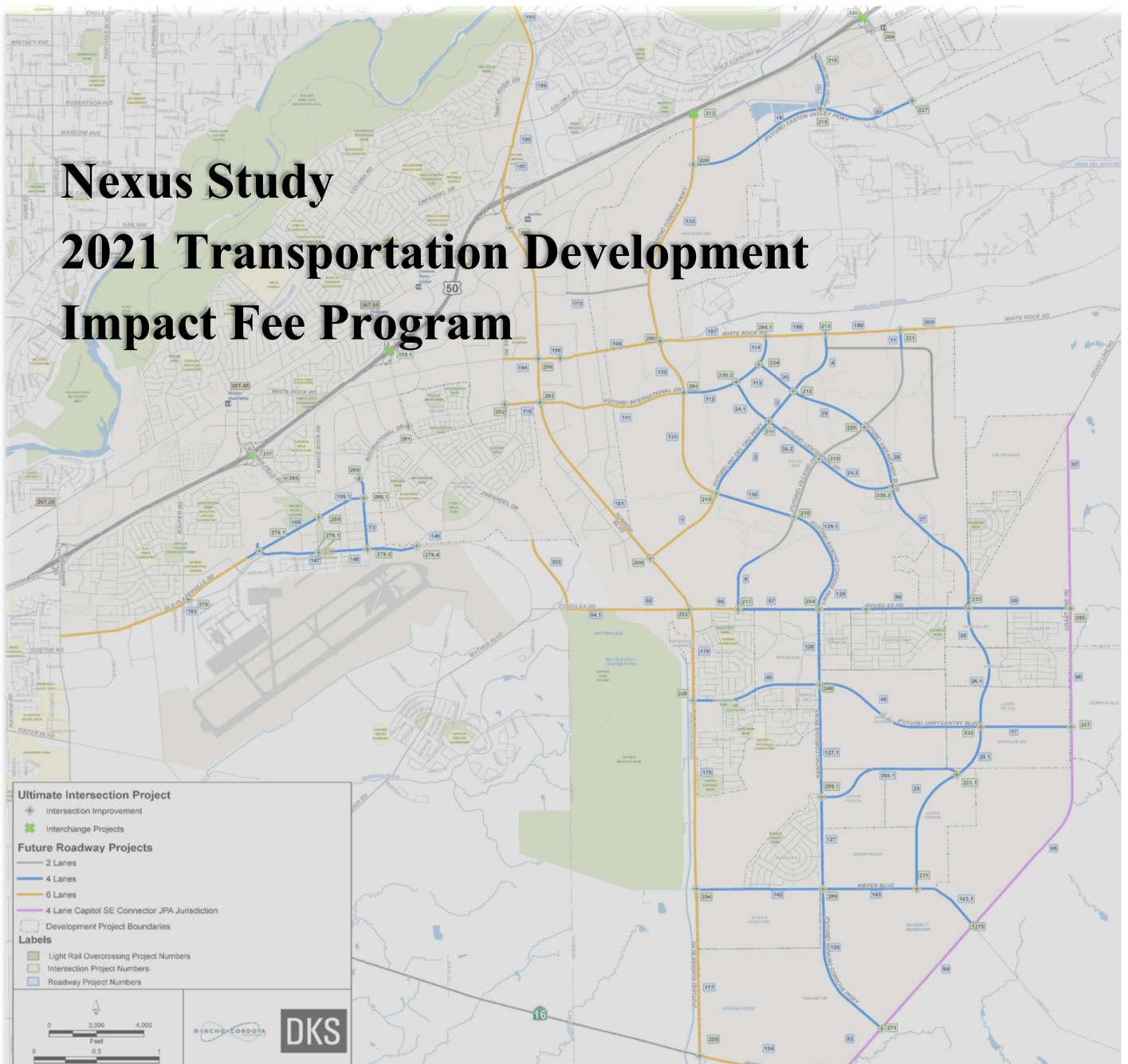


Nexus Study 2021 Transportation Development Impact Fee Program



Prepared for:

CITY OF RANCHO CORDOVA

Prepared by:

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Executive Summary

The City of Rancho Cordova's Capital Improvement Program (CIP) includes improvements to the City's major roadway, transit, bicycle, and pedestrian facilities that are needed to accommodate projected future travel demand. The City has various methods for financing the transportation improvements in the CIP. One of the key methods is the Transportation Development Impact Fee (TDIF) Program. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements so that the City's quality of life can be maintained.

Pursuant to the California Mitigation Fee Act (MFA¹), the City must periodically review the factors used in estimating fee rates. Based on the following factors, a comprehensive fee update was considered warranted:

- Changes in the City's projected growth rate and long-term residential and non-residential development estimates;
- The City completed a major update to its' travel demand model – the operative analysis tool for forecasting changes in the City's long-range transportation needs and its CIP;
- Need to update construction costs for infrastructure improvements;
- The need to refine project definitions and update assumptions on potential funding from sources other than the TDIF Program; and,
- Need to reflect legislative amendments to the Mitigation Fee Act requirements.

The transportation needs and fee allocation for this update of the TDIF Program are based a 2007 "Base Year" (the same year as the current TDIF Program adopted in 2013) and a future development scenario that reflects full buildout of all residential uses within the City. The City has the potential for almost 40,000 additional dwelling units over Base Year" (2007) levels. Using the Sacramento Area Council of Government's (SACOG) projected average annual growth rate in housing units for the City of Rancho Cordova through 2040, the estimated year when the City would reach full buildout of its residential uses is projected to be 2055. The "planning horizon" for the CIP and TDIF Program was therefore extended to 2055. For non-residential uses, SACOG's projected average annual growth rates for retail, office and industrial uses were used to estimate the 2055 development levels for those types of uses.

An updated analysis of roadway improvement needs was conducted using traffic forecasts from the City's updated travel demand model and the new 2055 development estimates. As with the analysis conducted in 2013, the roadway and intersection improvements included in the TDIF Program were identified to meet the City's level of service policy under 2055 travel demand levels after "thru trips" (those with neither trip end within the City) were subtracted from the traffic demand. This updated effort resulted in some changes in roadway improvements identified in the 2013 CIP. The descriptions of the improvement projects in the TDIF Program adopted in 2013 were reviewed and refined as necessary.

The estimated improvement costs are based on conceptual definitions and preliminary engineering of the improvement projects and then planning-level cost estimates. The "unit prices" for items used in those cost estimates were updated to current unit costs (2021). Generally, unit prices have increased by approximately 2% per year between 2013 and 2021, for an overall unit price increase of 16-20% for most items. However,

¹ Mitigation Fee Act (MFA), California Government Code, Sections 66000-66025.

several items including, but not limited to, drainage pipe and traffic signals have in particular, increased significantly more since 2013.

A 4% program contingency has been applied to the total CIP costs and the costs allocated to the TDIF Program. The program contingency is intended to cover project scope changes, alternative nexus-based projects, unforeseen and unbudgeted construction expenses, and other project related expenses.

The transportation elements and costs that are included in the updated CIP are shown in [Table 1](#).

| Table 1 Summary of Costs in CIP | |
|--|------------------------|
| CIP Elements | Cost |
| Roadways, Intersections, Interchanges and Light Rail Grade Separations | \$1,027,571,669 |
| Phasing of Roadway Improvements | \$29,948,000 |
| Traffic Signal System and ITS | \$28,922,000 |
| Transit | \$138,225,000 |
| Bikeways | \$78,089,000 |
| TDIF Program Contingency | \$36,347,735 |
| Total CIP | \$1,339,103,404 |
| Source: Wood Rodgers, City of Rancho Cordova, DKS Associates, 2021 | |

[Table 2](#) shows that of the total \$1.34 billion in transportation improvements that are included in the CIP, approximately \$945 million of the total cost was allocated to new development in TDIF Program. The City shares responsibility for roadways along its border with Sacramento County. Approximately \$162 million for improvements to those shared roadways would be funded by Sacramento County. The percent share of roadway and intersection improvements for shared facilities is consistent with those in the Sacramento County Transportation Development Fee (SCTDF) Program.

Other Funding

The City will need to secure \$209 million in “other funding” for: 1) the City’s share of existing deficiencies; 2) “existing development’s share” of transit and bikeway improvements; and, 3) some reduction in the developer funded portion of several major improvements. These include: Light Rail grade separations; Bikeway grade separations; and the Zinfandel Drive Complex. The City has secured approximately \$49.2 million of funding for projects in the TDIF program, including Measure A funding and other grants. The TDIF assumes that about \$24.5 million in future Measure A funding will be available, but only for the City’s portion of improvements to Grant Line Road. An assumed 30% of the cost of improvements along Grant Line Road is assumed to come from Measure A funding (as the Capital Southeast Connector Project) and the remainder would be split with Sacramento County. The sources for the remaining \$135.4 million in “other funding” have not been identified². The City will seek grants to fund the City’s share of transit and bikeway improvements.

² Since 2007, the City has collected \$56.2 million in TDIF fees and has prepared \$25.6 million fee credit agreements. These fees are reflected in the \$945 million of the total cost allocated to new development in TDIF Program.

| Transportation Element | Cost Allocation | | | |
|---|----------------------|--------------------------------|----------------------|------------------------|
| | TDIF Program | Sacramento County ² | Other Sources | Total |
| Roadways, Intersections, Interchanges, and Light Rail Grade Separations ¹ | \$773,974,732 | \$164,378,257 | \$119,166,679 | \$1,057,519,669 |
| Traffic Signals and ITS | \$23,822,747 | \$0 | \$5,099,253 | \$28,922,000 |
| Transit | \$77,406,000 | \$0 | \$60,819,000 | \$138,225,000 |
| Bikeways | \$33,489,904 | \$0 | \$44,599,096 | \$78,089,000 |
| Subtotal | \$908,693,383 | \$164,378,257 | \$229,684,029 | \$1,302,755,669 |
| Program Contingency (4%) | \$36,347,735 | \$0 | \$0 | \$36,347,735 |
| Total | \$945,041,118 | \$164,378,257 | \$215,684,029 | \$1,339,103,404 |
| ¹ Includes cost of phasing roadway segments | | | | |
| ² County's share of improvements to roadways and intersections that are along City/County boundary | | | | |
| Source: DKS Associates, 2021 | | | | |

Estimated Fees

Fees are differentiated by the type of development and relative demands on the transportation system. In the allocation of costs, each development type is assigned a “dwelling unit equivalent” or “DUE” rate. DUE’s measure how the trip-making characteristics of a land use type compares to a single-family residential unit. The estimated growth in development between the Base Year (2007) and 2055 represents 52,951 DUEs. [Table 3](#) summarizes the estimated “cost per DUE” for the TDIF. The “cost per DUE” is the development fee for a single-family unit and fees for other land uses are calculated using DUE ratios.

| Elements of TDIF Program | CIP Cost Allocated to New Development in TDIF Program |
|--|---|
| TDIF Program's Portion of CIP Improvements | \$908,693,383 |
| TDIF Program Contingency (4%) | \$36,347,735 |
| Total | \$945,041,118 |
| Fees Collected by City prior to January 2007 | \$33,143,248 |
| Total Remaining Costs Funded by TDIF | \$911,897,870 |
| Total Growth in DUEs | 52,951 |
| Cost per DUE | \$17,221 |
| Administrative Cost (3.75%) per DUE | \$646 |
| Total Fee per DUE | \$17,867 |
| Source: DKS Associates, 2021 | |

1.0 Introduction

1.1 Purpose of Transportation Development Impact Fee Program

The City of Rancho Cordova's Capital Improvement Program (CIP) includes improvements to the City's major roadway, transit, bicycle, and pedestrian facilities that are needed to accommodate projected future travel demand. The City has various methods for financing the transportation improvements in the CIP. One of the key methods is the Transportation Development Impact Fee (TDIF) Program.

The TDIF Program collects funds from new development in the City to finance the portion of the transportation improvements that result from the travel demand generated by new development in the City. Fees are differentiated by the type of development in relationship to their relative impacts on the transportation system. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements so that the City's General Plan Circulation policies and quality of life can be maintained.

1.2 Purpose 2021 Update

When the City incorporated in July 2003, the City inherited fee programs established by Sacramento County. In 2005, the City established the costs of the roadways in the City's General Plan and prepared a Nexus Study that resulted in implementation of the City's first transportation impact fee program. In 2012 the City performed an update to the TDIF Program. A Nexus Study with updated fee rates was prepared and approved by the City Council in January 2013. During the remainder of 2013, the City worked with representatives of the building industry to explore various changes in the methodologies used to determine the fee rates. Those efforts resulted in a decision to update construction costs to 2013 levels to compensate for the Great Recession and to refine the definition of some improvement projects. That effort resulted in a reduction to the fee rates, which were approved by the City Council in December 2013. The current TDIF Program is based on the December 2013 Nexus Study.

The City periodically determines if a TDIF Program update is warranted. In 2020, the City determined that a comprehensive update should be performed based on the following factors:

- Changes in the City's projected growth rate and long-term residential and non-residential development estimates;
- The City completed a major update to its' travel demand model – the operative analysis tool for forecasting changes in the City's long-range transportation needs and its CIP;
- Need to update construction costs for infrastructure improvements;
- The need to refine project definitions and update assumptions on potential funding; and,
- Need to reflect legislative amendments to the Mitigation Fee Act requirements. This includes a Smart Growth Discount for residential developments that meet smart-growth criteria (Government Code 66005.1). A 15% fee discount based on reduced vehicle trip generation studies is offered to any residential development that meets the criteria.

The purpose of this Nexus Study report is to update the nexus (or reasonable relationship) between new development that occurs in the City and the need for additional transportation improvements and facilities to accommodate this new development. This report documents the methodology and assumptions used to update the 2013 Nexus Study for the TDIF Program.

2.0 Development Forecasts

The transportation needs and fee allocation for this update of the TDIF Program are based a 2007 “Base Year” (the same year as the current TDIF Program adopted in 2013) and a future development scenario that reflects full buildout of all residential uses within the City. These analysis years are described as follows:

- The City of Rancho Cordova has prepared updated estimates of development “capacities” for its adopted and planned specific plan areas, as well as likely residential capacities for its vacant or underutilized infill sites. Based on that analysis, the City has the potential for almost 40,000 additional dwelling units over “base year” (2007) levels.
- SACOG prepares forecasts of future development throughout the six-county SACOG region every four years. Their latest forecasts prepared in 2020 define growth between 2016 and 2040. Using SACOG’s projected average annual growth rate in total housing units for the City of Rancho Cordova, the estimated year when the City would reach full buildout of its residential uses is 2055.
- For non-residential uses, SACOG’s projected average annual growth rates for retail, office and industrial uses were used to estimate the total 2055 development levels for those types of uses. Based on SACOG’s non-residential growth rate, the City will reach full buildout of its non-residential uses after 2055.

[Appendix A](#) details the assumptions and methodology used to prepare the City’s development forecasts. Estimates of housing and jobs for the 2007 Base Year, 2055 and the growth over that 48-year period are provided in [Table 4](#). As shown, housing units and employment in the City are expected to grow by 163 percent and 88 percent, respectfully. For non-residential uses, fees are based on the square footage of a building while the travel demand model uses jobs to determine the trips generated by non-residential uses. Therefore, both the estimated number of jobs and building square footage by type is shown in [Table 4](#).

| Table 4 Summary of Development Forecasts | | | | |
|---|---------------|-------------------|-------------------|--------------------------------|
| Land use | Units | 2007 | 2055 | Growth 2007 to 2055 |
| Residential | | | | |
| Single-Family | Dwelling Unit | 18,141 | 47,177 | 29,036 |
| Multi-Family | | 6,308 | 17,230 | 10,922 |
| Total | | 24,449 | 64,407 | 39,958 |
| Non-Residential | | | | |
| Retail | Jobs | 7,603 | 19,695 | 12,092 |
| Office | | 34,703 | 56,128 | 21,425 |
| Industrial | | 7,541 | 17,799 | 10,258 |
| Total | | 49,847 | 93,622 | 43,775 |
| Square Footage | | | | |
| Retail | Square Feet | 3,801,000 | 9,847,000 | 6,046,000 |
| Office | | 9,479,000 | 15,906,000 | 6,427,000 |
| Industrial | | 6,636,000 | 12,791,000 | 6,155,000 |
| Total | | 19,916,000 | 38,544,000 | 18,628,000 |
| Sources: DKS Associates, SACOG and City of Rancho Cordova | | | | |

3.0 Transportation Improvements

The Circulation Element of the General Plan identifies the long-range transportation system that is needed to accommodate travel demand at full build out of the City. The CIP and TDIF Program are consistent with the General Plan Circulation Element. The City has been evaluating the timing of the transportation improvements in the General Plan. That effort has resulted in the following:

- **Core Backbone Improvements** – The City has identified the following core backbone infrastructure improvements as necessary to support the next 10,000 residential EDUs in the new development area east of Sunrise Blvd. The estimated costs of these improvements are approximately \$180 million. A dedicated revenue stream in the form of a set aside from the development impact fee is intended to partially fund the core improvements.
 - Zinfandel Complex Improvements;
 - Sunrise Boulevard Widening from Kiefer Boulevard. to Jackson Highway including intersection improvements at Jackson Highway;
 - White Rock Road Widening from Sunrise Boulevard. to Rancho Cordova Parkway including intersection improvements;
 - Rancho Cordova Parkway Interchange and Rancho Cordova Parkway Extension to White Rock Road; and,
 - Douglas Road Widening from Sunrise Blvd. to Zinfandel Drive including bridge widening over the Folsom South Canal and completion of intersection improvements at Sunrise Boulevard.
- **CIP** – This report summarizes the transportation analyses that have defined the transportation improvements that are needed to accommodate projected growth by 2055, including and updated 2055 roadway needs analysis and the findings from the City’s Master Plan efforts on the transit and bikeways elements of the transportation system.
- **Post-2055 Improvements** – This report does not evaluate transportation needs and cost at full buildout of all land uses in the City (i.e., non-residential uses will not reach development capacity by 2055) and therefore improvements that would be needed after 2055 are not reflected. Future updates to the City’s TDIF Program will address this remaining increment of development growth including an updated deficiency assessment.

This section describes the transportation analysis that determined the improvement projects that would be included in the CIP as well as those that would be funded in the TDIF Program.

3.1 Existing LOS Deficiencies

Roadway Segments Deficiencies

An analysis of traffic demand in the 2007 Base Year (documented in the TDIF Program adopted in 2013) showed that nearly five miles of roadways in the City of Rancho Cordova operated at LOS E or F conditions.

The locations and volume-to-capacity ratio of roadways with “existing LOS deficiencies” are summarized below:

- Sunrise Boulevard – American River to Gold Country Boulevard (1.56)
- Sunrise Boulevard – Gold Country Boulevard to Coloma Road (1.54)
- Sunrise Boulevard – Coloma Road to Zinfandel Drive (1.53)
- Sunrise Boulevard – Zinfandel Drive to U.S. 50 Interchange (1.48)
- Sunrise Boulevard – U.S. 50 Interchange to Folsom Boulevard (0.96)
- Sunrise Boulevard – Folsom Boulevard to Sun Center Drive (1.06)
- Sunrise Boulevard – Douglas Road to Chrysanthy Boulevard (1.11)
- Sunrise Boulevard – Chrysanthy Boulevard to Kiefer Boulevard (1.00)
- Sunrise Boulevard – Kiefer Boulevard to SR-16 (0.92)

Since 2007, Sunrise Boulevard north of Kiefer Boulevard has been widened and thus no longer is an existing deficiency. The 2007 “Base Year” for the TDIF Program remains for this 2021 update of the TDIF Program.

Development that has occurred between 2007 and 2021 has contributed fees to help fund improvements – some of which have been constructed (such as the widening of Sunrise Boulevard north of Kiefer Boulevard). For CIP projects partially (or fully) built and/or funded by a different source these cost amounts have been subtracted from the total project cost (i.e., are not part of the fee calculations). Constructed projects remain on the TDIF CIP list to:

1. provide a complete accounting of TDIF funds and expenditures;
2. account for portions of the project that are partially the responsibility of the County to fund/implement (such as portions of Sunrise Boulevard);
3. account for unfunded portions of projects; and,
4. account for existing project credit or reimbursement agreements.

The General Plan calls for a maximum of six lanes on the City’s busiest arterial roadways. Some of these roadways already have six lanes. Some two or four lane arterials could be widened under the CIP, but some roadway segments would operate at LOS E or F conditions in 2055 with the maximum of lanes allowed under the General Plan.

Intersection Deficiencies

Based on the analysis of traffic demand in the 2007 Base Year (documented in the TDIF Program adopted in 2013), there were five intersections shown to operate at LOS E or F conditions and are thus considered existing deficiencies as part of this analysis. These intersections are listed in [Table 5](#).

| Project ID No. | North-South Street | East-West Street | 2007 Base Level of Service | 2007 Base Volume/Capacity |
|-----------------------|---------------------------|-------------------------|-----------------------------------|----------------------------------|
| 251 | Sunrise Boulevard | Coloma Road | E | 0.96 |
| 267.4 | Mather Field Road | Folsom Boulevard | E | 0.99 |
| 270 | Sunrise Boulevard | Gold Country Blvd | F | 1.02 |
| 273 | Grant Line Road | Jackson Road | F | 1.04 |
| 288 | Sunrise Boulevard | Jackson Road | E | 0.97 |

Source: DKS Associates, 2012

3.2 Travel Forecasts

To generate travel forecasts, the City applies a modified version of SACOG's SACSIM-19 Activity-Based Travel Model. The City modified SACSIM-19 to provide greater roadway and transit network detail and more refined traffic analysis zones (TAZs) within the City and adjacent surrounding areas. While the City's model is intended to focus on travel within the City, it covers the same area as SACSIM19 – the full six-county SACOG region. Thus, the City's model predicts how the City's development interacts with land uses region-wide and the entire regional transportation system.

The SACSIM-19 Activity-Based Travel Model gives the City of Rancho Cordova the capability to generate technical information pertinent to the understanding of travel behavior and transportation network performance within the City. This information is critical to the development, updating and monitoring of the City's transportation capital improvement program, analysis of specific transportation projects and programs, and General Plan land use and transportation strategies and policies. The City's travel model yields the future volume sets (i.e., roadway segment volumes and intersection turn movements) to inform operational analyses that determine whether a given road segment or intersection will operate acceptably in the future and the extent to which new development within the City limits will contribute to future infrastructure deficiencies.

The City's SACSIM-19 Activity-Based Travel Model reflects a baseline year of 2016 and a 2055 forecast horizon – the same planning horizon applied to the fee assessment. A planning horizon of 2055 is considered long enough to plan for long-term infrastructure needs, yet short enough to represent reasonably anticipated growth based on current land use policy. There are practical reasons for this length of horizon (i.e., implementing a transportation infrastructure project typically takes 4-15 years and regional agency travel demand models typically use a 20-30 forecast horizon pursuant to the federal metropolitan planning regulations). A key reason that transportation fee programs do not reflect planning horizons of 40 years or more is defensibility. If fees are not applied to advance projects listed in the program in a reasonable timeframe, the program CIP list could be considered too speculative and subject to legal challenge.

The 2055 land use assumptions present in the City's travel demand model is based on the following assumptions:

- Full Buildout of Residential Uses

- About 50% Buildout of Non-residential Uses (see Appendix A)
- SACOG's 2040 MTP/SCS Preferred Land Use assumptions for areas outside the City limits except in the following proposed development areas in Sacramento County adjacent to the City, where 2055 development estimates assumed:
 - Cordova Hills
 - Easton/Glenborough
 - Mather South
 - New Bridge

Based on the above land use assumptions, daily, AM and PM peak hour 2055 travel forecasts were developed. These peak hour forecasts account for future transit ridership associated with planned transit services in the City of Rancho Cordova and surrounding areas. This includes transit services partially funded by the Transit Benefit District.

3.3 Model Post Processing

Before "raw" model output can be considered suitable for operational determinations, post-processing adjustments must be performed. The recommended procedure is based on the National Cooperative Highway Research Program (NCHRP) Report 255, 1982. NCHRP-255 adjustments entail using model generated link-based growth (computed variation between base year and forecast year model link volumes) to adjust baseline traffic counts to reflect future conditions. These adjustments were performed for all daily roadway segment volumes and AM/PM peak hour intersection turn movements, respectively.

3.4 2055 Roadway Segment Capacity Needs

To determine the need for constructing or widening roadways to accommodate future development, a capacity threshold analysis was performed based on projected 2055 daily traffic volumes. As stated previously, these volumes account for the trip reduction benefit of planned transit services. The list of projects from the previous CIP and TDIF programs including additional projects identified as being necessary based on approved planned developments formed the basis for analysis. An iterative analysis was then performed to determine the need for additional roadway segment capacity relative to planned growth.

The roadway capacity needs analysis was guided by the level of service (LOS) policy in the Circulation Element of the General Plan, which calls for maintaining LOS D conditions on all roadways and intersections unless maintaining this standard would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Assuming 85% of capacity (mid-point of LOS D) yields the following daily capacities expressed in vehicle per day (vpd) for roadway segment analysis:

- 6 Lane Threshold = 51,300 vpd
- 4 Lane Threshold = 30,600 vpd
- 2 Lane Threshold = 15,300 vpd

Typically, roadway widening is required if a given roadway segment has a projected volume-to-capacity (v/c) ratio of 0.85 or greater. However, the maximum number of lanes on a roadway segment should not exceed the number of lanes allowed in the General Plan "Roadway System and Sizing", which limits the

maximum number lanes on most arterial roadways to 6 lanes and limits Folsom Boulevard to 4 lanes. With those limits, the City recognizes that LOS D conditions may not be met on some portions of Sunrise Boulevard and Folsom Boulevard. Additionally, many new roadways planned to support new development would only require 2 lanes along their length but would require greater channelization capacity at their intersections. To maintain roadway lane continuity, particularly where intersection spacing is limited, these roadways were planned as 4 lane roadways.

Although much of the increase in traffic demand would result from growth within the City, some growth is attributed to “thru” vehicle trips that have neither end of the trip within the City. To determine whether the 2055 roadway improvements would still be needed with the growth in thru trips removed, the roadway segment analysis was performed in two phases. The first phase determined the ultimate roadway capacity needs. The second phase removed “thru” vehicle trips to determine the share of roadway improvements which should be attributed to the TDIF Program. As mentioned above, for any given roadway segment additional non-capacity related factors were also considered when determining facility sizing needs including existing policies; logical project limits; lane continuity; geometric and spacing characteristics at/between intersections (see Section 3.4).

Table 6 summarizes the roadway capacity improvements, forecasted average daily traffic (ADT), and level of service analysis including with thru trips removed. The roadway needs analysis identifies roadways that would need to be widened, extended, or created to accommodate future 2055 development growth and resulting travel demand relative to the City’s General Plan LOS policy.

3.5 2055 Intersection Capacity Needs

The operational analysis used to determine the geometric needs at intersections (i.e., number of thru lanes and turn lanes), an LOS analysis was conducted for projected 2055 traffic demand during both the AM and PM peak commute hours on a typical weekday. The analysis was performed using the City’s citywide Synchro network model. Intersection sizing needs to accommodate future growth was based on the City’s LOS D threshold and HCM 6th Edition methodologies³ as implemented in Synchro 10. The LOS analysis used in the TDIF analysis is based on average intersection delay for signals and all-way stop control intersections and the worst movement at two-way stop control intersections. Table 7 summarizes the breakdown of LOS thresholds from the HCM 6th Edition.

³ Intersections along Grant Line Road fall under the jurisdiction of the Capitol SE Connector JPA whose policy requires LOS C conditions on all roadway segments and intersections.

Table 6: 2055 Roadway Lanes Needs Analysis

| Fee ID | Roadway | From | To | Existing Volume | Existing Lanes | 2055 Volume | 2055 Lanes | 2055 Volume Less Through Trips | Existing Geometrics | | Fee Program Geometrics | |
|--------|------------------------------|-----------------|----------------|-----------------|----------------|-------------|------------|--------------------------------|-----------------------------|-------------------------|-------------------------|---|
| | | | | | | | | | Existing Service Deficiency | 2055 Service Deficiency | 2055 Service Deficiency | 2055 Service Deficiency without Through Trips |
| 1 | Rio del Oro | Sunrise | Rancho Cordova | - | - | 17,600 | 6 | 16,030 | - | - | N | N |
| 2 | | Rancho Cordova | Centennial | - | - | 6,190 | 4 | 6,180 | - | - | N | N |
| 3 | | Centennial | Americanos | - | - | 8,050 | 4 | 8,040 | - | - | N | N |
| 4 | | Americanos | White Rock | - | - | 5,050 | 4 | 5,040 | - | - | N | N |
| 7 | | Easton | Folsom | - | - | 14,330 | 4 | 13,390 | - | - | N | N |
| 8 | Villagio | n/o Douglas | - | - | 5,100 | 2 | 5,040 | - | - | N | N | |
| 11 | | s/o White Rock | - | - | 12,540 | 4 | 12,510 | - | - | N | N | |
| 19 | Easton / Eastern Valley Pkwy | Rancho Cordova | Rio del Oro | - | - | 17,870 | 4 | 12,970 | - | - | N | N |
| 20 | | Rio del Oro | City Limits | - | - | 29,980 | 4 | 16,810 | - | - | N | N |
| 24.1 | Centennial | International | Rio del Oro | - | - | 13,860 | 4 | 13,860 | - | - | N | N |
| 24.2 | | Rio del Oro | Villagio | - | - | 12,800 | 4 | 12,800 | - | - | N | N |
| 24.3 | | Villagio | Americanos | - | - | 8,520 | 4 | 8,520 | - | - | N | N |
| 25 | Americanos | Kiefer | North Campus | - | - | 3,280 | 4 | 3,280 | - | - | N | N |
| 25.1 | | North Campus | Chrysanthy | - | - | 2,320 | 4 | 2,320 | - | - | N | N |
| 26 | | Chrysanthy | Douglas 103 | - | - | 5,670 | 4 | 5,670 | - | - | N | N |
| 27 | | Douglas | Centennial | - | - | 4,150 | 4 | 4,150 | - | - | N | N |
| 28 | | Centennial | Villagio | - | - | 3,610 | 4 | 3,610 | - | - | N | N |
| 29 | | Villagio | Rio del Oro | - | - | 4,860 | 4 | 4,860 | - | - | N | N |
| 30 | | Rio del Oro | International | - | - | 9,840 | 4 | 9,840 | - | - | N | N |
| 45 | Chrysanthy | Sunrise | Rancho Cordova | 4,770 | 4 | 10,030 | 4 | 9,820 | N | N | N | N |
| 45 | | Sunrise | Rancho Cordova | - | - | 7,090 | 4 | 6,940 | - | - | N | N |
| 46 | | Rancho Cordova | Americanos | - | - | 16,930 | 4 | 16,340 | - | - | N | N |
| 47 | | Americanos | Grant Line | - | - | 14,370 | 4 | 13,680 | - | - | N | N |
| 54.1 | Douglas | Zinfandel | City Limits | - | - | 36,660 | 6 | 32,030 | - | - | N | N |
| 55 | | City Limits | Sunrise | 11,320 | 2 | 44,990 | 6 | 38,740 | N | Y | N | N |
| 56 | | Sunrise | Villagio | 6,710 | 5 | 35,260 | 6 | 30,260 | N | Y | N | N |
| 57 | | Villagio | Rancho Cordova | 3,630 | 5 | 29,850 | 4 | 24,840 | N | N | N | N |
| 58 | | Rancho Cordova | Americanos | - | - | 20,940 | 4 | 17,110 | - | - | N | N |
| 59 | | Americanos | Grant Line | 3,660 | 2 | 22,300 | 4 | 16,900 | N | Y | N | N |
| 73 | Femoyer | Mather | Peter McCuen | 3,850 | 2 | 26,330 | 4 | 22,910 | N | Y | N | N |
| 93 | Grant Line ¹ | Jackson | Rancho Cordova | 7,090 | 2 | 42,030 | 4 | 17,620 | N | Y | Y | N |
| 94 | | Rancho Cordova | Kiefer | 7,090 | 2 | 42,030 | 4 | 12,260 | N | Y | Y | N |
| 95 | | Kiefer | Chrysanthy | 7,090 | 2 | 42,030 | 4 | 12,370 | N | Y | Y | N |
| 96 | | Chrysanthy | Douglas | 7,560 | 2 | 42,580 | 4 | 17,980 | N | Y | Y | N |
| 97 | | Douglas | City Limits | 9,470 | 2 | 42,660 | 4 | 16,160 | N | Y | Y | N |
| 103 | Old Placerville | Bradshaw | Routier | 15,910 | 4 | 43,560 | 6 | 26,700 | N | Y | N | N |
| 104 | | Routier | Peter McCuen | 15,180 | 4 | 44,280 | 6 | 28,840 | N | Y | N | N |
| 105 | Peter McCuen | Old Placerville | Mather Field | - | - | 20,080 | 4 | 19,700 | - | - | N | N |
| 105.1 | | Mather | Femoyer | - | - | 14,240 | 4 | 13,970 | - | - | N | N |

¹ Grant Line Road falls under the jurisdiction of the Capitol SE Connector JPA whose policy requires LOS C conditions on all roadway segments.

| Fee ID | Roadway | From | To | Existing Volume | Existing Lanes | 2055 Volume | 2055 Lanes | 2055 Volume Less Through Trips | Existing Geometrics | | Fee Program Geometrics | |
|--------|----------------|------------------------|-----------------|-----------------|----------------|-------------|------------|--------------------------------|-----------------------------|-------------------------|-------------------------|---|
| | | | | | | | | | Existing Service Deficiency | 2055 Service Deficiency | 2055 Service Deficiency | 2055 Service Deficiency without Through Trips |
| 110 | International | Kilgore | Sunrise | 10,060 | 6 | 40,320 | 6 | 40,180 | N | N | N | N |
| 111 | | Sunrise | Rancho Cordova | - | - | 40,070 | 6 | 40,010 | - | - | N | N |
| 112 | | Rancho Cordova | Centennial | - | - | 33,980 | 4 | 33,890 | - | - | Y | Y |
| 113 | | Centennial | Americanos | - | - | 12,960 | 4 | 12,890 | - | - | N | N |
| 114 | | Americanos | White Rock | - | - | 12,540 | 4 | 12,470 | - | - | N | N |
| 124 | Jackson | Sunrise | Grant Line | 13,290 | 2 | 36,070 | 6 | 15,780 | N | Y | N | N |
| 126 | Rancho Cordova | Grant Line | Kiefer | - | - | 12,340 | 4 | 12,340 | - | - | N | N |
| 127 | | Kiefer | North Campus | - | - | 10,060 | 4 | 10,000 | - | - | N | N |
| 127.1 | | North Campus | Chrysanthy | - | - | 13,880 | 4 | 13,800 | - | - | N | N |
| 128 | | Chrysanthy | Douglas | - | - | 28,190 | 4 | 27,630 | - | - | N | N |
| 129 | | Douglas | N Preserve Bdry | - | - | 19,100 | 4 | 18,650 | - | - | N | N |
| 130 | | Villagio | Rio del Oro | - | - | 26,060 | 4 | 25,600 | - | - | N | N |
| 131 | | Rio del Oro | International | - | - | 42,520 | 6 | 40,390 | - | - | N | N |
| 132 | | International | White Rock | - | - | 53,630 | 6 | 51,050 | - | - | Y | N |
| 133 | | White Rock | Easton | - | - | 60,140 | 6 | 55,560 | - | - | Y | Y |
| 142 | | Kiefer | Sunrise | Rancho Cordova | 4,510 | 2 | 19,500 | 4 | 19,400 | N | Y | N |
| 143 | Rancho Cordova | | Americanos | 4,510 | 2 | 19,500 | 4 | 19,400 | N | Y | N | N |
| 143.1 | Americanos | | Grant Line | 4,510 | 2 | 19,500 | 4 | 19,130 | N | Y | N | N |
| 147 | Mather | Peter McCuen | Whitehead | 4,130 | 2 | 19,470 | 4 | 18,110 | N | Y | N | N |
| 148 | | Whitehead | Bleckley | 2,490 | 2 | 9,500 | 4 | 8,840 | N | N | N | N |
| 149 | | Femoyer | North Mather | - | - | 28,840 | 4 | 24,490 | - | - | N | N |
| 173 | Sun Center | Sunrise Gold Cir | Rancho Cordova | 4,200 | 2 | 12,640 | 2 | 11,000 | N | N | N | N |
| 177 | Sunrise | Jackson | Kiefer | 17,490 | 2 | 31,790 | 6 | 29,780 | Y | Y | N | N |
| 178 | | Kiefer | Chrysanthy | 20,770 | 5 | 40,270 | 6 | 37,830 | N | Y | N | N |
| 179 | | Chrysanthy | Douglas | 29,360 | 5 | 51,010 | 6 | 48,240 | N | Y | N | N |
| 181 | | Rio del Oro | Fitzgerald | 31,390 | 6 | 50,560 | 6 | 47,950 | N | N | N | N |
| 182 | | South of International | - | 31,390 | 6 | 42,310 | 6 | 40,340 | N | N | N | N |
| 183 | | International | White Rock | 36,540 | 6 | 58,330 | 6 | 55,340 | N | Y | Y | Y |
| 184 | | White Rock | Sun Center | 37,810 | 6 | 57,420 | 6 | 54,560 | N | Y | Y | Y |
| 185 | | Sun Center | Folsom | 52,930 | 6 | 67,450 | 6 | 64,270 | Y | Y | Y | Y |
| 186 | | Folsom | US 50 | 54,550 | 6 | 74,900 | 6 | 71,720 | Y | Y | Y | Y |
| 187 | | US 50 | Zinfandel | 83,020 | 6 | 104,270 | 6 | 87,380 | Y | Y | Y | Y |
| 188 | | Zinfandel | Coloma | 78,390 | 6 | 96,830 | 6 | 80,820 | Y | Y | Y | Y |
| 189 | | Coloma | Gold Country | 74,560 | 6 | 92,550 | 6 | 75,260 | Y | Y | Y | Y |
| 190 | | Gold Country | American River | 82,570 | 6 | 97,720 | 6 | 70,020 | Y | Y | Y | Y |
| 194 | White Rock | Kilgore | Sunrise | 18,670 | 5 | 53,540 | 6 | 53,180 | N | Y | Y | Y |
| 195 | | Sunrise | Luyung | 9,220 | 4 | 37,120 | 6 | 36,730 | N | Y | N | N |
| 196 | | Luyung | Rancho Cordova | 3,920 | 2 | 43,080 | 6 | 42,630 | N | Y | N | N |
| 197 | | Rancho Cordova | International | - | - | 22,480 | 6 | 20,930 | - | - | N | N |
| 198 | | International | Rio del Oro | - | - | 25,670 | 6 | 24,160 | - | - | N | N |
| 199 | | Rio del Oro | Villagio | - | - | 24,330 | 6 | 22,750 | - | - | N | N |
| 200 | | Villagio | City Limits | - | - | 20,470 | 6 | 18,970 | - | - | N | N |
| 203 | Zinfandel | Douglas | City Limits | 10,850 | 2 | 54,460 | 6 | 45,210 | N | Y | Y | N |
| 204.1 | North Campus | Rancho Cordova | Americanos | - | - | 4,040 | 4 | 4,040 | - | - | N | N |

| Fee ID | Roadway | Existing Volume | Existing Lanes | 2055 Volume | 2055 Lanes | 2055 Volume Less Through Trips | Existing Geometrics | | Fee Program Geometrics | |
|--------|---|-----------------|----------------|-------------|------------|--------------------------------|-----------------------------|-------------------------|-------------------------|---|
| | | | | | | | Existing Service Deficiency | 2055 Service Deficiency | 2055 Service Deficiency | 2055 Service Deficiency without Through Trips |
| - | Bradshaw Road north of Lincoln Village Drive | 42,790 | 6 | 56,380 | 6 | - | N | Y | Y | - |
| - | Bradshaw Road south of Business Park Drive | 30,240 | 6 | 39,460 | 6 | - | N | N | N | - |
| - | Coloma Road north of Folsom Boulevard | 16,550 | 4 | 19,800 | 4 | - | N | N | N | - |
| - | Coloma Road west of Sunrise Boulevard | 20,060 | 4 | 23,320 | 4 | - | N | N | N | - |
| - | Jackson Road west of Sunrise Boulevard | 10,110 | 2 | 35,750 | 4 | - | N | Y | Y | - |
| - | Kilgore Road north of White Rock Road | 5,490 | 2 | 12,380 | 2 | - | N | N | N | - |
| - | Kilgore Road south of Folsom Boulevard | 8,650 | 2 | 10,870 | 2 | - | N | N | N | - |
| - | Kilgore Road south of White Rock Road | 4,150 | 4 | 26,010 | 4 | 25,980 | N | N | N | N |
| - | Old Placerville Road south of Rockingham Road | 14,090 | 4 | 21,070 | 4 | - | N | N | N | - |
| - | Rockingham Road west of Mather Field Road | 20,300 | 4 | 28,100 | 4 | - | N | N | N | - |
| - | Routier Road north of Old Placerville Road | 7,890 | 2 | 8,430 | 2 | - | N | N | N | - |
| - | Routier Road south of Folsom Boulevard | 7,930 | 2 | 11,470 | 4 | - | N | N | N | - |
| - | White Rock Road east of Zinfandel Drive | 14,850 | 6 | 34,920 | 6 | - | N | N | N | - |
| - | White Rock Road west of Zinfandel Drive | 11,230 | 2 | 14,580 | 2 | - | N | N | N | - |
| - | Folsom Boulevard east of Bradshaw Road | 17,680 | 4 | 22,800 | 4 | - | N | N | N | - |
| - | Folsom Boulevard east of Mather Field Road | 25,220 | 4 | 31,570 | 4 | - | N | Y | Y | - |
| - | Folsom Boulevard east of Mercantile Drive | 15,190 | 4 | 17,440 | 4 | - | N | N | N | - |
| - | Folsom Boulevard east of Sunrise Boulevard | 13,530 | 4 | 17,440 | 4 | - | N | N | N | - |
| - | Folsom Boulevard east of Zinfandel Drive | 13,880 | 4 | 17,180 | 4 | - | N | N | N | - |
| - | Folsom Boulevard west of Mather Field Road | 19,650 | 4 | 26,520 | 4 | - | N | N | N | - |
| - | Folsom Boulevard west of Sunrise Boulevard | 15,510 | 4 | 24,760 | 4 | - | N | N | N | - |
| - | Folsom Boulevard west of Zinfandel Drive | 18,930 | 4 | 24,570 | 4 | - | N | N | N | - |
| - | International Drive east of Mather Field Road | 18,410 | 6 | 28,130 | 6 | - | N | N | N | - |
| - | International Drive east of Zinfandel Drive | 12,360 | 6 | 36,980 | 6 | - | N | N | N | - |
| - | International Drive west of Zinfandel Drive | 15,960 | 6 | 43,740 | 6 | - | N | N | N | - |
| - | Mather Field Road north of Mill Station Road | 22,200 | 4 | 30,400 | 6 | - | N | N | N | - |
| - | Mather Field Road north of Peter McCuen Boulevard | 13,600 | 4 | 15,010 | 4 | - | N | N | N | - |
| - | Mather Field Road north of Rockingham Drive | 40,870 | 6 | 64,430 | 6 | - | N | Y | Y | - |
| - | Zinfandel Drive north of Folsom Boulevard | 7,030 | 2 | 7,290 | 4 | - | N | N | N | - |
| - | Zinfandel Drive north of White Rock Road | 47,440 | 6 | 77,770 | 6 | - | N | Y | Y | - |
| - | Zinfandel Drive south of Folsom Boulevard | 24,990 | 4 | 30,590 | 6 | - | N | N | N | - |
| - | Zinfandel Drive south of International Drive | 17,470 | 6 | 43,830 | 6 | - | N | N | N | - |
| - | Zinfandel Drive south of White Rock Road | 28,700 | 6 | 45,440 | 6 | - | N | N | N | - |

Source: DKS Associates, 2021

Table 7: Highway Capacity Manual Level of Service Threshold

| Level of Service (LOS) | Total Delay Per Vehicle | |
|------------------------|--------------------------|----------------------------|
| | Signalized Intersections | Unsignalized Intersections |
| A | ≤ 10 | ≤ 10 |
| B | > 10 and ≤ 20 | > 10 and ≤ 15 |
| C | > 20 and ≤ 35 | > 15 and ≤ 25 |
| D | > 35 and ≤ 55 | > 25 and ≤ 35 |
| E | > 55 and ≤ 80 | > 35 and ≤ 50 |
| F | > 80 | > 50 |

Source: Highway Capacity Manual 6th Edition, 2016

An initial number of lanes at most intersections was determined by the required number of lanes on the adjacent roadway segments (determined as part of the analysis described in Section 3.3). New two-lane roads were assumed to have a single left and a single right turn lane at an intersection approach while new four and six lane roads were assumed to have a double left and a single right turn lane at an intersection approach. After the initial analysis, the number of through and turn lanes was adjusted based on capacity needs identified through the initial analysis.

