until a structural analysis is performed to determine the extent of the strengthening requirements.
3. Per a phone conversation on 07/13/11 with Dave Goble, Fort Bragg Public Works, this estimate assumes bridge strengthening for Pudding Creek Bridge widening has already been constructed by CalTrans. If it is found that additional bridge strengthening is required, assume a construction cost between \$3 and \$5 million.
4. The estimate above is based on Fort Bragg Circulation Element - 2004.
5. This estimate does not include land acquisition, street light, utility improvements, bridge strengthening to Pudding Creek Bridge, mass grading, and other costs not listed above.
6. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
7. This estimate does not include specific items which may be required by public agencies during the approval process.
8. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
30	Gobbi Street Improvements (Phase I)	See Note 2

	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK				
1.	1	L.S. Mobilization (Allowance)	\$20,000.00	\$20,000
2.	1	L.S. Demolition (Allowance)	\$5,000.00	\$5,000
3.	1	L.S. Concrete Removal (Flat Work)	\$50,000.00	\$50,000
4.	23,000	S.F. Original Ground Preparation in Fill Area (cut/fill)	\$5.00	\$115,000
5.	1,800	C.Y. Over-Excavation, Recompact Soil (2')	\$65.00	\$117,000
6.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
7.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
		Subtotal - Earthwork:		\$312,500

B. STREETWORK (IN PLACE)				
1.	23,000	S.F. Asphalt Concrete/Aggregate Base (3" Sec/10" Sec, Class I)	\$2.50	\$57,500
2.	13,500	S.F. Asphalt Concrete/Aggregate Base (3" Sec/10" Sec, Class II)	\$2.50	\$33,750
3.	17,500	S.F. Asphalt Concrete/Aggregate Base (3" Sec/10" Sec, Gobbi St)	\$2.00	\$35,000
4.	23,000	S.F. Fine Street Grading (Class I)	\$0.50	\$11,500
5.	13,500	S.F. Fine Street Grading (Class II)	\$0.50	\$6,750
6.	17,500	S.F. Fine Street Grading (Gobbi St)	\$0.50	\$8,750
7.	2,500	L.F. Sawcut Pavement	\$10.00	\$25,000
8.	2,500	L.F. 18" Curb & Gutter (Incl. Cushion)	\$30.00	\$75,000
9.	11,300	S.F. 4" Concrete Flat Work/ 4" Aggregate Base	\$7.00	\$79,100
10.	16	EA. Driveway Depression	\$2,000.00	\$32,000
11.	8	EA. Handicap Ramp	\$1,500.00	\$12,000
12.	8	EA. Catch Basin Labeling	\$500.00	\$4,000
13.	16	EA. Street Signs	\$1,000.00	\$16,000
14.	5,000	L.F. Striping (Thermoplastic)	\$5.00	\$25,000
		Subtotal - Streetwork:		\$421,350

C. STORM DRAINAGE FACILITIES (IN PLACE)				
1.	8	EA. D.I., Turning Structure, Catch Basins, Manholes	\$2,500.00	\$20,000
2.	2,500	L.F. HDPE Storm Drain Pipe (Incl. Bedding and Backfill)	\$50.00	\$125,000
		Subtotal - Storm Drainage Facilities:		\$145,000

D. OTHER FACILITIES				
1.	7,000	L.F. Signal Interconnect Cable & Backfill (S. State Street)	\$50.00	\$350,000
2.	1,250	L.F. Signal Interconnect Cable & Backfill (W. Gobbi Street)	\$50.00	\$62,500
3.	2	EA. Traffic Signal/ Coordinate	\$65,000.00	\$130,000
		Subtotal - Other Facilities:		\$542,500

SUMMARY		
A.	EARTHWORK	\$312,500
B.	STREETWORK	\$421,350
C.	STORM DRAINAGE FACILITIES	\$145,000
D.	OTHER FACILITIES	\$542,500
	SUBTOTAL CONSTRUCTION COST	\$1,421,350
	+ CONSTRUCTION CONTINGENCY	15% \$213,203
	TOTAL CONSTRUCTION COSTS	\$1,634,553

No.	Project Name	Description
30	Gobbi Street Improvements (Phase I)	See Note 2

NOTES & ASSUMPTIONS:

1. This estimate assumes the Class I bike paths are 10 feet wide; Class II bike lanes are 4 feet wide both sides; major arterial roadways are 50 feet wide (MENDOT A10A); sufficient power conduits already exist at the site to support new signaled intersections; storm drain inlets are located every 300 feet; and all existing driveway depressions are reconstructed. This estimate assumes bike route signs & stencil striping every 700 feet.
2. The estimate above is based on the AB1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study and the 2006 Mendocino County Regional Bikeway Plan - Table 4 Proposed Bikeway Improvement Projects.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
32	N. State Street Signal Interconnect & Coord. Project - Phase I	See Note 2

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
3.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
4.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$20,500
B. STREETWORK (IN PLACE)			
1.	12,000 S.F. Asphalt Concrete (3" Section) Patch	\$0.50	\$6,000
2.	1,000 L.F. Striping (Thermoplastic)	\$5.00	\$5,000
	Subtotal - Streetwork:		\$11,000
C. OTHER FACILITIES			
1.	6,000 L.F. Interconnect Cable Trench & Backfill	\$50.00	\$300,000
2.	2 EA. Traffic Signal/ Coordinate	\$65,000.00	\$130,000
3.	4 EA. Existing Traffic Signal Coordination	\$25,000.00	\$100,000
	Subtotal - Other Facilities:		\$530,000

SUMMARY		
A.	EARTHWORK	\$20,500
B.	STREETWORK	\$11,000
C.	OTHER FACILITIES	\$530,000
	SUBTOTAL CONSTRUCTION COST	\$561,500
	+ CONSTRUCTION CONTINGENCY	15% \$84,225
	TOTAL CONSTRUCTION COSTS	\$645,725

NOTES & ASSUMPTIONS:

- This estimate assumes a 2" interconnect cable conduit running within the street section not the sidewalk, no pull boxes are required, and sufficient power is available at each traffic signals.
- The estimate above is based on the AB 1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study.
- This estimate does not include additional utility improvements and other costs not listed above.
- Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
- This estimate does not include specific items which may be required by public agencies during the approval process.
- This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
33	Dora Street Signal Interconnection	Install signal interconnect cable

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
	Subtotal - Earthwork:		\$15,000
B. STREETWORK (IN PLACE)			
1.	20,000 S.F. Asphalt Concrete (3" Section) Patch	\$0.50	\$10,000
	Subtotal - Streetwork:		\$10,000
C. OTHER FACILITIES			
1.	9,500 L.F. Interconnect Cable Trench & Backfill	\$50.00	\$475,000
	Subtotal - Other Facilities:		\$475,000

SUMMARY

A. EARTHWORK	\$15,000
B. STREETWORK	\$10,000
C. OTHER FACILITIES	\$475,000
SUBTOTAL CONSTRUCTION COST	\$500,000
+ CONSTRUCTION CONTINGENCY	15% \$75,000
TOTAL CONSTRUCTION COSTS	\$575,000

NOTES & ASSUMPTIONS:

1. This estimate assumes a 2" interconnect cable conduit running from the southern City Limit of Ukiah to the Northern Terminus of North Dora Street. This estimate assumes interconnect cable runs within the street section not the sidewalk, and that no pull boxes are required.
2. The estimate above is based on the AB 1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study.
3. This estimate does not include additional utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
36	S. State Street Interconnect and Coordination Project	See Note 2

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
Subtotal - Earthwork:			\$15,000
B. STREETWORK (IN PLACE)			
1.	10,000 S.F. Asphalt Concrete (3" Section) Patch	\$0.50	\$5,000
2.	5,000 L.F. Striping (Thermoplastic)	\$5.00	\$25,000
Subtotal - Streetwork:			\$30,000
C. OTHER FACILITIES			
1.	5,000 L.F. Interconnect Cable Trench & Backfill	\$50.00	\$250,000
2.	1 EA. Traffic Signal/ Coordinate	\$65,000.00	\$65,000
3.	4 EA. Existing Traffic Signal Coordination	\$25,000.00	\$100,000
Subtotal - Other Facilities:			\$415,000

SUMMARY	
A. EARTHWORK	\$15,000
B. STREETWORK	\$30,000
C. OTHER FACILITIES	\$415,000
SUBTOTAL CONSTRUCTION COST	\$460,000
+ CONSTRUCTION CONTINGENCY	15% \$69,000
TOTAL CONSTRUCTION COSTS	\$529,000

NOTES & ASSUMPTIONS:

1. This estimate assumes street widths remain unchanged. This estimate also assumes 2" signal interconnect cables runs within the street section, not the sidewalk, no pull boxes are required, and power conduit already exists to support the new signalized intersection.
2. The estimate above is based on the AB 1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study (Projects 23, 51-54, 71-73).
3. This estimate does not include additional utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
44	Clay Street and Hospital Drive Extensions	0.27 miles street extensions

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1.6 AC. Clear and Grub	\$1,000.00	\$1,600
3.	1 L.S. Demolition (Allowance)	\$10,000.00	\$10,000
4.	1,500 C.Y. Excavation, Recompacted On-Site (Top 6")	\$25.00	\$37,500
5.	2,000 C.Y. Import (Compacted In Place)	\$45.00	\$90,000
6.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
7.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$154,600
B. STREETWORK (IN PLACE)			
1.	56,400 S.F. Asphalt Concrete (3" Section)	\$0.50	\$28,200
2.	56,400 S.F. Aggregate Base (10" Section)	\$2.00	\$112,800
3.	56,400 S.F. Fine Street Grading (Incl. Handling Utility Trench Spoils)	\$0.50	\$28,200
4.	1,400 L.F. Curb & Gutter (Incl. Cushion)	\$30.00	\$42,000
5.	12,700 S.F. 4" Concrete Flat Work/ 4" Aggregate Base	\$7.00	\$88,900
6.	5 EA. ADA Ramp	\$1,500.00	\$7,500
7.	8 EA. Catch Basin Labeling	\$500.00	\$4,000
8.	6 EA. Street Signs	\$1,000.00	\$6,000
9.	4,200 L.F. Striping (Thermoplastic)	\$5.00	\$21,000
	Subtotal - Streetwork:		\$338,600
C. STORM DRAINAGE FACILITIES (IN PLACE)			
1.	8 EA. D.I., Turning Structure, Catch Basins	\$2,500.00	\$20,000
2.	3 EA. Manhole	\$2,500.00	\$7,500
3.	1,400 L.F. SD Pipe (Incl. Bedding and Backfill)	\$60.00	\$84,000
	Subtotal - Storm Drainage Facilities:		\$111,500
D. SANITARY SEWER FACILITIES (IN PLACE)			
1.	1,400 L.F. Main (PVC / SDR 35)	\$60.00	\$84,000
2.	4 EA. Manhole	\$3,000.00	\$12,000
	Subtotal - Sanitary Sewer Facilities:		\$96,000
E. WATER FACILITIES (Including Valves & Fittings) (IN PLACE)			
1.	1,400 L.F. Main	\$60.00	\$84,000
2.	4 EA. Fire Hydrant	\$3,000.00	\$12,000
	Subtotal - Water Facilities:		\$96,000
F. OTHER FACILITIES			
1.	780 L.F. Joint Trench Excavation	\$60.00	\$46,800
2.	10 E.A. Street Lights	\$1,000.00	\$10,000
3.	1 E.A. Traffic Signal/ Coordination	\$65,000.00	\$65,000
4.	1 E.A. Culvert Bridge Over Gibson Creek	\$500,000.00	\$500,000
	Subtotal - Other Facilities:		\$621,800

No.	Project Name	Description
44	Clay Street and Hospital Drive Extensions	0.27 miles street extensions

