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Project Costs

SAC STREETS FOR PEOPLE

Sacramento's Active Transportation Plan

Improvements for People Biking

Cost Estimates

CLASSIFICATION	COST PER MILE			ASSUMPTIONS
	HIGH	LOW	GENERALIZED	
Shared-Use Path (Class I)	\$4,500,000	\$3,500,000	\$\$\$-\$\$\$\$	Cost includes asphalt path, minor crossing improvements, and signal modification. Cost does not include right-of-way acquisition. Assumes 10' width and 4" asphalt section.
Bike Lane (Class II)	\$600,000	\$400,000	\$-\$\$\$	Cost assumes signage and striping within existing roadway prism with no street widening or drainage modifications. Cost range depends on green conflict marking and traffic signal modification, including bike signal detection. Does not include pavement remediation, right-of-way acquisition, or striping removal.
Bike Routes (Class III)	\$300,000	\$200,000	\$	Cost includes signage and striping within existing roadway prism with no street widening or drainage modifications. Does not include pavement remediation, right-of-way acquisition, or striping removal.
Separated Bikeway (Class IV)	\$4,000,000	\$3,000,000	\$\$\$-\$\$\$\$	Cost assumes signage, striping, and a painted buffer with flexible delineators within existing roadway prism. It is assumed that no street widening or drainage modifications are required. Cost range depends on green conflict marking, amount of roadway restriping that is necessary, and traffic signal modification (including bike signal detection).

NOTES: Cost estimates are provided in 2024 dollars. The generalized costs identified include planning, design, engineering, and typical costs for rights-of-way.

SAC STREETS FOR PEOPLE

Sacramento's Active Transportation Plan

Improvements for People Walking

PROPOSED IMPROVEMENT	COST			ASSUMPTIONS
	LOW	HIGH	GENERALIZED COST	
Construct Median Refuge	\$100,000	\$200,000	\$\$\$	Assumes that median refuge can be constructed in roadway without significant lane modifications, does not require drainage modifications, and that existing curb ramps and cross slopes are ADA compliant. Costs include enhanced crosswalk striping and slurrv seal.
Construct New/ Enhanced Sidewalk	\$50,000	\$100,000	\$\$\$	Assumes up to 50' of a sidewalk gap closure with no roadway widening, drainage modifications, or right-of-way acquisition. Roadway cross slopes are assumed to accommodate standard 2' sawcut and AC conform.
Hardened Centerlines and Turn Wedges	\$10,000	\$20,000	\$\$	Assumes 50 linear feet of a bolted down modular system with no lane modifications. No pavement rehabilitation is assumed.
Install / Upgrade Curb Ramps	\$25,000	\$50,000	\$\$	Cost per curb ramp. Assumes no drainage changes, no right-of-way acquisition, and that existing roadway cross slopes are ADA compliant.
Provide Advanced Stop Bar	\$500	\$1,000	\$	Assumes striping only. No pavement rehabilitation is assumed.
Rectangular Rapid Flashing Beacon (RRFB)	\$150,000	\$250,000	\$\$\$	Assumes two hardwired RRFB's at existing pedestrian crossing with a new electrical service connection. Existing curb ramps are assumed to be ADA compliant without needing major reconstruction. Roadway cross slopes are assumed to be ADA complaint, and no right-of-way acquisition is anticipated.
Signalized Pedestrian Crossing	\$600,000	\$800,000	\$\$\$\$	Assumes mid block signalized crossing with no right-of-way acquisition and no significant lane modifications. Existing roadway cross slopes are assumed to be ADA compliant. No pavement rehabilitation is assumed.
Slip Lane Reconfiguration	\$100,000	\$200,000	\$\$\$	Assumes that the slip lane can be reconfigured in roadway without significant lane modifications, does not require drainage modifications, and that existing curb ramps and cross slopes are ADA compliant.

NOTES: Cost estimates are provided in 2024 dollars. The generalized costs identified include planning, design, engineering, and typical costs for rights-of-way. Only sidewalks are included in the estimated total for people walking as specific intersection improvements will be identified on a case-by-case basis.