

## **MEMORANDUM**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** January 29-30, 2026

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 4.19, Action Item

**Prepared By:** Dee Lam, Chief,  
Division of Local Assistance

**Subject:** **ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE AMENDMENT –  
LA MESA BIKE AND SIDEWALK CONNECTIONS PROJECT  
RESOLUTION ATP-P-2526-10**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve a project scope amendment for the Cycle 5 Active Transportation Program (ATP) La Mesa Bike and Sidewalk Connections Project (PPNO 1462), in San Diego County?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve a project scope amendment for the Cycle 5 ATP La Mesa Bike and Sidewalk Connections Project (PPNO 1462), in San Diego County.

### **DISCUSSION:**

In June 2021, the Commission approved the Cycle 5 2021 ATP – Metropolitan Planning Organizations (MPO) Component for nine of ten large MPOs, which included \$3,962,000 for the La Mesa Bike and Sidewalk Connections Project (PPNO 1462), under Resolution G-21-46.

The La Mesa Bike and Sidewalk Connections Project is located in the City of La Mesa (City) at various locations along Jackson Drive, Grossmont Center Drive, Severin Drive, Bancroft Drive, Murray Drive, Water Street, Center Drive, Alvarado Road, Lake Murray Boulevard, Baltimore Drive, Parks Avenue, Riviera Drive, Panorama Drive, and Mariposa Street. The project will construct Class II bicycle lanes, Class III bicycle routes, sidewalks, and pedestrian crossings to fill gaps in the bike and pedestrian circulation networks within the City.

Since the time of the grant award, the City has embarked on the development of Complete Streets corridors. In recent years, the La Mesa Boulevard Complete Streets concept plans have been developed and approved by the City Council for two segments, known as La Mesa

Boulevard Complete Streets Segment 1 and La Mesa Boulevard Complete Streets Segment 2, for which the City is currently working on securing funds. The purpose of the Complete Streets Plan is to create a street that accommodates all users (pedestrians, bicyclists, transit users, and motor vehicle drivers) as well as provide improved connections to key destinations including Grossmont Center, Grossmont Transit Station, Sharp Medical Campus, businesses, and neighborhood services, while advancing the City's Climate Action Plan goal of reducing greenhouse gas emissions.

The portion of this ATP project proposed to be removed from the scope is at the Grossmont Center Drive - east of the Center Drive location. The City is requesting to remove this location from the scope because this entire location will be included in the La Mesa Boulevard Complete Streets Segment 2 project.

**ANALYSIS:**

The Department's analysis has deemed that the City's request is a significant scope change due to several proposed changes.

The revised scope removes 370 linear feet of sidewalks, 4,900 linear feet of Class II bicycle lanes, and 3 ramp reconstructions to ADA standard.

Based on the proposed scope change, it is estimated that the construction cost estimate as submitted in the ATP application would see a reduction of \$861,000. Due to inflation, the updated construction cost estimate has increased, but the City has secured additional funding to close the gap for the construction phase of the project. The scope change will not negatively impact the current project delivery schedule.

**ANALYSIS RECOMMENDATION:**

Based on the Commission's scope change guidance, as well as the analysis of the proposed scope changes, the Department has determined that this scope change will still deliver the overall active transportation benefits of the project as compared to the original scope. Therefore, the Department supports the proposed scope change for this project.

**BACKGROUND:**

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project, present scope changes to the Department for consideration prior to allocation. Therefore, the Department will make a recommendation to the Commission for final approval with the understanding that scope changes that result in a decrease in active transportation benefits may result in removal from the program.

Attachments

# Attachment 1

Exhibit 25-D Request for  
Project Scope Change



To: Bryan Ott  
District Local Assistance Engineer  
California DoT, District 11  
Division of Planning and Local Assistance  
4050 Taylor Street MS-244  
San Diego, CA 92110

Date: December 12, 2025  
PPNO: 1462  
Federal PROJECT #: ATPL-5207(053)  
ATP ID #: ATP5-11-088M

**Project Name** (Per CTC programming): La Mesa Bike and Sidewalk Connections Project

**Approved Project Description** (As submitted in Application):

Planning, design, and construction of Class 2 bike lanes, Class 3 bike routes, sidewalks and pedestrian crossings to complete gaps in the bicycle and pedestrian networks within the City of La Mesa.

**Approved Project Limits** (As submitted in Application):

Jackson Drive, Severin Drive, Bancroft Drive, Murray Drive, Water Street, Center Drive, Alvarado Road, Lake Murray Boulevard, Baltimore Drive, Parks Avenue, Riviera Drive, Panorama Drive, and Mariposa Street within La Mesa

**For Federally Funded Projects:** Written MPO Concurrence (see Item #7)

Current FTIP/FSTIP Description: \_\_\_\_\_

Current FTIP/FSTIP Limits: \_\_\_\_\_

Dear Mr. Ott:

The PS&E phase of the project is in progress. Since the grant application for the project was submitted in 2020, costs for construction have increased significantly. Therefore, we are proposing to descope a segment of this project in the construction phase, based on the current estimate of construction.

Since the time of the grant award, La Mesa has embarked on development of Complete Streets corridors. Complete Streets concept plans have been developed and approved by City Council for two segments, known as Complete Streets Segment 1 and Complete Streets Segment 2. Funding for design and construction of Complete Streets Segments 1 and 2 has not yet been secured. An ATP Cycle 7 application for Segment 1 was submitted, and a partial award was granted.

The portion of the project proposed to be descoped, Grossmont Center Drive - east of Center Drive, is included in Complete Streets Segment 2. All of the ATP improvements included in the currently programmed project for this segment are included in the Complete Streets concept plan, and therefore will be completed when Complete Streets Segment 2 is constructed.

Local funds have been secured to complete the scope of work programmed in the grant after the Grossmont Center Drive - east of Center Drive segment has been descoped.

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

### **REQUIRED ELEMENTS (PER CTC'S PROJECT AMENDMENT POLICY):**

**1. An explanation of the proposed scope change;**

Remove construction of improvements on: Grossmont Center Drive east of Center Drive.

This scope change is identified as more significant because it decreases the benefits of the project in the short term. However, the benefits are planned for construction in the future as funds are secured.

**2. The reason for the proposed scope change;**

Since the time of the grant award, La Mesa has embarked on development of Complete Streets corridors. Corridor improvements include features such as shade trees, attractive landscaping, traffic calming and safety improvements, comfortable bike facilities, and enhanced transit stops. Complete Streets concept plans have been developed and approved by City Council for two segments, known as Complete Streets Segment 1 and Complete Streets Segment 2. Funding for design and construction of Complete Streets Segments 1 and 2 has not yet been secured. An ATP Cycle 7 application for Segment 1 was submitted, and a partial award was granted. La Mesa will continue to apply for funding for these projects, starting with Segment 1, and then Segment 2.

The portion of the project proposed to be descoped, Grossmont Center Drive - east of Center Drive, is included in Complete Streets Segment 2. All of the ATP improvements included in the currently programmed project, for this segment, are included in the Complete Streets concept plan, and therefore will be completed when Complete Streets Segment 2 is constructed.

The ATP improvements on Grossmont Center Drive were designed to realize the benefits of this project, and do not include all of the corridor improvements that will be included in the Complete Streets plan. This segment was designed taking into account the Complete Streets concept plan, to minimize the need for rework. However, constructing the improvements in two stages will likely result in some rework. Descoping this portion of the project will eliminate this possibility.

**3. The impact the proposed scope change would have on the overall cost of the project;**

Removing the segment identified to be descoped, will decrease the estimate of construction to \$6 million. Local funds have been secured to cover the difference.

**4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);**

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
Grossmont Center Drive – East of Center Drive	ADA Reconstruct – 3 Class II Bike Lanes – 4,900 LF New Sidewalk – 370 LF New Ped-Heads – 2 Signal Timing Improvements - 2	Remove improvements from scope of grant	Decrease

**5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);**

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
Grossmont Center Drive – East of Center Drive	ADA Reconstruct – 3 Class II Bike Lanes – 4,900 LF New Sidewalk – 370 LF New Ped-Heads – 2 Signal Timing Improvements - 2	Remove improvements from scope of grant	Decrease

**6. An explanation of the methodology used to develop the aforementioned estimates; and**

The PS&E phase engineer’s estimates were prepared using unit costs that were developed from local, recent, and relevant project contractor bid spreads and other published local agency unit costs, specifically the County of San Diego Unit Price List 2023. These costs were escalated to the anticipated construction start date.

