



## 2004 GENERAL PLAN – 2015 PROJECTS

When projects are identified to have both 2015 and 2025 components, such projects are assumed to have the right of way acquired with the 2015 projects for the ultimate 2025 projects to minimize the ultimate cost for right of way. The one exception to this approach is with project No. 7 – Green Valley Road – where the 2015 project requires spot locations of right of way, which is far less right of way than the 2025 project.

### PROJECT 2

#### PROJECT DESCRIPTION

This Project consists of widening **Cameron Park Drive from Durock Road to Coach Lane**. Work includes widening a 3-lane divided roadway to a modified 4-lane divided roadway with curb gutter and sidewalk.

#### AREA OBSERVATIONS

This area is within an established commercial/business district directly adjacent to an interchange with Highway 50. Traffic control will be moderate during construction due to this area being a commute and shopping thoroughfare. Exhibit G of interim 2004 General Plan Traffic Impact Fee Program (GPTIFP) Final Report estimates right-of-way acquisition of 0.3 acres for this project.

#### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.13	2	2					\$202,463
SHOULDERS	0.13	0	1	4				\$0
PCC CURB & GUTTER	0.13	2						\$34,320
PCC SIDEWALK	0.13	2		5				\$68,640
EARTHWORK	0.13		2		50%			\$29,947
MISCELLANEOUS ITEMS*			1		20%			\$67,074
TRAFFIC CONTROL			2					\$60,000
							<b>Subtotal</b>	<b>\$462,444</b>
							<b>Mobilization at 10%</b>	<b>\$46,244</b>
							<b>Contingency at 35%</b>	<b>\$161,855</b>
							<b>Subtotal</b>	<b>\$670,544</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$268,217</b>
RIGHT OF WAY***								\$200,000
							<b>TOTAL</b>	<b>\$1,138,761</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of interim 2004 General Plan Traffic Impact Fee Program (GPTIFP)



## PROJECT 3

### PROJECT DESCRIPTION

This project consists of widening **Cameron Park Drive from Palmer Drive to Oxford Road**. Work includes widening a 2-lane roadway to a 4-lane roadway with 4-foot shoulders and occasional left turn pockets.

### AREA OBSERVATIONS

This road is a major north/south travel way through Cameron Park between an interchange with U.S. 50 and the town of Rescue. The area is largely residential with a commuter airport at the northern limit of the project. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 3.2 acres. Earthwork for the widening would be moderate to extensive with large cuts and fills in small areas throughout the site.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL	
ROADWAY	1.31	2	2					\$2,040,200	
SHOULDERS	1.31	2	2	4				\$680,067	
EARTHWORK	1.31		2		100%			\$804,740	
MISCELLANEOUS ITEMS*			1		20%			\$705,001	
TRAFFIC CONTROL			2					\$60,000	
							<b>Subtotal</b>	<b>\$4,290,007</b>	
							<b>Mobilization at 10%</b>	<b>\$429,001</b>	
							<b>Contingency at 35%</b>	<b>\$1,501,503</b>	
							<b>Subtotal</b>	<b>\$6,220,511</b>	
PROJECT DELIVERY**							<b>40%</b>	<b>\$2,488,204</b>	
RIGHT OF WAY	***							\$1,900,000	
	****						83,002	\$15	\$1,245,024
								<b>Subtotal</b>	<b>\$3,145,024</b>
							<b>TOTAL</b>	<b>\$11,853,739</b>	

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report

\*\*\*\* Ultimate R/W needed for 2025 Project; Assume area = Length(1.31mi) X 12-ft



## PROJECT 4

### PROJECT DESCRIPTION

This project consists of widening **Durock Road from Robin Lane to South Shingle Road**. Work includes widening the roadway to accommodate a two-way left turn lane.

### AREA OBSERVATIONS

This area is within an established commercial/industrial district. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 3.0 acres. Earthwork for the widening would be minor to moderate with road side ditches and cross-culverts to protect or modify throughout the site. There is one creek crossing with concrete headwalls.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	2.05	1	1					\$1,207,427
SHOULDERS	2.05	2	1	4				\$804,951
EARTHWORK	2.05		2		50%			\$317,370
MISCELLANEOUS ITEMS*			1		20%			\$465,950
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$2,815,699</b>
							<b>Mobilization at 10%</b>	<b>\$281,570</b>
							<b>Contingency at 35%</b>	<b>\$985,495</b>
							<b>Subtotal</b>	<b>\$4,082,763</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$1,633,105</b>
RIGHT OF WAY***								\$2,400,000
							<b>TOTAL</b>	<b>\$8,115,869</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 5

### PROJECT DESCRIPTION

This project consists of widening southbound **El Dorado Hills Boulevard from Lassen Lane to Park Drive**. Work involves addition of a third southbound lane and additional curb, gutter & sidewalk.

