TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Study

February, 2020

TJKM
VISION THAT MOVES YOUR COMMUNITY

In Association with:

COASTLAND

Town of Windsor

Traffic Impact Fee Update

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CHAPTER 1. INTRODUCTION AND SUMMARY

Introduction

Traffic Impact Fee

This report provides the update of the Town of Windsor Traffic Impact Fee (TIF). The TIF was originally established in 1986, prior to Windsor's incorporation, by the Sonoma County Board of Supervisors. The Windsor TIF was most recently updated in 2008. In June, 2018, the Town updated its General Plan; this document reflects findings of the General Plan.

Traffic Impact Fees are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use. The fee's purpose is to help mitigate the transportation impacts of development growth. As an applicant proposes a project, a project-specific traffic impact study may be necessary, as this TIF only addresses cumulative impacts of all projects, but does not address specific impacts from a proposed development. In addition to fees and projects considered in this document, other on-site, frontage, and off-site improvements directly associated with future projects may be required. A project-specific traffic impact study will assess this.

To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (the Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The specific tasks performed in preparing this analysis and their results are summarized in this section.

TIF Development Process

The development of the updated TIF program involved the major tasks described below.

1. **List of Projects** The list of projects for the TIF program was based on the existing TIF, the General Plan, and the Capital Improvement Program. Twenty-five projects were identified for inclusion in the fee program. Of these, ten are added to the TIF for the first time.

2. **Project Costs** The project costs were updated for this TIF revision. The costs were adjusted to account for existing deficiencies, which are not eligible for TIF funding, and outside funding sources.

3. **Trip Generation** An estimate was prepared of the p.m. peak hour trip generation that will result from development of the expected future land uses within the fee area. The p.m. peak hour was utilized since it is usually the period for which road improvements are designed and to be consistent with previous TIF updates.

4. **Cost per Trip** A cost per trip was calculated along with the corresponding schedule of fees. The schedule of fees includes fee categories for residential and non-residential land uses, similar to those in the existing TIF.

Executive Summary

Chapter 1 – Introduction and Summary

Chapter 2 – Peak Hour Trips

The first step required for the TIF is the determination of the number of peak hour trips expected in the life of the TIF. The trip generation portion of the TIF program is based on the proposed changes in land use during the life of the TIF. The growth in trips over the TIF period was based on information in the adopted General Plan that shows the growth in land use and related traffic generation between 2010 and 2040. Application and analysis of the General Plan information showed that 4,551 additional p.m. peak hour trips would be generated by the land use growth until 2040.

Chapter 3 – Selection and Cost of Projects

The recommended list of new transportation improvements to serve the Town was developed based on carryover projects from the 2008 TIF Update, and new projects from the Windsor General Plan and the current 5-year Windsor Capital Improvement Plan. The recommended improvement projects are listed in **Table 2** with locations shown on **Appendix A**. Costs and details of the individual projects are described in **Appendix B** of this report.

The 25 projects have a total program cost of $146,084,000, of which $49,987,000 is proposed for the TIF, based on the nexus findings.

Chapter 4 – Program Costs and Fee Calculation

The base fee per p.m. peak hour trip is calculated by dividing the total cost of the TIF program, $49,987,000 by the total projected 4,551 new p.m. peak hour trips. The TIF requirement calculates to a cost of $10,984 per p.m. peak hour trip. The proposed TIF fee schedule is as follows:

Land Use Category	Current Fee	Proposed Fee Rate
Single Family/Unit	$13,163	**$10,874**
Multi-Family/Unit	8,078	**$6,151**
Accessory Dwelling Unit (ADU) /Unit	3,388	**0**
Commercial/KSF	10,990	**$9,227**
Commercial with Drive-Through	NA	**$11,094**
Office/KSF	8,384	**$7,030**
Light Industrial/KSF	5,424	**$4,613**
Heavy Industrial/KSF	1,620	**$1,318**
Public Buildings/KSF	NA	**$7,140**

KSF = Thousand square feet

By comparison, as of July 1, 2019, the cost per p.m. trip for the Windsor TIF is $13,296.

Chapter 5 – Nexus Findings

California legislation requires that charges on new developments bear a reasonable relationship to the needs created by, and the benefits accruing to, that development. This is known as "nexus." California courts have long used that reasonableness standard or nexus to evaluate the

constitutionality of exactions, including development fees. Based on the analysis included in this report, the future development and the need for their associated improvements meet or exceed the basic requirements set forth in Government Code sections beginning with 66000 to govern development fees.

The total cost for necessary improvements is based on the project list. The methodology of this report ensured that only a portion of that total cost is ascribed to future growth, based on the proportion of need generated by that growth. Thus, there is a reasonable relationship between the proposed use of the TIF and the proposed land use development projects on which the fee will be imposed. In the same manner, there is a reasonable relationship between the need for facilities included in the TIF and the proposed land use development projects.

CHAPTER 2. EXISTING AND FUTURE DEFICIENCIES AND PEAK HOUR TRIPS

A key step in the fee development process is to determine the number of trips that will be generated by growth within the Town during the life of the fee. TJKM used information from the General Plan to determine the expected land use growth. **Table 1** below summarizes the land use growth within the Town by the various land use categories. The "Growth" column in the table is the estimated amount of dwelling units (DU), lodging rooms and non-residential square footage that are projected between 2010 and 2040.

The table also lists the growth in trips in each category after the p.m. peak hour factors based on the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition*. Peak hour trips are considered because the General Plan analysis is based on congestion, which is largely a result of more people trying to use the transportation system during the busiest hours.

Table 1: Determination of TIF Trips

Land Use Category - ITE Code - Units	Land Use		Rate	2010-2040 Growth Trips	Pass-by and Internal Factor	TIF Trips
	2010	2040 Added	P.M. Pk. Hr. Trip Rate			
Single-Family- 210 - DU	8,413	2,232	0.99	2,210	0.65	1,437
Multi-Family- 220 - DU	1,896	1,640	0.56	918	0.65	597
Sr. Housing – 251 - DU	24	25	0.26	7	0.65	5
Office – 710 - KSF	650	292.573	1.15	337	1.00	337
Service – 310 - Rooms	350	344	0.60	206	1.00	206
Strip Comm. – 820 – KSF	300	235.079	3.81	896	0.66	591
Shopping Ctr. – 820 - KSF	664	407.245	3.81	1,552	0.66	1,024
Lt. Industrial – 110 - KSF	1,083	270.025	0.63	170	1.00	170
Heavy Industrial – 140 - KSF	242	75.29	0.67	50	1.00	50
Warehouse – 150 - KSF	1,649	258.654	0.19	49	1.00	49
School – 520 - Students	5,447	500	0.15	75	1.00	75
Institutional – 620 - KSF	338	13.7	0.74	100	1.00	10
Recreational - Acres	432	0	-	-		
					Total	**4,551**

KSF = Thousand square feet; DU = Dwelling Units
Source: 2040 General Plan

It is noted that the planned growth during this period is 4,551 p.m. peak hour trips. This number should be adjusted each time the TIF is updated to reflect the most recent land use projections.

Similar to the 2008 TIF update, the calculations assume a 35 percent discount to reflect internalization of residential based trips. Also, a 34 percent passby factor was applied to retail trips.

CHAPTER 3. SELECTION AND COST OF PROJECTS

In this update, 25 projects were identified for inclusion in the TIF program. These projects and their costs are summarized in **Table 2**.

Table 2 Proposed TIF Projects and Costs

Project No.	Project Description	Project Cost
1.1	Arata Lane Interchange - Phase 2B (Los Amigos Rd. Realignment)	$ 5,790,000
1.2	Arata Lane Interchange – Phase 2D (Widening/Recon. 101 Overpass)	16,200,000
2	Shiloh Rd Interchange	48,720,000
3.1	Bike and Pedestrian Crossing of US 101 – Phase 1 Underpass widening	7,850,000
3.2	Downtown Interchange (Connectivity Project) – Phase 2C - Overcrossing	12,462,000
4	Jaguar Way, Windsor Road to Starr Road	9,323,000
5	Old Redwood Highway, Hembree Lane to Shiloh Road	6,396,000
6	Old Redwood Highway, Windsor Road to Town Limits	8,035,000
7	Conde Lane, Oakfield Lane to Mitchell Lane	7,112,000
8	Shiloh Road, Hembree Lane to Old Redwood Highway	2,027,000
9	Starr Road Railroad Crossing	312,000
10	Arata Lane Widening NB Off-ramp to Los Amigos Road	583,000
11.1	Old Redwood Highway - Bridge Crossing #1 (Soyotome Creek)	1,120,000
11.2	Old Redwood Highway – Bridge Crossing #2 (Pool Creek)	770,000
11.3	Old Redwood Highway – Bridge Crossing #3 (Faught Creek)	804,000
12	Windsor Rd/Windsor River Road Intersection (left turn lane)	58,000
13	Old Redwood Highway at Starr Road Intersection	679,000
14	Windsor River Road at Bell/Market Intersection	76,000
15	Old Redwood Highway at Shiloh Road Intersection	498,000
16	Shiloh Road at Caletti Avenue	1,952,000
17	Lakewood Drive at Old Redwood Highway	1,126,000
18	ADA Compliance Curb Ramps Townwide	3,499,000
19	Bicycle/Pedestrian Facilities	7,828,000
	Project Subtotal Cost	143,220,000
20	Intersection Improvements (1%)	1,432,000
21	Transit Projects (1%)	1,432,000
	Project Total Cost	**$ 146,084,000**

The location of these projects is shown in **Appendix A**. Additional information about each project is shown in **Appendix B**. The costs of these project have been calculated in 2018 dollars. The Windsor TIF ordinance makes provisions for annual adjustments to the fee based on published construction cost indices. In this way, any escalation in construction costs will be covered by commensurate fee adjustments. The trip estimates were prepared by Coastland and include design, environmental, right of way, construction and construction management. As the engineer's estimate of construction costs are preliminary in nature, typical contingencies applied are in the range of 20%-30%. As directed by the Town, a contingency factor of 20% was used in all of the engineer's estimates of project costs.

CHAPTER 4. PROGRAM COSTS AND FEE CALCULATION

Cost per Trip Estimate

Table 3 presents a summary of the TIF improvement project costs, the projected future trips to be added by new development, and the resulting estimated TIF improvement cost per trip. The total cost of the TIF projects to be included is $49,987,000.

The fee calculation is based on trip generation estimates in **Table 1** and the cost estimates of the TIF improvement projects. The cost per p.m. peak hour trips is calculated to be $10,984 using a total TIF cost of $49,987,000 and 4,551 new p.m. peak hour trips. The TIF improvement project costs as well as the calculated new TIF cost per trip are shown in **Table 3**.

The revenue assumes that 50 percent of the cost of development will be borne by adjacent developers for six projects – 1.1, 5, 6, 7, 8, and 10 (Item b in Table 3). The revenue estimates assume other outside funding of $1,000,000 per year, for a total of $22,000,000 (current to year 2040) obtained from a variety of grants and other sources (Item c). It also assumed that 65 percent of the cost of improvements to the three interchanges – 1.2, 2, 3.1 and 3.2 -- will be obtained from outside funding (Item d). There are three bridge projects – 11.1, 11.2, and 11.3, which except for pre-design costs, are eligible for 88% grant funding (Item e). The current TIF fund balance of $1,440,963 is also reflected in the calculation (Item f).

Table 3: 2020 Cost per Trip Estimate

	2020 TIF Costs
a. All Projects	**$146,084,000**
b. Funding by adjacent developers (50% of selected projects)	**(14,971,600)**
c. Other outside funding	**(22,000,000)**
d. Outside interchange funding (65% of 1.2, 2, 3.1 and 3.2)	**(55,401,000)**
e. Bridge funding discounts	**(2,283,000)**
f. Current TIF fund balance (as of 6/30/18)	**(1,440,963)**
Total TIF Funding	**$49,987,000**
Total P.M. Peak Hour Trips Added by New Development	**4,551**
TIF Cost Per P.M. Trip	**$10,984**

Table 4 presents the new schedule of fees. The land use categories in this fee schedule have been determined based on a range of expected development land use types. The fees are calculated by multiplying the trip rates in the second column by the cost per trip, $10,984.

The resulting fee rate, shown in the highlighted column of **Table 4** is the rate per dwelling unit for residential developments, or per thousand square feet (KSF) for non-residential development. Some adjustments have been made to maintain the rates consistent with those used in the 2008 TIF update.

Table 4: Calculations of Fees
(Per KSF[1] unless noted)

Land Use Category	P.M. Trip Rate	Cost Per P.M. Trip	Proposed Fee Rate	Current Fee (7/01/19)
Single Family /Unit	0.99	$10,984	**$10,874**	$13,163
Multi-Family/Unit	0.56	$10,984	**$6,151**	8,078
Accessory Dwelling Unit (ADU)	0.26	$10,984	**0**	3,388
Commercial/KSF	0.84	$10,984	**$9,227**	10,990
Commercial with Drive Through/KSF	1.01	$10,984	**$11,094**	NA
Office/KSF	0.64	$10,984	**$7,030**	8,384
Light Industrial/KSF	0.42	$10,984	**$4,613**	5,424
Heavy Industrial/KSF	0.12	$10,984	**$1,318**	1,620
Public Buildings/KSF	0.65	$10,984	**$7,140**	NA

[1]KSF = thousand square feet. Trip Rates are based on the Institute of Traffic Engineers *Trip Generation, 10th Edition.* In some categories, land uses have been combined and weighted averages have been applied.

Other Factors in TIF

Establishment of Final TIF. The Town may decide not to levy the maximum fee that has been established as a part of this study as it may reduce development feasibility, make the Town less competitive with its peers, or other purposes.

Drive-Through Lanes. A drive-through category is added. Drive-through lanes add about 20 percent more traffic to land uses such as fast food restaurants and pharmacies, so a new category, "Commercial with Drive-Thru" adds 20 percent to the commercial trip rate.

Intensification or Change in Land Use. When a land use is intensified, such as replacing a group of single family homes with multi-family homes, the fee to be charged is the difference in calculated fees for the two land uses. The same principle is applied with changes in land use, such as demolishing an industrial building to build a residential development.

Other Land Uses. The Town may decide to use the $10,984 cost per p.m. peak hour trip to apply to other specific land uses not covered by **Table 4**. The latest edition of ITE's *Trip Generation* should be used as a source for p.m. peak hour trip rates.

Credits. Consistent with the 2008 TIF Update, a credit is to be applied to mixed use developments. This is to reflect that reduced trips result as residents work and shop in the same development. The better the balance between mixed uses, the greater is the potential to capture trips on-site. The credit to be applied is 15 percent of whichever use (commercial, office, industrial, or all residential combined) has the *lowest* calculated traffic impact fee.

An additional credit is applied to address the trip reducing potential of transit-oriented development in the Downtown Core area. The trip generating credits to be applied in the

Downtown Core area are nine percent for residential uses and three percent for non-residential uses.

CHAPTER 5. NEXUS FINDINGS

TIF's are one-time fees typically paid prior to the issuance of a building permit and imposed on development projects by local agencies responsible for regulating land use (cities and counties) to mitigate the transportation impacts of the development. To guide the widespread imposition of public facilities fees, the State Legislature adopted the Act with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code §§66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document five findings when adopting a fee.

The five statutory findings required for adoption of the maximum justified fee documented in this report are presented in this chapter and supported in detail by this report. All statutory references are to the Act.

1. Purpose of the Fee

For the first finding, the Town must:

Identify the purpose of the fee. (§66001(a)(1))

The purpose of this fee is to implement the actions of General Plan and other Town documents and policies. The imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of capital facilities necessary to accommodate new development. This fee will charge new development the fair share cost of transportation improvements needed to mitigate the transportation impacts created by that development.

2. Use of Fee Revenues

For the second finding, the Town must:

Identify the use to which the fee is to be put. (§66001(a)(2))

If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.

Detail on planned uses of fee revenues is contained in **Chapter 3** of this report.

3. Benefit Relationship

For the third finding, the Town must:

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. (§66001(a)(3))

The Town has determined the improvements listed in the report are necessary to address traffic congestion and General Plan compliance, as identified in the Town's environmental documents, due to future development under the 2040 GP. Public facilities funded by the fee will provide a

network of transportation infrastructure accessible to the additional residents and workers associated with new development, resulting in mobility and accessibility benefits to the new development. Thus, there is a reasonable relationship between the use of fee revenues and the new residential and nonresidential development that will pay the fee.

4. Burden Relationship

For the fourth finding, the Town must:

> *Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. (§66001(a)(4))*

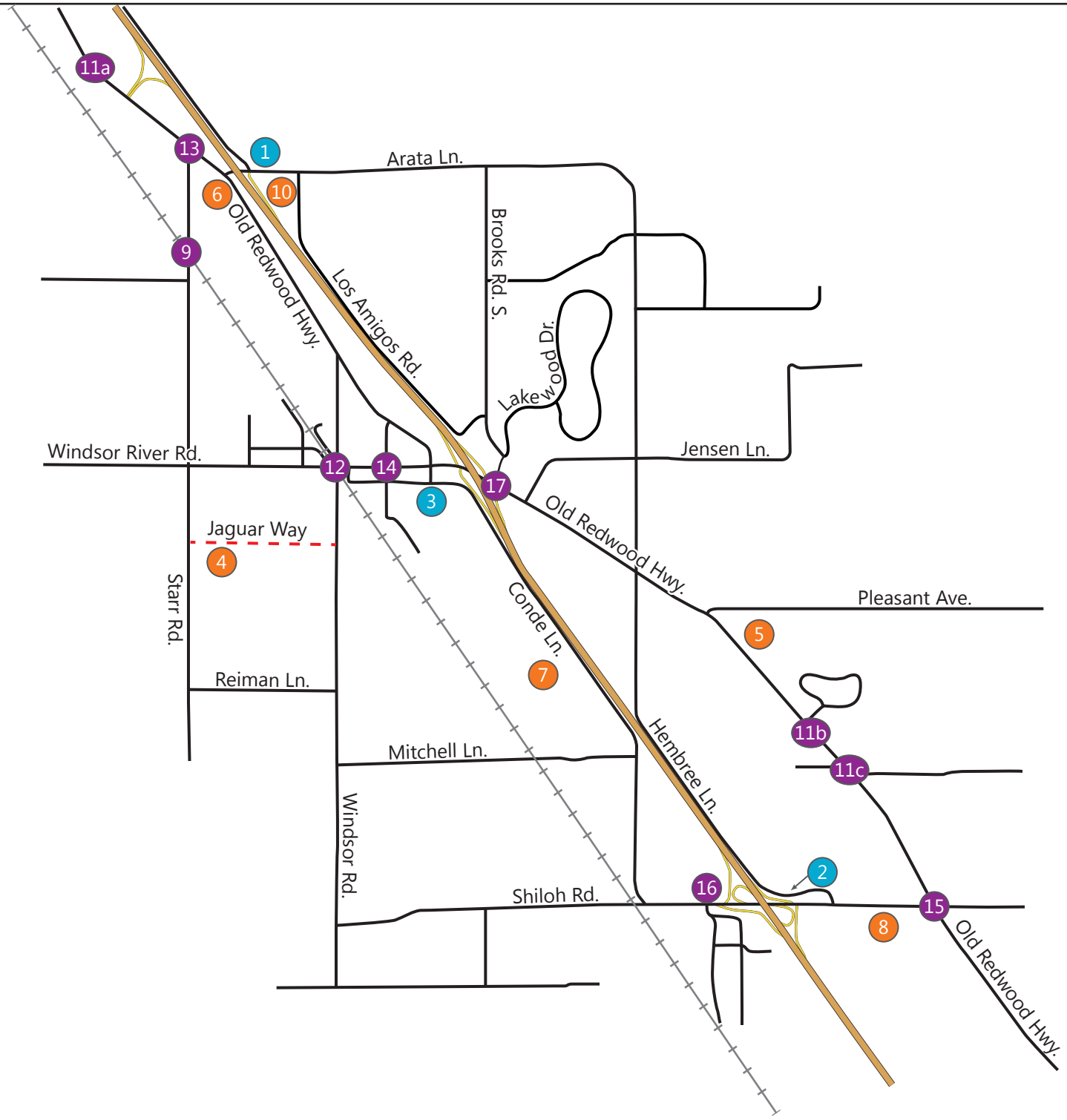
The number of residential dwelling units and building square footage are indicators of the demand for transportation facilities needed to accommodate growth. As new building square footage is created, the occupants of the new structures will place additional burdens on the transportation facilities. The need for the fee is based on traffic engineering studies assessing the impact of additional vehicle trips from new development as well as Town policies governing the design of a transportation system needed to serve new growth areas. Traffic engineering and related data were also used to inform the scope of improvements included in the fee program. For transportation improvements needed to accommodate the development anticipated in the near term, the cost burden is fully allocated based on development anticipated in the near term. For transportation improvements that are not immediately needed to accommodate near term development, but that will be needed to accommodate development in the longer term, the cost burden is allocated based on projections of new development. Thus, there is a reasonable relationship between the need for the planned improvements, the scope of the improvements, and the parcels that will pay the fee.