**7. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.**

ADDITIONAL QUESTIONS:

8. Does this scope change require revalidation of your environmental document? No  
If yes, what is the actual/estimated date of revalidation? Not applicable
9. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

There have been several public outreach and engagement sessions for Complete Streets Segments 1 and 2, including tabling at La Mesa Farmers Market, the Adult Enrichment Center, La Mesa Park Appreciation Day and outside Vons, as well as public online workshops, and an online survey. The feedback from this public outreach has informed the concept plans that have been accepted by City Council.

**REQUIRED Attachments:** (check boxes of attached required documents)

- |  |   |
|--|---|
| <input type="checkbox"/> Original plans/workplan with changes highlighted                      | <input checked="" type="checkbox"/> Revised Detailed Engineer's Est.  |
| <input checked="" type="checkbox"/> Revised plans/workplan                                     | <input type="checkbox"/> Written MPO Concurrence (see Item #7)        |
| <input checked="" type="checkbox"/> Original Detailed Engineer's Est. with changes highlighted | <input type="checkbox"/> Additional Revised Application Documentation |

**Required revisions to the Project's Description and/or Limits:**

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits:

**Proposed changes to the Project Description:** None

**Proposed changes to the Project Limits:** None

**Proposed changes to Project Benefits:** None

**For Federally Funded Projects:** NA

Proposed changes to the FTIP/FSTIP Description: \_\_\_\_\_

Proposed changes to the FTIP/FSTIP Limits: \_\_\_\_\_

**Project Delivery Status:**

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

**Original CTC Allocation Dates:** (as programmed by the CTC when the application was approved for funding):

PA&ED: 6/30/2022 PS&E: 6/30/2023 R/W: \_\_\_\_\_ CON: 6/30/2024 CON-NI: \_\_\_\_\_

**Actual/Currently Anticipated CTC Allocation Dates:** (at the time of this request)

PA&ED: 1/27/2022 PS&E: 6/29/2023 R/W: \_\_\_\_\_ CON: 2/28/2026 CON-NI: \_\_\_\_\_

Request for Project Scope Change (Local ATP Projects)  
La Mesa Bike and Sidewalk Project  
City of La Mesa  
December 2025


**Explanation for milestone changes:** Previously approved timeline extension for the CON phase.

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**Local Agency Certification:**

This Request for Scope Change has been prepared in accordance with the Procedures for Administering Local Projects in the Active Transportation Program (ATP). I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved. You may direct any questions to:

Carly Cubberley at 619-667-1153  
(name) (phone number)

Signature:  Title: Engineering Project Manager Date: 12/12/2025  
Agency/Commission: City of La Mesa

Attachments:

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

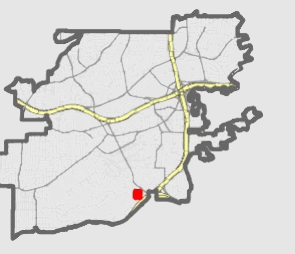
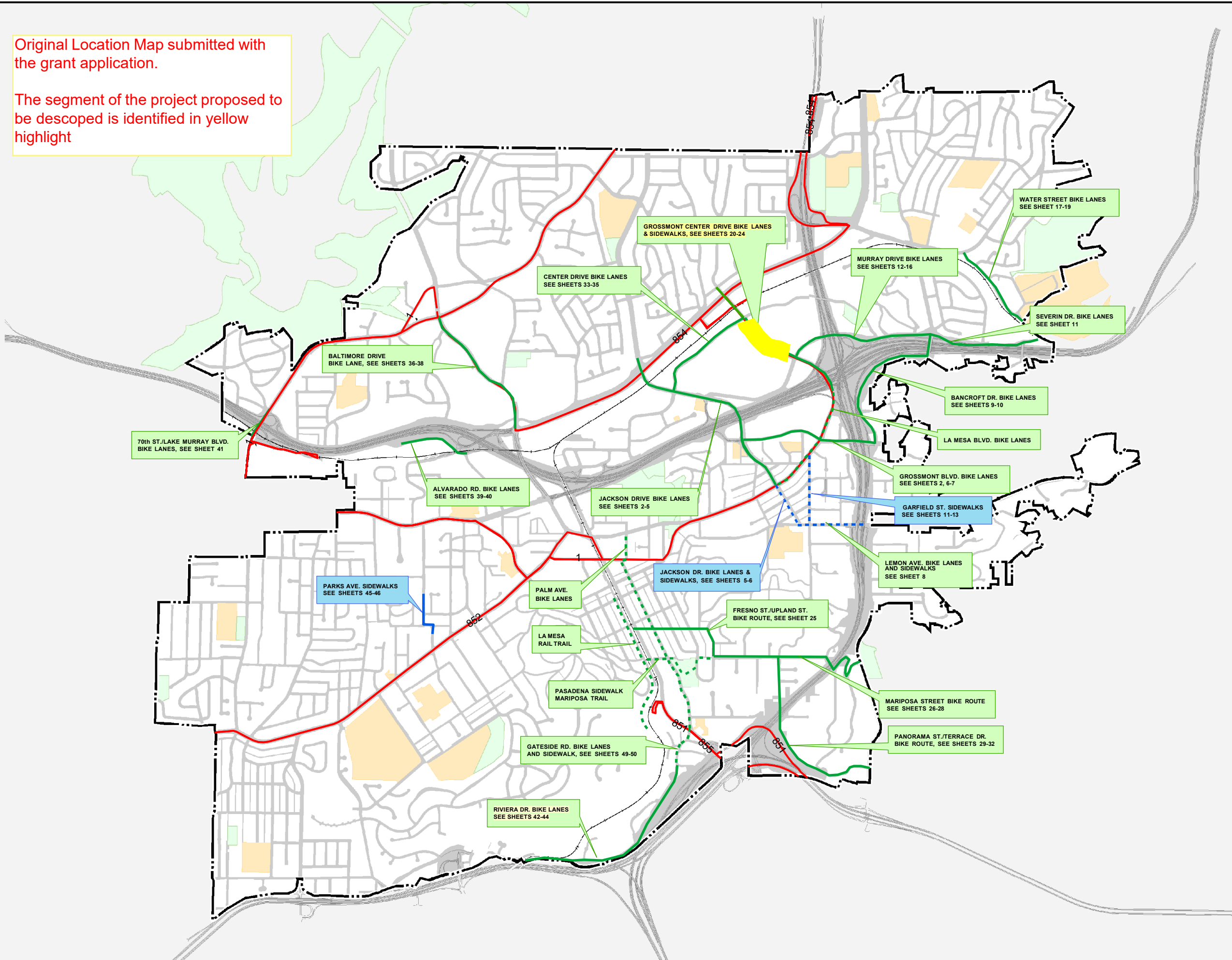
# ATP Location Map

Original Location Map submitted with the grant application.