### AREA OBSERVATIONS

This area is within an established commercial/business district 2000 ft north of an interchange with Highway 50. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 0.1 acres. Traffic control will be significant during construction due to this area being a commute and shopping thoroughfare. Earthwork is expected to be moderate, while utility relocation is expected to be minor.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.25	1	2					\$194,676
SHOULDERS	0.25	0	1	4				\$0
PCC CURB & GUTTER	0.25	1						\$33,000
PCC SIDEWALK	0.25	1		5				\$66,000
EARTHWORK	0.25		3		100%			\$57,591
MISCELLANEOUS ITEMS*			1		20%			\$70,253
RETAINING WALL								\$250,000
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$691,520</b>
							<b>Mobilization at 10%</b>	<b>\$69,152</b>
							<b>Contingency at 35%</b>	<b>\$242,032</b>
							<b>Subtotal</b>	<b>\$1,002,704</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$401,082</b>
RIGHT OF WAY***								\$100,000
							<b>TOTAL</b>	<b>\$1,503,786</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 6

### PROJECT DESCRIPTION

This project consists of realigning the intersection of **El Dorado Hills Blvd and Francisco Drive**. Work includes new curb, gutter & sidewalk, and signalization of an existing 4-way stop intersection. Realignment is assumed to involve moving the southern leg of El Dorado Hills Blvd to be in-line with Francisco drive.

### AREA OBSERVATIONS

This intersection is currently stop controlled and has crosswalks. Traffic is observed to complete north/south travel by utilizing Francisco Drive instead of the north leg of El Dorado Hills Blvd. An existing frontage lot on the southwest will accommodate the realignment with minimal earthwork. Traffic control will be minor to moderate considering a majority of the work will take place adjacent to the existing intersection. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 3.0 acres. Utility impacts should be minor.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.2	4	2					\$622,962
SHOULDERS	0.2	4	1	4				\$157,064
PCC CURB & GUTTER	0.2	2						\$52,800
PCC SIDEWALK	0.2	2		5				\$105,600
EARTHWORK	0.2		2		50%			\$122,861
MISCELLANEOUS ITEMS*			1		20%			\$212,257
TRAFFIC CONTROL			2					\$60,000
							<b>Subtotal</b>	<b>\$1,333,544</b>
							<b>Mobilization at 10%</b>	<b>\$133,354</b>
							<b>Contingency at 35%</b>	<b>\$466,740</b>
							<b>Subtotal</b>	<b>\$1,933,639</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$773,455</b>
RIGHT OF WAY***								\$4,200,000
							<b>TOTAL</b>	<b>\$6,907,094</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 7

### PROJECT DESCRIPTION

This project consists of adding 10 left turn pockets on **Green Valley Road from Salmon Falls Road to Deer Valley Road** (west). Work involves occasional widening to accommodate installation of the turn pockets.

### AREA OBSERVATIONS

This road is a main east west commute route from the northern county communities to the City of Folsom. Depending on location, earth work for the widening could be moderate to extensive. Utility impact is expected to be minor.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.95	1	2					\$739,767
SHOULDERS	0.95	2	2	4				\$493,178
EARTHWORK	0.95		2		50%			\$182,372
MISCELLANEOUS ITEMS*			1		40%			\$566,127
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$2,001,444</b>
							<b>Mobilization at 10%</b>	<b>\$200,144</b>
							<b>Contingency at 35%</b>	<b>\$700,505</b>
							<b>Subtotal</b>	<b>\$2,902,094</b>
PROJECT DELIVERY**							40%	\$1,160,837
RIGHT OF WAY***								\$0
							<b>TOTAL</b>	<b>\$4,062,931</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 8

### PROJECT DESCRIPTION

This project consists of upgrading **Green Valley Road from Deer Valley Road (east) to Lotus Road**. Upgrading includes widening existing road to (2) 12-foot lanes with paved shoulders and adding 6 left-turn pockets.