5. Proportionality

For the fifth finding, the Town must:

> *Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. (§66001(b))*

There is a reasonable relationship between the TIF for a specific development project and the cost of the facilities attributable to that development based on the estimated vehicle trip demand the development will generate in the General Plan. The total fee for a specific development is based on its planned square footage for nonresidential uses and the number of dwelling units for residential uses. Larger projects of a certain land use type will have a higher trip generation and pay a higher fee than smaller projects of the same land use type. Thus, the fee schedule ensures a reasonable relationship between the TIF for a specific development project and the cost of the facilities attributable to that project.



LEGEND

- X — Interchange-Related Improvement
- X — Segment Improvements
- X — Intersection/Crossing Improvement
- New Roadway

TOWNWIDE/VARIOUS LOCATIONS

- 18 — ADA Curb Ramps
- 19 — Bike & Pedestrian Facilities
- 20 — Intersection Improvements
- 21 — Transit Projects

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Appendix B

Preliminary Engineers Estimate of Probable Cost - February 2020

Summary

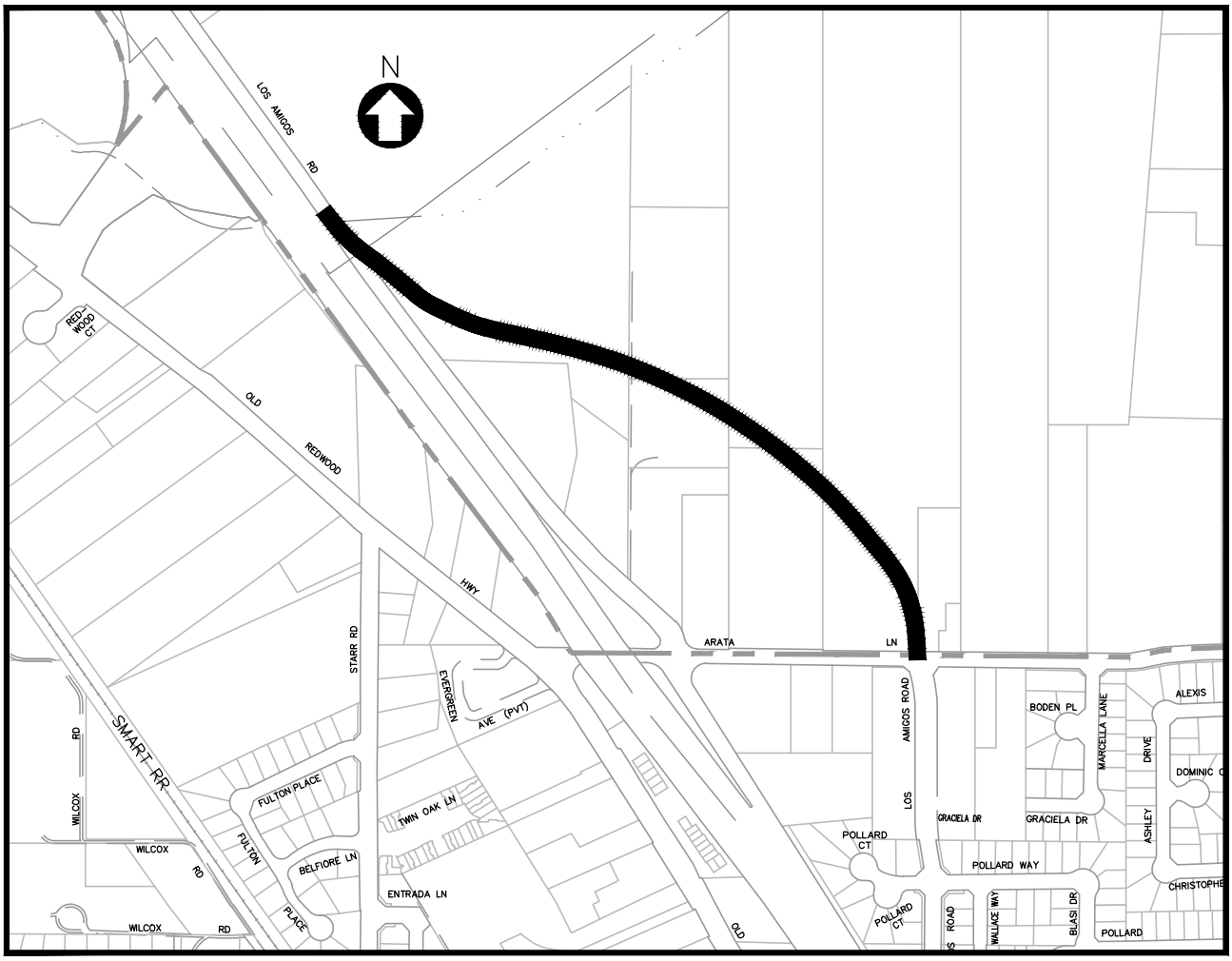
Project No.	Project Description	Project Cost
1.1	Arata Lane Interchange-Phase 2B (Los Amigos Rd Realignment)	$ 5,790,000
1.2	Arata Lane Interchange-Phase 2D (Widening/Recon. 101 Overpass)	$ 16,200,000
2	Shiloh Rd Interchange	$ 48,720,000
3.1	Downtown Bike and Ped Crossing of US 101 - Phase 1	$ 7,850,000
3.2	Downtown Bike and Ped Crossing of US 101 - Phase 2	$ 12,462,000
4	Jaguar Way, Windsor Road to Starr Road	$ 9,323,000
5	Old Redwood Highway, Hembree Lane to Shiloh Road	$ 6,396,000
6	Old Redwood Highway, Town Limits to Windsor Road	$ 8,035,000
7	Conde Lane, Oakfield Lane to Mitchell Lane	$ 7,112,000
8	Shiloh Road, Hembree Lane to Old Redwood Highway	$ 2,027,000
9	Starr Road Railroad Crossing	$ 312,000
10	Arata Lane Widening, NB Offramp to Los Amigos Road	$ 583,000
11.1	Old Redwood Highway - Bridge Crossing #1 (Soyotome Creek)	$ 1,120,000
11.2	Old Redwood Highway - Bridge Crossing #2 (Pool Creek)	$ 770,000
11.3	Old Redwood Highway - Bridge Crossing #3 (Faught Creek)	$ 804,000
12	Windsor Rd/Windsor River Rd (Left turn lane)	$ 58,000
13	Old Redwood Highway at Starr Road Intersection	$ 679,000
14	Windsor River Road at Bell/Market Intersection	$ 76,000
15	Old Redwood Highway at Shiloh Road Intersection	$ 498,000
16	Shiloh Road at Caletti Avenue Project	$ 1,952,000
17	Lakewood Drive at Old Redwood Highway	$ 1,126,000
18	ADA Compliance Curb Ramps Townwide	$ 3,499,000
19	Class I Bicycle/Pedestrian Facilities	$ 7,828,000
	Project Subtotal Cost	$ 143,220,000
20	Intersection Improvements (1%)	$ 1,432,000
21	Transit Projects (1%)	$ 1,432,000
	Project Total Cost	$ 146,084,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#1.1 ARATA LANE INTERCHANGE

PHASE 2B

LOS AMIGOS ROAD REALIGNMENT



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE REALIGNMENT OF LOS AMIGOS ROAD (NORTH) TO ACCOMMODATE CONSTRUCTION OF THE PHASE 2C – ARATA NORTHBOUND ON–RAMP PROJECT. IMPROVEMENTS INCLUDE A NEW 2 LANE ROADWAY WITH BIKE LANES. IT IS ANTICIPATED THAT 50 PERCENT OF THIS PROJECT WILL BE COMPLETED WITH PRIVATE DEVELOPMENT.

PROJECT ESTIMATE:
$5,790,000

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Town of Windsor Traffic Impact Fee Update

Project #1.1
Arata Lane Interchange - Phase 2B
Los Amigos Rd Realignment

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
2B	Los Amigos Road Realignment	1	L.S.	$3,500,000.00	$3,500,000.00
		Construction			$3,500,000.00
		15% Design			$525,000.00
		15% CM / Inspection			$525,000.00
		5% Environmental			$175,000.00
		Right of Way /Easements			$100,000.00
		Project Subtotal			**$4,825,000.00**
		20% Contingency			$965,000.00
		Project Total			**$5,790,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

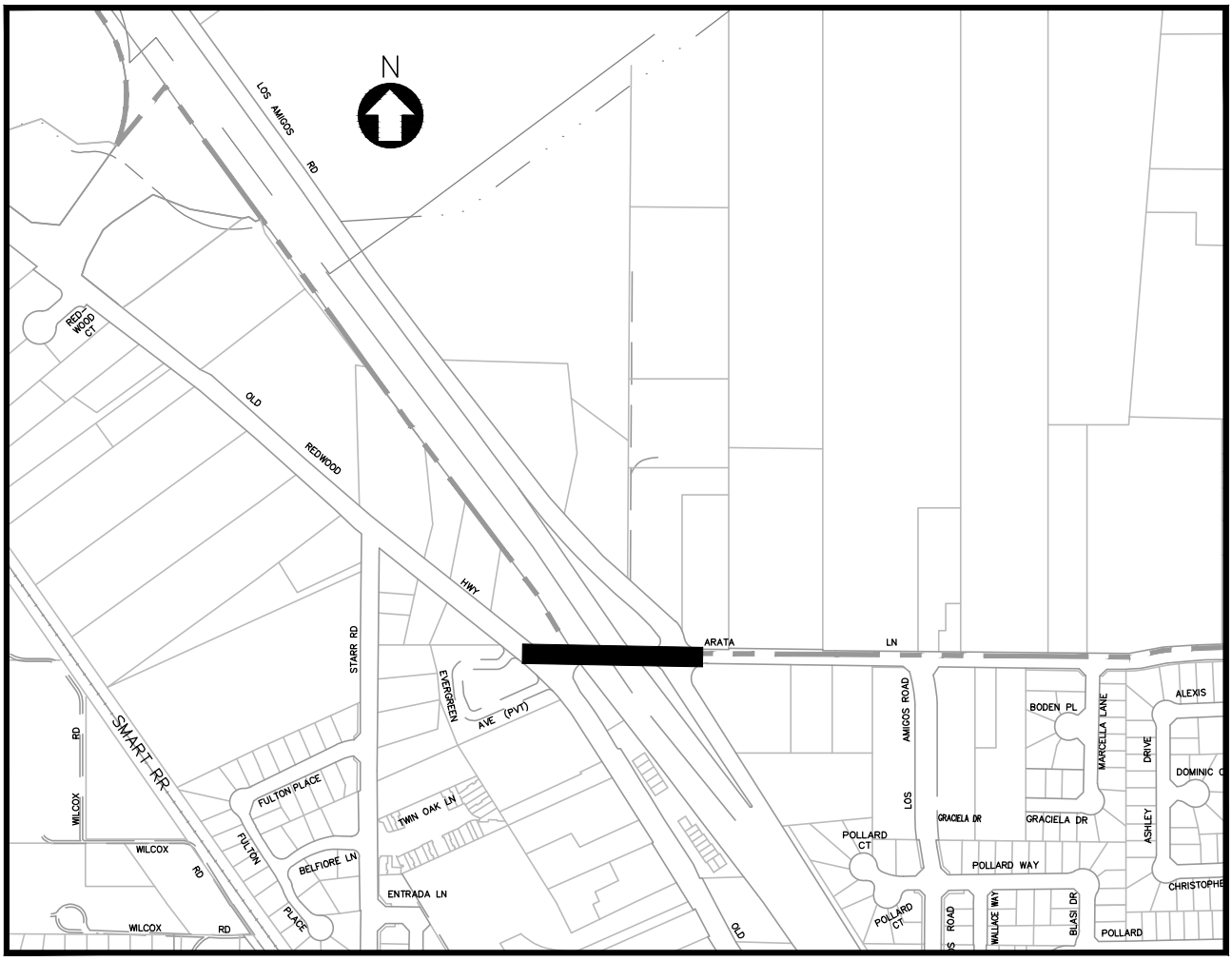
2. Construction Cost and Right of Way Cost taken from Town CIP

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#1.2 ARATA LANE INTERCHANGE

PHASE 2D

ARATA LANE WIDENING / 101 OVERCROSSING



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES REPLACING THE HIGHWAY 101 OVERCROSSING AT ARATA LANE TO PROVIDE LANE CAPACITY AND ENHANCED BICYCLE AND PEDESTRIAN FACILITIES. IT IS EXPECTED THAT 65 PERCENT OF THE PROJECT COSTS WILL COME FROM FEDERAL, STATE OR REGIONAL FUNDS.

PROJECT ESTIMATE:
$16,200,000

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Town of Windsor Traffic Impact Fee Update

Project #1.2
Arata Lane Interchange - Phase 2D
Widening/Recon 101 Overpass

Preliminary Engineers Estimate of Probable Cost
February 2020

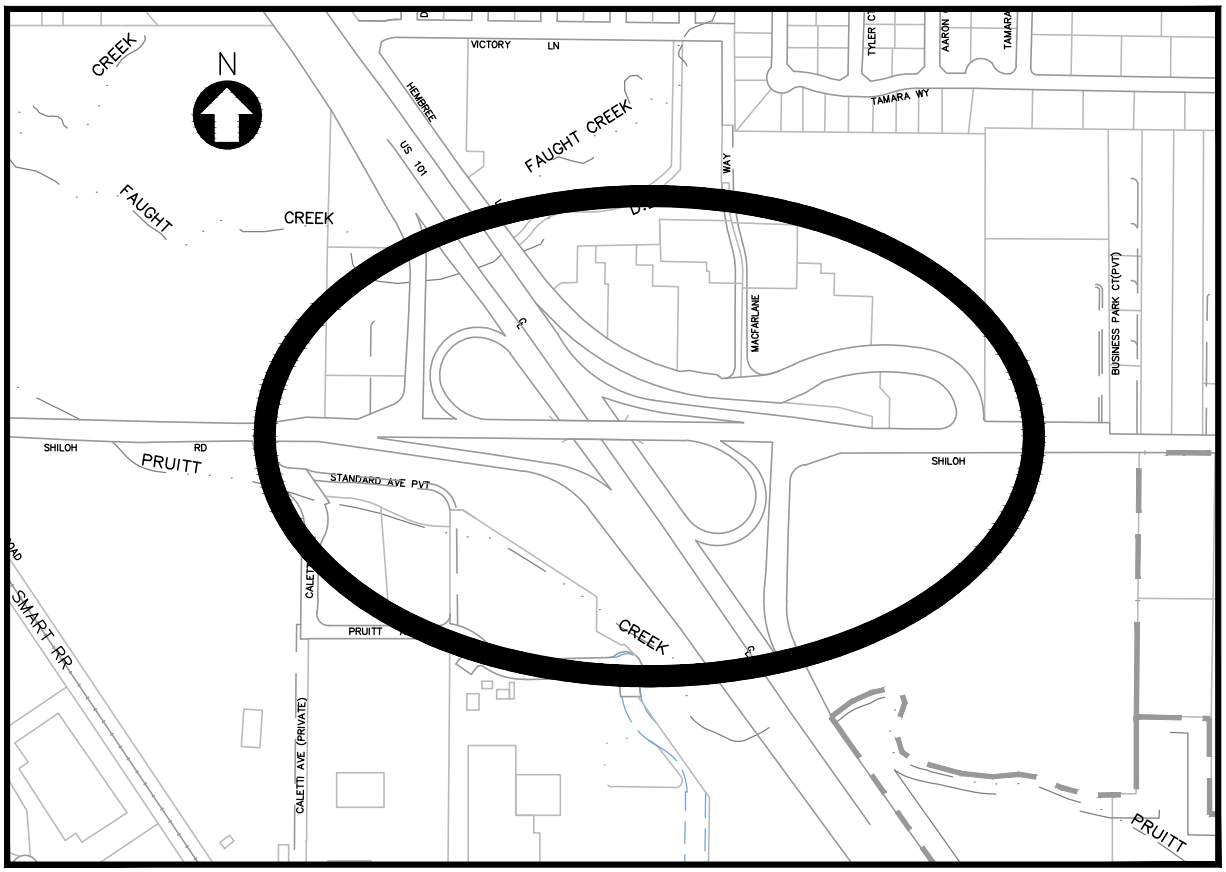
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
2D	Arata Ln Widening/Recon. 101 Overpass	1	L.S.	$10,000,000.00	$10,000,000.00
		Construction			$10,000,000.00
		15% Design			$1,500,000.00
		15% CM / Inspection			$1,500,000.00
		5% Environmental			$500,000.00
		Project Subotal			**$13,500,000.00**
		20% Contigency			$2,700,000.00
		Project Total			**$16,200,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#2 SHILOH ROAD INTERCHANGE



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE RECONSTRUCTION OF THE SHILOH ROAD – US 101 INTERCHANGE TO PROVIDE 2 LANES IN EACH DIRECTION ON THE SHILOH OVERPASS. IT IS ANTICIPATED THAT THE EXISTING OVERCROSSING WILL BE REPLACED, AND THE RAMPS RECONFIGURED, ALONG WITH UPGRADING THE SIGNALIZED RAMP INTERSECTIONS FOR IMPROVED OPERATIONS AT THIS LOCATION. IT IS EXPECTED THAT 65 PERCENT OF THE PROJECT COSTS WILL COME FROM FEDERAL, STATE OR REGIONAL FUNDS.

PROJECT ESTIMATE:
$48,720,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #2
Shiloh Rd Interchange

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Shiloh Rd Interchange (reconstruct interchange to 4 lanes and reconfigure ramps)	1	L.S.	$30,000,000.00	$30,000,000.00
		Construction			$30,000,000.00
		15% Design			$4,500,000.00
		15% CM / Inspection			$4,500,000.00
		5% Environmental			$1,500,000.00
		Right of Way /Easements			$100,000.00
		Project Subtotal			**$40,600,000.00**
		20% Contigency			$8,120,000.00
		Project Total			**$48,720,000.00**

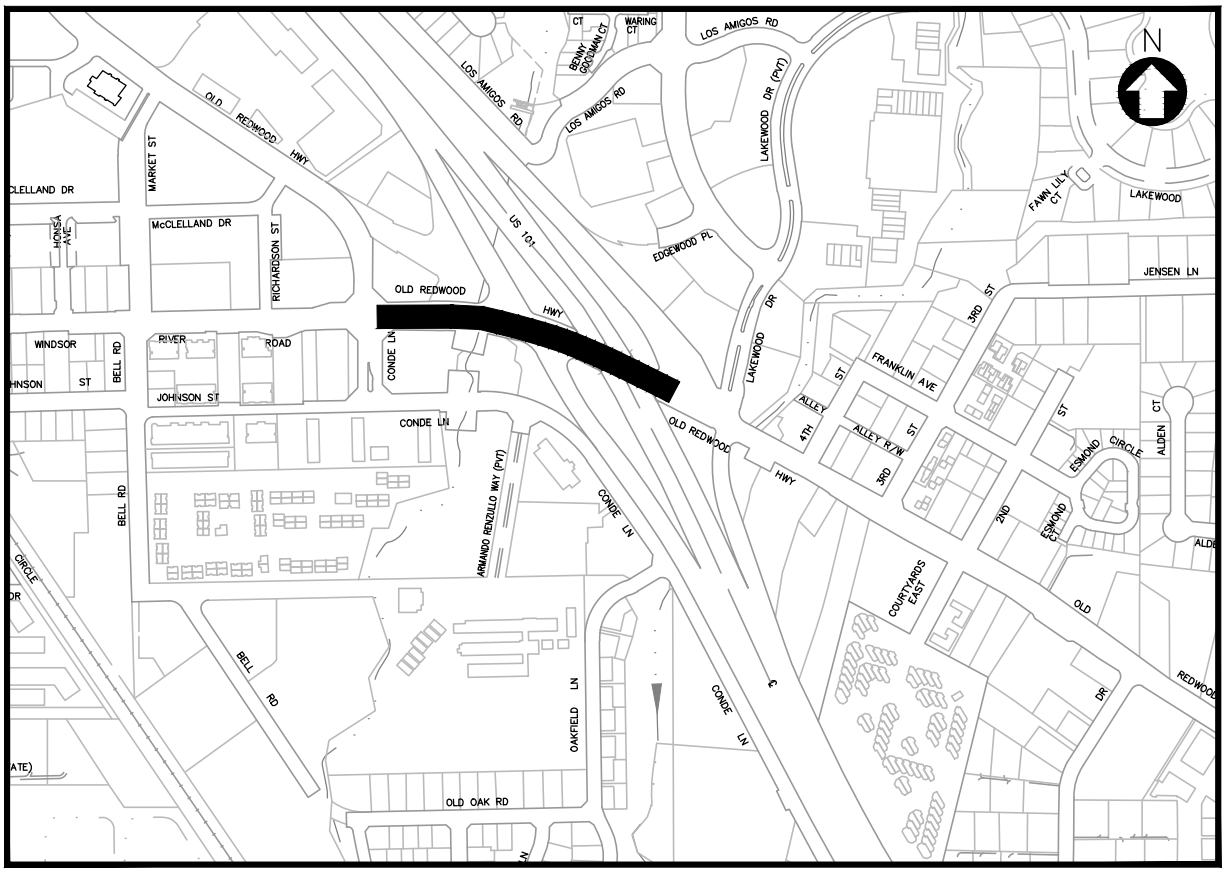
Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#3.1 DOWNTOWN BIKE AND PEDESTRIAN CROSSING OF US 101 PHASE 1

OLD REDWOOD HIGHWAY UNDERPASS



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES WIDENING THE SPACE UNDER U.S. 101 USING NEW TIE-BACK WALLS AND ADDING NEW LIGHTING, LANDSCAPE, COLOR, AND ARTWORK TO PROVIDE A FRIENDLIER AND INVITING GATEWAY AND IMPROVE THE SPACE UNDER FREEWAY, FURTHER ATTRACTING CYCLIST AND PEDESTRIAN USE.THIS PROJECT ALSO INCLUDES THE CONSTRUCTION OF PROTECTED TWO-WAY BIKE LANES OF 4 FEET WIDE EACH, ADJACENT TO AN 8-FOOT WIDE PEDESTRIAN PATH, WITH A 5-FOOT PLANTED BUFFER SEPARATING THE CLASS I MODE-SEPARATED PATH FROM VEHICLES, AND THE ADDITION OF LANDSCAPING AND PEDESTRIAN-ORIENTED LIGHTING. IT IS EXPECTED THAT 65 PERCENT OF THE PROJECT COSTS WILL COME FROM FEDERAL, STATE OR REGIONAL FUNDS.