Like roadway segments, the intersection analysis was performed in two phases, the second phase with thru trips removed. If the 2055 intersection improvement was still needed with the growth in thru trips removed, then the TDIF Program would be required to pay for the entire 2055 improvement. However, if a reduced intersection improvement would operate at acceptable levels, then the TDIF Program would include only the cost for the reduced improvement. Conversely, for intersections reflecting the maximum number of thru-lanes allowed in the General Plan but are shown to operate deficiently under 2055 conditions, inclusion of additional improvements into the TDIF Program (i.e., expensive grade separations) was deemed unwarranted if estimated total delay was shown not to be excessive (i.e., greater than 120 seconds). This check was not triggered by any City intersection.

The City recognizes that future detailed operational analyses may indicate that either less or more turn lanes may be needed at a given intersection to achieve the City's LOS threshold (with thru trips removed). [Figure 1](#) shows the CIP Project Map that shows the traffic lanes in the 2055 CIP along with the Project Numbers used in [Table 6](#) and [Table 8](#) as well as project cost estimation (see [Appendix B](#)).

3.6 Special Considerations

Zinfandel Complex

The Zinfandel Complex was not included as part of the fee program analysis as it includes significant growth with limited availability of right of way for improvements. The TDIF study found that there is a need for improvements along Zinfandel Boulevard, but these improvements are above and beyond what is considered in the City's General Plan and beyond the planning horizon of the fee program.

Sunrise Complex

The Sunrise Boulevard Complex is one of the most heavily traveled corridors in the region and will continue to see growth in regional volumes going forward. The TDIF program includes improvements south of

Kiefer Boulevard to widen to six lanes, but all other segments within the City have already been widened to a six-lane cross section. To mitigate the needs of future demand on Sunrise Boulevard will require significant improvements beyond what is considered in the City's General Plan. In addition, any capacity increases beyond providing six thru-lanes would need to involve Sacramento County given that the City and County of Sacramento share Sunrise Boulevard between Coloma and the river. Such considerations are beyond the planning horizon of the fee program.

In lieu of adding thru-lanes, the City has decided to include the cost of the "continuous right-turn lanes" on Sunrise Boulevard for all segments north of US 50 in the TDIF Program. These improvements will help to reduce congestion caused by vehicles turning right on and off Sunrise Boulevard. However, no additional through lanes would be added to its major intersections and thus they will continue to operate at LOS F conditions. Likewise, the City does not assume capacity improvements to the Sunrise Boulevard/US 50 interchange since they would have little impact without substantial improvements to Sunrise Boulevard north of US 50.

Folsom Boulevard

The City General Plan downgraded Folsom Boulevard from 6-lanes to a 4-lane arterial. To minimize the impact and improve levels of service, the General Plan identifies aggressive operational improvements on Folsom Boulevard. The CIP includes light rail transit grade separations at three locations along Folsom Boulevard (one of which is shared with the County). These grade separations would not benefit light rail trains, since crossing gates allow trains to travel across those roadways without delay but would help to mitigate traffic congestion along Folsom Boulevard.

3.7 Freeway Interchanges

The CIP includes the following improvements to freeway interchanges:

- Rancho Cordova Parkway/US 50 – Numerous studies have shown the clear need to construct a new interchange between Sunrise Boulevard and Hazel Avenue on US 50 to accommodate future development in the City. Without that interchange, Sunrise Boulevard south of US 50 would have excessive delays. A new interchange, coupled with the planned construction of Rancho Cordova Parkway south of US 50, would mitigate that impact.
- Mather Field Road/US 50 – The projected 2055 traffic demand shows that the eastbound ramp intersection would operate at an unacceptable level. A focused widening at the eastbound ramp intersection would improve this deficiency to an acceptable LOS in 2055. However, any capacity improvements to the interchange would need to go through a Caltrans process to get and would likely include bringing some elements up to standard, including widening the freeway overpass to provide a bike lane and sidewalk on the west side over the freeway.
- Zinfandel Drive – The need for improvements to this interchange is discussed in Section 3.2.

The City's CIP is consistent with the Sacramento County Transportation Development Fee Program which assumes no improvements to the Bradshaw Road/US 50 interchange.

Table 8: 2055 TDIF Intersection Analysis

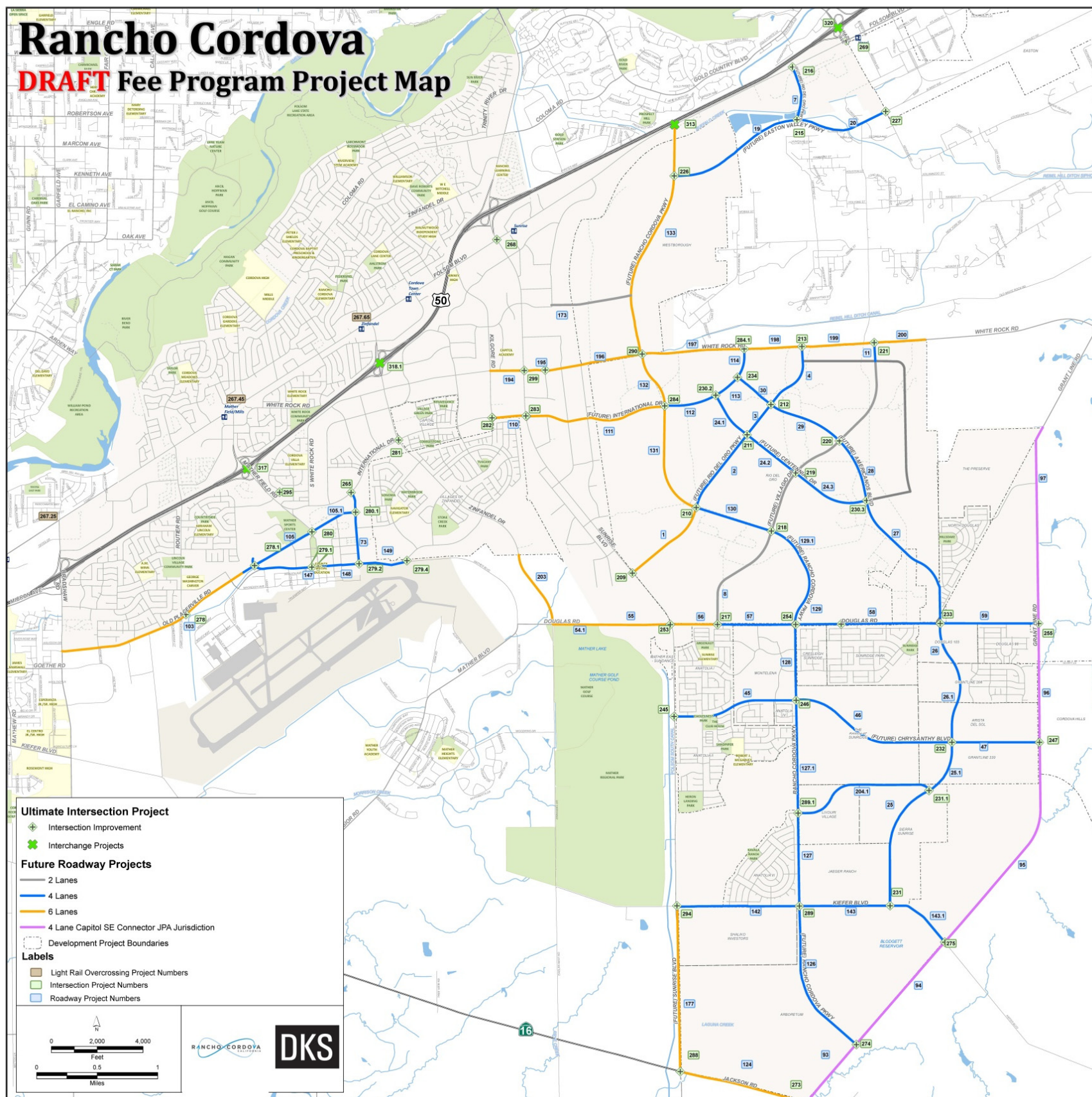
| Fee Prog. Int. # | Intersection | Existing | | | | | 2055 - No Build | | | | | 2055 - Fee Program CIP | | | | | 2055 - Fee Program CIP without Regional Thru Trips | | | | |
|------------------|--|----------|--------------|----------|--------------|----------|-----------------|---------------|----------|---------------|----------|------------------------|-------------|----------|-------------|----------|--|-------------|----------|-------------|----------|
| | | Control | AM | | PM | | Control | AM | | PM | | Control | AM | | PM | | Control | AM | | PM | |
| | | | Delay | LOS | Delay | LOS | | Delay | LOS | Delay | LOS | | Delay | LOS | Delay | LOS | | Delay | LOS | Delay | LOS |
| 209 | Sunrise Blvd & Rio Del Oro Pkwy | - | - | - | - | - | - | - | - | - | - | Signal | 12.7 | B | 9.8 | A | Signal | 12.1 | B | 9.7 | A |
| 210 | Rio Del Oro Pkwy & Rancho Cordova Pkwy | - | - | - | - | - | - | - | - | - | - | Signal | 19.2 | B | 17.1 | B | Signal | 18.9 | B | 17 | B |
| 211 | Rio Del Oro Pkwy & Centennial Dr | - | - | - | - | - | - | - | - | - | - | Signal | 20 | B | 18.8 | B | Signal | 20 | B | 18.8 | B |
| 212 | Rio Del Oro Pkwy & Americanos Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 14.2 | B | 12.1 | B | Signal | 14.2 | B | 12.1 | B |
| 213 | Rio Del Oro Pkwy & White Rock Rd | - | - | - | - | - | - | - | - | - | - | Signal | 7.4 | A | 8.7 | A | Signal | 7.3 | A | 8.6 | A |
| 215 | Easton Valley Pkwy & Rio Del Oro Pkwy | - | - | - | - | - | - | - | - | - | - | Signal | 22.3 | C | 23.8 | C | Signal | 19.9 | B | 19.9 | B |
| 216 | Rio Del Oro Pkwy & Folsom Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 14.1 | B | 13.7 | B | Signal | 14.1 | B | 13.7 | B |
| 217 | Douglas Rd & Villagio Dr | - | - | - | - | - | - | - | - | - | - | Signal | 38.1 | D | 20.5 | C | Signal | 22.5 | C | 18.1 | B |
| 218 | Villagio Dr & Rancho Cordova Pkwy | - | - | - | - | - | - | - | - | - | - | Signal | 14 | B | 12.5 | B | Signal | 13.9 | B | 12.5 | B |
| 219 | Villagio Dr & Centennial Dr | - | - | - | - | - | - | - | - | - | - | Signal | 19.3 | B | 17.7 | B | Signal | 19.3 | B | 17.7 | B |
| 220 | Villagio Dr & Americanos Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 14.8 | B | 14.9 | B | Signal | 14.8 | B | 14.9 | B |
| 221 | Villagio Dr & White Rock Rd | - | - | - | - | - | - | - | - | - | - | Signal | 9.2 | A | 9.7 | A | Signal | 9.1 | A | 9.7 | A |
| 226 | Rancho Cordova Pkwy & Easton Valley Pkwy | - | - | - | - | - | - | - | - | - | - | Signal | 14.4 | B | 23.9 | C | Signal | 12 | B | 18.5 | B |
| 227 | Easton Valley Pkwy & Hazel Ave | - | - | - | - | - | - | - | - | - | - | Signal | 42.2 | D | 30.4 | C | Signal | 42.2 | D | 30.4 | C |
| 230.2 | Centennial Dr & International Dr | - | - | - | - | - | - | - | - | - | - | Signal | 13.8 | B | 16.8 | B | Signal | 13.8 | B | 16.8 | B |
| 230.3 | Americanos Blvd Centennial Dr | - | - | - | - | - | - | - | - | - | - | Signal | 20.6 | C | 20.7 | C | Signal | 20.6 | C | 20.7 | C |
| 231 | Kiefer Blvd & Americanos Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 12.7 | B | 14.5 | B | Signal | 12.7 | B | 14.5 | B |
| 231.1 | Americanos Blvd & N Campus Dr | - | - | - | - | - | - | - | - | - | - | Signal | 11.7 | B | 8.8 | A | Signal | 11.7 | B | 8.8 | A |
| 232 | Americanos Blvd & Chrysanthy Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 22.5 | C | 24.7 | C | Signal | 22.4 | C | 24.7 | C |
| 233 | Americanos Blvd & Douglas Rd | - | - | - | - | - | - | - | - | - | - | Signal | 14.9 | B | 13.1 | B | Signal | 14.7 | B | 13 | B |
| 234 | International Dr & Americanos Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 11.8 | B | 15.6 | B | Signal | 11.8 | B | 15.6 | B |
| 245 | Sunrise Blvd & Chrysanthy Blvd | Signal | 11 | B | 10.8 | B | Signal | 35.1 | D | 14.9 | B | Signal | 18.9 | B | 8.6 | A | Signal | 16.4 | B | 8.3 | A |
| 246 | Rancho Cordova Pkwy & Chrysanthy Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 33.6 | C | 15 | B | Signal | 33.5 | C | 15 | B |
| 247 | Grant Line Rd & Chrysanthy Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 15.8 | B | 6.8 | A | Signal | 21 | C | 7.1 | A |
| 253 | Sunrise Blvd & Douglas Rd | Signal | 24.2 | C | 41.1 | D | Signal | 218.2 | F | 263.5 | F | Signal | 74.3 | E | 79.5 | E | Signal | 62.9 | E | 72.8 | E |
| 254 | Rancho Cordova Pkwy & Douglas Rd | - | - | - | - | - | - | - | - | - | - | Signal | 69.9 | E | 27.7 | C | Signal | 64.1 | E | 26.2 | C |
| 255 | Grant Line Rd & Douglas Rd | AWSC | 32.5 | D | 46.6 | E | AWSC | 1272 | F | 1002.6 | F | Signal | 16.5 | B | 29.8 | C | Signal | 9.6 | A | 12.7 | B |
| 265 | Femoyer St & International Dr | Signal | 16.9 | B | 18.3 | B | Signal | 601.7 | F | 526.3 | F | Signal | 36.9 | D | 36.6 | D | Signal | 36.9 | D | 36.6 | D |
| 269 | Hazel Ave & Folsom Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 15.4 | B | 14.9 | B | Signal | 15.4 | B | 14.9 | B |
| 273 | Grant Line Rd & Jackson Rd | Signal | 104.2 | F | 101.7 | F | Signal | 1278.1 | F | 796.1 | F | Signal | 35.5 | D | 42.4 | D | Signal | 22.5 | C | 23.1 | C |
| 274 | Grant Line Rd & Rancho Cordova Pkwy | - | - | - | - | - | - | - | - | - | - | Signal | 20.3 | C | 12.2 | B | Signal | 10.8 | B | 9.4 | A |
| 275 | Grant Line Rd & Kiefer Blvd | AWSC | 14.5 | B | 17.4 | C | AWSC | 800.3 | F | 621.9 | F | Signal | 17.1 | B | 18.5 | B | Signal | 14.7 | B | 14 | B |
| 278.1 | Old Placerville & Peter A McCuen Blvd | - | - | - | - | - | - | - | - | - | - | Signal | 81.5 | F | 58.5 | E | Signal | 81.5 | F | 58.5 | E |
| 279.1 | Von Karman St & Mather Blvd | - | - | - | - | - | - | - | - | - | - | AWSC | 9.4 | A | 8.8 | A | AWSC | 8.9 | A | 8.5 | A |
| 279.1 | Whitehead St & Mather Blvd | - | - | - | - | - | - | - | - | - | - | AWSC | 10.6 | B | 11 | B | AWSC | 10.1 | B | 10.5 | B |
| 279.2 | Femoyer St & Mather Blvd | AWSC | 37.3 | E | 14.2 | B | AWSC | 575.1 | F | 243.5 | F | Signal | 16.4 | B | 18.2 | B | Signal | 15.9 | B | 18 | B |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |

| Fee Prog. Int. # | Intersection | Existing (2016) | | | | 2055 - No Build | | | | 2055 - Fee Program CIP | | | | 2055 - Fee Program CIP without Regional Thru Trips | | | | | | | |
|------------------|--|-----------------|-------|-----|-------|-----------------|---------|-------|-----|------------------------|--------|---------|-------|--|-------|--------|---------|-------|------|-------|-----|
| | | Control | AM | | PM | | Control | AM | | PM | | Control | AM | | PM | | Control | AM | | PM | |
| | | | Delay | LOS | Delay | LOS | | Delay | LOS | Delay | LOS | | Delay | LOS | Delay | LOS | | Delay | LOS | Delay | LOS |
| 280.1 | Femoyer St & Peter A McCuen Blvd | - | - | - | - | - | - | - | - | - | Signal | 14.4 | B | 10.5 | B | Signal | 14 | B | 10.4 | B | |
| 282 | Kilgore Rd & International Dr | Signal | 12 | B | 14.4 | B | Signal | 58.9 | E | 33 | C | Signal | 19.4 | B | 21.3 | C | Signal | 19.4 | B | 21.3 | C |
| 283 | Sunrise Blvd & International Dr/Monier Cir | Signal | 17.9 | B | 26.4 | C | Signal | 403.7 | F | 379.7 | F | Signal | 65.8 | E | 57.6 | E | Signal | 61.5 | E | 54.4 | D |
| 284 | Rancho Cordova Pkwy & International Dr | - | - | - | - | - | - | - | - | - | Signal | 52.7 | D | 28.6 | C | Signal | 52.7 | D | 28.6 | C | |
| 284.1 | International Dr & White Rock Rd | - | - | - | - | - | - | - | - | - | Signal | 10.9 | B | 11.2 | B | Signal | 10.8 | B | 10.9 | B | |
| 288 | Sunrise Blvd & Jackson Rd | Signal | 57.7 | E | 30.4 | C | Signal | 345.2 | F | 260.1 | F | Signal | 32.3 | C | 27.4 | C | Signal | 23 | C | 21 | C |
| 289 | Rancho Cordova Pkwy & Kiefer Blvd | - | - | - | - | - | - | - | - | - | Signal | 23.3 | C | 22 | C | Signal | 23.3 | C | 22 | C | |
| 289.1 | Rancho Cordova Pkwy & N Campus Dr | - | - | - | - | - | - | - | - | - | Signal | 7.1 | A | 4.8 | A | Signal | 7.1 | A | 4.8 | A | |
| 290 | Rancho Cordova Pkwy & White Rock Rd | - | - | - | - | - | - | - | - | - | Signal | 40 | D | 30.6 | C | Signal | 37.4 | D | 30.2 | C | |
| 294 | Sunrise Blvd & Kiefer Blvd | Signal | 22.9 | C | 15.2 | B | Signal | 110.6 | F | 40.6 | D | Signal | 28.3 | C | 21.3 | C | Signal | 27.5 | C | 21.1 | C |
| 295 | Mather Field Rd & Rockingham Dr | Signal | 50.4 | D | 59.8 | E | Signal | 59 | E | 104.4 | F | Signal | 39.7 | D | 56.4 | E | Signal | 39.7 | D | 56.4 | E |
| 299 | Sunrise Blvd & White Rock Rd | Signal | 32.4 | C | 42 | D | Signal | 111.2 | F | 167.4 | F | Signal | 60.9 | E | 73.9 | E | Signal | 58.2 | E | 71.4 | E |

¹ Grant Line Road falls under the jurisdiction of the Capitol SE Connector JPA whose policy requires LOS C conditions on all intersections.

Source: DKS Associates, 2021

Figure 1: CIP Roadway Sizing and Project Map



3.8 Transit Facilities

Transit improvements identified in the Capital Improvement Program are directly tied to recommendations from the following:

- City of Rancho Cordova Transit Master Plan, approved by City Council in 2006
- City of Rancho Cordova Mobility Master Plan, approved by City Council in 2019 (formally called the Transit Master Plan)

From those plans, the City has identified the following transit improvements to be included in the CIP for implementation by 2055:

- The Sunrise/Citrus Road Transit Corridor between the Sunrise RT light rail station and the American River connecting to an exclusive lane on the Sunrise Bridge over the River.
- Bus transit stations – an estimated 15 transit stations located in roadway medians
- Mobility Hubs/Regional Transit Centers – three centers
- A Transit Maintenance Facility
- Bus shuttle vehicles/autonomous vehicles – 26 vehicles
- Enhanced bus stops – includes lighting, benches, shelters, etc., at an estimated 96 locations
- ITS – including changeable message signs, DSRC and signal priority at key locations
- The Streetcar Starter Project - a 3.0-mile streetcar loop thorough the downtown area along a portion of the ultimate 18-mile Signature Route.
- Two new light rail stations on SacRT’s Gold Line at Horn Road and Mine Shaft
- Light rail station upgrades on SacRT’s Gold Line at four stations:
 - Mather Field/Mills
 - Zinfandel Drive
 - Cordova Town Center
 - Sunrise Boulevard

The CIP and the TDIF Program include capital costs for transit improvements but not cost for operations and maintenance (O&M). Funding transit O&M costs for new services must come from other sources and continues to be a considerable challenge.

3.9 Bikeways and Walkways

In 2016, the City Council approved the update to the City’s Bicycle Master Plan to guide the requirements for bikeway facilities. The City has identified the following elements of its bikeway system to include in its CIP by 2055 and thus for partial funding by the TDIF Program:

- The Mather Heritage Trail
- The Rod Beaudry–Routier Road Bikeway
- The Anatolia Preserve Bike Trail

- The Stone Creek Trail Pedestrian Signals at Kilgore and Zinfandel
- The Douglas Road Bike and Pedestrian connection to Folsom South Canal
- Class I Bike Trail Connections:
 - Rio del Oro Trail (East Boundary to Grant Line)
 - Rio del Oro Trail (West Boundary to Folsom South Canal)
 - Aerojet Spur Trail (Folsom South Canal to Citrus Road Trail)
 - Sunrise Blvd. Trail (Folsom South Canal to Sunrise Station)
 - Sunrise Station to Citrus Road Trail
- Class II Bike Trail System

The City's bikeway "vision plan" has identified 53 locations where the Class I trail system should have grade separations where trails would go over or under major roadways or canals. Of those locations three were identified to be funded by Sacramento County. Of the remaining 49 locations, the City has identified 27 locations anticipated to be built by 2055 and therefore should be included in the CIP.

4.0 Improvement Costs

4.1 Roadway Improvements

Capital costs for roadway segment, intersection, and interchange projects in the TDIF Program are shown in [Appendix B](#) and summarized in [Table 8](#). Roadway improvement costs reflect full project costs (i.e., costs associated with phasing and landscaping are reflected but administered separately). Roadway cost estimates were developed based on updated standard unit costs prepared by Wood Rogers. The methodology used to prepare these unit costs is described in [Appendix C](#).

New roadway segments that will require four or six travel lanes by 2055 are assumed to be phased with two or four lanes constructed initially. Likewise, some existing two-lane roadway segments that will require six lanes by 2055 were assumed to be phased with an initial widening to four lanes.

Some individual project costs for improvements that have already been constructed were provided by City staff. The costs shown herein are only those considered for inclusion in the TDIF Program and do not include roadway and intersection frontage improvements considered to be the obligation of the adjacent landowner. Costs of completed projects were not escalated.

| Improvement Type | Description | Cost |
|--|---|------------------------|
| Roadway segments | New roadway segments or widening of existing segments | \$535,382,802 |
| Phasing of roadway segments | Additional cost for expected phasing of new segment improvements | \$29,948,000 |
| Intersections | New intersections or widening of existing intersections | \$150,441,867 |
| Light rail grade separations | Intended to improve LOS at adjacent intersections on Folsom Boulevard | \$78,000,000 |
| Interchange improvements | | \$263,747,000 |
| Total | | \$1,057,519,669 |
| Sources: Wood Rodgers and City of Rancho Cordova | | |

4.2 Transit Improvements

The costs for transit improvements in the CIP are shown in [Appendix B](#) and summarized in [Table 9](#). The costs shown are for capital improvements related to the City's planned transit system and do not include cost for transit operations and maintenance. HDR originally prepared cost estimates for the streetcar vehicles, streetcar track work and the transit maintenance facility as part of the City's 2006 Transit Master Plan. These cost estimates were updated in 2019 as part of the update to the Transit Master Plan, now called the Mobility Master Plan. URS right-of-way unit costs were used for transit station and maintenance facility lands. Costs for bus shuttles, light rail stations, and light rail station upgrades, are based on consultation with Sacramento Regional Transit and other local service providers.

| Table 9 | | | |
|---|---------------------------|--|----------------------|
| Summary of Transit Improvement Costs | | | |
| Project ID No | Facility | Description | Cost |
| 304 | City Transit System | Sunrise/Citrus Road Transit Corridor, transit stations, mobility hubs/regional transit centers, transit maintenance facility, bus shuttle vehicles and ITS | \$89,864,000 |
| 305 | Streetcar Starter Project | Streetcar vehicles and track work | \$29,000,000 |
| 306 | Light Rail Stations | Light Rail station Upgrades New Light Rail Stations | \$19,360,000 |
| Total | | | \$138,225,000 |
| Source: City of Rancho Cordova | | | |

4.3 Bikeway Improvements

The bikeway system costs are based on the Rancho Cordova 2016 Bicycle Master Plan. [Table 10](#) provides costs for bikeway improvements.

| Table 10 | | | |
|---|------------------------------|---|---------------------|
| Summary of Bikeway Improvement Costs | | | |
| Project ID No | Facility | Description | Cost |
| 307 | Bike trail grade separations | 27 priority locations on the Class I bike trail system for crossings over or under roadways and canals | \$62,369,000 |
| 308 | Bike Trails | Planned new trails east of Sunrise Boulevard and infill trails and trail gaps west of Sunrise Boulevard | \$15,720,000 |
| Total | | | \$78,089,000 |
| Source: City of Rancho Cordova | | | |

5.0 Basis for Allocating Improvement Costs

The basis for allocating the cost of transportation improvements for the TDIF program update is summarized in [Table 11](#) and is discussed in the following sections.

5.1 Roadway Capacity Improvements

The improvements included in the TDIF Program Update were identified to meet the City’s LOS policy under 2055 travel demand levels after “thru trips” (those with neither trip end within the City) were subtracted from the traffic demand. Roadway capacity improvements were limited by the maximum number of lanes allowed under the General Plan.

[Appendix B](#) lists each of the roadway and intersections improvements that would be fully or partially funded by the TDIF Program and shows: 1) the project description and costs of the CIP improvements; 2) funding from sources other than the TDIF Program; and, 3) the cost allocated to the TDIF Program.

For a roadway that operated at LOS D or better conditions in the Base Year (2007) but would operate at LOS E or F conditions under “2055 traffic demand without thru trips”, the entire cost of the capacity improvement was allocated to the TDIF Program. The cost of the capacity improvement allocated to the TDIF does not include the following:

- Roadway frontage improvements (i.e., curb, bike lane, curb and gutter plus sidewalk) where development is expected to occur; and,
- Portion of cross-section on roadways along jurisdictional boundaries that was assumed to be improved by Sacramento County.

An assumed 30% of the cost of improvements along Grant Line Road is assumed to come from Measure A funding and the remainder would be split with Sacramento County.

Existing Deficiencies

For existing deficiencies (roadways that operated at LOS E or F in the Base Year), the cost of the improvement that is allocated to the TDIF Program is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. For a roadway segment, this allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels. For example, the v/c ratio of a two-lane roadway currently equals 0.94 (LOS E conditions) and its v/c ratio under 2055 traffic demand is estimated at 1.24 (LOS F conditions) without any improvements and at 0.62 if the roadway is widened to four lanes. The cost allocated to the TDIF program for this example is calculated as follows:

$$(1.24 - 0.94) / (1.24 - 0.62) = 48\%.$$

[Tables 12A and 12B](#) summarizes how the costs of the 2055 improvements on roadway and intersections that are existing deficiencies were allocated to new development in the TDIF Program. As described, only one of the existing deficiencies requires a fair share allocation other than 0% or 100%, Sunrise Boulevard from Kiefer Boulevard to Jackson Road (with an 92% fair share based on the 2013 TDIF Program). All other 2007 existing deficiencies either cannot be mitigated; no longer have an identified improvement; have already been improved; are funded with alternative (non-TDIF fee) sources; or are TDIF funded at 100%.

| Table 11 Basis of Cost Allocation – TDIF Program Update | | |
|--|---|---|
| Improvement Type | Facility Type | Basis for Allocating Cost to TDIF Program¹ |
| Capacity Improvements on roadways and intersections | Roadway that operated at LOS D or better conditions in 2007 and would operate at LOS E or F conditions in 2055 | Full implementation cost |
| | Existing Deficiencies - Roadway that operated at LOS E or F conditions in 2007 and would operate at LOS E or F conditions in 2055 | Cost that is needed to bring roadway to existing congestion level based on: Percentage of the total change in volume/capacity (v/c) ratio due to the improvement that is needed to return the v/c ratio to current levels |
| | US 50 interchanges and LRT grade separations | See discussion below |
| Transit Improvements | Portion of Transit Master Plan included in TDIF Program | Costs are split between existing and new development based on: |
| Bikeway Improvements | Bike trails as well as bikeway grade separations in City's Infill Area ² that are included in TDIF Program | 2007 to 2055 growth in dwelling unit equivalents (DUEs) in the City as a percent of total 2055 DUEs |
| | Bikeway grade separations in the City's Growth Area ² that are included in TDIF Program | Full implementation cost |
| ¹ The basis describes the allocation of project cost to TDIF Program <u>after</u> any "other funding" (i.e., grants, Sacramento County's share, etc.) has been subtracted from the total improvement cost. ² Map depicting the City's Infill Area and Growth Area is provided in Section 6.3 of this report Source: DKS Associates, 2021 | | |

Freeway Interchanges

The CIP identifies one new freeway interchange on US 50 and improvements to two interchanges. The Rancho Cordova Parkway/US 50 interchange has been identified as a key improvement needed to accommodate future development in the City. This new interchange would not be constructed if not for planned new development. Thus, the full cost of this improvement is included in the TDIF Program.

At Mather Field Road/US 50 interchange, the intersections of the eastbound and westbound freeway ramps with Mather Field Road operated at an acceptable LOS in the Base Year, but the eastbound ramp intersection would have an unacceptable LOS in 2055. The full cost of roadway improvements was allocated to the TDIF, but the TDIF would only fund a portion of the cost of providing a bike lane and sidewalk on the west side over the freeway based on the allocation described in [Section 5.3](#).

| Roadway | Project ID No. | Segment | 2007 LOS | 2007 V/C | Reduction in 2055 Fees Needed | Reason |
|-------------------|----------------|--|----------|----------|-------------------------------|---|
| Sunrise Boulevard | 190 | American River to Gold Country Boulevard | F | 1.56 | No | Full Mitigation is not feasible and major improvements justify regional funding. The projects in CIP (continuous right-turn lanes) are consistent with (and split 50/50 with) Sacramento County and would not improve LOS more than the percent traffic increase due to City growth |
| | 189 | Gold Country Boulevard to Coloma Road | F | 1.54 | | |
| | 188 | Coloma Road to Zinfandel Drive | F | 1.53 | | |
| | 187 | Zinfandel Drive to U.S. 50 Interchange | F | 1.48 | | |
| | | U.S. 50 Interchange to Folsom Boulevard | E | 0.96 | No | No segment widening projects in CIP |
| | | Folsom Boulevard to Sun Center Drive | F | 1.06 | No | |
| | 179 | Douglas Road to Chrysanthy Boulevard | F | 1.11 | | |
| | 178 | Chrysanthy Boulevard to Kiefer Boulevard | F | 1.00 | | |
| | 177 | Kiefer Boulevard to Jackson Road | E | 0.92 | 8% | TDIF funds four CIP lanes with adjacent development and Sacramento County providing 5th and 6th lanes. The 2013 Nexus Study allocated 92% to TDIF. |

| Project ID No. | North-South Street | East-West Street | 2007 LOS | 2007 V/C | Reduction in 2055 Fees Needed | Reason |
|----------------|--------------------|-------------------|----------|----------|-------------------------------|--|
| 251 | Sunrise Boulevard | Coloma Road | E | 0.96 | No | See reasons for Projects 187-190 above |
| 267.4 | Mather Field Road | Folsom Boulevard | E | 0.99 | No | LRT grade separation would not mitigate LOS and only 50% of cost in TDIF program |
| 270 | Sunrise Boulevard | Gold Country Blvd | F | 1.02 | No | See reasons for Projects 187-190 above |
| 273 | Grant Line Road | Jackson Road | F | 1.04 | No | 30% Measure A and 75% of remainder funded by Sacramento County - TDIF funds only 17.5% of cost (less than City growth) |
| 288 | Sunrise Boulevard | Jackson Road | E | 0.97 | No | 75% funded by County - 25% in City Fees (less than City growth) |

At the US 50/ Zinfandel Drive, the City has already obtained \$7.8 million in grant funding that was used to help fund a significant interim improvement that adds capacity to the ramp intersections. While the new development will add a substantial amount of traffic to the interchange, the City has limited new development’s share to 50% of the cost of interim and ultimate improvements.

Light Rail Grade Separations

The CIP includes light rail transit grade separations at three locations along Folsom Boulevard to help mitigate traffic congestion along Folsom Boulevard. The cost of grade separation at Bradshaw Road would be split with Sacramento County. While new development could be charged for nearly all of the remaining \$65.5 million cost for those improvements, the City has decided to reduce new development’s share to 50 percent of the total cost, thereby reducing new development’s share of the improvements by about \$32.75 million.

5.2 Transit Improvements

New development’s “fair share” of transit improvements is based on the estimated growth in dwelling unit equivalents (DUEs) from development in the City between 2007 to 2055 growth as a percent of total 2055 DUEs. Section 6 describes DUEs and how they are calculated. The estimated growth in DUEs Citywide is as follows:

| | <u>DUEs</u> | <u>Percent</u> |
|---------------------|-------------|----------------|
| Base Year (2007) | 41,688 | 44.0% |
| 2007 to 2055 growth | 52,951 | 56.0% |
| Total | 94,639 | 100.0% |

Table 13 shows this nexus-based allocation of transit improvement costs in the TDIF Program, which yields \$77,406,000 allocated to new development.

The City will seek other sources, such as grants, to fund the City’s share of transit improvements.

| Table 13 Allocation of CIP Transit Improvements | | |
|--|----------------------|----------------|
| | Cost | Percent |
| TDIF (New Development’s) Share | \$77,406,000 | 56% |
| City’s Share | \$60,819,000 | 44% |
| Total | \$138,225,000 | 100.0% |
| Source: DKS Associates, 2021 | | |

5.3 Bikeway Improvements

Table 14 shows the allocation of bikeway improvements to the TDIF Program under a nexus-based allocation of costs. The City requires new development to fund bike grade-separations in the City’s Growth Area (east of Sunrise Boulevard). As such, the full cost of the 24 grade separations located in the City’s Growth Area would be included in the TDIF Program. The nexus-based allocation of the total cost to construct bike grade-separations in the City’s Infill Area (west of Sunrise Boulevard), plus the citywide

bike trails in the CIP, is based on the estimated growth in DUEs from development in the City between 2007 to 2055 growth as a percent of total 2055 DUEs. Applying the allocation percentages yields approximately \$66.3 million allocated to new development.

The City has decided to lower the level of TDIF funding for bike grade-separations citywide from \$57.5 million to \$26 million. This effectively reduces new development’s allocation by \$31.5 million. With about \$1.3 million in existing funding, the cost of bikeway improvements allocated to new development by 2055 is about \$33.5 million.

| Table 14 Allocation of CIP Bikeway Improvements | | | |
|---|---------------------|--------------------|---------------------|
| Element | Cost | Allocation to TDIF | |
| | | Percent | Amount |
| Nexus-Based Allocation of Bikeway Improvements in TDIF Program | | | |
| Bike grade separations – Infill Area ¹ (3 locations) | \$11,131,000 | 56% | \$6,233,000 |
| Bike grade separations – Growth Area ¹ (24 locations) | \$51,238,000 | 100% | \$51,238,000 |
| Subtotal | \$62,369,000 | | \$57,471,000 |
| Bike Trails - Citywide | \$15,720,000 | 56% | \$8,803,000 |
| Total | \$78,089,000 | | \$66,274,000 |
| Selected Allocation of Bikeway Improvements in TDIF Program | | | |
| Reduced amount of grade separations in TDIF Program | | | \$26,000,000 |
| Bike Trails - Citywide | | | \$8,803,000 |
| Existing Funding | | | \$1,313,096 |
| Total | | | \$33,489,904 |
| ¹ Map depicting the City’s Infill Area and Growth Area is provided in Section 6.3 of this report Source: DKS Associates, 2021 | | | |

5.4 Program Contingency

A four percent (4%) program contingency has been applied to the total costs allocated to the TDIF Program. The program contingency will be managed at the City’s sole discretion to cover project scope changes, alternative nexus-based projects, unforeseen and unbudgeted construction expenses, and other project related expenses. The program contingency will be first prioritized for projects being delivered by the City.

5.5 Improvements and Elements Not Included in TDIF Program

The CIP and TDIF Program does not include funding for “post-2055” improvements – that is additional improvements needed to accommodate full buildout of all land uses in the City. The TDIF program also does not include funding for roadway maintenance. The City will need to secure funding for its share of existing deficiencies, its share of transit, pedestrian, and walkway improvements, and to help fund those projects that the City decided to reduce new development’s nexus-based share.