### AREA OBSERVATIONS

This road is a main east west commute from the town of Rescue to the town of Lotus in rural El Dorado County. It is a winding, substandard road with roadside ditches draining to many concrete headwall drainage crossing structures that will need widening and possible replacement. Earthwork is moderate to extensive through most of the project site and will involve moderate utility relocation efforts. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 1.7 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL	
ROADWAY	1.86	0.5	1					\$547,760	
SHOULDERS	1.86	2	1	4				\$730,346	
EARTHWORK	1.86		2		50%			\$201,569	
MISCELLANEOUS ITEMS*			1		20%			\$295,935	
EXTEND BOX CULVERTS								\$50,000	
TRAFFIC CONTROL			1					\$20,000	
							<b>Subtotal</b>	<b>\$1,845,610</b>	
							<b>Mobilization at</b>	<b>10%</b>	<b>\$184,561</b>
							<b>Contingency at</b>	<b>35%</b>	<b>\$645,963</b>
							<b>Subtotal</b>	<b>\$2,676,134</b>	
PROJECT DELIVERY**							<b>40%</b>	<b>\$1,070,454</b>	
RIGHT OF WAY***								\$500,000	
							<b>TOTAL</b>	<b>\$4,246,588</b>	

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 9

### PROJECT DESCRIPTION

This project consists of extending **Headington Road southwesterly from Missouri Flat Road to El Dorado Road**. The new road will be a 2-lane arterial with median. This project will not include curb, gutter & sidewalk.

### AREA OBSERVATIONS

The area designated for this project is raw land with a generous amount of trees. There are two properties within the vicinity of the current “T” intersection that may be affected. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 5.8 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.6	3	1					\$1,060,180
SHOULDERS	0.6	4	1	4				\$471,191
EARTHWORK	0.6		4		250%			\$1,207,556
MISCELLANEOUS ITEMS*			2		40%			\$1,095,571
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$3,854,497</b>
							<b>Mobilization at 10%</b>	<b>\$385,450</b>
							<b>Contingency at 35%</b>	<b>\$1,349,074</b>
							<b>Subtotal</b>	<b>\$5,589,021</b>
PROJECT DELIVERY****							<b>40%</b>	<b>\$2,235,608</b>
RIGHT OF WAY***								\$4,100,000
							<b>TOTAL</b>	<b>\$11,924,630</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report





## PROJECT 10

### PROJECT DESCRIPTION

This project consists of widening **Latrobe Road from Investment Blvd to Golden Foothill Parkway (south)**. Work involves widening the existing 2-lane undivided road to a 4-lane divided road with curb, gutter & sidewalk.

### AREA OBSERVATIONS

This road is in a primarily commercial area with current development of residential communities. Traffic control will be moderate due to this road being a major north/south travel way from its interchange with U.S. 50 to the southern county businesses and communities. Earthwork will be minor as will utility relocation. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 2.0 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.54	3	2					\$1,261,498
SHOULDERS	0.54	4	1	4				\$424,072
PCC CURB & GUTTER	0.54	2						\$142,560
PCC SIDEWALK	0.54	2		5				\$285,120
EARTHWORK	0.54		2		50%			\$269,526
MISCELLANEOUS ITEMS*			1		20%			\$476,555
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$2,879,331</b>
							<b>Mobilization at 10%</b>	<b>\$287,933</b>
							<b>Contingency at 35%</b>	<b>\$1,007,766</b>
							<b>Subtotal</b>	<b>\$4,175,030</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$1,670,012</b>
RIGHT OF WAY***								\$2,200,000
							<b>TOTAL</b>	<b>\$8,045,042</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 12

### PROJECT DESCRIPTION

This Project consists of adding a 2-way left turn lane on **Missouri Flat Road from Headington Road to El Dorado Road.**

### AREA OBSERVATIONS

This road is in good condition with a relatively new AC overlay. A widening on the north would involve a cut condition and the south would be flat to a slight fill. There is a fair amount of utilities in the area. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 0.4 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.3	1	2					\$233,611
SHOULDERS	0.3	2	1	4				\$117,798
EARTHWORK	0.3		2		50%			\$57,591
MISCELLANEOUS ITEMS*			1		20%			\$81,800
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$510,799</b>
							<b>Mobilization at 10%</b>	<b>\$51,080</b>
							<b>Contingency at 35%</b>	<b>\$178,780</b>
							<b>Subtotal</b>	<b>\$740,659</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$296,264</b>
RIGHT OF WAY***								\$200,000
							<b>TOTAL</b>	<b>\$1,236,923</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 14A

### PROJECT DESCRIPTION

This project is a new **Missouri Flat Road connector from Missouri Flat Road to State Route 49** north of the town of Diamond Springs. Work involves construction of a new 2-lane road, and roadway fill prism and demolition of buildings and acquisition of right-of-way for a future 4-lane road.