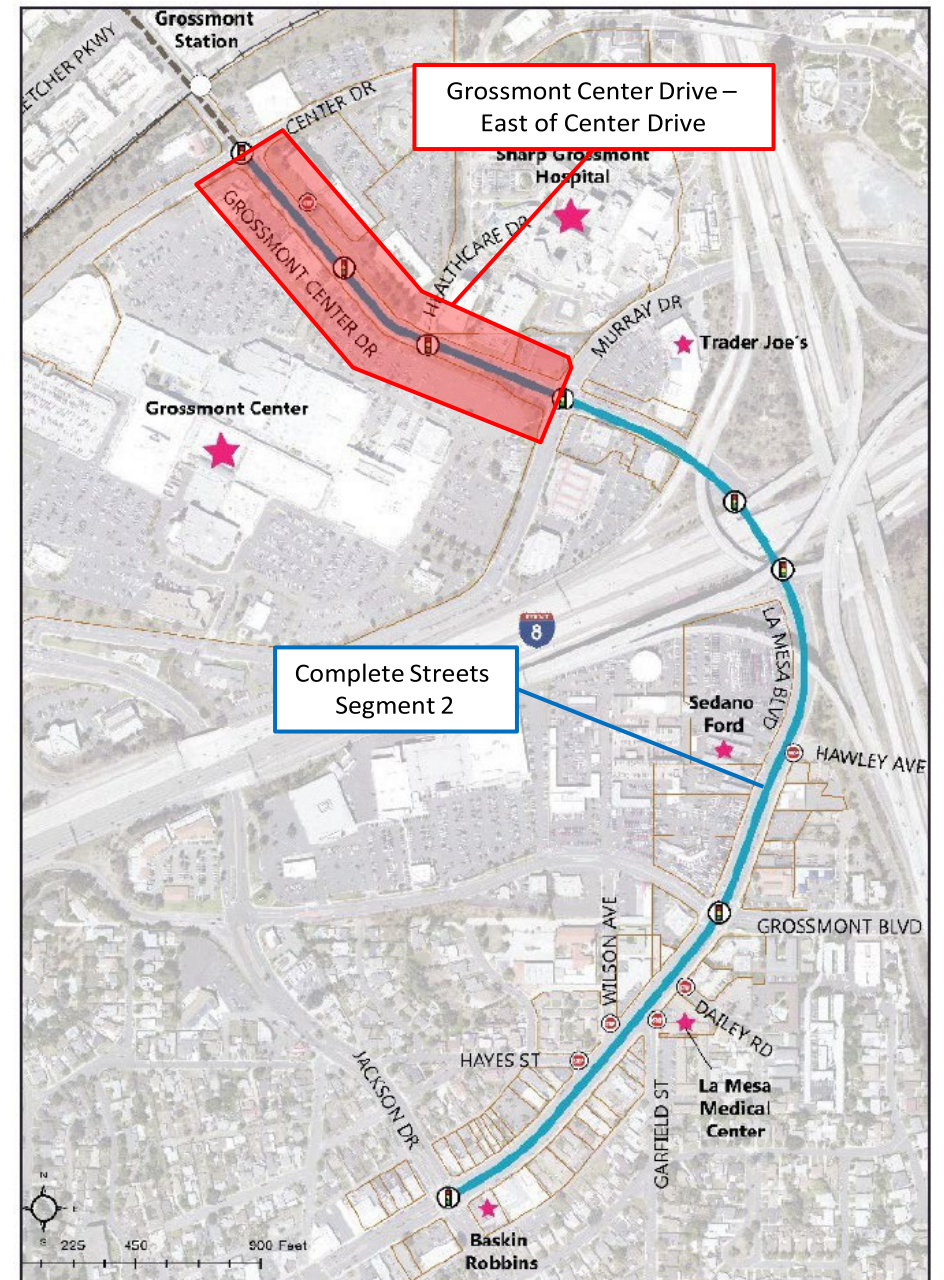
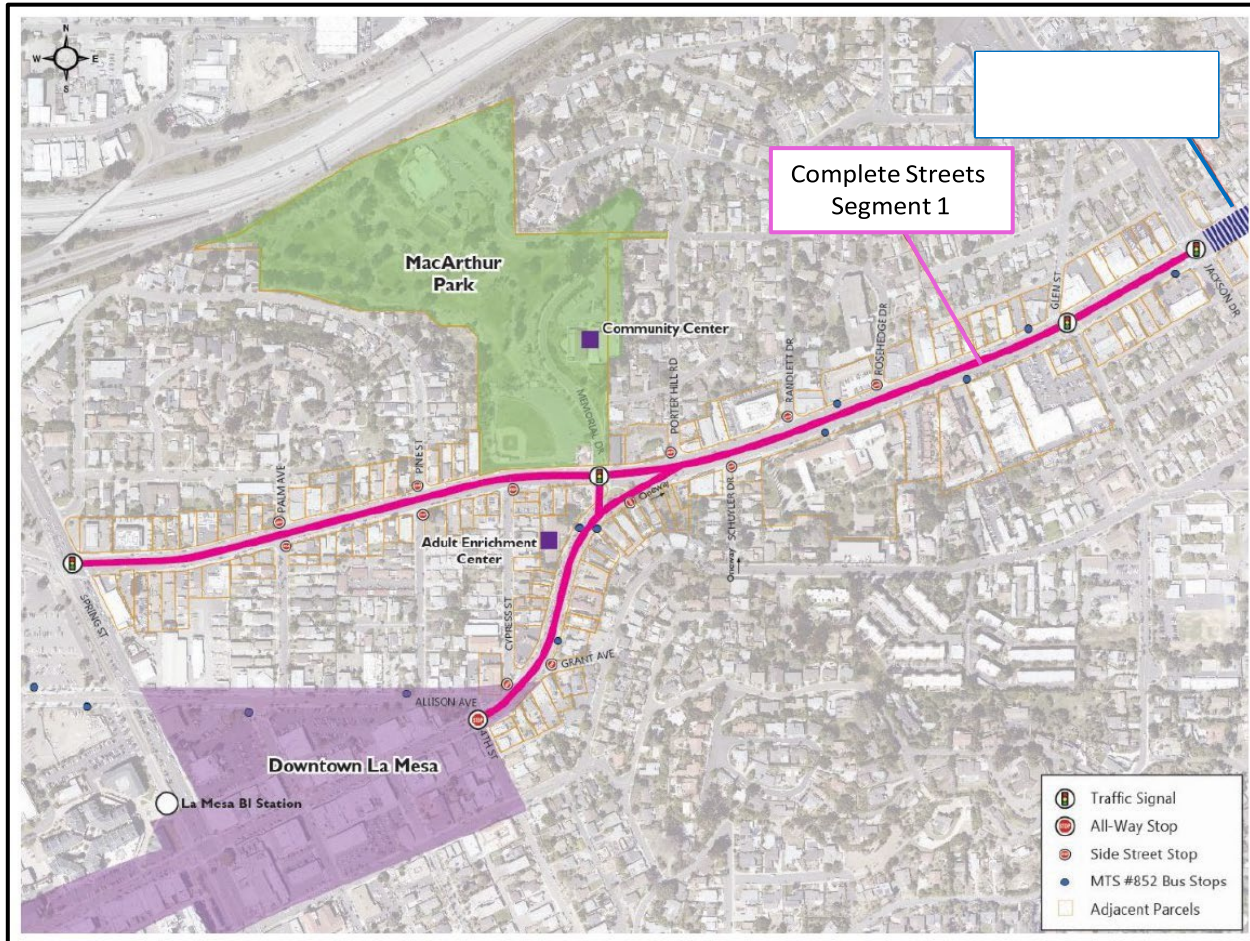
The segment of the project proposed to be descoped is identified in yellow highlight

### Legend

- La Mesa Boundary
- Right of Way
- Public Parks
- Schools
- Bus Route
- Trolley Line
- Bike Project
- Sidewalk Project
- Infrastructure Project
- Non-Infrastructure Project



Complete Streets Segment 1 (below)  
 Complete Streets Segment 2 (right)



**CALSMART QUANTITIES**  
**LA MESA BIKE AND SIDEWALK CONNECTIONS**

Output	Units	Currently Programmed	Remain in Scope	Remove from Scope
				Grossmont Center Dr - East of Center Dr
ADA - New Ramps	each	16	16	-
ADA - Reconstruct	each	8	5	3
Lighting - Intersection Lighting	each	4	4	-
Lighting - Roadway Segments	feet	200	200	-
New Bike Lanes - Class II	feet	59,450	54,550	4,900
New Bike Lanes - Class III	feet	10,775	10,775	-
New Sidewalks	feet	3,449	3,079	370
Signalized Intersection - Enhance Existing Crosswalks	each	5	5	-
Signalized Intersection - New Bike Boxes	each	3	3	-
Signalized Intersection - New Crosswalk	each	2	2	-
Signalized Intersection - New Ped-Heads	each	8	6	2
Signalized Intersection - Timing Improvements	each	4	2	2



**Part A4: Project Details**

Indicate the project details included in the project/program/plan.

