

**AMENDMENT No. 1 TO MEASURE M FUNDING AGREEMENT
BETWEEN CITY OF CALABASAS AND THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

This Amendment No. 1 to the Funding Agreement (this "Amendment"), is dated as of May 23, 2022 by and between the City of Calabasas ("GRANTEE") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA").

RECITALS:

A. GRANTEE and LACMTA entered into that certain Funding Agreement No. 9200000000M440111, dated June 8, 2021, (the "Existing FA"), which Existing FA provides for the Mulholland Highway Gap Closure- Old Topanga Canyon Road to City Limits (Phase II), (the "Project"); and

B. WHEREAS, the LACMTA Board on February 24, 2022 approved the increase to the Measure M Funds by **\$1,987,335**, from **\$6,513,250** to **\$8,500,585** and reprogram of Funds for PS&E and Construction. This amount is within the Board authorized budget increase for the Project; and

C. WHEREAS, the Funds are currently programmed as follows: **\$175,000** in Measure M Funds in Fiscal Years (FY) 2020-21, **\$3,380,585** in FY 2021-22, **\$3,160,000** in FY 2022-23 and **\$1,785,000** in FY 2023-24. The total designated for PS&E and Construction of the Mulholland Highway Gap Closure- Old Topanga Canyon Road to City Limits (Phase II) is **\$8,500,585**; and

D. GRANTEE and LACMTA desire to amend the Existing FA as provided herein.

AGREEMENT:

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. Part I, Paragraph 2.2 of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: “To the extent the Measure M funds are available, LACMTA shall make to GRANTEE a grant of the Measure M funds in the amount of \$8,500,585 (the “Fund”) for the Project. LACMTA Board of Directors’ actions on January 24, 2019, February 27, 2020 and February 24, 2022 granted the Measure M Funds for the Project. LACMTA Board of Directors’ actions on March 25, 2021 and February 24, 2022 reprogrammed the Measure M Funds for the Project. The Funds are currently programmed in four Fiscal Years: \$175,000 in FY 2020-21; \$3,380,585 in FY 2021-22; \$3,160,000 in FY 2022-23 and \$1,785,000 in FY 2023-24.”

2. Part II, Section 9.1 (vi) of the Existing FA is hereby amended by deleting it in its entirety and replacing it with the following: “(vi) Expending the Funds granted under this FA for allowable costs within **three years or 36 months** from July 1 of the Fiscal Year in which the Funds are programmed, unless otherwise stated in this FA. All Funds programmed for FY 2020-21 are subject to lapse by June 30, 2023. All Funds programmed for FY 2021-22 are subject to lapse by June 30, 2024. All Funds programmed for FY 2022-23 are subject to lapse by June 30, 2025. All Funds programmed for FY 2023-24 are subject to lapse by June 30, 2026.”

3. Attachment A of the Existing FA is hereby replaced by Attachment A-1, attached.

4. Attachment B of the Existing FA is hereby replaced by Attachment B-1, attached.

5. Attachment C of the Existing FA is hereby replaced by Attachment C-1, attached.

6. Except as expressly amended hereby, the Existing FA remains in full force and effect as originally executed. All rights and obligations of the parties under the Existing FA that are not expressly amended by this Amendment shall remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment No. 1 to the FA to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Stephanie N. Wiggins
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

DAWYN R. HARRISON
Acting County Counsel

By: _____

Deputy

Date: 7/28/2022

GRANTEE:

City of Calabasas

By: _____
David J. Shapiro
Mayor

Date: _____

APPROVED AS TO FORM:

By: _____
Matthew Summers
City Attorney

Date: _____

ATTACHMENT A -1 PROJECT FUNDING

Measure M MSP - *Active Transportation/Transit/Tech* Program - Funding Agreement Projects - FA# 9200000000M440111

Project Title: *Mulholland Highway Gap Closure- Old Topanga Canyon Road to City Limits (Phase II)* Project#: MM4401.11