### AREA OBSERVATIONS

This road will be located in a mixed use area with many existing structures and adjacent businesses. Earthwork will be moderate and utility relocation has the potential of be a major issue.

### 2015 PLANNING COST ESTIMATE

From previous 2005 study by URS Corporation		
CONSTRUCTION CAPITAL		\$10,406,659
PROJECT DELIVERY	20%	\$2,081,332
RIGHT OF WAY		\$9,844,198
	<b>TOTAL</b>	<b>\$22,332,188</b>



## PROJECT 14B

### PROJECT DESCRIPTION

This project is a new **Missouri Flat Road connector from State Route 49 to Pleasant Valley Road** through the town of Diamond Springs. Work involves construction of a new 2-lane road, and roadway fill prism and demolition of buildings and acquisition of right-of-way for a future 4-lane road.

### AREA OBSERVATIONS

This road will be located in a mixed use area with many existing structures and adjacent businesses. Earthwork will be moderate and utility relocation has the potential to be a major issue.

### 2015 PLANNING COST ESTIMATE

From previous 2005 study by URS Corporation		
CONSTRUCTION CAPITAL		\$6,928,606
PROJECT DELIVERY	20%	\$1,385,721
RIGHT OF WAY		\$6,562,799
	<b>TOTAL</b>	<b>\$14,877,126</b>



## PROJECT 15

### PROJECT DESCRIPTION

This project involves improving **Mother Lode Drive from South Shingle Road to French Creek Road**. Work includes adding left turn pockets, a two-way left turn lane, and some shoulder work.

### AREA OBSERVATIONS

This road is frontage to US 50 with an interchange at South Shingle Road. This segment is in a commercial/industrial area. Earthwork and utility relocation will be moderate. Traffic control will be moderate due the proximity of the interchange with US 50 and the business traffic along this segment.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.46	1	1					\$270,935
SHOULDERS	0.46	2	1	4				\$180,623
EARTHWORK	0.46		2		50%			\$71,215
MISCELLANEOUS ITEMS*			2		40%			\$209,109
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$751,882</b>
							<b>Mobilization at 10%</b>	<b>\$75,188</b>
							<b>Contingency at 35%</b>	<b>\$263,159</b>
							<b>Subtotal</b>	<b>\$1,090,229</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$436,092</b>
RIGHT OF WAY***								\$0
							<b>TOTAL</b>	<b>\$1,526,321</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 16

### PROJECT DESCRIPTION

This project involves improving **Mother Lode Drive from Greenstone Road to Pleasant Valley Road**. Work includes widening to accommodate adding a two-way left turn lane.

### AREA OBSERVATIONS

This road is a major east/west connection between the community of Shingle Springs and the town of El Dorado. Earthwork for widening will range from minor to major throughout. Traffic control should be moderate and utility relocation should be minor. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 0.2 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	1.13	1	1					\$665,557
SHOULDERS	1.13	4	1	4				\$887,410
EARTHWORK	1.13		3		100%			\$489,834
MISCELLANEOUS ITEMS*			1		20%			\$408,560
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$2,471,362</b>
							<b>Mobilization at 10%</b>	<b>\$247,136</b>
							<b>Contingency at 35%</b>	<b>\$864,977</b>
							<b>Subtotal</b>	<b>\$3,583,475</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$1,433,390</b>
RIGHT OF WAY***								\$100,000
							<b>TOTAL</b>	<b>\$5,116,864</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 17

### PROJECT DESCRIPTION

This project consists of improving **Pleasant Valley Road from El Dorado Road to State Route 49 in the town of El Dorado**. Work includes widening Pleasant Valley Road to accommodate 0.25 miles of two-way left turn lane at the west end and widening shoulders throughout.

### AREA OBSERVATIONS

Earthwork will be minimal for most of the project. Utility impact will be moderate due to the pole locations to the south. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 0.4 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.25	1	1					\$147,247
SHOULDERS	0.25	4	1	4				\$196,330
EARTHWORK	0.25		2		50%			\$54,185
MISCELLANEOUS ITEMS*			1		20%			\$79,552
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$497,314</b>
							<b>Mobilization at 10%</b>	<b>\$49,731</b>
							<b>Contingency at 35%</b>	<b>\$174,060</b>
							<b>Subtotal</b>	<b>\$721,106</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$288,442</b>
RIGHT OF WAY***								\$300,000
							<b>TOTAL</b>	<b>\$1,309,548</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 18

### PROJECT DESCRIPTION

This project consists of improving **Pleasant Valley Road from State Route 49 in the town of Diamond Springs to Big Cut Road**. Work includes periodic widening of Pleasant Valley Road to accommodate 3 left turn pockets, 0.5 miles of 2-way left turn lane, and shoulder widening.