6.0 Methodology for Calculating Fees

6.1 Dwelling Unit Equivalent

In the allocation of costs to various types of developments, each development type is assigned a “dwelling unit equivalent” or “DUE” rate. DUE’s are numerical measures of how the trip-making characteristics of a land use type compares to a single-family residential unit. A single-family residential unit is assigned a DUE of 1. Land uses which have greater overall traffic impacts than single-family residential units are assigned values greater than 1, while land uses with lower overall traffic impacts are assigned values less than 1.

DUE’s were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. The DUE’s reflect the relative PM peak hour trips generated by each general land use type in the travel demand model. Also considered in the calculation of DUE’s are “percent new” trips since some of the vehicles attracted to non-residential uses would have been on the roadway system regardless of the presence of the new traffic generator. Average trip lengths for the remaining "primary" trips generated by a development were then utilized to better reflect overall impact of longer trips on the City’s roadway system.

The DUE rates were thus based on estimates of the average daily vehicle-miles of travel (VMT) generated by each general land use type. The DUE rates used to estimate the fees are shown in [Table 15](#). Thus, 1,000 square feet of retail development is estimated to have a traffic impact on the City’s roadway system which is 1.24 times that of a single-family detached residential unit.

| Land Use Category ¹ | PM Peak Hour Trip Rate per Unit ² | Unit | Trip Length (miles) | Percent New trips | Vehicle Miles of Travel (VMT) per Unit | DUE per Unit |
|--------------------------------|--|-------------------|---------------------|-------------------|--|--------------|
| Single-Family | 0.99 | Dwelling Unit | 5.1 | 100 | 5.049 | 1.00 |
| Multi-Family | 0.56 | | 5.1 | 100 | 2.856 | 0.57 |
| Retail | 5.43 | 1,000 Square Feet | 2.3 | 50 | 6.245 | 1.24 |
| Office | 1.15 | | 5.1 | 92 | 5.396 | 1.07 |
| Industrial | 0.63 | | 4.8 | 92 | 2.782 | 0.55 |

¹ The definitions of the residential and non-residential uses are provided in Appendix A
² ITE Trip Generation 7th Edition

Source: DKS Associates, 2021

[Table 16](#) shows the estimated growth in DUEs in the City between 2007 and 2055 which is calculated by applying the DUE per unit rates in [Table 16](#) to the estimated development growth shown in [Table 4](#). The City provides a lower fee rate for single-family units that are less than 1,200 square feet and has estimated that 2% of its future single-family units will have less than 1,200 square feet, which represents 581 units.

| Land Use Category | Units | Growth in Units 2007 to 2055 | DUE Rate per Unit | Growth in DUEs 2007 to 2055 |
|--|------------------|---------------------------------|----------------------|--------------------------------|
| Single-Family – greater than 1,200 sq. ft. | Dwelling Unit | 28,455 | 1.00 | 28,455 |
| Single-Family – less than 1,200 sq. ft. ¹ | | 581 | 0.88 | 511 |
| Multi-Family | | 10,922 | 0.57 | 6,226 |
| Retail | 1,000 Sq. Ft | 6,046 | 1.24 | 7,497 |
| Office | | 6,427 | 1.07 | 6,877 |
| Industrial | | 6,155 | 0.55 | 3,385 |
| Total | | | | 52,951 |
| ¹ DUE rate for units that are less than 1,200 sq. ft. is based on trip generation analysis conducted for Sacramento County's Transportation Development Fee Program | | | | |
| Source: DKS Associates, 2021 | | | | |

6.2 Fees Calculation

Table 17 summarizes the costs allocated to new development in the TDIF Program and the resulting costs per DUE.

| Elements of TDIF Program | Cost Allocated to New Development in TDIF Program |
|---|--|
| Roadways, Intersections, Interchanges and Light Rail Grade Separations | \$744,026,732 |
| Phasing of Roadway Improvements | \$29,948,000 |
| Traffic Signal System and ITS | \$23,822,747 |
| Transit | \$77,406,000 |
| Bikeways | \$33,489,904 |
| Program Contingency | \$36,347,735 |
| Total | \$945,041,118 |
| Fees Collected by City through January 2007 | \$33,143,248 |
| Total Remaining Costs Funded by TDIF | \$911,897,870 |
| Total Growth in DUEs | 52,951 |
| Cost per DUE | \$17,221 |
| Administrative Cost (3.75%) per DUE | \$646 |
| Total Fee per DUE | \$17,867 |
| Source: DKS Associates, 2021 | |
| Adjusting for 2022 results in a Total Fee per DUE of \$19,225 | |

6.3 Fee Schedule Calculation

The total cost per DUE information presented in [Table 16](#) and [Table 17](#) is translated into a full fee schedule by land use category provided in [Table 18](#) below.

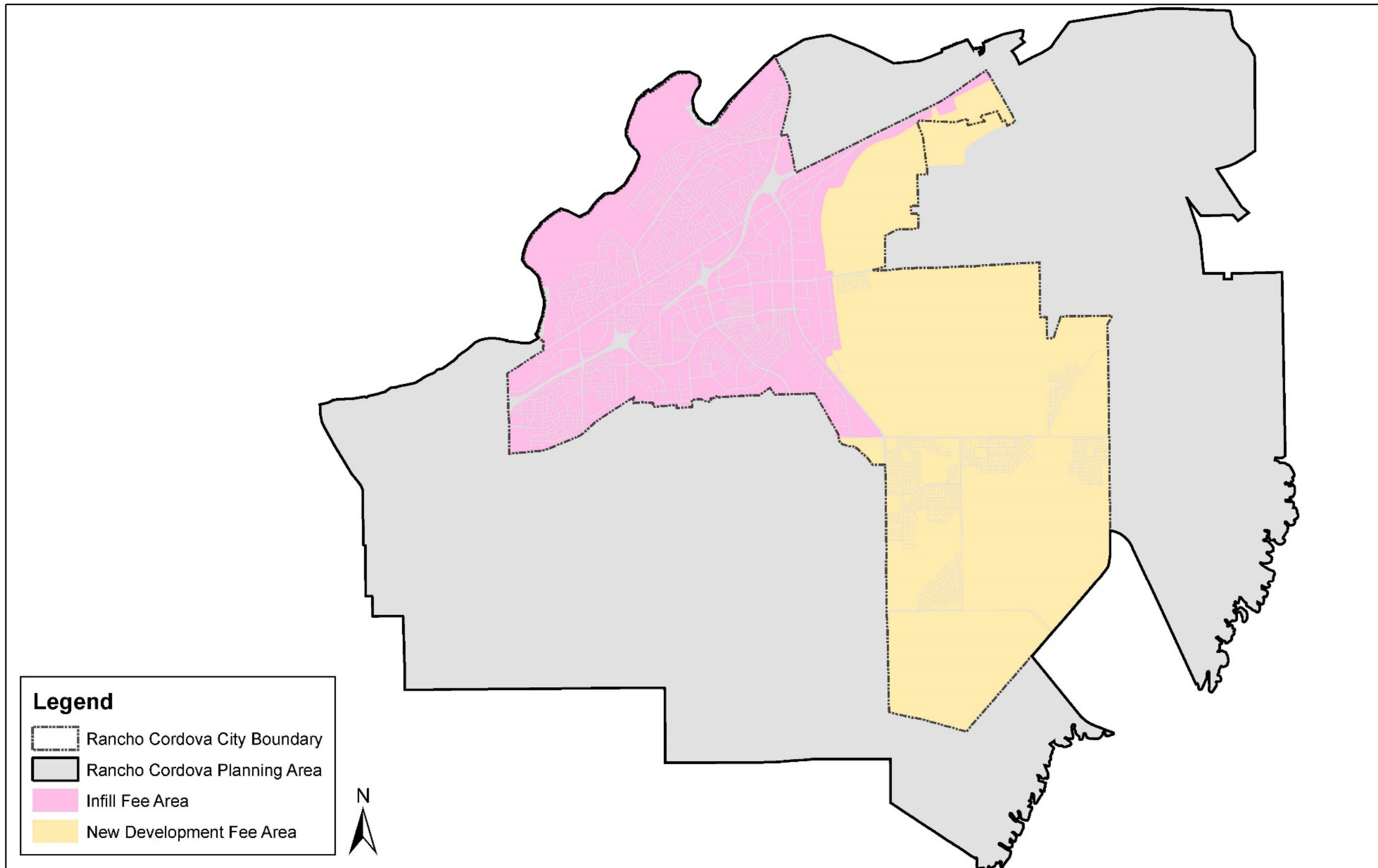
[Table 19 A](#) compares the updated fee schedule to the current fee schedule. As shown, TDIF Program fees remain relatively stable between the current and proposed fee schedule with the exception of multi-family which experiences an approximate 20% decrease.

Given that for some land use categories TDIF fees differ between the City's designated Infill Area and Growth Area, [Figure 2](#) provides a map delineating these areas of the city.

| Land Use | City-wide Updated Nexus-based Fees | Current Fees | |
|------------------------|---------------------------------------|--------------|-------------|
| | | Infill Area | Growth Area |
| Single Family Detached | | | |
| > 1,200 SF | \$17,867 | \$10,816 | \$17,870 |
| < 1,200 SF | \$15,723 | \$7,221 | \$15,725 |
| Multi-Family | \$10,184 | \$7,041 | \$12,509 |
| Commercial | \$22.16 | \$10.16 | \$13.09 |
| Office | \$19.12 | \$9.84 | \$10.07 |
| Industrial | \$9.83 | \$5.12 | \$5.12 |

All DUE information presented in [Table 18](#) and [Table 19 A](#) reflect 2021 conditions. TDIF fees are automatically adjusted on January 1 of each year by the City to account for the increase, if any, in the 20-City Construction Cost Index (CCI) as reported in the Engineering News Records (ENR) for the twelve-month period ending October of the prior year. Based on the ENR CCI increased by 8 percent in 2021. This percentage must then be reduced by 5% to account for TDIF funds already expended (i.e., expended funds are not escalated). This results in a 2022 TDIF fee adjustment of 7.6%. The 2022 Fee Schedule is provided in [Table 19 B](#) and includes a comparison of the ENR adjusted current fees.

Figure 2: City of Rancho Cordova Infill Area and Growth Area Map



| Table 19 A | | | | | | |
|---|-------|---------------------------|-------------|-----------------------------|---------------|-------------|
| 2021 Fee Schedule – Comparison: Current TDIF vs. TDIF Update | | | | | | |
| Land Use | Units | Current Fees | | Draft New Fees | | |
| | | Infill Area | Growth Area | Nexus Based Citywide | Proposed Fees | |
| | | | | | Infill Area | Growth Area |
| Single Family Detached | | | | | | |
| > 1,200 SF | DU | \$10,816 | \$17,870 | \$17,867 | \$10,815 | \$17,867 |
| < 1,200 SF | | \$7,221 | \$15,725 | \$15,723 | \$7,221 | \$15,723 |
| Multi-Family | | \$7,041 | \$12,509 | \$10,184 | \$5,733 | \$10,184 |
| Commercial | Sq Ft | \$10.16 | \$13.09 | \$22.16 | \$10.41 | \$13.41 |
| Office | | \$9.84 | \$10.07 | \$19.12 | \$9.93 | \$10.16 |
| Industrial | | \$5.12 | \$5.12 | \$9.83 | \$5.10 | \$5.23 |
| Fee revenue by 2055 | | | | \$945 million | \$780 million | |
| Funding required from alternative sources | | | | | \$165 million | |
| Table 19 B | | | | | | |
| 2022 Fee Schedule – Comparison: Current TDIF vs. TDIF Update | | | | | | |
| Land Use | Units | Current Fees ¹ | | Draft New Fees ² | | |
| | | Infill Area | Growth Area | Nexus Based Citywide | Proposed Fees | |
| | | | | | Infill Area | Growth Area |
| Single Family Detached | | | | | | |
| > 1,200 SF | DU | \$11,682 | \$19,299 | \$19,225 | \$11,637 | \$19,225 |
| < 1,200 SF | | \$7,799 | \$16,983 | \$16,918 | \$7,770 | \$16,918 |
| Multi-Family | | \$7,605 | \$13,509 | \$10,958 | \$6,169 | \$10,958 |
| Commercial | Sq Ft | \$10.97 | \$14.14 | \$23.84 | \$11.20 | \$14.23 |
| Office | | \$10.63 | \$10.88 | \$20.57 | \$10.68 | \$10.93 |
| Industrial | | \$5.53 | \$5.53 | \$10.58 | \$5.49 | \$5.63 |
| Fee revenue by 2055 | | | | \$945 million | \$780 million | |
| Funding required from alternative sources | | | | | \$165 million | |
| ¹ Adjusting for 2021 ENR: 8% | | | | | | |
| ² Adjusting for 2021 ENR: 8% less 5% = 7.6% | | | | | | |

7.0 TDIF Nexus Findings

A nexus analysis has been prepared on the City's TDIF Program in accordance with the procedural guidelines established in AB1600 which is codified in California Government Section 66000 *et seq.* These code sections set forth the procedural requirements for establishing and collecting various development impact fees. These procedures require that "a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition." Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee;
- Identify how the fee is to be used;
- Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed;
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed; and,
- Demonstrate a reasonable relationship between the amount of the fee and the cost of public facility or portion of the public facility attributable to the development on which the fee is imposed.

The prior sections of this report identify the facilities that are included in the City's CIP and TDIF Program, summarize the updated costs of those facilities and show how shares of those costs were allocated to new development to mitigate its transportation impacts. All this information is used in this section to demonstrate that the resulting fees meet the AB 1600 nexus requirements, as outlined below.

7.1 Purpose of Fees

The purpose of the TDIF Program is to fund improvements to the City's major roadway, transit and bikeway facilities needed to accommodate travel demand generated by new land development in the City through 2055.

The TDIF Program will help meet the City's General Plan policies including maintaining adequate LOS and safety for roadway facilities. New development in the City will increase the demand for all modes of travel (including walking, biking, transit, automobile, and truck/goods movement) and thus the need for improvements to transportation facilities. The TDIF Program will help fund transportation facilities necessary to accommodate residential and non-residential development in the City.

7.2 Use of Fees

The fees from new development in the TDIF Program will be used to fund additions and improvements to the transportation system needed to accommodate future travel demand resulting from residential and non-residential development. The TDIF Program will help fund improvements to roadways (include the widening or extensions of arterial and collector roadways and intersection improvements) transit facilities, bikeways, and walkways. The transportation improvements wholly or partially funded by the program are described in more detail in **Section 3**.

7.3 Relationship between use of Fees and Type of Development

Fee revenues generated by the TDIF Program will be used to develop the transportation improvements as outlined in **Section 3**. New development in the City will generate resident and employees who will demand new and expanded roadway, transit, bicycle, and pedestrian facilities. All these improvements increase the capacity of those segments of the transportation system affected by new development. The results of the transportation modeling analysis summarized in this report demonstrates that new development, both new residential and non-residential uses, will benefit from these improvements by improving service above levels that would occur if these improvements were not completed. Consequently, the cost of transportation improvements is allocated to both residential and non-residential development in the City.

7.4 Relationship between Need for Facility and Type of Development

The projected residential and non-residential development described in **Section 3** will add to the incremental need for new and/or expanded transportation facilities by increasing the amount of demand on the transportation system. The transportation improvements outlined in **Section 3** are required to minimize the degradation in current levels of service caused by new development.

7.5 Relationship between Amount of Fees and the Cost of Facility Attributed to Development upon which Fee is Imposed

Construction of necessary transportation improvements will directly serve residential and non-residential development within the City and will directly benefit new development. The basis for allocating improvement costs to development is described in **Section 5**.

To define the required roadway and intersection improvements that would be included in the TDIF Program, the roadway segment and intersection LOS analysis was performed first with total 2055 travel demand and then a second time with the growth in “thru trips” removed. This was done to determine whether the 2055 roadway improvement would still be needed with the growth in thru trips removed. If it was determined that a reduced roadway improvement would operate at acceptable levels with thru trips removed, the TDIF Program would only include the cost of the reduced improvement.

For existing deficiencies (roadways or intersections that operated at LOS E or F during the Base Year), the cost of the improvement that is allocated to the TDIF program is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. This allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels

The fee that a developer pays for a new residential unit or commercial building varies by the type of development based on its impact on the transportation system. Each development type is assigned a “dwelling unit equivalent” or “DUE” rate based on its estimated vehicle-miles of travel (VMT) per unit of development. DUE’s are numerical measures of how the trip-making characteristics of a land use type compares to a single-family residential unit. DUE’s were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. Also considered in the calculation of DUE’s are “percent new” trips. The DUE rates were thus based on estimates of the peak hour vehicle-miles of travel (VMT) generated by each land use type.

8.0 On-Going Administration of the TDIF Program

8.1 Administration Fee

To defray the City's costs associated with administering the TDIF, including program management of CIP projects, project scope refinements, updating engineering studies, updating the City's travel model, tracking fee credits and reimbursements, updating the Nexus Study, and any other necessary studies in support of the TDIF Program, the City will levy and collect an administration charge equal to 3.75% of the total fees. The program administration fee must be paid at building permit issuance, or as designated by the City, and cannot be credited through a fee credit or reimbursement agreement.

8.2 TDIF Adjustments

The TDIF may be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (e.g., state, or federal grants), revised costs, or changes in demographics or land use. In addition to such adjustments, in January of each calendar year, the TDIF for each type of development will automatically be adjusted by the increase, if any, in the 20-city Construction Cost Index (CCI) as reported in the Engineering News Record for the twelve-month period ending October of the prior year. For example, the adjustment for January 2022 will be determined by calculating the increase, if any, from October 2020 to October 2021 in the 20-city CCI. Given that the annual adjustment should not escalate project costs that have already been expended (fees applied to CIP projects that have been constructed in 2007), the CCI for any given year shall be reduced by the proportion of total TDIF Program funds that have been expended for completed projects to date. At the time of this TDIF update, the percentage off-set is 5%. As an example, the 8 percent CCI increase recorded in 2021 would be reduced by the 5% offset to yield a 7.6% escalation rate for 2022 fee schedule. At a minimum, this off-set percentage will be recalculated as part of major TDIF Program updates but more frequently if in a particular year, or stretch of years, significant CIP expenditures occur.

The fee categories summarized in prior sections may not be applicable to specialized development projects in the City. For example, development of a cemetery or golf course would not fall under one of these categories. Other examples of specialized development projects are projects that increase trip generation rates, but do not include building square footage, such as a parking lot expansion. For specialized development projects, the City staff will review traffic generation rates applicable to the specialized development and decide on an applicable fee.

Certain redevelopment projects may also be eligible for a fee adjustment. If, for example, a project applicant demolishes an existing 10,000 square foot building and rebuilds a 20,000 square foot building of the same land use, the applicant may be eligible for a waiver of 50% of the TDIF. If a redevelopment project results in a change of land use on a particular parcel, City staff will determine the appropriate TDIF adjustment to reflect the different trip characteristics of the original and new land uses. The City will review redevelopment requests for fee adjustments on a case-by-case basis. If the previously built structure has been vacant for more than five years, the parcel will be treated as if it was undeveloped, and no such adjustment will be applied.

8.3 TDIF Smart Growth Discount

Pursuant to California Code—Section 66005.1, housing development projects that satisfy specific “smart growth” characteristics shall be provided a discounted fee. Housing development projects that satisfy all of the following “Smart Growth” characteristics shall be provided a discounted fee.

- The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length⁴.
- Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
- The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

Given that the average reduction in trip generation has been shown to be approximately 15% relative to the Institute of Transportation Engineers (ITE) based trip generation factors for housing developments without these characteristics (SANDAG, 2011), the City will provide a discount of 15% fee reduction from the maximum fee rate allowed in this Nexus Study for new residential projects which meet these specific criteria.

The City has developed a GIS map that shows the current condition of existing transit stations/stops in the City with a ½ mile buffer to assist in assessing the eligibility for this discount. The map, along with corresponding criteria, will be periodically updated as information becomes available.

Assuming all the above Smart Growth criteria is met, this discount would apply unless another mechanism for discounting applicable traffic fees is applied by the City. The post-nexus adjustments for the Infill Area shown in [Table 18](#), [Table 19 A](#), and [Table 19 B](#) represent such a mechanism. Note that the Infill Area post-nexus adjustments far exceeds the 15% Smart Growth Discount.

8.4 TDIF Credits and Reimbursements

The City established a set of policies and procedures regarding fee credits and reimbursements. These policies are codified in Ordinance No. 33-2005 (“Ordinance”), which was adopted by the City Council on December 19, 2005. The Ordinance added Chapter 16.84 to the Rancho Cordova Municipal Code. Among other things, the Ordinance specifies that the City may authorize and issue a credit toward the construction of any transportation facilities in order of “priority”. In other words, developers who construct “priority” facilities will likely receive credits or reimbursements ahead of those developers who construct “non-priority” facilities. For purposes of this Nexus Study, “priority” facilities are those facilities as determined by the City Engineer to avoid substantial congestion levels on key roadways.

⁴ "Housing development" means a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floor space is for residential use. For the purposes of this section, "transit station" has the meaning set forth in paragraph (4) of subdivision (b) of Section 65460.1.

"Transit station" includes planned transit stations otherwise meeting this definition whose construction is programmed to be completed prior to the scheduled completion and occupancy of the housing development. Transit headway criteria of 10 minutes or less at a transit hub served by three or more transit service lines is defined as cumulative headway versus individual service line headways.

8.5 TDIF Exemptions

All determinations regarding the exemptions provided in this section will be made by the City Manager or his/her designee. Generally, the following uses will be exempt from payment of the TDIF:

Public Agencies

All federal and state agencies, public school districts, and the City will be exempt from the TDIF. Other non-City public agencies will be subject to payment of the TDIF; however, the City may choose to waive some or all the TDIF in certain cases.

Replacement/Reconstruction

- a. Any replacement or reconstruction (no change in use) of any residential unit that is damaged or destroyed as a result of fire, flood, explosion, wind, earthquake, riot, or other calamity, or act of God shall be exempt from the TDIF. However, if the residential unit(s) replaced or reconstructed exceeds the documented total number of units of the damaged/destroyed residential structure, the excess units are subject to the TDIF.
- b. Any replacement or reconstruction (no change in use) of any non-residential structure that is damaged or destroyed as a result of fire, flood, explosion, wind, earthquake, riot, or other calamity, or act of God shall be exempt from the TDIF. However, if the building replaced or reconstructed exceeds the documented total floor area of the damaged/destroyed building, the excess square footage is subject to the TDIF.
- c. If a residential and/or non-residential structure is replaced with an alternative land use, such as replacing an office building with a retail building, then City staff will determine the appropriate TDIF adjustment to reflect the different trip characteristics of the original and new land uses.

Additions/Alterations/Modifications/Temporary Facilities

- a. Additions that increase the living area of a residential unit to more than 1,200 square feet.
- b. Additions to single family residential structures provided no change in use occurs and a second full kitchen is not added.
- c. Additions to multi-family residential structures that are not part of a mixed-use type project provided no change in use occurs and no additional units result.
- d. Supporting use square footage in multi-family projects, such as the office and recreation areas required to directly serve the multi-family project. The residential unit fee will provide the full mitigation required in multi-family projects.
- e. Non-habitable residential structures such as decks, pools, pool cabanas, sheds, garages, etc.
- f. Construction of a granny unit that does not have a full kitchen.
- g. Mobile or manufactured homes with no permanent foundation.

8.6 Fee Implementation

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting. At least 14 days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting, and a general explanation of the matter, are to be published in accordance with Section 6062(a) of the Government Code, which states that publication of notice shall occur for 14 days in a newspaper regularly published once a week or more. The City may then adopt the new fees at the second reading.

The nexus-based calculation of fee per Dwelling Unit Equivalent (DUE) documented in Sections 1 through 6 is based on general land use categories (single family, multi-family, retail, office, and industrial) which are the categories used in the transportation forecasting process. When a developer gets a building permit and pays fees, a more specific land use is known and the number of DUEs for some specific land use will be based on specific DUE rates for that category. Those DUE rates are based on estimates of the average vehicle-miles of travel (VMT) generated on an average weekday for each land use type. [Table 20](#) shows the calculation of DUE factors for each detailed land use type.

The City will determine the appropriate trip DUE factors for other land uses that may develop within the City that are not shown in [Table 20](#).

| Table 20 Detailed DUE Rates | | | | | | |
|---|---------------------------------------|-------------------------|------------------------------------|----------------------------------|--|---------------------|
| Land Use | PM Peak Hour Trip Rate | Units | Trip Length (miles) | Percent New Trips | Vehicle Miles of Travel (VMT) | Due Rate |
| Residential | | | | | | |
| Single Family – greater than 1,200 sq. ft. ¹ | 0.99 | Dwelling Units | 5.1 | 100% | 5.049 | 1.00 |
| Single Family – less than or equal to 1,200 sq. ft. ² | | | | | | 0.88 |
| Multi-Family ³ | 0.56 | | 5.1 | 100% | 2.856 | 0.57 |
| Age Restricted Single-Family | 0.30 | | 5.1 | 100% | 1.530 | 0.30 |
| Age Restricted Multi-Family | 0.26 | | 5.1 | 100% | 1.326 | 0.26 |
| Non-Residential | | | | | | |
| Commercial | 5.43 | 1,000 Square Feet | 2.3 | 50% | 6.245 | 1.24 |
| Office | 1.15 | | 5.1 | 92% | 5.396 | 1.07 |
| Industrial | 0.63 | | 4.8 | 92% | 2.782 | 0.55 |
| Miscellaneous | | | | | | |
| Church | 0.49 | | 3.9 | 90% | 1.720 | 0.34 |
| Gasoline/Service Station | 14.03 | Position | 1.9 | 20% | 5.331 | 1.06 |
| Hotel/Motel | 0.38 | Room | 6.4 | 65% | 1.581 | 0.31 |
| Mobile Home Park | 0.46 | Unit | 5.1 | 100% | 2.346 | 0.46 |
| <p>¹ Includes all single family attached or detached residential units with more than 1,200 square feet of living area based on the square footage reflected on the building permit issued for construction of the unit.</p> <p>² Includes all single family attached or detached residential units with 1,200 square feet or less of living area based on the square footage reflected on the building permit issued for construction of the unit. DUE rate is based on analysis conducted for Sacramento County's Transportation Development Fee Program</p> <p>³ Includes (i) all attached units within a structure comprising 5 or more units that are solely available for rent, and (ii) all attached units structure comprising 5 or more units that are 1,200 SF or less and are available for sale.</p> | | | | | | |

Appendix A

Land Use and Development Assumptions For 2021 TDIF Program Update

Land Use Assumptions

The transportation needs and fee allocation for this update of the TDIF Program are based a 2007 “Base Year” (the same year as the current TDIF Program adopted in 2013) and a future development scenario that reflects full buildout of all residential uses within the City. The City of Rancho Cordova has prepared estimated development “capacities” for its adopted and planned specific plan areas, as well as likely residential capacities for its vacant or underutilized infill sites. [Table A-1](#) shows the assumptions used to estimate residential development within the City for the TDIF update.

| Area | Base Year (2007) | | | 2055 | | | Growth | | |
|--------------|------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Single Family | Multi-family | Total | Single Family | Multi-family | Total | Single Family | Multi-family | Total |
| Infill | 14,841 | 6,308 | 21,149 | 16,634 | 8,722 | 25,356 | 1,793 | 2,414 | 4,207 |
| Sunridge | 3,300 | | 3,300 | 8,007 | 75 | 8,082 | 4,707 | 75 | 4,782 |
| Suncreek | | | | 3,240 | 1,653 | 4,893 | 3,240 | 1,653 | 4,893 |
| Rio Del Oro | | | | 9,641 | 2,548 | 12,189 | 9,641 | 2,548 | 12,189 |
| Ranch | | | | 1,264 | 384 | 1,648 | 1,264 | 384 | 1,648 |
| Westborough | | | | 3,900 | 3,171 | 7,071 | 3,900 | 3,171 | 7,071 |
| Arboretum | | | | 4,040 | 677 | 4,717 | 4,040 | 677 | 4,717 |
| Preserve | | | | 450 | 0 | 450 | 450 | 0 | 450 |
| Total | 18,141 | 6,308 | 24,449 | 47,176 | 17,230 | 64,406 | 29,036 | 10,922 | 39,958 |

Sources: City of Rancho Cordova and DKS Associates, 2020

SACOG prepares forecasts of future development throughout the six-county SACOG region every four years. Their latest forecasts prepared in 2020 define growth between 2016 and 2040. Using SACOG’s projected average annual growth rate in housing units for the City of Rancho Cordova, the estimated year when the City would reach full buildout of its residential uses is about 2055. For non-residential uses, SACOG’s projected average annual growth rates for retail, office and industrial uses were used to estimate the 2055 development levels for those types of uses.

For non-residential uses, fees are based on the square footage of a building while the travel demand model uses jobs to determine the trips generated by non-residential uses. Table A-2 shows the assumed job growth citywide as well as the assumptions used to convert jobs to square footage estimates.

| Table A-2 Non-residential Development Assumptions | | | | |
|--|--------------|-------------------|-------------------|--------------------------------|
| Land use | Units | 2007 | 2055 | Growth 2007 to 2055 |
| Retail | jobs | 7,603 | 19,695 | 12,092 |
| Office | | 34,703 | 56,128 | 21,425 |
| Industrial | | 7,541 | 17,799 | 10,258 |
| Total | | 49,847 | 93,622 | 43,775 |
| Assumed Average Square Feet per Job | | 500 | 300 | 600 |
| Retail | Square feet | 3,801,000 | 9,847,000 | 6,046,000 |
| Office | | 9,479,000 | 15,906,000 | 6,427,000 |
| Industrial | | 6,636,000 | 12,791,000 | 6,155,000 |
| Total | | 19,916,000 | 38,544,000 | 18,628,000 |
| Sources: DKS Associates, 2020 | | | | |

TDIF Program Land Use Categories

The Mitigation Fee Act requires that a reasonable relationship exist between the need for public facilities and the type of development on which an impact fee is imposed. General and detailed land use categories have been defined to distinguish between the number of trips generated by residents and employees associated with various types of land use. Existing and projected land uses generated are classified by general land use types (e.g., single family detached, single family attached, multi-family, retail/commercial, office, and industrial) and serve as the basis for the cost per dwelling unit equivalent calculation included in this Nexus Study. However, some detailed land use categories have been established for purposes of implementing the TDIF Program. These categories have been created to differentiate specific impacts from each detailed land use on transportation facilities. For example, residential land use categories are defined based on characteristics related to unit type (e.g., age-restricted) and unit size as discussed further below.

Data from the American Housing Survey and SACOG implies an indirect relationship between the size of a housing unit and the number of trips generated by a housing unit. The data indicates a negligible difference in trip generation for medium to large single-family homes; however, a significant reduction in overall trip generation applies to homes that are 1,200 square feet or less. Based on these findings, a 1,200 square feet cutoff is used to delineate between residential land uses for purposes of this Nexus Study. Specifically, the American Housing Survey for the Sacramento region suggests a proportional relationship between the square footage of a dwelling unit and the number of persons residing in that unit – generally, persons per unit increases as the size of a residential unit increases. In addition, data on travel characteristics from SACOG’s 2000 Household Travel Survey suggests a proportional relationship between the number of persons in a home and the number of trips generated by that household, namely that trips per household increase as persons per household increase. Based on combined data from these two sources, it can be concluded that the average number of trips generated

per day is proportionally related to the number of people living in the dwelling unit, which is generally related to the size of the dwelling unit.

A TDIF has been calculated per dwelling unit for residential land uses and per square-foot of building space for most non-residential land use categories. Exceptions in the non-residential land use categories include the following: (i) gasoline/service stations for which impacts are calculated per vehicle position; (ii) mobile home parks impacts for which impacts are calculated per dwelling unit, and (iii) hotels and motels for which impacts are calculated per room. Specifically, the following detailed land use categories are identified for purposes of the TDIF Program:

| | |
|--|---|
| Single Family Detached, greater than 1,200 sq. ft.: | Includes all single family detached residential units with more than 1,200 square feet of living area based on the square footage reflected on the building permit issued for construction of the unit. |
| Single Family Detached, 1,200 sq. ft. or less: | Includes all single family detached residential units with 1,200 square feet or less of living area based on the square footage reflected on the building permit issued for construction of the unit. |
| Single Family Attached: | Includes the following: <ul style="list-style-type: none"> • All units within a structure that has 2-4 attached units, whether such units are all offered for rent or for sale to individual owners. • All units within a structure that has 5 or more attached units that (i) are available for sale to individual owners, and (ii) have a living area greater than 1,200 square feet. |
| Multi-Family: | Includes the following: <ul style="list-style-type: none"> • All units within a structure that has 5 or more units, all of which are offered for rent to the public. • All units within a structure that has 5 or more attached units that (i) are available for sale to individual owners, and (ii) have a living area less than 1,200 square feet. |
| Retail/Commercial: | Includes, but is not limited to, retail stores, clothing stores, book stores, video rental stores, drug stores, professional services (e.g., barber shops, dry cleaners), restaurants, supermarkets, hospitals, movie theaters, appliance and electronics stores, home supply stores, tire stores, auto parts stores, and other businesses providing auto-related products and services. |
| Office: | Includes, but is not limited to, buildings in which professional, banking, insurance, real estate, administrative or in-office medical or dental activities are conducted. |
| Industrial: | Includes, but is not limited to, all forms of industrial, manufacturing, and warehousing land uses. Specific portions of any building space within this category that are used distinctly for retail/commercial sales, office space, or other such specific use may be charged the |

representative fees according to use. Remaining portions of the building will be charged fees on the industrial rate.

Miscellaneous: Includes churches, gas stations, hotels/motels, and mobile home parks.

City staff will make the final determination as to which land use category a particular development type will be assigned. Staff will determine the land use category that corresponds most directly to the development or, alternatively, can determine that none of the land use categories in this Nexus Study adequately correspond to the development in question and may work in conjunction with other members of City staff to determine the applicable fee amounts based on trip DUE factors.

Appendix B

**Project Descriptions, Cost Estimates and Other Funding for
TDIF Program Improvements**

Appendix B

CIP Transportation Project Costs and Funding

This appendix provides general descriptions, cost estimates and funding assumptions for each of the CIP projects that are fully or partially funded by the City's Transportation Development Impact Fee (TDIF) Program. The projects are divided into the following groups:

| Group | Project Numbers |
|----------------------|-----------------|
| Roadway Segments | 1 to 208 |
| Intersections | 209 to 299 |
| Transit and Bikeways | 300 to 312 |
| Interchanges | 313 to 320 |

Color Legend

- CIP Buildout

=
Project has CIP portions fully buildout but it remains in Fee Program due to credit agreement and/or reimbursement of City funds
- Credit Agreement

=
Project has been partially or fully buildout and has a credit agreement with one or more developers
- City Project

=
Project is partially or fully buildout and had funding from the City, which the City will be reimbursed by Fees
- COUNTY SHARED PROJECT

=
Sacramento County has a share of the funding project cost
- FEE PORTION:

=
Amount or % of the project construction cost that is funded by the Fee Program
- Notes

=
Project Notes

Roadway Segments

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

| | | | | | |
|---|---|-------|------------------|----------------------|------------------|
| 1 | Rio del Oro Parkway From Sunrise Boulevard to Rancho Cordova Pkwy Existing Condition: Undeveloped | Lanes | 2007 <u>0</u> | Ultimate <u>6</u> | 2055 <u>6</u> |
|---|---|-------|------------------|----------------------|------------------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|---------|----------|-------|------------|-------------|
| New 6 lane roadway | 6-F | 3200 | LF | \$1,049.61 | \$3,358,736 |

| | | | |
|-------------------------|----------------|-----|--------------------|
| | Subtotal | | \$3,358,736 |
| | Contingency | 15% | \$503,810 |
| Engineering and Permits | | 35% | \$1,175,558 |
| | Total | | \$5,038,104 |
| | Rounded | | \$5,038,000 |

| | | | |
|--|----------------------------|--|-------------|
| | Other Funding | | \$0 |
| | Remaining Fee Portion Cost | | \$5,038,000 |

| | | | | | |
|---|--|-------|------------------|----------------------|------------------|
| 2 | Rio del Oro Parkway From Rancho Cordova Parkway to Centennial Dr Existing Condition: Undeveloped | Lanes | 2007 <u>0</u> | Ultimate <u>4</u> | 2055 <u>4</u> |
|---|--|-------|------------------|----------------------|------------------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|---------|----------|-------|-----------|-------------|
| New 4 lane roadway | 4-F | 3500 | LF | \$777.40 | \$2,720,900 |

| | | | |
|-------------------------|----------------|-----|--------------------|
| | Subtotal | | \$2,720,900 |
| | Contingency | 15% | \$408,135 |
| Engineering and Permits | | 35% | \$952,315 |
| | Total | | \$4,081,350 |
| | Rounded | | \$4,081,000 |

| | | | |
|--|----------------------------|--|-------------|
| | Other Funding | | \$0 |
| | Remaining Fee Portion Cost | | \$4,081,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

| | | | | | |
|---|---|-------|------------------|----------------------|------------------|
| 3 | Rio del Oro Parkway From Centennial Drive to Americanos Boulevard Existing Condition: Undeveloped | Lanes | <u>2007</u> 0 | <u>Ultimate</u> 4 | <u>2055</u> 4 |
|---|---|-------|------------------|----------------------|------------------|

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|------------------|-------------|
| New 4 lane roadway | 4-F | 1200 | LF | \$777.40 | \$932,880 |

| | | | |
|-------------------------|----------------|-----|--------------------|
| | Subtotal | | \$932,880 |
| | Contingency | 15% | \$139,932 |
| Engineering and Permits | | 35% | \$326,508 |
| | Total | | \$1,399,320 |
| | Rounded | | \$1,399,000 |

| | | | |
|--|----------------------------|--|-------------|
| | Other Funding | | \$0 |
| | Remaining Fee Portion Cost | | \$1,399,000 |

| | | | | | |
|---|--|-------|------------------|----------------------|------------------|
| 4 | Rio del Oro Parkway From Americanos Boulevard to White Rock Road Existing Condition: Undeveloped | Lanes | <u>2007</u> 0 | <u>Ultimate</u> 4 | <u>2055</u> 4 |
|---|--|-------|------------------|----------------------|------------------|