PROGRAMMED BUDGET - SOURCES OF FUNDS

SOURCES OF FUNDS	Prior Years	FY2019-20	FY 2020-21	FY2021-22	FY2022-23	FY2023-24	Total Budget	% of Budget
LACMTA PROGRAMMED FUNDING								
MEASURE M MSP FUNDS			\$ 175,000	\$ 3,380,585	\$ 3,160,000	\$ 1,785,000	\$ 8,500,585	
SUM PROG LACMTA FUNDS	\$ -	\$ -	\$ 175,000	\$ 3,380,585	\$ 3,160,000	\$ 1,785,000	\$ 8,500,585	100%
OTHER NON LACMTA FUNDING:								
LOCAL:							\$ -	0%
STATE:							\$ -	0%
FEDERAL:							\$ -	0%
PRIVATE OR OTHER:							\$ -	0%
SUM NON-LACMTA FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
TOTAL PROJECT FUNDS	\$ -	\$ -	\$ 175,000	\$ 3,380,585	\$ 3,160,000	\$ 1,785,000	\$ 8,500,585	100%

Use Actual \$\$\$

ATTACHMENT B - 1 EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure M MSP - **Active Transportation** Program - Funding Agreement Projects - FA# 9200000000M440111
 Project Title: **Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II)** Project#:MM4401.11

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2020-21 Qtr 1	FY 2020-21 Qtr 2	FY 2020-21 Qtr 3	FY 2020-21 Qtr 4	FY 2021-22 Qtr 1	FY 2021-22 Qtr 2	FY 2021-22 Qtr 3	FY 2021-22 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE M MSP FUNDS:									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E						\$50,000	\$150,000	\$150,000	\$350,000
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total Measure M	\$0	\$0	\$0	\$0	\$0	\$50,000	\$150,000	\$150,000	\$350,000
SUM PROG LACMTA FUNDS:	\$0	\$0	\$0	\$0	\$0	\$50,000	\$150,000	\$150,000	\$350,000
OTHER NON LACMTA FUNDING:									
LOCAL: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total LOCAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PRIVATE: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total PRIVATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUNDING FY2020-21 and FY2021-22	\$0	\$0	\$0	\$0	\$0	\$50,000	\$150,000	\$150,000	\$350,000

ATTACHMENT B - 1 EXPENDITURE PLAN COST & CASH FLOW BUDGET

Measure M MSP - **Active Transportation** Program - Funding Agreement Projects - FA# 9200000000M440111
 Project Title: **Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II)** Project#:MM4401.11

PROGRAMMED SOURCES OF FUNDS

SOURCES OF FUNDS	FY 2022-23 Qtr 1	FY 2022-23 Qtr 2	FY 2022-23 Qtr 3	FY 2022-23 Qtr 4	FY 2023-24 Qtr 1	FY 2023-24 Qtr 2	FY 2023-24 Qtr 3	FY 2023-24 Qtr 4	TOTAL BUDGET
LACMTA PROGRAMMED FUNDS:									
MEASURE M MSP FUNDS:									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E	\$250,000	\$150,000	\$50,000						\$450,000
Right-of-Way Acquisition									\$0
Construction	\$3,000,000	\$2,500,000	\$1,400,000	\$550,000	\$250,585				\$7,700,585
Vehicle Purchase									\$0
Others									\$0
Total MEASURE M	\$3,250,000	\$2,650,000	\$1,450,000	\$550,000	\$250,585	\$0	\$0	\$0	\$8,150,585
SUM PROG LACMTA FUNDS:	\$3,250,000	\$2,650,000	\$1,450,000	\$550,000	\$250,585	\$0	\$0	\$0	\$8,150,585
OTHER NON LACMTA FUNDING:									
LOCAL: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total LOCAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total FEDERAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PRIVATE: [INSERT SOURCE]									
Planning Activities/Prog Dev									\$0
Environmental									\$0
Design and PS&E									\$0
Right-of-Way Acquisition									\$0
Construction									\$0
Vehicle Purchase									\$0
Others									\$0
Total PRIVATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUM NON-LACMTA FUNDS :	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUNDING FY2022-23 and FY2023-24	\$3,250,000	\$2,650,000	\$1,450,000	\$550,000	\$250,585	\$0	\$0	\$0	\$8,150,585
TOTAL LACMTA FUNDS	\$3,250,000	\$2,650,000	\$1,450,000	\$550,000	\$250,585	\$50,000	\$150,000	\$150,000	\$8,500,585
TOTAL NON-LACMTA FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT FUNDING	\$3,250,000	\$2,650,000	\$1,450,000	\$550,000	\$250,585	\$50,000	\$150,000	\$150,000	\$8,500,585

