**SUBJECT:** Joint Resolution Request from Loudoun County Public Schools: Safe Routes to Schools Program Sidewalk and Trail Project for Countryside Elementary School

**ELECTION DISTRICT:** Algonkian

**CRITICAL ACTION DATE:** At the Pleasure of the Board

**STAFF CONTACTS:**
- Eloisa Thring, Transportation and Capital Infrastructure
- Kevin Lewis, Loudoun County Public Schools, Support Services
- Joe Kroboth, Transportation and Capital Infrastructure

**PURPOSE:** To request endorsement from the Board of Supervisors (Board) to continuously advance the Safe Routes to School (SRTS) Program in Loudoun County and endorse the proposed sidewalk and trail project for Countryside Elementary School in the Algonkian Election District utilizing existing SRTS funds.

**RECOMMENDATIONS:** Staff recommends that the Board endorse the Transportation Alternatives Program Safe Routes to School Request via Joint Resolution (Attachment 1) with the Loudoun County School Board expressing cooperative effort by the two entities to continuously advance the Safe Routes to School Program in Loudoun County and endorse the proposed sidewalk and trail project for the Countryside Elementary School in the Algonkian Election District utilizing existing SRTS funds.

**BACKGROUND:** Loudoun County Public Schools (LCPS), in coordination with the Board of Supervisors (Board), received federal funding under the SRTS Program in FY 2014 and FY 2015. The purpose of this program is to enable and encourage children, including those with disabilities, to walk and bicycle safely to school. The grant funds are intended to facilitate the implementation of pedestrian improvement projects that will not only enhance the safety for the school children but also reduce travel fuel consumption and resulting air pollution. Ultimately, the program seeks to encourage a healthier and active lifestyle from an early age.

The two previous SRTS requests, Phase I (FY 2014) and Phase II (FY 2015) were successfully awarded with the endorsement of both the School Board and the Board. The FY 2014 ($413,018 plus $103,255 local match) and FY 2015 ($415,579 plus $103,895 local match) were for the...
improvement of sidewalks and trails for student- and parent-use at selected sites within the LCPS walk zones.

**Phase I (FY 2014):** Of the original eleven projects included in the Phase I SRTS Program in October 2014, the following three projects were completed in January 2017 (Attachment 2):

- **Broad Run High School (HS):** Installation of a crosswalk on Suzanne Hope Way (Route 2370) in the Ashbrier community and warning beacons on Ashburn Road (Route 641)
- **Mill Run Elementary School (ES):** Installation of crosswalks at Laurier Drive (Route 2602) in the Village of Waxpool community, Engleside Place (Route 2606) and Mapleton Court (Route 2601) at Ridgeway Drive in the Broadlands South community.
- **Stone Bridge HS:** Installation of crosswalks and warning beacons on Hay Road (Route 642), including a lane reduction to provide a pedestrian refuge.

The remaining eight projects were completed using alternative funding sources:

- **Blue Ridge Middle School (MS):** 1,400 linear feet (LF) of trail was constructed by the Town of Purcellville using a separate funding source.
- **John Tolbert ES:** 200 LF sidewalk along River Creek Parkway (Route 773) was constructed by the County.

The School Board decided to pursue six of the projects utilizing LCPS funds instead of SRTS funding due to the need to expedite the construction prior to the 2015 school year opening:

- **Mercer MS:** 330 LF of sidewalk along Destiny Drive (Route 1252)
- **Newton Lee ES:** 670 LF trail extension from Tall Pines Court (Route 7832)
- **Stone Bridge HS:** 950 LF of sidewalk along Portsmouth Boulevard (Route 1937) in the Belmont Greene community; 375 LF trail from Middlebury Street (privately-maintained) in the Belmont Forest community (counted as 2 projects)
- **Sycolin Creek ES:** 175 LF trail and crosswalks along Red Cedar Drive (privately-maintained) in the Red Cedar community
- **John Tolbert ES:** 795 LF trail along Potomac Station Drive (Route 3064) in the Potomac Station community. As an added note, LCPS could not proceed with this project due to the lack of support from the homeowners association (HOA).

