

ATTACHMENT E

Detailed Cost Estimate for State Street Master Plan

City of Santa Barbara

Project Estimate

Agency	City of Santa Barbara
Project	Santa Barbara State Street Master Plan
Project Location	State Street between Gutierrez Street and Sola Street
Estimate Date	June 17, 2026

Table 1. Construction Items

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					
1	Mobilization	1	LS	\$4,598,124.08	\$4,598,124
2	Traffic Control	1	LS	\$4,598,124.08	\$4,598,124
3	Construction Staking / Layout	1	LS	\$1,379,437.22	\$1,379,437
4	Erosion Control	1	LS	\$335,400.00	\$335,400
General Construction Items					
11	Existing Roadway Excavation	30,393	cu. yd.	\$60.00	\$1,823,582
12	Remove & Recycle Hardscape	223,600	sq. ft.	\$11.00	\$2,459,600
13	Lane — Impervious Pavers	74,547	sq. ft.	\$35.00	\$2,609,152
14	Lane — Porous Pavers	62,400	sq. ft.	\$45.00	\$2,808,000
15	4" Concrete Pavement	56,160	sq. ft.	\$44.44	\$2,496,000
16	Curb & Gutter — Roll 5" x 1.3'	10,400	lin. ft.	\$125.00	\$1,300,000
17	No. 57 Clean Granite Aggregate	28,985	cu. yd.	\$160.00	\$4,637,630
18	No. 89 Clean Granite Aggregate	1,408	cu. yd.	\$175.00	\$246,374
19	Granger Plastics Company J-Drain	104	ea.	\$250.00	\$26,000
20	Drainage — 6" Perforated Pipe	10,400	lin. ft.	\$45.00	\$468,000
21	Drainage — 2' x 2' Catch Basin at J-Drain	104	ea.	\$6,500.00	\$676,000
22	Drainage — 3' High Reservoir Course Check Dam	1,491	lin. ft.	\$500.00	\$745,333
23	Automatic Retractable Bollards	80	ea.	\$15,000.00	\$1,200,000
24	Non-Retractable Bollards	80	ea.	\$3,000.00	\$240,000
25	ADA Ramp (Diagonal Type 2)	40	ea.	\$3,000.00	\$120,000
26	Striping — 6' Wide Crosswalk with 12" Thermoplastic Markings	1,400	lin. ft.	\$70.00	\$98,000
27	Intersection Transition from Existing to New Section, 10' x 40'	36	ea.	\$12,000.00	\$432,000
28	Street Trees — Remove Existing Tree, Install Structural Soil, & Plant New Tree	210	ea.	\$6,500.00	\$1,365,000
29	Street Trees — Protect Existing Street Tree	206	ea.	\$2,500.00	\$515,000
30	Street Trees — Controllers	1	LS	\$20,000.00	\$20,000
31	Street Trees — Emitters / Bubblers / Valves & Connection to Mains	416	ea.	\$400.00	\$166,400
32	Street Trees — Irrigation Mains	10,400	lin. ft.	\$10.00	\$104,000

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost
33	Fixture — Bike Rack	80	ea.	\$1,250.00	\$100,000
34	Fixture — Bench	80	ea.	\$2,000.00	\$160,000
35	Fixture — Trash Bin	40	ea.	\$1,500.00	\$60,000
36	Street Lights — Santa Barbara Decorative Light	40	ea.	\$15,000.00	\$600,000
37	Utility Relocation / Replacement (see detailed breakdown, Table 3)	1	LS	\$17,537,937.50	\$17,537,938
38	Mid-Block Crossing Signals Relocation	10	ea.	\$12,000.00	\$120,000
39	Stone Walk — Fossil or Cherokee Creek	71,635	sq. ft.	\$35.00	\$2,507,232
40	Bike Share Stations	5	ea.	\$60,000.00	\$300,000
41	Bike Counters	2	ea.	\$20,000.00	\$40,000
Subtotal of Construction Items					\$56,892,326
Construction Item Contingency (20.00%)					\$11,378,465
Total Construction Items & Contingency					\$68,271,000

Utility relocation and replacement (Item 37) is broken out in Table 3.