PROJECT ESTIMATE:
$7,850,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #3.1
Downtown Bike and Ped Crossing of US 101 - Phase 1
Old Redwood Hwy Underpass

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Old Redwood Highway Underpass	1	L.S.	$3,000,000.00	$3,000,000.00
2	Old Redwood Highway Protected Bike Lanes, Intersection, and Roadway Improvements	1	L.S.	$1,846,000.00	$1,846,000.00
		Construction			**$4,846,000.00**
		15% Design			$727,000.00
		15% CM / Inspection			$727,000.00
		5% Environmental			$242,000.00
		Project Total			**$6,542,000.00**
		20%Contingency			$1,308,000.00
		Project Total			**$7,850,000.00**

Notes:

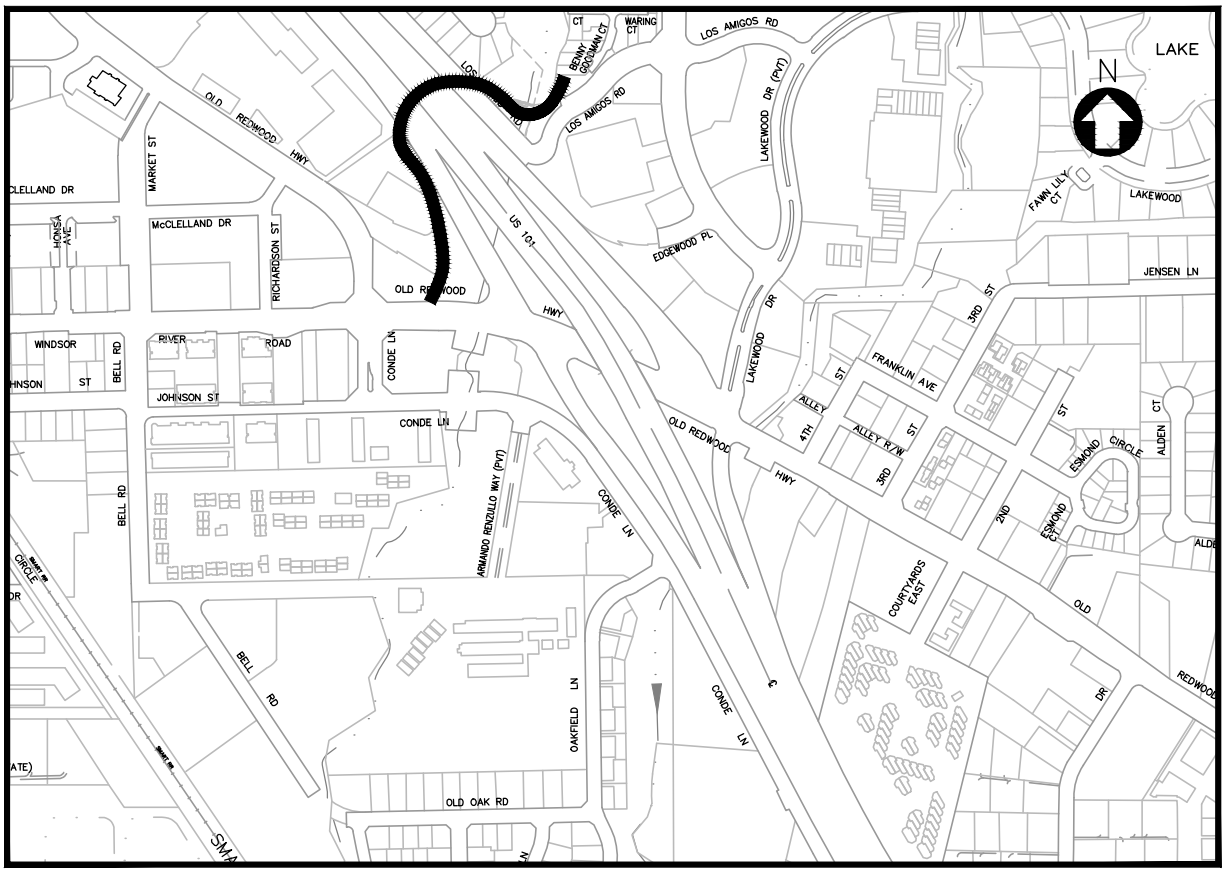
1. Construction costs taken from "Connecting Central Windsor, May 2018".

2. Construction total and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#3.2 DOWNTOWN BIKE AND PEDESTRIAN CROSSING OF US 101 PHASE 2

BICYCLE AND PEDESTRIAN OVERCROSSING



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE CONSTRUCTION OF A NEW CAR–FREE OVERCROSSING FOR CYCLISTS AND PEDESTRIANS TO CROSS U.S. 101 (OVERCROSSING ALTERNATIVE O–9 FROM THE STUDY CONNECTING CENTRAL WINDSOR – MAY 2018). CURVED OVERCROSSING FROM THE NORTH SIDE OF LOS AMIGOS ROAD AT THE EXISTING CROSSWALK TO THE EAST END OF THE DEAD–END SECTION OF ROADWAY LOCATED BETWEEN THE CHEVRON AND SHELL GAS STATIONS, APPROXIMATELY 1200 FEET IN LENGTH. IT IS EXPECTED THAT 65 PERCENT OF THE PROJECT COSTS WILL COME FROM FEDERAL, STATE OR REGIONAL FUNDS.

PROJECT ESTIMATE:
$12,462,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #3.2
Downtown Bike and Ped Crossing of US 101 - Phase 2
Bicycle and Pedestrian Overcrossing

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Bicycle and Pedestrian Overcrossing	1	L.S.	$7,692,000.00	$7,692,000.00
		Construction			$7,692,000.00
		15% Design			$1,154,000.00
		15% CM / Inspection			$1,154,000.00
		5% Environmental			$385,000.00
		Project Subotal			**$10,385,000.00**
		20% Contingency			$2,077,000.00
		Project Total			**$12,462,000.00**

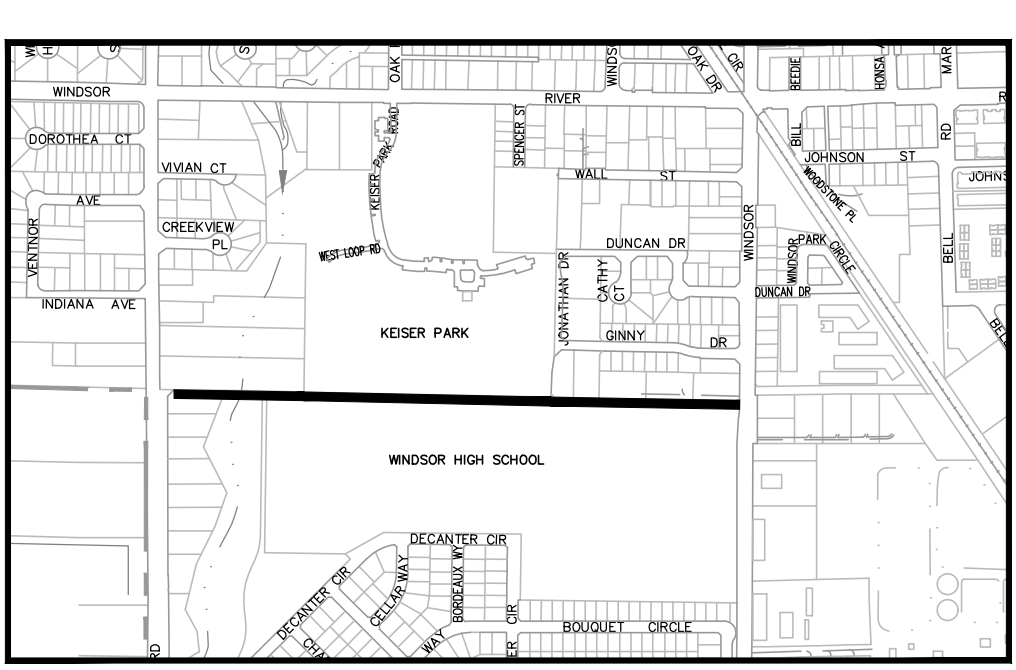
Notes:

1. Construction costs taken from "Connecting Central Windsor, May 2018".

2. Construction total and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#4 JAGUAR WAY
WINDSOR ROAD TO STARR ROAD



PROJECT DESCRIPTION:

THIS PROJECT WILL PROVIDE SAFE PEDESTRIAN, BICYCLE, AND VEHICULAR ACCESS BETWEEN STARR ROAD AND WINDSOR ROAD; GIVING THROUGH ACCESS TO WINDSOR HIGH SCHOOL, THE ATHLETIC FIELDS AND KEISER PARK. THE PROJECT INCLUDES A PAVED ROADWAY, BIKE LANES, SIDEWALK AND A BRIDGE CROSSING OF STARR CREEK.

PROJECT ESTIMATE:
$9,323,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #4
Jaguar Way
Windsor Road to Starr Road

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Tree Preservation	1	L.S	$25,000.00	$25,000.00
2	Erosion Control	1	L.S.	$20,000.00	$20,000.00
3	Remove A.C. Pavement	29,000	S.F.	$2.50	$72,500.00
4	Remove Curb & Gutter	2,000	L.F.	$15.00	$30,000.00
5	Remove Fence	850	L.F.	$7.00	$5,950.00
6	Remove Tree (North Side & West Over 12")	30	EA.	$3,000.00	$90,000.00
7	Remove Tree (South Side Under 12")	45	EA.	$1,500.00	$67,500.00
8	Remove 8" Water Main, Valves & B.O.	420	L.F.	$10.00	$4,200.00
9	Remove Blow-Off	1	EA.	$500.00	$500.00
10	Relocate Recycled Water Station	1	L.S.	$5,000.00	$5,000.00
11	Adjust MH To Grade	5	EA.	$900.00	$4,500.00
12	Adjust SSCO To Grade	1	EA.	$430.00	$430.00
13	Relocate Water Meter	1	EA.	$800.00	$800.00
14	Adjust WV To Grade	14	EA.	$550.00	$7,700.00
15	Clearing & Grubbing	1	L.S	$20,000.00	$20,000.00
16	Traffic Control	1	L.S	$10,000.00	$10,000.00
17	Roadway Excavation	10,000	C.Y.	$40.00	$400,000.00
18	Aggregate Base, Class 2-1.50' Thick	4,100	C.Y.	$52.00	$213,200.00
19	Asphalt Concrete (Type "A")-0.40' Thick	2,300	Ton	$150.00	$345,000.00
20	15" RCP Class 3	400	L.F.	$110.00	$44,000.00
21	Storm Drain Outlet To Starr Creek	2	EA.	$10,000.00	$20,000.00
22	Curb Inlet (Catch Basin)	6	EA.	$3,800.00	$22,800.00
23	Relocate Existing Curb Inlet	4	EA.	$2,500.00	$10,000.00
24	Trench Shoring & Bracing-Storm Drain	1	L.S.	$1,000.00	$1,000.00
25	Sewer Lateral-Swim Center & Stadium	2	EA.	$3,500.00	$7,000.00
26	Trench Shoring/Bracing-Sewer	1	L.S.	$5,000.00	$5,000.00
27	Minor Concrete-Curb & Gutter	5,300	L.F.	$55.00	$291,500.00
28	Minor Concrete- Sidewalk	27,000	S.F.	$17.50	$472,500.00
29	Metal Beam Guard Rail @ Bridge	200	L.F.	$150.00	$30,000.00
30	Roadside Sign-Street Name	2	EA.	$305.00	$610.00
31	Roadside Sign-Bike Lane	6	EA.	$305.00	$1,830.00
32	Roadside Sign-"No Parking"	12	EA.	$305.00	$3,660.00
33	Remove & Replace Handicap Markers	1	L.S.	$1,000.00	$1,000.00
34	Centerline Markings	2,500	L.F.	$5.00	$12,500.00
35	Thermoplastic Pavement Markings	500	S.F.	$7.00	$3,500.00

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
36	Painted Traffic Stripe (6" Bike Lane)	5,300	L.F.	$2.25	$11,925.00
37	Painted Pavement Markers-Bike Lane	110	S.F.	$7.00	$770.00
38	Street Lights, Decorative(150' Spacing)	36	EA.	$5,080.00	$182,880.00
39	Street Light Pull Boxes	36	EA.	$400.00	$14,400.00
40	Street Light Conduit And Conductor	5,300	L.F.	$30.00	$159,000.00
41	Street Light Service	2	EA.	$6,100.00	$12,200.00
42	Connect Reclaimed Water Main	1	L.S.	$10,000.00	$10,000.00
43	Recycled Waterman 12" PVC	700	L.F.	$125.00	$87,500.00
44	Recycled Water Main 12" Dip Creek Crossing	1	L.S.	$35,000.00	$35,000.00
45	Recycled Water Gate Valve 12"	3	EA.	$2,900.00	$8,700.00
46	Recycled Water Blow-Off	1	EA.	$3,600.00	$3,600.00
47	Connect Water Main Both Ends	1	L.S.	$10,000.00	$10,000.00
48	Water Main 12" PVC	680	L.F.	$120.00	$81,600.00
49	Water Main 12" Dip Creek Crossing	1	L.S.	$35,000.00	$35,000.00
50	Gate Valve 12"	3	EA.	$2,950.00	$8,850.00
51	Gate Valve 8"	1	EA.	$1,925.00	$1,925.00
52	Fire Hydrant Assembly	10	EA.	$8,250.00	$82,500.00
53	Water Service, 2"-Swim Center Inc. RPBF	1	EA.	$9,080.00	$9,080.00
54	Chain Link Fence. 6' Black Vinyl	2,500	L.F.	$50.00	$125,000.00
55	Street Tree/Grate-30' Spacing	168	EA.	$2,250.00	$378,000.00
56	Irrigation System	1	L.S.	$10,000.00	$10,000.00
57	Bridge Crossing Starr Creek	1	L.F.	$500,000.00	$500,000.00
58	Cross Gutter @ School Driveways	984	S.F.	$20.00	$19,680.00
59	Driveways (Total Of 4)	950	S.F.	$20.00	$19,000.00
60	Retaining Wall 3' High	1,050	L.F.	$225.00	$236,250.00
61	Retaining Wall 5' High	1,150	L.F.	$350.00	$402,500.00
62	Windsor Road Imp.-Including Signal	1	L.S.	$500,000.00	$500,000.00
63	Mobilization @ 5%	1	L.S.	$260,000.00	$260,000.00
64	Wetlands Mitigation	1	L.S.	$100,000.00	$100,000.00
65	LID (Low Impact Development)	1	L.S.	$200,000.00	$200,000.00
		Construction			$5,755,000.00
		15% Design			$863,000.00
		15% CM / Inspection			$863,000.00
		5% Environmental			$288,000.00
		Project Subtotal			**$7,769,000.00**
		20% Contingency			$1,554,000.00
		Project Total			**$9,323,000.00**

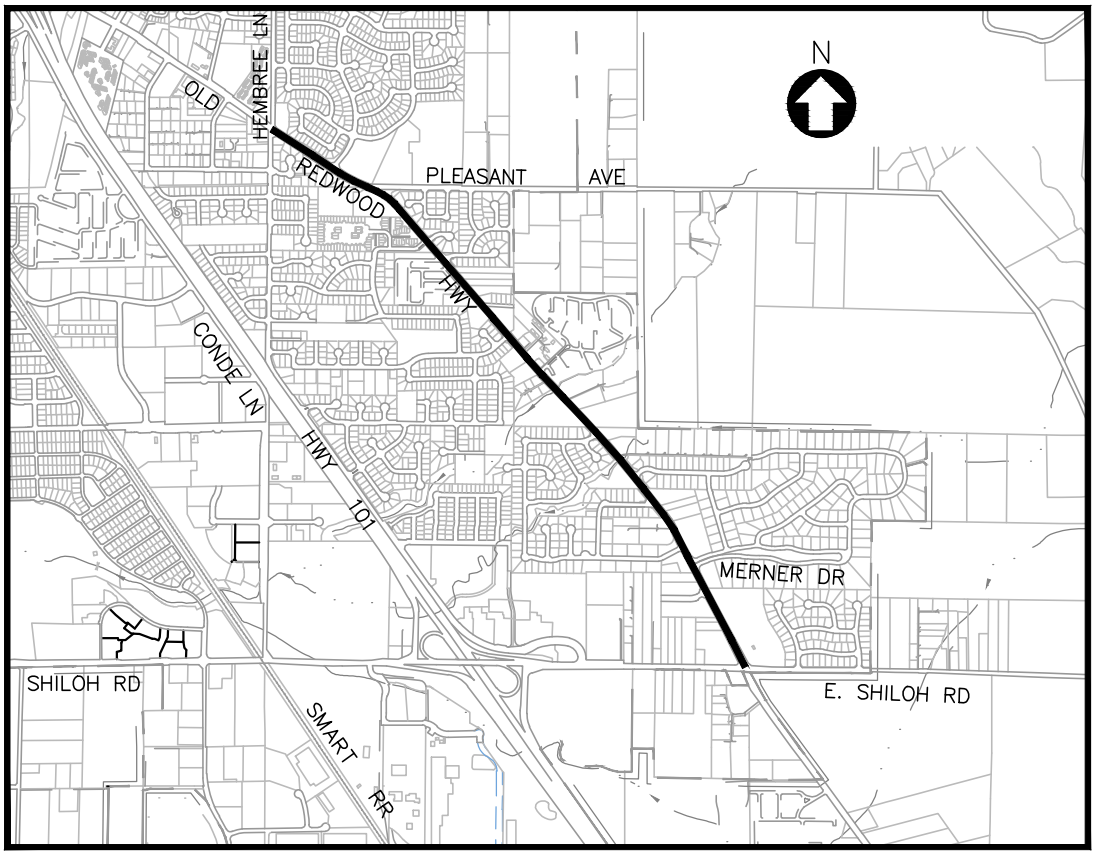
Notes:

1. Estimated quantities and unit costs are based on the Prelim. Estimate for "Full Improvements Windsor Road to Starr Road" Preliminary Estimate, prepared by Ken Wheeler dated 3/11/15. Units costs reviewed and updated by CCE

2. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#5 OLD REDWOOD HIGHWAY
HEMBREE LANE TO SHILOH ROAD



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ROAD WIDENING OF THE EXISTING 2 TRAVEL LANE ROADWAY TO THE TOWN STANDARD STREET SECTION FOR A THREE LANE CROSSTOWN WHICH INCLUDES 2 TRAVEL LANES, 1 MEDIAN/TURN LANE, BIKE LANE AND PARKING BOTH SIDES OF THE ROADWAY. IMPROVEMENTS INCLUDE ROADWAY WIDENING, CURB, GUTTER, SIDEWALK, STORM DRAINAGE, TRAFFIC STRIPING AND TRAFFIC SIGNAL MODIFICATIONS. IT IS ANTICIPATED THAT 50 PERCENT OF THIS PROJECT WILL BE COMPLETED WITH PRIVATE DEVELOPMENT.