SUMMARY

A. EARTHWORK		\$154,600
B. STREETWORK		\$338,600
C. STORM DRAINAGE FACILITIES		\$111,500
D. SANITARY SEWER FACILITIES		\$96,000
E. WATER FACILITIES		\$96,000
F. OTHER FACILITIES		\$621,800
SUBTOTAL CONSTRUCTION COST		\$1,418,500
+ CONSTRUCTION CONTINGENCY	15%	\$212,775
TOTAL CONSTRUCTION COSTS		\$1,631,275

NOTES & ASSUMPTIONS:

1. This estimate assumes curb, gutter & sidewalk on both sides of each street, Sanitary Sewer, Water, Storm Drain, & Joint Trench extended down both streets, storm drain inlets located every 300 feet, and Two Lane Streets (MENDOT STD. No. A10D).
2. The estimate above is based on the AB 1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study.
3. This estimate does not include additional utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
45	Central Business District/Pudding Creek Trestle Connection	0.40 miles Class I Bike Path

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	0.5 AC. Clear and Grub	\$1,000.00	\$500
3.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
4.	1 L.S. Concrete Removal (Flat Work)	\$5,000.00	\$5,000
5.	22,000 S.F. Original Ground Preparation in Fill Area (cut/fill)	\$5.00	\$110,000
6.	1,600 C.Y. Over-Excavation, Recompact Soil (2')	\$65.00	\$104,000
7.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
8.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$240,000

B. STREETWORK (IN PLACE)			
1.	22,000 S.F. Asphalt Concrete (3" Section)	\$0.50	\$11,000
2.	22,000 S.F. Aggregate Base (10" Section)	\$2.00	\$44,000
4.	22,000 S.F. Fine Street Grading	\$0.50	\$11,000
3.	6 E.A. Street Signs (Allowance)	\$1,000.00	\$6,000
5.	1 L.S. Striping (Allowance)	\$2,000.00	\$2,000
	Subtotal - Streetwork:		\$74,000

SUMMARY

A.	EARTHWORK	\$240,000
B.	STREETWORK (IN PLACE)	\$74,000
	SUBTOTAL CONSTRUCTION COST	\$314,000
	+ CONSTRUCTION CONTINGENCY	15% \$47,100
	TOTAL CONSTRUCTION COSTS	\$361,100

NOTES & ASSUMPTIONS:

1. This estimate assumes 10 foot wide Class I bike path. This estimate assumes bike route signs & stencil striping every 700 feet.
2. The estimate above is based on the 2006 Mendocino County Regional Bikeway Plan.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
48	S. State Street	1.25 miles Class I Bike Path

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1.5 AC. Clear and Grub	\$1,000.00	\$1,500
4.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
3.	1 L.S. Concrete Removal (Flat Work)	\$5,000.00	\$5,000
5.	66,000 S.F. Original Ground Preparation in Fill Area (cut/fill)	\$5.00	\$330,000
6.	5,000 C.Y. Over-Excavation, Recompact Soil (2')	\$65.00	\$325,000
7.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
8.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$682,000

B. STREETWORK (IN PLACE)			
1.	66,000 S.F. Asphalt Concrete (3" Section)	\$0.50	\$33,000
2.	66,000 S.F. Aggregate Base (10" Section)	\$2.00	\$132,000
4.	66,000 S.F. Fine Street Grading	\$0.50	\$33,000
3.	25 L.S. Street Signs (Allowance)	\$1,000.00	\$25,000
5.	1 L.S. Striping (Allowance)	\$5,000.00	\$5,000
	Subtotal - Streetwork:		\$228,000

SUMMARY		
A.	EARTHWORK	\$682,000
B.	STREETWORK (IN PLACE)	\$228,000
	SUBTOTAL CONSTRUCTION COST	\$910,000
	+ CONSTRUCTION CONTINGENCY	15% \$136,500
	TOTAL CONSTRUCTION COSTS	\$1,046,500

NOTES & ASSUMPTIONS:

1. This estimate assumes 10 foot wide Class I bike path and 2 bike route signs & striping at each major intersection. This estimate also assumes the bike path crosses streets at intersections. This estimate assumes bike route signs & stencil striping every 700 feet.
2. The estimate above is based on the description provided in the Ukiah Bike Plan 1999.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
49	Orr Creek Pathway	0.6 mile Class I Bike Path

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	0.8 AC. Clear and Grub	\$1,000.00	\$800
3.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
4.	32,000 S.F. Original Ground Preparation in Fill Area (cut/fill)	\$5.00	\$160,000
5.	2,400 C.Y. Over-Excavation, Recompact Soil (2')	\$65.00	\$156,000
6.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
7.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$337,300

B. STREETWORK (IN PLACE)			
1.	32,000 S.F. Asphalt Concrete (3" Section)	\$0.50	\$16,000
2.	32,000 S.F. Aggregate Base (10" Section)	\$2.00	\$64,000
4.	32,000 S.F. Fine Street Grading	\$0.50	\$16,000
3.	5 E.A. Street Signs (Allowance)	\$1,000.00	\$5,000
5.	1 L.S. Striping (Allowance)	\$2,000.00	\$2,000
	Subtotal - Streetwork:		\$103,000

SUMMARY

A.	EARTHWORK	\$337,300
B.	STREETWORK (IN PLACE)	\$103,000
	SUBTOTAL CONSTRUCTION COST	\$440,300
	+ CONSTRUCTION CONTINGENCY	15% \$66,045
	TOTAL CONSTRUCTION COSTS	\$506,345

NOTES & ASSUMPTIONS:

1. This estimate assumes 10 foot wide Class I bike path. This estimate assumes bike route signs & stencil striping every 700 feet.
2. The estimate above is based on the 2006 Mendocino County Regional Bikeway Plan.
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
54	SR 1/ Main Street/ Ocean View Drive	Reconstruct Intersection

QUANTITY		DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK				
1.	1	L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1	L.S. Demolition (Allowance)	\$5,000.00	\$5,000
3.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
4.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
			Subtotal - Earthwork:	\$20,500
B. STREETWORK (IN PLACE)				
1.	13,700	S.F. Asphalt Concrete (3" Section)	\$0.50	\$6,850
2.	13,700	S.F. Aggregate Base (10" Section)	\$2.00	\$27,400
3.	13,700	S.F. Fine Street Grading (Incl. Handling Utility Trench Spoils)	\$0.50	\$6,850
4.	310	L.F. Sawcut Pavement	\$10.00	\$3,100
5.	4	EA. Street Signs	\$1,000.00	\$4,000
6.	2,000	L.F. Striping (Thermoplastic)	\$5.00	\$10,000
			Subtotal - Streetwork:	\$58,200
C. OTHER FACILITIES				
1.	1	EA. Traffic Signal/ Coordinate	\$65,000.00	\$65,000
			Subtotal - Other Facilities:	\$65,000

SUMMARY

A.	EARTHWORK	\$20,500
B.	STREETWORK (IN PLACE)	\$58,200
C.	OTHER FACILITIES	\$65,000
SUBTOTAL CONSTRUCTION COST		\$143,700
+ CONSTRUCTION CONTINGENCY		15% \$21,555
TOTAL CONSTRUCTION COSTS		\$165,255

NOTES & ASSUMPTIONS:

1. This estimate assumes existing utilities, curb, gutter and sidewalk will be maintained in place, and power conduit exists to support the signalized intersection.
2. The estimate above is based on the Fort Bragg Circulation Element - 2004.
3. This estimate does not include land acquisition, street light, utility improvements, bridge modifications, traffic study, mass grading, and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
55	Commercial Street	0.25 mile Class I Bike Path

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	0.3 AC. Clear and Grub	\$1,000.00	\$300
3.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
4.	13,200 S.F. Original Ground Preparation in Fill Area (cut/fill)	\$5.00	\$66,000
5.	1,000 C.Y. Over-Excavation, Recompact Soil (2')	\$65.00	\$65,000
6.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
7.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$151,800
B. STREETWORK (IN PLACE)			
1.	13,200 S.F. Asphalt Concrete (3" Section)	\$0.50	\$6,600
2.	13,200 S.F. Aggregate Base (10" Section)	\$2.00	\$26,400
3.	13,200 S.F. Fine Street Grading	\$0.50	\$6,600
4.	4 L.S. Street Signs (Allowance)	\$1,000.00	\$4,000
5.	1 L.S. Striping (Allowance)	\$2,000.00	\$2,000
	Subtotal - Streetwork:		\$45,600

SUMMARY		
A.	EARTHWORK	\$151,800
B.	STREETWORK (IN PLACE)	\$45,600
	SUBTOTAL CONSTRUCTION COST	\$197,400
	+ CONSTRUCTION CONTINGENCY	15% \$29,610
	TOTAL CONSTRUCTION COSTS	\$227,010

NOTES & ASSUMPTIONS:

1. This estimate assumes 10 foot wide Class I bike path. This estimate assumes bike route signs & stencil striping every 700 feet.
2. The estimate above is based on the 2006 Mendocino County Regional Bikeway Plan.
3. This estimate does not include land acquisition, street light, utility improvements, bridge improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
58	Perkins Street Interconnect Project	See Note 2

QUANTITY		DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK				
1.	1	L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1	L.S. Demolition (Allowance)	\$5,000.00	\$5,000
3.	1	L.S. Concrete Removal (Flat Work)	\$50,000.00	\$50,000
4.	1	L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
5.	1	L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
			Subtotal - Earthwork:	\$70,500
B. STREETWORK (IN PLACE)				
1.	62,000	S.F. Asphalt Concrete (3" Section)	\$0.50	\$31,000
2.	8,600	S.F. Asphalt Concrete (3" Section) Patch	\$0.50	\$4,300
3.	62,000	S.F. Aggregate Base (10" Section)	\$2.00	\$124,000
4.	62,000	S.F. Fine Street Grading	\$0.50	\$31,000
5.	8,600	L.F. Sawcut Pavement	\$10.00	\$86,000
6.	8,600	L.F. 18" Curb & Gutter (Incl. Cushion)	\$30.00	\$258,000
7.	19,300	S.F. 4" Concrete Flat Work/ 4" Aggregate Base	\$7.00	\$135,100
8.	14	EA. Driveway Depression	\$2,000.00	\$28,000
9.	24	EA. Handicap Ramp	\$1,500.00	\$36,000
10.	28	EA. Catch Basin Labeling	\$500.00	\$14,000
11.	22	EA. Street Signs	\$500.00	\$11,000
12.	25,800	L.F. Striping (Thermoplastic)	\$5.00	\$129,000
			Subtotal - Streetwork:	\$887,400
C. STORM DRAINAGE FACILITIES (IN PLACE)				
1.	28	EA. D.I., Turning Structure, Catch Basins, Manholes	\$2,500	\$70,000
2.	8,600	L.F. HDPE Storm Drain Pipe (Incl. Bedding and Backfill)	\$50.00	\$430,000
			Subtotal - Storm Drainage Facilities:	\$500,000
D. OTHER FACILITIES				
1.	4,300	L.F. Interconnect Cable Trench & Backfill	\$50.00	\$215,000
2.	1	EA. Traffic Signal/ Coordinate	\$65,000.00	\$65,000
3.	1	EA. Existing Traffic Signal Coordination	\$25,000.00	\$25,000
			Subtotal - Other Facilities:	\$305,000

SUMMARY

A.	EARTHWORK	\$70,500
B.	STREETWORK	\$887,400
C.	STORM DRAINAGE FACILITIES	\$500,000
D.	OTHER FACILITIES	\$305,000
SUBTOTAL CONSTRUCTION COST		\$1,762,900
	+ CONSTRUCTION CONTINGENCY	15% \$264,435
TOTAL CONSTRUCTION COSTS		\$2,027,335