**Note:** When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

**Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %  
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>0</u> Linear Feet	Class 2: <del>50,450</del> <u>54,550</u> Linear Feet
	Class 3: <u>10,775</u> Linear Feet	Class 4: <u>0</u> Linear Feet <u>1</u>
Signalized Intersections:	New Bike Boxes: <u>3</u> Number	Timing Improvements: <u>2</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>4</u> Number	Roadway Segments: <u>100</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: _____ #:	0 #2: _____ #:
		0

**Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %  
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <del>3,449</del> <u>3079</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>16</u> Number	Reconstruct Ramp to Standard: <del>8</del> <u>5</u> Number
Signalized Intersections:	New Crosswalk: <u>2</u> Number	Enhance Existing Crosswalk: <u>5</u> Number
	Ped-Heads: <del>8</del> <u>6</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>2</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number <u>1</u>	New Roundabout: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>100</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #:	0 #2: _____ #:
		0

**D Multi-use Trail Improvements**

**D Vehicular-Roadway Traffic-Calming Improvements**

**Non-Infrastructure Components**

**NI Program Type:** Indicate the NI program type. If more than one, indicate the percentage split based on cost.

<b>D</b> Regional Initiative	<u>0 %</u>	<b>◆</b> First Last Mile	<u>50 %</u>
<b>◆</b> Community Initiative	<u>50 %</u>	<b>D</b> Other:	<u>0 %</u>
<b>D</b> Safe Routes to School	<u>0 %</u>		

**Program Activities:** Insert the number of each type of activity included in the program. Do not double count.

Regional Community Initiatives:

<u>2</u>	Number of walk or bike audits
<u>0</u>	Number of bicycle skills/safety classes
<u>0</u>	Number of pedestrian skills/safety classes
<u>0</u>	Number of community demonstration projects/pop-ups/open street events



- 0 Number of community encouragement (i.e. bike to work days)
- 0 Number of community challenges (i.e. bike to work month challenge)
- 0 Number of law enforcement methods (i.e. progressive ticketing, deploying speed trailers, etc.)
- 4 Number of community workshops/stakeholder meetings

**Safe Routes to School (SRTS):**

- 0 Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
- 0 Number of school assemblies receiving pedestrian/bicycle safety instruction/education
- 0 Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
- 0 Number of bike rodeos
- 0 Number of pedestrian 'mock city' safety skills events
- 0 Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
- 0 Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
- 0 Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
- 0 Number of SRTS law enforcement methods (i.e. progressive ticketing, deploying speed trailers, etc.)
- 0 Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

**Other:**

Number of \_\_\_\_\_

Number of \_\_\_\_\_

**Communications:**

*Check the box if the program will include the communication type.*

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.) | <input type="checkbox"/> [SJ Social media (Twitter, Facebook, Instagram, etc.)   |
| <input checked="" type="checkbox"/> Large media (bus-wraps, billboards, etc.)                          | <input type="checkbox"/> [SJ Program website   |
| <input type="checkbox"/> [SJ Print/electronic publications (newsletters, biogs, etc.)                  | <input type="checkbox"/> [SJ Other; <span style="border: 1px solid black; padding: 2px;">Direct mail &amp; phone surveys, depending on COVID conditions</span> |

*What languages, if any, will the selected communications be translated to:*

Spanish

**Collaborative Partnerships:**

*Check all parties that have a committed role in the project beyond submitting a letter of support.*

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Local Public Health Department                  | <input type="checkbox"/> [SJ Schools/School Districts  |
| <input type="checkbox"/> [SJ Law Enforcement  | <input type="checkbox"/> [SJ Public Works Departments  |
| <input type="checkbox"/> [SJ Non-Profit Organizations/Community Based Organizations | <input checked="" type="checkbox"/> D Other; <span style="border: 1px solid black; display: inline-block; width: 150px; height: 20px; vertical-align: middle;"></span> |