**ATTACHMENT C-1
SCOPE OF WORK
CAPITAL PROJECT**

PROJECT NAME:

Mulholland Highway Gap Closure – Old Topanga Canyon Road to City Limits (Phase II)

PROJECT LOCATION/LIMITS/AREA:

The project is located on Mulholland Highway in the City of Calabasas. This project limits are from Old Topanga Canyon Road (E) to the westerly City limits (border with Los Angeles County)

PROJECT DESCRIPTION INCLUDING MULTI-YEAR SUBREGIONAL PROGRAM AND PROJECT NEXUS:

Current configuration on Mulholland Hwy - This segment of Mulholland Hwy is classified as an Arterial in the City's General Plan. This stretch of Mulholland Hwy has one travel lane in each direction, separated by a solid double yellow centerline. Left turn lanes are striped at the intersections or driveways to the estates. Mulholland Hwy provides a crucial alternative route to access either the US-101 or the US-1 (Pacific Coast), connecting the Los Angeles and Ventura counties, when there is closure to either one of these roadways due to major incident or fire. The posted speed limit is 45 mph.

Current Traffic Conditions on Mulholland Hwy - The segment on Mulholland Hwy between the east leg and west leg of its intersection with Old Topanga Canyon Rd experiences heavy congestion during school pick-up and drop-off times. There are 17 reported accidents within this segment of roadway for the past five years. It has one of the highest accident rates in the City.

The project is located within the City's southwestern half and is approximately 2.7 miles long encompassing multiple residential communities, Viewpoint School, and Wild Walnut Park with Calabasas High School located just northeast of the project. The proposed improvements for the project are to provide spot shoulder widening and walkway where it is feasible. Another improvement is to install a new traffic signal at Mulholland Hwy and Old Topanga Canyon Road (W). A traffic signal warrant study was conducted at the intersection. Results of the study showed that it met Warrants 1, 2, 3 and 6. Other improvements include LED speed feedback signs installed along the corridor to slow down traffic, LED flashing lights warning motorists at the approach to the curve, sight distance improvements, guardrail replacements and erosion controls. This corridor is a popular route

for recreational cyclists. The proposed shoulder improvements would improve bike safety along this route by reducing frictions between vehicular traffic and bicyclists by providing wider road cross-section and wider shoulder to be utilized by bicyclists thus eliminating their encroachment into a travel lane.

The City General Plan designates Mulholland Highway, within the project limits, as a Class II bike facility. However, providing a continuous bike lane is cost prohibitive due to existing road conditions. Mulholland Highway through this segment is lined, typically on both sides, by utilities, power poles, steep hill sides, drainage structures, and homes that constrain the widening capacity of the route. Widening beyond these existing features would significantly increase project cost. The project proposes to widen the paved shoulder width of Mulholland Highway, where feasible, to improve the rideability and use of the shoulder area for bicyclists. The widened area would provide a smooth consistent surface for bicyclist use and would relocate low cost, high impact roadside objects such as guardrail and fire hydrants to provide a wider, more consistent shoulder width. These improvements are likely to enhance safety for bicyclists and vehicles on the route by increasing the paved shoulder width.

Improving sight distance with cutbacks and a minor modification to the bends in the road would improve safety. Constructing retaining walls adjacent to unstable slopes would eliminate the roadway being closed due to mudslides and/or debris flow during a rainstorm or earthquake. In addition, new culverts will be constructed to replace existing culverts that are capable to handle 50-year storms.