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|------------------|-------------|
| New 4 lane roadway | 4-F | 2200 | LF | \$777.40 | \$1,710,280 |

| | | | |
|-------------------------|----------------|-----|--------------------|
| | Subtotal | | \$1,710,280 |
| | Contingency | 15% | \$256,542 |
| Engineering and Permits | | 35% | \$598,598 |
| | Total | | \$2,565,420 |
| | Rounded | | \$2,565,000 |

| | | | |
|--|----------------------------|--|-------------|
| | Other Funding | | \$0 |
| | Remaining Fee Portion Cost | | \$2,565,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

| | | | | | |
|---|--|-------|-----------|---------------|-----------|
| 7 | Rio del Oro Parkway From Easton Valley Parkway to Folsom Boulevard Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
|---|--|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|----------------|----------|-------|-----------|-------------|
| New 4 lane roadway | 4-F | 1700 | LF | \$777.40 | \$1,321,580 |
| Bridge/Culvert | Bridge/Culvert | 31200 | SF | \$295.00 | \$9,204,000 |

| | | | | |
|--|-------------------------|----------------|-----|---------------------|
| | | Subtotal | | \$10,525,580 |
| | Contingency | | 15% | \$1,578,837 |
| | Engineering and Permits | | 35% | \$3,683,953 |
| | | Total | | \$15,788,370 |
| | | Rounded | | \$15,788,000 |

| | | | | |
|--|--|----------------------------|--|--------------|
| | | Other Funding | | \$0 |
| | | Remaining Fee Portion Cost | | \$15,788,000 |

| | | | | | |
|---|--|-------|-----------|---------------|-----------|
| 8 | Villagio Drive From Douglas Rd. to 111-OS (12Ac. Open Space) Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
|---|--|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|----------------|----------|-------|-----------|------|
| New 4 lane roadway | 4-F | 0 | LF | \$777.40 | \$0 |
| Bridge/Culvert | Bridge/Culvert | 0 | SF | \$295.00 | \$0 |

| | | | | |
|--|-------------------------|----------------|-----|------------|
| | | Subtotal | | \$0 |
| | Contingency | | 15% | \$0 |
| | Engineering and Permits | | 35% | \$0 |
| | | Total | | \$0 |
| | | Rounded | | \$0 |

| | | | | |
|--|--|---------------|--|-----|
| | | Other Funding | | \$0 |
|--|--|---------------|--|-----|

| ID No | | Project Information and Cost | | | | Remaining Fee Portion Cost | \$0 |
|-------|---|------------------------------|-----------------|----------------------------|------------------|----------------------------|-----|
| 11 | Villagio Drive From Collector B to White Rock Rd. Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 500 | LF | \$777.40 | \$388,700 | |
| | | | | | Subtotal | \$388,700 | |
| | | | | Contingency | 15% | \$58,305 | |
| | | | | Engineering and Permits | 35% | \$136,045 | |
| | | | | Total | | \$583,050 | |
| | | | | Rounded | | \$583,000 | |
| | | | | Other Funding | | \$0 | |
| | | | | Remaining Fee Portion Cost | | \$583,000 | |

| | | | | | | | |
|----|---|----------------|-----------------|-------------------------|------------------|--------------------|--|
| 19 | Easton Valley Pkwy From Rancho Cordova Pkwy to Rio Del Oro Pkwy Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 6 | 2055 6 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 6 lane roadway | 6-4L-2055-F | 2500 | LF | \$561.55 | \$1,403,863 | |
| | | | | | Subtotal | \$1,403,863 | |
| | | | | Contingency | 15% | \$210,579 | |
| | | | | Engineering and Permits | 35% | \$491,352 | |
| | | | | Total | | \$2,105,794 | |
| | | | | Rounded | | \$2,106,000 | |
| | | | | Other Funding | | \$0 | |

| ID No | | Project Information and Cost | | | | Remaining Fee Portion Cost | \$2,106,000 |
|-------|--|------------------------------|-----------------|-------------------------|----------------------------|----------------------------|-------------|
| 20 | Easton Valley Pkwy From Rio Del Oro Pkwy to Hazel Avenue Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 6 | 2055 6 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 6 lane roadway | 6-4L-2055-F | 3700 | LF | \$561.55 | \$2,077,717 | |
| | Bridge/Culvert No. 1 | Bridge/Culvert | 6300 | SF | \$295.00 | \$1,858,500 | |
| | Bridge/Culvert No. 2 | Bridge/Culvert | 8190 | SF | \$295.00 | \$2,416,050 | |
| | | | | | Subtotal | \$6,352,267 | |
| | | | | Contingency | 15% | \$952,840 | |
| | | | | Engineering and Permits | 35% | \$2,223,293 | |
| | | | | | Total | \$9,528,400 | |
| | | | | | Rounded | \$9,528,000 | |
| | | | | | Other Funding | \$0 | |
| | | | | | Remaining Fee Portion Cost | \$9,528,000 | |

| | | | | | | | |
|------|--|----------------|-----------------|-------------------------|------------------|--------------------|--|
| 24.1 | Centennial Drive From International Drive to Rio del Oro Parkway Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 1300 | LF | \$777.40 | \$1,010,620 | |
| | | | | | Subtotal | \$1,010,620 | |
| | | | | Contingency | 15% | \$151,593 | |
| | | | | Engineering and Permits | 35% | \$353,717 | |
| | | | | | Total | \$1,515,930 | |
| | | | | | Rounded | \$1,516,000 | |
| | | | | | Other Funding | \$0 | |

| ID No | Project Information and Cost | | | | | | | | | | | |
|-------|---|----------------|-----------------|--|------------------|--------------------|------|---|---|---|--|--|
| | | | | Remaining Fee Portion Cost | \$1,516,000 | | | | | | | |
| 24.2 | Centennial Drive From Rio del Oro Parkway to Villagio Drive Existing Condition: Undeveloped | | Lanes | <table border="1"> <tr> <td>2007</td> <td>Ultimate</td> <td>2055</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">4</td> <td style="text-align: center;">4</td> </tr> </table> | 2007 | Ultimate | 2055 | 0 | 4 | 4 | | |
| 2007 | Ultimate | 2055 | | | | | | | | | | |
| 0 | 4 | 4 | | | | | | | | | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | | | | | | |
| | New 4 lane roadway | 4-F | 1800 | LF | \$777.40 | \$1,399,320 | | | | | | |
| | | | | | Subtotal | \$1,399,320 | | | | | | |
| | | | | Contingency | 15% | \$209,898 | | | | | | |
| | | | | Engineering and Permits | 35% | \$489,762 | | | | | | |
| | | | | | Total | \$2,098,980 | | | | | | |
| | | | | | Rounded | \$2,099,000 | | | | | | |
| | | | | | Other Funding | \$0 | | | | | | |
| | | | | Remaining Fee Portion Cost | | \$2,099,000 | | | | | | |

| | | | | | | | | | | | | |
|------|---|----------------|-----------------|--|------------------|--------------------|------|---|---|---|--|--|
| 24.3 | Centennial Drive From Villagio Drive to Americanos Boulevard Existing Condition: Undeveloped open field | | Lanes | <table border="1"> <tr> <td>2007</td> <td>Ultimate</td> <td>2055</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">4</td> <td style="text-align: center;">4</td> </tr> </table> | 2007 | Ultimate | 2055 | 0 | 4 | 4 | | |
| 2007 | Ultimate | 2055 | | | | | | | | | | |
| 0 | 4 | 4 | | | | | | | | | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | | | | | | |
| | New 4 lane roadway | 4-F | 2700 | LF | \$777.40 | \$2,098,980 | | | | | | |
| | | | | | Subtotal | \$2,098,980 | | | | | | |
| | | | | Contingency | 15% | \$314,847 | | | | | | |
| | | | | Engineering and Permits | 35% | \$734,643 | | | | | | |
| | | | | | Total | \$3,148,470 | | | | | | |
| | | | | | Rounded | \$3,148,000 | | | | | | |
| | | | | | Other Funding | \$0 | | | | | | |

| ID No | | Project Information and Cost | | | | Remaining Fee Portion Cost | \$3,148,000 |
|-------|--|------------------------------|-----------------|---------------|-----------------------------|----------------------------|-------------|
| 25 | Americanos Boulevard From Kiefer Boulevard to North Campus Drive Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 4900 | LF | \$777.40 | \$3,809,260 | |
| | Bridge/Culvert No. 1 | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 | |
| | Bridge/Culvert No. 2 | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 | |
| | | | | | Subtotal | \$5,343,260 | |
| | | | | | Contingency 15% | \$801,489 | |
| | | | | | Engineering and Permits 35% | \$1,870,141 | |
| | | | | | Total | \$8,014,890 | |
| | | | | | Rounded | \$8,015,000 | |
| | | | | | Other Funding | \$0 | |
| | | | | | Remaining Fee Portion Cost | \$8,015,000 | |
| 25.1 | Americanos Boulevard From North Campus Drive to Chrysanthy Blvd Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 1470 | LF | \$777.40 | \$1,142,778 | |
| | Bridge/Culvert | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 | |
| | | | | | Subtotal | \$1,909,778 | |
| | | | | | Contingency 15% | \$286,467 | |
| | | | | | Engineering and Permits 35% | \$668,422 | |
| | | | | | Total | \$2,864,667 | |
| | | | | | Rounded | \$2,865,000 | |
| | | | | | Other Funding | \$0 | |
| | | | | | Remaining Fee Portion Cost | \$2,865,000 | |

| ID No | | Project Information and Cost | | | |
|-------------------------|---|------------------------------|--------------|-----------------------------|--------------------|
| 26 | Americanos Boulevard From Douglas Road to Douglas 103 southern Boundary Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| New 4 lane roadway | 4-F | 1425 | LF | \$777.40 | \$1,107,795 |
| | 4-D | 1350 | LF | \$1,002.86 | \$1,353,858 |
| Bridge/Culvert | Bridge/Culvert | 5200 | SF | \$295.00 | \$1,534,000 |
| | | | | Subtotal | \$3,995,653 |
| | | | | Contingency 15% | \$599,348 |
| | | | | Engineering and Permits 35% | \$1,398,478 |
| | | | | Total | \$5,993,479 |
| | | | | Rounded | \$5,993,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$5,993,000 |

| | | | | | |
|-------------------------|--|-----------------|--------------|-----------------------------|--------------------|
| 26.1 | Americanos Boulevard From Douglas 103 Boundary to Chrysanthy Boulevard Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| New 4 lane roadway | 4-F | 3400 | LF | \$777.40 | \$2,643,160 |
| Bridge/Culvert | Bridge/Culvert | 5200 | SF | \$295.00 | \$1,534,000 |
| | | | | Subtotal | \$4,177,160 |
| | | | | Contingency 15% | \$626,574 |
| | | | | Engineering and Permits 35% | \$1,462,006 |
| | | | | Total | \$6,265,740 |
| | | | | Rounded | \$6,266,000 |
| | | | | Other Funding | \$0 |

| ID No | | Project Information and Cost | | | | Remaining Fee Portion Cost | \$6,266,000 |
|-------|--|------------------------------|-----------------|---------------|-----------------------------|----------------------------|-------------|
| 27 | Americanos Boulevard From Douglas Road to Centennial Drive Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 2050 | LF | \$777.40 | \$1,593,670 | |
| | Bridge/Culvert | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 | |
| | | | | | Subtotal | \$2,360,670 | |
| | | | | | Contingency 15% | \$354,101 | |
| | | | | | Engineering and Permits 35% | \$826,235 | |
| | | | | | Total | \$3,541,005 | |
| | | | | | Rounded | \$3,541,000 | |
| | | | | | Credit Agreement | \$515,645 | |
| | | | | | Other Funding | \$0 | |
| | | | | | Remaining Fee Portion Cost | \$3,025,355.00 | |
| 28 | Americanos Boulevard From Centennial Drive to Villagio Drive Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 1250 | LF | \$777.40 | \$971,750 | |
| | Bridge/Culvert | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 | |
| | | | | | Subtotal | \$1,738,750 | |
| | | | | | Contingency 15% | \$260,813 | |
| | | | | | Engineering and Permits 35% | \$608,563 | |
| | | | | | Total | \$2,608,125 | |
| | | | | | Rounded | \$2,608,000 | |
| | | | | | Other Funding | \$0 | |
| | | | | | Remaining Fee Portion Cost | \$2,608,000 | |

| ID No | Project Information and Cost | | | | |
|-------|------------------------------|--|--|--|--|
|-------|------------------------------|--|--|--|--|

| | | | | | |
|----|---|-------|-----------------|---------------------|-----------------|
| 29 | Americanos Boulevard From Villagio Drive to Rio del Oro Parkway Existing Condition: Undeveloped | Lanes | 2007 <hr/> 0 | Ultimate <hr/> 4 | 2055 <hr/> 4 |
|----|---|-------|-----------------|---------------------|-----------------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|---------|----------|-------|-----------|-------------|
| New 4 lane roadway | 4-F | 2500 | LF | \$777.40 | \$1,943,500 |

| | | | | |
|--|-------------------------|-----|----------------------------|--------------------|
| | | | Subtotal | \$1,943,500 |
| | Contingency | 15% | | \$291,525 |
| | Engineering and Permits | 35% | | \$680,225 |
| | | | Total | \$2,915,250 |
| | | | Rounded | \$2,915,000 |
| | | | Other Funding | \$0 |
| | | | Remaining Fee Portion Cost | \$2,915,000 |

| | | | | | |
|----|--|-------|-----------------|---------------------|-----------------|
| 30 | Americanos Boulevard From Rio del Oro Parkway to International Drive Existing Condition: Undeveloped | Lanes | 2007 <hr/> 0 | Ultimate <hr/> 4 | 2055 <hr/> 4 |
|----|--|-------|-----------------|---------------------|-----------------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|---------|----------|-------|-----------|-----------|
| New 4 lane roadway | 4-F | 1000 | LF | \$777.40 | \$777,400 |

| | | | | |
|--|-------------------------|-----|----------------------------|--------------------|
| | | | Subtotal | \$777,400 |
| | Contingency | 15% | | \$116,610 |
| | Engineering and Permits | 35% | | \$272,090 |
| | | | Total | \$1,166,100 |
| | | | Rounded | \$1,166,000 |
| | | | Other Funding | \$0 |
| | | | Remaining Fee Portion Cost | \$1,166,000 |

| ID No | Project Information and Cost | | | | |
|-------|------------------------------|--|--|--|--|
|-------|------------------------------|--|--|--|--|

| | | | | | |
|----|---|-------|-----------|---------------|-----------|
| 45 | Chrysanthy Boulevard From Sunrise Blvd to Rancho Cordova Pkwy Existing Condition: Undeveloped | Lanes | 2007 4 | Ultimate 4 | 2055 4 |
|----|---|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|---------|----------|-------|-----------|------|
| New 4 lane roadway | 4-F | 0 | LF | \$777.40 | \$0 |

Constructed prior to 2007 but funding of credit agreement remains

| | | |
|-------------------------|----------------------------|--------------------|
| | Subtotal | \$0 |
| Contingency | 15% | \$0 |
| Engineering and Permits | 35% | \$0 |
| | Total | \$2,710,436 |
| | Rounded | \$2,710,000 |
| | Credit Agreement | \$2,710,436 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$0 |

| | | | | | |
|----|--|-------|-----------|---------------|-----------|
| 46 | Chrysanthy Boulevard From Rancho Cordova Pkwy to Americanos Blvd Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
|----|--|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|----------------|----------|-------|-----------|-------------|
| New 4 lane roadway | 4-F | 6500 | LF | \$777.40 | \$5,053,100 |
| Bridge/Culvert | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 |

| | | |
|-------------------------|----------------------------|--------------------|
| | Subtotal | \$5,820,100 |
| Contingency | 15% | \$873,015 |
| Engineering and Permits | 35% | \$2,037,035 |
| | Total | \$8,730,150 |
| | Rounded | \$8,730,000 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$8,730,000 |

| ID No | Project Information and Cost | | | | |
|-------|------------------------------|--|--|--|--|
|-------|------------------------------|--|--|--|--|

| | | | | | |
|----|---|-------|-----------|---------------|-----------|
| 47 | Chrysanthy Boulevard From Americanos Boulevard to Grant Line Road Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
|----|---|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|-----------------------------|----------------|----------|-------|-----------|---------------------|
| New 4 lane roadway | 4-F | 3000 | LF | \$777.40 | \$2,332,200 |
| Bridge/Culvert No.1 | Bridge/Culvert | 13000 | SF | \$295.00 | \$3,835,000 |
| Bridge/Culvert No. 2 | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 |
| Subtotal | | | | | \$6,934,200 |
| Contingency 15% | | | | | \$1,040,130 |
| Engineering and Permits 35% | | | | | \$2,426,970 |
| Total | | | | | \$10,401,300 |
| Rounded | | | | | \$10,401,000 |

| | | |
|----------------------------|---------------|--------------|
| | Other Funding | \$0 |
| Remaining Fee Portion Cost | | \$10,401,000 |

| | | | | | |
|---------|---|-------|-----------|---------------|-----------|
| 54.1 | Douglas Road | Lanes | 2007 2 | Ultimate 6 | 2055 6 |
| (312.3) | From Eagles Nest Road to West City Limit Existing Condition: 1500 lf of 2-lane road w/o median | | | | |

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|------------|-------------|
| New 6 Lanes | 6-F | 1500 | LF | \$1,049.61 | \$1,574,408 |
| Frontage | 6-D | 1500 | LF | \$1,001.82 | \$1,502,734 |

| |
|--------------------------------------|
| *No fronting development anticipated |
|--------------------------------------|

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|-----------------------|
| COUNTY SHARED PROJECT |
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| | | | | | |
|-----------------------------|--|--|--|--|--------------------|
| Subtotal | | | | | \$3,077,141 |
| Contingency 15% | | | | | \$461,571 |
| Environmental 7.5% | | | | | \$230,786 |
| Engineering and Permits 35% | | | | | \$1,076,999 |
| Total | | | | | \$4,846,497 |
| Rounded | | | | | \$4,846,000 |

| | | |
|----------------------------|---------------|-------------|
| | Other Funding | \$0 |
| Remaining Fee Portion Cost | | \$4,846,000 |

| ID No | Project Information and Cost | | | | |
|-------|------------------------------|--|--|--|--|
|-------|------------------------------|--|--|--|--|

| | | | | | |
|----|--|-------|-----------|---------------|-----------|
| 55 | Douglas Road From West City Limit to Sunrise Boulevard Existing Condition: 2500 lf of 2-lane road w/o median | Lanes | 2007 2 | Ultimate 6 | 2055 6 |
|----|--|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---------------------------------------|----------------|----------|-------|-----------------------------|---------------------|
| Improve Fee Portion | 6-F | 2500 | LF | \$1,049.61 | \$2,624,013 |
| Bridge/Culvert No. 1 | Bridge/Culvert | 3150 | SF | \$295.00 | \$929,250 |
| Bridge/Culvert No. 2 (Canal Crossing) | Bridge/Culvert | 25200 | SF | \$295.00 | \$7,434,000 |
| | | | | Subtotal | \$10,987,263 |
| | | | | Contingency 15% | \$1,648,089 |
| | | | | Engineering and Permits 35% | \$3,845,542 |
| | | | | Total | \$16,480,894 |
| | | | | Rounded | \$16,481,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$16,481,000 |

| | | | | | |
|----|---|-------|-----------|---------------|-----------|
| 56 | Douglas Road From Sunrise Boulevard to Villagio Drive Existing Condition: Built | Lanes | 2007 6 | Ultimate 6 | 2055 6 |
|----|---|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------------------------|--------------------|
| Widen to 6 Lanes | 6-F | 0 | LF | \$1,049.61 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| | | | | Total | \$3,754,099 |
| | | | | Rounded | \$3,754,000 |
| | | | | Credit Agreement | \$3,754,099 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$0 |

| ID No | Project Information and Cost | | | | |
|-------|------------------------------|--|--|--|--|
|-------|------------------------------|--|--|--|--|

| | | | | | |
|----|--|-------|-----------|---------------|-----------|
| 57 | Douglas Road From Villagio Drive to Rancho Cordova Parkway Existing Condition: Built | Lanes | 2007 6 | Ultimate 6 | 2055 6 |
|----|--|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|------------|------|
| Widen to 6 Lanes | 6-F | 0 | LF | \$1,049.61 | \$0 |

Project Construction Cost included in Project #56

| | | |
|-------------------------|----------------------------|------------|
| | Subtotal | \$0 |
| Contingency | 15% | \$0 |
| Engineering and Permits | 35% | \$0 |
| | Total | \$0 |
| | Rounded | \$0 |
| See Project #56 | Credit Agreement | \$0 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$0 |

| | | | | | |
|----|---|-------|-----------|---------------|-----------|
| 58 | Douglas Road From Rancho Cordova Parkway to Americanos Blvd Existing Condition: Built | Lanes | 2007 4 | Ultimate 4 | 2055 4 |
|----|---|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|--------------|-----------|
| Widen to 4 Lanes | 4-F | 0 | LF | \$777.40 | \$0 |
| Landscaping | | 1 | LS | \$532,719.90 | \$532,720 |

| | | |
|-------------------------|----------------------------|--------------------|
| | Subtotal | \$532,720 |
| Contingency | 0% | \$0 |
| Engineering and Permits | 0% | \$0 |
| | Total | \$6,278,185 |
| | Fee Program Rounded | \$6,278,000 |
| | Credit Agreement | \$5,745,465 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$533,000 |

| ID No | Project Information and Cost | | | | |
|-------------------------|---|-----------------|--------------|-----------------------------|--------------------|
| 59 | Douglas Road From Americanos Boulevard to Grant Line Road Existing Condition: Portions of Roadway are under construction as a condition of subdivision approval | Lanes | 2007 | Ultimate | 2055 |
| | | | 4 | 4 | 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Improve Fee Portion | 4-F | 0 | LF | \$ 777.40 | \$0 |
| Bridge/Culvert | Bridge/Culvert | 0 | SF | \$ 295.00 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| | | | | Total | \$2,377,672 |
| | | | | Rounded | \$2,378,000 |
| | | | | Credit Agreement | \$2,377,672 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$0 |

| | | | | | |
|----------------------------|--|-----------------|--------------|------------------------------|--------------------|
| 73 | Femoyer Street From Mather Boulevard to Peter A. McCuen Blvd Existing Conditions: 1200 lf of 2 lane road w/o median from Mather to Peter McCuen Extension. Contains 700 ft developed both sides, 650 ft developed on side. 150 ft of vacant land. | Lanes | 2007 | Ultimate | 2055 |
| | | | 2 | 4 | 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Widen Remainder to 4 Lanes | 4-F | 0 | LF | \$777.40 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| Right of Way (Industrial) | Right of Way (Industrial) | 0 | SF | \$55.00 | \$0 |
| | | | | City Project (already built) | \$1,319,896 |
| | | | | Total | \$1,327,896 |
| | | | | Rounded | \$1,328,000 |
| | | | | Other Funding | \$8,000 |

| ID No | | Project Information and Cost | | | | Remaining Fee Portion Cost | \$1,319,896 |
|-------|--|------------------------------|-----------------|-------------------------|------------------|----------------------------|-------------|
| 93 | Grant Line Road | | 2007 | Ultimate | 2055 | | |
| | From Jackson Highway to Rancho Cordova Parkway Existing Condition: 2 Lane with no median, undeveloped area | Lanes | 2 | 4 | 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | Widen to 4 Lanes | 6-F | 2460 | LF | \$1,049.61 | \$2,582,028 | |
| | Bridge/Culvert | Bridge/Culvert | 5200 | SF | \$295.00 | \$1,534,000 | |
| | 6-F Section provides cost of 4 lanes in Fee Portion | | | | | Subtotal | \$4,116,028 |
| | | | | Contingency | 15% | \$617,404 | |
| | | | | Engineering and Permits | 35% | \$1,440,610 | |
| | | | | Traffic Control | 20% | \$823,206 | |
| | | | | Total | | \$6,997,248 | |
| | | | | Rounded | | \$6,997,000 | |
| | | | | Other Funding | | \$2,099,174 | |
| | COUNTY SHARED PROJECT | County Portion | 50% | | | \$2,448,913 | |
| | | Remaining Fee Portion Cost | | | | | \$2,448,913 |
| 94 | Grant Line Road | | 2007 | Ultimate | 2055 | | |
| | From Rancho Cordova Parkway to Kiefer Boulevard Existing Condition: 2 Lane with no median, undeveloped area | Lanes | 2 | 4 | 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | Widen to 4 Lanes | 6-F | 5000 | LF | \$1,049.61 | \$5,248,025 | |
| | Bridge/Culvert | Bridge/Culvert | 4680 | SF | \$290.00 | \$1,357,200 | |
| | 6-F Section provides cost of 4 lanes in Fee Portion | | | | | Subtotal | \$6,605,225 |
| | | | | Contingency | 15% | \$990,784 | |
| | | | | Engineering and Permits | 35% | \$2,311,829 | |
| | | | | Traffic Control | 20% | \$1,321,045 | |
| | | | | Total | | \$11,228,883 | |
| | | | | Rounded | | \$11,229,000 | |
| | | | | Other Funding | | \$3,368,665 | |
| | COUNTY SHARED PROJECT | County Portion | 50% | | | \$3,930,168 | |
| | | Remaining Fee Portion Cost | | | | | \$3,930,168 |

| ID No | | Project Information and Cost | | | | |
|---|---|------------------------------|-----------------|--------------|-----------------------------|---------------------|
| 95 | Grant Line Road | | 2007 | Ultimate | 2055 | |
| | From Kiefer Boulevard to Chrysanthy Boulevard | Lanes | 2 | 4 | 4 | |
| Existing Condition: 2 Lane with no median, undeveloped area | | | | | | |
| Item Description | | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 4 Lanes | | 6-F | 9300 | LF | \$1,049.61 | \$9,761,327 |
| Bridge/Culvert | | Bridge/Culvert | 6760 | SF | \$295.00 | \$1,994,200 |
| 6-F Section provides cost of 4 lanes in Fee Portion | | | | | Subtotal | \$11,755,527 |
| | | | | | Contingency 15% | \$1,763,329 |
| | | | | | Engineering and Permits 35% | \$4,114,434 |
| | | | | | Traffic Control 20% | \$2,351,105 |
| | | | | | Total | \$19,984,395 |
| | | | | | Rounded | \$19,984,000 |
| | | | | | Other Funding | \$5,995,319 |
| COUNTY SHARED PROJECT | | | County Portion | 50% | \$6,994,341 | |
| | | | | | Remaining Fee Portion Cost | \$6,994,341 |
| 96 | Grant Line Road | | 2007 | Ultimate | 2055 | |
| | From Chrysanthy Boulevard to Douglas Road | Lanes | 2 | 4 | 4 | |
| Existing Condition: 2 Lane with no median, undeveloped area | | | | | | |
| Item Description | | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 4 Lanes | | 6-F | 4300 | LF | \$1,049.61 | \$4,513,302 |
| Bridge/Culvert | | Bridge/Culvert | 4680 | SF | \$295.00 | \$1,380,600 |
| 6-F Section provides cost of 4 lanes in Fee Portion | | | | | Subtotal | \$5,893,902 |
| | | | | | Contingency 15% | \$884,085 |
| | | | | | Engineering and Permits 35% | \$2,062,866 |
| | | | | | Traffic Control 20% | \$1,178,780 |
| | | | | | Total | \$10,019,633 |
| | | | | | Rounded | \$10,020,000 |
| | | | | | Other Funding | \$3,005,890 |
| COUNTY SHARED PROJECT | | | County Portion | 50% | \$3,507,055 | |
| | | | | | Remaining Fee Portion Cost | \$3,507,055 |

| ID No | Project Information and Cost | | | | |
|-------|---|-----------------------------|-----------------|----------------------------|---------------------|
| 97 | Grant Line Road From Douglas Road to City Limit Existing Condition: 2 Lane with no median, undeveloped area | | 2007 | Ultimate | 2055 |
| | | Lanes | 2 | 4 | 4 |
| | Item Description | Section | Quantity | Units | Unit Cost |
| | Widen to 4 Lanes | 6-F | 8100 | LF | \$1,049.61 |
| | Bridge/Culvert No. 1 | Bridge/Culvert | 2600 | SF | \$295.00 |
| | Bridge/Culvert No. 2 | Bridge/Culvert | 5200 | SF | \$295.00 |
| | Demo Existing 2 Lane | Demolish Existing | 300 | LF | \$85.00 |
| | Project is combined with #98 | | | | Subtotal |
| | 6-F Section provides cost of 4 lanes in Fee Portion | | | | \$10,828,301 |
| | | | | Contingency | 15% |
| | | | | Engineering and Permits | 35% |
| | | | | Traffic Control | 20% |
| | Right of Way Cost Agricultural | Right of Way (Agricultural) | 18000 | SF | \$2.60 |
| | | | | | \$46,800 |
| | | | | Total | \$18,454,911 |
| | | | | Rounded | \$18,455,000 |
| | | | | Other Funding | \$5,536,473 |
| | COUNTY SHARED PROJECT | | | County Portion | 50% |
| | | | | Remaining Fee Portion Cost | \$6,475,657 |

| ID No | Project Information and Cost | | | | |
|--------------------------|--|----------|-------|-----------------------------|---------------------|
| 103 | Old Placerville Road From Bradshaw Road to Peter A. McCuen Blvd | Lanes | 2007 | Ultimate | 2055 |
| | | | 2 | 4 | 4 |
| | Existing Condition: Developed area, 4 lane Bradshaw to Granby Drive - 1200 ft, painted median, bike lane, c&g and sidewalk both sides. 2 lane - Granby to Astral - 2700 ft, no median, bike lane, c&g or sidewalk. 4 lane - Astral to Routier - 1200 ft, painted median, north side - bike lane, c&g and sidewalk. South side - bike lane, no c&g or sidewalk. | | | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 6 Lanes | 6-F | 9550 | LF | \$1,049.61 | \$10,023,728 |
| Improve Fee Portion | 6-D | 9550 | LF | \$1,001.82 | \$9,567,405 |
| | | | | Subtotal | \$19,591,133 |
| | | | | Contingency 15% | \$2,938,670 |
| | | | | Environmental 7.5% | \$1,469,335 |
| | | | | Engineering and Permits 35% | \$6,856,896 |
| Right of Way Commercial | Right of Way (Commercial) | 147600 | SF | \$105.00 | \$15,498,000 |
| Right of Way Residential | Right of Way (Residential) | 35000 | SF | \$40.00 | \$1,400,000 |
| Right of Way Industrial | Right of Way (Industrial) | 250800 | SF | \$55.00 | \$13,794,000 |
| | | | | Total | \$61,548,034 |
| | | | | Rounded | \$61,548,000 |
| | | | | Other Funding | \$0 |
| COUNTY SHARED PROJECT | | | | County Portion 50% | \$15,428,017 |
| | | | | Remaining Fee Portion Cost | \$46,119,983 |

| ID No | | Project Information and Cost | | | |
|-------------------------|---|------------------------------|--------------|-----------------------------|--------------------|
| 105 | Peter A. McCuen Boulevard From Old Placerville to Mather Field Rd Existing Condition: 600ft of parking lot, 3900ft of 2 lane road, no median, c&g or sidewalk, developed area | | 2007 | Ultimate | 2055 |
| | | Lanes | 2 | 4 | 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 4 Lanes | 4-F | 1850 | LF | \$777.40 | \$1,438,190 |
| Improve Fee Portion | 4-D | 1850 | LF | \$1,002.86 | \$1,855,286 |
| | | | | Subtotal | \$3,293,476 |
| | | | | Contingency 15% | \$494,021 |
| | | | | Environmental 7.5% | \$247,011 |
| | | | | Engineering and Permits 35% | \$1,152,717 |
| Right of Way Industrial | Right of Way (Industrial) | 81400 | SF | \$55.00 | \$4,477,000 |
| | | | | Total | \$9,664,225 |
| | | | | Rounded | \$9,664,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$9,664,000 |

| | | | | | |
|-------------------------|--|-----------------|--------------|-----------------------------|--------------------|
| 105.1 | Peter A. McCuen Boulevard From Mather Field Road to Femoyer St Existing Condition: | | 2007 | Ultimate | 2055 |
| | | Lanes | 2 | 4 | 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 4 Lanes | 4-F | 1225 | LF | \$777.40 | \$952,315 |
| Improve Fee Portion | 4-D | 1225 | LF | \$1,002.86 | \$1,228,500 |
| | | | | Subtotal | \$2,180,815 |
| | | | | Contingency 15% | \$327,122 |
| | | | | Environmental 7.5% | \$163,561 |
| | | | | Engineering and Permits 35% | \$763,285 |
| Right of Way Industrial | Right of Way (Industrial) | 90650 | SF | \$55.00 | \$4,985,750 |
| | | | | Total | \$8,420,534 |
| | | | | Rounded | \$8,421,000 |

| ID No | | Project Information and Cost | | | |
|---|--|------------------------------|--------------|----------------------------|---------------------|
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$8,421,000 |
| 110 | International Drive From Kilgore Road to Sunrise Boulevard Existing Condition: Project completed in 2013 | Lanes | 2007 6 | Ultimate 6 | 2055 6 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Improvements | 6-F | 0 | LF | \$1,049.61 | \$0 |
| Includes Intersection at Sunrise Boulevard (Projects 282 & 283) | | | | | |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | |
| | | | | Environmental 7.5% | |
| | | | | Total | \$13,815,430 |
| | | | | Rounded | \$13,815,000 |
| | | | | City Project | \$3,710,915 |
| | | | | Other Funding | \$10,104,515 |
| | | | | Remaining Fee Portion Cost | \$3,710,915 |

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|-------------------------|--|-----------------|--------------|-----------------------------|---------------------|
| 111 | International Drive From Sunrise Boulevard to Rancho Cordova Parkway 2007 Condition: 1500 lf 4 lane w/ c&g and sidewalk, no bike lane; 1200 lf through industrial land and buildings; 3000 lf through undeveloped field | Lanes | 2007 0 | Ultimate 6 | 2055 6 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Improve Fee Portion | 6-F | 2850 | LF | \$1,049.61 | \$2,991,374 |
| Widen to 6 Lanes | 6-D | 5400 | LF | \$1,001.82 | \$5,409,842 |
| Bridge/Culvert | Bridge/Culvert | 6300 | SF | \$295.00 | \$1,858,500 |
| | | | | Subtotal | \$10,259,716 |
| | | | | Contingency 15% | \$1,538,957 |
| | | | | Environmental 7.5% | \$769,479 |
| | | | | Engineering and Permits 35% | \$3,590,901 |
| Right of Way Cost | | | | | \$24,000,000 |
| | | | | Total | \$40,159,052 |
| | | | | Rounded | \$40,159,000 |

| ID No | | Project Information and Cost | | | | |
|-------------------------|---|------------------------------|-----------------|---------------|-----------------------------|--------------------|
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$40,159,000 |
| 112 | International Drive From Rancho Cordova Parkway to Centennial Drive Existing Condition: Undeveloped Field | Lanes | 2007 0 | Ultimate 4 | 2055 4 | |
| Item Description | | Section | Quantity | Units | Unit Cost | Cost |
| New 4 lane roadway | | 4-F | 1500 | LF | \$777.40 | \$1,166,100 |
| | | | | | Subtotal | \$1,166,100 |
| | | | | | Contingency 15% | \$174,915 |
| | | | | | Environmental 7.5% | \$87,458 |
| | | | | | Engineering and Permits 35% | \$408,135 |
| | | | | | Total | \$1,836,608 |
| | | | | | Rounded | \$1,837,000 |
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$1,837,000 |

| | | | | | | |
|-------------------------|---|----------------|-----------------|---------------|-----------------------------|------------------|
| 113 | International Drive From Centennial Drive to Americanos Existing Condition: Undeveloped Field | Lanes | 2007 0 | Ultimate 4 | 2055 4 | |
| Item Description | | Section | Quantity | Units | Unit Cost | Cost |
| New 4 lane roadway | | 4-F | 400 | LF | \$777.40 | \$310,960 |
| | | | | | Subtotal | \$310,960 |
| | | | | | Contingency 15% | \$46,644 |
| | | | | | Environmental 7.5% | \$23,322 |
| | | | | | Engineering and Permits 35% | \$108,836 |
| | | | | | Total | \$489,762 |
| | | | | | Rounded | \$490,000 |

| ID No | | Project Information and Cost | | | | |
|-------------------------|--|------------------------------|-----------------|---------------|----------------------------|------------------|
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$490,000 |
| 114 | International Drive From Americanos Road to White Rock Existing Condition: Undeveloped Field | Lanes | 2007 0 | Ultimate 4 | 2055 4 | |
| Item Description | | Section | Quantity | Units | Unit Cost | Cost |
| New 4 lane roadway | | 4-F | 400 | LF | \$777.40 | \$310,960 |
| | | 4A-2-F | 0 | LF | \$130.62 | \$0 |
| | | | | | Subtotal | \$310,960 |
| | | | | | Contingency | 15% |
| | | | | | Environmental | 7.5% |
| | | | | | Engineering and Permits | 35% |
| | | | | | Total | \$489,762 |
| | | | | | Rounded | \$490,000 |
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$490,000 |

| | | | | | | |
|--|---|----------------|-----------------|---------------|-------------------------|---------------------|
| 124 | Jackson Hwy. From Sunrise Boulevard to Grant Line Road Existing Condition: 2 lane, no median, undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | |
| Item Description | | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 4 lanes | | 6-F | 4800 | LF | \$1,049.61 | \$5,038,104 |
| Bridge/Culvert near Grant Line Road Intersection | | Bridge/Culvert | 6,300 | SF | \$295.00 | \$1,858,500 |
| | | | | | Subtotal | \$6,896,604 |
| | | | | | Contingency | 15% |
| | | | | | Environmental | 7.5% |
| | | | | | Engineering and Permits | 35% |
| | | | | | Total | \$10,862,151 |
| | | | | | Rounded | \$10,862,000 |
| | | | | | Other Funding | \$0 |

| ID No | Project Information and Cost | | | |
|-------|------------------------------|----------------------------|-----|--------------------|
| | COUNTY SHARED PROJECT | County Portion | 50% | \$5,431,000 |
| | | Remaining Fee Portion Cost | | \$5,431,000 |

| | | | | | |
|-----|---|-------|-----------|---------------|-----------|
| 126 | Rancho Cordova Parkway From Grant Line Road to Kiefer Boulevard Existing Condition: Undeveloped Field | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
|-----|---|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|----------------------|----------------|----------|-------|-----------------------------|--------------------|
| New 4 lane roadway | 4-F | 2900 | LF | \$777.40 | \$2,254,460 |
| | 4-F | 2900 | LF | \$777.40 | \$2,254,460 |
| Bridge/Culvert No. 1 | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 |
| Bridge/Culvert No. 2 | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 |
| | | | | Subtotal | \$6,042,920 |
| | | | | Contingency 15% | \$906,438 |
| | | | | Engineering and Permits 35% | \$2,115,022 |
| | | | | Total | \$9,064,380 |
| | | | | Rounded | \$9,064,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$9,064,000 |

| | | | | | |
|-----|---|-------|-----------|---------------|-----------|
| 127 | Rancho Cordova Parkway From Kiefer Boulevard to North Campus Drive Existing Condition: 2 lane | Lanes | 2007 2 | Ultimate 4 | 2055 4 |
|-----|---|-------|-----------|---------------|-----------|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|----------------|----------|-------|-----------------------------|--------------------|
| | 4-F | 3300 | LF | \$777.40 | \$2,565,420 |
| | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 |
| | | | | Subtotal | \$3,332,420 |
| | | | | Contingency 15% | \$499,863 |
| | | | | Engineering and Permits 35% | \$1,166,347 |
| | | | | Total | \$7,319,455 |
| | | | | Rounded | \$7,319,000 |
| | | | | Credit Agreement | \$2,320,825 |