PROJECT ESTIMATE:
$6,396,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #5
Old Redwood Highway
Hembree Lane to Shiloh Road

Preliminary Engineers Estimate of Probable Cost
April 2019

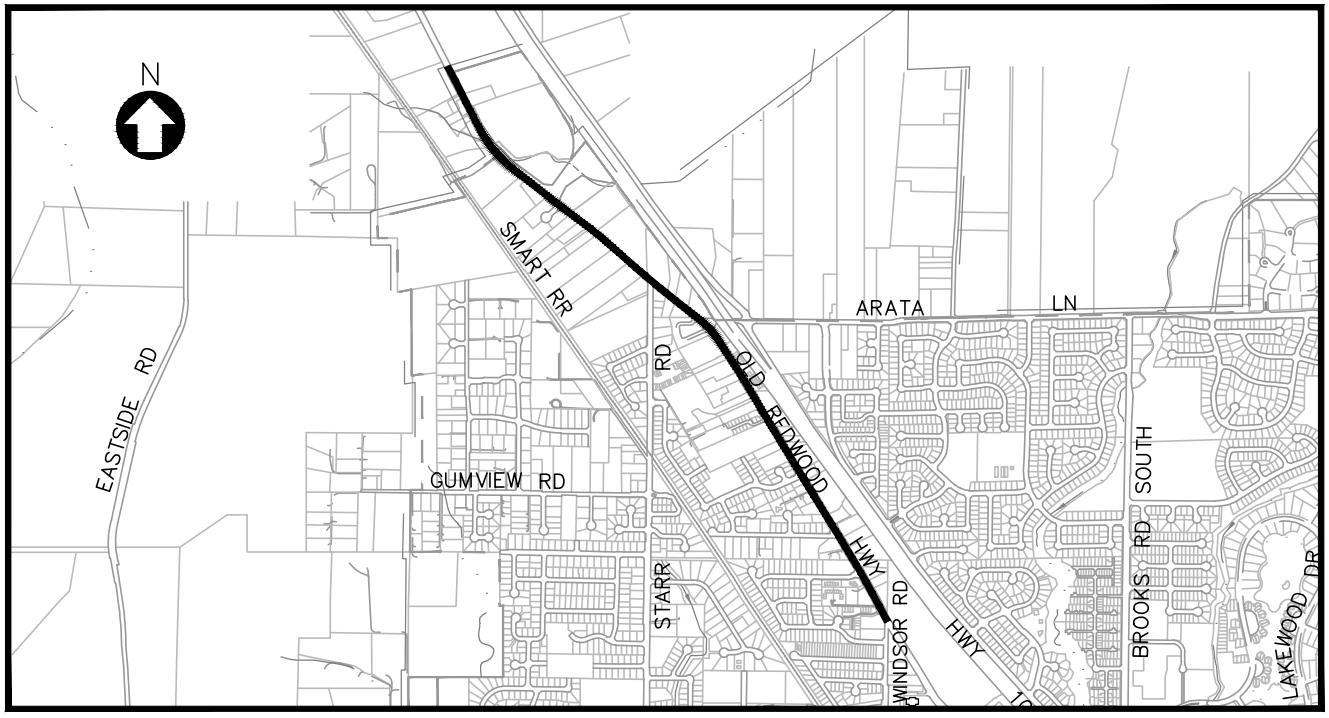
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$75,000.00	$75,000.00
2	Construction Area Signs	1	L.S.	$15,000.00	$15,000.00
3	Adjust Appertenances to Finish Grade	1	L.S.	$12,000.00	$12,000.00
4	Asphalt Concrete	5,441	Tons	$150.00	$816,150.00
5	Aggregate Base - Class 2	5,619	C.Y.	$52.00	$292,188.00
6	Concrete Curb and Gutter	8,809	L.F.	$55.00	$484,495.00
7	Concrete Sidewalk	44,045	S.F.	$20.00	$880,900.00
8	Pavement Digout Repair	162	S.Y.	$30.00	$4,860.00
9	Pavement Reinforcing Fabric	6,610	S.Y.	$3.10	$20,491.00
10	Adjust Catch Basin	5	Each	$2,500.00	$12,500.00
11	Tie in to Existing Storm Drain Manhole	3	Each	$1,500.00	$4,500.00
12	Tie in to Existing Catch Basin	5	Each	$1,500.00	$7,500.00
13	Connect to Existing Storm Drain	2	Each	$1,000.00	$2,000.00
14	Catch Basin	21	Each	$4,000.00	$84,000.00
15	Storm Drain Manhole	6	Each	$6,400.00	$38,400.00
16	Storm Drain - 18"	1,528	L.F.	$130.00	$198,640.00
17	Storm Drain - 24"	679	L.F.	$135.00	$91,665.00
18	Storm Drain - 36"	539	L.F.	$200.00	$107,800.00
19	Storm Drain Outfall	3	Each	$3,000.00	$9,000.00
20	Remove Striping	16,000	L.F.	$2.00	$32,000.00
21	Thermoplastic Markings	2,088	S.F.	$7.00	$14,616.00
22	Thermoplastic Double Yellow Median Stripe	15,560	L.F.	$5.00	$77,800.00
23	Thermoplastic 12" Crosswalk Stripe	521	L.F.	$4.50	$2,344.50
24	Thermoplastic 6" Bike Lane Stripe	15,364	L.F.	$2.25	$34,569.00
25	Thermoplastic 4" Lane Stripe	15,411	L.F.	$2.00	$30,822.00
26	Traffic Signal Modification	1	L.S.	$130,000.00	$130,000.00
27	Mobilization	1	L.S.	$174,000.00	$174,000.00
		Construction			$3,653,000.00
		15% Design			$548,000.00
		15% CM / Inspection			$548,000.00
		5% Environmental			$183,000.00
		Right-of-Way Acquisition	18,924 S.F.		$378,000.00
		Right-of-Way Appraisal & Negotiations			$20,000.00
		Project Subotal			**$5,330,000.00**
		20% Contingency			$1,066,000.00
		Project Total			**$6,396,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Right of Way Acquisition cost are based on $20 per SF and rounded to nearest $1,000
3. Right of Way Appraisel and Negotiation costs are based on $2,000 per parcel plus 25%, rounded to nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#6 OLD REDWOOD HIGHWAY
TOWN LIMITS TO WINDSOR ROAD



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ROAD WIDENING OF THE EXISTING ROADWAY AS REQUIRED TO MEET THE TOWN STANDARD STREET SECTIONS FOR 2, 3 OR 5 LANE CROSSTOWN CONFIGURATIONS AS SHOWN IN FIGURE M–1 OF THE WINDSOR 2040 GENERAL PLAN – CIRCULATION SYSTEM. IMPROVEMENTS INCLUDE ROADWAY WIDENING, CURB, GUTTER, SIDEWALK, STORM DRAINAGE, TRAFFIC STRIPING AND TRAFFIC SIGNAL MODIFICATIONS. IT IS ANTICIPATED THAT 50 PERCENT OF THIS PROJECT WILL BE COMPLETED WITH PRIVATE DEVELOPMENT.

PROJECT ESTIMATE:
$8,035,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #6
Old Redwood Highway
Town Limits to Windsor Road

Preliminary Engineers Estimate of Probable Cost
February 2020

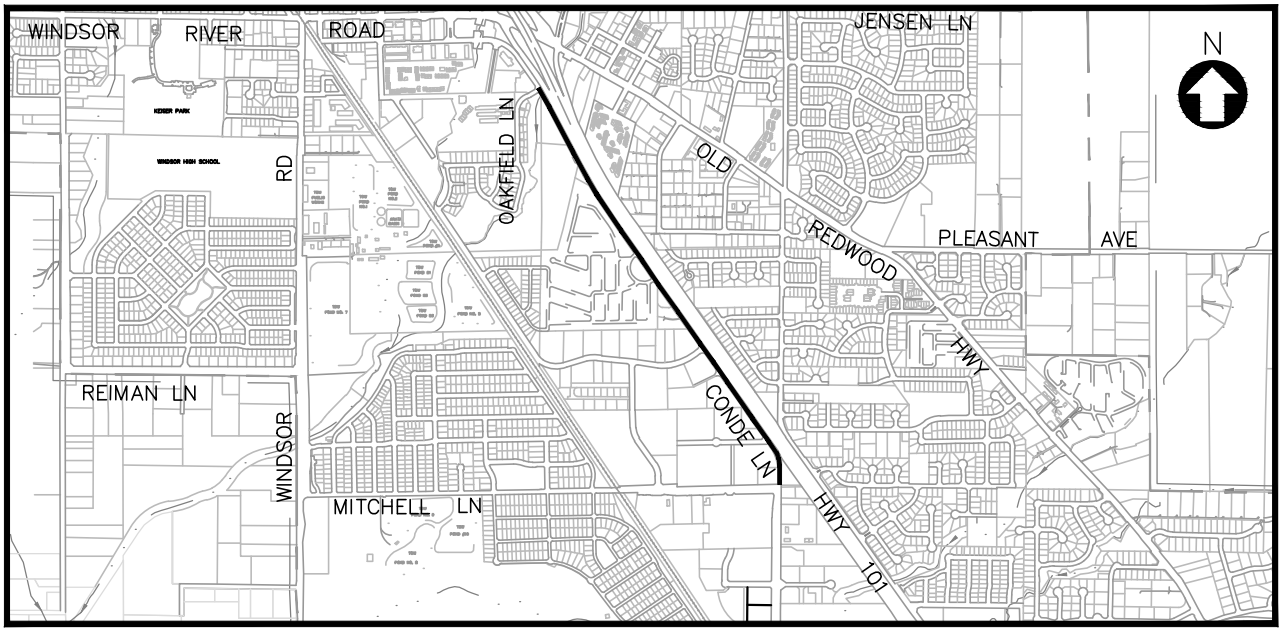
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$75,000.00	$75,000.00
2	Construction Area Signs	1	L.S.	$15,000.00	$15,000.00
3	Adjust Appertenances to Finish Grade	1	L.S.	$12,000.00	$12,000.00
4	Asphalt Concrete	5,105	Tons	$150.00	$765,750.00
5	Aggregate Base - Class 2	6,996	C.Y.	$52.00	$363,792.00
6	Concrete Curb and Gutter	12,101	L.F.	$55.00	$665,555.00
7	Concrete Sidewalk	60,505	S.F.	$20.00	$1,210,100.00
8	Pavement Reinforcing Fabric	7,521	S.Y.	$3.10	$23,315.10
9	Adjust Catch Basin	2	Each	$2,500.00	$5,000.00
10	Tie in to Existing Storm Drain Manhole	5	Each	$1,500.00	$7,500.00
11	Tie in to Existing Catch Basin	4	Each	$1,500.00	$6,000.00
12	Connect to Existing Storm Drain	1	Each	$1,000.00	$1,000.00
13	Catch Basin	31	Each	$4,000.00	$124,000.00
14	Storm Drain Manhole	13	Each	$6,400.00	$83,200.00
15	Storm Drain - 15"	222	L.F.	$110.00	$24,420.00
16	Aggregate Base - Class 2	6,996	C.Y.	$52.00	$363,792.00
17	Storm Drain - 24"	672	L.F.	$135.00	$90,720.00
18	Storm Drain Outfall	2	Each	$3,000.00	$6,000.00
19	Remove Striping	23,900	L.F.	$2.00	$47,800.00
20	Thermoplastic Markings	2,348	S.F.	$7.00	$16,436.00
21	Thermoplastic Double Yellow Median Stripe	15,047	L.F.	$5.00	$75,235.00
22	Thermoplastic 12" Crosswalk Stripe	264	L.F.	$4.50	$1,188.00
23	Thermoplastic 8" Channelizing Stripe	320	L.F.	$2.50	$800.00
24	Thermoplastic 6" Bike Lane Stripe	15,020	L.F.	$2.25	$33,795.00
25	Thermoplastic 4" Lane Stripe	15,020	L.F.	$2.00	$30,040.00
26	Traffic Signal Modification	1	L.S.	$150,000.00	$150,000.00
27	Mobilization	1	L.S.	$210,000.00	$210,000.00
		Construction			$4,407,000.00
		15% Design			$661,000.00
		15% CM / Inspection			$661,000.00
		5% Environmental			$220,000.00
		Right-of-Way Acquisition	34,710 S.F.		$694,000.00
		Right-of-Way Appraisal & Negotiations			$53,000.00
		Project Subotal			**$6,696,000.00**
		20% Contingency			$1,339,000.00
		Project Total			**$8,035,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Right of Way Acquisition cost are based on $20 per SF and rounded to nearest $1,000
3. Right of Way Appraisel and Negotiation costs are based on $2,000 per parcel plus 25%, rounded to nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#7 CONDE LANE
OAKFIELD LANE TO MITCHELL LANE



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ROAD WIDENING ALONG THE WEST SIDE OF CONDE LANE TO PROVIDE ROOM FOR BIKE LANES ALONG BOTH SIDES OF THE ROADWAY. IMPROVEMENTS INCLUDES CURB, GUTTER, SIDEWALK, STORM DRAINAGE, AND BIKE LANE STRIPING, MARKING AND SIGNAGE. IT IS ANTICIPATED THAT 50 PERCENT OF THIS PROJECT WILL BE COMPLETED WITH PRIVATE DEVELOPMENT.

PROJECT ESTIMATE:
$7,112,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #7
Phase 1
Conde Lane
Mitchell Lane to 8063 Conde Lane

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	CONSTRUCTION AREA SIGNS	10	EA.	$305.00	$3,050.00
2	TRAFFIC CONTROL	1	L.S.	$22,500.00	$22,500.00
3	WPCP & EROSION CONTROL	1	L.S.	$5,000.00	$5,000.00
4	CLEARING & GRUBBING	1	L.S.	$5,000.00	$5,000.00
5	REMOVE EXISTING GUARD RAIL	100	L.F.	$20.00	$2,000.00
6	REMOVE EXISTING CONCRETE FLATWORK	4,600	S.F.	$5.00	$23,000.00
7	REMOVE EXISTING THERMO STRIPING	10,000	L.F.	$2.00	$20,000.00
8	TREE PRESERVATION FENCE	1	L.S.	$5,000.00	$5,000.00
9	EXCAVATION-Bell Road area	120	C.Y.	$40.00	$4,800.00
10	CONFORM GRIND Std. 215	300	S.Y.	$12.50	$3,750.00
11	COLD PLANE 0.17'	93,000	S.F.	$1.40	$130,200.00
12	AGGREGATE BASE, CLASS 2-1.75' thick	100	C.Y.	$52.00	$5,200.00
13	ASPHALT CONCRETE (0.15' thick)	1,200	TON	$160.00	$192,000.00
14	ASPHALT CONCRETE - 1/2" Type "A" (0.25')	2,000	TON	$150.00	$300,000.00
15	PAVEMENT FABRIC	11,000	S.Y.	$3.10	$34,100.00
16	4" DIGOUT (10% of overlay area)	9,300	S.F.	$3.50	$32,550.00
17	RAISE IRON - Manhole	8	EA.	$900.00	$7,200.00
18	RAISE IRON - Valve Cover	21	EA.	$550.00	$11,550.00
19	MINOR CONCRETE-A1-8 CURB & GUTTER	500	L.F.	$50.00	$25,000.00
20	MINOR CONCRETE-CURB & GUTTER	900	L.F.	$55.00	$49,500.00

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
21	SIDEWALK	4,400	S.F.	$17.50	$77,000.00
22	ADA RAMP DETECTABLE WARNING SURFACE	11	EA.	$3,500.00	$38,500.00
23	METAL BEAM GUARD RAIL	100	L.F.	$150.00	$15,000.00
24	NEW SIGNS	20	EA.	$305.00	$6,100.00
25	RELOCATE FIRE HYDRANT	1	EA.	$8,250.00	$8,250.00
26	STRIPING -Detail 22 at centerline	2,000	L.F.	$5.00	$10,000.00
27	STRIPING - 6"	5,000	L.F.	$2.25	$11,250.00
28	STRIPING - 8"	200	L.F.	$2.50	$500.00
29	STRIPING - 12'	700	L.F.	$4.50	$3,150.00
30	PAVEMENT MARKINGS (bike, stop, etc.)	1,000	S.F.	$7.00	$7,000.00
31	MOBILIZATION @ 5%	1	L.S.	$53,000.00	$53,000.00
		Construction			$1,111,000.00
		15% Design			$167,000.00
		15% CM / Inspection			$167,000.00
		5% Environmental			$56,000.00
		Project Subotal			**$1,501,000.00**
		20% Contingency			$300,000.00
		Project Total			**$1,801,000.00**

Notes:

1. Estimated quantities and unit costs are based on the Prelim. Estimate for "Conde Lane Preliminary Plans and Estimates" prepared by Ken Wheeler, June 2017. Unit costs reviewed and updated by CCE

2. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

Town of Windsor Traffic Impact Fee Update

Project #7
Phase 2
Conde Lane
8063 Conde Lane to Water Park

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	CONSTRUCTION AREA SIGNS	4	EA.	$305.00	$1,220.00
2	TRAFFIC CONTROL	1	L.S.	$45,000.00	$45,000.00
3	EROSION CONTROL & SWPPP	1	L.S.	$5,000.00	$5,000.00
4	CLEARING & GRUBBING - miscellaneous	1	L.S.	$5,000.00	$5,000.00
5	REMOVE EXISTING THERMO STRIPING	6,500	L.F.	$2.00	$13,000.00
6	TRIM TREES	1	L.S.	$5,000.00	$5,000.00
7	REMOVE EXIST. CONCRETE SIDEWALK	700	S.F.	$5.00	$3,500.00
8	REMOVE EXIST. C&G	160	L.F.	$13.50	$2,160.00
9	REMOVE A.C. PAVEMENT-dwy.s only	6,500	S.F.	$9.00	$58,500.00
10	TREE PRESERVATION FENCE	1,000	L.F.	$5.00	$5,000.00
11	EXCAVATION-roadway and toe of fill slope	2,000	C.Y.	$40.00	$80,000.00
12	EDGE GRIND - Std. 217	500	S.Y.	$12.50	$6,250.00
13	CONFORM GRIND Std. 215	275	S.Y.	$12.50	$3,437.50
14	AGGREGATE BASE, CLASS 2-14" thick	1,000	C.Y.	$52.00	$52,000.00
15	ASPHALT CONCRETE - No.4 Leveling Course	500	TON	$160.00	$80,000.00
16	ASPHALT CONCRETE - 1/2" Type "A"	2,300	TON	$150.00	$345,000.00
17	PAVEMENT FABRIC	8,000	S.Y.	$3.10	$24,800.00
18	4" DIGOUT @ 10%±	5,000	S.F.	$3.50	$17,500.00
19	RAISE IRON - Manhole	2	EA.	$900.00	$1,800.00
20	RAISE IRON - Valve Cover	8	EA.	$550.00	$4,400.00
21	MINOR CONCRETE-CURB & GUTTER	2,150	L.F.	$55.00	$118,250.00
22	SIDEWALK	16,000	S.F.	$17.50	$280,000.00
23	ADA RAMP DETECTABLE WARNING SURFACE	9	EA.	$3,500.00	$31,500.00
24	EXTEND DBL. 4' x 3.25' RCB - both ends	1	L.S.	$40,000.00	$40,000.00
25	HEADWALLS FOR ITEM 24 ABOVE	1	L.S.	$10,000.00	$10,000.00
26	EXTEND 7'x4'RCB 7 48"RCP	1	L.S.	$65,000.00	$65,000.00
27	HEADWALL FOR ITEM 26 ABOVE	1	L.S.	$30,000.00	$30,000.00
28	EXTEND 42" RCP	20	L.F.	$250.00	$5,000.00
29	R&R HEADWALL FOR ITEM 28 ABOVE	1	L.S.	$3,000.00	$3,000.00
30	SDMH FOR ITEM 27	1	EA.	$9,350.00	$9,350.00

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
31	STORM DRAIN INLET	6	EA.	$3,800.00	$22,800.00
32	REMOVE & REPLACE SMALL HEADWALL	1	EA.	$2,000.00	$2,000.00
33	SDMH	1	EA.	$6,000.00	$6,000.00
34	SMALL STORM DRAIN OULET OR CONNECTION	1	EA.	$2,000.00	$2,000.00
35	REMOVE HDWL. & CONNECT 2 ENDS OF 24"RCP	1	L.S.	$2,000.00	$2,000.00
36	FENCING ABOVE HEADWALLS	350	L.F.	$50.00	$17,500.00
37	RELOCATE CALTRANS SIGNAL CONTROLLER, ETC.	1	L.S.	$5,000.00	$5,000.00
38	RELOCATE FIRE HYDRANT	3	EA.	$8,250.00	$24,750.00
39	METAL BEAM GUARD RAIL	200	L.F.	$150.00	$30,000.00
40	NEW SIGNS	10	EA.	$305.00	$3,050.00
41	STREET LIGHTS - Pendant (2 @ each dwy.)	8	EA.	$6,500.00	$52,000.00
42	STREET LIGHTS - Decorative (150'spacingx2)	20	EA.	$5,080.00	$101,600.00
43	STREET LIGHT CONNECTION	2	ea.	$6,100.00	$12,200.00
44	PULL BOXES	30	EA.	$400.00	$12,000.00
45	STREET LIGHT CONDUIT AND CONDUCTOR	5,000	L.F.	$30.00	$150,000.00
46	STRIPING - Detail 22 at centerline	2,100	L.F.	$5.00	$10,500.00
47	STRIPING - Bike Lane	4,300	L.F.	$2.25	$9,675.00
48	PAVEMENT MARKINGS (bike, stop, etc.)	300	S.F.	$7.00	$2,100.00
49	STREET TREES-30' o.c. where none now exist	12	EA.	$960.00	$11,520.00
50	IRRIGATION- trees about 300 l.f. 3 loc.	1	L.S.	$5,000.00	$5,000.00
51	IRRIGATION WATER SERVICE	3	EA.	$3,000.00	$9,000.00
52	MOBILIZATION @ 5%	1	L.S.	$92,000.00	$92,000.00

Construction		$1,933,000.00
15% Design		$290,000.00
15% CM / Inspection		$290,000.00
5% Environmental		$97,000.00
Right-of-Way Acquisition	26,000 S.F.	$520,000.00
Right-of-Way Appraisal & Negotiations		$20,000.00
Project Subtotal		**$3,150,000.00**
20% Contingency		$630,000.00
Project Total		**$3,780,000.00**

