TYPICAL COSTS FOR STREET IMPROVEMENTS IN THE ROADWAY

4-WAY STOP SIGN
$4,200 / INTERSECTION
Includes: Poles; stop signs; legislation; roadway markings as needed

4-WAY TRAFFIC SIGNAL
$450 - 600K / INTERSECTION
Variables impacting costs: Incorporating signaling for MUNI light rail; left-hand turn signals; proximity of power lines.
Assumes: Excavation; installation of conduits, vaults, pullboxes and control boxes, poles, vehicle and pedestrian signal boxes, and signs.

BULBOUT (IN 1 DIRECTION)
$85,000 / EA
Assumes: 6' wide sidewalk extension in one direction (typical).
Includes: Demolition, new curb, new concrete sidewalk, new curb ramps, regrading, new asphalt to conform with roadway grading, relocated catch basins and water valves where necessary.

BULBOUT (‘BI-DIRECTIONAL’)
$90,000 / EA
Assumes: 6' wide sidewalk extension in two directions (typical)
Includes: Demolition, new curb, new concrete sidewalk, new curb ramps, regrading, new asphalt to conform with roadway grading, relocated catch basins and water valves where necessary.

CONTINENTAL CROSSWALK
$6,000 / EACH or $24,000 / INTERSECTION
Assumes: fresh asphalt surface for application
Includes: City standard thermoplastic striping

RAISED CROSSWALK
$1,000 / LF
Assumes: 6' wide crosswalk raised to sidewalk height
Includes: Site preparation, raised crosswalk, ramps in roadway approaching crosswalk, re-grading and catchbasin relocation as necessary to ensure proper drainage.

CUSTOM CROSSWALK TREATMENT
$12,000 / EACH or $48,000 / INTERSECTION
Assumes: fresh asphalt surface for application
Local steward takes on maintenance and liability of decorative areas.
Includes: City standard thermoplastic striping

STREET REPAVING:
$150 / TON or $2 / SQUARE FOOT
Assumes: The existing roadway pavement ranks low on the Pavement Condition Index (PCI) and is therefore due for replacement
Includes: Grinding / Demolition of existing pavement; regrading as needed; new substrate as needed; new pavement.

STAMPED / TEXTURED ASPHALT
$25 / SQUARE FOOT
Includes: site preparation (grinding / Demolition/demolition of existing pavement); new asphalt; stamping; application of color as needed.

SHARED STREET: COSTS VARY
Includes: Demolition, new paving materials, regrading, new truncated domes and other ADA accommodations, relocated catch basins water valves where necessary.

Every streetscape project consists of many different components such as the ones showcased here. All the amounts shown are ‘hard costs’ for initial capital outlay only, and do not include ‘soft costs’ associated with design, engineering, and ongoing maintenance. Total ‘Soft costs’ vary depending on the scale and size of project. Some features - such as sidewalk understory plantings, decorative crosswalks, special paving materials, and artwork in bicycle corrals - are not maintained by the City.