PROJECT FUNDING:

PHASE	LACMTA – MEASURE M FUNDS	LOCAL AGENCY (IF ANY)	TOTAL
PS&E	800,000	-	800,000
Construction Phase I	7,500,000	-	7,500,000
Construction Engineering	200,585	-	200,585
TOTAL BUDGET COST	\$8,500,585	\$0	8,500,585

ESTIMATED PROJECT COSTS:

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
PS&E	1	LS	\$753,063	\$753,063
Permitting & Environmental Documents	1	LS	\$21,269	\$21,269
Meetings & Workshops	1	LS	\$7,048	\$7,048
Construction Bid Documents	1	LS	\$4,560	\$4,560
Construction Bidding Procedure	1	LS	\$14,060	\$14,060
Construction	1	LS	\$7,500,000	\$7,500,000
Construction Engineering	1	LS	\$200,585	\$200,585
GRAND TOTAL			\$8,500,585	\$8,500,585

MULHOLLAND HIGHWAY FEASIBILITY STUDY
 COST ESTIMATE

#	BIO ITEM	UNIT	UNIT COST	TOTAL OF ALL PHASES				PHASE 2		PHASE 1			
				QUANTITY	COST	CITY LIMIT TO SOUTH OF CONDELL DR (STATION 16+00 - 87+00)		CONDELL DR TO VIEWPOINT SCHOOL END (STATION 87+00- 136+00)		VIEWPOINT SCHOOL END TO OLD TOPENGA CANYON RD (EAST) (STATION 136+00-161+00)			
						QUANTITY	COST	QUANTITY	COST	QUANTITY	COST		
1 MISC. ITEMS													
2	MOBILIZATION	LS	\$ 150,000.00	1.00	\$ 150,000.00	1.00	\$ 50,000.00	1.00	\$ 50,000.00	1.00	\$ 50,000.00	1.00	\$ 50,000.00
4 REMOVALS & ADJUSTMENTS													
5	CLEARING AND GRUBBING	LS	\$ 200,000.00	1.00	\$ 200,000.00	1.00	\$ 50,000.00	1.00	\$ 75,000.00	1.00	\$ 75,000.00	1.00	\$ 75,000.00
6	ROCK CUT - WALL NO. 3 (CUT DEPTH = 6')	CY	\$ 250.00	620.00	\$ 155,000.00	-	\$ -	620.00	\$ 155,000.00	-	\$ -	-	\$ -
7	ROCK CUT - WALL NO. 5 (CUT DEPTH = 4')	CY	\$ 250.00	360.00	\$ 90,000.00	-	\$ -	-	\$ -	360.00	\$ 90,000.00	-	\$ -
8	REMOVE EXISTING WALL (STA 29+80)	LF	\$ 150.00	40.00	\$ 6,000.00	40.00	\$ 6,000.00	-	\$ -	-	\$ -	-	\$ -
9	REMOVE ASPHALT CONCRETE PAVEMENT	SF	\$ 5.00	28,960.00	\$ 144,800.00	11,360.00	\$ 56,800.00	9,600.00	\$ 48,000.00	8,000.00	\$ 40,000.00	-	\$ -
10	REMOVE BARRIER (E-RAIL)	LF	\$ 50.00	345.00	\$ 17,250.00	345.00	\$ 17,250.00	-	\$ -	-	\$ -	-	\$ -