Notes:

1. Estimated quantities and unit costs are based on the Prelim. Estimate for "Conde Lane Preliminary Plans and Estimates" prepared by Ken Wheeler, June 2017. Unit costs reviewed and updated by CCE

2. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

3. Right of Way Acquisition cost are based on $20 per SF and rounded to nearest $1,000

4. Right of Way Appraisel and Negotiation costs are based on Ken Wheeler June 2017 estimate

Town of Windsor Traffic Impact Fee Update

Project #7
Phase 3
Conde Lane
Water Park to Oakfield Lane

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	CONSTRUCTION AREA SIGNS	4	L.S.	$305.00	$1,220.00
2	TRAFFIC CONTROL	1	L.S.	$30,000.00	$30,000.00
3	EROSION CONTROL & SWPPP	1	L.S.	$5,000.00	$5,000.00
4	CLEARING & GRUBBING	1	L.S.	$5,000.00	$5,000.00
5	REMOVE EXISTING THERMO STRIPING	3,000	L.F.	$2.00	$6,000.00
6	REMOVE 24" OAK TREE	1	EA.	$3,000.00	$3,000.00
7	REMOVE EXIST. CONCRETE SIDEWALK	850	S.F.	$5.00	$4,250.00
8	REMOVE EXIST. C&G	120	L.F.	$13.50	$1,620.00
9	REMOVE EXIST. MBGR	80	L.F.	$20.00	$1,600.00
10	REMOVE A.C. PAVEMENT - dwy.	2,200	S.F.	$9.00	$19,800.00
11	TREE PRESERVATION FENCE	300	L.F.	$5.00	$1,500.00
12	EXCAVATION-roadway widening	800	C.Y.	$40.00	$32,000.00
13	EDGE GRIND - Std. 216	250	S.Y.	$12.50	$3,125.00
14	CONFORM GRIND Std. 215	150	S.Y.	$12.50	$1,875.00
15	AGGREGATE BASE, CLASS 2-14" thick	50	C.Y.	$52.00	$2,600.00
16	ASPHALT CONCRETE - No.4 Leveling Course	200	TON	$160.00	$32,000.00
17	ASPHALT CONCRETE - 1/2" Type "A"	400	TON	$150.00	$60,000.00
18	PAVEMENT FABRIC	3,500	S.Y.	$3.10	$10,850.00
19	4" DIGOUT @ 10%±	2,500	S.F.	$3.50	$8,750.00
20	RAISE IRON - Manhole	1	EA.	$900.00	$900.00
21	RAISE IRON - Valve Cover	4	EA.	$550.00	$2,200.00
22	MINOR CONCRETE-CURB & GUTTER	800	L.F.	$55.00	$44,000.00
23	SIDEWALK	5,100	S.F.	$17.50	$89,250.00
24	ADA RAMP/DETECTABLE WARNING SURFACE	1	EA.	$3,500.00	$3,500.00
25	LOWER 12" WATER-pass under RCB	1	L.S.	$35,000.00	$35,000.00
26	REMOVE RCB HEADWALL	1	L.S.	$5,000.00	$5,000.00
27	EXTEND 10'x10' RCB - inc. rebar	1	L.S.	$70,000.00	$70,000.00
28	HEADWALL FOR RBC	1	L.S.	$40,000.00	$40,000.00
29	METAL BEAM GUARD RAIL	50	L.F.	$150.00	$7,500.00
30	FENCING ABOVE HEADWALL	60	L.F.	$50.00	$3,000.00

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
31	EXTEND EXIST. 18" RCP STORM DRAIN	10	L.F.	$125.00	$1,250.00
32	CURB INLET	3	EA.	$3,800.00	$11,400.00
33	RCP STORM DRAIN - assume 15"	350	L.F.	$105.00	$36,750.00
34	STREET LIGHTS - Decorative Std. 225	8	EA.	$5,080.00	$40,640.00
35	STREET LIGHTS - Pendant Std. 226	2	EA.	$6,500.00	$13,000.00
36	STREET LIGHT CONNECTION	2	Ea.	$6,100.00	$12,200.00
37	PULL BOXES	11	EA.	$400.00	$4,400.00
38	STREET LIGHT CONDUIT AND CONDUCTOR	1,600	EA.	$30.00	$48,000.00
39	NEW SIGNS	4	EA.	$305.00	$1,220.00
40	STRIPING - Detail 22 at centerline	1,100	L.F.	$5.00	$5,500.00
41	STRIPING - Bike Lane both sides	2,200	L.F.	$2.25	$4,950.00
42	PAVEMENT MARKINGS (bike, stop, etc.)	150	S.F.	$7.00	$1,050.00
43	STREET TREES-30' o.c. where none now exist	14	EA.	$960.00	$13,440.00
44	IRRIGATION- trees about 700 l.f.	1	L.S.	$7,000.00	$7,000.00
45	IRRIGATION WATER SERVICE	1	EA.	$3,000.00	$3,000.00
46	MOBILIZATION @ 5%	1	L.S.	$37,000.00	$37,000.00
		Construction			$771,000.00
		15% Design			$116,000.00
		15% CM / Inspection			$116,000.00
		5% Environmental			$39,000.00
		Right-of-Way Acquisition		10,699 S.F.	$214,000.00
		Right-of-Way Appraisal & Negotiations			$20,000.00
		Project Subotal			**$1,276,000.00**
		20% Contingency			$255,000.00
		Project Total			**$1,531,000.00**

Notes:

1. Estimated quantities and unit costs are based on the Prelim. Estimate for "Conde Lane Preliminary Plans and Estimates" prepared by Ken Wheeler, June 2017. Unit costs reviewed and updated by CCE

2. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

3. Right of Way Acquisition cost are based on $20 per SF and rounded to nearest $1,000

4. Right of Way Appraisel and Negotiation costs are based on Ken Wheeler June 2017 estimate

Town of Windsor Traffic Impact Fee Update

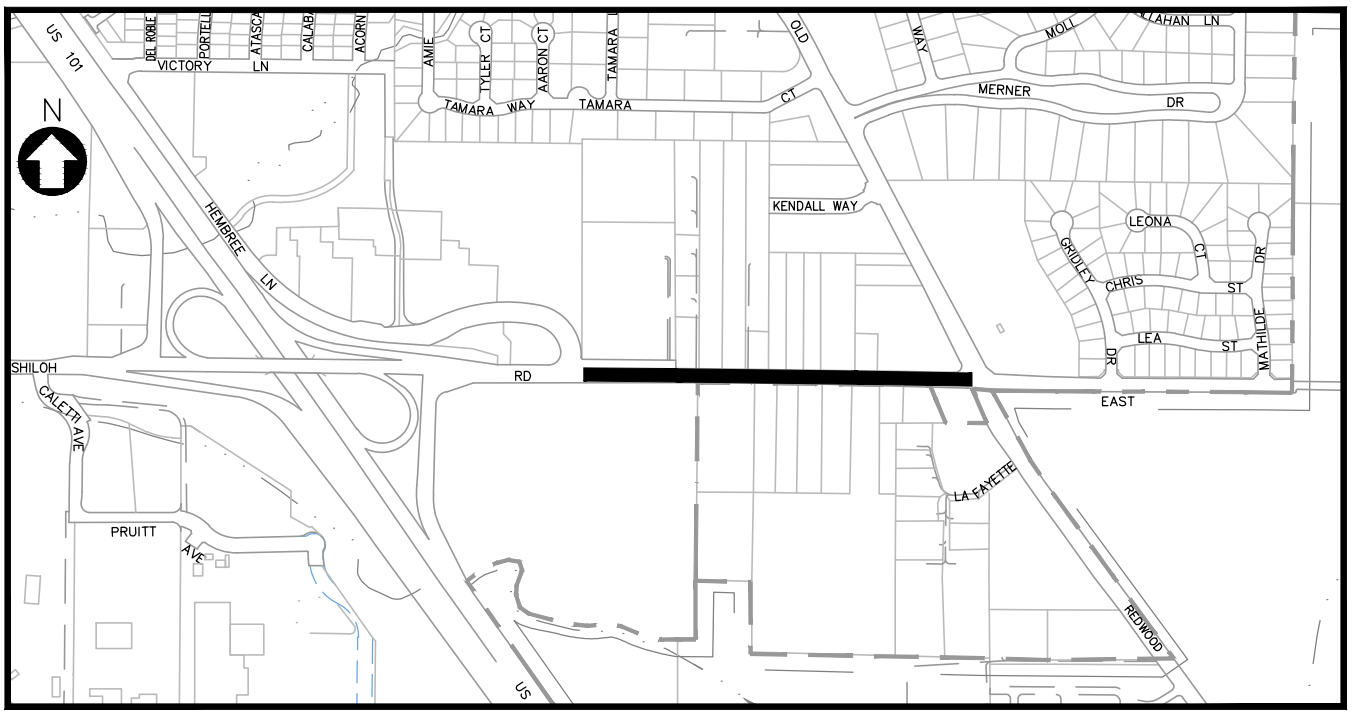
Project #7 Summary
Conde Lane
Oakfield Lane to Mitchell Lane

Preliminary Engineers Estimate of Probable Cost
February 2020

Phase No.	Item Description	Item Total
1	**Mitchell Lane to 8063 Conde Lane**	$1,801,000.00
2	**8063 Conde Lane to Water Park**	$3,780,000.00
3	**Water Park to Oakfield Lane**	$1,531,000.00
	Project Total Cost	**$7,112,000.00**

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#8 SHILOH ROAD
HEMBREE LANE TO OLD REDWOOD HIGHWAY



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ROAD WIDENING OF THE EXISTING 2 TRAVEL LANE ROADWAY TO THE TOWN STANDARD STREET SECTION FOR A FIVE LANE CROSSTOWN WHICH INCLUDES 4 TRAVEL LANES, 1 MEDIAN/TURN LANE, AND BIKE LANES ON BOTH SIDES OF THE ROADWAY. IMPROVEMENTS INCLUDES ROADWAY WIDENING, CURB, GUTTER, SIDEWALK, STORM DRAINAGE, TRAFFIC STRIPING AND TRAFFIC SIGNAL MODIFICATIONS. IT IS ANTICIPATED THAT 50 PERCENT OF THIS PROJECT WILL BE COMPLETED WITH PRIVATE DEVELOPMENT.

PROJECT ESTIMATE:
$2,027,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #8
Shiloh Road
Hembree Lane to Old Redwood Highway

Preliminary Engineers Estimate of Probable Cost
February 2020

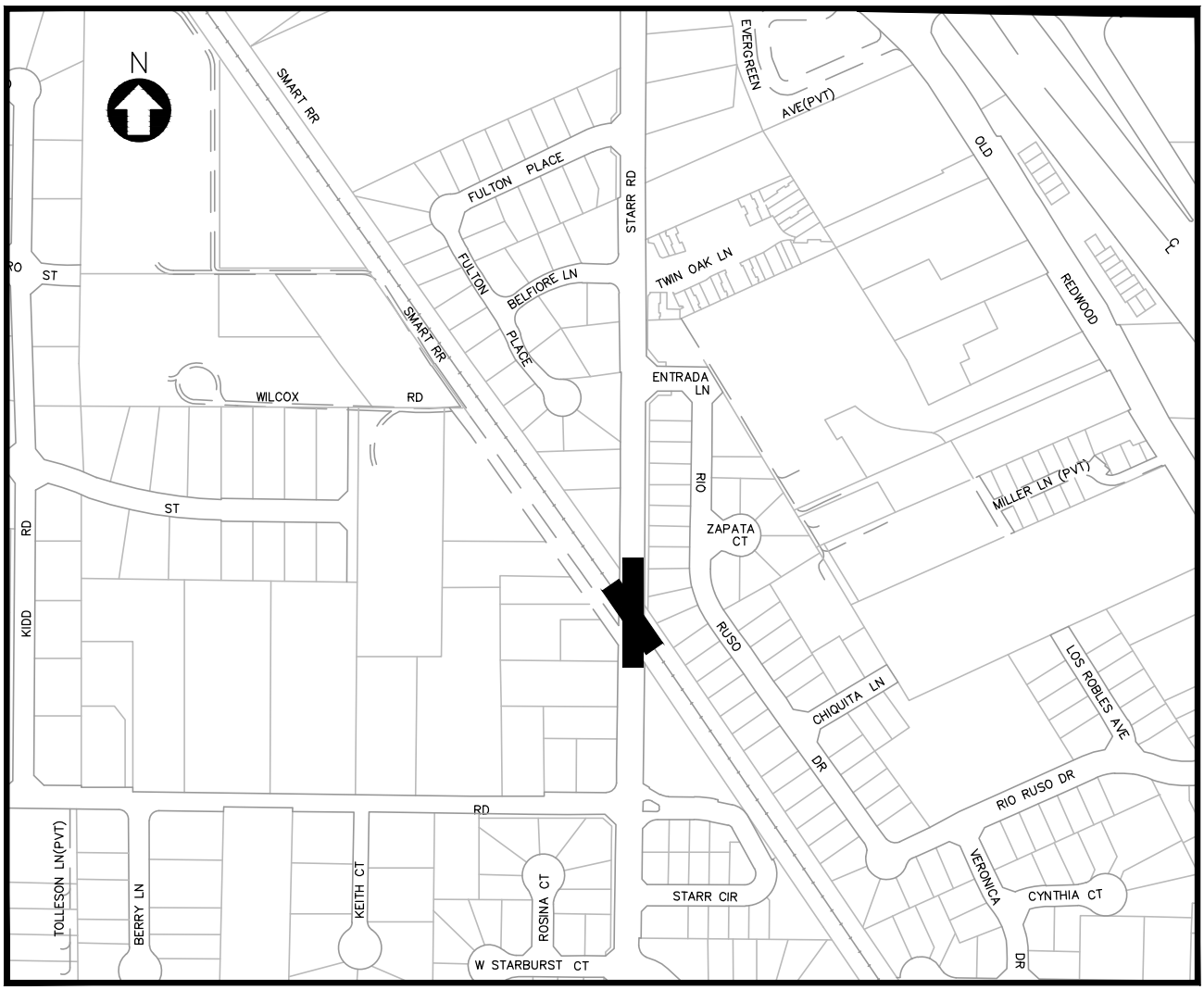
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$40,000.00	$40,000.00
2	Construction Area Signs	1	L.S.	$6,000.00	$6,000.00
3	Adjust Appertenances to Finish Grade	1	L.S.	$10,400.00	$10,400.00
4	Asphalt Concrete	1,878	Tons	$150.00	$281,700.00
5	Aggregate Base - Class 2	581	C.Y.	$52.00	$30,212.00
6	Concrete Curb and Gutter	2,891	L.F.	$55.00	$159,005.00
7	Concrete Sidewalk	14,455	S.F.	$20.00	$289,100.00
8	Pavement Digout Repair	812	S.Y.	$30.00	$24,360.00
9	Pavement Reinforcing Fabric	5,412	S.Y.	$3.10	$16,777.20
10	Adjust Catch Basin	7	Each	$2,500.00	$17,500.00
11	Tie in to Existing Storm Drain Manhole	1	Each	$1,500.00	$1,500.00
12	Tie in to Existing Catch Basin	1	Each	$1,500.00	$1,500.00
13	Catch Basin	1	Each	$4,000.00	$4,000.00
14	Storm Drain - 18"	210	L.F.	$130.00	$27,300.00
15	Storm Drain - 30"	209	L.F.	$150.00	$31,350.00
16	Storm Drain Outfall - 30"	1	Each	$3,000.00	$3,000.00
17	Thermoplastic Markings	603	S.F.	$7.00	$4,221.00
18	Thermoplastic Double Yellow Median Stripe	2,804	L.F.	$5.00	$14,020.00
19	Thermoplastic 8" Channelizing Stripe	207	L.F.	$2.50	$517.50
20	Thermoplastic 12" Limit Stripe	31	L.F.	$4.50	$139.50
21	Thermoplastic 6" Bike Lane Stripe	3,085	L.F.	$2.25	$6,941.25
22	Thermoplastic 4" Lane Stripe	2,954	L.F.	$2.00	$5,908.00
23	Traffic Signal Modification	1	L.S.	$80,000.00	$80,000.00
24	Mobilization	1	L.S.	$53,000.00	$53,000.00
		Construction			$1,108,000.00
		15% Design			$166,000.00
		15% CM / Inspection			$166,000.00
		5% Environmental			$55,000.00
		Right-of-Way Acquisition	8200 S.F.		$164,000.00
		Right-of-Way Appraisal & Negotiations			$30,000.00
		Project Subotal			**$1,689,000.00**
		20% Contingency			$338,000.00
		Project Total			**$2,027,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Right of Way Acquisition cost are based on $20 per SF and rounded to nearest $1,000
3. Right of Way Appraisel and Negotiation costs are based on $2,000 per parcel plus 25%, rounded to nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#9 STARR ROAD
RAILROAD CROSSING



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE RAILROAD CROSSING IMPROVEMENTS INCLUDING RAIL, BALLAST, CROSS TIES, CONCRETE GRADE PANELS AND ASPHALT CONCRETE ACCESS WALKWAY.

PROJECT ESTIMATE:
$312,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #9
Starr Road Railroad Crossing

Preliminary Engineers Estimate of Probable Cost
February 2020

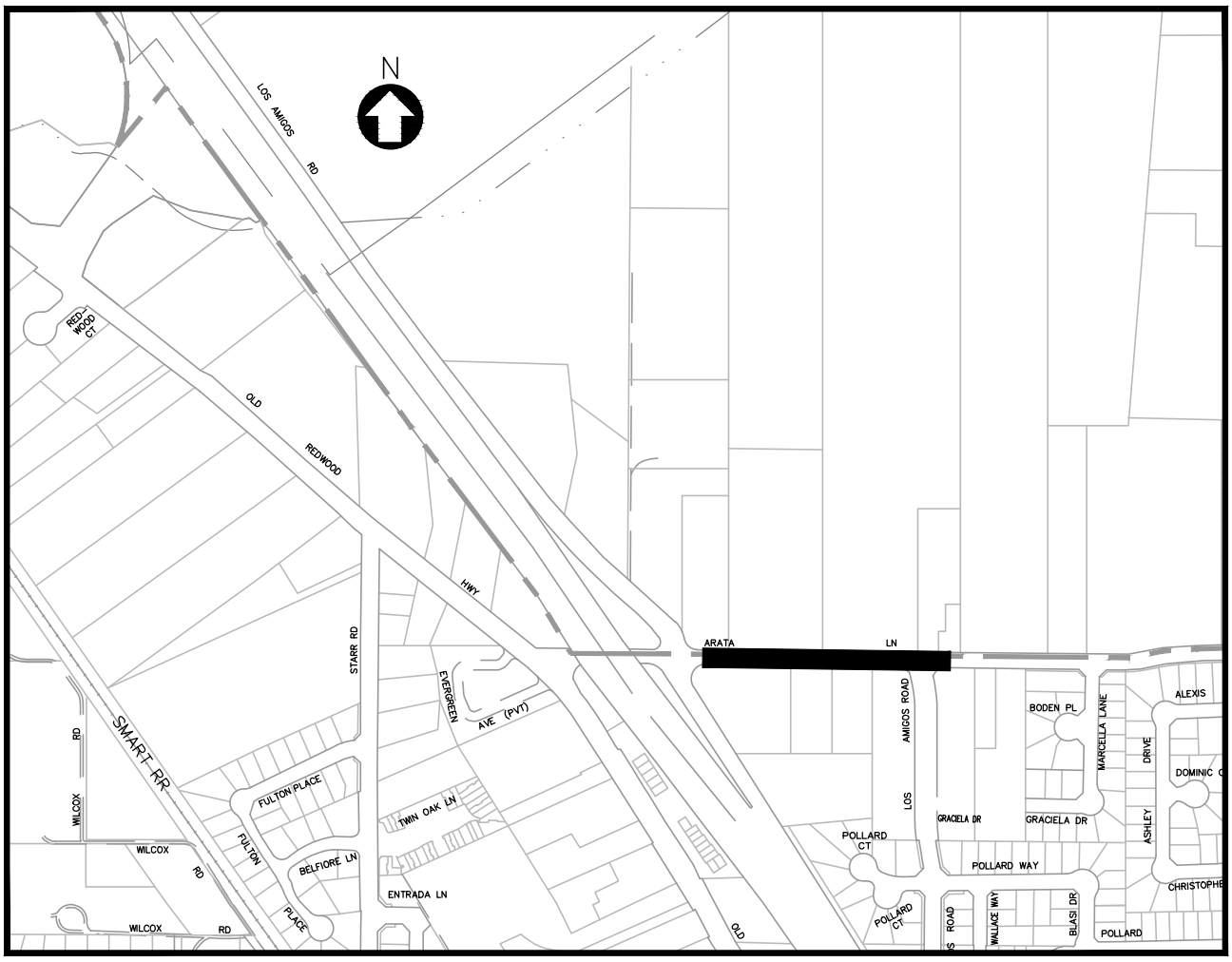
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$25,000.00	$25,000.00
2	Construction Area Signs	1	L.S.	$5,000.00	$5,000.00
3	Conduits at Railroad Crossing	300	L.F.	$40.00	$12,000.00
4	Ballast Underdrain - 6"	210	L.F.	$70.00	$14,700.00
5	Railroad Asphalt Concrete Access Walkway	4	Each	$1,000.00	$4,000.00
6	Railroad Ballast	78	C.Y.	$60.00	$4,680.00
7	Railroad Concrete Grade Panels	12	Each	$1,200.00	$14,400.00
8	Railroad Cross Ties	79	Each	$90.00	$7,110.00
9	Railroad Rail	160	L.T.F.	$475.00	$76,000.00
10	Asphalt Concrete	39	Tons	$150.00	$5,850.00
11	Aggregate Base - Class 2	28	C.Y.	$52.00	$1,456.00
12	Storm Drain - 18"	72	L.F.	$130.00	$9,360.00
13	Detectable Warning Surface	4	Each	$700.00	$2,800.00
14	Thermoplastic 6" Walkway Stripe	72	L.F.	$2.25	$162.00
15	Mobilization	1	L.S.	$9,000.00	$9,000.00
		Construction			$192,000.00
		15% Design			$29,000.00
		15% CM / Inspection			$29,000.00
		5% Environmental			$10,000.00
		Project Sutotal			**$260,000.00**
		20% Contingency			$52,000.00
		Project Total			**$312,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#10 ARATA LANE WIDENING
NB OFF-RAMP TO LOS AMIGOS ROAD



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ROAD WIDENING ON THE SOUTH SIDE OF ARATA LANE TO PROVIDE FOR 2 TRAVEL LANES, 1 MEDIAN/TURN LANE AND BIKE LANES. IMPROVEMENTS INCLUDES CURB, GUTTER, SIDEWALK, STORM DRAINAGE, AND TRAFFIC STRIPING. IT IS ANTICIPATED THAT 50 PERCENT OF THIS PROJECT WILL BE COMPLETED WITH PRIVATE DEVELOPMENT.