Credit agreement included Segment 127.1

Credit Agreement \$2,320,825

| ID No | Project Information and Cost | | | | |
|-------------------------|---|-----------------|--------------|-----------------------------|--------------------|
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$4,998,175 |
| 127.1 | Rancho Cordova Parkway From North Campus Dr to Chrysanthy Blvd Existing Condition: 2 lane | Lanes | 2007 2 | Ultimate 4 | 2055 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 4 lanes | 4-F | 3900 | LF | \$777.40 | \$3,031,860 |
| Bridge/Culvert | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 |
| | | | | Subtotal | \$3,798,860 |
| | | | | Contingency 15% | \$569,829 |
| | | | | Engineering and Permits 35% | \$1,329,601 |
| | | | | Total | \$5,698,290 |
| | | | | Rounded | \$5,698,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$5,698,000 |

| | | | | | |
|-------------------------|--|-----------------|--------------|-----------------------------|--------------------|
| 128 | Rancho Cordova Parkway From Chrysanthy Boulevard to Douglas Road Existing Condition: Built | Lanes | 2007 2 | Ultimate 4 | 2055 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| New 4 Lanes | 4-F | 0 | LF | \$777.40 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| | | | | Total | \$2,188,480 |
| | | | | Rounded | \$2,188,000 |
| | | | | Credit Agreement | \$543,207 |
| | | | | City Project | \$445,273 |

| ID No | | Project Information and Cost | | | | |
|-----------------------------|--|------------------------------|-------|------------|----------------------------|--------------------|
| | | | | | Other Funding | \$1,200,000 |
| | | | | | Remaining Fee Portion Cost | \$444,793 |
| 129 | Rancho Cordova Parkway From Douglas Road to the Preserve Existing Condition: Undeveloped | Lanes | 2007 | Ultimate | 2055 | |
| | | | 0 | 4 | 4 | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| New 4 lane with wide median | 4-F | 1950 | LF | \$777.40 | \$1,515,930 | |
| Frontage | 4-D | 1950 | LF | \$1,002.86 | \$1,955,572 | |
| | | | | | Subtotal | \$3,471,502 |
| | | | | | Contingency | 15% |
| | | | | | Engineering and Permits | 35% |
| | | | | | Total | \$5,207,253 |
| | | | | | Rounded | \$5,207,000 |
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$5,207,000 |

| 129.1 | Rancho Cordova Parkway From the Preserve to Villagio Drive Existing Condition: Undeveloped | Lanes | 2007 | Ultimate | 2055 | |
|-----------------------------|--|----------|-------|-----------|-------------------------|--------------------|
| | | | 0 | 4 | 4 | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| New 4 lane with wide median | 4-F | 1950 | LF | \$777.40 | \$1,515,930 | |
| Bridge/Culvert | Bridge/Culvert | 2600 | SF | \$295.00 | \$767,000 | |
| | | | | | Subtotal | \$2,282,930 |
| | | | | | Contingency | 15% |
| | | | | | Engineering and Permits | 35% |
| | | | | | Total | \$3,424,395 |
| | | | | | Rounded | \$3,424,000 |

| ID No | | Project Information and Cost | | | | |
|-------|---|------------------------------|-----------------|---------------|-----------------------------|--------------------|
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$3,424,000 |
| 130 | Rancho Cordova Parkway From Villagio Drive to Rio del Oro Parkway Existing Condition: Undeveloped Field | Lanes | 2007 0 | Ultimate 6 | 2055 6 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost |
| | New 4 lane with wide median | 6-F | 2500 | LF | \$1,049.61 | \$2,624,013 |
| | | | | | Subtotal | \$2,624,013 |
| | | | | | Contingency 15% | \$393,602 |
| | | | | | Engineering and Permits 35% | \$918,404 |
| | | | | | Total | \$3,936,019 |
| | | | | | Rounded | \$3,936,000 |
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$3,936,000 |

| | | | | | | |
|-----|--|----------------|-----------------|---------------|-----------------------------|--------------------|
| 131 | Rancho Cordova Parkway From Rio del Oro Pkwy to International Dr Existing Condition: Undeveloped Field | Lanes | 2007 0 | Ultimate 6 | 2055 6 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost |
| | New 6 lane roadway | 6-F | 4200 | LF | \$1,049.61 | \$4,408,341 |
| | | | | | Subtotal | \$4,408,341 |
| | | | | | Contingency 15% | \$661,251 |
| | | | | | Engineering and Permits 35% | \$1,542,919 |
| | | | | | Total | \$6,612,512 |
| | | | | | Rounded | \$6,613,000 |

| ID No | Project Information and Cost | | | | | |
|-------|--|----------------|-----------------|----------------------------|------------------|--------------------|
| | | | | Other Funding | \$0 | |
| | | | | Remaining Fee Portion Cost | \$6,613,000 | |
| 132 | Rancho Cordova Parkway From International Drive to White Rock Road Existing Condition: Undeveloped Field | | Lanes | 2007 0 | Ultimate 6 | 2055 6 |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost |
| | New 6 lane roadway | 6-F | 4200 | LF | \$1,049.61 | \$4,408,341 |
| | | | | | Subtotal | \$4,408,341 |
| | | | | Contingency | 15% | \$661,251 |
| | | | | Engineering and Permits | 35% | \$1,542,919 |
| | | | | | Total | \$6,612,512 |
| | | | | | Rounded | \$6,613,000 |
| | | | | Other Funding | \$0 | |
| | | | | Remaining Fee Portion Cost | \$6,613,000 | |

| | | | | | | | |
|-----|---|----------------|-----------------|--------------|-------------------------|-------------|---------------------|
| 133 | Rancho Cordova Parkway From White Rock Rd to Easton Valley Pkwy Existing Condition: Undeveloped Field | | Lanes | 2007 0 | Ultimate 6 | 2055 6 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 6 lane roadway | 6-F | 6400 | LF | \$1,049.61 | \$6,717,472 | |
| | Bridge/Culvert | Bridge/Culvert | 3150 | SF | \$295.00 | \$929,250 | |
| | Project is combined with #134 | | | | | Subtotal | \$7,646,722 |
| | | | | | Contingency | 15% | \$1,147,008 |
| | | | | | Environmental | 7.5% | \$573,504 |
| | | | | | Engineering and Permits | 35% | \$2,676,353 |
| | | | | | Total | | \$12,043,587 |
| | | | | | Rounded | | \$12,044,000 |
| | | | | | Other Funding | | \$0 |

| ID No | | Project Information and Cost | | | | Remaining Fee Portion Cost | \$12,044,000 |
|-------|---|------------------------------|-----------------|---------------|-----------------------------|----------------------------|--------------|
| 142 | Kiefer Boulevard From Sunrise Boulevard to Rancho Cordova Parkway Existing Condition: 2 lane, no median | Lanes | 2007 2 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 4300 | LF | \$777.40 | \$3,342,820 | |
| | Bridge/Culvert | Bridge/Culvert | 1040 | SF | \$295.00 | \$306,800 | |
| | | | | | Subtotal | \$3,649,620 | |
| | | | | | Contingency 15% | \$547,443 | |
| | | | | | Engineering and Permits 35% | \$1,277,367 | |
| | | | | | Total | \$5,474,430 | |
| | | | | | Rounded | \$5,474,000 | |
| | | | | | Credit Agreement | \$1,573,584 | |
| | | | | | Other Funding | \$53,572 | |
| | | | | | Remaining Fee Portion Cost | \$3,846,844 | |

| | | | | | | | |
|-----|--|----------------|-----------------|---------------|-----------------------------|--------------------|--|
| 143 | Kiefer Boulevard From Rancho Cordova Pkwy to Americanos Blvd Existing Condition: Undeveloped Field | Lanes | 2007 0 | Ultimate 4 | 2055 4 | | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | New 4 lane roadway | 4-F | 4200 | LF | \$777.40 | \$3,265,080 | |
| | Bridge/Culvert | Bridge/Culvert | 10400 | SF | \$295.00 | \$3,068,000 | |
| | | | | | Subtotal | \$6,333,080 | |
| | | | | | Contingency 15% | \$949,962 | |
| | | | | | Engineering and Permits 35% | \$2,216,578 | |
| | | | | | Total | \$9,499,620 | |
| | | | | | Rounded | \$9,500,000 | |
| | | | | | Other Funding | \$0 | |

| ID No | Project Information and Cost | | | | |
|-------------------------|---|-----------------|--------------|-----------------------------|--------------------|
| | | | | Remaining Fee Portion Cost | \$9,500,000 |
| 143.1 | Kiefer Boulevard From Americanos Road to Grant Line Road Existing Condition: 2 Lane, no median, undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| New 4 lane roadway | 4-F | 1100 | LF | \$777.40 | \$855,140 |
| Bridge/Culvert | Bridge/Culvert | 8320 | SF | \$295.00 | \$2,454,400 |
| | | | | Subtotal | \$3,309,540 |
| | | | | Contingency 15% | \$496,431 |
| | | | | Engineering and Permits 35% | \$1,158,339 |
| | | | | Total | \$4,964,310 |
| | | | | Rounded | \$4,964,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$4,964,000 |

| | | | | | |
|--|--|-----------------|--------------|-----------------------------|--------------------|
| 147 | Mather Boulevard From Peter A. McCuen Blvd to Whitehead St Existing Condition: 2 lane, no median, most parcels with c&g, some sidewalk, developed area | Lanes | 2007 2 | Ultimate 4 | 2055 4 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Widen to 4 Lanes (Peter A McCuen Blvd to Eknes St) | 4-D | 700 | LF | \$1,002.86 | \$702,000 |
| Widen Mather to 4 Lanes (Remove Couplet) | 4-F | 850 | LF | \$777.40 | \$660,790 |
| | | | | Subtotal | \$1,362,790 |
| | | | | Contingency 15% | \$204,419 |
| | | | | Engineering and Permits 35% | \$476,977 |
| Right of Way Industrial | Right of Way (Industrial) | 77450 | SF | \$55.00 | \$4,259,750 |
| | | | | Total | \$6,303,935 |
| | | | | Rounded | \$6,304,000 |
| | | | | Other Funding | \$0 |

| ID No | | Project Information and Cost | | | | Remaining Fee Portion Cost | \$6,304,000 |
|-------|--|------------------------------|-----------------|--------------|----------------------------|----------------------------|-------------|
| 148 | Mather Boulevard From Whitehead Street to Bleckley Street Existing Condition: 2 lane, no median, most parcels with c&g, some sidewalk, developed area | | | 2007 | Ultimate | 2055 | |
| | | Lanes | | 2 | 4 | 4 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | Widen Mather to 4 Lanes (Remove Couplet) | 4A-2-F | 700 | LF | \$130.62 | \$91,434 | |
| | | 4A-2-D | 700 | LF | \$444.72 | \$311,304 | |
| | | | | | Subtotal | \$402,738 | |
| | | | | | Contingency | 15% | \$60,411 |
| | | | | | Engineering and Permits | 35% | \$140,958 |
| | Right of Way Industrial | Right of Way (Industrial) | 34300 | SF | \$55.00 | \$1,886,500 | |
| | | | | | Total | \$2,490,607 | |
| | | | | | Rounded | \$2,491,000 | |
| | | | | | Other Funding | \$0 | |
| | | | | | Remaining Fee Portion Cost | \$2,491,000 | |
| 149 | Mather Boulevard From Femoyer St. to North Mather Blvd Existing Condition: Femoyer to beginning of N Mather Blvd - 1000ft of 2 lane, no median, undeveloped area and 1300ft of quarry. | | | 2007 | Ultimate | 2055 | |
| | | Lanes | | 2 | 4 | 4 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| | Widen to 4 lanes | 4-F | 1270 | LF | \$777.40 | \$987,298 | |
| | | 4-D | 1270 | LF | \$1,002.86 | \$1,273,629 | |
| | | | | | Subtotal | \$2,260,927 | |
| | | | | | Contingency | 15% | \$339,139 |
| | | | | | Engineering and Permits | 35% | \$118,699 |
| | | | | | Total | \$2,718,765 | |
| | | | | | Rounded | \$2,719,000 | |
| | | | | | Other Funding | \$0 | |
| | | | | | Remaining Fee Portion Cost | \$2,719,000 | |

| ID No | | Project Information and Cost | | | | |
|-------|--|------------------------------|-----------------|--------------|-----------------------------|---------------------|
| 173 | Sun Center Drive From Sunrise Blvd to Rancho Cordova Pkwy Existing Condition: 1300ft roadway at ultimate, 650ft through business parking lot, developed area | Lanes | 2007 | Ultimate | 2055 | |
| | | | 2 | 2 | 2 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost |
| | Improve Pavement (2 Lanes) | 2-D | 2700 | LF | \$1,048.26 | \$2,830,302 |
| | Bridge/Culvert | Bridge/Culvert | 11200 | SF | \$295.00 | \$3,304,000 |
| | | | | | Subtotal | \$6,134,302 |
| | | | | | Contingency 15% | \$920,145 |
| | | | | | Engineering and Permits 35% | \$2,147,006 |
| | Right of Way | Right of Way (Industrial) | 42840 | SF | \$55.00 | \$2,356,200 |
| | | | | | Total | \$11,557,653 |
| | | | | | Rounded | \$11,558,000 |
| | | | | | Other Funding | \$0 |
| | | | | | Remaining Fee Portion Cost | \$11,558,000 |
| 177 | Sunrise Boulevard From Jackson Hwy. to Kiefer Boulevard Existing Condition: 2 lane with shoulder | Lanes | 2007 | Ultimate | 2055 | |
| | | | 2 | 6 | 6 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost |
| | Improve Fee Portion | 6-F | 6400 | LF | \$1,049.61 | \$6,717,472 |
| | COUNTY SHARED PROJECT | | | | | |
| | ASSUMES COUNTY FUNDS 6th Lane | | | | | |
| | | | | | Subtotal | \$6,717,472 |
| | | | | | Contingency 15% | \$1,007,621 |
| | | | | | Environmental 15.0% | \$1,007,621 |
| | | | | | Engineering and Permits 35% | \$2,351,115 |
| | | | | | Total | \$11,083,829 |
| | | | | | Rounded | \$11,084,000 |
| | Existing Deficiency | | | | FEE PORTION 92% | \$10,197,280 |
| | | | | | Other Funding | \$886,720 |
| | | | | | Remaining Fee Portion Cost | \$10,197,280 |

| ID No | | Project Information and Cost | | | | |
|---|--|------------------------------|--------------|-----------------------------|--------------------|--|
| 178 | Sunrise Boulevard From Kiefer Boulevard to Chrysanthy Boulevard Existing Condition: 5 lane | Lanes | 2007 | Ultimate | 2055 | |
| | | | 5 | 6 | 6 | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Widen to 6 Lanes | 6-F | 0 | LF | \$1,049.61 | \$0 | |
| COUNTY SHARED PROJECT | | | | Subtotal | \$0 | |
| 6th lane/western frontage to be built by County | | | | Contingency 15% | \$0 | |
| | | | | Environmental 7.5% | \$0 | |
| | | | | Engineering and Permits 35% | \$0 | |
| | | | | Total | \$8,005,647 | |
| | | | | Rounded | \$8,006,000 | |
| | | | | Credit Agreement | \$5,878,323 | |
| | | | | Other Funding | \$2,127,324 | |
| | | | | Remaining Fee Portion Cost | \$0 | |
| 179 | Sunrise Boulevard From Chrysanthy Boulevard to Douglas Road Existing Condition: 2 lane with shoulder | Lanes | 2007 | Ultimate | 2055 | |
| | | | 5 | 6 | 6 | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Widen to 6 Lanes | 6-F | 0 | LF | \$1,049.61 | \$0 | |
| COUNTY SHARED PROJECT | | | | Subtotal | \$0 | |
| 6th lane/western frontage to be built by County | | | | Contingency 15% | \$0 | |
| | | | | Environmental 7.5% | \$0 | |
| | | | | Engineering and Permits 35% | \$0 | |
| | | | | Total | \$3,787,216 | |
| | | | | Rounded | \$3,787,000 | |
| | | | | Credit Agreement | \$2,493,194 | |
| | | | | Other Funding | \$1,294,022 | |
| | | | | Remaining Fee Portion Cost | \$0.00 | |

| ID No | | Project Information and Cost | | | | |
|-------------------------|---|------------------------------|--------------|-----------------------------|------------------|--|
| 181 | Sunrise Boulevard From Rio del Oro Parkway to Fitzgerald Road Existing Condition: Built | Lanes | 2007 6 | Ultimate 6 | 2055 6 | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Widen to 6 Lanes | 6-F | 0 | LF | \$1,049.61 | \$0 | |
| | | | | Subtotal | \$0 | |
| | | | | Contingency 15% | \$0 | |
| | | | | Environmental 7.5% | \$0 | |
| | | | | Engineering and Permits 35% | \$0 | |
| Right of Way Industrial | Right of Way (Industrial) | 0 | SF | \$55.00 | \$0 | |
| | | | | Total | \$596,720 | |
| | | | | Rounded | \$597,000 | |
| | | | | Credit Agreement | \$514,358 | |
| | | | | Other Funding | \$82,362 | |
| | | | | Remaining Fee Portion Cost | \$0 | |

| | | | | | | |
|------------------------------|--|-----------------|--------------|-----------------------------|--------------------|--|
| 187 | Sunrise Boulevard From US 50-Interchange to Zinfandel Drive Existing Condition: 6 lane | Lanes | 2007 6 | Ultimate 6+ | 2055 6+ | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Additional Lane and Frontage | 6-D | 1850 | LF | \$1,001.82 | \$1,853,372 | |
| | | | | Subtotal | \$1,853,372 | |
| | | | | Contingency 15% | \$278,006 | |
| | | | | Environmental 7.5% | \$139,003 | |
| | | | | Engineering and Permits 35% | \$648,680 | |
| | | | | Total | \$2,919,060 | |
| | | | | Rounded | \$2,919,000 | |
| | | | | Other Funding | \$0 | |
| | | | | Remaining Fee Portion Cost | \$2,919,000 | |

| ID No | | Project Information and Cost | | | | |
|------------------------------|---|------------------------------|----------------|-----------------------------|---------------------|--|
| 188 | Sunrise Boulevard From Zinfandel Drive to Coloma Road Existing Condition: 6 lane, median, c&g and sidewalk, no bike lanes | Lanes | 2007 6 | Ultimate 6+ | 2055 6+ | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Additional Lane and Frontage | 6-D | 200 | LF | \$1,001.82 | \$200,365 | |
| | | | | Subtotal | \$200,365 | |
| | | | | Contingency 15% | \$30,055 | |
| | | | | Environmental 7.5% | \$15,027 | |
| | | | | Engineering and Permits 35% | \$70,128 | |
| | | | | Total | \$315,574 | |
| | | | | Rounded | \$316,000 | |
| | | | | Other Funding | \$0 | |
| | | | | Remaining Fee Portion Cost | \$316,000 | |
| 189 | Sunrise Boulevard From Coloma Road to Gold Country Boulevard Existing Condition: 6 lane, median, c&g and sidewalk, bike lane east side only. Fully developed area. Construct bike lane and sidewalk at back of curb using 110ft row. | Lanes | 2007 6 | Ultimate 6+ | 2055 6+ | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Additional Lane and Frontage | 6-D | 2700 | LF | \$1,001.82 | \$2,704,921 | |
| | | | | Subtotal | \$2,704,921 | |
| | | | | Contingency 15% | \$405,738 | |
| | | | | Environmental 7.5% | \$202,869 | |
| | | | | Engineering and Permits 35% | \$946,722 | |
| Right of Way Commercial | Right of Way (Commercial) | 56700 | SF | \$105.00 | \$5,953,500 | |
| | | | | Total | \$10,213,750 | |
| | | | | Rounded | \$10,214,000 | |
| | | | | Other Funding | \$0 | |
| COUNTY SHARED PROJECT | | | County Portion | 50% | \$2,130,125 | |
| | | | | Remaining Fee Portion Cost | \$8,083,625 | |

| ID No | | Project Information and Cost | | | | |
|---|---|------------------------------|-------|-----------------------------|--------------------|--|
| 190 | Sunrise Boulevard | | 2007 | Ultimate | 2055 | |
| | From Gold Country Boulevard to American River | Lanes | 6 | 6+ | 6+ | |
| Existing Condition: 6 lane, painted median, c&g and sidewalk. Bike lane east side only. | | | | | | |
| Fully developed area. Construct sidewalk at back of curb with bike lane in existing 110ft row. | | | | | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Additional Lane and Frontage | 6-D | 2000 | LF | \$1,001.82 | \$2,003,645 | |
| | | | | Subtotal | \$2,003,645 | |
| | | | | Contingency 15% | \$300,547 | |
| | | | | Environmental 7.5% | \$150,273 | |
| | | | | Engineering and Permits 35% | \$701,276 | |
| | | | | Total | \$3,155,741 | |
| | | | | Rounded | \$3,156,000 | |
| | | | | Other Funding | \$0 | |
| COUNTY SHARED PROJECT | | County Portion | 50% | | \$1,578,000 | |
| | | | | Remaining Fee Portion Cost | \$1,578,000 | |
| 194 | White Rock Road | | 2007 | Ultimate | 2055 | |
| | From Kilgore Road to Sunrise Boulevard | Lanes | 5 | 6 | 6 | |
| Existing Condition: Kilgore to 650ft east - 5 lane, c&g and sidewalk both sides | | | | | | |
| 650ft east to Sunrise - 6 lane, painted median, c&g and sidewalk, no bike lanes, Fully developed area | | | | | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Widen to 6 Lanes | 6-F | 200 | LF | \$1,049.61 | \$209,921 | |
| M (edian) | Median Island | 500 | LF | \$180.00 | \$90,000 | |
| | | | | Subtotal | \$299,921 | |
| | | | | Contingency 15% | \$44,988 | |
| | | | | Environmental 7.5% | \$22,494 | |
| | | | | Engineering and Permits 35% | \$104,972 | |
| | | | | Total | \$472,376 | |
| | | | | Rounded | \$472,000 | |
| | | | | Other Funding | \$0 | |
| | | | | Remaining Fee Portion Cost | \$472,000 | |

| ID No | | Project Information and Cost | | | | | |
|---|---|------------------------------|--------------|------------------|----------------------------|-------------|--------------------|
| 195 | White Rock Road From Sunrise Boulevard to Luyung Drive Existing Condition: Sunrise to Fitzgerald - 6 lane at ultimate with painted median Fitzgerald to Luyung - painted median, south side at ultimate, north side has 450ft of one lane, remainder at ultimate | Lanes | 2007 2-6 | Ultimate 6 | 2055 6 | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | | |
| Widen and improve existing roadway and intersections | | 1 | LS | \$2,610,000.00 | \$2,610,000 | | |
| <div style="border: 1px solid black; padding: 2px;">Reflects detailed cost estimate prepared separately</div> | | | | | Subtotal | \$2,610,000 | |
| | | | | | Contingency | 15% | \$391,500 |
| | | | | | Environmental | 7.5% | \$195,750 |
| | | | | | Engineering and Permits | 35% | \$913,500 |
| | | | | | Total | | \$4,110,750 |
| | | | | | Rounded | | \$4,111,000 |
| <div style="border: 1px solid black; padding: 2px;">"Other funding" for Projects 195, 196 and 290 proportionally split based on total cost estimate</div> | | | | | Other Funding | | \$3,812,085 |
| | | | | | Remaining Fee Portion Cost | | \$298,665 |
| 196 | White Rock Road From Luyung Drive to Rancho Cordova Parkway Existing Condition: 250ft of ultimate frontage, remainder at one lane each way | Lanes | 2007 2 | Ultimate 6 | 2055 6 | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | | |
| Widen and improve existing roadway | | 1 | LS | \$3,340,000.00 | \$3,340,000 | | |
| <div style="border: 1px solid black; padding: 2px;">Reflects detailed cost estimate prepared separately</div> | | | | | Subtotal | \$3,340,000 | |
| | | | | | Contingency | 20% | \$668,000 |
| | | | | | Environmental & ROW | 7.5% | \$250,500 |
| | | | | | Engineering and Permits | 35% | \$1,169,000 |
| | | | | | Total | | \$5,427,500 |
| | | | | | Rounded | | \$5,428,000 |
| <div style="border: 1px solid black; padding: 2px;">"Other funding" for Projects 195, 196 and 290 proportionally split based on total cost estimate</div> | | | | | Other Funding | | \$2,725,930 |
| | | | | | Remaining Fee Portion Cost | | \$2,702,070 |

| ID No | Project Information and Cost | | | | |
|-------|--|----------------|-----------------|----------------------------|--------------------|
| 197 | White Rock Road From Rancho Cordova Pkwy to International Dr Existing Condition: 2 lane, no shoulder, no median | | 2007 | Ultimate | 2055 |
| | | Lanes | 2 | 6 | 6 |
| | Item Description | Section | Quantity | Units | Unit Cost |
| | Widen to 6 Lanes | 6-F | 3700 | LF | \$1,049.61 |
| | | | | | Cost |
| | | | | | Subtotal |
| | | | | | \$3,883,539 |
| | | | | Contingency | 20% |
| | | | | | \$776,708 |
| | | | | Environmental & ROW | 7.5% |
| | | | | | \$291,265 |
| | | | | Engineering and Permits | 35% |
| | | | | | \$1,359,238 |
| | | | | Total | \$6,310,750 |
| | | | | Rounded | \$6,311,000 |
| | | | | Other Funding | \$1,901,622 |
| | COUNTY SHARED PROJECT | | County Portion | 50% | \$2,204,689 |
| | | | | Remaining Fee Portion Cost | \$2,204,688.80 |
| 198 | White Rock Road From International Drive to Rio del Oro Parkway Existing Condition: 2 lane, no shoulder, no median | | 2007 | Ultimate | 2055 |
| | | Lanes | | | |
| | Item Description | Section | Quantity | Units | Unit Cost |
| | Improve Fee Portion | 6-F | 1700 | LF | \$1,049.61 |
| | | | | | Cost |
| | | | | | Subtotal |
| | | | | | \$1,784,329 |
| | | | | Contingency | 15% |
| | | | | | \$267,649 |
| | | | | Environmental | 7.5% |
| | | | | | \$133,825 |
| | | | | Engineering and Permits | 35% |
| | | | | | \$624,515 |
| | | | | Total | \$2,810,317 |
| | | | | Rounded | \$2,810,000 |
| | | | | Other Funding | \$0 |
| | COUNTY SHARED PROJECT | | County Portion | 50% | \$1,405,000 |
| | | | | Remaining Fee Portion Cost | \$1,405,000 |

| ID No | | Project Information and Cost | | | |
|-------------------------|---|------------------------------|--------------|-----------------------------|--------------------|
| 199 | White Rock Road From Rio del Oro Parkway to Villagio Drive Existing Condition: 2 lane, no shoulder, no median | Lanes | 2007 2 | Ultimate 6 | 2055 6 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Improve Fee Portion | 6-F | 2200 | LF | \$1,049.61 | \$2,309,131 |
| | | | | Subtotal | \$2,309,131 |
| | | | | Contingency 15% | \$346,370 |
| | | | | Environmental 7.5% | \$173,185 |
| | | | | Engineering and Permits 35% | \$808,196 |
| | | | | Total | \$3,636,881 |
| | | | | Rounded | \$3,637,000 |
| | | | | Other Funding | \$0 |
| COUNTY SHARED PROJECT | | County Portion | 50% | | \$1,818,500 |
| | | Remaining Fee Portion Cost | | | \$1,819,000 |
| 200 | White Rock Road From Villagio Drive to City Limit Existing Condition: 2 lane, no shoulder, no median | Lanes | 2007 2 | Ultimate 6 | 2055 6 |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Improve Fee Portion | 6-F | 1800 | LF | \$1,049.61 | \$1,889,289 |
| | | | | Subtotal | \$1,889,289 |
| | | | | Contingency 15% | \$283,393 |
| | | | | Environmental 7.5% | \$141,697 |
| | | | | Engineering and Permits 35% | \$661,251 |
| | | | | Total | \$2,975,630 |
| | | | | Rounded | \$2,976,000 |
| | | | | Other Funding | \$0 |
| COUNTY SHARED PROJECT | | County Portion | 50% | | \$1,488,000 |
| | | Remaining Fee Portion Cost | | | \$1,488,000 |

| ID No | | Project Information and Cost | | | | |
|-------|--|------------------------------|-----------------|----------------------------|------------------|--------------------|
| 203 | Zinfandel Drive From Douglas Road to Villages of Zinfandel / City Limit Existing Condition: 2 lane built by county | Lanes | 2007 2 | Ultimate 6 | 2055 6 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost |
| | New 6 Lanes | 4-F | 2950 | LF | \$777.40 | \$2,293,330 |
| | Bridge/Culvert | Bridge/Culvert | 4410 | SF | \$295.00 | \$1,300,950 |
| | Assumes 2 additional lanes and median (no frontage) funded by City and that 2 frontage lanes would be funded by County | | | | | |
| | | | | | Subtotal | \$3,594,280 |
| | | | | Contingency | 15% | \$539,142 |
| | | | | Environmental | 7.5% | \$269,571 |
| | | | | Engineering and Permits | 35% | \$1,257,998 |
| | | | | Total | | \$5,660,991 |
| | | | | Rounded | | \$5,661,000 |
| | | | | Other Funding | | \$0 |
| | | | | Remaining Fee Portion Cost | | \$5,661,000 |

| | | | | | | |
|-------|--|----------------|-----------------|-------------------------|------------------|--------------------|
| 204.1 | North Campus Drive From Rancho Cordova Pkwy to Americanos Blvd Existing Condition: Undeveloped | Lanes | 2007 0 | Ultimate 4 | 2055 4 | |
| | Item Description | Section | Quantity | Units | Unit Cost | Cost |
| | New 4 Lanes | 4-F | 5460 | LF | \$777.40 | \$4,244,604 |
| | | | | | Subtotal | \$4,244,604 |
| | | | | Contingency | 15% | \$636,691 |
| | | | | Environmental | 7.5% | \$318,345 |
| | | | | Engineering and Permits | 35% | \$1,485,611 |
| | | | | Total | | \$6,685,251 |
| | | | | Rounded | | \$6,685,000 |
| | | | | Other Funding | | \$0 |

| ID No | Project Information and Cost |
|-------|--|
| | Remaining Fee Portion Cost \$6,685,000 |

ID No

Project Information and Cost

| |
|-----------------------------|
| <p>Intersections</p> |
|-----------------------------|

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

209 Rio del Oro Parkway / Sunrise Boulevard

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|-----------------------------|-----------------|-------------------------|----------------------------|--------------------|
| New Intersection | 6x6 Tee-F | 1 | LS | \$1,932,435.85 | \$1,932,436 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | -\$163,693 |
| | | | | Subtotal | \$1,768,743 |
| | | | Contingency | 15% | \$265,311 |
| | | | Engineering and Permits | 35% | \$619,060 |
| Right of Way Agricultural | Right of Way (Agricultural) | 11700 SF | | \$2.60 | \$30,420 |
| | | | | Total | \$2,683,534 |
| | | | | Rounded | \$2,684,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,684,000 |

210 Rio del Oro Parkway / Rancho Cordova Parkway

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|-------------------------|------------------|--------------------|
| New Intersection | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| | | | | Subtotal | \$2,599,504 |
| | | | Contingency | 15% | \$389,926 |
| | | | Engineering and Permits | 35% | \$909,826 |
| | | | | Total | \$3,899,256 |
| | | | | Rounded | \$3,899,000 |
| | | | | Other Funding | \$0 |

| ID No | Project Information and Cost |
|-------|---|
| | Remaining Fee Portion Cost \$3,899,000 |

211 Rio del Oro Parkway / Centennial Drive

Existing Condition: undeveloped

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------------------------|--------------------|
| New Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| | | | | Subtotal | \$1,904,175 |
| | | | | Contingency 15% | \$285,626 |
| | | | | Engineering and Permits 35% | \$666,461 |
| | | | | Total | \$2,856,263 |
| | | | | Rounded | \$2,856,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,856,000 |

212 Rio del Oro Parkway / Americanos Boulevard

Existing Condition: undeveloped

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------------------------|--------------------|
| New Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| | | | | Subtotal | \$1,904,175 |
| | | | | Contingency 15% | \$285,626 |
| | | | | Engineering and Permits 35% | \$666,461 |
| | | | | Total | \$2,856,263 |
| | | | | Rounded | \$2,856,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,856,000 |

ID No **Project Information and Cost**

213 Rio del Oro Parkway / White Rock Road

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|----------------|-----------------|--------------|------------------|--------------------|
| New Intersection | 4x6 Tee-F | 1 | LS | \$1,616,861.07 | \$1,616,861 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | \$107,278 |
| Subtotal | | | | | \$1,724,139 |
| Contingency 15% | | | | | \$258,621 |
| Engineering and Permits 35% | | | | | \$603,449 |
| Total | | | | | \$2,586,209 |
| Rounded | | | | | \$2,586,000 |
| Other Funding | | | | | \$0 |
| Remaining Fee Portion Cost | | | | | \$2,586,000 |

215 Rio del Oro Parkway / Easton Valley Parkway

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-----------------------------|----------------|-----------------|--------------|------------------|--------------------|
| New Intersection | 4x6 Tee-F | 1 | LS | \$1,616,861.07 | \$1,616,861 |
| In the New Annexation Area | | | | | |
| Subtotal | | | | | \$1,616,861 |
| Contingency 15% | | | | | \$242,529 |
| Engineering and Permits 35% | | | | | \$565,901 |
| Total | | | | | \$2,425,292 |
| Rounded | | | | | \$2,425,000 |
| Other Funding | | | | | \$0 |
| Remaining Fee Portion Cost | | | | | \$2,425,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

216 Rio del Oro Parkway / Folsom Boulevard

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|-----------|----------|-------|----------------|-----------|
| New Intersection | 4x4 Tee-F | 0.33 | LS | \$1,446,727.57 | \$477,420 |

In the New Annexation Area

| | | |
|-------------------------|----------------------------|------------------|
| | Subtotal | \$477,420 |
| Contingency | 15% | \$71,613 |
| Engineering and Permits | 35% | \$167,097 |
| | Total | \$716,130 |
| | Rounded | \$716,000 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$716,000 |

217 Villagio Drive / Douglas Road

Existing Condition: Two legs of Tee Intersection Built

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|----------------------------------|-----------|----------|-------|----------------|-----------|
| North Leg of Intersection | 4x4 Tee-F | 0.3 | LS | \$1,446,727.57 | \$434,018 |
| Remaining cost of traffic signal | | 2 | LS | \$120,500.00 | \$241,000 |

Credit for improvements on Douglas Rd intersection legs included in Project #56

| | | |
|-------------------------|----------------------------|--------------------|
| | Subtotal | \$675,018 |
| Contingency | 15% | \$101,253 |
| Engineering and Permits | 35% | \$236,256 |
| | Total | \$1,012,527 |
| | Rounded | \$1,013,000 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$1,013,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

218 Villagio Drive / Rancho Cordova Parkway

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|----------------------------|------------------|--------------------|
| New Intersection | 4x6-F | 1 | LS | \$2,211,418.54 | \$2,211,419 |
| | | | | Subtotal | \$2,211,419 |
| | | | Contingency | 15% | \$331,713 |
| | | | Engineering and Permits | 35% | \$773,996 |
| | | | Total | | \$3,317,128 |
| | | | Rounded | | \$3,317,000 |
| | | | Other Funding | | \$0 |
| | | | Remaining Fee Portion Cost | | \$3,317,000 |

219 Villagio Drive / Centennial Drive

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|----------------------------|------------------|--------------------|
| New Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| | | | | Subtotal | \$1,904,175 |
| | | | Contingency | 15% | \$285,626 |
| | | | Engineering and Permits | 35% | \$666,461 |
| | | | Total | | \$2,856,263 |
| | | | Rounded | | \$2,856,000 |
| | | | Other Funding | | \$0 |
| | | | Remaining Fee Portion Cost | | \$2,856,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

220 Villagio Drive / Americanos Boulevard

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|-----------------------------|--------------------|
| New Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| | | | | Subtotal | \$1,904,175 |
| | | | | Contingency 15% | \$285,626 |
| | | | | Engineering and Permits 35% | \$666,461 |
| | | | | Total | \$2,856,263 |
| | | | | Rounded | \$2,856,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,856,000 |

221 Villagio Drive / White Rock Road

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|-----------------------------|--------------------|
| New Intersection | 4x6-F | 1 | LS | \$2,211,418.54 | \$2,211,419 |
| | | | | Subtotal | \$2,211,419 |
| | | | | Contingency 15% | \$331,713 |
| | | | | Engineering and Permits 35% | \$773,996 |
| | | | | Total | \$3,317,128 |
| | | | | Rounded | \$3,317,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$3,317,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

226 Easton Valley Parkway / Rancho Cordova Parkway

Existing Condition: undeveloped

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------------------------|--------------------|
| New Intersection | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| | | | | Subtotal | \$2,599,504 |
| | | | | Contingency 25% | \$649,876 |
| | | | | Engineering and Permits 35% | \$909,826 |
| | | | | Total | \$4,159,207 |
| | | | | Rounded | \$4,159,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$4,159,000 |

227 Easton Valley Parkway / Hazel Avenue

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|----------------------------|---------|----------|-------|-----------------------------|--------------------|
| New Intersection | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| In the New Annexation Area | | | | | |
| | | | | Subtotal | \$2,599,504 |
| | | | | Contingency 25% | \$649,876 |
| | | | | Engineering and Permits 35% | \$909,826 |
| | | | | Total | \$4,159,207 |
| | | | | Rounded | \$4,159,000 |
| | | | | Other Funding | \$0 |
| COUNTY SHARED PROJECT | | | | County Portion 50% | \$2,079,500 |
| | | | | Remaining Fee Portion Cost | \$2,080,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

230.2 Centennial Drive / International Boulevard

Existing Condition: Undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|-----------------------------|--------------------|
| New Intersection | 4x4 Tee-F | 1 | LS | \$1,446,727.57 | \$1,446,728 |
| | | | | Subtotal | \$1,446,728 |
| | | | | Contingency 15% | \$217,009 |
| | | | | Engineering and Permits 35% | \$506,355 |
| | | | | Total | \$2,170,091 |
| | | | | Rounded | \$2,170,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,170,000 |

230.3 Centennial Drive / Americanos Boulevard

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|-----------------------------|--------------------|
| New Intersection | 4x4 Tee-F | 1 | LS | \$1,446,727.57 | \$1,446,728 |
| | | | | Subtotal | \$1,446,728 |
| | | | | Contingency 15% | \$217,009 |
| | | | | Engineering and Permits 35% | \$506,355 |
| | | | | Total | \$2,170,091 |
| | | | | Rounded | \$2,170,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,170,000 |

| | |
|-------|------------------------------|
| ID No | Project Information and Cost |
|-------|------------------------------|

231 Americanos Boulevard / Kiefer Boulevard

Existing Condition: undeveloped

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|-----------|----------|-------|-----------------------------|--------------------|
| New Intersection | 4x4 Tee-F | 1 | LS | \$1,446,727.57 | \$1,446,728 |
| | | | | Subtotal | \$1,446,728 |
| | | | | Contingency 15% | \$217,009 |
| | | | | Engineering and Permits 35% | \$506,355 |
| | | | | Total | \$2,170,091 |
| | | | | Rounded | \$2,170,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,170,000 |

231.1 Americanos Boulevard / North Campus Drive

Existing Condition: undeveloped

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|-----------|----------|-------|-----------------------------|--------------------|
| New Intersection | 4x4 Tee-F | 1 | LS | \$1,446,727.57 | \$1,446,728 |
| | | | | Subtotal | \$1,446,728 |
| | | | | Contingency 15% | \$217,009 |
| | | | | Engineering and Permits 35% | \$506,355 |
| | | | | Total | \$2,170,091 |
| | | | | Rounded | \$2,170,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,170,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

232 Americanos Boulevard / Chrysanthy Boulevard

Existing Condition: undeveloped

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|-------------------------|----------------------------|--------------------|
| New Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| | | | | Subtotal | \$1,904,175 |
| | | | Contingency | 15% | \$285,626 |
| | | | Engineering and Permits | 35% | \$666,461 |
| | | | Total | | \$2,856,263 |
| | | | Rounded | | \$2,856,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,856,000 |

233 Americanos Boulevard / Douglas Road

Existing Condition: Partially built

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|----------------|-----------------|-------------------------|----------------------------|--------------------|
| New Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | -\$107,278 |
| | | | | Subtotal | \$1,796,897 |
| | | | Contingency | 15% | \$269,535 |
| | | | Engineering and Permits | 35% | \$628,914 |
| | | | Total | | \$2,695,346 |
| | | | Rounded | | \$2,695,000 |
| | | | | Credit Agreement | \$1,185,138 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$1,509,862 |

| | |
|-------|------------------------------|
| ID No | Project Information and Cost |
|-------|------------------------------|

234 Americanos Boulevard / International Drive

Existing Condition: undeveloped

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|-----------|----------|-------|-----------------------------|--------------------|
| New Intersection | 4x4 Tee-F | 1 | LS | \$1,446,727.57 | \$1,446,728 |
| | | | | Subtotal | \$1,446,728 |
| | | | | Contingency 15% | \$217,009 |
| | | | | Engineering and Permits 35% | \$506,355 |
| | | | | Total | \$2,170,091 |
| | | | | Rounded | \$2,170,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,170,000 |

245 Chrysanthy Boulevard / Sunrise Boulevard

Existing Condition: Built

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------------------------|--------------------|
| New Intersection | 4x6-F | 0 | LS | \$2,211,418.54 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| | | | | Total | \$2,615,882 |
| | | | | Rounded | \$2,616,000 |
| | | | | Credit Agreement | \$2,260,313 |
| | | | | Other Funding | \$355,569 |
| | | | | Remaining Fee Portion Cost | \$0.00 |

ID No **Project Information and Cost**

246 Chrysanthy Boulevard / Rancho Cordova Parkway

Existing Condition: Partially built

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|---------|----------|----------------------------|----------------|--------------------|
| New Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | \$186,600 |
| | | | | Subtotal | \$2,090,775 |
| | | | Contingency | 15% | \$313,616 |
| | | | Engineering and Permits | 35% | \$731,771 |
| | | | Total | | \$3,136,163 |
| | | | Rounded | | \$3,136,000 |
| | | | Credit Agreement | | \$724,740 |
| | | | Other Funding | | \$0 |
| | | | Remaining Fee Portion Cost | | \$2,411,260 |

247 Chrysanthy Boulevard / Grant Line Road

Existing Condition: undeveloped

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|---------|----------|-------------------------|----------------------------|--------------------|
| New Intersection | 4x6-F | 1 | LS | \$2,211,418.54 | \$2,211,419 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | -\$3,696 |
| | | | | Subtotal | \$2,207,723 |
| | | | Contingency | 15% | \$331,158 |
| | | | Engineering and Permits | 35% | \$772,703 |
| | | | Total | | \$3,311,584 |
| | | | Rounded | | \$3,312,000 |
| | | | Other Funding | | \$993,600 |
| | | | COUNTY SHARED PROJECT | County Portion | 50% |
| | | | | Remaining Fee Portion Cost | \$1,159,200 |

| | |
|-------|------------------------------|
| ID No | Project Information and Cost |
|-------|------------------------------|

253 Douglas Road / Sunrise Boulevard

Existing Condition: Partially built

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------------------------|--------------------|
| New Intersection | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| | | | | Subtotal | \$2,599,504 |
| | | | | Contingency 25% | \$649,876 |
| | | | | Engineering and Permits 35% | \$909,826 |
| | | | | Total | \$4,159,207 |
| | | | | Rounded | \$4,159,000 |
| | | | | Credit Agreement | \$2,743,042 |
| | | | | Other Funding | \$290,890 |
| | | | | Remaining Fee Portion Cost | \$1,125,069 |

254 Douglas Road / Rancho Cordova Parkway

Existing Condition: Partially built

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--|---------|----------|-------|-----------------------------|--------------------|
| Construct North Leg of Intersection | 4x6-F | 0.25 | LS | \$2,211,418.54 | \$552,855 |
| Frontage on north side of intersection | 4x6-D | 0.5 | LS | \$1,704,978.13 | \$852,489 |
| | | | | Subtotal | \$1,405,344 |
| | | | | Contingency 15% | \$210,802 |
| | | | | Engineering and Permits 35% | \$491,870 |
| | | | | Total | \$4,869,467 |
| | | | | Rounded | \$4,869,000 |
| | | | | Credit Agreement | \$2,761,451 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,107,549 |

Total Cost includes Credit agreement

| ID No | Project Information and Cost | | | | |
|-------|------------------------------|--|--|--|--|
|-------|------------------------------|--|--|--|--|

| | |
|-----|--------------------------------|
| 255 | Douglas Road / Grant Line Road |
|-----|--------------------------------|