11	REMOVE GUARDRAIL	LF	\$ 20.00	2,560.00	\$ 51,200.00	430.00	\$ 8,600.00	1,880.00	\$ 37,600.00	750.00	\$ 15,000.00	-	\$ -
12	REMOVE INLET	EA	\$ 1,200.00	4.00	\$ 4,800.00	1.00	\$ 1,200.00	2.00	\$ 2,400.00	1.00	\$ 1,200.00	-	\$ -
13	REMOVE OVERTSIDE DRAIN	EA	\$ 760.00	21.00	\$ 15,960.00	12.00	\$ 9,120.00	3.00	\$ 2,280.00	6.00	\$ 4,560.00	-	\$ -
14	REMOVE HEADWALL	EA	\$ 2,500.00	4.00	\$ 10,000.00	2.00	\$ 5,000.00	-	\$ -	2.00	\$ 5,000.00	-	\$ -
15	REMOVE CORRUGATED STEEL PIPE	LF	\$ 85.00	185.00	\$ 15,825.00	145.00	\$ 12,325.00	-	\$ -	40.00	\$ 3,500.00	-	\$ -
16	REMOVE FIREHYDRANT	EA	\$ 2,000.00	1.00	\$ 2,000.00	-	\$ -	1.00	\$ 2,000.00	-	\$ -	-	\$ -
17	RELOCATE FIREHYDRANT	EA	\$ 5,000.00	3.00	\$ 15,000.00	-	\$ -	1.00	\$ 5,000.00	2.00	\$ 10,000.00	-	\$ -
18	RELOCATE "GUY WIRE" SUPPORT POLE	EA	\$ 20,000.00	3.00	\$ 60,000.00	1.00	\$ 20,000.00	-	\$ -	2.00	\$ 40,000.00	-	\$ -
19	ADJUST FRAME AND COVER TO GRADE	EA	\$ 1,000.00	16.00	\$ 16,000.00	-	\$ -	10.00	\$ 10,000.00	6.00	\$ 6,000.00	-	\$ -
20	ADJUST LVMWD STEEL VAULT (STA 154+80)	EA	\$ 7,000.00	1.00	\$ 7,000.00	-	\$ -	-	\$ -	1.00	\$ 7,000.00	-	\$ -
21 ROADWAY ITEMS													
22	CONSTRUCT ADA CURB RAMP PER CTPS ASSA & ASSB)	EA	\$ 6,000.00	4.00	\$ 24,000.00	-	\$ -	-	\$ -	4.00	\$ 24,000.00	-	\$ -
24	MINOR CONCRETE (SIDEWALK 4" THICK PER XX)	CY	\$ 550.00	95.00	\$ 52,250.00	-	\$ -	-	\$ -	95.00	\$ 52,250.00	-	\$ -
25	MINOR CONCRETE (MOUNTABLE CURB AND GUTTER PER SPPWC STD 121-2)	CY	\$ 900.00	75.00	\$ 67,500.00	-	\$ -	-	\$ -	75.00	\$ 67,500.00	-	\$ -
26	CONSTRUCT DRIVEWAY PER CTPS ASSA(6" THICK)	EA	\$ 6,000.00	8.00	\$ 48,000.00	-	\$ -	4.00	\$ 24,000.00	4.00	\$ 24,000.00	-	\$ -
27	MIDWEST GUARDRAIL SYSTEM (STEEL POST)	LF	\$ 40.00	1,859.50	\$ 74,380.00	375.00	\$ 15,000.00	672.00	\$ 26,880.00	812.50	\$ 32,500.00	-	\$ -
28	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	\$ 6,000.00	15.00	\$ 90,000.00	4.00	\$ 24,000.00	8.00	\$ 48,000.00	3.00	\$ 18,000.00	-	\$ -