**D Plan Type (only intended for Plans)**



**100% DESIGN - CONSTRUCTION ESTIMATE  
LA MESA BIKE AND SIDEWALK CONNECTIONS**

ITEM NO	DESCRIPTION	UNIT	UNIT PRICE	JACKSON DRIVE		GROSSMONT CENTER DRIVE		PARKS AVENUE		STRIPING IMPROVEMENTS		GROSSMONT CENTER BRIDGE <sub>2</sub>		TOTAL	
				QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
	<b>GENERAL</b>														
1	MOBILIZATION AND DEMOBILIZATION (5% OF CONSTRUCTION ITEM SUBTOTAL)	LS	\$ 320,000.00	1	\$ 98,000.00	1	\$ 118,000.00	1	\$ 84,000.00	1	\$ 23,000.00	0	\$ -	1	\$ 320,000.00
2	FIELD ORDERS (5% SUBTOTAL)	LS	\$ 320,000.00	1	\$ 98,000.00	1	\$ 118,000.00	1	\$ 84,000.00	1	\$ 23,000.00	0	\$ -	1	\$ 320,000.00
3	TRAFFIC CONTROL PLAN & IMPLEMENTATION	LS	\$ 150,000.00	1	\$ 46,000.00	1	\$ 55,000.00	1	\$ 40,000.00	1	\$ 11,000.00	0	\$ -	1	\$ 150,000.00
4	SWPPP DEVELOPMENT	LS	\$ 30,000.00	1	\$ 10,000.00	1	\$ 11,000.00	1	\$ 8,000.00	1	\$ 3,000.00	0	\$ -	1	\$ 30,000.00
5	SWPPP IMPLEMENTATION AND EROSION CONTROL	LS	\$ 75,000.00	1	\$ 23,000.00	1	\$ 28,000.00	1	\$ 20,000.00	1	\$ 6,000.00	0	\$ -	1	\$ 75,000.00
6	PRECONSTRUCTION MONUMENTATION SURVEY	LS	\$ 25,000.00	1	\$ 8,000.00	1	\$ 10,000.00	1	\$ 7,000.00	1	\$ 2,000.00	0	\$ -	1	\$ 25,000.00
7	CONSTRUCTION STAKING & POTHOLING <sup>NOTE 4</sup>	LS	\$ 50,000.00	1	\$ 16,000.00	1	\$ 19,000.00	1	\$ 14,000.00	1	\$ 4,000.00	0	\$ -	1	\$ 50,000.00
8	DISPOSAL OF UNSUITABLE MATERIAL (ALLOWANCE)	LS	\$ 25,000.00	1	\$ 8,000.00	1	\$ 10,000.00	1	\$ 7,000.00	1	\$ 2,000.00	0	\$ -	1	\$ 25,000.00
	<b>DEMOLITION</b>														
9	REMOVE AC PAVEMENT SECTION	CY	\$ 50.00	500	\$ 25,000.00	500	\$ 25,000.00	250	\$ 12,500.00	0	\$ -	0	\$ -	1250	\$ 62,500.00
10	REMOVE EXISTING CONCRETE (4") PEDESTRIAN	SF	\$ 40.00	1640	\$ 65,600.00	5400	\$ 216,000.00	300	\$ 12,000.00	0	\$ -	0	\$ -	7340	\$ 293,600.00
11	REMOVE EXISTING CONCRETE (>4") VEHICULAR	SF	\$ 40.00	1950	\$ 78,000.00	200	\$ 8,000.00	2900	\$ 116,000.00	0	\$ -	0	\$ -	5050	\$ 202,000.00
12	REMOVE EXISTING CURB/BERM	LF	\$ 20.00	650	\$ 13,000.00	0	\$ -	2000	\$ 40,000.00	0	\$ -	0	\$ -	2650	\$ 53,000.00
13	REMOVE MEDIAN PAVEMENT/PAVERS	SF	\$ 25.00	6400	\$ 160,000.00	30	\$ 750.00	0	\$ -	0	\$ -	0	\$ -	6430	\$ 160,750.00
14	REMOVE CURB/GUTTER (6" TO 8" HIGH)	LF	\$ 20.00	1300	\$ 26,000.00	1300	\$ 26,000.00	400	\$ 8,000.00	0	\$ -	0	\$ -	3000	\$ 60,000.00
15	REMOVE EXISTING STORM DRAIN INLET	EA	\$ 200.00	1	\$ 200.00	2	\$ 400.00	0	\$ -	0	\$ -	0	\$ -	3	\$ 600.00
16	REMOVE AND SALVAGE EXISTING MONUMENT WALL (PRIVATE)	EA	\$ 5,000.00	0	\$ -	2	\$ 10,000.00	0	\$ -	0	\$ -	0	\$ -	2	\$ 10,000.00
17	REMOVE EXISTING WALL (PRIVATE)	LF	\$ 40.00	0	\$ -	0	\$ -	150	\$ 6,000.00	0	\$ -	0	\$ -	150	\$ 6,000.00
18	REMOVE AND SALVAGE EXISTING SIGN	EA	\$ 500.00	4	\$ 2,000.00	3	\$ 1,500.00	5	\$ 2,500.00	0	\$ -	0	\$ -	12	\$ 6,000.00
	<b>GRADING</b>														
19	CLEARING AND GRUBBING	LS	\$ 10,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
20	CUT/FILL	LS	\$ 100,000.00	70	\$ 3,954.80	700	\$ 39,548.02	1000	\$ 56,497.18	0	\$ -	0	\$ -	1770	\$ 100,000.00
21	IMPORT/EXPORT	LS	\$ 50,000.00	40	\$ 1,219.51	600	\$ 18,292.68	1000	\$ 30,487.80	0	\$ -	0	\$ -	1640	\$ 50,000.00
	<b>RETAINING WALLS</b>														
22	CMU MASONRY WALL (SDRSD _____) <3.0'	LF	\$ 180.00	0	\$ -	0	\$ -	40	\$ 7,200.00	0	\$ -	0	\$ -	40	\$ 7,200.00
23	CMU MASONRY WALL (SDRSD _____) >3.0'	LF	\$ 225.00	0	\$ -	0	\$ -	218	\$ 49,050.00	0	\$ -	0	\$ -	218	\$ 49,050.00
24	RETAINING WALL SUBDRAIN (4"-6" PERFORATED PVC PIPE)	LF	\$ 30.00	0	\$ -	0	\$ -	308	\$ 9,240.00	0	\$ -	0	\$ -	308	\$ 9,240.00
25	CONNECT TO EXISTING STORM DRAIN	EA	\$ 1,000.00	0	\$ -	0	\$ -	7	\$ 7,000.00	0	\$ -	0	\$ -	7	\$ 7,000.00
	<b>SURFACE IMPROVEMENTS (PUBLIC)</b>														
26	ASPHALT CONCRETE	TON	\$ 460.00	150	\$ 69,000.00	130	\$ 59,800.00	100	\$ 46,000.00	0	\$ -	0	\$ -	380	\$ 174,800.00
27	CLASS II AGGREGATE BASE	CY	\$ 120.00	300	\$ 36,000.00	300	\$ 36,000.00	200	\$ 24,000.00	0	\$ -	0	\$ -	800	\$ 96,000.00
28	CURB & GUTTER: 8" (SDRSD G-02)	LF	\$ 95.00	0	\$ -	1300	\$ 123,500.00	0	\$ -	0	\$ -	0	\$ -	1300	\$ 123,500.00
29	CURB & GUTTER 6" (SDRSD G-02)	LF	\$ 80.00	1110	\$ 88,800.00	210	\$ 16,800.00	2500	\$ 200,000.00	0	\$ -	0	\$ -	3820	\$ 305,600.00
30	MEDIAN CURB & GUTTER 6" (SDRSD G-02)	SF	\$ 70.00	400	\$ 28,000.00	900	\$ 63,000.00	0	\$ -	0	\$ -	0	\$ -	1300	\$ 91,000.00
31	CURB RAMP TYPE A (SDRSD G-27A)	EA	\$ 10,000.00	8	\$ 80,000.00	4	\$ 40,000.00	7	\$ 70,000.00	0	\$ -	0	\$ -	19	\$ 190,000.00