Existing Condition: Partially built

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|---------|----------|-------|-----------------------------|--------------------|
| Modify Intersection | 4x6-F | 1 | LS | \$2,211,418.54 | \$2,211,419 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | -\$42,000 |
| | | | | Subtotal | \$2,169,419 |
| | | | | Contingency 15% | \$325,413 |
| | | | | Engineering and Permits 35% | \$759,296 |
| | | | | City Project already built | \$774,011 |
| | | | | Total | \$4,028,139 |
| | | | | Rounded | \$4,028,000 |
| | | | | Other Funding | \$1,678,597 |
| COUNTY SHARED PROJECT | | | | County Portion 50% | \$1,174,702 |
| | | | | Remaining Fee Portion Cost | \$1,174,702 |

| | |
|-----|--|
| 265 | Femoyer St. / International (Peter McQuen) |
|-----|--|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|-----------|----------|-------|-----------------------------|------------------|
| New Intersection | 4x6 Tee-F | 0 | LS | \$1,616,861.07 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| | | | | Total | \$644,433 |
| | | | | Rounded | \$644,000 |
| | | | | City Project | \$184,309 |
| | | | | Other Funding | \$460,124 |
| | | | | Remaining Fee Portion Cost | \$183,876 |

| ID No | Project Information and Cost | | | | | |
|-------|------------------------------|--|--|--|--|--|
|-------|------------------------------|--|--|--|--|--|

267.25 LRT Grade Separation @ Bradshaw Road

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--|----------------------|----------------|-------|---------------------|--------------------------|
| Bradshaw Rd | LRT Grade Separation | 1 | LS | \$25,000,000 | \$25,000,000 |
| 25.0% NEW DEVELOPMENT SHARE, 25.0% CITY OBLIGATION | | | | Subtotal | \$25,000,000 |
| | | | | Total | \$25,000,000 |
| COUNTY SHARED PROJECT | | County Portion | | 50.0% | \$12,500,000 |
| | | | | Other funding | \$6,250,000 |
| | | | | FEE PORTION: | 25.0% \$6,250,000 |

267.45 LRT Grade Separation @ Mather Field Road

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--|----------------------|----------|-------|---------------------|---------------------------|
| Mather Field Rd | LRT Grade Separation | 1 | LS | \$27,000,000 | \$27,000,000 |
| 50.0% NEW DEVELOPMENT SHARE, 50.0% CITY OBLIGATION | | | | Subtotal | \$27,000,000 |
| | | | | Total | \$27,000,000 |
| | | | | Other funding | \$13,500,000 |
| | | | | FEE PORTION: | 50.0% \$13,500,000 |

267.65 LRT Grade Separation @ Zinfandel Drive

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--|----------------------|----------|-------|---------------------|---------------------------|
| Zinfandel Dr | LRT Grade Separation | 1 | LS | \$26,000,000 | \$26,000,000 |
| 50.0% NEW DEVELOPMENT SHARE, 50.0% CITY OBLIGATION | | | | Subtotal | \$26,000,000 |
| | | | | Total | \$26,000,000 |
| | | | | Other funding | \$13,000,000 |
| | | | | FEE PORTION: | 50.0% \$13,000,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

269 Folsom Boulevard / Hazel Avenue

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---------------------------------|--------------|----------|-------|-----------------------------|------------|
| Urban Interchange | 4x6-F | 0 | LS | \$2,211,418.54 | \$0 |
| Project Included in Interchange | | | | | |
| | | | | Subtotal | \$0 |
| | | | | Contingency 25% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| R/W | Right of Way | 0 | SF | \$90.00 | \$0 |
| | | | | Total | \$0 |
| | | | | Rounded | \$0 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$0 |

273 Grant Line Road / Jackson Hwy.

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------------------|---------|----------|-------|-----------------------------|--------------------|
| Modify Intersection | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| | | | | Subtotal | \$2,599,504 |
| | | | | Contingency 25% | \$649,876 |
| | | | | Engineering and Permits 35% | \$909,826 |
| | | | | Total | \$4,159,207 |
| | | | | Rounded | \$4,159,000 |
| | | | | Other Funding | \$1,247,700 |
| COUNTY SHARED PROJECT | | | | County Portion 75% | \$2,183,475 |
| | | | | Remaining Fee Portion Cost | \$727,825 |

ID No **Project Information and Cost**

274 Grant Line Road / Rancho Cordova Parkway

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|-----------|----------|-------|-----------------------------|--------------------|
| New Intersection | 6x4 Tee-F | 1 | LS | \$1,724,690.54 | \$1,724,691 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | \$26,603 |
| | | | | Subtotal | \$1,751,294 |
| | | | | Contingency 15% | \$262,694 |
| | | | | Engineering and Permits 35% | \$612,953 |
| | | | | Total | \$2,626,940 |
| | | | | Rounded | \$2,627,000 |
| | | | | Other Funding | \$788,100 |
| COUNTY SHARED PROJECT | | | | County Portion 33% | \$612,354 |
| | | | | Remaining Fee Portion Cost | \$1,226,546 |

275 Grant Line Road / Kiefer Boulevard

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|---------------------------|----------|-------|-----------------------------|--------------------|
| Modify Intersection | 6x4 Tee-F | 1 | LS | \$1,724,690.54 | \$1,724,691 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | \$22,701 |
| | | | | Subtotal | \$1,747,392 |
| | | | | Contingency 15% | \$262,109 |
| | | | | Engineering and Permits 35% | \$611,587 |
| Right of Way Industrial | Right of Way (Industrial) | 22000 | SF | \$55.00 | \$1,210,000 |
| | | | | Total | \$3,831,087 |
| | | | | Rounded | \$3,831,000 |
| | | | | Other Funding | \$1,149,300 |
| COUNTY SHARED PROJECT | | | | County Portion 50% | \$1,340,850 |
| | | | | Remaining Fee Portion Cost | \$1,340,850 |

| ID No | Project Information and Cost | | | | |
|---|---|----------|-------|-----------------------------|---------------------|
| 278.1 | Old Placerville Road / Mather Boulevard / Peter McCuen Boulevard Old Placerville (International) – 6 lanes from west direction Old Placerville – 4 lanes to north direction Peter McCuen extension (International) – 4 lanes to east direction | | | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| New Intersection | 4x4x4x6-F | 1 | LS | \$2,105,081.98 | \$2,105,082 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | -\$277,099 |
| | | | | Subtotal | \$1,827,983 |
| | | | | Contingency 15% | \$274,197 |
| | | | | Engineering and Permits 35% | \$639,794 |
| Right of Way Commercial | Right of Way (Commercial) | 112500 | SF | \$105.00 | \$11,812,500 |
| | | | | Total | \$14,554,474 |
| | | | | Rounded | \$14,554,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$14,554,000 |

| 279.1 | Mather Boulevard / Whitehead Street & Von Karman Street Couplet | | | | |
|---|---|----------|-------|-----------------------------|--------------------|
| Item Description | Section | Quantity | Units | Unit Cost | Cost |
| Modify Intersection | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | -\$515,193 |
| | | | | Subtotal | \$1,388,982 |
| | | | | Contingency 15% | \$208,347 |
| | | | | Engineering and Permits 35% | \$486,144 |
| Right of Way Industrial | Right of Way (Industrial) | 53100 | SF | \$55.00 | \$2,920,500 |
| | | | | Total | \$5,003,973 |
| | | | | Rounded | \$5,004,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$5,004,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

279.2 Mather Boulevard / Femoyer Road

Existing Conditions: North, south and west legs at ultimate width

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|---------------------------|-----------------|----------------------------|------------------|--------------------|
| Widening of east leg of intersection | 4x4-F | 0.25 | LS | \$1,904,175.27 | \$476,044 |
| Remaining cost of new traffic signal | | 3 | LS | \$120,500.00 | \$361,500 |
| Widening needed on east leg of intersection | | | | Subtotal | \$837,544 |
| | | | Contingency | 15% | \$125,632 |
| | | | Engineering and Permits | 35% | \$293,140 |
| Right of Way (East leg only) | Right of Way (Industrial) | 28800 | SF | \$55.00 | \$1,584,000 |
| | | | Total | | \$2,840,316 |
| | | | Rounded | | \$2,840,000 |
| | | | Other Funding | | \$0 |
| | | | Remaining Fee Portion Cost | | \$2,840,000 |

279.4 Mather Boulevard / North Mather Boulevard

Existing Conditions: two lanes on each leg

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|---------------------------|-----------------|----------------------------|------------------|--------------------|
| Widen intersection | 4x4 Tee-F | 1 | LS | \$1,446,727.57 | \$1,446,728 |
| Assumes Mather Boulevard narrowed to two lanes east of intersection | | | | Subtotal | \$1,446,728 |
| | | | Contingency | 15% | \$217,009 |
| | | | Engineering and Permits | 35% | \$506,355 |
| Right of Way | Right of Way (Industrial) | 5000 | SF | \$55.00 | \$275,000 |
| | | | Total | | \$2,445,091 |
| | | | Rounded | | \$2,445,000 |
| | | | City Project | | \$336,657 |
| | | | Other Funding | | \$153,624 |
| | | | Remaining Fee Portion Cost | | \$1,954,720 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

280.1 Peter A McCuen Boulevard / Femoyer Street

Existing Conditions: South leg improved to ultimate

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|----------------------------------|---------------------------|----------|-------|-----------------------------|--------------------|
| Widening of north and west legs | 4x4 Tee-F | 0.67 | LS | \$1,446,727.57 | \$969,307 |
| Remaining cost of traffic signal | | 1 | Leg | \$120,500.00 | \$120,500 |
| | | | | Subtotal | \$1,089,807 |
| | | | | Contingency 15% | \$163,471 |
| | | | | Engineering and Permits 35% | \$381,433 |
| Acquisition of Row Industrial | Right of Way (Industrial) | 28800 SF | | \$55.00 | \$1,584,000 |
| | | | | Total | \$3,218,711 |
| | | | | Rounded | \$3,219,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$3,219,000 |

281 International Dr. / Zinfandel Dr.
Ultimate Buildout: 6 x 6 Intersection

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------------------------|------------------|
| 6x6 Intersection | 6x6-F | 0 | LS | \$2,599,504.28 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency 15% | \$0 |
| | | | | Engineering and Permits 35% | \$0 |
| | | | | Total | \$232,985 |
| | | | | Rounded | \$233,000 |
| | | | | Credit Agreement | \$232,985 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$0 |

| | |
|-------|------------------------------|
| ID No | Project Information and Cost |
|-------|------------------------------|

282 International Drive / Kilgore Road

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------|---------|----------|-------|----------------|------|
| 4 x 6 Intersection | 4x6-F | 0 | LS | \$2,211,418.54 | \$0 |

Project Construction Cost included in Project 110

| | | |
|-------------------------|----------------------------|------------|
| | Subtotal | \$0 |
| Contingency | 15% | \$0 |
| Engineering and Permits | 35% | \$0 |
| | Total | \$0 |
| | Rounded | \$0 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$0 |

283 International Drive / Sunrise Boulevard

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|---------|----------|-------|----------------|------|
| New Intersection | 6x6-F | 0 | LS | \$2,599,504.28 | \$0 |
| Intersection 6x6 I-Dev less pole relocation | 6x6-D | 0 | LS | \$1,787,896.09 | \$0 |

Project Construction Cost included in Project 110

| | | |
|--------------------------------|----------------------------|------------|
| | Subtotal | \$0 |
| Contingency | 15% | \$0 |
| Engineering and Permits | 35% | \$0 |
| Acquisition of Row Residential | Right of Way (Residential) | \$40.00 |
| | Total | \$0 |
| | Rounded | \$0 |
| | Other Funding | \$0 |
| | Remaining Fee Portion Cost | \$0 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

284 International Drive / Rancho Cordova Parkway

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|-----------------------------|--------------------|
| New Intersection | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| | | | | Subtotal | \$2,599,504 |
| | | | | Contingency 15% | \$389,926 |
| | | | | Engineering and Permits 35% | \$909,826 |
| | | | | Total | \$3,899,256 |
| | | | | Rounded | \$3,899,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$3,899,000 |

284.1 International Drive at White Rock

International – 4 lane on south side
 White Rock – 6 lanes through

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|----------------|-----------------|--------------|-----------------------------|--------------------|
| New Intersection | 4x6 Tee-F | 1 | LS | \$1,616,861.07 | \$1,616,861 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | \$88,904 |
| | | | | Subtotal | \$1,705,765 |
| | | | | Contingency 15% | \$255,865 |
| | | | | Engineering and Permits 35% | \$597,018 |
| | | | | Total | \$2,558,648 |
| | | | | Rounded | \$2,559,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,559,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

288 Jackson Highway / Sunrise Boulevard

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--|----------------|----------------|-------|----------------------------|--------------------|
| Intersection (6x6) | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| Laguna Creek Bridge (6 lane; full cost) | Bridge/Culvert | 0 | SF | \$295.00 | \$0 |
| Bridge: Jackson Highway (east leg) | Bridge/Culvert | 4410 | SF | \$295.00 | \$1,300,950 |
| | | | | Subtotal | \$3,900,454 |
| Jackson/FSC bridge is full County cost at a later time | | | | Contingency | 25% |
| | | | | Environmental | 15.0% |
| | | | | Engineering and Permits | 35% |
| | | | | Total | \$6,825,795 |
| | | | | Rounded | \$6,826,000 |
| | | | | Other Funding | \$0 |
| COUNTY SHARED PROJECT | | County Portion | | 75% | \$5,119,500 |
| | | | | Remaining Fee Portion Cost | \$1,707,000 |

289 Rancho Cordova Parkway / Kiefer Boulevard

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---------------------------|---------|----------|-------|----------------------------|--------------------|
| 4x4 Ultimate, Phase 1 2x2 | 4x4-F | 1 | LS | \$1,904,175.27 | \$1,904,175 |
| | | | | Subtotal | \$1,904,175 |
| | | | | Contingency | 15% |
| | | | | Engineering and Permits | 35% |
| | | | | Total | \$2,856,263 |
| | | | | Rounded | \$2,856,000 |
| | | | | Credit Agreement | \$631,338 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,224,662 |

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|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

289.1 Rancho Cordova Parkway / North Campus Drive

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|-------------------------|----------------|-----------------|--------------|-----------------------------|--------------------|
| 4x4 Tee | 4x4 Tee-F | 1 | LS | \$1,446,727.57 | \$1,446,728 |
| | | | | Subtotal | \$1,446,728 |
| | | | | Contingency 15% | \$217,009 |
| | | | | Engineering and Permits 35% | \$506,355 |
| | | | | Total | \$2,170,091 |
| | | | | Rounded | \$2,170,000 |
| | | | | Other Funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$2,170,000 |

290 Rancho Cordova Parkway / White Rock Road

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|----------------|-----------------|--------------|-----------------------------|--------------------|
| 6x6 Intersection | 6x6-F | 1 | LS | \$2,250,000.00 | \$2,250,000 |
| Reflects detailed cost estimate prepared separately | | | | | |
| | | | | Subtotal | \$2,250,000 |
| | | | | Contingency 25% | \$562,500 |
| | | | | Engineering and Permits 35% | \$787,500 |
| | | | | Total | \$3,600,000 |
| | | | | Rounded | \$3,600,000 |
| "Other funding" for Projects 195, 196 and 290 proportionally split based on total cost estimate | | | | | |
| | | | | Other Funding | \$1,807,912 |
| | | | | Remaining Fee Portion Cost | \$1,792,088 |

| | |
|-------|------------------------------|
| ID No | Project Information and Cost |
|-------|------------------------------|

294 Kiefer Boulevard / Sunrise Boulevard

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|-----------------------------|----------|----------------------------|----------------|--------------------|
| 4 x 6 Intersection | 4x6-F | 1 | LS | \$2,211,418.54 | \$2,211,419 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | \$107,278 |
| | | | | Subtotal | \$2,318,697 |
| | | | Contingency | 15% | \$347,804 |
| | | | Engineering and Permits | 35% | \$811,544 |
| Acquisition of Row Agricultural | Right of Way (Agricultural) | 134100 | SF | \$2.60 | \$348,660 |
| | | | Total | | \$3,826,705 |
| | | | Rounded | | \$3,827,000 |
| | | | Credit Agreement | | \$1,175,916 |
| | | | Other Funding | | \$495,840 |
| | | | Remaining Fee Portion Cost | | \$2,155,244 |

295 Mather Field Road / Rockingham Road

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|---|---------|----------|----------------------------|----------------|--------------------|
| 4 x 6 Intersection | 4x6-F | 1 | LS | \$2,211,418.54 | \$2,211,419 |
| Adjust for existing improvements and construction under traffic and sliver widening | | | | | -\$1,084,494 |
| | | | | Subtotal | \$1,126,925 |
| | | | Contingency | 15% | \$169,039 |
| | | | Engineering and Permits | 35% | \$394,424 |
| | | | Total | | \$1,690,387 |
| | | | Rounded | | \$1,690,000 |
| | | | Other Funding | | \$0 |
| | | | Remaining Fee Portion Cost | | \$1,690,000 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

299 Sunrise Boulevard / White Rock Road

| <u>Item Description</u> | <u>Section</u> | <u>Quantity</u> | <u>Units</u> | <u>Unit Cost</u> | <u>Cost</u> |
|---|----------------|-----------------|-------------------------|----------------------------|--------------------|
| Widen Intersection | 6x6-F | 1 | LS | \$2,599,504.28 | \$2,599,504 |
| Fee Portion based on widening west leg only | | | | Subtotal | \$2,599,504 |
| | | | Contingency | 25% | \$649,876 |
| | | | Engineering and Permits | 35% | \$909,826 |
| Acquisition of ROW | Right of Way | 12000 | SF | \$90 | \$1,080,000 |
| | | | | Total | \$5,239,207 |
| | | | | Rounded | \$5,239,000 |
| | | | | FEE PORTION | 25% |
| | | | | Other Funding | \$3,929,250 |
| | | | | Remaining Fee Portion Cost | \$1,309,750 |

ID No

Project Information and Cost

| |
|--|
| <p>Transit, Bike & ITS Projects</p> |
|--|

ID No **Project Information and Cost**

304 City Transit System

| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
|---|---------|----------|-------|-------------------------|---------------------|---------------------|
| Sunrise/Citrus Road Transit Corridor - Sunrise Station to River | | 9000 | LF | \$850 | \$7,650,000 | |
| Transit Stations in Roadway Medians | | 15 | EA | \$500,000 | \$7,500,000 | |
| Mobility Hubs/Regional Transit Centers | | 3 | EA | \$4,000,000 | \$12,000,000 | |
| Transit Maintenance Facility | | 1 | EA | \$10,000,000 | \$10,000,000 | |
| Bus Shuttle Vehicles/ Autonomous Vehicles | | 26 | EA | \$800,000 | \$20,800,000 | |
| ITS (Changeable message signs, DSRC, signal priority) | | 1 | LS | \$1,000,000 | \$1,000,000 | |
| Enhanced Bus Stops (includes lighting, benches, shelters, etc.) | | 96 | EA | \$10,000 | \$960,000 | |
| | | | | Subtotal | \$59,910,000 | |
| 56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION | | | | Contingency | 15% | \$8,986,500 |
| | | | | Engineering and Permits | 35% | \$20,968,500 |
| | | | | Total | \$89,865,000 | |
| | | | | FEE PORTION: | 56.0% | \$50,324,400 |
| | | | | Other funding | \$39,540,600 | |

305 City Transit System
Street Car Starter Project

| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
|--|---------|----------|-------|---------------------|---------------------|---------------------|
| Streetcar Vehicles | | 2 | EA | \$1,000,000 | \$2,000,000 | |
| Streetcar Track Work | | 3 | Miles | \$9,000,000 | \$27,000,000 | |
| 56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION | | | | Total | \$29,000,000 | |
| | | | | Rounded | \$29,000,000 | |
| | | | | FEE PORTION: | 56.0% | \$16,240,000 |
| | | | | Other funding | \$12,760,000 | |

| ID No | Project Information and Cost | | | | | |
|--|----------------------------------|----------|-------|-------------------------|---------------------|--------------|
| 306 | Transit Facilities Light Rail | | | | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| B. Light Rail Stations at | | | | | | |
| | •Horn Road | 1 | LS | \$8,000,000 | \$8,000,000 | |
| | •Mine Shaft | 1 | LS | \$5,000,000 | \$5,000,000 | |
| C. Station Upgrades at | | | | | | |
| | •Mather Field/Mills | | | \$500,000 | \$2,000,000 | |
| | •Zinfandel | | | | | |
| | •Cordova Town Center | | | | | |
| | •Sunrise Boulevard | | | | | |
| | | | | Subtotal | \$15,000,000 | |
| | | | | Contingency | 25% | \$3,750,000 |
| | | | | Engineering and Permits | 0% | \$0 |
| Acquire R/W for Horn Road LRT Station | | 1 | ACRE | \$610,000 | \$610,000 | |
| | | | | Total | \$19,360,000 | |
| 56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION | | | | Rounded | \$19,360,000 | |
| | | | | FEE PORTION: | 56.0% | \$10,841,600 |
| | | | | | Other funding | \$8,518,400 |

| ID No | Project Information and Cost | | | | | |
|-------|------------------------------|--|--|--|--|--|
|-------|------------------------------|--|--|--|--|--|

307 Canal & Roadway Bike Trail Undercrossings and Overcrossings

| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
|--|---------|----------|-------|----------------------------|----------|---------------------|
| See " <u>Bike Grade Sep</u> " Tab in Spreadsheet, does not include " <u>Vision</u> " crossings | | | | | Subtotal | \$62,368,660 |
| | | | | Contingency | 0% | \$0 |
| | | | | Engineering and Permits | 0% | \$0 |
| | | | | Total | | \$62,368,660 |
| | | | | Rounded | | \$62,369,000 |
| | | | | FEE PORTION: | | \$26,000,000 |
| | | | | Other Existing | | \$286,620 |
| | | | | Funding Not Identified | | \$36,369,000 |
| | | | | Remaining Fee Portion Cost | | \$25,713,380 |

308 Bike Trails

| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
|---|---------|----------|-------|--|---------------------|--------------------|
| Mather Heritage Trail | | 1 | LS | \$4,103,546 | \$4,103,546 | |
| Rod Beaudry - Routier Road Bikeway | | 1 | LS | \$2,315,549 | \$2,315,549 | |
| Anatolia Preserve Bike Trail | | 1 | LS | \$1,577,331 | \$1,577,331 | |
| Stone Creek Trail Ped Signals @ Kilgore and Zinfandel | | 1 | LS | \$700,041 | \$700,041 | |
| Douglas Road Bike & Pedestrian connection to Folsom South Canal | | 1 | LS | \$230,423 | \$230,423 | |
| Class I Bike Trail Connections | | | | | | |
| Rio del Oro Tr. East Boundary to Grant Line | | 0.9 | miles | \$1,200,000 | \$1,080,000 | |
| Rio del Oro Tr. West Boundary to FSC | | 0.5 | miles | \$1,200,000 | \$600,000 | |
| Aerojet Spur Tr. FSC to Citrus Rd. Trail | | 0.8 | miles | \$1,200,000 | \$960,000 | |
| Sunrise Blvd. Tr. FSC to Sunrise Station | | 0.7 | miles | \$1,200,000 | \$840,000 | |
| Sunrise Station to Citrus Rd. Trail | | 0.25 | miles | \$1,200,000 | \$300,000 | |
| Class II Bike Trail System | | | | | | |
| Right of Way for Trail Connections | | 3 | ACRE | \$871,200 | \$2,613,600 | |
| 56% NEW DEVELOPMENT SHARE, 44% CITY OBLIGATION | | | | | Subtotal | \$15,720,490 |
| | | | | Total | \$15,720,490 | |
| | | | | Rounded | \$15,720,000 | |
| | | | | FEE PORTION: | 56.0% | \$8,803,200 |
| | | | | Other Funding | \$7,943,477 | |
| | | | | Other Funding Beyond 44% City Obligation | \$1,026,677 | |
| | | | | Remaining Fee Portion Cost | \$7,776,523 | |

| ID No | Project Information and Cost | | | | | |
|-----------------------------|-------------------------------|----------|-------|-----------------------------|---------------------|--|
| 311 | Traffic Signal Control System | | | | | |
| | Area: 34% - 1; 66% - 2 | | | | | |
| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
| Traffic Control Center | | 1 | LS | \$7,500,000 | \$7,500,000 | |
| | | | | Subtotal | \$7,500,000 | |
| | | | | Contingency 15% | \$1,125,000 | |
| | | | | Engineering and Permits 35% | \$2,625,000 | |
| Intermediate Street Signals | | 40 | EA | \$403,000 | \$16,120,000 | |
| | | | | City Projects already built | \$1,552,449 | |
| | | | | Total | \$28,922,449 | |
| | | | | Rounded | \$28,922,000 | |
| | | | | Credit Agreement | \$3,289,941 | |
| | | | | Other Funding | \$5,099,253 | |
| | | | | Remaining Fee Portion Cost | \$20,532,806 | |

ID No

Project Information and Cost

| |
|----------------------------|
| <p>Interchanges</p> |
|----------------------------|

| ID No | Project Information and Cost | | | | |
|-------|------------------------------|--|--|--|--|
|-------|------------------------------|--|--|--|--|

313 Rancho Cordova Parkway Interchange
Interchange
District 2

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|----------------------------|---------|----------|-------|----------------------------|----------------------|
| Total Cost Interchange | | 1 | LS | \$89,154,250 | \$89,154,250 |
| Total Cost Auxiliary Lanes | | 1 | LS | \$27,741,250 | \$27,741,250 |
| | | | | Subtotal | \$116,895,500 |
| | | | | Contingency | 0% \$0 |
| | | | | Engineering and Permits | 0% \$0 |
| | | | | Total | \$116,895,500 |
| | | | | Rounded | \$116,896,000 |
| | | | | City Project | \$5,000,000 |
| | | | | Other Funding | \$500,000 |
| | | | | Remaining Fee Portion Cost | \$116,396,000 |

316 Bradshaw Road Interchange
No Improvements in Fee Program
District 1

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|--------------------------------|---------------------------|----------|----------------|----------------------------|------------|
| No Improvements in Fee Program | | 1 | LS | \$0 | \$0 |
| | | | | Subtotal | \$0 |
| | | | | Contingency | 15% \$0 |
| | | | | Engineering and Permits | 35% \$0 |
| Acquisition of Right of Way | Right of Way (Commercial) | | SF | \$105.00 | \$0 |
| | | | | Total | \$0 |
| | | | | Rounded | \$0 |
| | COUNTY SHARED PROJECT | | County Portion | 50% | \$0 |
| | | | | Other funding | \$0 |
| | | | | Remaining Fee Portion Cost | \$0 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

317 Mather Field Road Interchange
Capacity and Bike Improvements

| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
|---|---------|----------|-------|-------------------------------------|--------------------|---------------------|
| Widen EB Ramp to add turn lane plus portion of SB Mather Field Rd to 3 Lanes (from SB On-ramp to SB Off Ramp) | | | | | | |
| | | 1 | LS | \$2,000,000 | \$2,000,000 | |
| Upgrade some elements to Caltrans standards | | | | | | |
| | | 1 | LS | \$2,000,000 | \$2,000,000 | |
| Bike Lane and Sidewalk along SB (west side)- requires bridge widening | | | | | | |
| | | 1 | LS | \$4,000,000 | \$4,000,000 | |
| | | | | | Subtotal | \$8,000,000 |
| 56% Development Share for Bike Lane and Sidewalk | | | | Contingency | 15% | \$1,200,000 |
| | | | | Engineering and Permits | 35% | \$2,800,000 |
| | | | | | Total | \$12,000,000 |
| | | | | | Rounded | \$12,000,000 |
| | | | | 44% Share of bike lane and sidewalk | Other Funding | \$2,640,000 |
| | | | | | FEE PORTION | \$9,360,000 |

318.1 Zinfandel Drive Interchange
Zinfandel Complex

| Item Description | Section | Quantity | Units | Unit Cost | Cost | |
|--|---------|----------|-------|-------------------------|----------------------------|---------------------|
| Same as Initial Phase, plus widened White Rock Road for 3 WB thru lanes and 3 EB to NB left turn lanes, and widened Zinfandel to 6 lanes from US50 to Folsom | | | | | | |
| | | 1 | LS | \$51,449,000 | \$51,449,000 | |
| | | | | | Subtotal | \$51,449,000 |
| Replaces 302, 318, 207 | | | | | | |
| | | | | Contingency | 0% | \$0 |
| | | | | Engineering and Permits | 0% | \$0 |
| | | | | | Total | \$51,449,000 |
| 50% NEW DEVELOPMENT SHARE, 50% CITY OBLIGATION | | | | | Rounded | \$51,449,000 |
| | | | | FEE PORTION | 50% | \$25,724,500 |
| | | | | | City Project | \$8,585,000 |
| | | | | | Other Identified | \$7,815,000 |
| | | | | | Funding Not Identified | \$17,909,500 |
| | | | | | Remaining Fee Portion Cost | \$25,724,500 |

| | |
|--------------|-------------------------------------|
| ID No | Project Information and Cost |
|--------------|-------------------------------------|

| | |
|-----|--|
| 320 | Hazel Avenue Interchange Modify Interchange with Grade Separation of Folsom Blvd and Light Rail |
|-----|--|

| Item Description | Section | Quantity | Units | Unit Cost | Cost |
|------------------|---------|----------|-------|-----------|------|
|------------------|---------|----------|-------|-----------|------|

| | | | | | |
|----------------------------|--|---|----|--------------|--------------|
| County Interchange Project | | 1 | LS | \$83,402,000 | \$83,402,000 |
|----------------------------|--|---|----|--------------|--------------|

| |
|-------------|
| 100% COUNTY |
|-------------|

| | | |
|----------------|--------------|---------------------|
| | Total | \$83,402,000 |
| County Portion | 100% | \$83,402,000 |
| Fee Portion | 0% | \$0 |

Appendix C

Improvement Cost Estimation Methodology



To: City of Rancho Cordova

From: Steven Robinson P.E.

Date: July 23, 2021

Subject: Rancho Cordova Fee Program 2021 Update: Unit Cost and Cost Estimate Methodology

Wood Rodgers, Inc. (Wood Rodgers) was tasked by the City of Rancho Cordova (City) to update the roadway and intersection cost estimates with current 2021 construction costs for use in the 2021 Fee Program Update. This memorandum summarizes the methodology used to develop the item unit prices and cost estimates.

UNIT PRICES

Construction item unit prices for the major roadway construction items were updated from their 2013 values. The City provided to Wood Rodgers bid results of City projects that were constructed between 2016 and 2018 to use as a basis for adjusting unit prices. However, since these results were over two years old, the provided information was deemed to be outdated for the purposes of this update. To update the unit prices for items to current 2021 unit costs, Wood Rodgers increased 2013 Fee Program unit prices by approximately 2 percent per year, based on the Engineering News-Record Construction Cost Index information between 2013 and 2021. This resulted in an overall unit price increase of approximately 18 percent between 2013 and 2021.

Since the Engineering News-Record Construction Cost Index uses an average of nationwide bid prices, Wood Rodgers compared the escalated unit prices to local Caltrans District 3 unit prices from the Caltrans Contract Cost Database, which is a database Caltrans maintains of all bid results from their projects. However, at the time of the unit price update, the Caltrans Contract Cost Database only contained bid results up to the year of 2020. Those results were further increased by approximately 2 percent to escalate unit costs to 2021. The more conservative price (i.e. highest price) between the Engineering News-Record Construction Cost Index and the Caltrans Contract Cost Database was chosen as the 2021 unit price for each item in the Fee Program calculation.

A few items, such as storm drain system, street lights (frontage), storm water pollution prevention plan, and traffic signals were calculated differently than the rest of the construction items. Details on those unit price calculations are described in the following sections of this memorandum.

STORM DRAIN SYSTEM

Storm drain system unit prices were developed with the assumption that the Fee Program will be responsible for constructing the storm drain main along the middle of the road, and the Developers will be responsible for constructing the drainage inlets and lateral pipes that connect to the main pipe. The unit price for Storm Drain System (Fee) was developed assuming an average storm drain main pipe size and type of 24-inch reinforced concrete pipe and one (1) manhole every 500 feet, per Sacramento County standard for maximum manhole spacing. This assumption is consistent with the 2013 Fee Program Update. The following formula was used to calculate a per linear foot cost for Storm Drain System (Fee):

$$((\$180/\text{Ft } 24\text{-inch-Pipe} \times 500 \text{ Ft } 24\text{-inch-Pipe}) + (\$4,500 \times 1 \text{ Manhole})) / 500 \text{ Ft} \approx \$200 \text{ per linear foot}$$

The 2013 Fee Program Update assumed a unit price of \$85 per linear foot for 24-inch reinforced concrete pipe. This price was based on the average bid price for 24-inch reinforced concrete pipe in 2013, as obtained from the Caltrans Contract Cost Data website. As shown in **Figure 1**, the unit price for 24-inch reinforced concrete pipe was at a 10-year low in 2012-2013 when the 2013 Fee Program Update was prepared. Since 2013, the unit price per linear foot of 24-inch reinforced concrete pipe has steadily increased to a total of \$176 per linear foot in 2020. The 2020 unit price of the pipe was increased by 2 percent and rounded to \$180 per linear foot. This results in the unit price having more than doubled since 2013.

It should be noted that the large spike between 2019 and 2020 is likely due to worldwide shortages in concrete building materials caused by COVID-19. However, it is unknown when or if these prices will drop, so reducing the unit price for 24-inch reinforced concrete pipe could result in a funding shortfall.

The unit price for Storm Drain System (Developer) was developed assuming a storm drain lateral of 12-inch plastic pipe and two (2) drain inlets (DIs) every 500 feet. The following formula was used to calculate a per linear foot cost for Storm Drain System (Developer):

$$((\$120/\text{Ft } 12\text{-inch-Pipe} \times 80 \text{ Ft } 12\text{-inch Pipe}) + (\$3,000 \times 2 \text{ DIs})) / 500 \text{ Ft} \approx \$30 \text{ per linear foot}$$

The 2013 Fee Program Update assumed a unit price of \$70 per linear foot for 12-inch plastic pipe. This price was based on the average bid price for 12-inch pipe in 2013, as obtained from the Caltrans Contract Cost Data website. As shown in **Figure 2**, the unit price of the item has varied throughout the years. Since 2013, the unit price per linear foot of 12-inch plastic pipe has increased to a total of approximately \$116 per linear foot in 2020. The 2020 unit price of the pipe was increased by 2 percent and rounded to \$120 per linear foot.

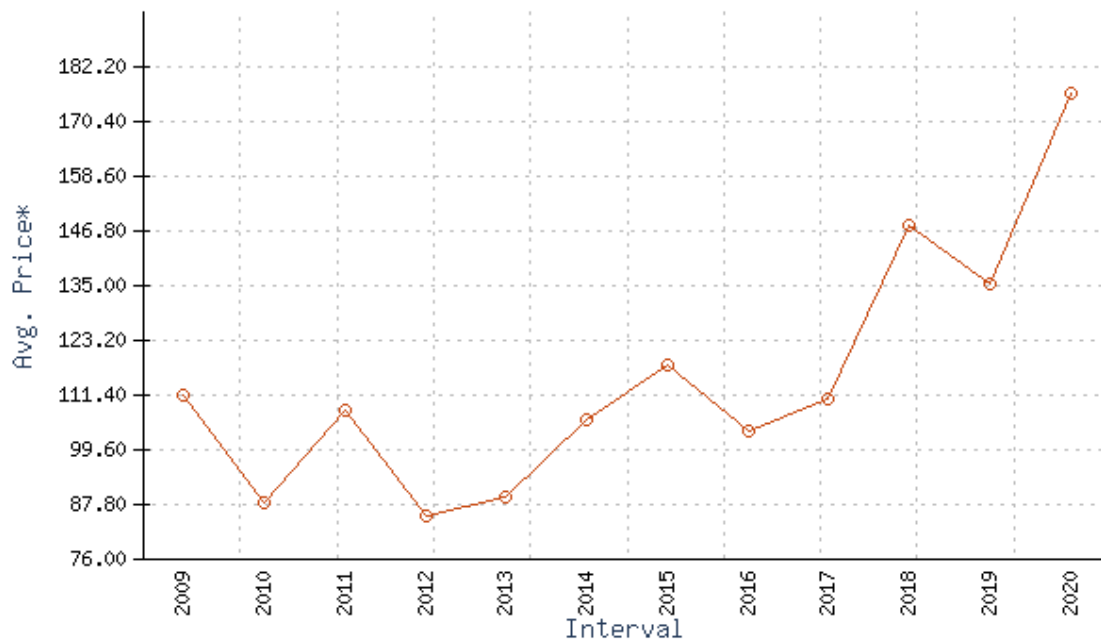
STREET LIGHTS (FRONTAGE)

Street lighting was not included on any of the projects used to develop unit price assumptions, and as such, bid prices for street lighting were not available. Therefore, Wood Rodgers used its best judgment and knowledge based on various other projects to develop the unit price. Based on several roadway projects Wood Rodgers has recently been involved with in Northern California, street light prices have been observed to vary between \$5,000 and \$10,000 each in 2020. Averaging these prices and rounding to the nearest thousand results in an average per street light price of \$8,000. This price also includes equipment necessary for street lighting, such as pull boxes, conduit, and wiring. City street lighting standards require street lights to be spaced approximately 200 feet apart. At this spacing, 10 street lights will be needed for every 1,000 feet of road [five (5) each side]. The following formula was used to calculate a per linear foot cost for Street Lights (Frontage):

$$(\$8,000 \times 10 \text{ Street Lights}) / 1,000 \text{ feet} \times 1.02 \text{ escalation factor} = \$82 \text{ per linear foot}$$

Figure 1. Price History of 24" Reinforced Concrete Pipe (Caltrans Item Code: 650018)

Select an interval: Year Quarter Month Unit: ▾



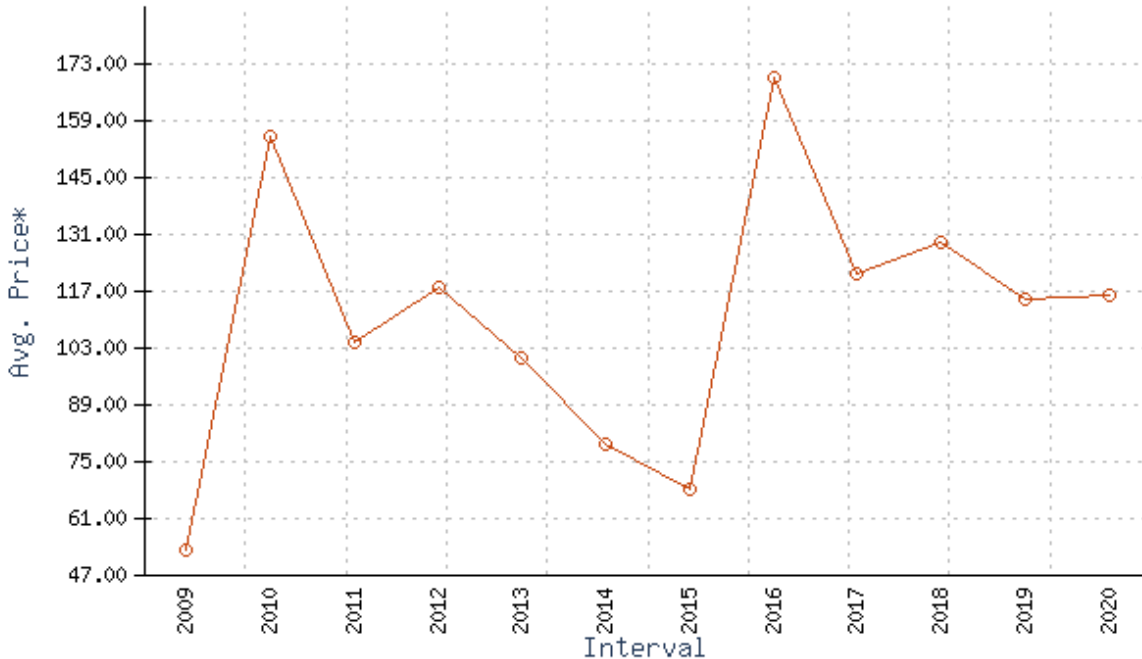
| Interval | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---------------|----------|---------|----------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| Avg. Price* | \$111.42 | \$88.41 | \$108.06 | \$85.40 | \$89.40 | \$106.20 | \$117.95 | \$103.75 | \$110.57 | \$148.17 | \$135.60 | \$176.30 |
| Project Count | 19 | 21 | 24 | 42 | 20 | 30 | 28 | 29 | 22 | 33 | 33 | 47 |

* Average price is weighted by the quantity of the item used.
 Note: All districts' and all years' data used to generate graph.

Source: Caltrans Contract Cost Data Website: <https://sv08data.dot.ca.gov/contractcost/>

Figure 2. Price History of 12” Plastic Pipe (Caltrans Item Code: 641101)

Select an interval: Year Quarter Month Unit:



Warning: Some of your time intervals include less than 5 projects to generate an average.

| Interval | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---------------|---------|----------|----------|----------|----------|---------|---------|----------|----------|----------|----------|----------|
| Avg. Price* | \$53.17 | \$155.29 | \$104.35 | \$117.82 | \$100.65 | \$79.20 | \$68.11 | \$169.67 | \$121.12 | \$129.24 | \$114.89 | \$115.93 |
| Project Count | 2 | 1 | 2 | 4 | 9 | 6 | 3 | 1 | 1 | 4 | 5 | 6 |

* Average price is weighted by the quantity of the item used.
 Note: All districts' and all years' data used to generate graph.