No.	Project Name	Description
58	Perkins Street Interconnect Project	See Note 2

NOTES & ASSUMPTIONS:

1. This estimate assumes major arterial roadways are 50 feet wide (MENDOT A10A); sufficient power conduits already exist at the site to support new signaled intersections; new storm drain inlets are located every 300 feet; and all existing driveway depressions are reconstructed.
2. The estimate above is based on the AB 1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study (Projects 21, 30, 76).
3. This estimate does not include land acquisition, street light, utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

Date: 08/02/2011
 CSW File: 4.1149.00

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
59	Orchard Avenue Signal Interconnect	0.45 miles Signal Interconnect Cable

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1 L.S. Demolition (Allowance)	\$5,000.00	\$5,000
	Subtotal - Earthwork:		\$15,000
B. STREETWORK (IN PLACE)			
1.	4,800 S.F. Asphalt Concrete (3" Section) Patch	\$0.50	\$2,400
	Subtotal - Streetwork:		\$2,400
C. OTHER FACILITIES			
1.	2,400 L.F. Interconnect Cable Trench & Backfill	\$50.00	\$120,000
	Subtotal - Other Facilities:		\$120,000

SUMMARY		
A.	EARTHWORK	\$15,000
B.	STREETWORK	\$2,400
C.	OTHER FACILITIES	\$120,000
	SUBTOTAL CONSTRUCTION COST	\$137,400
	+ CONSTRUCTION CONTINGENCY	15% \$20,610
	TOTAL CONSTRUCTION COSTS	\$158,010

NOTES & ASSUMPTIONS:

1. This estimate assumes a 2" interconnect cable conduit running within the street section not the sidewalk, and that no pull boxes are required.
2. The estimate above is based on the AB 1600 Traffic Mitigation Fee Study (Table 3) - Ukiah Nexus Study.
3. This estimate does not include additional utility improvements and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

No.	Project Name	Description
63	Main Street/ Pudding Creek Road	Two-Way Turn Lane

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1 L.S. Demolition (Allowance)	\$500.00	\$500
3.	50 C.Y. Original Ground Preparation (Compacted In Place Top 6")	\$15.00	\$750
4.	1 L.S. Erosion Control - Installation (Allowance)	\$5,000.00	\$5,000
5.	1 L.S. Erosion Control - Maintenance Per Month (Allowance)	\$500.00	\$500
	Subtotal - Earthwork:		\$16,750
B. STREETWORK (IN PLACE)			
1.	2,400 S.F. Asphalt Concrete (3" Section)	\$0.50	\$1,200
2.	2,400 S.F. Aggregate Base (10" Section)	\$2.00	\$4,800
3.	2,400 S.F. Fine Street Grading	\$0.50	\$1,200
4.	400 L.F. Sawcut Pavement	\$10.00	\$4,000
5.	1,200 L.F. Striping (Thermoplastic)	\$5.00	\$6,000
	Subtotal - Streetwork:		\$17,200
C. STORM DRAINAGE FACILITIES (IN PLACE)			
1.	400 L.F. Drainage Ditch/ Facilities	\$10.00	\$4,000
	Subtotal - Storm Drainage Facilities:		\$4,000

SUMMARY	
A. EARTHWORK	\$16,750
B. STREETWORK (IN PLACE)	\$17,200
C. STORM DRAINAGE FACILITIES (IN PLACE)	\$4,000
SUBTOTAL CONSTRUCTION COST	\$37,950
+ CONSTRUCTION CONTINGENCY	15% \$5,693
TOTAL CONSTRUCTION COSTS	\$43,643

NOTES & ASSUMPTIONS:

1. This estimate assumes the two-way lane is 12 feet wide and 200 feet long, running from the intersection of SR1 and Pudding Creek Road to approximately 150 feet north of Pudding Creek Bridge.
2. The estimate above is based on the SR 1 Corridor Study (2008) Mitigation Measures and Improvements.
3. This estimate does not include land acquisition, street light, utility improvements, bridge modifications and other costs not listed above.
4. Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
5. This estimate does not include specific items which may be required by public agencies during the approval process.
6. This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.

**MENDOCINO COUNTY
 OPINION OF PROBABLE CONSTRUCTION COSTS
 FOR CAPITAL IMPROVEMENT PROJECTS**

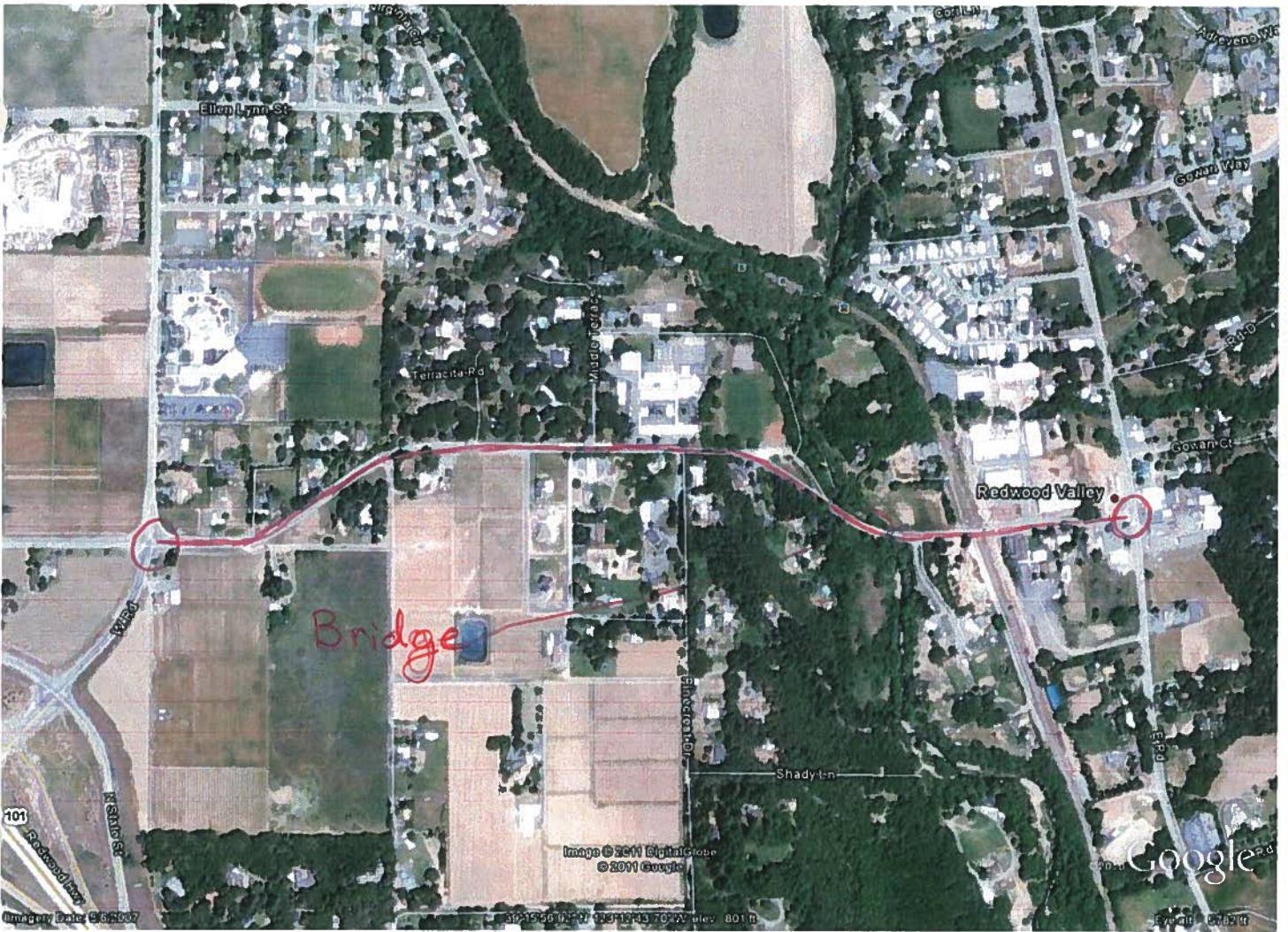
No.	Project Name	Description
70	Main Street/ Pine Street	Signalize Main Intersection

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
A. EARTHWORK			
1.	1 L.S. Mobilization (Allowance)	\$10,000.00	\$10,000
2.	1 L.S. Demolition (Allowance)	\$1,000.00	\$1,000
3.	1 L.S. Concrete Removal (Flat Work)	\$5,000.00	\$5,000
	Subtotal - Earthwork:		\$16,000
B. STREETWORK (IN PLACE)			
1.	100 L.F. Sawcut Pavement	\$10.00	\$1,000
2.	1 L.S. 4" Concrete Flat Work/ 4" Aggregate Base	\$10,000.00	\$10,000
3.	4 EA. Street Signs	\$500.00	\$2,000
4.	500 L.F. Striping (Thermoplastic)	\$5.00	\$2,500
	Subtotal - Streetwork:		\$15,500
C. OTHER FACILITIES			
1.	1 EA. Traffic Signalization	\$65,000.00	\$65,000
2.	1 EA. Traffic Sensors	\$10,000.00	\$10,000
	Subtotal - Other Facilities:		\$75,000

SUMMARY	
A. EARTHWORK	\$16,000
B. STREETWORK	\$15,500
C. OTHER FACILITIES	\$75,000
D. PG&E SERVICE	TBD
SUBTOTAL CONSTRUCTION COST	\$106,500
+ CONSTRUCTION CONTINGENCY	15% \$15,975
TOTAL CONSTRUCTION COSTS	\$122,475

NOTES & ASSUMPTIONS:

- This estimate assumes the project will not require additional elements beyond signalization, and sufficient power is available.
- The estimate above is based on the Fort Bragg Circulation Element - 2004.
- This estimate does not include land acquisition, street light, utility improvements, PG&E electrical fees and elements and other costs not listed above.
- Costs do not include: Bonding, Connection Fees, Plan Checking Fees, Agency Fees, or Permits.
- This estimate does not include specific items which may be required by public agencies during the approval process.
- This estimate should be used as a guide only. Actual cost can only be determined by a contract based on final approved plans or actual construction of facilities.