32	CURB RAMP TYPE C (SDRSD G-29)	EA	\$ 12,000.00	2	\$ 24,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	2	\$ 24,000.00
33	CONCRETE SIDEWALK (SDRSD G-29)	SF	\$ 20.00	3950	\$ 79,000.00	6825	\$ 136,500.00	13000	\$ 260,000.00	0	\$ -	0	\$ -	23775	\$ 475,500.00
34	CONCRETE CROSSGUTTER	SF	\$ 35.00	200	\$ 7,000.00	450	\$ 15,750.00	0	\$ -	0	\$ -	0	\$ -	650	\$ 22,750.00
35	DRIVEWAY TYPE A (SDRSD G-14A)	SF	\$ 85.00	625	\$ 53,125.00	0	\$ -	1405	\$ 119,425.00	0	\$ -	0	\$ -	2030	\$ 172,550.00
36	DRIVEWAY C (SDRSD G-14D)	SF	\$ 85.00	325	\$ 27,625.00	0	\$ -	1405	\$ 119,425.00	0	\$ -	0	\$ -	1730	\$ 147,050.00
37	AC GRIND & OVERLAY (AC PAVEMENT 2" MINIMUM)	SF	\$ 4.00	11550	\$ 46,200.00	11800	\$ 47,200.00	21000	\$ 84,000.00	0	\$ -	0	\$ -	44350	\$ 177,400.00
38	STAMPED COLORED CONCRETE	SF	\$ 32.00	950	\$ 30,400.00	430	\$ 13,760.00	0	\$ -	0	\$ -	0	\$ -	1380	\$ 44,160.00
	<b>PRIVATE IMPROVEMENTS</b>														
39	PRIVATE CONCRETE RECONSTRUCTION (VEHICULAR) DRIVEWAYS	SF	\$ 85.00	0	\$ -	0	\$ -	1000	\$ 85,000.00	0	\$ -	0	\$ -	1000	\$ 85,000.00
40	PRIVATE CONCRETE RECONSTRUCTION (PEDESTRIAN) WALKWAYS	SF	\$ 35.00	0	\$ -	50	\$ 1,750.00	5000	\$ 175,000.00	0	\$ -	0	\$ -	5050	\$ 176,750.00
41	RECONSTRUCT STAIRS AND HANDRAILS (PVT)	EA	\$ 24,000.00	0	\$ -	2	\$ 48,000.00	0	\$ -	0	\$ -	0	\$ -	2	\$ 48,000.00
	<b>UTILITIES</b>														
42	STORM DRAIN (18") RCP	LF	\$ 240.00	75	\$ 18,000.00	30	\$ 7,200.00	0	\$ -	0	\$ -	0	\$ -	105	\$ 25,200.00
43	STORM DRAIN CATCH BASIN (24"x24")	EA	\$ 15,600.00	1	\$ 15,600.00	1	\$ 15,600.00	0	\$ -	0	\$ -	0	\$ -	2	\$ 31,200.00
44	STORM DRAIN INLET TYPE B (L=5')	EA	\$ 21,000.00	1	\$ 21,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	1	\$ 21,000.00
45	STORM DRAIN INLET TYPE B (L=9')	EA	\$ 18,500.00	0	\$ -	1	\$ 18,500.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 18,500.00
46	MODIFY EXISTING B-INLET TO S.D.C.O.(MOD.)	EA	\$ 3,000.00	1	\$ 3,000.00	2	\$ 6,000.00	0	\$ -	0	\$ -	0	\$ -	3	\$ 9,000.00
47	ADJUST CITY OWNED UTILITY TO GRADE	EA	\$ 1,500.00	5	\$ 7,500.00	5	\$ 7,500.00	5	\$ 7,500.00	0	\$ -	0	\$ -	15	\$ 22,500.00
	<b>GREEN STREETS/WATER QUALITY</b>														
48	GREEN STREETS DISPERSION AREA	SF	\$ 25.00	3217	\$ 80,425.00	3039	\$ 75,975.00	0	\$ -	0	\$ -	0	\$ -	6256	\$ 156,400.00
49	CONNECT TO EXISTING STORM DRAIN STRUCTURE		\$ 1,000.00	2	\$ 2,000.00	2	\$ 2,000.00	1	\$ 1,000.00	0	\$ -	0	\$ -	5	\$ 5,000.00
50	ENERGY DISSIPATOR (ROCK COBBLE)	TON	\$ 275.00	2	\$ 550.00	5	\$ 1,375.00	1	\$ 275.00	0	\$ -	0	\$ -	8	\$ 2,200.00
	<b>LANDSCAPING &amp; IRRIGATION</b>														
51	LANDSCAPING & IRRIGATION	LS	\$ 75,000.00	1	\$ 75,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	1	\$ 75,000.00
52	RESTORATION PLANTING	LS	\$ 50,000.00	1	\$ 50,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	1	\$ 50,000.00
53	12- MONTH LANDSCAPE MAINTENANCE PERIOD	LS	\$ 30,000.00	1	\$ 30,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	1	\$ 30,000.00
	<b>TRAFFIC</b>														
51	STRIPING	LF	\$ 2.00	5834	\$ 11,668.00	8240	\$ 16,480.00	3519	\$ 7,038.00	76512	\$ 153,024.00	0	\$ -	94105	\$ 188,210.00
52	THERMOPLASTIC PAVEMENT MARKINGS	SF	\$ 16.00	6181	\$ 98,896.00	2198	\$ 35,168.00	3774	\$ 60,384.00	8095	\$ 129,520.00	0	\$ -	20248	\$ 323,968.00
53	GREEN BIKE LANE PAINT	SF	\$ 4.00	2928	\$ 11,712.00	2199	\$ 8,796.00	0	\$ -	10487	\$ 41,948.00	0	\$ -	15614	\$ 62,456.00
54	TRAFFIC SIGNAL MOD - NEW TRAFFIC SIGNAL POLES	LS	\$ 380,000.00	1	\$ 380,000.00	3	\$ 1,140,000.00	0	\$ -	0	\$ -	0	\$ -	4	\$ 1,520,000.00
55	BIKE LOOP INSTALLATION	LS	\$ 800.00	8	\$ 6,400.00	3	\$ 2,400.00	0	\$ -	19	\$ 15,200.00	0	\$ -	30	\$ 24,000.00
56	SPEED HUMP	EA	\$ 1,500.00	0	\$ -	0	\$ -	3	\$ 4,500.00	0	\$ -	0	\$ -	3	\$ 4,500.00
57	TRAFFIC SIGN (NEW)	EA	\$ 550.00	7	\$ 3,850.00	3	\$ 1,650.00	0	\$ -	159	\$ 87,450.00	0	\$ -	169	\$ 92,950.00
58	TRAFFIC SIGN (REL)	EA	\$ 450.00	1	\$ 450.00	3	\$ 1,350.00	1	\$ 450.00	0	\$ -	0	\$ -	5	\$ 2,250.00
59	FLEX POSTS	EA	\$ 56.00	0	\$ -	0	\$ -	0	\$ -	80	\$ 4,480.00	0	\$ -	80	\$ 4,480.00
	<b>MISCELLANEOUS</b>														
60	PROTECTIVE RAILING	LF	\$ 210.00	630	\$ 132,300.00	750	\$ -	0	\$ -	0	\$ -	0	\$ -	1380	\$ 132,300.00
61	RESET MONUMENTATION	LS	\$ 1,000.00	1	\$ 1,000.00	2	\$ -	9	\$ 9,000.00	0	\$ -	0	\$ -	12	\$ 10,000.00
62	BRIDGE WIDENING (INCREMENTAL)	SF	\$ 282.00	0	\$ -	0	\$ -	0	\$ -						