Source: Caltrans Contract Cost Data Website: <https://sv08data.dot.ca.gov/contractcost/>

STORM WATER POLLUTION PREVENTION PLAN

The price for Storm Water Pollution Prevention Plan (SWPPP) is typically a lump sum price in bids/estimates and therefore is challenging to estimate. The Caltrans Contract Cost Database could not be used for calculations because the lump sum price on a SWPPP varies by project, as every project has different requirements. The previous Fee Program estimated \$18 per linear foot of roadway based on Wood Rodgers’ judgment and experience. Similar to other items, a two (2) percent increase per year was applied to the 2013 unit price, escalating the unit price of SWPPP to \$25 per linear foot in 2021.

TRAFFIC SIGNALS

The 2013 Fee Program Update assumed a unit price of \$55,000 per leg for new traffic signals, and \$37,500 per leg for modify traffic signal. Since 2013, Caltrans has released new standards for traffic signals that have significantly increased the cost of materials of traffic signal equipment, particularly poles and the costs for constructing foundations. Both the County of Sacramento and the City follow Caltrans standards for traffic signal equipment. Wood Rodgers is aware that these new standards have also increased the time and labor it takes to manufacture the

equipment, with those labor costs passed on to the City. Collectively, this has resulted in an increase in the cost of traffic signals by approximately 60 percent. In 2013, the cost to install a traffic signal at a 4-leg intersection was averaging around \$250,000. In 2020, bid results show that cost had increased to approximately \$450,000, with some large intersections costing as much as \$500,000. Because of this, the unit price for the 2021 Fee Program has increased to \$120,500 per leg for new traffic signals, and to \$82,000 per leg for modify traffic signal.

LANDSCAPING

The 2013 Fee Program Update used a unit price of \$6 per square foot Frontage Landscaping and permanent Median Landscaping. Recent bid results for projects in and around the City of Rancho Cordova from the past few years have provided landscaping unit prices that range between \$11 and \$14 per square foot. After review of the bids, Wood Rodgers determined that the prices at the higher \$13 to \$14 per square foot bid prices have primarily come in 2020. Wood Rodgers believes that these increased prices in 2020 are largely a result of the scarcity of materials due to the COVID-19 pandemic. Because the price increases due to COVID-19 are expected to be temporary, a unit price of \$11 per square foot was used for Frontage Landscaping and permanent Median Landscaping in the 2021 Fee Program.

ROADWAY SEGMENT COST ESTIMATES

The 2013 spreadsheet used in the 2013 unit price evaluation was set up to calculate the Fee and Developer funded portions of the cost per foot of a typical 2-lane, 4-lane, and 6-lane roadway section. Using this spreadsheet as a template, Wood Rodgers created new 2-lane, 4-lane and 6-lane roadway sections for both ultimate buildout and phased options based on possible phased construction per DKS Associates' new future traffic demand model and City input. New quantities were calculated for each section, and the updated 2021 item unit prices were applied to calculate an overall roadway cost per linear foot. Asphalt concrete and aggregate base thicknesses were assumed to be the same as those used in 2013. Roadway segment sections are provided in the appendix.

FEE FUNDED PORTION

The Fee funded portion of the roadway consists of all roadway and features necessary to construct the No. 1 lanes and median on a 4-lane roadway, or the No. 1 and No. 2 lanes and median on a 6-lane roadway. Included in this cost is the roadway excavation and clearing and grubbing (for those lanes and median), asphalt concrete, aggregate base, median curb, cold plane asphalt concrete pavement and/or sawcut, temporary and permanent median landscaping, striping, and storm drain system main (see Storm Drain). Signal interconnect is also included as a Fee item. The Fee funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork includes both a City (Fee) portion and a Developer portion on the same phase. However, the Fee is assumed to pay for the full cost of the SWPPP on any phase that does not include Developer work.

Section types for roadway segments have a varying construction contingency between 20 to 30 percent. It includes 10 percent for mobilization, 10 percent for unknown and miscellaneous items, and 0 to 10 percent for stage construction and traffic handling. A percentage for stage construction and traffic handling is only applied to roadways that were partially constructed by a previous project or phase; this percentage is zero for new roadways. The contingency of each section type varies according to stage and number of lanes.

DEVELOPER FUNDED PORTION

Consistent with the assumptions used in the 2013 Fee Program Update, it was assumed that the Developer funded portion is made up of a 33-foot wide section (on each side of road) consisting of outside frontage landscaping (8 feet wide), curb, gutter, sidewalk (7 feet wide), and street lighting. Also included is the outside 15 feet of roadway (outermost lane and shoulder), consisting of all asphalt concrete, aggregate base, striping, and storm drain DI's and

laterals (see Storm Drain). The Developer funded portion includes all excavation and clearing and grubbing required within this 33 feet.

The Developer funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase. The Developer is assumed to cover the full cost of the storm drain system and SWPPP when no City (Fee) work is required, such as on 2-lane roads.

ROADWAY PHASING

Roadway phasing is applicable when a roadway segment is only partially built with the initial construction and is then completed as a separate project in the future. Three different roadway segment phasing options/configurations were developed based on discussions with the City. Since every project and roadway segment is constructed under different circumstances, these phasing options/configurations are generalizations of the various ways the City has typically been phasing projects since the 2013 Fee Program Update. In general, roadways have been constructed from the outside in, with the outermost lane(s) and frontage being constructed first at the same time the adjacent development that necessitates the roadway is built, with the inner lanes built in a later phase. The three options/configurations are:

1. Option A: This option assumes that parcels on one (1) side of the road are fully developed by the end of the first phase of roadway construction. Land on the opposite side of the road is projected to be developed soon after the roadway segment is complete. This option constructs the frontage and outside lane (Developer portion) on the developed side of the road, and the inside lane (Fee portion) on the undeveloped side in the first phase.
2. Option B: This option assumes that one (1) side of the road is fully developed by the end of the first phase of roadway construction, and the opposite side is not anticipated to be developed or completed in the near future. This option constructs all frontage and lanes (Fee and Developer portions) on the developed side of the road in the first phase, and nothing on the undeveloped side.
3. Option C: This option assumes that parcels on both side of the roadway are fully developed by the end of the first phase of roadway construction. This option constructs the frontage and outside lane (Developer portion) on both sides of the road in the first phase, and no lanes in the Fee portion on either side.

When a roadway is phased, the first phase will include a 2 to 5-foot wide inside paved shoulder and a total minimum paved roadbed width of 20 feet in each travel direction, with frontage on at least one side of the road. This requires that the storm drain system (main and manholes) always be constructed under Phase 1, as the gutter and drainage inlets installed by the Developer need the main storm drain pipe to drain to. Median area intended to be converted to roadway in a future phase will be minimally landscaped with temporary plants and/or ground cover. The permanent median area will be landscaped with permanent plants and ground cover if either of the No. 1 lanes are included. It is also assumed that signal interconnect is always installed in Phase 1, as most if not all major intersections will be signalized in the first phase. Excavation, clearing and grubbing, asphalt concrete, aggregate base, curb for the median, striping, signal interconnect, storm drain system and SWPPP are all assumed to be required as part of the Fee cost in Phase 1. It is assumed that the cost of the SWPPP is split 50-50 between the Fee and the Developer.

For each future phase, the temporary median being converted to roadway will require excavation, clearing and grubbing, asphalt concrete, aggregate base, striping of the new lane, and possibly median. A new SWPPP is also assumed to be required at full cost to the Fee if there is no Developer portion required. The cost of the SWPPP is split 50-50 between the Fee and the Developer if there is a Developer portion.

The City has found that the sequence of how roadway segments are being constructed are largely based on the Developer's needs, and the phasing estimates from the 2013 Fee Program Update have not generally matched actual phasing/staging. In an effort to provide more flexibility with how the roadways are ultimately phased, a flat phasing percentage has been calculated and applied to each roadway segment rather than assuming a specific phasing option/configuration for the 2021 Fee Program Update.

To develop the flat phasing cost percentage, estimated construction costs of ultimate roadway segment buildout without phasing of each roadway section type, excluding all contingencies, were compared to the costs of each phase respective to its option and roadway width. A calculation was performed to approximate the percentage increase of the total ultimate buildout unit cost. For example, Phase 1 Option A of an ultimate 4-lane roadway constructs one (1) lane in each direction and a median. The cost to construct one (1) linear foot of Phase 1 Option A is calculated to be approximately 76 percent of the cost to construct one (1) linear foot of a complete 4-lane roadway. The cost to construct one (1) linear foot of Phase 2 Option A, which constructs the remainder of the roadway including frontage, would cost approximately 32 percent of the cost to construct one (1) linear foot of a complete 4-lane roadway. For each additional phase, an additional 10 percent each was added to the increased phase construction cost for both mobilization and traffic handling. This cost was split 50-50 between Fee and Developer portions. Per this example, a linear foot cost of phased Option A will ultimately cost approximately eight (8) percent more than the same linear foot of roadway constructed entirely at one time.

$$\text{Phase \# Buildout Cost} / \text{Ultimate Buildout without Phasing Construction Cost} = \text{Phase \# Cost Percentage}$$

$$\text{Phase 1 Cost Percentage} + \text{Phase 2 Cost Percentage} - 100\% = \text{Increased Phase Construction Cost}$$

$$76\% + 32\% - 100\% = 8\% \text{ Increased Phase Construction Cost}$$

$$\text{Total Phase Construction Cost Increase} = 8\% + 10\%/2 \text{ (Mobilization)} + 10\%/2 \text{ (Traffic Handling)} = 18\%$$

The phasing costs for all 4-lane roadway options/configurations were evaluated and averaged together to develop a single 4-lane roadway segment phasing cost. The result was an average cost increase of 20 percent for a phased 4-lane roadway segment compared to a 4-lane road segment that was not phased. A similar evaluation was performed for 6-lane road segments, which resulted in an average cost increase of 30 percent for a phased 6-lane roadway segment compared to a 6-lane road segment that was not phased. In the Fee calculations, these percent increases were applied as an additional cost to the ultimate roadway segment buildout without phasing 4-lane and 6-lane roadway segments as appropriate.

INTERSECTION COST ESTIMATES

The intersection cost estimates were developed to provide a single total cost for each intersection configuration assuming full buildout. Intersection costs include all features on each leg of the roadway within 450 feet of the center of the intersection. Similar to the roadway estimates, a spreadsheet was set up to calculate the Fee and Developer funded portions for each intersection configuration per DKS Associates' future traffic demand model. Configurations were based on the number of lanes per leg of an intersection. For example, a 4x4 intersection configuration consists of a 4-lane roadway segment on all legs; a 4x6 Tee intersection configuration consists of a 4-lane roadway segment in the through direction legs, with a 6-lane roadway segment in the Tee leg. Phased construction of the intersection was not included in the fee calculation as part of the 2021 Fee Program Update due to the City finding that intersections have generally not been constructed under any consistent methodology that can be easily documented or quantified. Intersection sections are provided in the appendix.

FEE FUNDED PORTION

The Fee funded portion of the roadway consists of all roadway and features necessary to construct the No. 1 lanes and median on a 4-lane roadway, or the No. 1 and No. 2 lanes and median on a 6-lane roadway, and all left turn lanes, at an intersection. Included in this cost is the roadway excavation and clearing and grubbing for the inside lane(s) and median, asphalt concrete, aggregate base, median curb, temporary and permanent median landscaping, striping, and storm drain system main (see Storm Drain). Also included is the curb, gutter, sidewalk, and curb ramps at the curb returns, plus 25 feet in either direction. The Developer funded portion does not include this 70± feet of hardscape at

the curb return. The Fee funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost. Also included in the Fee funded portion is an item for signal interconnect and all traffic signal costs.

Each intersection configuration has a 15 percent contingency applied to the Fee cost, regardless of the type or the size of the intersection. It includes five (5) percent for mobilization (10 percent total split 50-50 between Developer and Fee), and 10 percent to account for unknowns and miscellaneous items. The contingency does not account for phased construction.

DEVELOPER FUNDED PORTION

Consistent with the assumptions used in the 2013 Fee Program Update, it was assumed that the Developer funded portion of 4-lane and 6-lane intersections consist of a 33-foot wide section (on each side of road) consisting of outside frontage landscaping (8 feet wide), curb, gutter, sidewalk (7 feet wide) (see Fee Funded Portion for exception), and street lighting. Also included was the outside 15 feet of roadway (outermost lane and shoulder), consisting of any asphalt concrete, aggregate base, striping, and storm drainage DI's and laterals (see Storm Drain). The Developer funded portion includes all excavation and clearing and grubbing required between the right of way line and the outside 15 feet of roadway. The Developer funded portion of the SWPPP is assumed to be 50 percent of the total SWPPP cost when roadwork is required by both the City (Fee) and the Developer on the same phase.

Each intersection configuration has a 15 percent contingency applied to the Developer cost, regardless of the type or the size of the intersection. It includes five (5) percent for mobilization (10 percent split 50-50 between Developer and Fee), and 10 percent to account for unknowns and miscellaneous items.

INTERSECTION PHASING

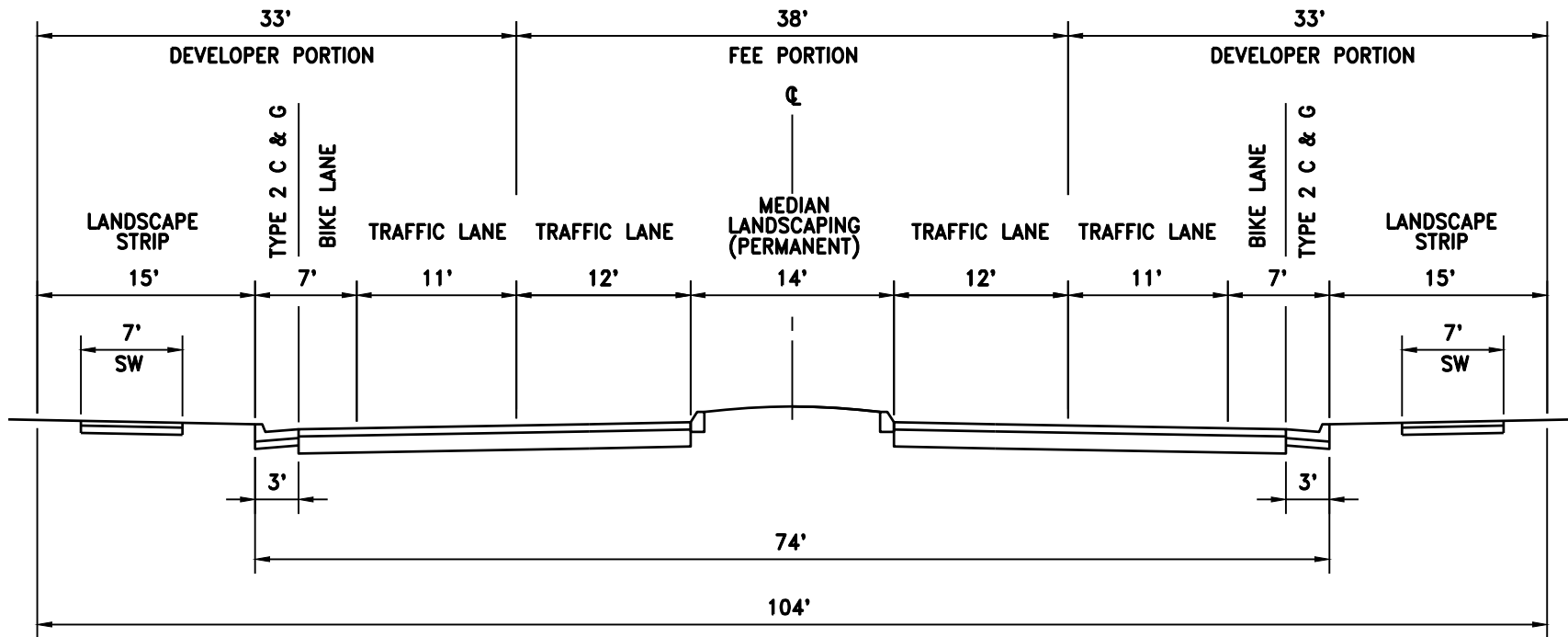
If the City chooses to construct an intersection under phases at a later time, phase cost percentage increases were approximated for manual calculations on a project by project basis. Two (2) separate percentage increases were prepared based on whether an intersection is a full or a Tee intersection. The calculation was performed similar to the percentage cost increase calculations for a roadway segment (see Roadway Phasing). 2013 Fee Program Update unit prices were used for the percentage increase calculations because the 2013 Fee Program Update was the last update to develop phased intersection options. Although unit prices have increased since 2013, the increase in cost to construct a full buildout intersection without phasing and a full buildout intersection with phasing were assumed have increased uniformly.

$$\text{Phase \# Buildout Cost} / \text{Ultimate Buildout without Phasing Construction Cost} = \text{Phase \# Cost Percentage}$$

$$\text{Phase 1 Cost Percentage} + \text{Phase 2 Cost Percentage} - 100\% = \text{Increased Phase Construction Cost}$$

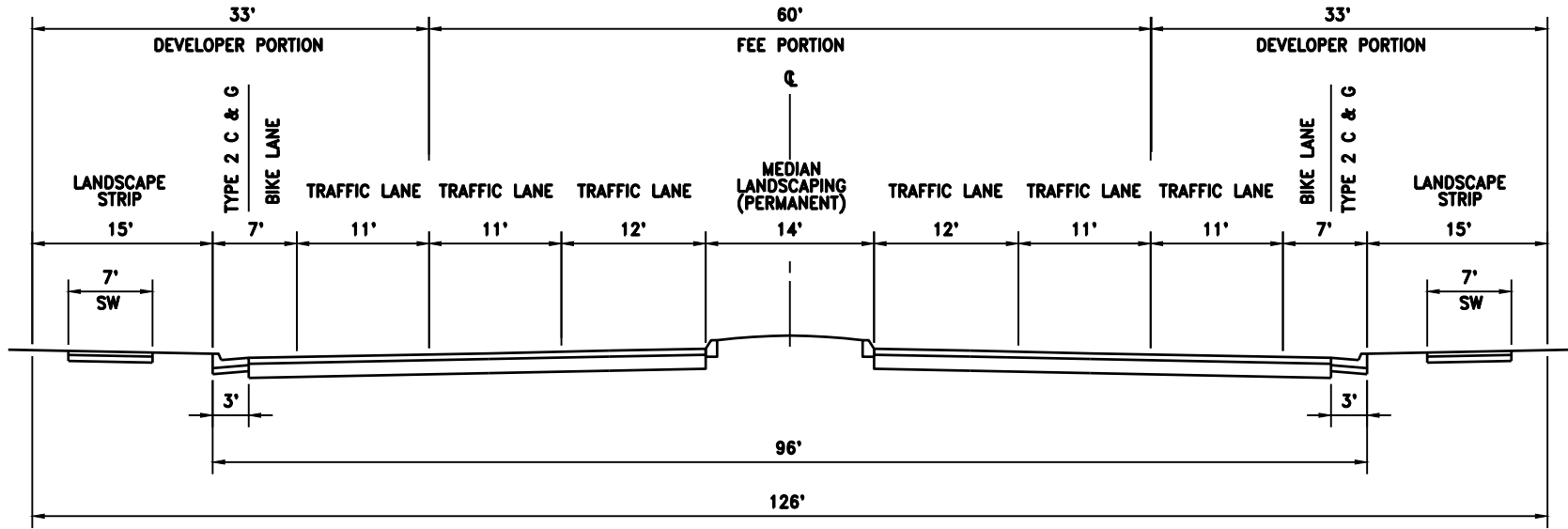
The increased phase construction cost was determined to be 30 percent for four leg intersections and 20 percent for Tee intersections.

APPENDIX



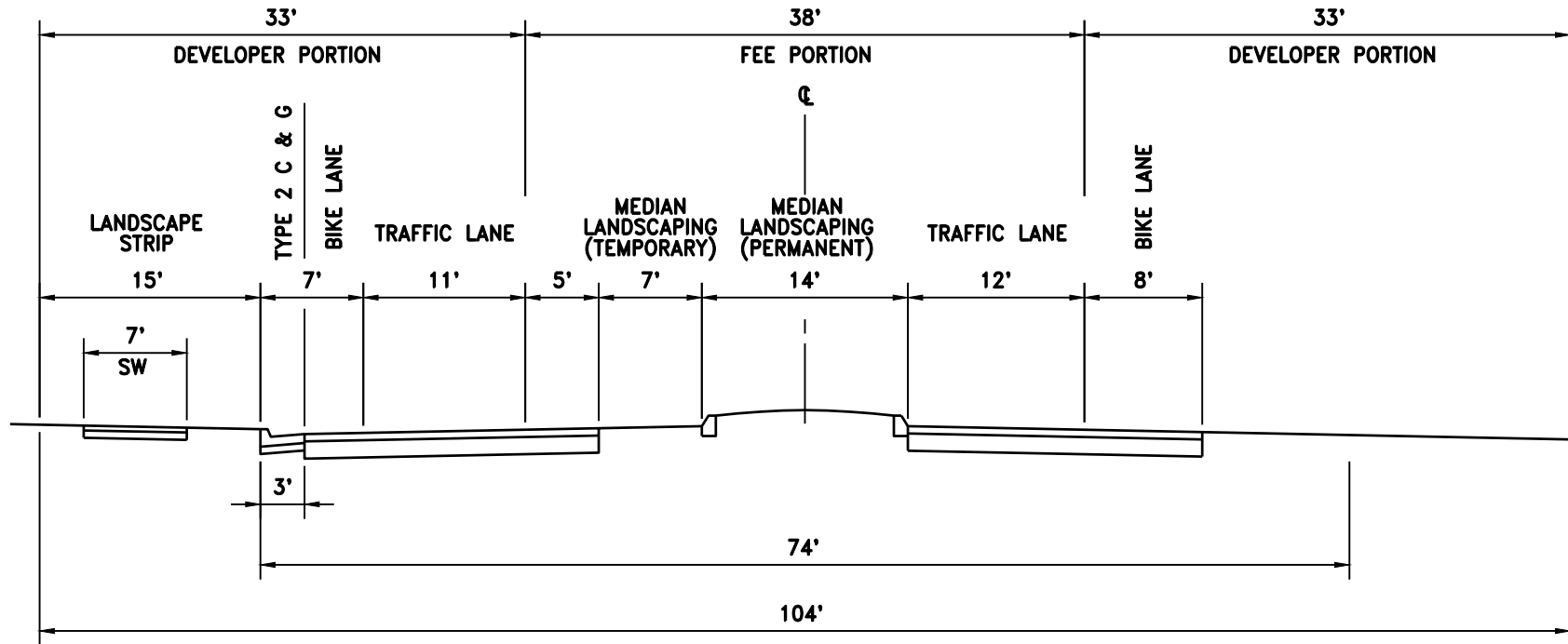
4 LANE

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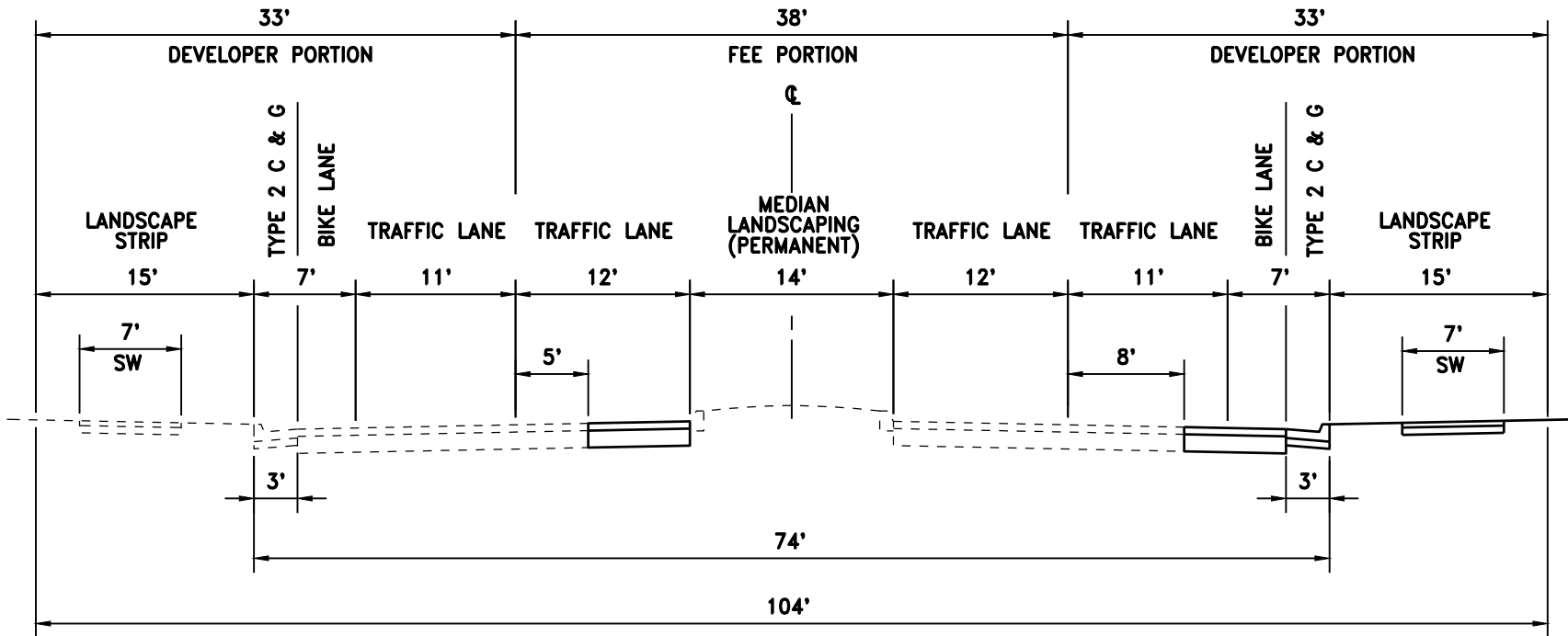
6 LANE

NO SCALE



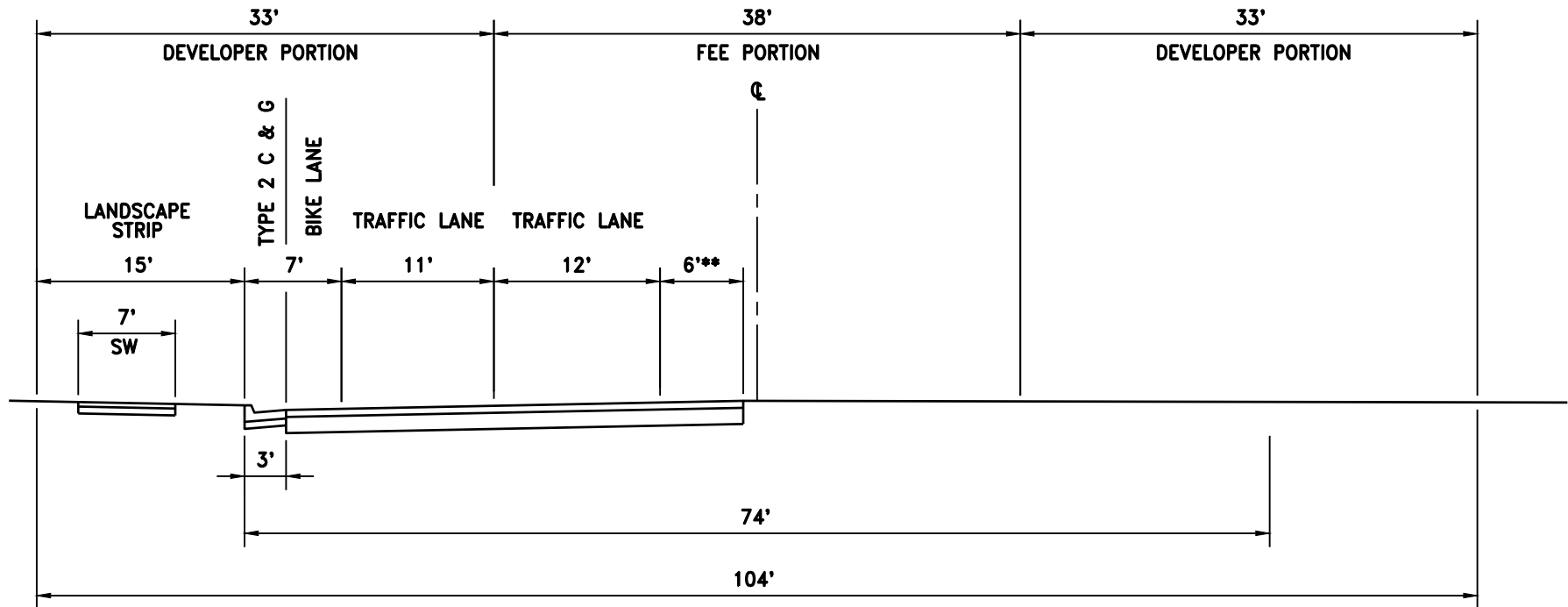
4 LANE - OPTION A PHASE 1

NO SCALE



4 LANE - OPTION A PHASE 2

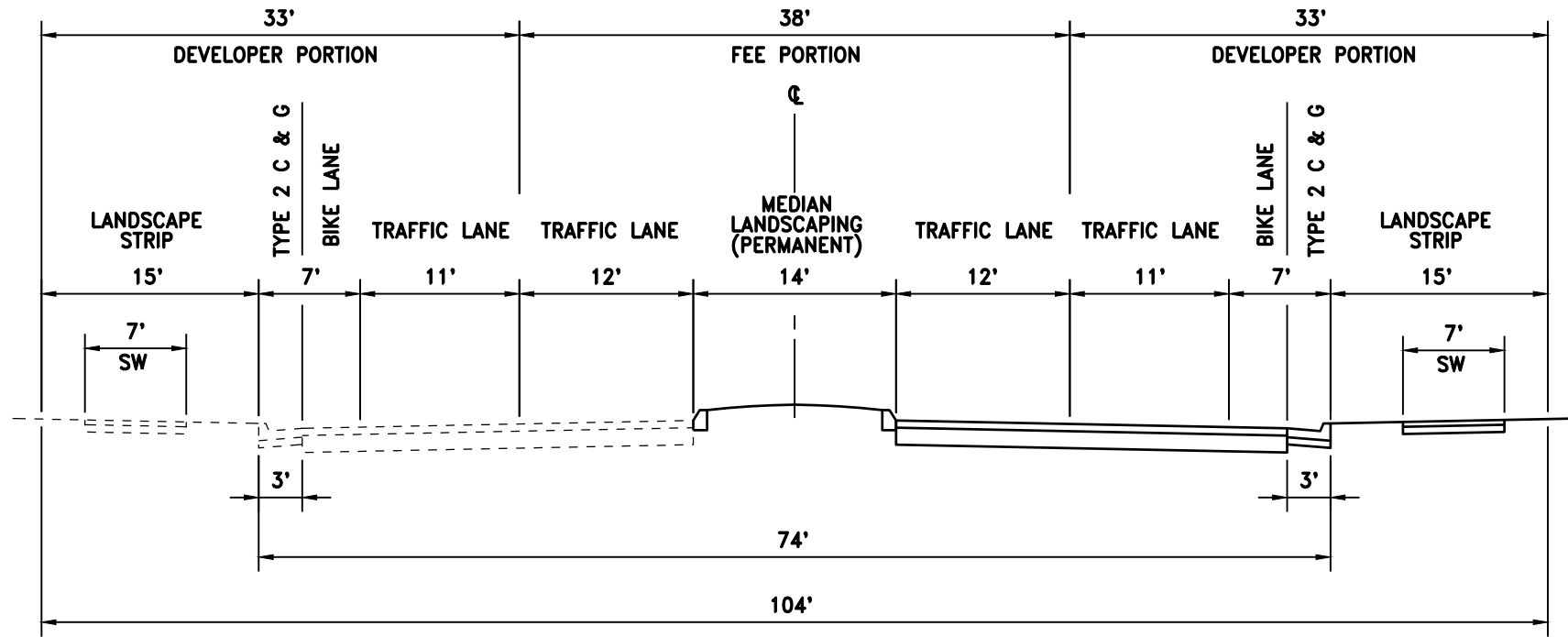
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4 LANE - OPTION B PHASE 1

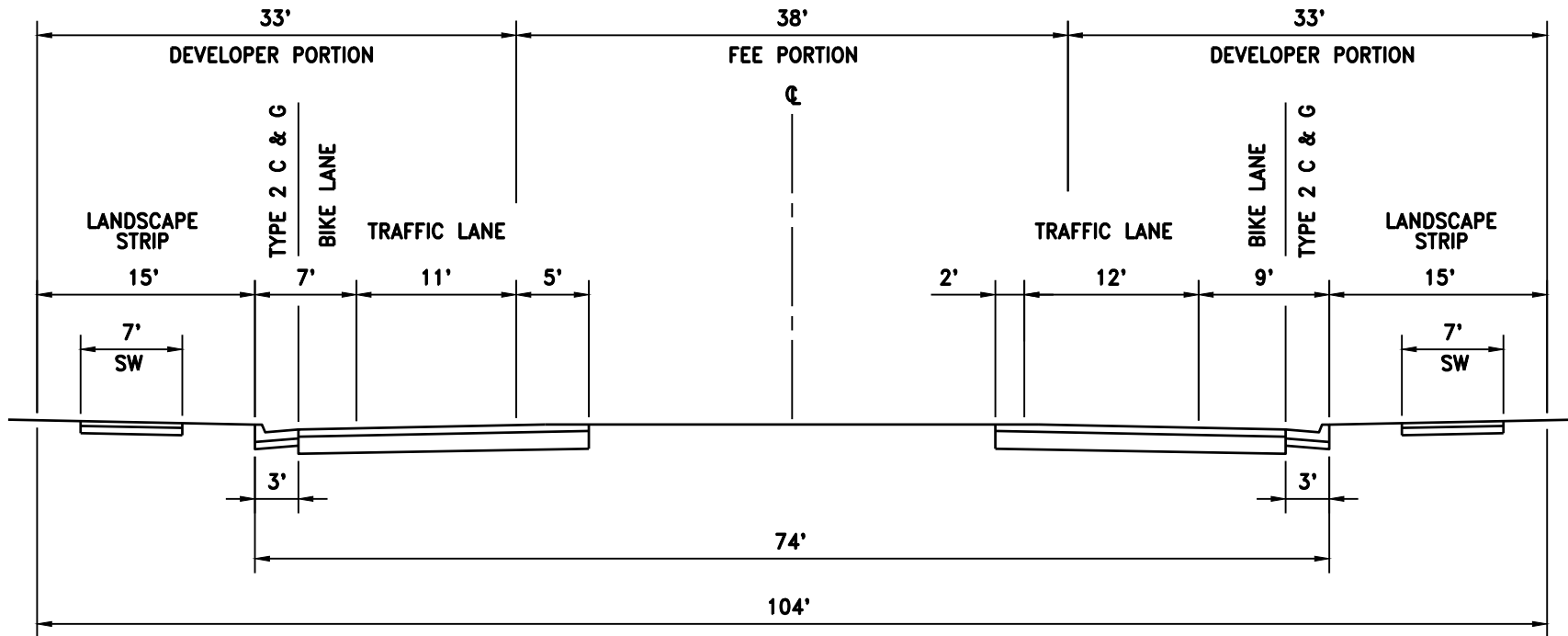
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** PAVED SHOULDER IS NON-REIMBURSABLE



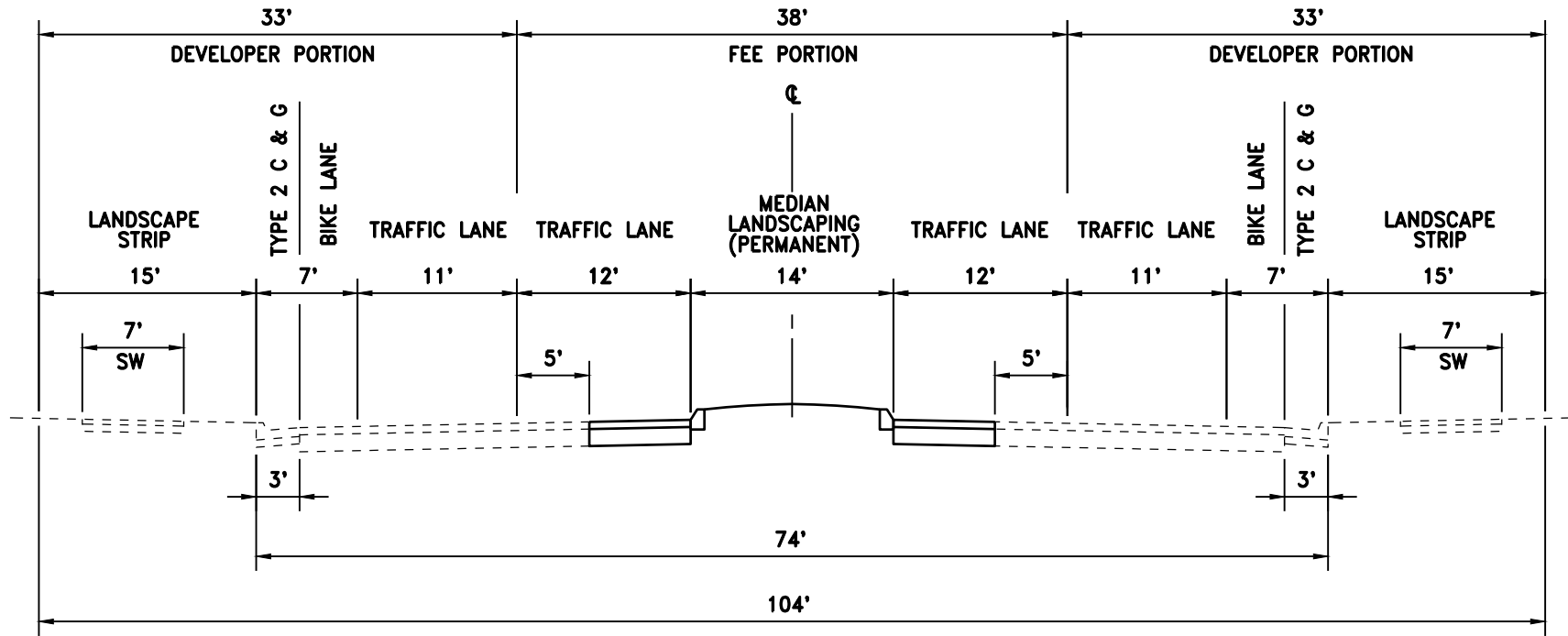
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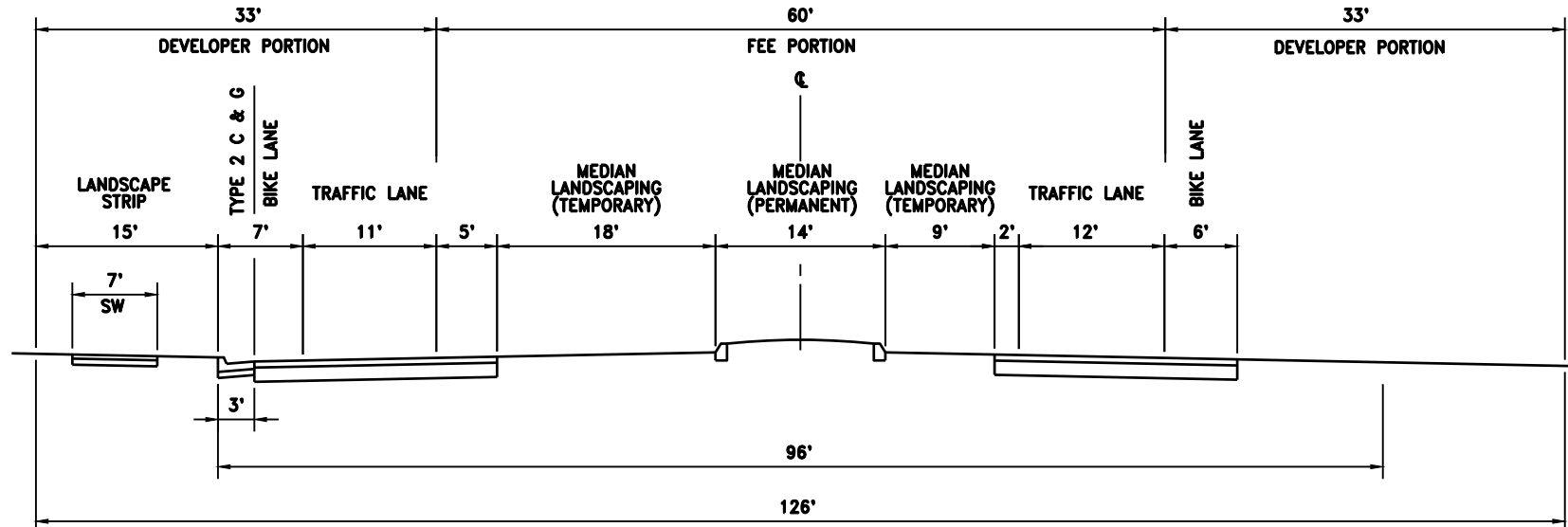
4 LANE - OPTION C PHASE 1