Assumptions

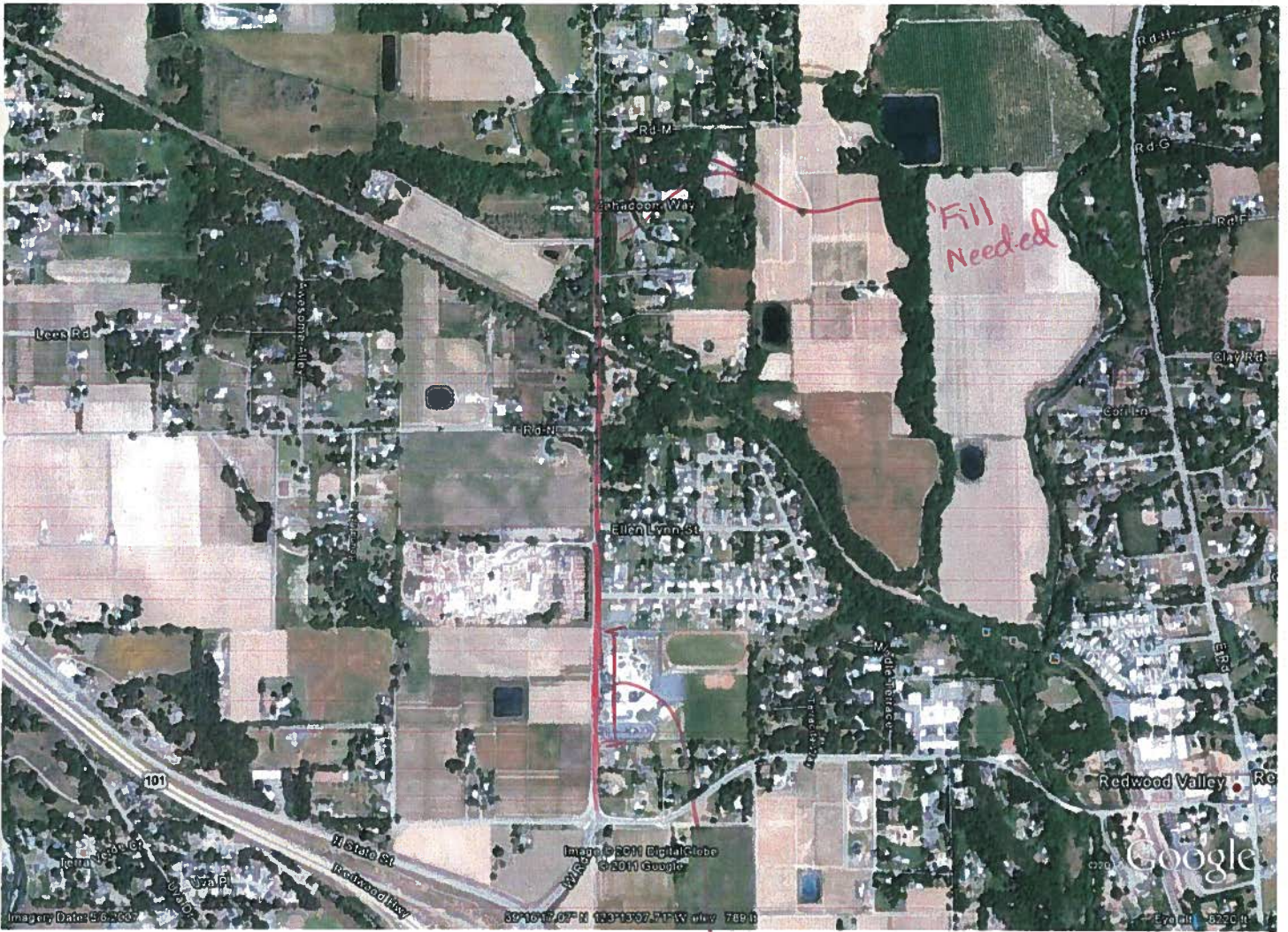
- Bike lane improvements on both sides of street (4' ea.)
- No Bridge improvements structural
- 400 LF Bridge Rail (4')

○ Street signs (2 ea.)

Street signs every 700' = 4700 LF
 x 2 sides
 ÷ 700 LF

 ≈ 14 signs

School Way (CR236)
 Bikeway
 Proj. No. 1



0.89 Mile Phase I

(E) Bike Lane (class II)

2000 LF ± off fill

10' wide

20,000 sf

Street signs = $9,400 \text{ LF} / 700 \approx 14$

West Road (CR 237)
Bikeway, Phase I
Proj. No. 2



CR 252F

Grading Area

$850 \text{ LF} \times 10 \text{ ft} = 8,500 \text{ sf} \pm$

□ 2 street signs (5 locations)

8 Street Signs every 700'
↳ 10

- 0.9 miles
- 1.8 miles both sides
- 0.45 miles 4' wide lanes
- 1.35 miles 8' wide lane (replace)

South Dora Street
Proj. No. 3



0.25 mile Class II Bike Lane

Iverson Avenue
Bike Lane
Proj. No. 18

Noyo Bridge



Ocean View Drive

□ SD Inlet

⌋ Curb Return w/ADA Ramp

Sidewalks S/O
Noyo Bridge
Proj. No. 19



Length 400 LF±

Deck widening = $\$6250/LF \times 400LF = \2.5 mil
↑ includes rail, deck, support, finishing

Bridge strengthening = (L.S.) $\$3 \text{ to } \5 mil

Pedestrian Bridges
Hare Creek
Proj. No. 26



*Pedestrian Bridges
Hair Creek
Proj. No. 26*



Hare Creek Bridge

Pedestrian Bridges
Hare Creek
Proj. No. 26



Length = 350 LF ±

Deck Widening = \$6250/lf x 350 LF ≈ \$ 2.2 mil

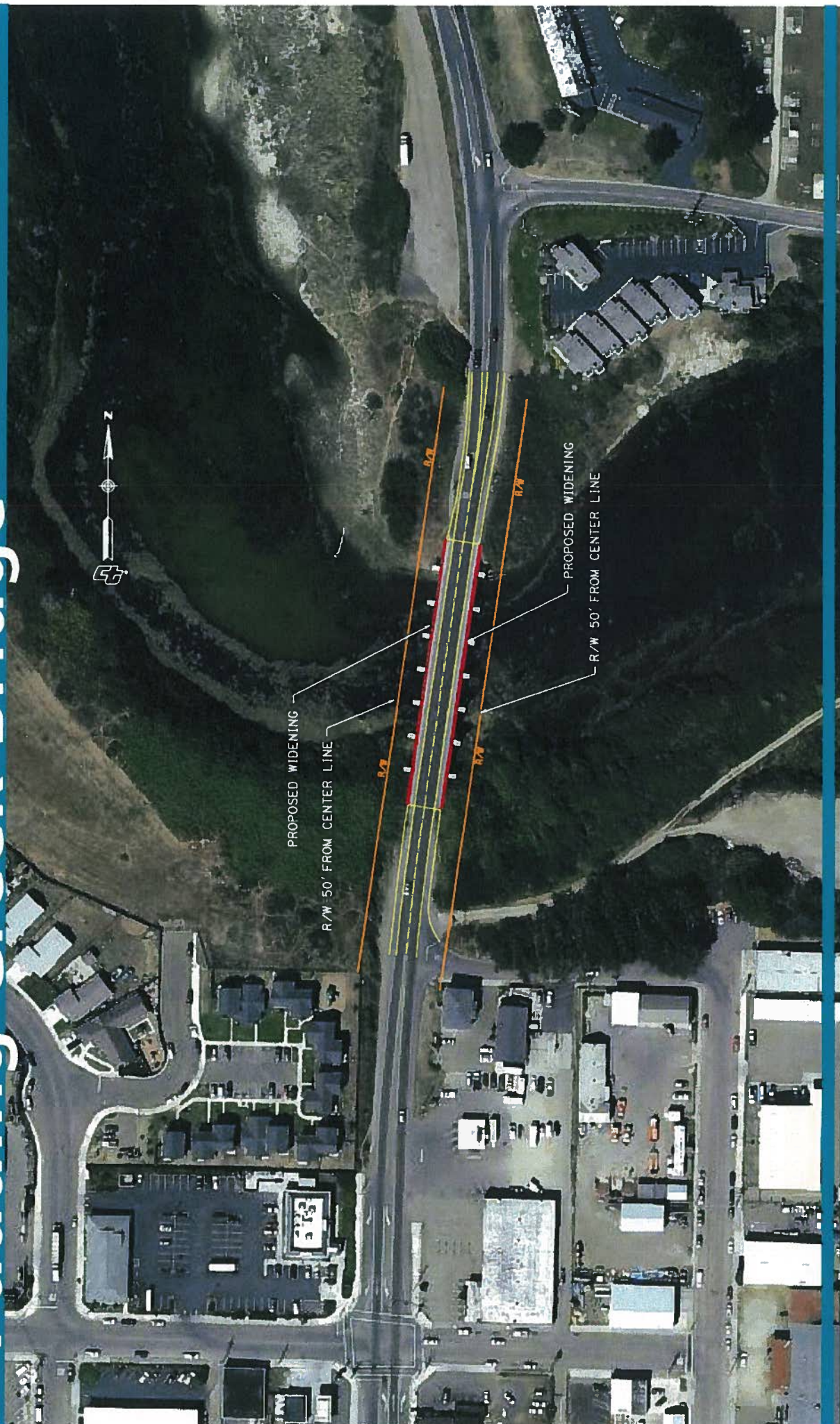
Pedestrian Bridges
Pudding Creek
Proj. No. 26