PROJECT ESTIMATE:
$583,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #10
Arata Lane Widening
NB Offramp to Los Amigos Road

Preliminary Engineers Estimate of Probable Cost
February 2020

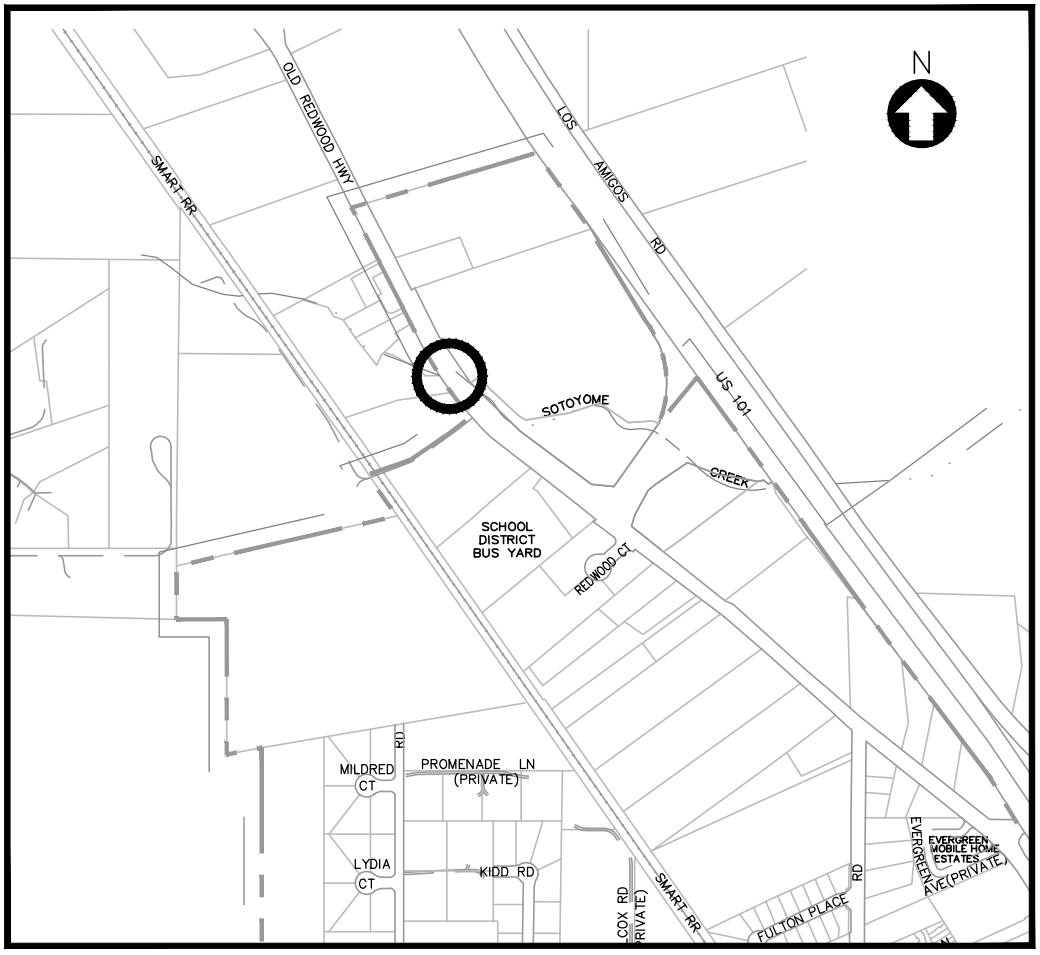
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$15,000.00	$15,000.00
2	Construction Area Signs	1	L.S.	$3,000.00	$3,000.00
3	Asphalt Concrete	121	Tons	$150.00	$18,150.00
4	Aggregate Base - Class 2	199	C.Y.	$52.00	$10,348.00
5	Concrete Curb and Gutter	798	L.F.	$55.00	$43,890.00
6	Concrete Sidewalk (incl. Driveways and Ped. Ramps)	5,965	S.F.	$20.00	$119,300.00
7	Catch Basin	3	Each	$4,000.00	$12,000.00
8	Storm Drain Manhole	1	Each	$6,400.00	$6,400.00
9	Storm Drain - 18"	234	L.F.	$130.00	$30,420.00
10	Storm Drain - 24"	473	L.F.	$135.00	$63,855.00
11	Tie in to Existing Storm Drain Manhole	1	Each	$1,500.00	$1,500.00
12	Remove Striping	3,211	L.F.	$2.00	$6,422.00
13	Thermoplastic 12" Limit Stripe	31	L.F.	$4.50	$139.50
14	Thermoplastic 6" Bike Lane Stripe	1,641	L.F.	$2.25	$3,692.25
15	Thermoplastic Markings	232	S.F.	$7.00	$1,624.00
16	Thermoplastic Double Yellow Stripe	1,534	L.F.	$5.00	$7,670.00
17	Mobilization	1	L.S.	$17,000.00	$17,000.00
		Construction			$360,000.00
		15% Design			$54,000.00
		15% CM / Inspection			$54,000.00
		5% Environmental			$18,000.00
		Project Subotal			**$486,000.00**
		20% Contingency			$97,000.00
		Project Total			**$583,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#11.1 OLD REDWOOD HIGHWAY BRIDGE CROSSING
SOTOYOME CREEK



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE REPLACEMENT OF THE BRIDGE ON OLD REDWOOD HIGHWAY AT THE SOYOTOME CREEK CROSSING FOR DEFICIENCIES AS WELL AS TO ACCOMMODATE THE ROADWAY WIDENING PROJECT. SAFETY RAILS AND GUARD RAIL (IF NECESSARY) WILL BE INCLUDED.

PROJECT ESTIMATE:
$1,120,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #11.1
Old Redwood Highway - Bridge Crossing (Soyotome Creek)

Preliminary Engineers Estimate of Probable Cost
February 2020

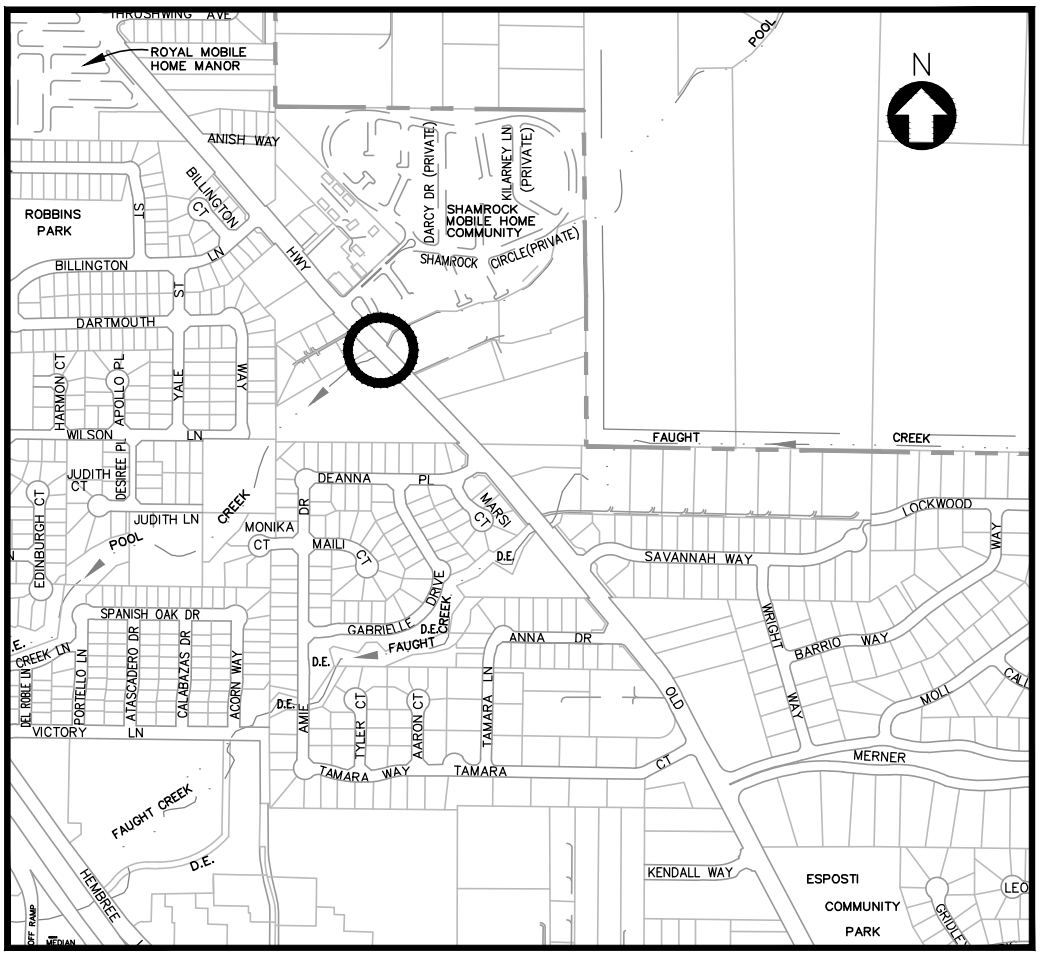
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control System	1	L.S.	$75,000.00	$75,000.00
2	Remove Existing Bridge	1	L.S.	$8,500.00	$9,000.00
3	Channel Excavation	1	L.S.	$40,000.00	$40,000.00
4	Concrete Arch Culvert	1	L.S.	$379,000.00	$379,000.00
5	Rock Slope Protection	1	L.S.	$7,000.00	$7,000.00
6	Concrete Arch Footing	1	L.S.	$36,000.00	$36,000.00
7	Headwalls / Wingwalls	1	L.S.	$66,000.00	$66,000.00
8	Metal Beam Guard Rail	1	L.S.	$18,000.00	$18,000.00
9	Mobilization	1	L.S.	$32,000.00	$32,000.00
		Construction			$662,000.00
		Preliminary Design			$40,000.00
		15% Design			$99,000.00
		15% CM / Inspection			$99,000.00
		5% Environmental			$33,000.00
		Project Subtotal			**$933,000.00**
		20% Contingency			$187,000.00
		Project Total			**$1,120,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Assumes full width remove and replace with new box culvert/arch culvert.
3. Right of way costs are included with the Old Redwood Highway Widening , Town Limits to Windsor Road Project (Project #6).

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#11.2 OLD REDWOOD HIGHWAY BRIDGE CROSSING
POOL CREEK



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE REPLACEMENT OF THE BRIDGE ON OLD REDWOOD HIGHWAY AT THE POOL CREEK CROSSING FOR DEFICIENCIES AS WELL AS TO ACCOMMODATE THE ROADWAY WIDENING PROJECT. SAFETY RAILS AND GUARD RAIL (IF NECESSARY) WILL BE INCLUDED.

PROJECT ESTIMATE:
$770,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #11.2
Old Redwood Highway - Bridge Crossing (Pool Creek)

Preliminary Engineers Estimate of Probable Cost
February 2020

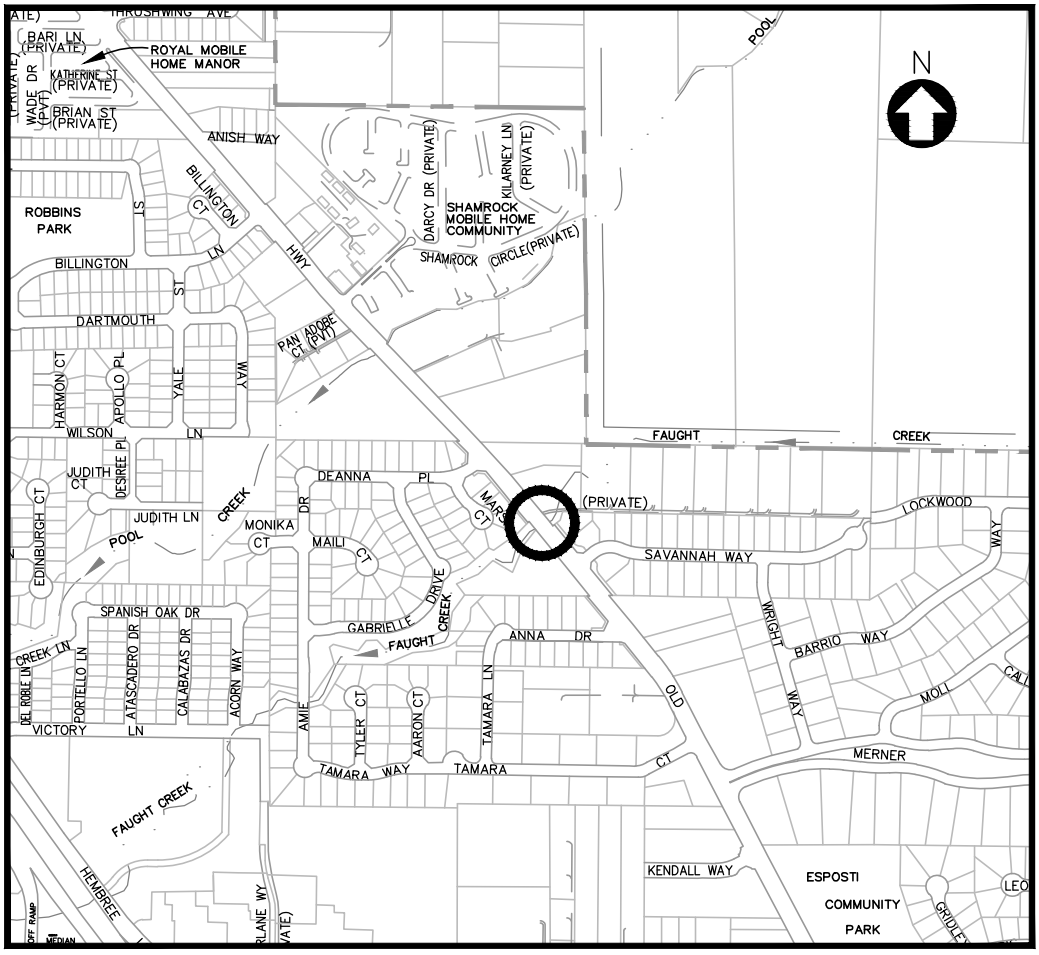
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control System	1	L.S.	$75,000.00	$75,000.00
2	Remove Existing Bridge	1	L.S.	$9,000.00	$9,000.00
3	Channel Excavation	1	L.S.	$25,000.00	$25,000.00
4	Concrete Arch Culvert	1	L.S.	$235,000.00	$235,000.00
5	Rock Slope Protection	1	L.S.	$4,400.00	$4,000.00
6	Concrete Arch Footing	1	L.S.	$22,000.00	$22,000.00
7	Headwalls / Wingwalls	1	L.S.	$43,000.00	$43,000.00
8	Metal Beam Guard Rail	1	L.S.	$18,000.00	$18,000.00
9	Mobilization	1	L.S.	$22,000.00	$22,000.00
		Construction			$453,000.00
		Preliminary Design			$30,000.00
		15% Design			$68,000.00
		15% CM / Inspection			$68,000.00
		5% Environmental			$23,000.00
		Project Subtotal			**$642,000.00**
		20% Contingency			$128,000.00
		Project Total			**$770,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Assumes full width remove and replace with new box culvert/arch culvert.
3. Right of way costs are included with the Old Redwood Highway Widening, Hembree Lane to Shiloh Road Project (Project #5).

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#11.3 OLD REDWOOD HIGHWAY BRIDGE CROSSING
FAUGHT CREEK



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE REPLACEMENT OF THE BRIDGE ON OLD REDWOOD HIGHWAY AT THE FAUGHT CREEK CROSSING FOR DEFICIENCIES AS WELL AS TO ACCOMMODATE THE ROADWAY WIDENING PROJECT. SAFETY RAILS AND GUARD RAIL (IF NECESSARY) WILL BE INCLUDED.

PROJECT ESTIMATE:
$804,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #11.3
Old Redwood Highway - Bridge Crossing (Faught Creek)

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control System	1	L.S.	$75,000.00	$75,000.00
2	Remove Existing Bridge	1	L.S.	$9,500.00	$9,000.00
3	Channel Excavation	1	L.S.	$27,000.00	$27,000.00
4	Concrete Arch Culvert	1	L.S.	$252,000.00	$252,000.00
5	Rock Slope Protection	1	L.S.	$4,700.00	$5,000.00
6	Concrete Arch Footing	1	L.S.	$24,000.00	$24,000.00
7	Headwalls / Wingwalls	1	L.S.	$41,000.00	$41,000.00
8	Metal Beam Guard Rail	1	L.S.	$18,000.00	$18,000.00
9	Mobilization	1	L.S.	$23,000.00	$23,000.00
		Construction			$474,000.00
		Preliminary Design			$30,000.00
		15% Design			$71,000.00
		15% CM / Inspection			$71,000.00
		5% Environmental			$24,000.00
		Project Subtotal			**$670,000.00**
		20% Contingency			$134,000.00
		Project Total			**$804,000.00**

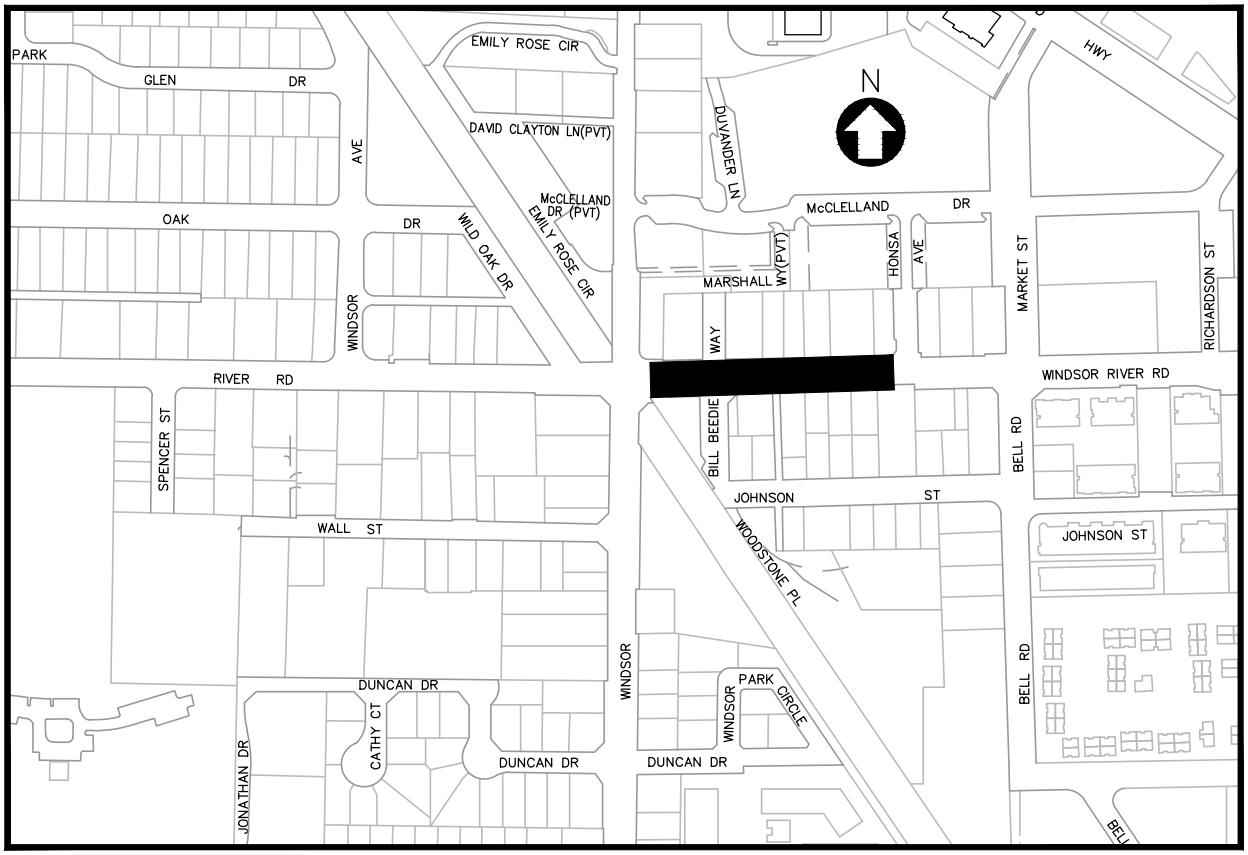
Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Assumes full width remove and replace with new box culvert/arch culvert.
3. Right of way costs are included with the Old Redwood Highway Widening, Hembree Lane to Shiloh Road Project (Project #5).