### AREA OBSERVATIONS

This road is a 2-lane meandering road servicing travelers from Somerset to Diamond Springs. Earthwork will be extensive due to large cut and fill slopes. Tree removal may be significant as well. Utility relocation will be minor. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 1.0 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.78	1	1					\$459,411
SHOULDERS	0.78	4	1	4				\$612,548
EARTHWORK	0.78		2		50%			\$169,058
MISCELLANEOUS ITEMS*			1		20%			\$248,204
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$1,509,221</b>
							<b>Mobilization at 10%</b>	<b>\$150,922</b>
							<b>Contingency at 35%</b>	<b>\$528,227</b>
							<b>Subtotal</b>	<b>\$2,188,371</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$875,348</b>
RIGHT OF WAY***								\$600,000
							<b>TOTAL</b>	<b>\$3,663,719</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report





## PROJECT 19

### PROJECT DESCRIPTION

This Project consists of improving **Pleasant Valley Road from Big Cut Road to Cedar Ravine Road**. Work includes widening the roadway to accommodate seven left turn pockets.

### AREA OBSERVATIONS

This road is a 2-lane winding road servicing travelers from Somerset to Diamond Springs. Earthwork will be extensive due to large cut and fill slopes. Tree removal may be significant as well. Utility relocation will be minor. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 0.4 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W (sf)	Land Value (\$/sf)	TOTAL
ROADWAY	0.66	1	1					\$388,733
SHOULDERS	0.66	2	1	4				\$259,155
EARTHWORK	0.66		3		100%			\$204,356
MISCELLANEOUS ITEMS*			1		20%			\$170,449
TRAFFIC CONTROL			1					\$20,000
<b>Subtotal</b>								<b>\$1,042,692</b>
<b>Mobilization at</b>							<b>10%</b>	<b>\$104,269</b>
<b>Contingency at</b>							<b>35%</b>	<b>\$364,942</b>
<b>Subtotal</b>								<b>\$1,511,903</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$604,761</b>
RIGHT OF WAY***								<b>\$100,000</b>
<b>TOTAL</b>								<b>\$2,216,665</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 20

### PROJECT DESCRIPTION

This project consists of improving **Ponderosa Road from North Shingle Road to Meder Road**. Work includes widening the roadway to accommodate four left turn pockets and 0.3 miles of two way left turn lane as well as shoulder repair and widening.

### AREA OBSERVATIONS

This road is a moderately traveled connector between Green Valley Road and US 50. Parking appears to be allowed for the High School on the shoulder at the north end of the project segment. Traffic control will be moderate to extensive in most areas. Earthwork will be moderate due to cut and fill conditions. Utility impact will be moderate as well. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 0.8 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL	
ROADWAY	0.68	1	1					\$400,512	
SHOULDERS	0.68	4	1	4				\$534,017	
EARTHWORK	0.68		3		100%			\$294,767	
MISCELLANEOUS ITEMS*			1		20%			\$245,859	
TRAFFIC CONTROL			2					\$60,000	
							<b>Subtotal</b>	<b>\$1,535,156</b>	
							<b>Mobilization at</b>	<b>10%</b>	<b>\$153,516</b>
							<b>Contingency at</b>	<b>35%</b>	<b>\$537,305</b>
							<b>Subtotal</b>	<b>\$2,225,976</b>	
PROJECT DELIVERY**							<b>40%</b>	<b>\$890,390</b>	
RIGHT OF WAY***								\$600,000	
							<b>TOTAL</b>	<b>\$3,716,366</b>	

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 21

### PROJECT DESCRIPTION

This project consist of constructing **Saratoga Way as a new 2-lane arterial from the end of Saratoga Way to the west county line**. Right-of-Way will be acquired for a 4-lane future widening.

