



How to Get Started

SRTS IMPLEMENTATION COSTS

What Is a Cost Estimate?

A Cost Estimate establishes the anticipated budget required to implement the actions (the improvement projects and programs) identified in your School Travel Plan (*see Develop a Basic Travel Plan For Your School*).

A cost estimate can be completed for individual projects or programs or for your School Travel Plan as a whole. However, the NJDOT SRTS program requests that applicants provide a total cost estimate as well as a breakdown of costs for each project or program activity.

What is included in a cost estimate?

A cost estimate should include all necessary pay items, in detail, associated with completing a project or program. This typically includes a line item for all materials used, along with an estimated quantity and unit price for each. Preliminary cost estimates for infrastructure projects should be sure to account for “soft costs”, such as planning, environmental documentation, right-of-way and easement acquisitions, necessary permits and final design. Cost estimates for non-infrastructure related projects should consider all anticipated pay items and expenses related to the activity.

CHECKLIST:
Project/Program Implementation Cost Estimate

- Identify a Project**, which will be implemented to produce an identifiable and usable facility or activity
- If project includes infrastructure improvements:
 - **Work with an Engineer** to define specific limits of the project and begin preliminary cost estimates
 - **Work with County or local Municipality** to identify mutual opportunities
- If project includes non-infrastructure improvements:
 - **Work with the Working Group** to identify costs from similar efforts elsewhere or develop estimates for anticipated costs of programs and events

Why Have a Cost Estimate?

Developing a cost estimate will assist in:

- Identifying the necessary funding required to implement your SRTS program(s) and the amount to be requested under the NJDOT SRTS program
- Setting project limits by defining a complete, identifiable and usable facility or activity
- Fulfilling a requirement for securing federal funds from the NJDOT SRTS Program
- Identifying all associated costs including “soft costs” such as environmental documentation, permits, planning and design activities

Who completes a Cost Estimate?

When applying for funding for infrastructure (physical) improvements, a professional engineer should complete the cost estimate in accordance with Federal guidelines. The assistance of an engineer is vital given the numerous factors, such as impacts to utilities and drainage, that can greatly influence the cost of a project.

The assistance of an engineer will also ensure that your project is developed in accordance with the current standards of AASHTO, MUTCD, ADA, and other professional design standards. This is a requirement to securing funding from the NJDOT Safe Routes to School Program.

It is important to discuss the goals and actions outlined in your SRTS Plan with your County or Municipal Engineer. You may find a partner with mutual goals, or an opportunity to integrate the actions outlined in your SRTS Plan within a current or future project of the County or Municipality. The engineer may also serve as a resource to assist in developing cost estimates.

When applying for funds for non-infrastructure (programmatic) improvements, you may reach out to others to research costs based on similar programs elsewhere or develop a rough estimate based on the labor hours and related expenses required to complete the program.

What types of projects should a cost estimate be prepared for?

A cost estimate should be prepared collectively and individually for all action items (projects and program activities) outlined as part of the SRTS Plan for which funding is being requested.

It should be noted that infrastructure projects, education and enforcement activities must be located within two miles of a primary or middle school (grades K-8) to be eligible to receive federal funding under the NJDOT SRTS Program. Encouragement activities do not have a location restriction. It may be advantageous to develop separate cost estimates for those projects and activities that fall within the two-mile limit, and those that are outside.

What types of costs are eligible to be reimbursed by the NJDOT SRTS Program?

All costs associated with the preparation and implementation of projects carried out in fulfillment of a SRTS Travel Plan or which serve the general purposes of this program are eligible for funding under this program including:

Infrastructure Improvements

- Construction*
- Design
- Planning
- Right-of-way acquisition
- Permitting costs

Non-infrastructure Programs & Activities**

- Education
- Encouragement
- Enforcement
- Evaluation

Applicants are encouraged, though not required, to utilize funds from other sources to pay for the "soft costs" such as environmental documentation, preliminary planning and design and all other relevant documentation required for federal funding.

**Projects that are construction ready will receive additional consideration.*

***Non-infrastructure Programs & Activities should be carried out in fulfillment of a SRTS Travel Plan or to advance the intent of the SRTS program.*

What types of costs are not eligible to be reimbursed by the NJDOT SRTS Program?