**Phase II (FY2015):** As listed on Attachment 3, of the five projects included in the Phase II SRTS Program:

- **Blue Ridge MS:** The installation of crosswalks and warning beacons on South Maple Avenue were completed by the Town of Purcellville.
- **Eagle Ridge MS:** The proposed 525 LF sidewalk extension, and crosswalk and beacon installation on Waxpool Road (Route 2119) were not pursued due to safety concerns (daily
vehicle trips and road characteristics). An alternate trail connection to the middle school was constructed via an Eagle Scout project, which provided a safer alternative.

- **John Champe HS**: The pedestrian crosswalk endorsed by the School Board was not endorsed by the Board and did not continue as a SRTS project.

- **Arcola ES and Littler River ES**: On April 23, 2019 the School Board removed these two remaining projects from the SRTS Program. Instead, local funds will be used to complete the proposed 310 LF sidewalk extension at Arcola ES, which is scheduled to be constructed this summer. The proposed 530 LF sidewalk connection proposed proximate to Little River ES was removed due to its location through a wooded area and proximity to existing homes.

As a result of the Phase I and Phase II initiatives, there are unspent SRTS funds in the amount of $549,986 plus the previously funded twenty percent (20%) local match of $137,496 (totaling $687,482). The local match funds for Phase I and Phase II were provided through LCPS year-end funds. LCPS is proposing to utilize these unspent funds to design and construct the Countryside Elementary School (ES) sidewalk along Tripleseven Road (Route 777), including an on-site trail extension leading to the school (Attachment 4).

**Proposed Sidewalk/Trail Network Enhancing Bicycle/Pedestrian Mobility for Countryside Elementary School**

Tripleseven Road is classified as a minor collector, undivided roadway in the current *Countywide Transportation Plan* having two travel lanes. Tripleseven Road between Palisades Parkway (Route 1795) and Heather Glen Drive (Route 1634) has a posted speed limit of 35 mph. North of this intersection and into the Environs community (also known as Glen Heather HOA), the posted speed limit is 25 mph. Currently, there are eighty-three (83) school children within the walk zone and this improvement is expected to increase potential walkers by approximately seventy (70) students, an 85% increase.

The proposed project would provide approximately 500 LF of sidewalk on Tripleseven Road between Glade Street (Route 1629) and Heather Glen Drive, which would link to an existing trail within Countryside and then connect to the proposed 400 LF trail leading to the Countryside ES. To improve pedestrian crossings in this area, crosswalks will be installed at two intersections: Tripleseven Road/Glade Street and Tripleseven Road/Heather Glen Drive. Crosswalk studies would be pursued by LCPS to justify installation. LCPS will also coordinate with the Virginia Department of Transportation (VDOT) in reducing the speed limit from 35 mph to 25 mph along Tripleseven Road at Heather Glen Drive to enhance safer pedestrian crossing. The proposed facilities as depicted on Attachment 4 would ultimately provide continuous and safe pedestrian and bicycle connectivity to Countryside ES. The new sidewalk along Tripleseven Road would tie into the existing the existing sidewalk system with the adjacent neighborhoods and allow expansion of the Countryside ES walk zone to include the area east of Tripleseven Road and the Environs community.
A preliminary review by LCPS indicates that the proposed pedestrian/bicycle facility as described herein is feasible. It would include modifications to existing storm drainage facilities, and easements from the Countryside Proprietary HOA would be required. The preliminary estimated project cost, which includes design and construction services, is approximately $563,177 (Attachment 5), which includes easement acquisition and overhead/underground utility relocation costs.

On February 22, 2018, LCPS and Department of Transportation and Capital Infrastructure (DTCI) held a briefing with Supervisor Volpe regarding the proposed improvements as described herein. At this meeting, Supervisor Volpe expressed support of the initiative.

On March 6, 2019, LCPS and Supervisor Volpe met with the Countryside Proprietary Board and received support for the proposed project.

On May 16, LCPS met with VDOT and DTCI to review the proposed project. At this meeting, it was discussed and agreed that the proposed sidewalk along Tripleseven will be placed in the VDOT right-of-way; thus will be perpetually maintained by VDOT.