Table 2. Project Delivery Costs

Type of Project Cost	Cost
Preliminary Engineering (PE)	
Project Approval and Environmental Document (PA&ED)	\$6,827,000
Plans, Specifications and Estimates (PS&E)	\$10,241,000
Total Preliminary Engineering	\$17,068,000
Right of Way (RW)	
Right of Way Engineering	\$220,000
Acquisitions and Utilities	\$220,000
Total Right of Way	\$440,000
Total Pre-Construction Costs (PE + RW)	\$17,508,000
Construction Engineering (CE)	
Construction Engineering	\$10,241,000
Total Construction Costs (Construction Items & Contingency + CE)	\$78,512,000
Total Project Cost	\$96,020,000

Preliminary engineering is estimated at 25 percent of construction costs and construction engineering at 15 percent of construction costs.

Table 3. Utility Relocation and Replacement

Item	Units	Unit Cost	Total Quantity	Total Cost
Sewer — 16" Main	lin. ft.	\$665.00	5,200	\$3,458,000.00
Gas Line, installed	lin. ft.	\$218.75	5,200	\$1,137,500.00
Electric Line, installed	lin. ft.	\$306.25	5,200	\$1,592,500.00
Phone / Telecom Line, installed	lin. ft.	\$157.50	5,200	\$819,000.00
Sewer — Service Line (6")	lin. ft.	\$218.75	3,250	\$710,937.50
Sewer — Service Tap	ea.	\$7,875.00	130	\$1,023,750.00
Water — 16" Main	lin. ft.	\$595.00	5,200	\$3,094,000.00
Reuse Water — 8" Main	lin. ft.	\$393.75	5,200	\$2,047,500.00

Item	Units	Unit Cost	Total Quantity	Total Cost
Water — Service Line (4")	lin. ft.	\$306.25	3,250	\$995,312.50
Water — Service Tap	ea.	\$10,500.00	130	\$1,365,000.00
Reuse Water — Service Line (2")	lin. ft.	\$148.75	3,250	\$483,437.50
Relocate / Replace Sanitary Sewer Manhole	ea.	\$25,000.00	15	\$375,000.00
Relocate Fire Hydrant	ea.	\$15,000.00	12	\$180,000.00
Relocate / Replace Potable Water Appurtenances	ea.	\$8,000.00	16	\$128,000.00
Relocate / Replace Reuse Water Appurtenances	ea.	\$8,000.00	16	\$128,000.00
			Subtotal	\$17,537,937.50

Basis for Full Right-of-Way Reconstruction and Utility Replacement

The project entails the complete redesign and reconstruction of State Street and its full right-of-way across a 20-block planning corridor in downtown Santa Barbara. A comprehensive rebuild is needed to deliver significantly wider sidewalks, dedicated bikeways, enhanced pedestrian crossings, improved landscaping, and streetscape amenities, while supporting the City's housing intensification goals.

The City of Santa Barbara's 6th Cycle Regional Housing Needs Allocation (RHNA, 2023–2031) requires 8,001 new housing units citywide. The State Street Master Plan identifies the downtown corridor, centered on State Street, as a primary location to accommodate 1,000 to 2,000 of those units. Prioritizing walking, biking, and transit reduces vehicle dependency, parking demand, and the share of right-of-way dedicated to cars, which in turn enables higher-density, mixed-use development and helps the City meet its RHNA obligations.

Building a durable, high-performance corridor requires reconstructing the entire right-of-way. Two elements drive that need.

First, a four-foot-deep gravel reservoir course topped with pervious pavers captures and treats stormwater runoff for the full corridor. This allows housing intensification to proceed without additional onsite stormwater mitigation requirements.

Second, aged and undersized utilities will be fully exposed during excavation. The existing utilities are nearing the end of their service life and most lack sufficient capacity for the planned density. Replacing them while the right-of-way is open eliminates repeated future excavations that would damage or scar the new sidewalks, bikeways, and pervious pavement system.

This coordinated approach protects the long-term integrity and maintainability of the improvements and delivers a resilient public realm that will support walking, biking, transit, and new housing for decades. Utility replacement is therefore a necessary and integral component of delivering a safe, functional, and sustainable corridor that advances the City's mobility, housing, and climate goals.