29	COLD PLANE ASPHALT CONCRETE PAVEMENT	SGYD	\$ 4.00	17,070.00	\$ 68,280.00	1,870.00	\$ 7,480.00	8,800.00	\$ 35,200.00	6,400.00	\$ 25,600.00	-	\$ -
30	TACK COAT	TON	\$ 2,000.00	8.40	\$ 16,800.00	1.90	\$ 3,800.00	3.70	\$ 7,400.00	2.80	\$ 5,600.00	-	\$ -
31	HOT MIX ASPHALT (TYPE A) (WIDENING)(6" THICK)	TON	\$ 150.00	5,285.00	\$ 792,750.00	2,130.00	\$ 319,500.00	1,800.00	\$ 270,000.00	1,355.00	\$ 203,250.00	-	\$ -
32	HOT MIX ASPHALT (TYPE A)(2" OVERLAY)	TON	\$ 150.00	1,920.00	\$ 288,000.00	210.00	\$ 31,500.00	990.00	\$ 148,500.00	720.00	\$ 108,000.00	-	\$ -
33	CLASS 2 AGGREGATE BASE (WIDENING)(8" THICK)	CY	\$ 190.00	2,630.00	\$ 499,700.00	1,060.00	\$ 201,400.00	890.00	\$ 169,100.00	680.00	\$ 129,200.00	-	\$ -
34	CONSTRUCT CONCRETE DRIVEWAY (VIEWPOINT SCHOOL)	CY	\$ 1,500.00	53.00	\$ 79,500.00	-	\$ -	-	\$ -	53.00	\$ 79,500.00	-	\$ -
35 TRAFFIC SIGNING, STRIPING & SIGNALIZATION ITEMS													
37	TRAFFIC STRIPING, SIGNAGE AND MARKINGS	LS	\$ 107,000.00	1.00	\$ 107,000.00	1.00	\$ 40,000.00	1.00	\$ 40,000.00	1.00	\$ 27,000.00	-	\$ -
38	INSTALL NEW TRAFFIC SIGNAL (OTCR WEST & MULHOLLAND HWY)	LS	\$ 270,000.00	1.00	\$ 270,000.00	-	\$ -	-	\$ -	1.00	\$ 270,000.00	-	\$ -
39	MODIFY EXISTING TRAFFIC SIGNAL (OTCR EAST & MULHOLLAND HWY)	LS	\$ 90,000.00	1.00	\$ 90,000.00	-	\$ -	-	\$ -	1.00	\$ 90,000.00	-	\$ -
41 TEMPORARY TRAFFIC CONTROL ITEMS													
42	TEMPORARY RAILING (TYPE K)	LF	\$ 25.00	4,500.00	\$ 112,500.00	1,000.00	\$ 25,000.00	1,800.00	\$ 45,000.00	1,700.00	\$ 42,500.00	-	\$ -
43	TEMPORARY CRASH CUSHION (PER OPENING)	EA	\$ 5,000.00	10.00	\$ 50,000.00	2.00	\$ 10,000.00	4.00	\$ 20,000.00	4.00	\$ 20,000.00	-	\$ -
44	CHANGEABLE MESSAGE SIGN (CMS)	EA	\$ 3,000.00	6.00	\$ 18,000.00	2.00	\$ 6,000.00	2.00	\$ 6,000.00	2.00	\$ 6,000.00	-	\$ -
45	TEMPORARY TRAFFIC SIGNS	EA	\$ 300.00	55.00	\$ 16,500.00	15.00	\$ 4,500.00	20.00	\$ 6,000.00	20.00	\$ 6,000.00	-	\$ -
46	TEMPORARY TRAFFIC CONTROL (MISC)	LS	\$ 180,000.00	1.00	\$ 180,000.00	1.00	\$ 60,000.00	1.00	\$ 60,000.00	1.00	\$ 60,000.00	-	\$ -