**ISSUES:** Once a TAP/SRTS project is initiated and funds are reimbursed it must be completed. Alternatively, any federal monies expended toward an uncompleted project must be returned to the federal program if the project were to be abandoned by the sponsoring entity. There is no guarantee additional funds will be awarded with this grant program. The estimate for the Countryside sidewalk/trail program indicates that the project can be completed with the existing SRTS funding.

In previous SRTS applications, LCPS targeted multiple schools with small scale projects. More specifically, the initial SRTS funding was for multiple county-wide projects. When projects have been constructed with other resources, VDOT has worked with LCPS to reallocate SRTS funds to alternate school projects.

Preliminary analysis indicates the proposed project is feasible. LCPS staff has conducted initial site examinations, discussed the projects with County and VDOT staff, investigated alternate improvements and researched potential pedestrian linkages. Detailed engineering will be undertaken by LCPS after the proposed project is endorsed by the Board of Supervisors.

TAP funding will provide the opportunity to improve pedestrian safety and increase pedestrian participation in the proposed locations. The SRTS/TAP federal funding provides a resource to address these pedestrian issues that might not otherwise be possible. Although the funding has been previously granted, VDOT has recommended that endorsement evidenced by resolution from both the School Board and the Board be provided for the Countryside project. The School Board initially endorsed the Countryside ES project on September 26, 2017 and reaffirmed their support on April 23, 2019.
FISCAL IMPACT: The TAP/SRTS federal funding program is administered by VDOT for the Federal Highway Administration. Program requirements stipulate the project must be fully funded by the sponsor, in this case, LCPS, with eighty-percent (80%) of the funds eligible for reimbursement and twenty-percent (20%) funded through an “in-match” contribution. It is proposed to utilize unspent existing allocated funds, summarized below, for the design and construction services of the proposed sidewalk/trail project.

Table 1: Safe Routes to School Funding Allocation

<table>
<thead>
<tr>
<th>Prior Allocations</th>
<th>Original Allocations</th>
<th>Aggregate Application Award (80%)</th>
<th>Local Match (20%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 Application (Phase I)</td>
<td>$516,273</td>
<td>$413,018</td>
<td>$103,255</td>
</tr>
<tr>
<td>2015 Application (Phase II)</td>
<td>$519,474</td>
<td>$415,579</td>
<td>$103,895</td>
</tr>
<tr>
<td>Total Phase I &amp; II</td>
<td>$1,035,747</td>
<td>$828,597</td>
<td>$207,150</td>
</tr>
<tr>
<td>Actual Expenditures</td>
<td>$348,265</td>
<td>$278,611</td>
<td>$69,654</td>
</tr>
<tr>
<td>Remaining Available</td>
<td>$687,482</td>
<td>$549,986</td>
<td>$137,496</td>
</tr>
</tbody>
</table>

As shown in Table 1, LCPS has coordinated with VDOT to reallocate the remaining funds ($687,482) to the proposed project, estimated at $563,177. It is also noted that the SRTS program allows for funds to be reallocated to a new project, subject to approval by the program.

The SRTS/TAP program allows localities to seek additional funding for projects in the event of increased costs. Should costs exceed the estimate or the amount funded, LCPS would apply for additional federal money. The project review process for SRTS projects is lengthy. The estimated timeline for any project is four years from start to finish. The next available window for SRTS/TAP funding applications is Fall 2019 (October 1st), then Fall 2021.

DRAFT MOTIONS:

1. I move that the Board of Supervisors endorse the Transportation Alternatives Program Safe Routes to School Request via Joint Resolution with the Loudoun County School Board expressing cooperative effort by the two entities to continuously advance the Safe Routes to School Program in Loudoun County and endorse the proposed Countryside Elementary School sidewalk and trail project in the Algonkian Election District.