### AREA OBSERVATIONS

The eastern portion of this frontage road was recently realigned. This project will extend the existing road through open, hilly terrain. Earthwork should be major due to the potential cut and fill conditions. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 6.1 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.5	2	2					\$778,702
SHOULDERS	0.5	4	2	4				\$519,135
EARTHWORK	0.5		4		250%			\$959,852
MISCELLANEOUS ITEMS*			2		40%			\$903,076
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$3,180,764</b>
							<b>Mobilization at 10%</b>	<b>\$318,076</b>
							<b>Contingency at 35%</b>	<b>\$1,113,268</b>
							<b>Subtotal</b>	<b>\$4,612,108</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$1,844,843</b>
RIGHT OF WAY***								\$8,500,000
							<b>TOTAL</b>	<b>\$14,956,952</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 22

### PROJECT DESCRIPTION

This Project consists of constructing **Silva Valley Pkwy from US 50 to Entrada St.** Work includes widening a 2-lane road to a 2-lane arterial (with 8'-shoulders) and constructing curb, gutter and sidewalk.

### AREA OBSERVATIONS

The portion north of Entrada Street has been completed. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 3.2 acres for the ultimate 4-lane project.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL	
ROADWAY	0.78	0	0					\$0	
SHOULDERS	0.78	4	2	4				\$809,954	
PCC CURB & GUTTER	0.78	2						\$205,946	
PCC SIDEWALK	0.78	2		5				\$411,893	
EARTHWORK	0.78		3		100%			\$239,610	
MISCELLANEOUS ITEMS*			3		60%			\$1,000,442	
TRAFFIC CONTROL			2					\$60,000	
							<b>Subtotal</b>	<b>\$2,727,845</b>	
							<b>Mobilization at 10%</b>	<b>\$272,784</b>	
							<b>Contingency at 35%</b>	<b>\$954,746</b>	
							<b>Subtotal</b>	<b>\$3,955,375</b>	
PROJECT DELIVERY**							<b>40%</b>	<b>\$1,582,150</b>	
RIGHT OF WAY	***								\$4,500,000
	****					164,736	\$15	\$2,471,040	
								<b>Subtotal</b>	<b>\$6,971,040</b>
							<b>TOTAL</b>	<b>\$12,508,565</b>	

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report

\*\*\*\* Ultimate R/W needed for 2025 Project; Assume Area = Length(0.78mi) X 40-ft.



## PROJECT 23

### PROJECT DESCRIPTION

This project consists of improving **State Route 49 from Pleasant Valley Road (in El Dorado) to Missouri Flat Road**. Work includes widening to accommodate a 2-way left turn lane and shoulder work.

### AREA OBSERVATIONS

This road is located mostly within the business district of El Dorado/Diamond Springs. Earthwork will be minor. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 5.8 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	1.6	1	1					\$942,382
SHOULDERS	1.6	2	1	4				\$628,255
EARTHWORK	1.6		2		50%			\$247,704
MISCELLANEOUS ITEMS*			2		40%			\$727,336
TRAFFIC CONTROL			2					\$60,000
							<b>Subtotal</b>	<b>\$2,605,677</b>
							<b>Mobilization at 10%</b>	<b>\$260,568</b>
							<b>Contingency at 35%</b>	<b>\$911,987</b>
							<b>Subtotal</b>	<b>\$3,778,232</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$1,511,293</b>
RIGHT OF WAY***								\$2,900,000
							<b>TOTAL</b>	<b>\$8,189,524</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 24

### PROJECT DESCRIPTION

This project consists of improving **State Route 49 from State Route 193 (in Cool) to the northern County line**. Work involves adding 2 passing lanes.

### AREA OBSERVATIONS

This road is the only route between the Auburn/Foresthill/US 80 area and the town of Cool and North El Dorado County. Large cut and fill slopes may create moderate to extensive earthwork volumes. Traffic control has the potential to be moderate. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 1.0 acre.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.5	2	1					\$588,989
SHOULDERS	0.5	2	1	4				\$196,330
EARTHWORK	0.5		4		250%			\$619,259
MISCELLANEOUS ITEMS*			1		20%			\$280,916
TRAFFIC CONTROL			1					\$20,000
							<b>Subtotal</b>	<b>\$1,705,493</b>
							<b>Mobilization at 10%</b>	<b>\$170,549</b>
							<b>Contingency at 35%</b>	<b>\$596,923</b>
							<b>Subtotal</b>	<b>\$2,472,965</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$989,186</b>
RIGHT OF WAY***								\$300,000
							<b>TOTAL</b>	<b>\$3,762,151</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report



## PROJECT 25

### PROJECT DESCRIPTION

This project is to construct **Suncast Lane Extension from County Line to White Rock Road.**