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#12 WINDSOR ROAD / WINDSOR RIVER ROAD

WESTBOUND LEFT TURN EXTENSION ON WINDSOR RIVER ROAD



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES EXTENSION OF THE WESTBOUND LEFT TURN LANE ON WINDSOR RIVER ROAD TO APPROXIMATELY 600 FEET IN LENGTH AND LIMITING BILL BEEDIE WAY TO RIGHT TURN IN/ RIGHT TURN OUT MOVEMENTS. IMPROVEMENTS INCLUDE RESTRIPING ALONG WINDSOR RIVER ROAD AND THE INSTALLATION OF A TRIANGLE CURB ISLAND AT BILL BEEDIE WAY.

PROJECT ESTIMATE:
$58,000

*THIS INTERSECTION IS ANTICIPATED TO BE CONVERTED TO A ROUNDABOUT IN THE FUTURE WITH A TOTAL ESTIMATED COST $ 11.25 MILLION

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #12
Windsor Rd/Windsor River Rd (Left Turn Lane)

Preliminary Engineers Estimate of Probable Cost
February 2020

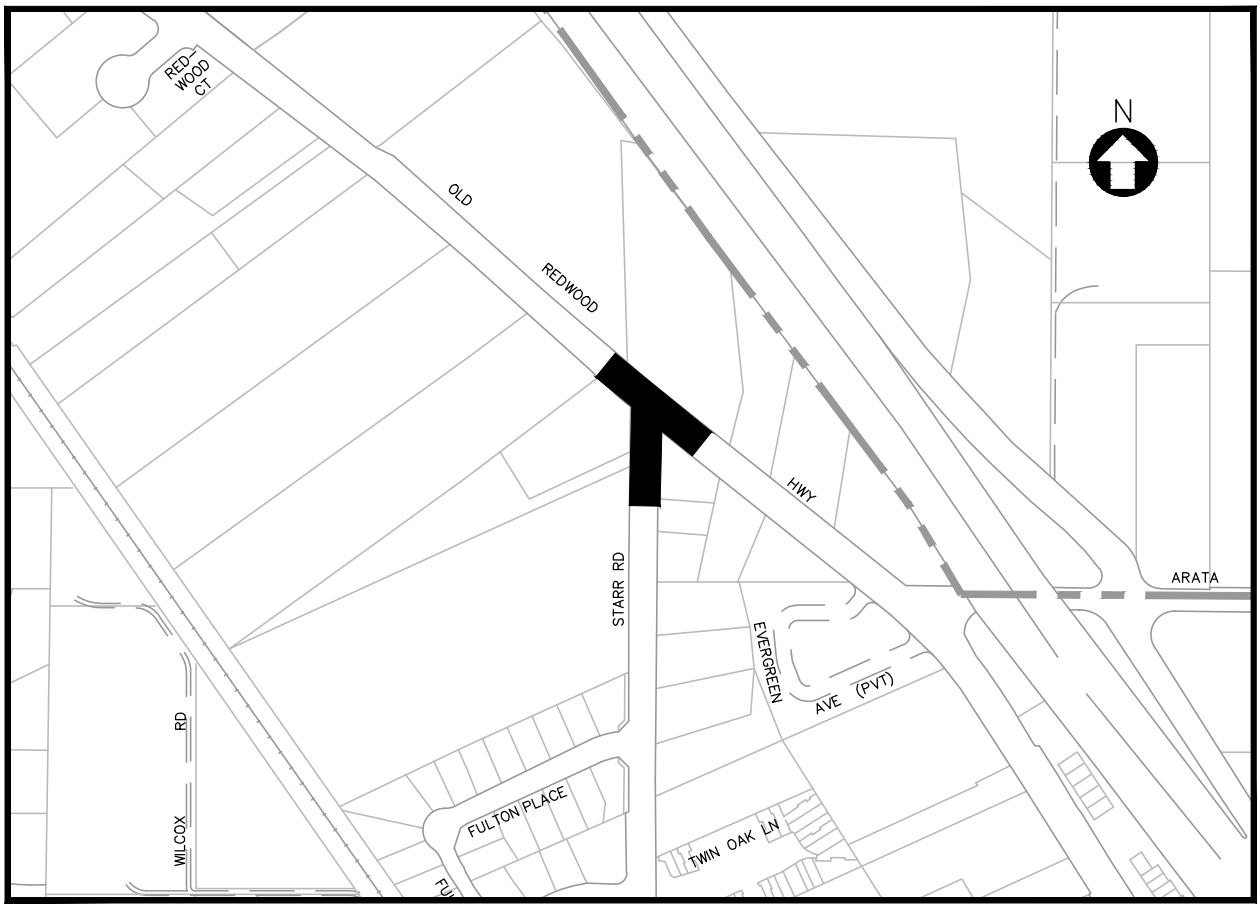
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$10,000.00	$10,000.00
2	Construction Area Signs	1	L.S.	$2,000.00	$2,000.00
3	Remove Traffic Striping	492	L.F.	$2.00	$984.00
4	Thermoplastic Markings	207	S.F.	$7.00	$1,449.00
5	Thermoplastic 8" Channelizing Stripe	69	L.F.	$2.50	$172.50
6	Thermoplastic Double Yellow Stripe	950	L.F.	$5.00	$4,750.00
7	Median Curb	144	L.F.	$28.00	$4,032.00
8	Median Exposed Aggregate Concrete	474	S.F.	$25.00	$11,850.00
9	Mobilization	1	L.S.	$1,000.00	$1,000.00
		Construction			$36,000.00
		15% Design			$5,000.00
		15% CM / Inspection			$5,000.00
		5% Environmental			$2,000.00
		Project Subtotal			**$48,000.00**
		20% Contingency			$10,000.00
		Project Total			**$58,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#13 OLD REDWOOD HIGHWAY AT STARR ROAD
INTERSECTION



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ADDITION OF A 2ND NB TURN LANE ON OLD REDWOOD HWY AND 2ND RECEIVING WB LANE ON STARR ROAD. IMPROVEMENTS INCLUDES ROADWAY WIDENING, CURB, GUTTER, SIDEWALK, STORM DRAINAGE, TRAFFIC STRIPING AND TRAFFIC SIGNAL MODIFICATIONS.

PROJECT ESTIMATE:
$679,000

*THIS INTERSECTION IS ANTICIPATED TO BE CONVERTED TO A ROUNDABOUT IN THE FUTURE WITH A TOTAL ESTIMATED COST $ 8.37 MILLION.

TOWN OF
WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #13
Old Redwood Highway at Starr Road Intersection

Preliminary Engineers Estimate of Probable Cost
February 2020

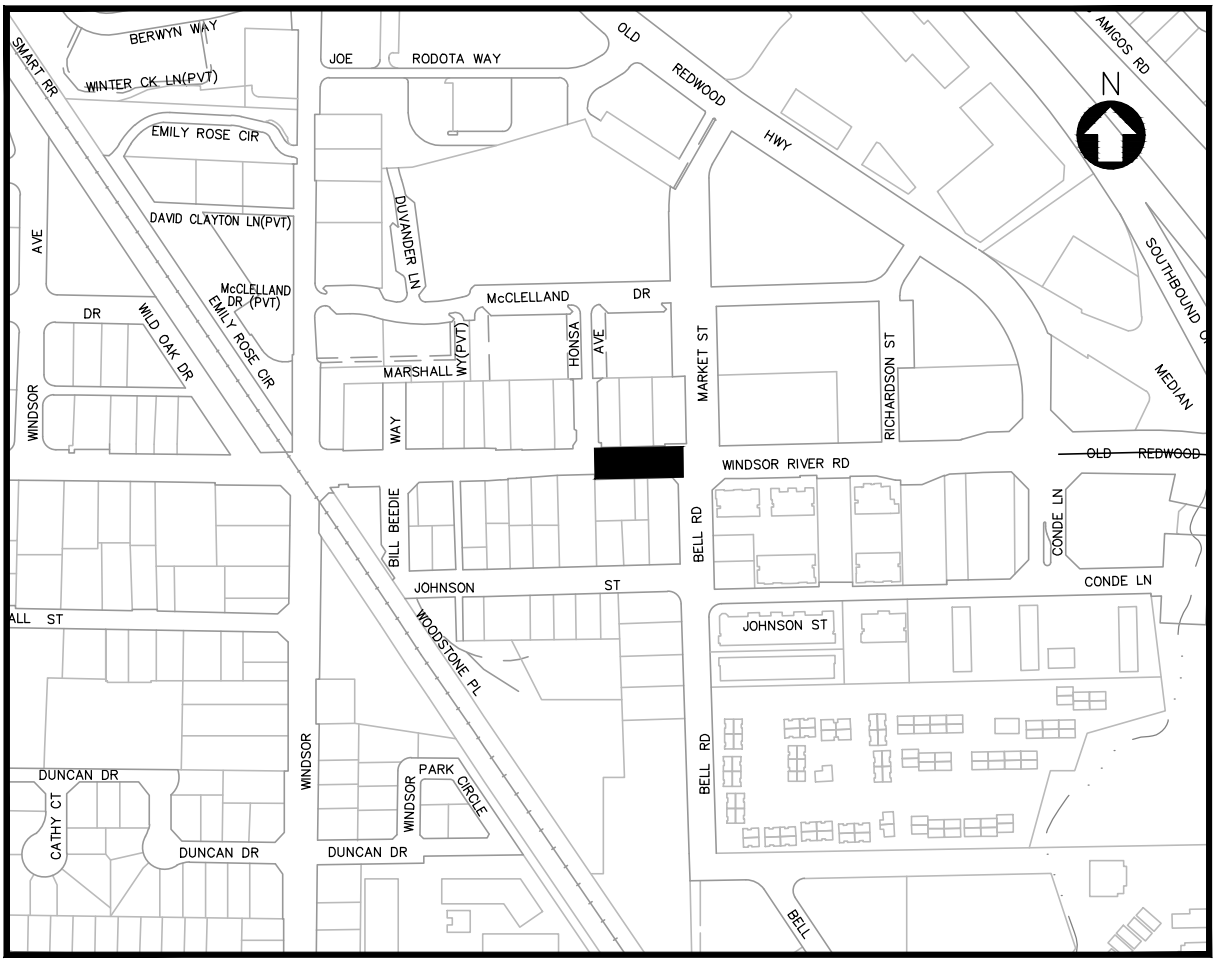
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$25,000.00	$25,000.00
2	Construction Area Signs	1	L.S.	$5,000.00	$5,000.00
3	Adjust Appertenances to Finish Grade	1	L.S.	$10,000.00	$10,000.00
4	Asphalt Concrete	299	Tons	$150.00	$44,850.00
5	Aggregate Base - Class 2	490	C.Y.	$52.00	$25,480.00
6	Concrete Curb and Gutter	376	L.F.	$55.00	$20,680.00
7	Concrete Sidewalk	1,830	S.F.	$20.00	$36,600.00
8	Thermoplastic Markings	123	S.F.	$7.00	$861.00
9	Thermoplastic 8" Channelizing Stripe	320	L.F.	$2.50	$800.00
10	Thermoplastic 12" Limit Stripe	36	L.F.	$4.50	$162.00
11	Thermoplastic 6" Bike Lane Stripe	1,124	L.F.	$2.25	$2,529.00
12	Thermoplastic 4" Lane Stripe	255	L.F.	$2.00	$510.00
13	Traffic Signal Modification	1	L.S.	$200,000.00	$200,000.00
14	Mobilization	1	L.S.	$19,000.00	$19,000.00
		Construction			$391,000.00
		15% Design			$59,000.00
		15% CM / Inspection			$59,000.00
		5% Environmental			$20,000.00
		Right-of-Way Acquisition	1700 S.F.		$34,000.00
		Right-of-Way Appraisal & Negotiations			$3,000.00
		Project Subtotal			**$566,000.00**
		20% Contingency			$113,000.00
		Project Total			**$679,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Right of Way Acquisition cost are based on $20 per SF and rounded to nearest $1,000
3. Right of Way Appraisel and Negotiation costs are based on $2,000 per parcel plus 25%, rounded to nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#14 WINDSOR RIVER ROAD AT BELL ROAD / MARKET
INTERSECTION



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ADDITION OF AN EB LEFT TURN LANE WITH STRIPING AND TRAFFIC SIGNAL MODIFICATIONS.

PROJECT ESTIMATE:
$76,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #14
Windsor River Road at Bell/Market Intersection

Preliminary Engineers Estimate of Probable Cost
February 2020

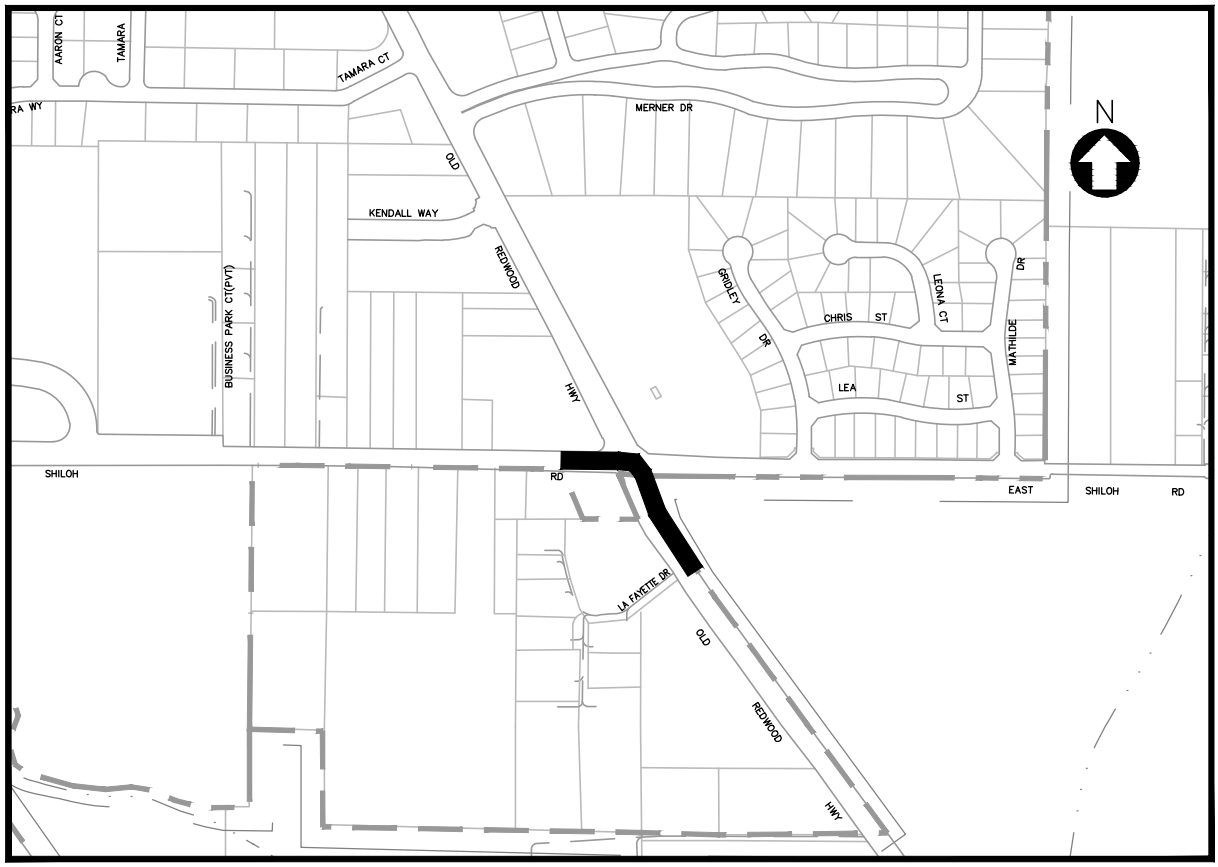
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$10,000.00	$10,000.00
2	Construction Area Signs	1	L.S.	$2,000.00	$2,000.00
3	Remove Traffic Striping	357	L.F.	$2.00	$714.00
4	Thermoplastic Markings	30	S.F.	$7.00	$210.00
5	Thermoplastic 8" Channelizing Stripe	80	L.F.	$2.50	$200.00
6	Thermoplastic Double Yellow Stripe	320	L.F.	$5.00	$1,600.00
7	Traffic Signal Modification	1	L.S.	$30,000.00	$30,000.00
8	Mobilization	1	L.S.	$2,000.00	$2,000.00
		Construction			$47,000.00
		15% Design			$7,000.00
		15% CM / Inspection			$7,000.00
		5% Environmental			$2,000.00
		Project Subtotal			**$63,000.00**
		20% Contingency			$13,000.00
		Project Total			**$76,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#15 OLD REDWOOD HIGHWAY AT SHILOH ROAD
INTERSECTION



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES THE ADDITION OF A 2ND NB TURN LANE ON OLD REDWOOD HWY AND 2ND RECEIVING WB LANE ON SHILOH ROAD. IMPROVEMENTS INCLUDES ROADWAY WIDENING, CURB, GUTTER, SIDEWALK, STORM DRAINAGE, TRAFFIC STRIPING AND TRAFFIC SIGNAL MODIFICATIONS.