   OR

2. I move an alternate motion.
ATTACHMENTS:

1. Transportation Alternatives Program Endorsement Joint Resolution
4. Countryside Elementary School Proposed Bicycle and Pedestrian Improvements
RESOLUTION OF SUPPORT
TRIPLESEVEN ROAD SIDEWALK IMPROVEMENTS
PROXIMATE TO
COUNTRYSIDE ELEMENTARY SCHOOL

TRANSPORTATION ALTERNATIVES PROGRAM ENDORSEMENT

Whereas, in accordance with the Commonwealth Transportation Board
construction allocation procedures, it is necessary that a resolution be received from the
sponsoring local jurisdiction or agency requesting the Virginia Department of
Transportation to establish a Transportation Alternatives project in Loudoun County,
Virginia.

Whereas, in December 2013, the County of Loudoun Board of Supervisors
and Loudoun County School Board passed a Joint Resolution to confirm the joint effort
by the two entities to establish and build upon a “Safe Routes to School” program and in
June 2014 was awarded a “Safe Routes to School” grant for FY 2015 that involved
improvements to walking and bicycling facilities for schools in Loudoun County.

Whereas, in December 2014, the County of Loudoun Board of Supervisors
and Loudoun County School Board passed a Joint Resolution to confirm the joint effort
by the two entities to build upon a “Safe Routes to School” program and in June 2015
was awarded additional funding “Safe Routes to School” grant for FY 2016 Transportation
Alternatives Program that involved additional improvements to walking and bicycling
facilities for schools in Loudoun County.

Whereas, there are remaining funds from the FY 2015 and FY 2016 monies
awarded through the Transportation Alternatives Program sufficient to complete the
proposed pedestrian improvements proximate to Countryside Elementary School.

Whereas, the Loudoun County School Board endorsed the Countryside
Elementary School project at their September 26, 2017 (Resolution Attached) School
Board meeting and reaffirmed endorsement at their April 23, 2019 School Board meeting.

Be It Resolved, that the County of Loudoun Board of Supervisors and
Loudoun County School Board agree to establish a project for the improvement of
sidewalks and paths for walking and biking to Countryside Elementary School in Loudoun
County, Virginia using remaining previously awarded Transportation Alternative Program
funds.
Be It Further Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board hereby agree to provide jointly a minimum of twenty percent (20%) matching contribution for this project.

Be It Further Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board will be responsible jointly for maintenance and operating costs of any facility constructed with Transportation Alternatives Program funds unless other arrangements have been made with the Department.

Be It Further Resolved, that if the County of Loudoun Board of Supervisors and Loudoun County School Board subsequently elect jointly to cancel this project that the County of Loudoun Board of Supervisors and Loudoun County School Board hereby agree to reimburse the Virginia Department of Transportation for the total amount of costs expended by the Department through the date the Department is notified of such cancellation. The County of Loudoun Board of Supervisors and Loudoun County School Board also jointly agree to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED that the County of Loudoun Board of Supervisors and Loudoun County School Board support the proposed pedestrian improvements proximate to Countryside Elementary School to build upon a Safe Routes to Schools program.

Approved as to form:

[Signature]

On Behalf of the County of Loudoun Board of Supervisors

By: Phyllis J. Randall, Chair

Date: ____________________________

Approved as to form:

[Signature]

On Behalf of the Loudoun County School Board

By: Jeffrey E. Morse, Chairman

Date: 8/1 June 2019
CLERK CERTIFICATION

I, Jennifer L. Grimmell, Deputy Clerk to the Loudoun County Board of Supervisors, do certify this Resolution is a true, correct and complete copy of a resolution adopted by the Loudoun County Board of Supervisors on July 18, 2019. This Resolution is in full force and effect as of the date of this Certificate and has not been modified in any respect.

Dated: ________________

_____________________________________
Jennifer L. Grimmell, Deputy Clerk, Loudoun County Board of Supervisors

I, Christine Coleman, Clerk of the School Board, do certify that the attached Resolution dated September 26, 2017 is a true, correct and complete copy of a resolution adopted by the Loudoun County School Board at a regular meeting held on September 26, 2017 and reaffirmed by the Loudoun County School Board at their April 23, 2019 meeting. This Resolution is in full force and effect as of the date of this Certificate and has not been modified in any respect.