### AREA OBSERVATIONS

This is a new identified project may require moderate to extensive earthwork.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.2	2	1					\$235,596
SHOULDERS	0.2	2	1	4				\$78,532
EARTHWORK	0.2		4		250%			\$247,704
MISCELLANEOUS ITEMS*			1		40%			\$224,732
TRAFFIC CONTROL			2					\$20,000
							<b>Subtotal</b>	<b>\$806,564</b>
							<b>Mobilization at 10%</b>	<b>\$80,656</b>
							<b>Contingency at 35%</b>	<b>\$282,297</b>
							<b>Subtotal</b>	<b>\$1,169,517</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$467,807</b>
RIGHT OF WAY								\$300,000
							<b>TOTAL</b>	<b>\$1,937,324</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line



## PROJECT 26

### PROJECT DESCRIPTION

This project is to construct **Suncast Lane Extension from White Rock Road to Latrobe Road.**

### AREA OBSERVATIONS

This is a new identified project may require moderate to extensive earthwork.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL
ROADWAY	0.3	2	1					\$353,393
SHOULDERS	0.3	2	1	4				\$117,798
EARTHWORK	0.3		4		250%			\$371,556
MISCELLANEOUS ITEMS*			1		40%			\$337,099
TRAFFIC CONTROL			2					\$20,000
							<b>Subtotal</b>	<b>\$1,199,845</b>
							<b>Mobilization at 10%</b>	<b>\$119,985</b>
							<b>Contingency at 35%</b>	<b>\$419,946</b>
							<b>Subtotal</b>	<b>\$1,739,776</b>
PROJECT DELIVERY**							<b>40%</b>	<b>\$695,910</b>
RIGHT OF WAY								\$300,000
							<b>TOTAL</b>	<b>\$2,735,686</b>

\* Based on summary of costs above this line

\*\* Based on subtotal above this line





## PROJECT 27A

### PROJECT DESCRIPTION

This project consists of widening **US 50 from the County Line to El Dorado Hills Blvd.** Work includes an EB HOV lane and WB and EB auxiliary lanes. This work will also require the reconstruction of the El Dorado Hill Boulevard Overcrossing – the cost of which is divided between this portion of the US 50 mainline work and the work between El Dorado Hills Boulevard and Silva Valley Road.

### AREA OBSERVATIONS

There is adequate right of way for the work. Caltrans has an approved PR (03-ED-50) on file. Earthwork is expected to be moderate.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W (sf)	Land Value (\$/sf)	TOTAL
ROADWAY	1.7	1	2					\$1,323,794
SHOULDERS	1.7	2.5	2	4				\$1,103,161
EARTHWORK	1.7		2/3		80%			\$717,969
MISCELLANEOUS ITEMS*			2		40%			\$1,257,970
EDHB OC								\$2,750,000
TRAFFIC CONTROL			3					\$700,000
							<b>Subtotal</b>	<b>\$7,852,894</b>
							<b>Mobilization at 10%</b>	<b>\$785,289</b>
							<b>Contingency at 35%</b>	<b>\$2,748,513</b>
							<b>Subtotal</b>	<b>\$11,386,697</b>
PROJECT DELIVERY**							<b>25%</b>	<b>\$2,846,674</b>
RIGHT-OF-WAY								\$0
							<b>TOTAL</b>	<b>\$14,233,371</b>

\* Based on summary of costs above this line

\*\* Based subtotal above this line



## PROJECT 27B

### PROJECT DESCRIPTION

This project consists of widening **US 50 from El Dorado Hills Boulevard to Silva Valley Road**. Work includes WB and EB HOV and truck operational lane. This work will also require the reconstruction of the El Dorado Hill Boulevard Overcrossing – the cost of which is divided between this portion of the US 50 mainline work and the work between Empire Ranch and El Dorado Hills Boulevard. This project also involves widening of the Clarksville Bridge.