NO SCALE



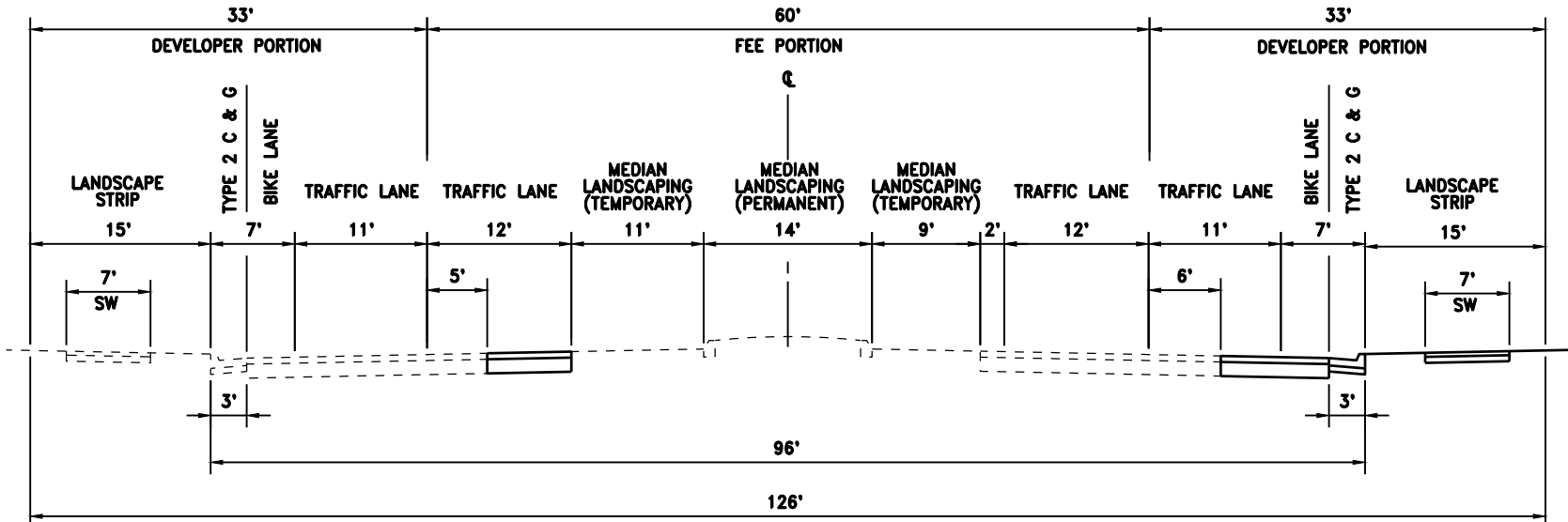
4 LANE - OPTION C PHASE 2

NO SCALE



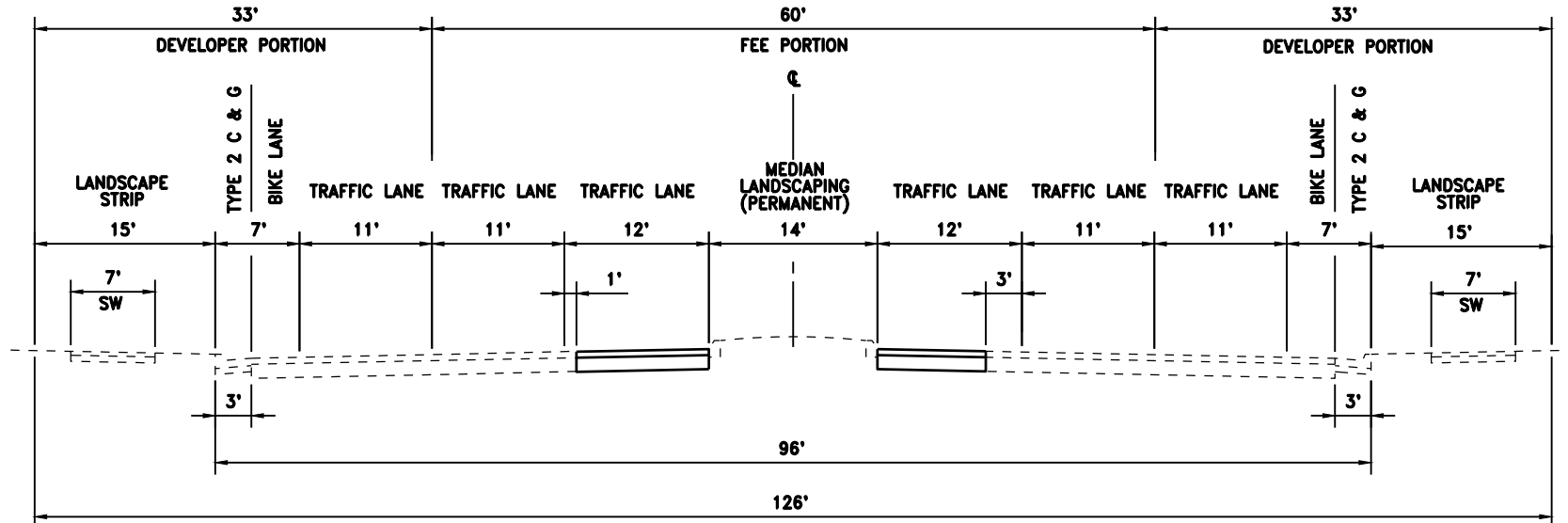
6 LANE - OPTION A PHASE 1

NO SCALE



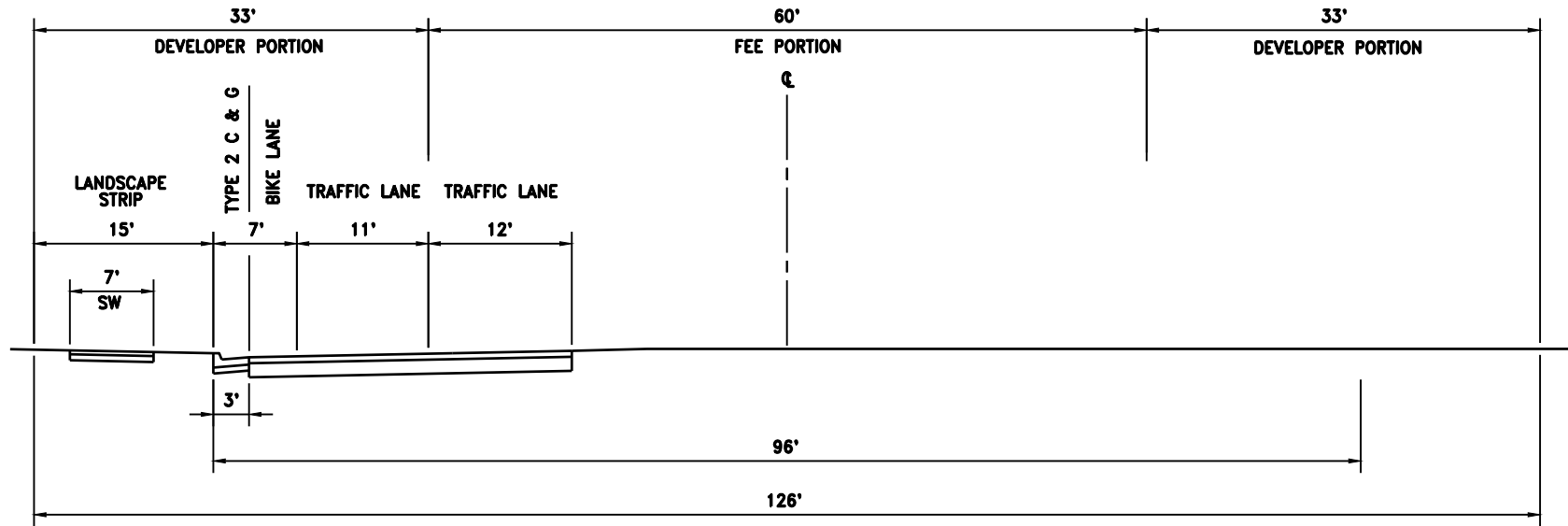
6 LANE - OPTION A PHASE 2

NO SCALE



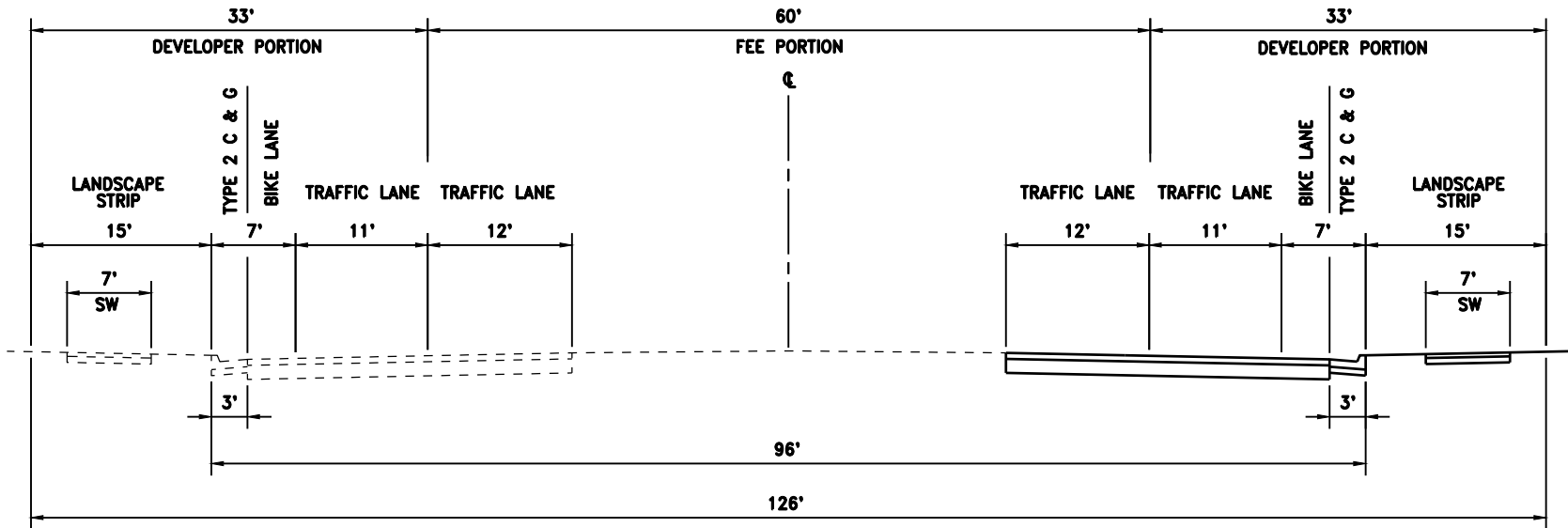
6 LANE - OPTION A PHASE 3

NO SCALE



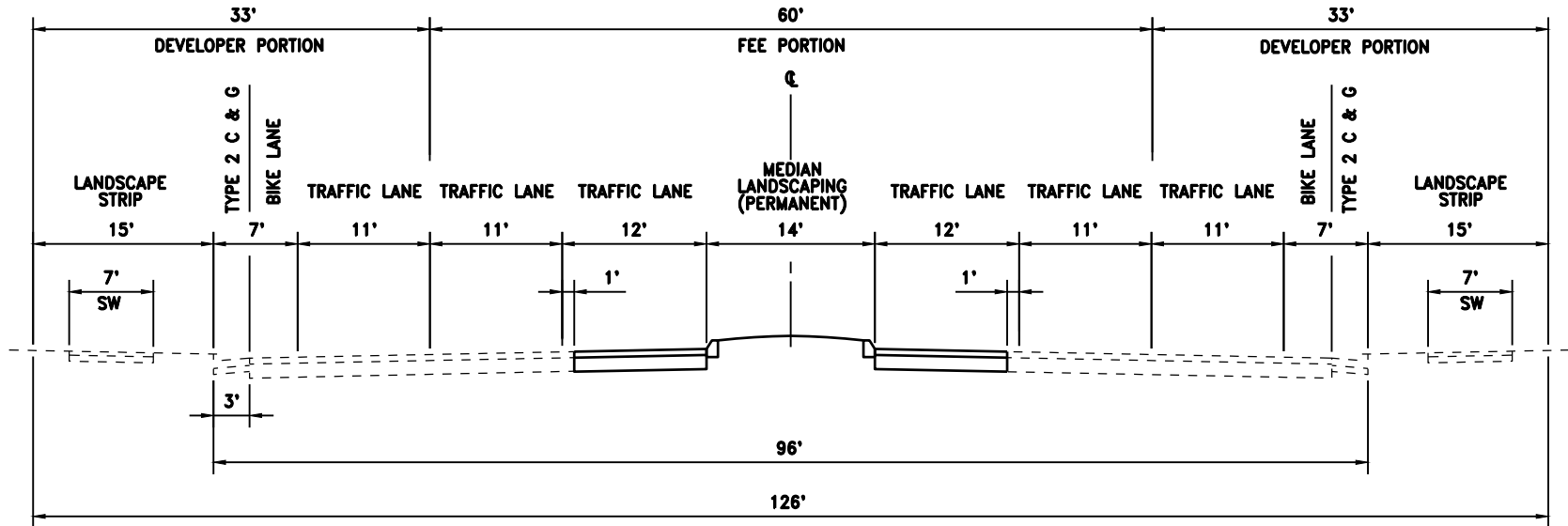
6 LANE - OPTION B PHASE 1

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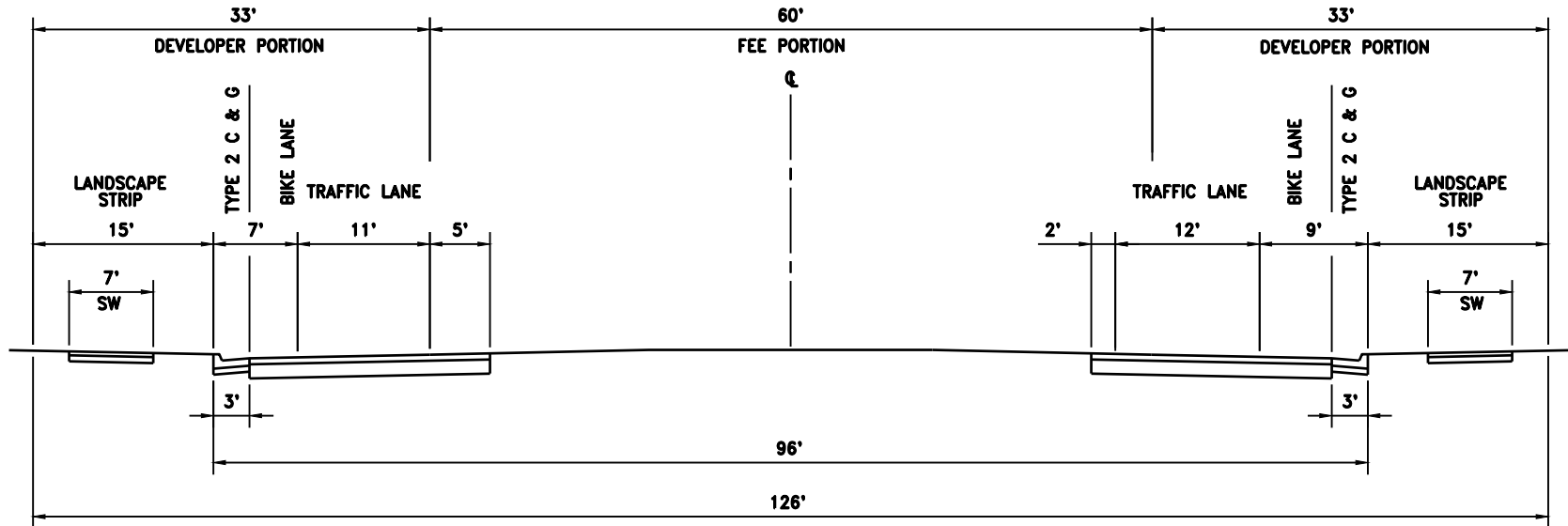
6 LANE - OPTION B PHASE 2

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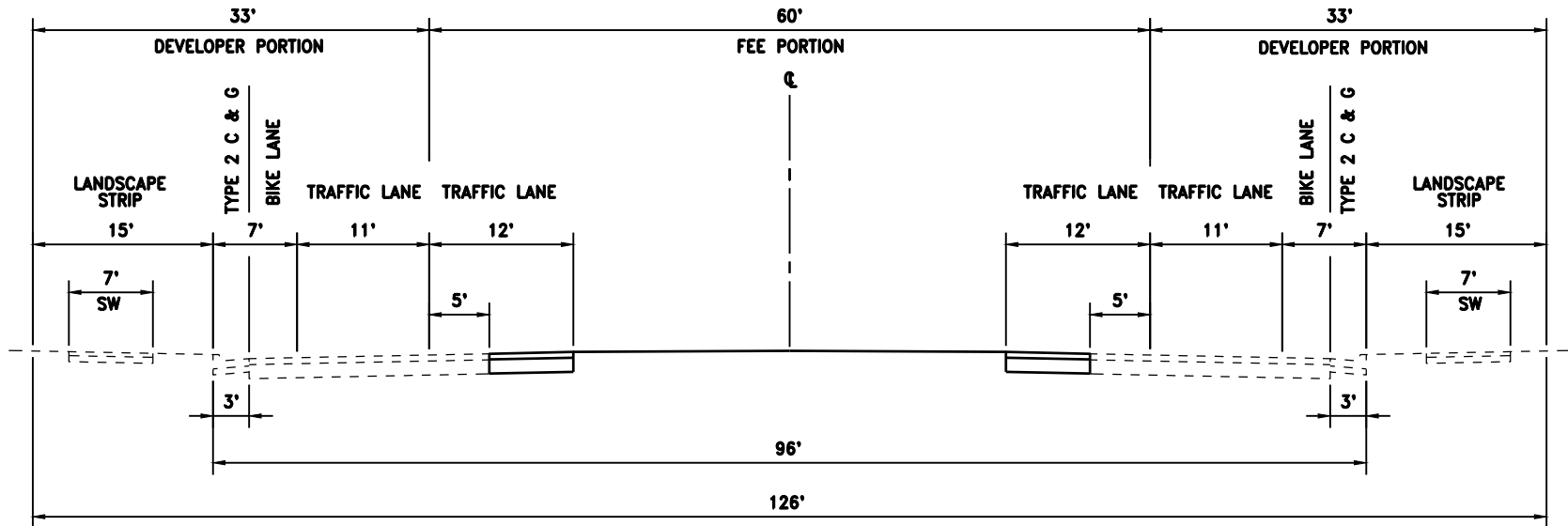
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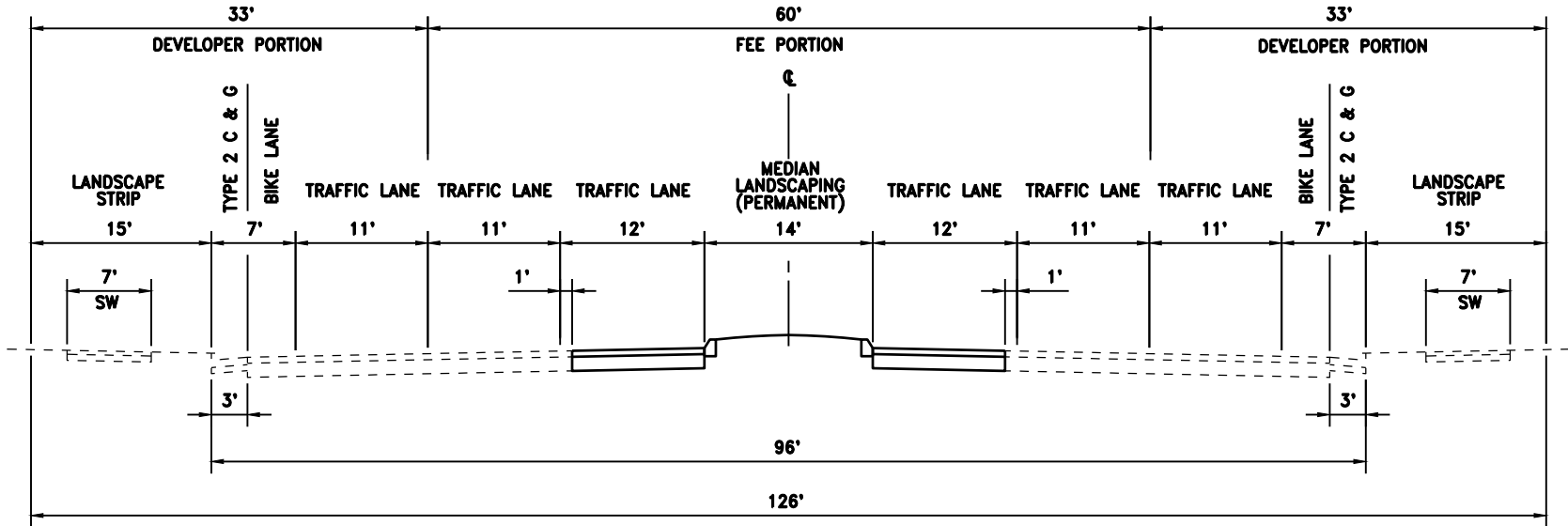
6 LANE - OPTION C PHASE 1

NO SCALE



6 LANE - OPTION C PHASE 2

NO SCALE



6 LANE - OPTION C PHASE 3

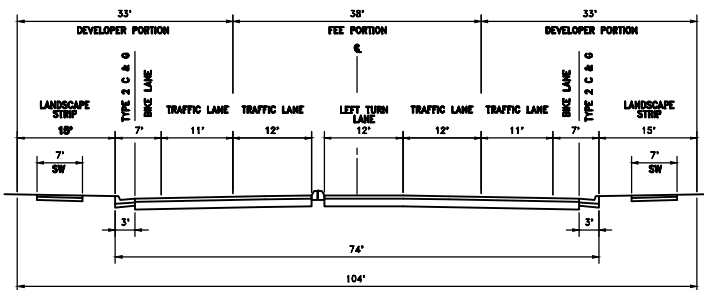
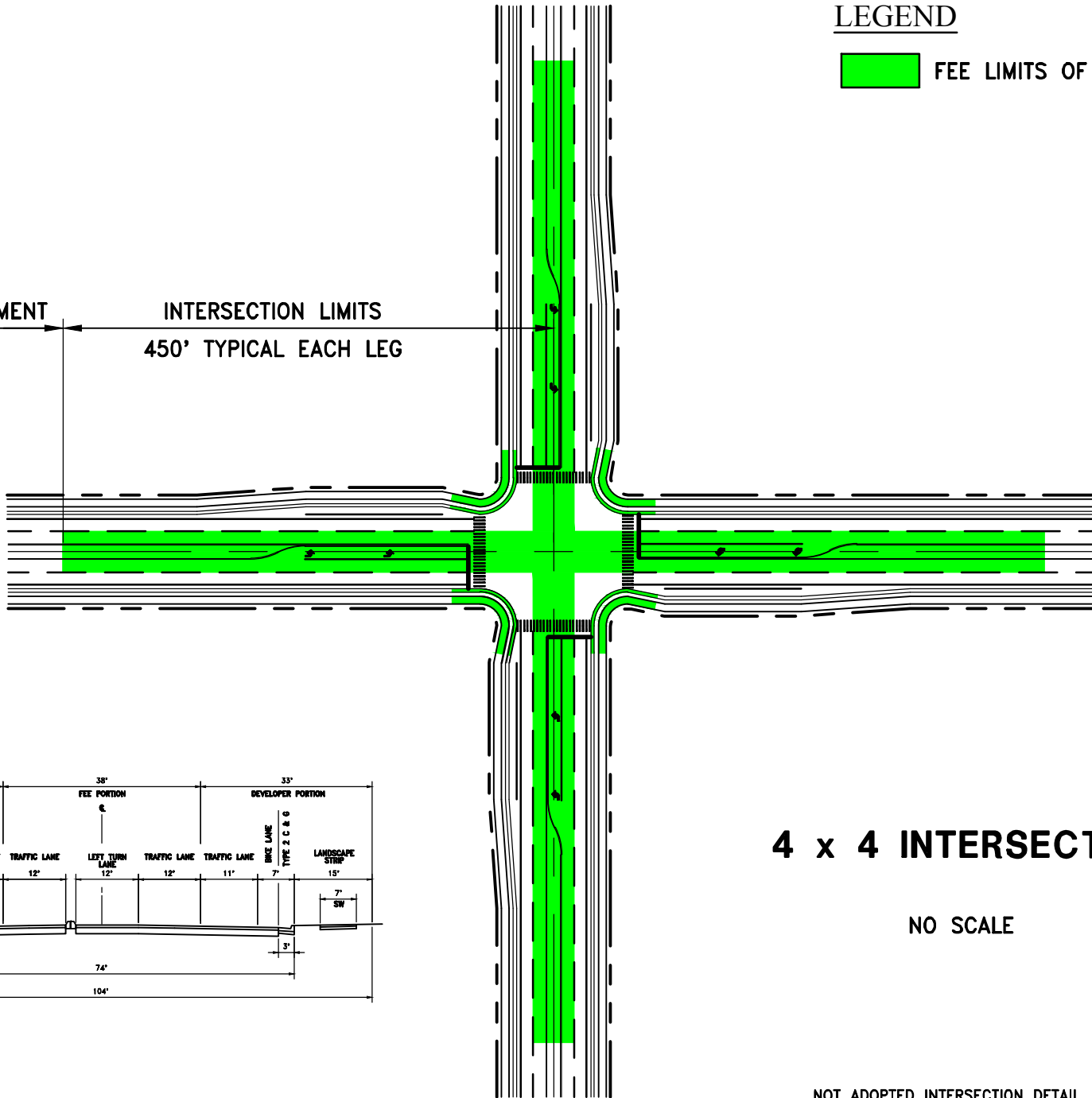
NO SCALE

LEGEND

 FEE LIMITS OF WORK

STREET SEGMENT
TYPICAL

INTERSECTION LIMITS
450' TYPICAL EACH LEG



4 x 4 INTERSECTION

NO SCALE

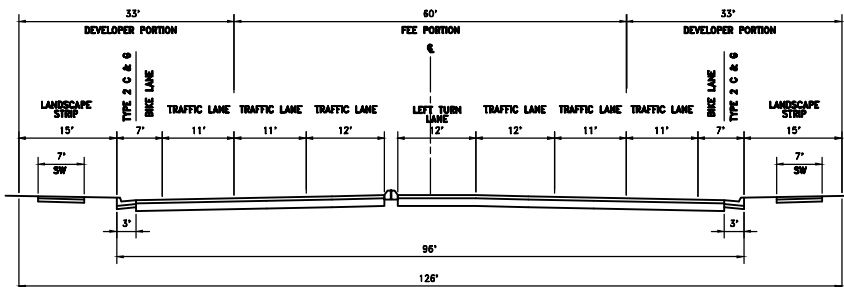
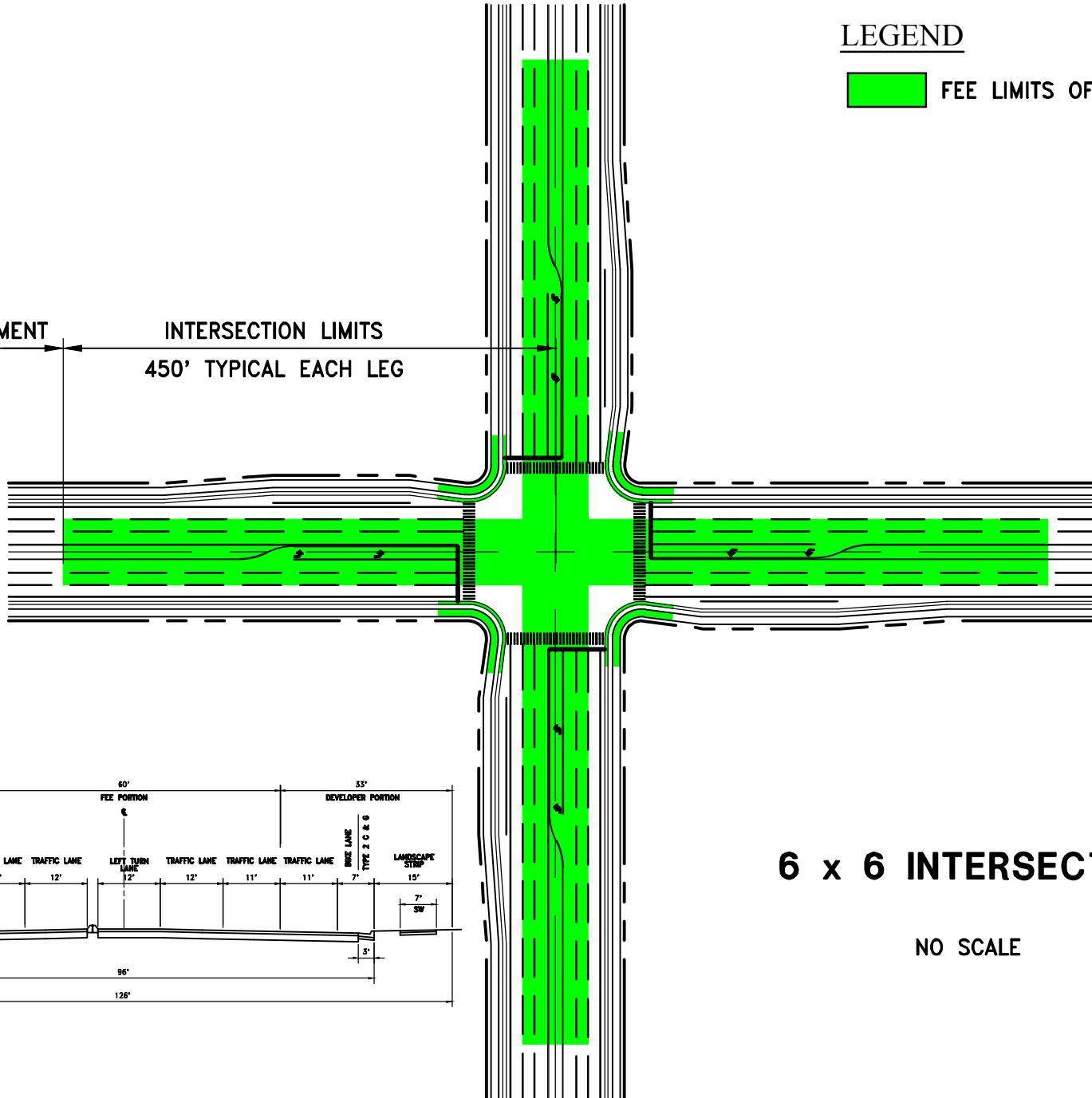
NOT ADOPTED INTERSECTION DETAIL.
FOR RANCHO CORDOVA CIP ESTIMATING PURPOSES ONLY.

LEGEND

 FEE LIMITS OF WORK

STREET SEGMENT
TYPICAL

INTERSECTION LIMITS
450' TYPICAL EACH LEG



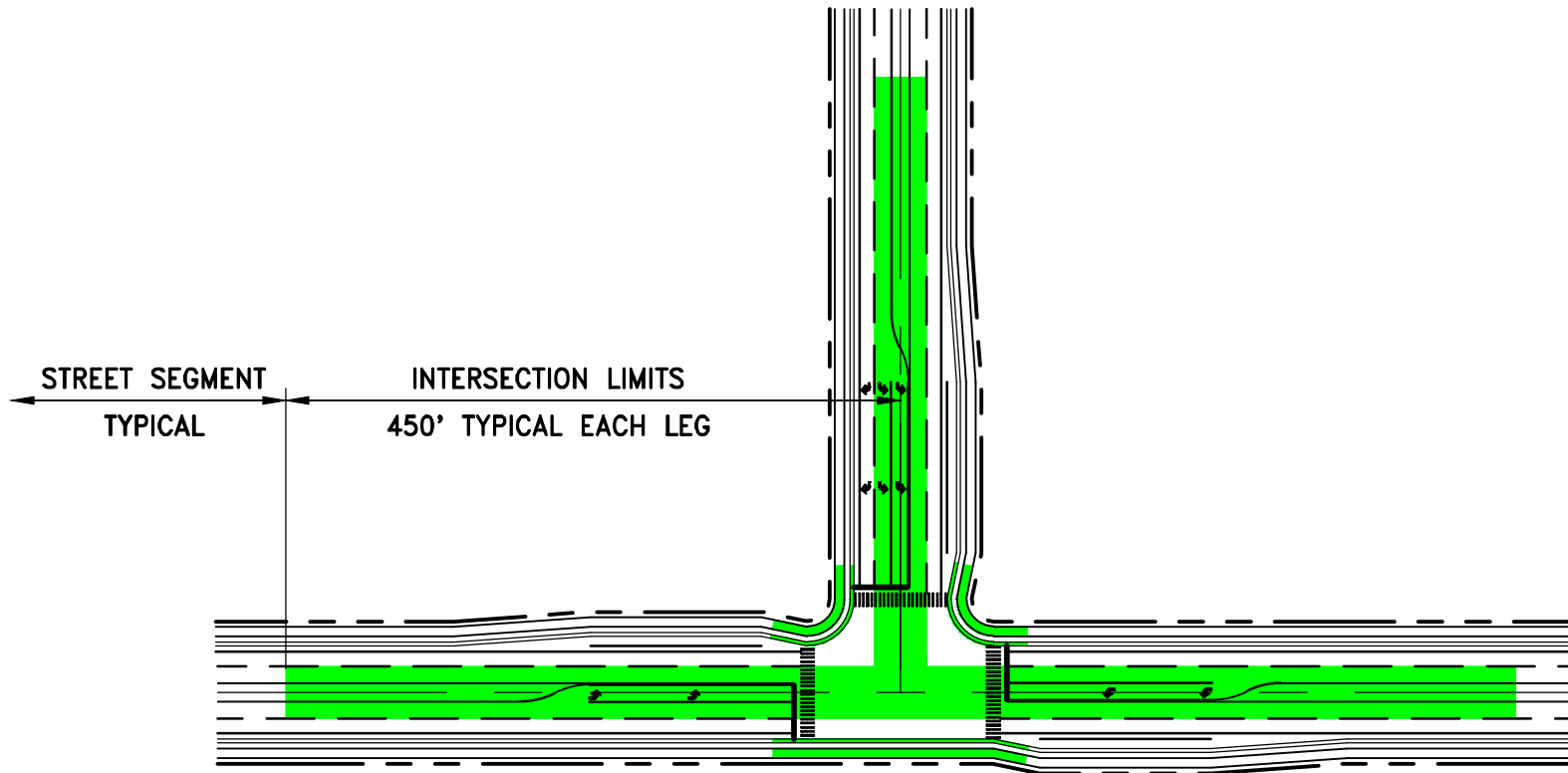
6 x 6 INTERSECTION

NO SCALE

NOT ADOPTED INTERSECTION DETAIL.
FOR RANCHO CORDOVA CIP ESTIMATING PURPOSES ONLY.

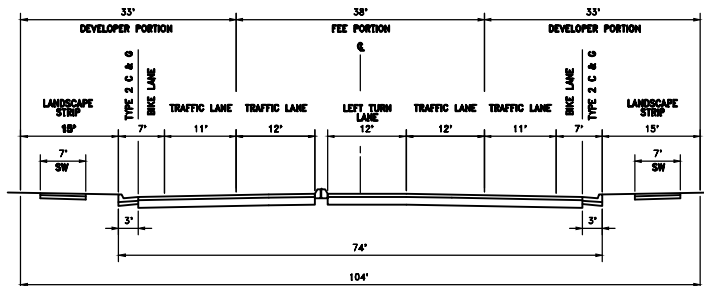
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INTERSECTION LIMITS OF WORK



4 x 4 TEE INTERSECTION

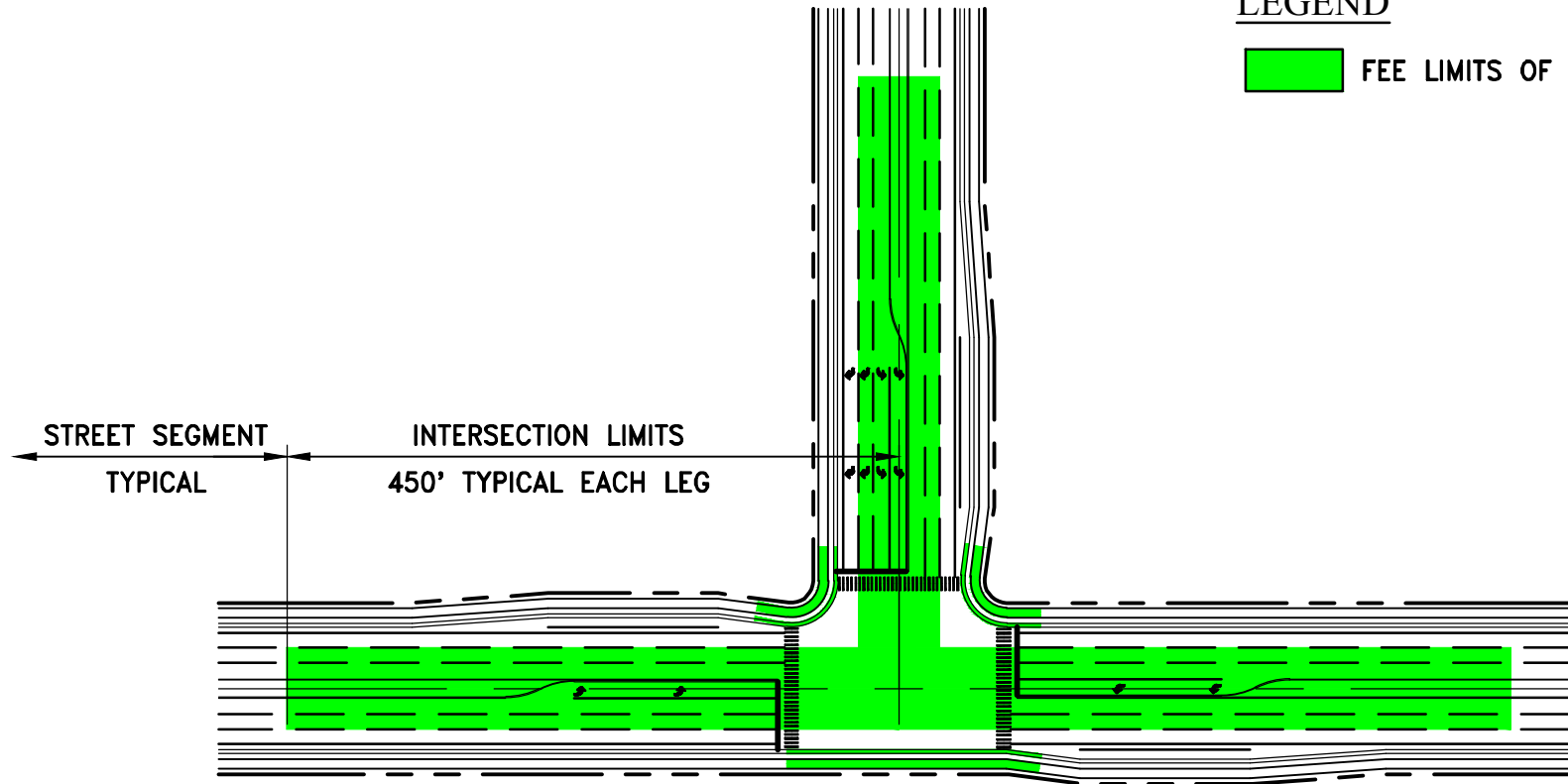
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NOT ADOPTED INTERSECTION DETAIL. FOR ESTIMATING PURPOSES ONLY FOR RANCHO CORDOVA CIP.

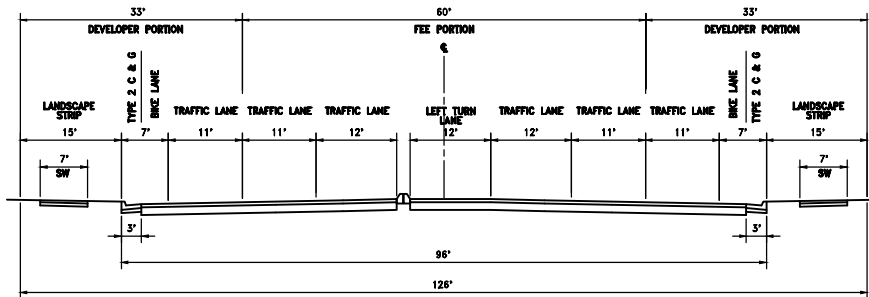
LEGEND

 FEE LIMITS OF WORK



6 x 6 TEE INTERSECTION

NO SCALE



NOT ADOPTED INTERSECTION DETAIL.
FOR RANCHO CORDOVA CIP ESTIMATING PURPOSES ONLY.