Pudding Creek Bridge

Pedestrian Bridges
Pudding Creek
Proj. No. 26

Pudding Creek Bridge



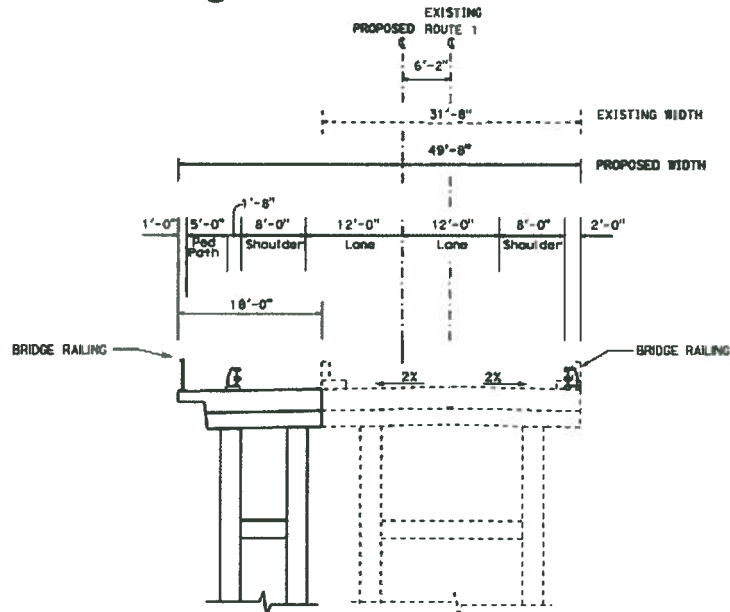
Mendocino, Route 1

Four Bridges

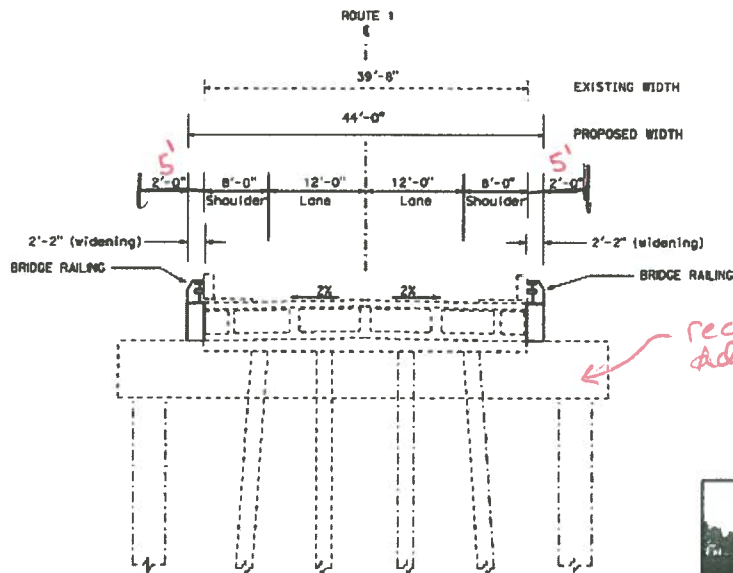
Bridge Typical

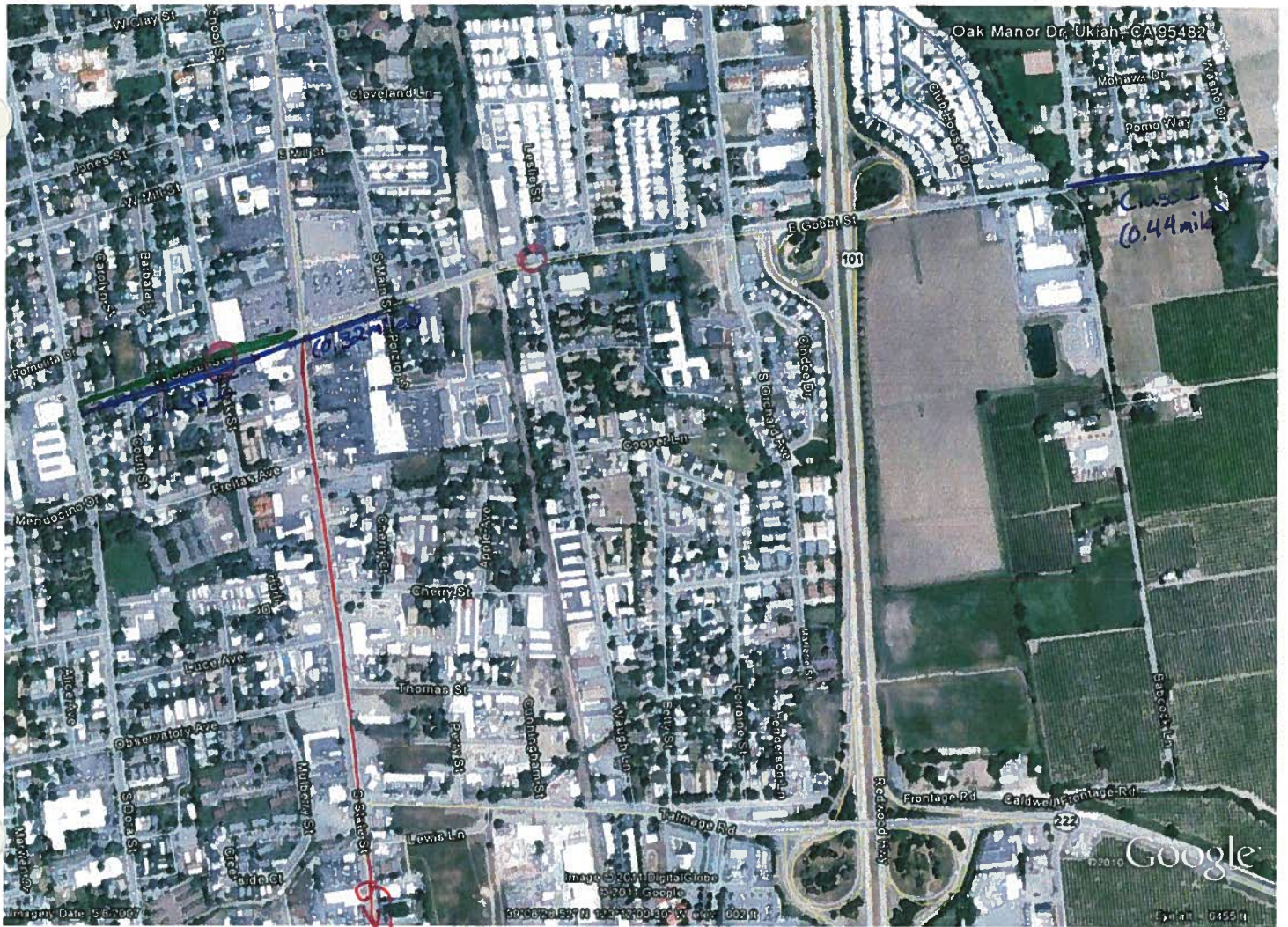


Russian Gulch Bridge



Pudding Creek Bridge





7,000 LF±

- Signal Interconnect Cable
- Widen / Signal Interconnect Cable (1250')
- Traffic Signal
- Bike lane

Widening
 Ex. St = 36'±
 Pro. St = 50'±

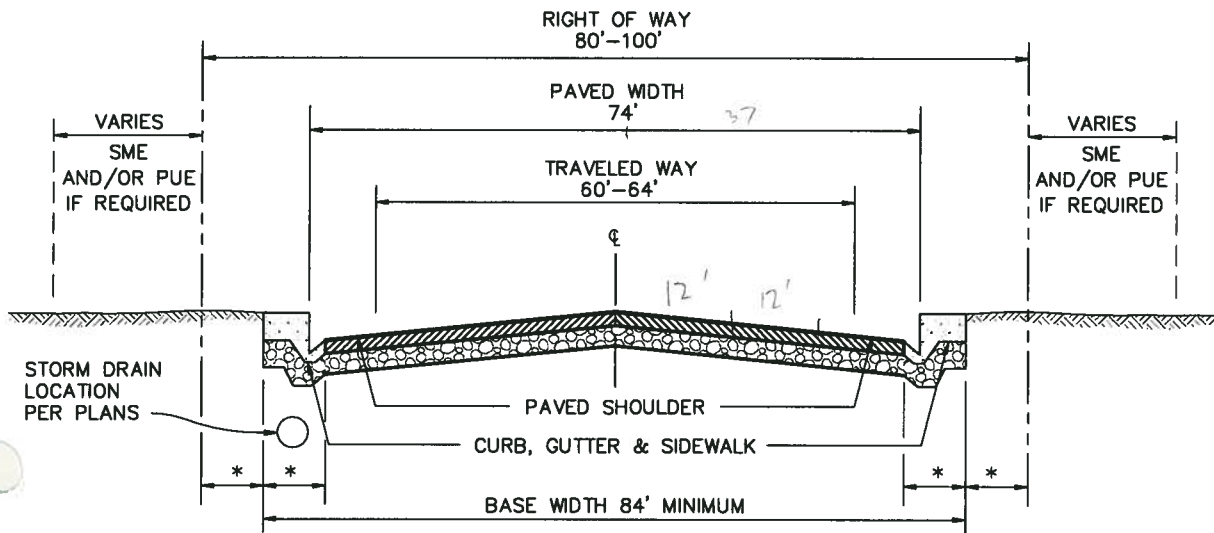
74'± New AC

$$A = 14' \times 1250' = 17,500 \text{sf} \pm$$

AC →

SW
 4.5' width (5' w/ 6" curb)
 $\frac{\times 1250'}{\approx 11,300 \text{sf} \pm}$



Gobbli Street
 Improvements (Phase I)
 Proj. No. 30



* = VARIES, SEE NOTE 5.

Ex. St is 36'± wide

LEGEND:

-  PAVEMENT
-  BASE
- PUE PUBLIC UTILITY EASEMENT
- SME SLOPE MAINTENANCE EASEMENT

NOTES:

1. PARKING GENERALLY PROHIBITED. PAVED SHOULDER TO SERVE AS BIKEWAY AND/OR EMERGENCY STOPPING AREA.
2. RIGHT OF WAY BEHIND SIDEWALK MAY BE USED FOR ROADSIDE FACILITIES SUCH AS SIGNS, PUBLIC UTILITIES, LANDSCAPING AND DRAINAGE FACILITIES.
3. BASED ON THE RECOMMENDATION OF THE DOT DIRECTOR AND SUBJECT TO THE APPROVAL AUTHORITY, THE MINIMUM PAVED WIDTH OF MINOR ARTERIAL AND MAJOR COLLECTOR URBAN ROADS MAY BE REDUCED BY 12'-14' WHERE CENTER TURN LANES OR MEDIANS ARE NOT REQUIRED.
4. BASED ON THE RECOMMENDATION OF THE DOT DIRECTOR AND SUBJECT TO THE APPROVAL AUTHORITY, THE MINIMUM PAVED WIDTH OF MINOR ARTERIAL AND MAJOR COLLECTOR URBAN ROADS MAY BE REDUCED BY UP TO 24 FEET WHERE FOUR TRAVEL LANES ARE NOT REQUIRED.
5. SEE MENDOT STD. NO. A40 FOR CURB, GUTTER AND

} (Handwritten bracket next to notes 3 and 4)