Dated: 06.21.2019

_____________________________________
Christine Coleman, Clerk, Loudoun County School Board
RESOLUTION

TRANSPORTATION ALTERNATIVES PROGRAM ENDORSEMENT

"Safe Routes to School FY 2019-2020"

Whereas, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution be received from the sponsoring local jurisdiction or agency requesting the Virginia Department of Transportation to establish a Transportation Alternatives project in Loudoun County, Virginia.

Whereas, in December 2013, the County of Loudoun Board of Supervisors and Loudoun County School Board passed a Joint Resolution to confirm the joint effort by the two entities to establish and build upon a "Safe Routes to School" program and in June 2014 was awarded a "Safe Routes to School" grant for FY 2015 that involved improvements to walking and bicycling facilities for schools in Loudoun County.

Whereas, in December 2014, the County of Loudoun Board of Supervisors and Loudoun County School Board passed a Joint Resolution to confirm the joint effort by the two entities to build upon a "Safe Routes to School" program and in June 2015 was awarded additional funding "Safe Routes to School" grant for FY 2016 Transportation Alternatives Program that involved additional improvements to walking and bicycling facilities for schools in Loudoun County.

Be it Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board request the Commonwealth Transportation Board to establish a project for the improvement of sidewalks and paths for walking and biking to schools in Loudoun County, Virginia.

Be it Further Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board hereby agree to provide jointly a minimum of twenty percent (20%) matching contribution for this project.

Be it Further Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board hereby agree to enter into a project administration agreement with the Virginia Department of Transportation to provide the necessary oversight to ensure the project is developed in accordance with all state and federal requirements for design, right-of-way acquisition and construction of a federally funded transportation project.

Be it Further Resolved, that the County of Loudoun Board of Supervisors and Loudoun County School Board will be responsible jointly for maintenance and operating costs of any facility constructed with Transportation Alternatives Program funds unless other arrangements have been made with the Department.

Be it Further Resolved, that if the County of Loudoun Board of Supervisors and Loudoun County School Board subsequently elect to cancel this project that the County of Loudoun Board of Supervisors and Loudoun County School Board hereby agree to reimburse the Virginia Department of Transportation for the total amount of costs expended by the Department through the date the Department is notified of such cancellation. The County of Loudoun Board of Supervisors and Loudoun County School Board also agree to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED that the County of Loudoun Board of Supervisors and Loudoun County School Board request that the Virginia Department of Transportation establish a Transportation Alternatives project in Loudoun County, Virginia.