**100% DESIGN - CONSTRUCTION ESTIMATE  
LA MESA BIKE AND SIDEWALK CONNECTIONS**

ITEM NO	DESCRIPTION	UNIT	UNIT PRICE	JACKSON DRIVE		PARKS AVENUE		STRIPING IMPROVEMENTS		GROSSMONT CENTER BRIDGE		TOTAL	
				QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
<b>GENERAL</b>													
1	MOBILIZATION AND DEMOBILIZATION [5% OF CONSTRUCTION ITEM SUBTOTAL]	LS	\$ 320,000.00	1	\$ 98,000.00	1	\$ 84,000.00	1	\$ 23,000.00	0	\$ -	1	\$ 320,000.00
2	FIELD ORDERS (5% SUBTOTAL)	LS	\$ 320,000.00	1	\$ 98,000.00	1	\$ 84,000.00	1	\$ 23,000.00	0	\$ -	1	\$ 320,000.00
3	TRAFFIC CONTROL PLAN & IMPLEMENTATION	LS	\$ 150,000.00	1	\$ 46,000.00	1	\$ 40,000.00	1	\$ 11,000.00	0	\$ -	1	\$ 150,000.00
4	SWPPP DEVELOPMENT	LS	\$ 30,000.00	1	\$ 10,000.00	1	\$ 8,000.00	1	\$ 3,000.00	0	\$ -	1	\$ 30,000.00
5	SWPPP IMPLEMENTATION AND EROSION CONTROL	LS	\$ 75,000.00	1	\$ 23,000.00	1	\$ 20,000.00	1	\$ 6,000.00	0	\$ -	1	\$ 75,000.00
6	PRECONSTRUCTION MONUMENTATION SURVEY	LS	\$ 25,000.00	1	\$ 8,000.00	1	\$ 7,000.00	1	\$ 2,000.00	0	\$ -	1	\$ 25,000.00
7	CONSTRUCTION STAKING & POTHOLING <sup>NOTE #</sup>	LS	\$ 50,000.00	1	\$ 16,000.00	1	\$ 14,000.00	1	\$ 4,000.00	0	\$ -	1	\$ 50,000.00
8	DISPOSAL OF UNSUITABLE MATERIAL (ALLOWANCE)	LS	\$ 25,000.00	1	\$ 8,000.00	1	\$ 7,000.00	1	\$ 2,000.00	0	\$ -	1	\$ 25,000.00
<b>DEMOLITION</b>													
9	REMOVE AC PAVEMENT SECTION	CY	\$ 50.00	500	\$ 25,000.00	250	\$ 12,500.00	0	\$ -	0	\$ -	750	\$ 37,500.00
10	REMOVE EXISTING CONCRETE (4") PEDESTRIAN	SF	\$ 40.00	1640	\$ 65,600.00	300	\$ 12,000.00	0	\$ -	0	\$ -	1940	\$ 77,600.00
11	REMOVE EXISTING CONCRETE (4-4") VEHICULAR	SF	\$ 40.00	1950	\$ 78,000.00	2900	\$ 116,000.00	0	\$ -	0	\$ -	4850	\$ 194,000.00
12	REMOVE EXISTING CURB/BERM	LF	\$ 20.00	650	\$ 13,000.00	2000	\$ 40,000.00	0	\$ -	0	\$ -	2650	\$ 53,000.00
13	REMOVE MEDIAN PAVEMENT/PAVERS	SF	\$ 25.00	6400	\$ 160,000.00	0	\$ -	0	\$ -	0	\$ -	6400	\$ 160,000.00
14	REMOVE CURB/GUTTER (6" TO 8" HIGH)	LF	\$ 20.00	1300	\$ 26,000.00	400	\$ 8,000.00	0	\$ -	0	\$ -	1700	\$ 34,000.00
15	REMOVE EXISTING STORM DRAIN INLET	EA	\$ 200.00	1	\$ 200.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 200.00
16	REMOVE AND SALVAGE EXISTING MONUMENT WALL (PRIVATE)	EA	\$ 5,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
17	REMOVE EXISTING WALL (PRIVATE)	LF	\$ 40.00	0	\$ -	150	\$ 6,000.00	0	\$ -	0	\$ -	150	\$ 6,000.00
18	REMOVE AND SALVAGE EXISTING SIGN	EA	\$ 500.00	4	\$ 2,000.00	5	\$ 2,500.00	0	\$ -	0	\$ -	9	\$ 4,500.00
<b>GRADING</b>													
19	CLEARING AND GRUBBING	LS	\$ 10,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
20	CUT/FILL	LS	\$ 100,000.00	70	\$ 3,954.80	1000	\$ 56,497.18	0	\$ -	0	\$ -	1070	\$ 60,451.98
21	IMPORT/EXPORT	LS	\$ 50,000.00	40	\$ 1,219.51	1000	\$ 30,487.80	0	\$ -	0	\$ -	1040	\$ 31,707.32
<b>RETAINING WALLS</b>													
22	CMU MASONRY WALL (SDRSD _____) <3.0'	LF	\$ 180.00	0	\$ -	40	\$ 7,200.00	0	\$ -	0	\$ -	40	\$ 7,200.00
23	CMU MASONRY WALL (SDRSD _____) >3.0'	LF	\$ 225.00	0	\$ -	218	\$ 49,050.00	0	\$ -	0	\$ -	218	\$ 49,050.00
24	RETAINING WALL SUBDRAIN (4"-6" PERFORATED PVC PIPE)	LF	\$ 30.00	0	\$ -	328	\$ 9,840.00	0	\$ -	0	\$ -	328	\$ 9,840.00
25	CONNECT TO EXISTING STORM DRAIN	EA	\$ 1,000.00	0	\$ -	7	\$ 7,000.00	0	\$ -	0	\$ -	7	\$ 7,000.00
<b>SURFACE IMPROVEMENTS (PUBLIC)</b>													
26	ASPHALT CONCRETE	TON	\$ 460.00	150	\$ 69,000.00	100	\$ 46,000.00	0	\$ -	0	\$ -	250	\$ 115,000.00
27	CLASS II AGGREGATE BASE	CY	\$ 120.00	300	\$ 36,000.00	200	\$ 24,000.00	0	\$ -	0	\$ -	500	\$ 60,000.00
28	CURB & GUTTER: 8" (SDRSD G-02)	LF	\$ 95.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
29	CURB & GUTTER 6" (SDRSD G-02)	LF	\$ 80.00	1110	\$ 88,800.00	2500	\$ 200,000.00	0	\$ -	0	\$ -	3610	\$ 288,800.00
30	MEDIAN CURB & GUTTER 6" (SDRSD G-02)	SF	\$ 70.00	400	\$ 28,000.00	0	\$ -	0	\$ -	0	\$ -	400	\$ 28,000.00
31	CURB RAMP TYPE A (SDRSD G-27A)	EA	\$ 10,000.00	8	\$ 80,000.00	7	\$ 70,000.00	0	\$ -	0	\$ -	15	\$ 150,000.00
32	CURB RAMP TYPE C (SDRSD G-29)	EA	\$ 12,000.00	2	\$ 24,000.00	0	\$ -	0	\$ -	0	\$ -	2	\$ 24,000.00
33	CONCRETE SIDEWALK (SDRSD G-29)	SF	\$ 20.00	3950	\$ 79,000.00	13000	\$ 260,000.00	0	\$ -	0	\$ -	16950	\$ 339,000.00
34	CONCRETE CROSSGUTTER	SF	\$ 35.00	200	\$ 7,000.00	0	\$ -	0	\$ -	0	\$ -	200	\$ 7,000.00
35	DRIVEWAY TYPE A (SDRSD G-14A)	SF	\$ 85.00	625	\$ 53,125.00	1405	\$ 119,425.00	0	\$ -	0	\$ -	2030	\$ 172,550.00
36	DRIVEWAY C (SDRSD G-14D)	SF	\$ 85.00	325	\$ 27,625.00	1405	\$ 119,425.00	0	\$ -	0	\$ -	1730	\$ 147,050.00
37	AC GRIND & OVERLAY (AC PAVEMENT 2" MINIMUM)	SF	\$ 4.00	11550	\$ 46,200.00	21000	\$ 84,000.00	0	\$ -	0	\$ -	32550	\$ 130,200.00
38	STAMPED COLORED CONCRETE	SF	\$ 32.00	950	\$ 30,400.00	0	\$ -	0	\$ -	0	\$ -	950	\$ 30,400.00
<b>PRIVATE IMPROVEMENTS</b>													
39	PRIVATE CONCRETE RECONSTRUCTION (VEHICULAR) DRIVEWAYS	SF	\$ 85.00	0	\$ -	1000	\$ 85,000.00	0	\$ -	0	\$ -	1000	\$ 85,000.00
40	PRIVATE CONCRETE RECONSTRUCTION (PEDESTRIAN) WALKWAYS	SF	\$ 35.00	0	\$ -	5000	\$ 175,000.00	0	\$ -	0	\$ -	5000	\$ 175,000.00
41	RECONSTRUCT STAIRS AND HANDRAILS (PVT)	EA	\$ 24,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<b>UTILITIES</b>													
42	STORM DRAIN (18") RCP	LF	\$ 340.00	75	\$ 25,500.00	0	\$ -	0	\$ -	0	\$ -	75	\$ 25,500.00
43	STORM DRAIN CATCH BASIN (24"X24")	EA	\$ 15,600.00	1	\$ 15,600.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 15,600.00
44	STORM DRAIN INLET TYPE B (L=5')	EA	\$ 21,000.00	1	\$ 21,000.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 21,000.00
45	STORM DRAIN INLET TYPE B (L=9')	EA	\$ 18,500.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
46	MODIFY EXISTING B-INLET TO S.D.C.(MOD.)	EA	\$ 3,000.00	1	\$ 3,000.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 3,000.00
47	ADJUST CITY OWNED UTILITY TO GRADE	EA	\$ 1,500.00	5	\$ 7,500.00	5	\$ 7,500.00	0	\$ -	0	\$ -	10	\$ 15,000.00
<b>GREEN STREETS/WATER QUALITY</b>													
48	GREEN STREETS DISPERSION AREA	SF	\$ 25.00	3217	\$ 80,425.00	0	\$ -	0	\$ -	0	\$ -	3217	\$ 80,425.00
49	CONNECT TO EXISTING STORM DRAIN STRUCTURE	SF	\$ 1,000.00	2	\$ 2,000.00	1	\$ 1,000.00	0	\$ -	0	\$ -	3	\$ 3,000.00
50	ENERGY DISSIPATOR (ROCK COBBLE)	TON	\$ 275.00	2	\$ 550.00	1	\$ 275.00	0	\$ -	0	\$ -	3	\$ 825.00
<b>LANDSCAPING &amp; IRRIGATION</b>													
51	LANDSCAPING & IRRIGATION	LS	\$ 75,000.00	1	\$ 75,000.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 75,000.00
52	RESTORATION PLANTING	LS	\$ 50,000.00	1	\$ 50,000.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 50,000.00
53	12- MONTH LANDSCAPE MAINTENANCE PERIOD	LS	\$ 30,000.00	1	\$ 30,000.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 30,000.00
<b>TRAFFIC</b>													
51	STRIPING	LF	\$ 2.00	5834	\$ 11,668.00	3519	\$ 7,038.00	76512	\$ 153,024.00	0	\$ -	85565	\$ 171,730.00
52	THERMOPLASTIC PAVEMENT MARKINGS	SF	\$ 16.00	6181	\$ 98,896.00	3774	\$ 60,384.00	8095	\$ 129,520.00	0	\$ -	18050	\$ 288,800.00
53	GREEN BIKE LANE PAINT	SF	\$ 4.00	2938	\$ 11,752.00	0	\$ -	10487	\$ 41,948.00	0	\$ -	13425	\$ 53,660.00
54	TRAFFIC SIGNAL MOD - NEW TRAFFIC SIGNAL POLES	LS	\$ 380,000.00	1	\$ 380,000.00	0	\$ -	0	\$ -	0	\$ -	1	\$ 380,000.00
55	BIKE LOOP INSTALLATION	LS	\$ 800.00	8	\$ 6,400.00	0	\$ -	19	\$ 15,200.00	0	\$ -	27	\$ 21,600.00
56	SPEED HUMP	EA	\$ 1,500.00	0	\$ -	3	\$ 4,500.00	0	\$ -	0	\$ -	3	\$ 4,500.00
57	TRAFFIC SIGN (NEW)	EA	\$ 550.00	7	\$ 3,850.00	0	\$ -	159	\$ 87,450.00	0	\$ -	166	\$ 91,300.00
58	TRAFFIC SIGN (REL)	EA	\$ 450.00	1	\$ 450.00	1	\$ 450.00	0	\$ -	0	\$ -	2	\$ 900.00
59	FLEX POSTS	EA	\$ 56.00	0	\$ -	0	\$ -	80	\$ 4,480.00	0	\$ -	80	\$ 4,480.00
<b>MISCELLANEOUS</b>													
60	PROTECTIVE RAILING	LF	\$ 310.00	630	\$ 196,200.00	0	\$ -	0	\$ -	0	\$ -	630	\$ 196,200.00
61	RESET MONUMENTATION	LS	\$ 1,000.00	1	\$ 1,000.00	9	\$ 9,000.00	0	\$ -	0	\$ -	10	\$ 10,000.00
62	BRIDGE WIDENING (INCREMENTAL)	SF	\$ 282.00	0	\$ -	0	\$ -	920	\$ 259,440.00	920	\$ 259,440.00	920	\$ 259,440.00
63	BRIDGE RAILING	LF	\$ 200.00	0	\$ -	0	\$ -	0	\$ -	184	\$ 36,800.00	184	\$ 36,800.00
64	SIDEWALK ON BRIDGE STRUCTURE	SF	\$ 25.00	0	\$ -	0	\$ -	0	\$ -	920	\$ 23,000.00	920	\$ 23,000.00
				<b>SUBTOTAL</b>		<b>\$ 2,200,475.31</b>		<b>\$ 1,893,471.98</b>		<b>\$ 505,622.00</b>		<b>\$ 4,918,809.29</b>	
				<b>20% CONTINGENCY</b>		<b>\$ 440,095.06</b>		<b>\$ 378,694.40</b>		<b>\$ 63,848.00</b>		<b>\$ 983,767.86</b>	
				<b>TOTAL</b>		<b>\$ 2,640,570.38</b>		<b>\$ 2,272,166.38</b>		<b>\$ 606,746.40</b>		<b>\$ 5,902,571.15</b>	