- Preparation of SRTS Travel Plans and applications for funding
- Costs incurred prior to receiving FHWA project authorization
- Construction, capital improvement projects and traffic education and enforcement activities which are implemented more than two miles from a primary or middle school (grades K-8)

The NJDOT SRTS Program is a reimbursement program for costs incurred after they have been authorized by FHWA. Matching funds are not required.

What do typical improvements associated with SRTS Plans cost?

The following listing of typical improvements and related costs associated with SRTS Plans is provided to familiarize you with current costs (Fall 2006). This listing is to be used to provide general guidance as to what level of costs might be anticipated. Also, since the goals and actions of each SRTS Plan will vary greatly, the listing of sample improvements should not be considered a definitive or exhaustive list. You may find that the costs may vary given the regional differences in the cost of construction materials.

1) ENGINEERING:	Cost
• School Crossing signs along school routes	\$400-\$500 each
• Stencil symbols along school routes	\$63 each
• Bike lane striping (4" white thermoplastic striping)	\$2-\$4 LF
• Shared lanes "Sharrows"	\$150 each
• High visibility crosswalks along school routes	\$850 each
• Flashing Beacons at a main street crossing	\$7,000 each
• Sidewalks – concrete (5' wide)	\$50 LF
• Shared use path – asphalt (8' wide)	\$100 LF
• Bollards on sidewalk	\$750-\$1,000 each
• Pedestrian scale lighting around school (<i>12' tall and installed every 50'</i>)	\$1,500-\$2,250 each
• Curb Extensions (<i>high end - assume drainage modification required</i>)	\$2,000-\$25,000 each
• Speed Humps (Speed Tables)	\$3,000 each
• Raised intersection (<i>includes paving, drainage, signs and striping</i>)	\$80,000-\$100,000
2) ENFORCEMENT:	
	Cost
• School Safety Zones	\$2,500-4,000
• Neighborhood Watch Programs	\$250
• Law Enforcement Presence	\$5,000
• Sidewalk, Building and Property Maintenance Laws	\$0
• Pedestrian Sting Operations	\$2,500-4,000
• Speed Trailers	\$2,500-4,000
• Photo Enforcement (Red Light Camera)	\$2,500-4,000
• "Keep Kids Alive – Drive 25" Campaign	\$500-1,500



3) EDUCATION:	Cost
• Neighborhood Working Groups	\$250
• Walk or Bike Across America	\$0
• Walking Math	\$0
• Assemblies/Guest Speakers	\$0-250
• Walking Education Programs	\$250-2,500
• Walkability/Bikeability Assessments	\$0
• Classroom Activities	\$0
• Campus Walks	\$250
4) ENCOURAGEMENT:	Cost
• School Newsletters	varies
• Board of Education / School District Newsletters	varies
• Local Newspaper (opinion-editorials)	varies
• Walk and Roll Days/Walking Wednesdays/Fridays on Foot	\$250 (initially)
• Frequent Walker Cards/Frequent Rider Miles	\$300
• Golden Sneaker Awards	\$0
• Family Picnic Activity	\$250
• Bicycle and Pedestrian Safety Quiz Show	\$250
• Walk to School Days/I-Walk	\$0
• Media Campaign	\$600
• Walking School Bus or Cycle Train	\$0
• Pace Cars/Bumper Sticker Program	\$300
• Proclamations/Resolutions	\$0
5) EVALUATION*:	Cost
• Walkability/Bikeability Assessments	\$0
• Traffic Counts of all types (Speed, Volume & Classification)	varies
• Existing Conditions Inventory	varies
• Crash Data Summary	varies
• Time Radius Map	varies
• User Survey (Parents & Students)	varies
• Documentation of SRTS Volunteers & Participants	varies

* In order to track results of your SRTS Program, a pre- and post- improvement and/or activity assessment, should be completed. The costs for this should be accounted for in your cost estimates.

It should be noted that zero costs outlined assume programs are often organized and completed with volunteer or internal staff and resources.

Next Steps

Funding for SRTS activities is available through New Jersey’s Safe Routes to School Program. Reference is given to schools that have prepared SRTS Travel Plans. Information on how to apply is available at www.state.nj.us/transportation/community/srts.