MINOR ARTERIAL AND MAJOR COLLECTOR - URBAN TYPICAL ROAD SECTION

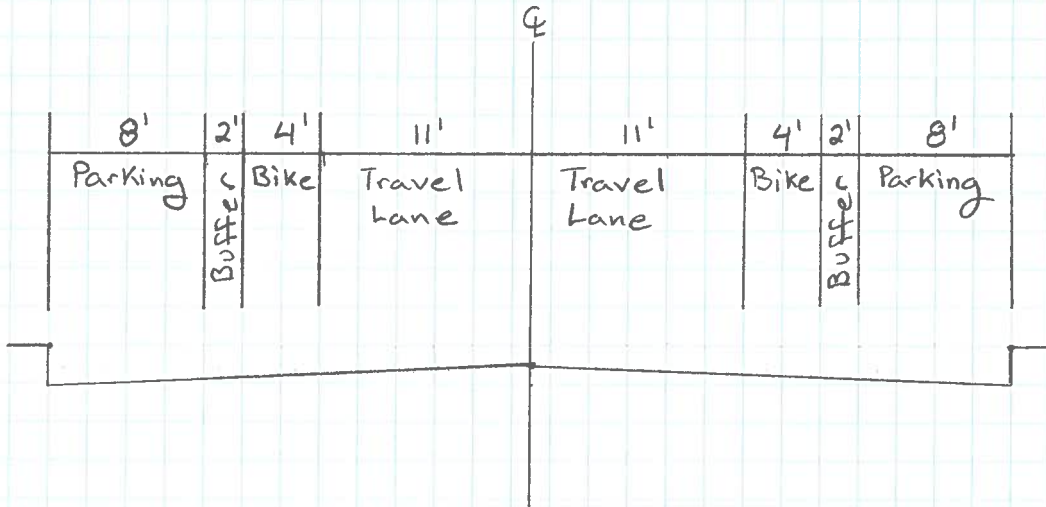
MENDOT STD. NO. **A10A**

SHEET NO. 1

JOB NO. 4114900 JOB Mendocino County CIP BY JAH DATE 8/2/11

CLIENT _____ SUBJECT Proj. No. 30 CHK'D _____ DATE _____

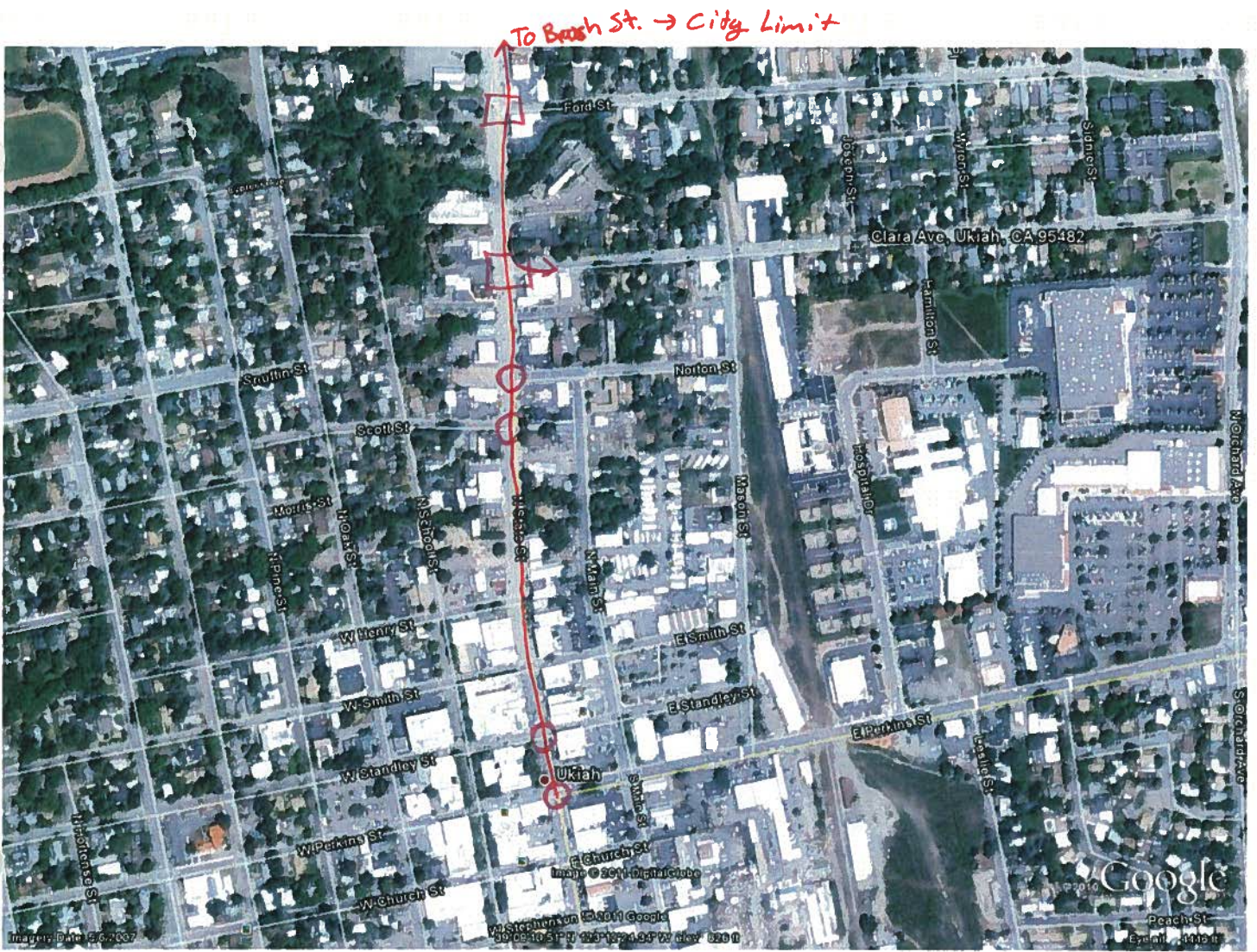
- Gobbi Street Widening



Street Width = 50'

Street Section

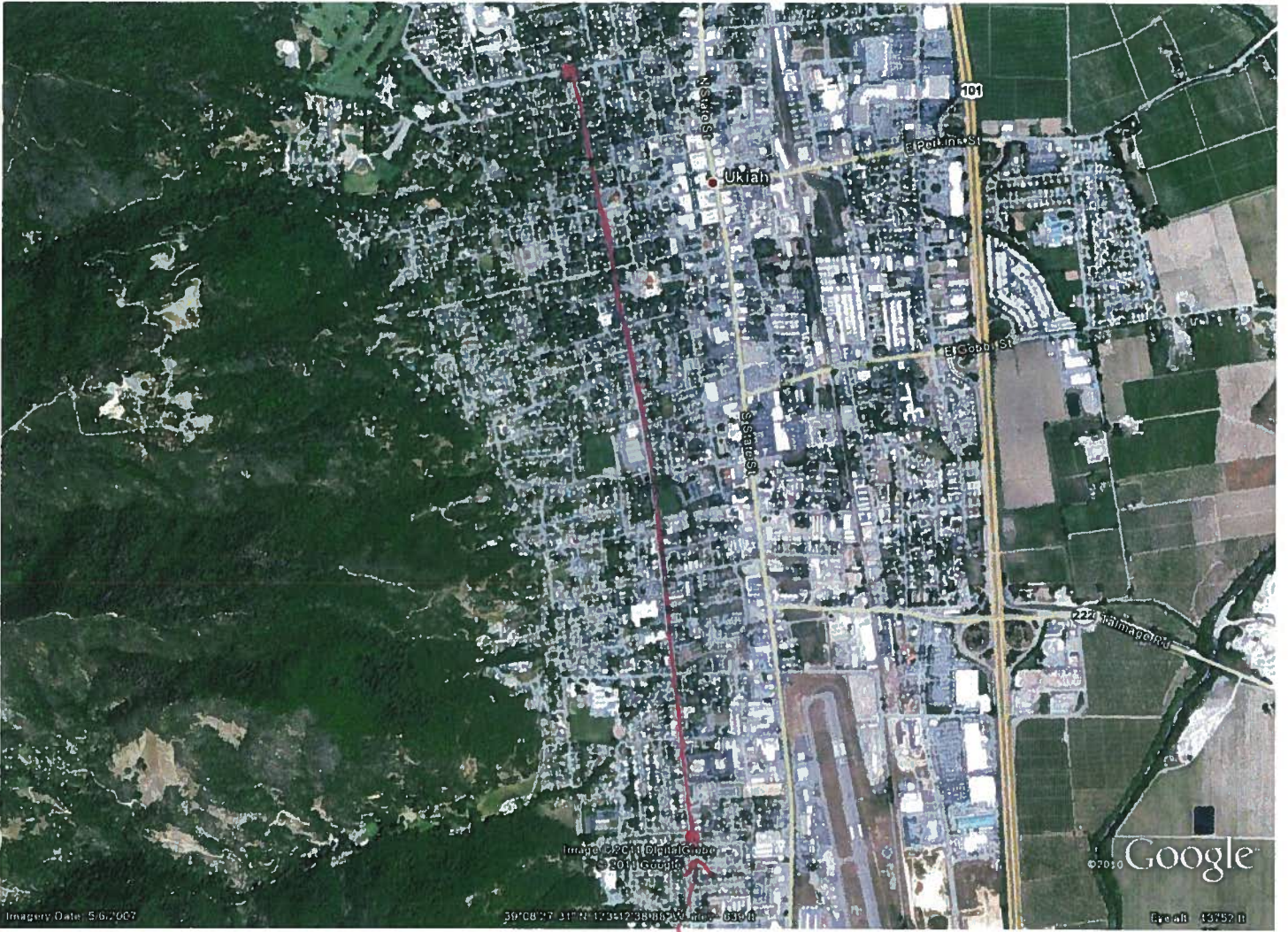
not to scale



6,000LF Cable

- Signal Interconnect Cable
- Coordinate (E) signal
- Signal/Coordinate

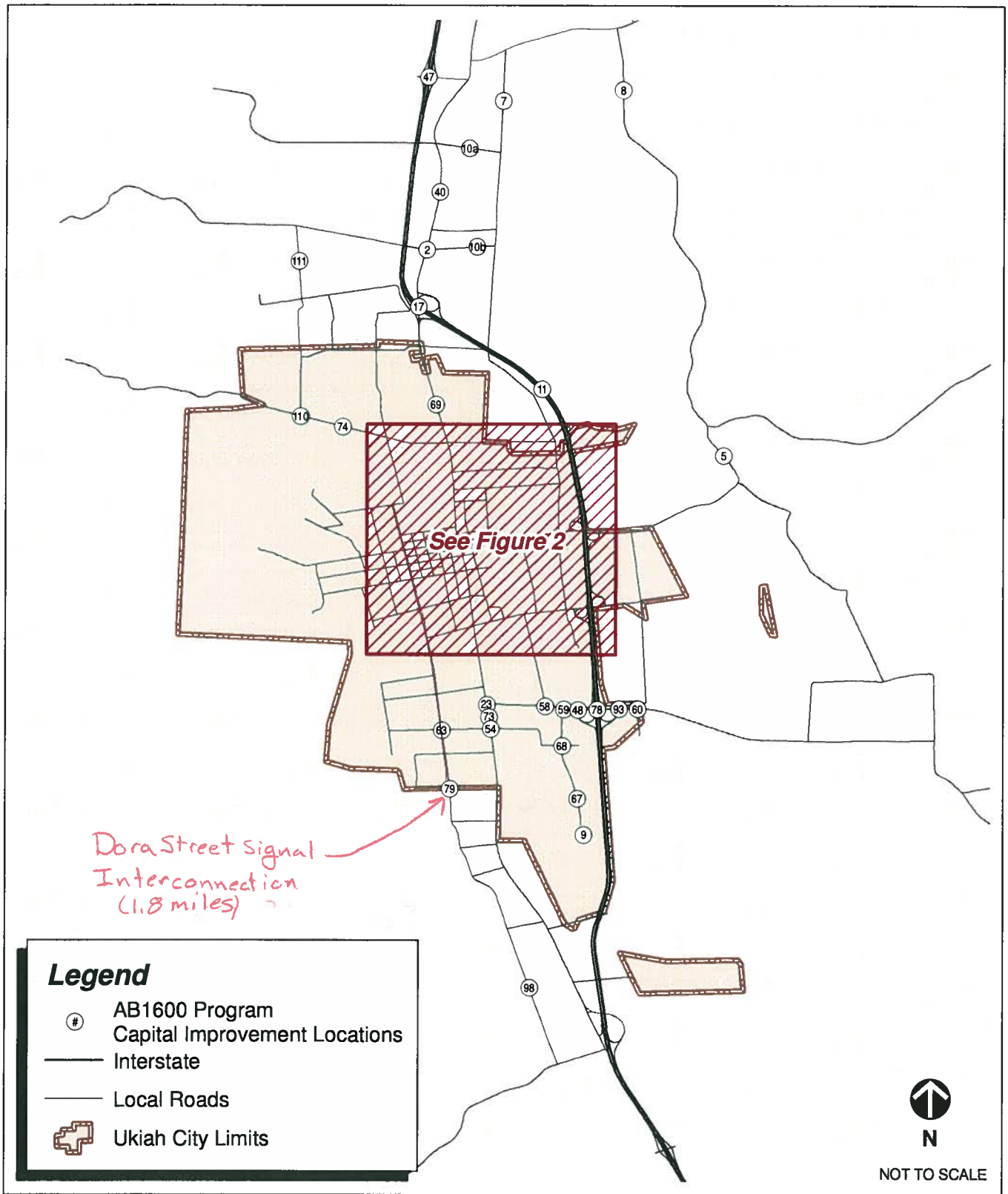
N. State St Signal
Interconnect &
Coordinate Project
Proj. No. 32



Dora Street

1.8 miles signal
Interconnection cable

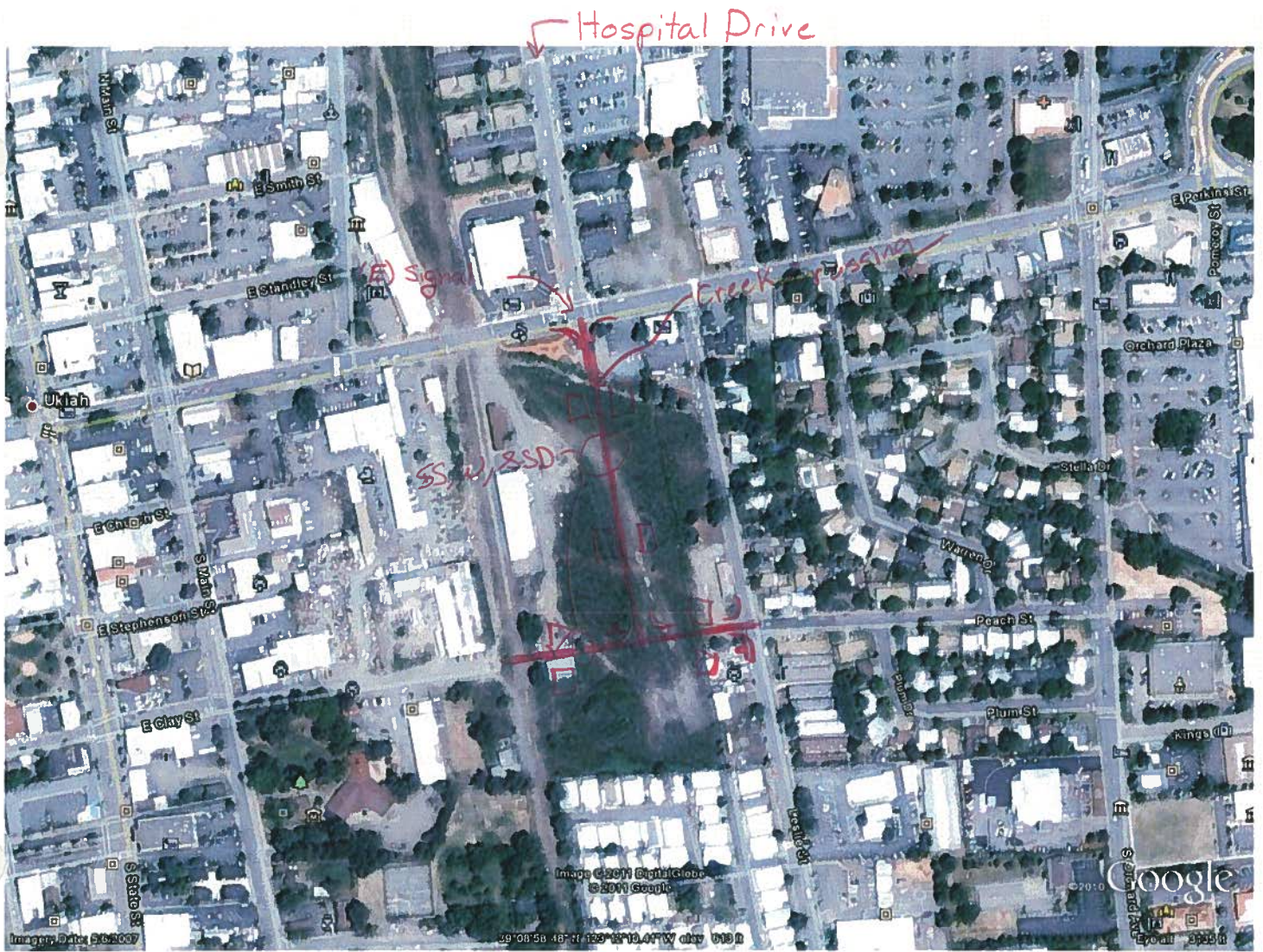
Dora St. Signal
Interconnect
Proj. No. 33