MEMBERS, COUNTY OF LOUDOUN BOARD OF SUPERVISORS

Ralph M. Buena, Vice Chair

Geary M. Higgins

Phyllis J. Randall, Chair

Ron A. Mayer

Koran T. Bane

Suzanne M. Volpe

MEMBERS, LOUDOUN COUNTY SCHOOL BOARD

Branda E. Sheridan, Vice Chairman

Eric D. Homburger

Jeff E. Morse, Chairman

Jay R. Maloney

Debbie K. Rose

Eric J. DaCdepp

September 26, 2017

Beth A. Hudek

Jill A. Targien
<table>
<thead>
<tr>
<th>School Name</th>
<th>Project Description</th>
<th>Benefit of Improvement</th>
<th>Estimated No. of Student Walkers 2013-2014</th>
<th>Completed By</th>
<th>Completion Date</th>
<th>Additional Info</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Ridge MS</td>
<td>1,400 ft asphalt trail on &quot;A&quot; Street and crosswalk (Under construction by Town/Remove from Grant Projects and reallocate funding in Phase II)</td>
<td>Expansion of walk zone</td>
<td>15 Add'l. With Improvement</td>
<td>Town of Purcellville</td>
<td>2014</td>
<td>Additional sites have been discussed with Purcellville. The Town is pursuing additional improvements without LCPS funds</td>
</tr>
<tr>
<td>Broad Run HS</td>
<td>Crosswalk on Suzanne Hope Way and warning beacons on Ashburn Rd</td>
<td>Increase safety</td>
<td>187 n/a</td>
<td>SRTS</td>
<td>17-Jan</td>
<td></td>
</tr>
<tr>
<td>Mercer MS</td>
<td>330 ft concrete sidewalk along Destiny Drive</td>
<td>Expansion of walk zone; Increase safety</td>
<td>216</td>
<td>LCPS</td>
<td>Aug-15</td>
<td></td>
</tr>
<tr>
<td>Mill Run ES</td>
<td>Crosswalks at Laurier Drive, Engleside Pl. and Mapleton Ct. on Ridgeway Drive</td>
<td>Expansion of walk zone for elementary &amp; middle schools; Increase safety</td>
<td>404 MRES 103 MRES</td>
<td>SRTS</td>
<td>Jan-17</td>
<td>Constructed handicapped ramps</td>
</tr>
<tr>
<td>Newton Lee ES</td>
<td>Asphalt trail extension from Tall Pines Court</td>
<td>Expansion of walk zone (Newton Lee ES); Improve walk route; Increase safety</td>
<td>29 NLES 151 NLES</td>
<td>LCPS</td>
<td>Aug-15</td>
<td></td>
</tr>
<tr>
<td>Stone Bridge HS</td>
<td>950 ft concrete sidewalk along Portsmouth Boulevard</td>
<td>Improve safety; Expansion of walk zone for Trailside MS</td>
<td>830 SBHS N/A SBHS</td>
<td>LCPS</td>
<td>Aug-15</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Crosswalk and warning beacons on Hay Road</td>
<td>Improve safety; Expansion of walk zone for Trailside MS</td>
<td>273 TMS 82 TMS</td>
<td>SRTS</td>
<td>Jan-17</td>
<td></td>
</tr>
<tr>
<td></td>
<td>375 ft asphalt trail from Middlebury Street</td>
<td>Improve safety; Expansion of walk zone for Trailside MS</td>
<td>n/a TMS</td>
<td>LCPS</td>
<td>15-Aug</td>
<td></td>
</tr>
<tr>
<td>Sycolin Creek ES</td>
<td>175 ft asphalt trail and crosswalks along Red Cedar Drive</td>
<td>Improve walk route; Expansion of walk zone</td>
<td>n/a</td>
<td>LCPS</td>
<td>Sep-15</td>
<td></td>
</tr>
<tr>
<td>John Tolbert ES</td>
<td>200 ft concrete sidewalk along River Creek Pkwy (To be removed from Grant Projects. Funds to be reallocated in Phase II)</td>
<td>Increase safety</td>
<td>114 HPMS n/a</td>
<td>County</td>
<td>N/A</td>
<td>HOA Denied permission to install improvement</td>
</tr>
<tr>
<td></td>
<td>795 ft asphalt trail along Potomac Station Drive</td>
<td>Improve walk zone</td>
<td>235 JTES n/a</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>
## Safe Routes to School
### Overview of Phase II Projects
October 20, 2014
Updated May 16, 2016, July 25, 2017
and June 11, 2019

<table>
<thead>
<tr>
<th>School Name</th>
<th>Project Description</th>
<th>Benefit of Improvement</th>
<th>Estimated No. of Student Walkers</th>
<th>2013-14</th>
<th>Add'l. with Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arcola ES*</td>
<td>310 ft. concrete sidewalk and crosswalk on school property from Tall Cedars to bus loop; crosswalk across Millstream Dr.</td>
<td>Expansion of walk zone; Increase safety</td>
<td>n/a</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Blue Ridge MS</td>
<td>Crosswalks and warning beacons on South Maple Street</td>
<td>Expansion of walk zone; Increase safety</td>
<td>147</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>Eagle Ridge MS</td>
<td>525 ft concrete sidewalk, crosswalk and pedestrian beacons on Waxpool Road</td>
<td>Expansion of walk zone; After study, determined not to cross Waxpool Road; Eagle Scout project provided alternate connection</td>
<td>170</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>John Champe HS</td>
<td>Crosswalk and pedestrian beacons on Northstar Blvd.</td>
<td>Increase safety (Not approved by BoS for SRTS; implemented with JCHS construction)</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Little River ES*</td>
<td>530 ft asphalt trail connecting to existing trail</td>
<td>Expansion of walk zone; Increase safety</td>
<td>713</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td><strong>Totals for Phase II</strong></td>
<td></td>
<td></td>
<td>1030</td>
<td>76</td>
<td></td>
</tr>
</tbody>
</table>