PROJECT ESTIMATE:
$498,000

*THIS INTERSECTION IS ANTICIPATED TO BE CONVERTED TO A ROUNDABOUT IN THE FUTURE WITH A TOTAL ESTIMATED COST $ 10.93 MILLION

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #15
Old Redwood Highway at Shiloh Road Intersection
Addition of 2nd North Bound Left Turn Lane on Old Redwood Highway

Preliminary Engineers Estimate of Probable Cost
February 2020

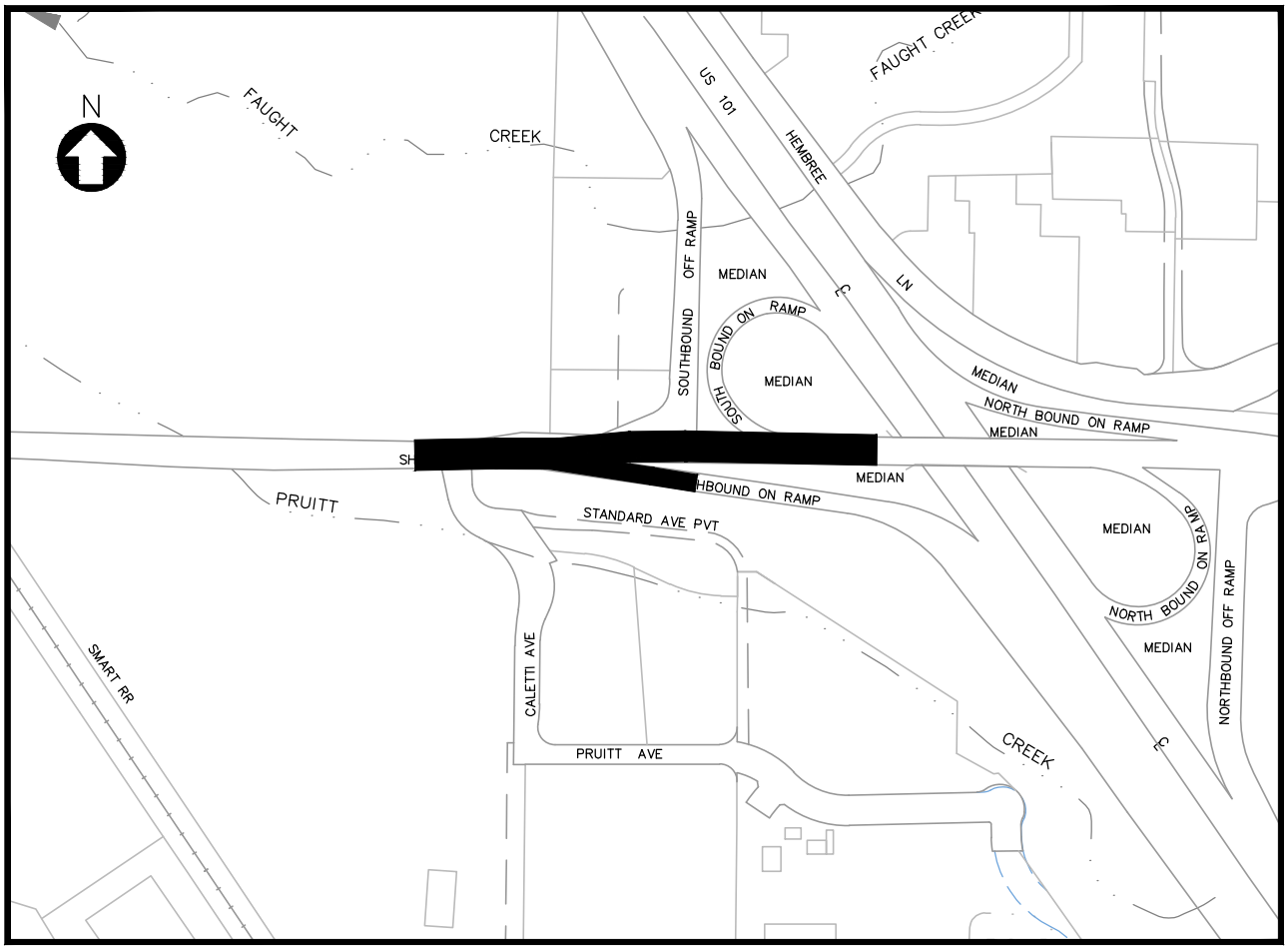
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$30,000.00	$30,000.00
2	Construction Area Signs	1	L.S.	$5,000.00	$5,000.00
3	Asphalt Concrete	75	Tons	$150.00	$11,250.00
4	Aggregate Base - Class 2	124	C.Y.	$52.00	$6,448.00
5	Concrete Curb and Gutter	877	L.F.	$55.00	$48,235.00
6	Concrete Sidewalk	4,385	S.F.	$20.00	$87,700.00
7	Remove Traffic Striping	538	L.F.	$2.00	$1,076.00
8	Remove Traffic Markings	228	S.F.	$4.00	$912.00
9	Thermoplastic Markings	282	S.F.	$7.00	$1,974.00
10	Thermoplastic Double Yellow Median Stripe	417	L.F.	$5.00	$2,085.00
11	Thermoplastic 8" Channelizing Stripe	535	L.F.	$2.50	$1,337.50
12	Thermoplastic 12" Crosswalk Stripe	216	L.F.	$4.50	$972.00
13	Thermoplastic 4" Right Edge Line	310	L.F.	$2.25	$697.50
14	Traffic Signal Modification	1	L.S.	$70,000.00	$70,000.00
15	Mobilization	1	L.S.	$13,000.00	$13,000.00
		Construction			$281,000.00
		15% Design			$42,000.00
		15% CM / Inspection			$42,000.00
		5% Environmental			$14,000.00
		Right-of-Way Acquisition	1536 S.F.		$31,000.00
		Right-of-Way Appraisal & Negotiations			$5,000.00
		Project Subtotal			**$415,000.00**
		20% Contingency			$83,000.00
		Project Total			**$498,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#16 SHILOH ROAD
AT CALETTI AVENUE



PROJECT DESCRIPTION:

THIS PROJECT WILL ADDRESS THE SHILOH ROAD WESTBOUND LEFT TURN TO CALETTI AVENUE STORAGE ISSUE. IMPROVEMENTS INCLUDE REBUILDING THE EASTBOUND APPROACH TO US 101 – SHILOH OVERPASS, RECONSTRUCTING THE SOUTHBOUND ON–RAMP ENTRY, RAISED MEDIAN ON SHILOH, RELOCATING THE SOUTHBOUND OFF–RAMP TRAFFIC SIGNAL AND CONSTRUCTING A NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SHILOH ROAD AND CALETTI AVENUE.

PROJECT ESTIMATE:
$1,952,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #16
Shiloh Road at Caletti Avenue Project

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Construction Area Signs	1	L.S.	$10,000.00	$10,000.00
2	Traffic Control	1	L.S.	$50,000.00	$50,000.00
3	Erosion Control & Swppp	1	L.S.	$15,000.00	$15,000.00
4	Clearing & Grubbing (0.1 Acres±)	1	L.S.	$2,000.00	$2,000.00
5	Remove Existing Curb & Gutter	200	L.F.	$13.50	$2,700.00
6	Remove Existing Ac Berm	330	L.F.	$5.00	$1,650.00
7	Remove Existing Mbgr	50	L.F.	$20.00	$1,000.00
8	Remove & Discard Existing Signs	6	EA.	$100.00	$600.00
9	Remove Existing Striping	2,500	L.F.	$2.00	$5,000.00
10	Remove Trees (Moderate Under 12")	20	EA.	$1,800.00	$36,000.00
11	Tree Preserv.(Bottom Of Slope Needs Fence)	500	L.F.	$5.00	$2,500.00
12	Excavation-Roadway And Toe Of Fill Slope	750	C.Y.	$40.00	$30,000.00
13	Engineered Fill	2,500	C.Y.	$55.00	$137,500.00
14	Aggregate Base, Class 2-1.75' Thick	250	C.Y.	$48.00	$12,000.00
15	Asphalt Concrete - Type "A"	110	Ton	$150.00	$16,500.00
16	Petrotac	600	S.Y.	$3.00	$1,800.00
17	Edge Grind-Not Inc. Asphalt	300	S.Y.	$12.50	$3,750.00
18	Minor Concrete-Curb & Gutter	500	L.F.	$55.00	$27,500.00
19	Median Curb A1-8	1,300	L.F.	$40.00	$52,000.00
20	Seeded Concrete (Medians)	3,500	S.F.	$18.25	$63,875.00
21	Mill & Fill 2" (Bridge To Ramp Both Sides)	8,200	S.F.	$4.00	$32,800.00
22	Slurry Seal (Entire Project)	61,000	S.F.	$0.45	$27,450.00
23	New Signs	6	EA.	$305.00	$1,830.00
24	Striping And Pavement Markings	1	L.S.	$10,000.00	$10,000.00
25	Pull Boxes	4	EA.	$400.00	$1,600.00
26	Street Light Conduit And Conductor	100	L.F.	$30.00	$3,000.00
27	Move Ramp Traf Signal Posts/Safety Light	2	EA.	$10,000.00	$20,000.00
28	Ramp Intersection Traffic Signal Loops	8	EA.	$625.00	$5,000.00
29	New Caletti Traffic Signal	1	EA.	$500,000.00	$500,000.00
30	Metal Beam Guard Rail	500	L.F.	$150.00	$75,000.00
31	Mobilization @ 5%	1	L.S.	$57,000.00	$57,000.00
		Construction			$1,205,000.00
		15% Design			$181,000.00
		15% CM / Inspection			$181,000.00
		5% Environmental			$60,000.00
		Project Subtotal			**$1,627,000.00**
		20% Contingency			$325,000.00
		Project Total			**$1,952,000.00**

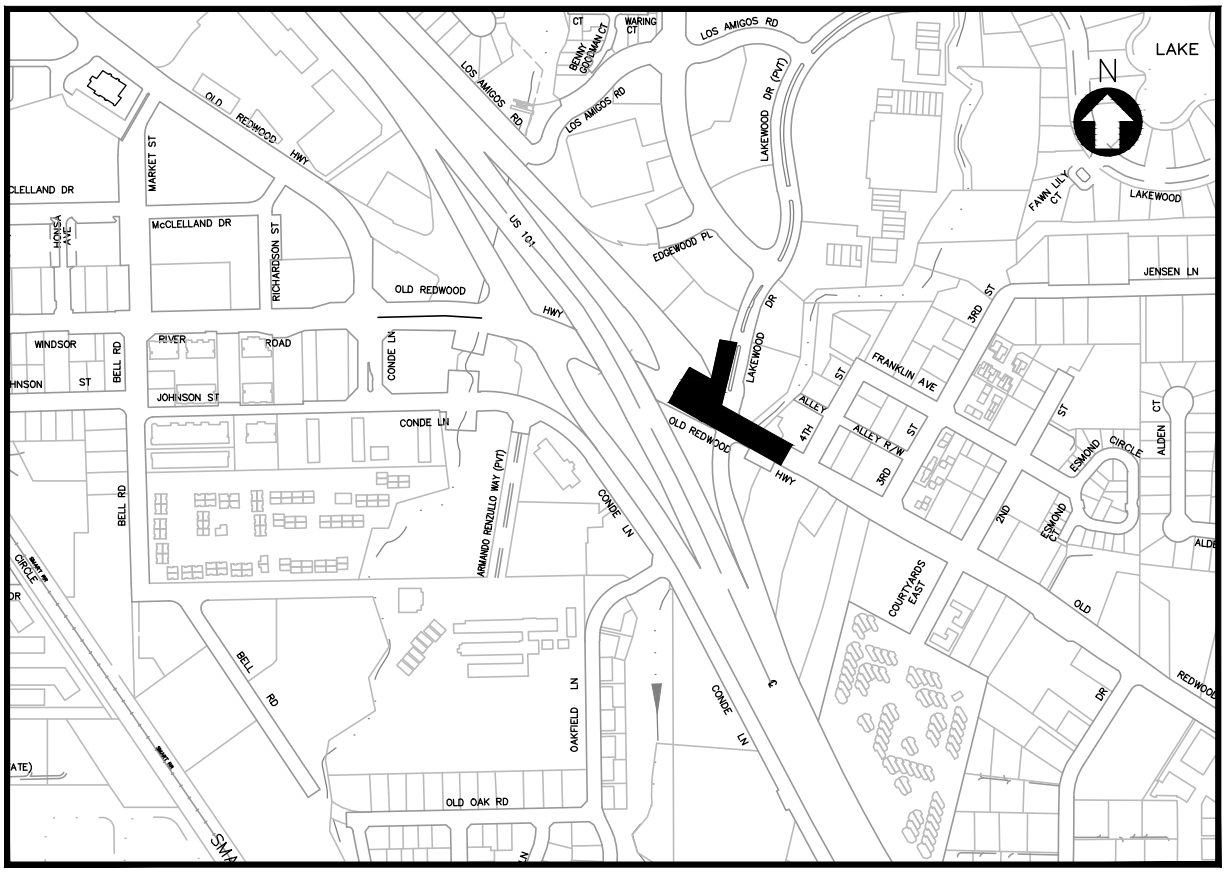
Notes:

1. Estimated quantities and unit costs are based on the Prelim. Estimate for "Shiloh Road/Caletti Ave" prepared by Ken Wheeler,dated 2/8/17. Unit costs reviewed and updated by CCE

2. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#17 LAKEWOOD DRIVE
AT OLD REDWOOD HIGHWAY



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES WIDENING ALONG THE NORTH SIDE OF OLD REDWOOD HIGHWAY TO PROVIDE A RIGHT TURN LANE TO NORTHBOUND LAKEWOOD DRIVE, WIDENING ALONG THE WEST SIDE OF LAKEWOOD DRIVE TO PROVIDE AN ADDITIONAL RIGHT TURN LANE TO WESTBOUND OLD REDWOOD HWY AND A TRAFFIC SIGNAL AT THE ON-RAMP INTERSECTION.

PROJECT ESTIMATE:
$1,126,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #17
Lakewood Drive at Old Redwood Highway
Widening and NB On-Ramp Signal

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Traffic Control	1	L.S.	$50,000.00	$50,000.00
2	Construction Area Signs	1	L.S.	$15,000.00	$15,000.00
3	Reset Existing Catch Basin	2	Each	$4,000.00	$8,000.00
4	Remove Curb and Gutter	460	L.F.	$15.00	$6,900.00
5	Remove Sidewalk	2,530	S.F.	$5.00	$12,650.00
6	Asphalt Concrete	137	Tons	$150.00	$20,550.00
7	Aggregate Base - Class 2	226	C.Y.	$52.00	$11,752.00
8	Concrete Curb and Gutter	449	L.F.	$55.00	$24,695.00
9	Concrete Sidewalk (incl. Driveways and Ped. Ramps)	3,081	S.F.	$20.00	$61,620.00
10	Remove Striping	900	L.F.	$2.00	$1,800.00
11	Thermoplastic 12" Limit Stripe	65	L.F.	$4.50	$292.50
12	Thermoplastic 6" Bike Lane Stripe	144	L.F.	$2.25	$324.00
13	Thermoplastic Markings	366	S.F.	$7.00	$2,562.00
14	Thermoplastic 8" Channelizing Stripe	601	L.F.	$4.00	$2,404.00
15	Traffic Signal Modification at Lakewood and ORH	1	L.S.	$100,000.00	$100,000.00
16	Traffic Signal at NB On-Ramp	1	L.S.	$300,000.00	$300,000.00
17	Mobilization	1	L.S.	$31,000.00	$31,000.00
		Construction			$650,000.00
		15% Design			$98,000.00
		15% CM / Inspection			$98,000.00
		5% Environmental			$33,000.00
		Right-of-Way Acquisition	2305 S.F.		$46,000.00
		Right-of-Way Appraisal & Negotiations			$13,000.00
		Project Subtotal			**$938,000.00**
		20% Contingency			$188,000.00
		Project Total			**$1,126,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#18 ADA COMPLIANCE CURB RAMPS TOWNWIDE



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES MODIFICATIONS TO APPROXIMATELY 430 PEDESTRIAN RAMPS THROUGHOUT THE TOWN TO BRING THEM INTO ADA COMPLIANCE THAT WERE IDENTIFIED IN THE TOWN'S ADA TRANSITION PLAN. FUNDS IN THIS PROGRAM CAN BE USED TO PROVIDE THE TOWN MATCHING PORTION OF GRANT FUNDED PROJECTS.

PROJECT ESTIMATE:
$3,499,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #18
ADA Compliance Curb Ramps Townwide

Preliminary Engineers Estimate of Probable Cost
February 2020

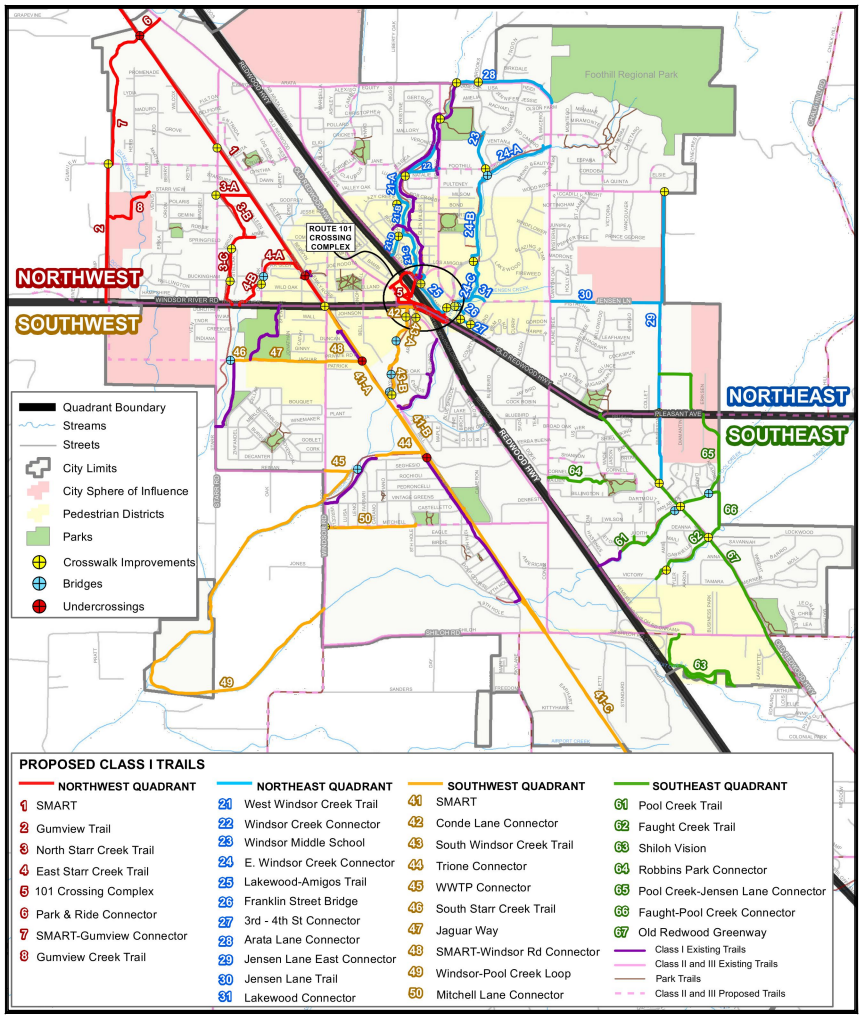
Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Concrete Curb Ramps	1	L.S.	$2,160,000.00	$2,160,000.00
		Construction			$2,160,000.00
		15% Design			$324,000.00
		15% CM / Inspection			$324,000.00
		5% Environmental			$108,000.00
		Project Subtotal			**$2,916,000.00**
		20% Contingency			$583,000.00
		Project Total			**$3,499,000.00**

Notes:

1. Construction subtotal, contingency and soft costs are rounded to the nearest $1,000
2. Assumes approximately 432 ramps (50% of total ramps needing ADA upgrades).

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#19 CLASS I BICYCLE / PEDESTRIAN FACILITIES



PROJECT DESCRIPTION:

THIS PROJECT INCLUDES CONSTRUCTION OF CLASS I TRAILS FOR PEDESTRIAN AND BICYCLE USE. INCLUDED ARE ALL THE HIGH PRIORITY CLASS I TRAILS (EXCEPT THE HWY 101 CROSSING COMPLEX AND SMART TRAIL PROJECTS) OF TABLE 4–2 OF THE TOWN OF WINDSOR CLASS I TRAILS STUDY PREPARED BY QUESTA, DATED 10/30/18. THE HIGHWAY 101 CROSSING COMPLEX IS PART OF PROJECTS #3.1 AND #3.2. SMART TRAIL PROJECTS WILL BE FUNDED BY SMART.

PROJECT ESTIMATE:
$7,828,000

TOWN OF WINDSOR

Town of Windsor Traffic Impact Fee Update

Project #19
Class I Bicycle/Pedestrian Facilities

Preliminary Engineers Estimate of Probable Cost
February 2020

Item No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Trail #3A - North Starr Creek Trail	1	L.S.	$ 448,050	$448,050
2	Trail #4A - East Starr Creek Trail	1	L.S.	$ 306,675	$306,675
3	Trail #21A - West Windsor Creek Trail	1	L.S.	$ 420,500	$420,500
4	Trail #22 - Windsor Creek Connector	1	L.S.	$ 505,325	$505,325
5	Trail #23 - Windsor Middle School	1	L.S.	$ 148,190	$148,190
6	Trail #24A - East Windsor Creek Trail	1	L.S.	$ 133,980	$133,980
7	Trail #24B - East Windsor Creek Trail	1	L.S.	$ 269,555	$269,555
8	Trail #26 - Franklin Street Bridge	1	L.S.	$ 292,175	$292,175
9	Trail #29 - Jensen Lane East Connector	1	L.S.	$ 1,055,020	$1,055,020
10	Trail #30 - Jensen Lane Trail	1	L.S.	$ 310,000	$310,000
11	Trail #42 - Conde Lane Connector	1	L.S.	$ 448,050	$448,050
12	Trail #43A - South Windsor Creek Trail	1	L.S.	$ 445,875	$445,875
13	Trail #43B - South Windsor Creek Trail	1	L.S.	$ 792,425	$792,425
14	Trail #47 - Jaguar Way Connector	1	L.S.	$ 383,525	$383,525
15	Trail #67 - Old Redwood Highway Greenway	1	L.S.	$ 1,869,050	$1,869,050
		Project Total			**$7,828,000**

Notes:

1. Costs are taken from the "Class I Bicycle and Pedestrian Trail Study " prepared by Questa dated 10/30/18. Costs in this study include 20% construction contingency, permitting, and 25% allowance for design, CM and Inspection.

2. Includes all of the high priority Class I Trail projects from the "Class I Bicycle and Pedestrian Trail Study " prepared by Questa dated 10/30/18, except for the SMART trail projects and the 101 Crossing Complex project. SMART trail projects will be funded by SMART and the 101 Crossing Complex project is covered under Projects #3a and #3b (Downtown Bike and Ped Crossing of US 101).

3. Project total rounded to the nearest $1,000

TOWN OF WINDSOR
TRAFFIC IMPACT FEE
PROJECT ESTIMATE

#20 INTERSECTION IMPROVEMENTS - VARIOUS LOCATIONS



PROJECT DESCRIPTION:

THIS PROJECT WILL ALLOW THE TOWN TO IMPROVE INTERSECTIONS THAT WERE NOT IDENTIFIED AS PART OF THE FEE STUDY AS THE NEED ARISES AND CONVERT TO SIGNALIZED OR ROUNDABOUT CONTROLS OR IMPROVE COORDINATED SIGNAL CONTROLS.

PROJECT ESTIMATE:

$1,432,000

TOWN OF WINDSOR

TOWN OF WINDSOR
TRAFFIC IMPACT FEE

#21 TRANSIT PROJECTS - VARIOUS LOCATIONS



PROJECT DESCRIPTION:

THIS PROJECT WILL ALLOW THE TOWN TO IMPROVE TRANSIT ACCESS AND SAFETY ISSUES THAT WERE NOT IDENTIFIED AS PART OF THE FEE STUDY AS THE NEED ARISES.

PROJECT ESTIMATE:

$1,432,000

TOWN OF WINDSOR