- Modify Intersection
- Install Signal
- Signal Interconnect Cable (5,000 LF±)

S. State Street Interconnect & Coordination Project
 Proj. No. 36



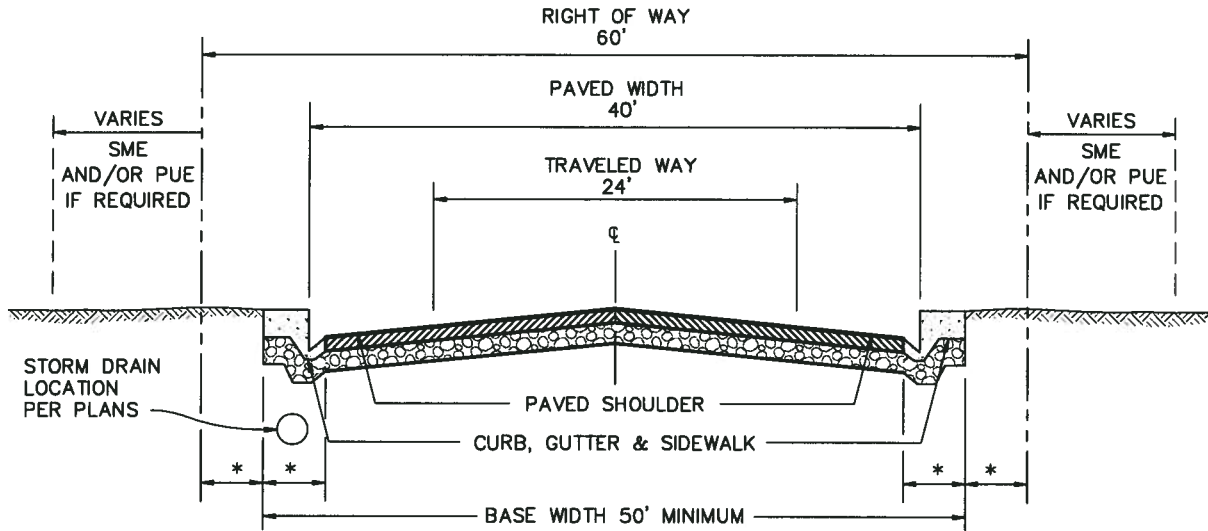
→ Stop Sign

- Curb, Gutter, & sidewalk on all sides of new streets.
- SS, W, & SD extended through Hospital Dr.
- Two lane streets (24' travel way, 40' eved)
MENDOT STD. NO. A10D

↳ Curb Return w/Ramp



□ Inlet

Clay Street &
Hospital Drive
Extension
Proj. No. 44



* = VARIES, SEE NOTE 3.

LEGEND:

-  PAVEMENT
-  BASE
- PUE PUBLIC UTILITY EASEMENT
- SME SLOPE MAINTENANCE EASEMENT

NOTES:

1. PAVED SHOULDER TO SERVE AS PARKING LANE AND/OR BIKEWAY.
2. RIGHT OF WAY BEHIND SIDEWALK MAY BE USED FOR ROADSIDE FACILITIES SUCH AS SIGNS, PUBLIC UTILITIES, LANDSCAPING AND DRAINAGE FACILITIES.
3. SEE MENDOT STD. NO. A40 FOR CURB, GUTTER AND SIDEWALK DETAILS.



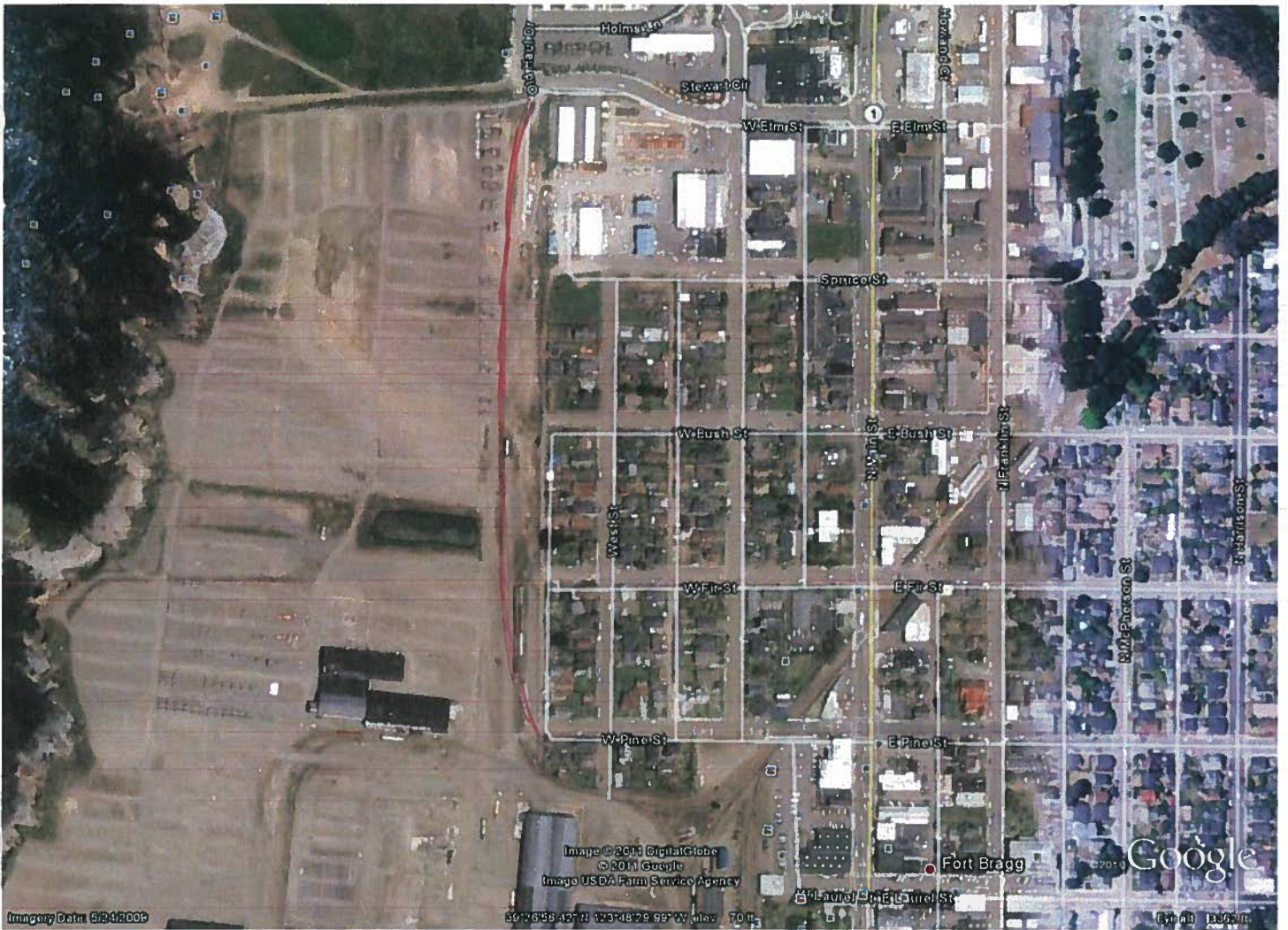
**MINOR COLLECTOR, LOCAL CONNECTOR
URBAN
TYPICAL ROAD SECTION**

MENDOT
STD. NO.
A10D

SCALE: NONE | DESIGN: RCW | DRAWN: CLG | OCT. 2000

PAGE: A-4

*Proj No
44*



0.40 mile Class I bike path

visual sandy soil

$$\text{Over Excavation} = 22,000 \text{ sf} \times 2' / 27 = 1,600 \text{ cy}^{\pm}$$

