



Appendix E

COST ESTIMATES

COST ASSUMPTIONS

This appendix contains information about cost estimates associated with recommended pedestrian infrastructure projects in Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

Table E-1: Proposed Pedestrian Facilities Unit Cost Assumptions

Treatment	Unit	Unit Price
Accessible Pedestrian Push Buttons	Each	\$1,500
Advance Yield Markings	Each	\$1,000
Buffering Treatment	Linear Mile	Varies
Bus Bulb	Each	\$150,000
Continental Crosswalks	Each	\$2,500
Curb Extensions	Each	\$40,000
Curb Ramp (ADA Compliant)	Each	\$8,000
Driveway Relocation or Removal	Each	\$10,000
Gateway Signage	Each	\$25,000
Median Refuge Island	Each	\$30,000
Mini Roundabout / Traffic Circle	Each	\$500,000
Modify Signal Timing (including scramble crosswalks)	Per Intersection	Varies
Pedestrian-Activated Warning System	Each	\$80,000
Pedestrian Crossing Signage / Markings	Each	\$5,000
Pedestrian Plaza	-	Varies
Pedestrian-Scale Lighting	-	Varies
Pedestrian Signal	Each	\$150,000
Pocket Park	Each	Varies
Reconfigure Intersection	Each	\$200,000
Relocate Stop Bar	Each	\$500
Sidewalks	Square Feet	\$25
Shared-Use Path	Linear Mile	\$900,000
Speed Bumps	Each	\$2,500
Speed Feedback Sign	Each	\$10,000
Street Trees	Linear Mile	\$53,000
Study for Roadway Reconfiguration	-	Varies
Traffic Signal	Each	\$300,000
Wayfinding Signage	-	Varies

TOTAL COST ESTIMATES

Table E-2: Total Cost Estimates

Cost Category	Cost
Lake Los Angeles Capital Cost	\$16,706,500*
Walnut Park Capital Cost	\$4,101,250 *
Westmont/West Athens Capital Cost	\$15,652,500*
West Whittier-Los Nietos Capital Cost	\$12,708,000*
Total Capital Cost Across All Communities	\$37,731,050*
Contingency (20% of Total Capital Cost)	\$7,546,210
Total P.E. (30% of Total Capital Cost)	\$11,319,315
Total Construction Engineering (50% of Total Capital Cost)	\$18,865,525
Total Cost (Total Capital + Contingency + P.E. + Construction Engineering)	\$75,462,100

**Cost does not include treatments for which unit prices are listed as "Varies," such as pedestrian-scale lighting and studies for roadway reconfiguration. Costs for these treatments can vary widely depending on design and implementation.*

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