1. This Opinion of the Construction Cost represents the judgement of Rick Engineering Company as a design professional and is supplied for the general guidance of the City. Since Rick Engineering Company has not control over the cost of labor and material, or over competitive bidding or market conditions, Rick Engineering Company does not guarantee the accuracy of such opinions as compared to contractor bids or actual cost to the City.

2. Costs for Grossmont Center Bridge are 2020 grant-programmed costs and have not been adjusted based on final design or inflation

# Attachment 2

MPO Concurrence

# Project Scope Change Request

## Caltrans Analysis and Recommendations

Submittal Date: December 16, 2025

**Implementing Agency:** City of La Mesa  
**ATP ID:** ATP5-11-088M  
**Federal Project No.:** 5207(053)  
**PPNO:** 1462

**Project Name:** La Mesa Bike and Sidewalk Connections Project

**Existing Project Description (ATP Database):** Construction of Class II bike lanes, Class III bike routes, sidewalks and pedestrian crossings to fill gaps in the bike and pedestrian circulation networks within the City of La Mesa.

**Existing Project Limits (ATP Database):** At various locations along Jackson Drive, Grossmont Center Drive, Severin Drive, Bancroft Drive, Murray Drive, Water Street, Center Drive, Alvarado Road, Lake Murray Boulevard, Baltimore Drive, Parks Avenue, Riviera Drive, Panorama Drive, and Mariposa Street.

### **Caltrans' Recommendations**

**Level of Scope Change:** Major  
**Recommendation:** Support

### **Scope to be Changed**

Below is the summary of revised quantities from the proposed scope change:

**CALSMART QUANTITIES**  
**LA MESA BIKE AND SIDEWALK CONNECTIONS**

Output	Units	Currently Programmed	Remain in Scope	Remove from Scope
				Grossmont Center Dr - East of Center Dr
ADA - New Ramps	each	16	16	-
ADA - Reconstruct	each	8	5	3
Lighting - Intersection Lighting	each	4	4	-
Lighting - Roadway Segments	feet	200	200	-
New Bike Lanes - Class II	feet	59,450	54,550	4,900
New Bike Lanes - Class III	feet	10,775	10,775	-
New Sidewalks	feet	3,449	3,079	370
Signalized Intersection - Enhance Existing Crosswalks	each	5	5	-
Signalized Intersection - New Bike Boxes	each	3	3	-
Signalized Intersection - New Crosswalk	each	2	2	-
Signalized Intersection - New Ped-Heads	each	8	6	2
Signalized Intersection - Timing Improvements	each	4	2	2

### **Reasons for the Scope Change**

The La Mesa Bike and Sidewalk Connections Project is located in the City of La Mesa at various locations along Jackson Drive, Grossmont Center Drive, Severin Drive, Bancroft Drive, Murray Drive, Water Street, Center Drive, Alvarado Road, Lake Murray Boulevard, Baltimore Drive, Parks Avenue, Riviera Drive, Panorama Drive, and Mariposa Street. The project will construct Class II bike lanes, Class III bike routes, sidewalks, and pedestrian crossings to fill gaps in the bike and pedestrian circulation networks within the City of La Mesa (City).

Since the time of the grant award, the City has embarked on the development of Complete Streets corridors. In recent years, the La Mesa Boulevard Complete Streets concept plans have been developed and approved by City Council for two segments, known as La Mesa Boulevard Complete Streets Segment 1 and La Mesa Complete Streets Segment 2 which the City is currently working on securing funds for. The purpose of the Complete Streets Plan is to create a street that accommodates for all users (pedestrians, bicyclists, transit users, and motor vehicle drivers) as well as provide improved connections to key destinations including Grossmont Center, Grossmont Transit Station, Sharp Medical Campus, businesses, and neighborhood services, while advancing the City's Climate Action Plan goal of reducing greenhouse gas emissions.

The portion of this ATP project proposed to be removed from the scope is at the Grossmont Center Drive - east of Center Drive location. The City is requesting to remove this location from the scope because this entire location will be included in the La Mesa Boulevard Complete Streets Segment 2 project.

### **Summary of Caltrans Analysis**

Caltrans' recommendation is to support this scope change request to eliminate the need to utilize ATP funds to construct improvements that a future City approved project will need to demolish, rework, and/or reconstruct. In addition, overall, it is estimated that this scope change will still deliver the overall active transportation benefits of the project as compared to the original scope.

An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit):

- In the interim, when compared to the original scope, the proposed changes are estimated to have a potential decrease in walking and biking due to proposed improvements at 1 of the 17 locations being delayed to a future date past the completion deadline of this ATP project.

An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit):

- In the interim, when compared to the original scope, the proposed changes are estimated to have a potential decrease for pedestrian and bicyclist safety benefits due to the proposed improvements at 1 of the 17 locations being delayed to a future date past the completion deadline of this ATP project.

### **Caltrans' Coordination with Requesting Agency**

Caltrans HQ staff participated in a web meeting with the agency and CTC staff on 12/02/2025 and had additional follow-up coordination.

### **Impact to Project Cost**

The proposed scope change will have a net decrease in the overall updated cost of the project. Although due to inflation, updated cost estimate has increased significantly but the City has secured additional funding to close the gap for the construction phase of the project

## **Impact to Project Schedule**

There is no change to the current project schedule.

## **Attachments:**

1. Exhibit 25-D: Request for Project Scope Change
2. MPO Concurrence



December 22, 2025

Bryan Ott  
District Local Assistance Engineer  
Caltrans Office of Local Assistance  
4050 Taylor Street, MS-244  
San Diego, CA 92110

Dear Bryan:

Subject: MPO Approval of Scope Change for City of La Mesa's La Mesa Bike and Sidewalk Connections Project, 11-La Mesa-1, Federal Project No. ATPL-5207(053), PPNO No. 1462

In conformance with Chapter 25 of the Local Assistance Program Guidelines (LAPG) and LAPG Exhibit 25-D, the San Diego Association of Governments (SANDAG) has reviewed the request for a scope change for the City of La Mesa's La Mesa Bike and Sidewalk Connections Project (Project) and recommends approval of this request.

This Project was selected in the Metropolitan Planning Organization (MPO) component of the 2021 ATP. The City requests a scope change to remove the construction of improvements in one segment of the project area: on Grossmont Center Drive east of Center Drive. The improvements in this area are included in a larger City project, Complete Streets Segment 2, and the City would like to avoid removing them when the other project is completed.

SANDAG is recommending approval of this request based on the following:

- We reviewed the request with Caltrans and CTC staff. Although the reduced scope will result in fewer benefits from the original application, the remaining Project improvements will enhance safety in the City, increase the proportion of trips made by walking and biking, and have the same intent as the original application.
- We reviewed the 2021 SANDAG Regional ATP scores and determined that the revised scope would be expected to receive a similar evaluation score to the original application scope and, therefore, would not have substantially altered the original competitive selection process by which this project received funding.
- We were also notified by Caltrans and CTC staff that the scope change will be accompanied by a proportionate reduction in ATP funding.

Sincerely,

JENNY RUSSO  
Manager of TransNet Program and Grant Strategy