Central Business
District / Pudding
Creek Trestle Connection

Proj. No. 45

Washington Ave

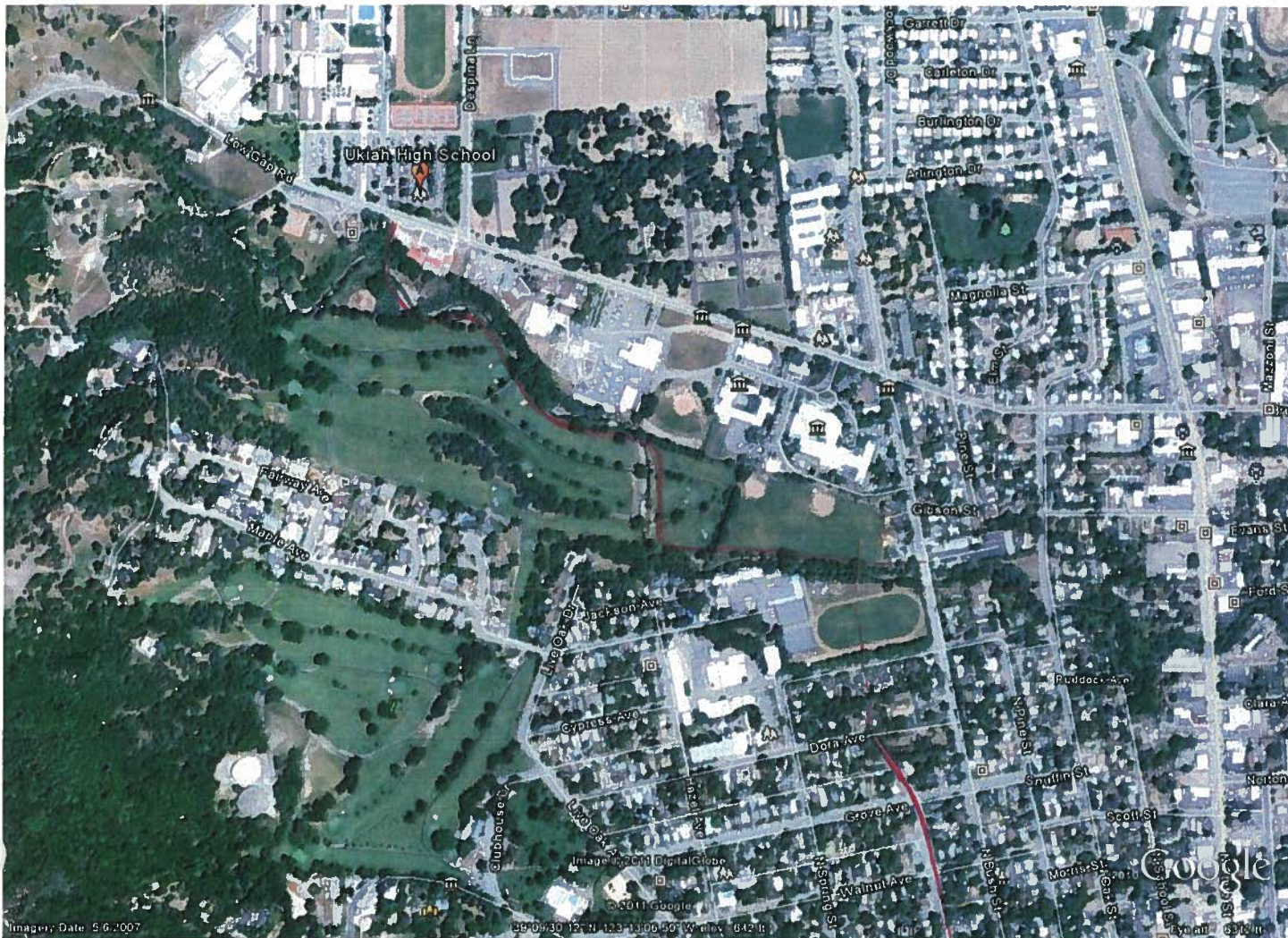


Norgard Lane

○ assumes bike path connects back to main Road @ major intersections

1.25 miles ±

S. State Street
Proj. No. 48

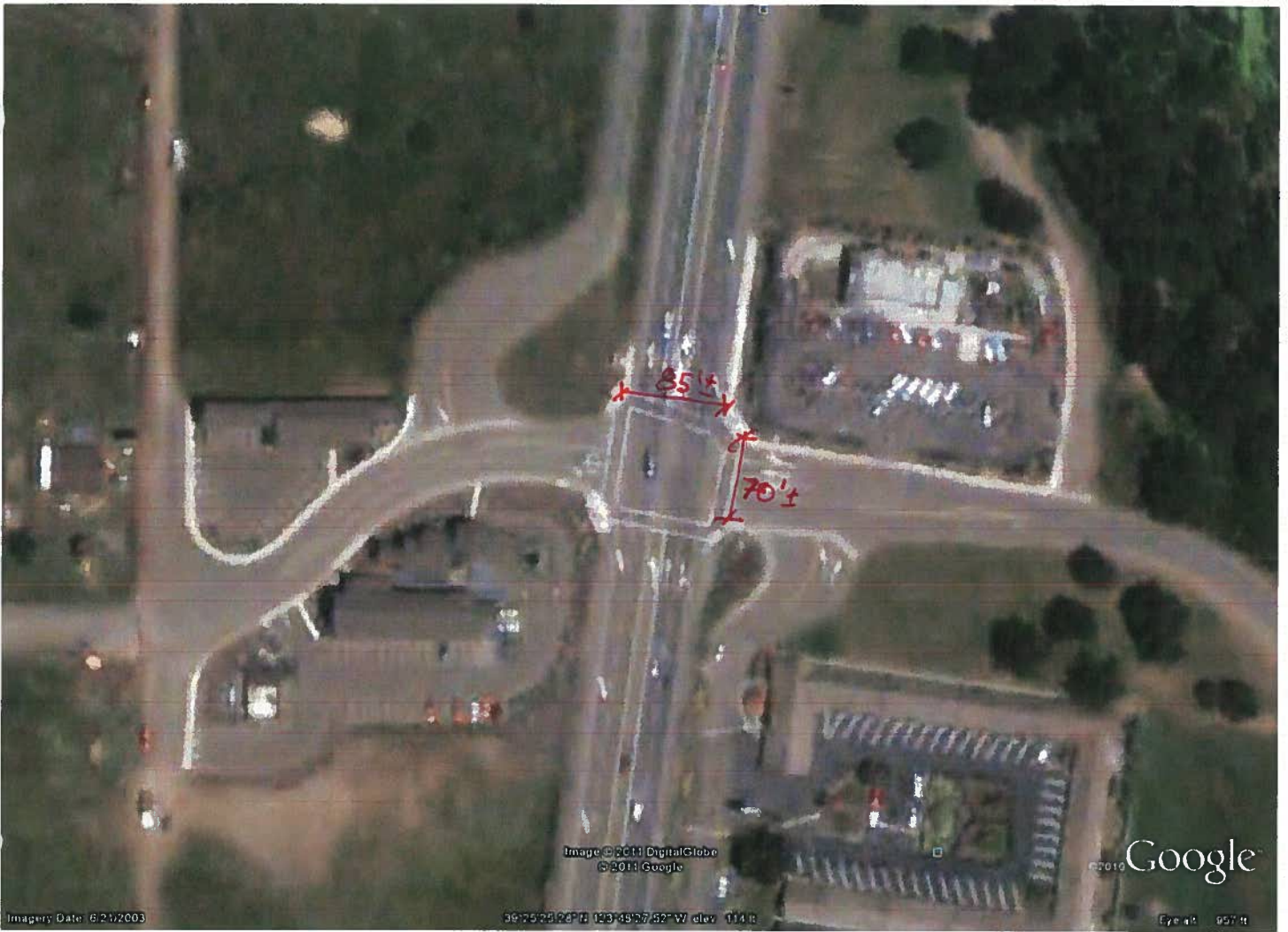


Assume sign @ start & finish
of bike path

↳ Dorra St.

0.6 miles ±

Orr Creek Pathway
Proj. No. 49



AC Pavement

- $85' \times 70' = 5,950sf \pm$
- N-S $85' \times 50 = 4,250sf \pm$
- E-W $70' \times 50 = 3,500sf \pm$
- 13,700sf \pm

Maintain (E) Curb,
Gutter, & Sidewalk

SRI/Main Street/
Ocean View Drive

Proj. No. 54



0.25 miles ±

Commercial Street
Proj. No. 55



Widening

Ex St. = 36'±

Prop. St. = 50'±

14'± New AC

Area = 4,300' x 14' = 160,200 sf±

Side walk

Area = 4,300' x 4.5' = 19,350 sf±

(5' w/ 6" curb)

Perkins St

Street Signs @ Intersections = 11 x 2 = 22

Ramps @ Intersections = 24

Driveway Impressions same = 14 locations as existing

SD Inlets Every 300' = 28 inlets

— Widening (4,300 LF)

○ signal coordination

↑ Turn lane

□ Traffic Signal

-|- Re-stripe

Entire Street Must Be re-striped due to widening ∴

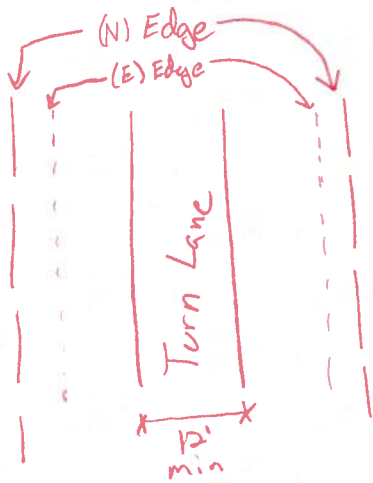
4,300' x 6 = 25,800 LF

Perkins Street Interconnect Project
Proj. No. 58



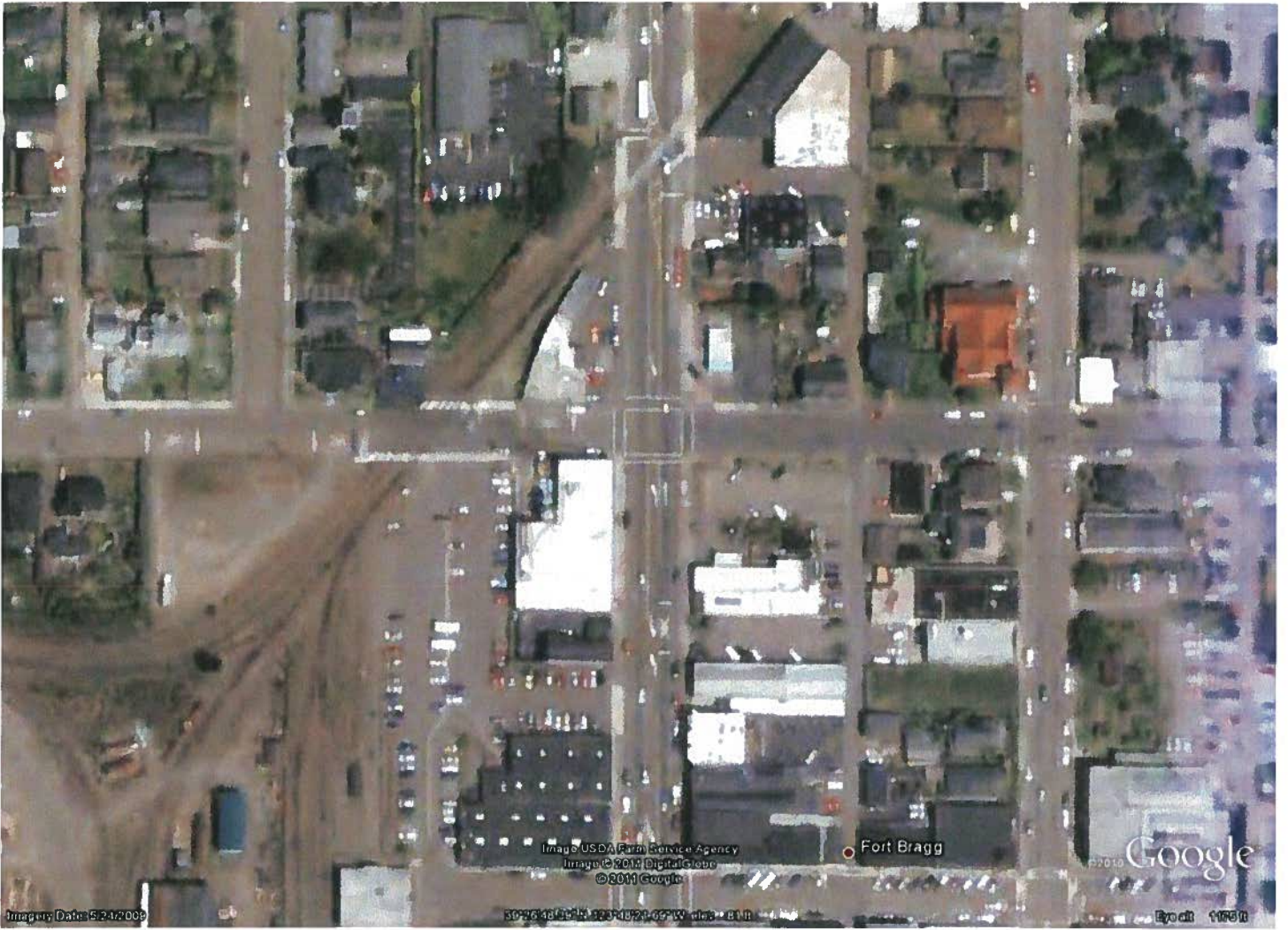
0.4 miles

Orchard Avenue
Signal Interconnect
Proj. No. 59



- Assume turn lane extends to 150 north of Pudding Creek Bridge

Main Street /
Pudding Creek Road
Proj. No. 63



Main Street/Pine Street
Proj..No. 70