*On April 23, 2019 LCSB endorsed constructing Arcola ES sidewalk with local funds and removing Little River ES trail due to location.*
<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>QUANTITY</th>
<th>EXTENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization</td>
<td>LS</td>
<td>$15,000</td>
<td>1</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Bonds and Permits</td>
<td>LS</td>
<td>$15,000</td>
<td>1</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>Stakeout</td>
<td>LS</td>
<td>$5,000</td>
<td>1</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Sawcut Existing Pavement</td>
<td>LF</td>
<td>$15</td>
<td>520</td>
<td>$7,800.00</td>
</tr>
<tr>
<td>Site Preparation-Grading S/W</td>
<td>LF</td>
<td>$20</td>
<td>520</td>
<td>$10,400.00</td>
</tr>
<tr>
<td>Site Preparation-Grading Trail</td>
<td>LF</td>
<td>$20</td>
<td>350</td>
<td>$7,000.00</td>
</tr>
<tr>
<td>Trail Clearing</td>
<td>LS</td>
<td>$10,000</td>
<td>1</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Handicap Ramp (VDOT CG-12)</td>
<td>EA</td>
<td>$5,000</td>
<td>6</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>Curb and Gutter - CG-6</td>
<td>LF</td>
<td>$38</td>
<td>600</td>
<td>$22,800.00</td>
</tr>
<tr>
<td>5’ Concrete Sidewalk</td>
<td>SY</td>
<td>$120</td>
<td>135</td>
<td>$16,200.00</td>
</tr>
<tr>
<td>Mill and Overlay</td>
<td>SY</td>
<td>$15</td>
<td>1500</td>
<td>$22,500.00</td>
</tr>
<tr>
<td>Elevated Crosswalk</td>
<td>SF</td>
<td>$30</td>
<td>240</td>
<td>$7,200.00</td>
</tr>
<tr>
<td>Underdrain</td>
<td>LF</td>
<td>$25</td>
<td>520</td>
<td>$13,000.00</td>
</tr>
<tr>
<td>Inlet</td>
<td>EA</td>
<td>$7,500</td>
<td>4</td>
<td>$30,000.00</td>
</tr>
<tr>
<td>Conc. Pipe</td>
<td>LF</td>
<td>$150</td>
<td>140</td>
<td>$21,000.00</td>
</tr>
<tr>
<td>6’ Asphalt Trail</td>
<td>SY</td>
<td>$40</td>
<td>413</td>
<td>$16,520.00</td>
</tr>
<tr>
<td>Stream Crossing (2-36” pipe)</td>
<td>LF</td>
<td>$150</td>
<td>36</td>
<td>$5,400.00</td>
</tr>
<tr>
<td>Signs - Traffic</td>
<td>EA</td>
<td>$500</td>
<td>4</td>
<td>$2,000.00</td>
</tr>
<tr>
<td>Signs - Advanced Crosswalk</td>
<td>EA</td>
<td>$500</td>
<td>8</td>
<td>$4,000.00</td>
</tr>
<tr>
<td>Crosswalk Pavement Markings</td>
<td>LF</td>
<td>$40</td>
<td>90</td>
<td>$3,600.00</td>
</tr>
<tr>
<td>E&amp;S Measures</td>
<td>LS</td>
<td>$20,000</td>
<td>1</td>
<td>$20,000.00</td>
</tr>
<tr>
<td>MOT</td>
<td>LS</td>
<td>$20,000</td>
<td>1</td>
<td>$20,000.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$304,420.00</td>
</tr>
</tbody>
</table>

**Est. Construction Costs:** $304,420.00  
**Prel. Engineering Costs:** $106,547.00

**SUBTOTAL:** $410,967.00

25% CEI - VDOT: $78,105.00
25% Contingency: $78,105.00

**TOTAL PROJECT ESTIMATE:** $563,177.00