MULHOLLAND HIGHWAY FEASIBILITY STUDY
 COST ESTIMATE

#	BIO ITEM	UNIT	UNIT COST	TOTAL OF ALL PHASES				PHASE 2		PHASE 1			
				QUANTITY	COST	CITY LIMIT TO SOUTH OF CONDELL DR (STATION 16+00 - 87+00)		CONDELL DR TO VIEWPOINT SCHOOL END (STATION 87+00- 136+00)		VIEWPOINT SCHOOL END TO OLD TOPENGA CANYON RD (EAST) (STATION 136+00-161+00)			
						QUANTITY	COST	QUANTITY	COST	QUANTITY	COST		
48 DRAINAGE ITEMS													
49	CURB OPENING CATCH BASIN (L=21 FT)	EA	\$ 15,000.00	1.00	\$ 15,000.00	-	\$ -	1.00	\$ 15,000.00	-	\$ -	-	\$ -
50	CURB OPENING CATCH BASIN (L=7 FT)	EA	\$ 5,000.00	1.00	\$ 5,000.00	-	\$ -	1.00	\$ 5,000.00	-	\$ -	-	\$ -
51	HYDROSEED	SQYD	\$ 0.13	216,000.00	\$ 28,080.00	57,360.00	\$ 7,456.80	38,640.00	\$ 5,023.20	20,000.00	\$ 2,600.00	2,000.00	\$ 260.00
52	MINOR HOT MIX ASPHALT	TON	\$ 700.00	2.10	\$ 1,470.00	1.20	\$ 840.00	0.30	\$ 210.00	0.60	\$ 420.00	-	\$ -
53	STRUCTURAL CONCRETE, HEADWALL	CY	\$ 1,375.00	49.00	\$ 67,375.00	35.00	\$ 48,125.00	-	\$ -	14.00	\$ 19,250.00	-	\$ -
54	MINOR CONCRETE (MINOR STRUCTURE)	CY	\$ 2,000.00	0.30	\$ 600.00	0.30	\$ 600.00	-	\$ -	-	\$ -	-	\$ -
55	BAR REINFORCING STEEL	LB	\$ 1.20	3,150.00	\$ 3,780.00	2,250.00	\$ 2,700.00	-	\$ -	900.00	\$ 1,080.00	-	\$ -
56	24" REINFORCED CONCRETE PIPE	LF	\$ 130.00	138.00	\$ 17,940.00	138.00	\$ 17,940.00	-	\$ -	-	\$ -	-	\$ -
57	48" REINFORCED CONCRETE PIPE	LF	\$ 275.00	105.00	\$ 28,875.00	50.00	\$ 13,750.00	-	\$ -	55.00	\$ 15,125.00	-	\$ -
58	24" CORRUGATED STEEL PIPE (109" THICK)	LF	\$ 175.00	9.00	\$ 1,575.00	9.00	\$ 1,575.00	-	\$ -	-	\$ -	-	\$ -
59	DRAINAGE INLET MARKER	EA	\$ 200.00	3.00	\$ 600.00	1.00	\$ 200.00	2.00	\$ 400.00	-	\$ -	-	\$ -
60	CONCRETE (CONCRETE APRON)	CY	\$ 1,450.00	1.00	\$ 1,450.00	1.00	\$ 1,450.00	-	\$ -	-	\$ -	-	\$ -
61	ROCK SLOPE PROTECTION (150 LB, CLASS III, METHOD B)	CY	\$ 260.00	2.00	\$ 520.00	1.50	\$ 390.00	-	\$ -	0.50	\$ 130.00	-	\$ -
62	ROCK SLOPE PROTECTION FABRIC (CLASS B)	SGYD	\$ 4.50	16.00	\$ 72.00	12.00	\$ 54.00	-	\$ -	4.00	\$ 18.00	-	\$ -
63	MISCELLANEOUS IRON AND STEEL	LB	\$ 2.00	236.00	\$ 472.00	236.00	\$ 472.00	-	\$ -	-	\$ -	-	\$ -
65 EROSION CONTROL ITEMS													
66	EROSION CONTROL (DEBRIS BARRIER / FENCE)	LF	\$ 500.00	1,680.00	\$ 840,000.00	430.00	\$ 215,000.00	1,050.00	\$ 525,000.00	200.00	\$ 100,000.00	-	\$ -
68 STRUCTURAL ITEMS													
69	RETAINING WALL NO. 1	SF	\$ 350.00	4,600.00	\$ 1,610,000.00	4,600.00	\$ 1,610,000.00	-	\$ -	-	\$ -	-	\$ -
70	RETAINING WALL NO. 2	SF	\$ 310.00	9,540.00	\$ 2,957,400.00	9,540.00	\$ 2,957,400.00	-	\$ -	-	\$ -	-	\$ -
71	RETAINING WALL NO. 3 (GEOTECH RECOMMENDS ROCK CUT, SEE REMOVALS)	SF	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
72	RETAINING WALL NO. 4	SF	\$ 250.00	6,600.00	\$ 1,650,000.00	-	\$ -	6,600.00	\$ 1,650,000.00	-	\$ -	-	\$ -
73	RETAINING WALL NO. 5 (GEOTECH RECOMMENDS ROCK CUT, SEE REMOVALS)	SF	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
74	RETAINING WALL NO. 6	SF	\$ 200.00	2,000.00	\$ 400,000.00	-	\$ -	-	\$ -	2,000.00	\$ 400,000.00	-	\$ -
75	RETAINING WALL NO. 7	SF	\$ 165.00	800.00	\$ 132,000.00	-	\$ -	-	\$ -	800.00	\$ 132,000.00	-	\$ -
76	RETAINING WALL NO. 8	SF	\$ 180.00	500.00	\$ 90,000.00	-	\$ -	-	\$ -	500.00	\$ 90,000.00	-	\$ -
TOTALS													
SUB TOTAL					\$ 11,824,724.00		\$ 3,815,407.00		\$ 3,522,734.00		\$ 2,286,583.00		\$ 572,000.00
CONTINGENCY				25%	\$ 2,957,000.00		\$ 1,454,000.00		\$ 881,000.00		\$ 572,000.00		\$ 145,400.00
TOTAL CONSTRUCTION COST					\$ 14,531,724.00		\$ 7,269,407.00		\$ 4,403,734.00		\$ 2,858,583.00		\$ 717,400.00
TOTAL CONSTRUCTION COST (ROUNDED)					\$ 14,600,000.00		\$ 7,300,000.00		\$ 4,400,000.00		\$ 2,900,000.00		\$ 730,000.00

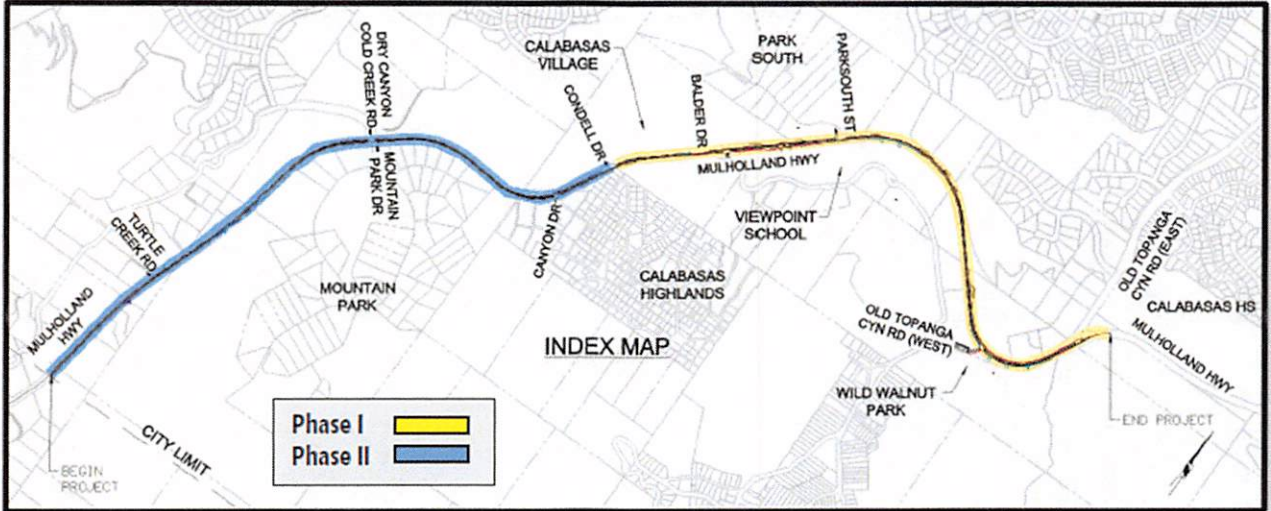
PROJECT DETAILED SCHEDULE:

Milestones	Begin	End	Duration (months)
PS&E Phase I	August 2021	April 2022	9
PS&E Phase II	August 2021	December 2022	18
Bid Phase I	May 2022	June 2022	1
Bid Phase II	March 2023	April 2023	1
Construction Phase I	July 2022	August 2023	13
Construction Phase II	June 2023	August 2024	13

PROJECT MAP:



- Phase I improvements are from Old Topanga Canyon Road (East) to Condell Drive.
- Phase II improvements are from Condell Drive up to the City limit line near Lyndon Drive.



PROJECT LOCATION/LIMITS:

The project is located on Mulholland Highway in the City of Calabasas. This project limits are from Old Topanga Canyon Road (W) to the westerly City limits (border with Los Angeles County)

PROJECT DESCRIPTION:

The project is located within the City's southwestern half and is approximately 2.4 miles long encompassing residential communities and Viewpoint School. The proposed improvements for the project are to provide spot shoulder widening, sight distance improvements, guardrail replacements and erosion controls. This corridor is a popular route for recreational cyclists. The proposed shoulder improvements would improve bike safety along this route by reducing frictions between vehicular traffic and bicyclists by providing wider road cross-section and wider shoulder to be utilized by bicyclists thus eliminating their encroachment into a travel lane. A wider cross-section will also allow to use Mulholland Hwy as a tree-lane road in case of an emergency.

Improving sight distance with cutbacks and a minor modification to the bends in the road would improve safety. Constructing retaining walls/erosion control adjacent to unstable slopes would eliminate the roadway being closed due to mudslides and/or debris flow during a rainstorm or earthquake. In addition, new culverts will be constructed to replace existing culverts that are capable to handle 50-year storms.