### AREA OBSERVATIONS

There is adequate right of way for the work. Caltrans has an approved PR (03-ED-50) on file for the HOV work. Earthwork is expected to be moderate.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W (sf)	Land Value (\$/sf)	TOTAL
ROADWAY	4.8	1	2					\$3,737,771
SHOULDERS	4.8	2.5	2	4				\$3,114,809
EARTHWORK	4.8		2		100%			\$2,027,207
MISCELLANEOUS ITEMS*			2		40%			\$3,551,915
EDHB OC/CLARKSVILLE BRIDGE WIDENING								\$2,750,000
TRAFFIC CONTROL			3					\$900,000
							<b>Subtotal</b>	<b>\$16,081,701</b>
							<b>Mobilization at 10%</b>	<b>\$1,608,170</b>
							<b>Contingency at 35%</b>	<b>\$5,628,595</b>
							<b>Subtotal</b>	<b>\$23,318,467</b>
PROJECT DELIVERY**							<b>25%</b>	<b>\$5,829,617</b>
RIGHT-OF-WAY								\$0
							<b>TOTAL</b>	<b>\$29,148,084</b>

\* Based on summary of costs above this line

\*\* Based subtotal above this line



## PROJECT 27C

### PROJECT DESCRIPTION

This project consists of widening **US 50 from Silva Valley Road to Bass Lake Road**. Work includes WB and EB HOV and truck operational lanes.

### AREA OBSERVATIONS

There is adequate right of way for the work. Caltrans has an approved PR (03-ED-50) on file for the HOV work. Earthwork is expected to range from moderate to extensive and is thus considered major overall.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W (sf)	Land Value (\$/sf)	TOTAL
ROADWAY	1.5	1	2					\$1,168,053
SHOULDERS	1.5	2.5	2	4				\$973,378
EARTHWORK	1.5		4		250%			\$1,583,756
MISCELLANEOUS ITEMS*			3		40%			\$1,490,075
TRAFFIC CONTROL			3					\$500,000
							<b>Subtotal</b>	<b>\$5,715,261</b>
							<b>Mobilization at 10%</b>	<b>\$571,526</b>
							<b>Contingency at 35%</b>	<b>\$2,000,341</b>
							<b>Subtotal</b>	<b>\$8,287,129</b>
PROJECT DELIVERY**							<b>25%</b>	<b>\$2,071,782</b>
RIGHT-OF-WAY								\$0
							<b>TOTAL</b>	<b>\$10,358,911</b>

\* Based on summary of costs above this line

\*\* Based subtotal above this line



## PROJECT 27D

### PROJECT DESCRIPTION

This project consists of widening **US 50 from Bass Lake Road to Cambridge Road**. Work includes a EB truck operational lane.

### AREA OBSERVATIONS

There is adequate right of way for the work. Earthwork is expected to be moderate.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W (sf)	Land Value (\$/sf)	TOTAL
ROADWAY	1.3	1	2					\$1,012,313
SHOULDERS	1.3	2.5	2	4				\$843,594
EARTHWORK	1.3		4		100%			\$549,035
MISCELLANEOUS ITEMS*			3		40%			\$961,977
TRAFFIC CONTROL			3					\$250,000
							<b>Subtotal</b>	<b>\$3,616,919</b>
							<b>Mobilization at 10%</b>	<b>\$361,692</b>
							<b>Contingency at 35%</b>	<b>\$1,265,922</b>
							<b>Subtotal</b>	<b>\$5,244,533</b>
PROJECT DELIVERY**							<b>25%</b>	<b>\$1,311,133</b>
RIGHT-OF-WAY								\$0
							<b>TOTAL</b>	<b>\$6,555,666</b>

\* Based on summary of costs above this line

\*\* Based subtotal above this line



## **PROJECT 28**

### **PROJECT DESCRIPTION**

This project consists of a study of **US 50 through the town of Camino**. Work includes preliminary planning, engineering and environmental analysis.

### **AREA OBSERVATIONS**

This area of US 50 is 4-lanes with a median barrier or a median lane. There are a few left turn areas and one 2-way stop controlled crossing that may be the site for a new interchange.

### **2015 PLANNING COST ESTIMATE**

	<b>TOTAL</b>	<b>\$2,000,000</b>
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## PROJECT 29

### PROJECT DESCRIPTION

This project consists of improving **White Rock Road from Latrobe Road to US 50**. Work includes widening the road from a 2-lane to a 4-lane divided roadway.

### AREA OBSERVATIONS

This project has residential development to the south and shopping centers to the north. Traffic control will be moderate due to the nature of the area. Earthwork will be minor. Utility impacts are assumed to be extensive considering area use and the cost of impacts are assumed to be borne by the utility agencies. Exhibit G of Interim 2004 General Plan Traffic Impact Mitigation Fee Program (GPTIFP) Final Report, estimate a right-of-way acquisition of 5.8 acres.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W***	Land Value (\$/sf)	TOTAL	
ROADWAY	1.14	3	2					\$2,664,680	
SHOULDERS	1.14	4	2	4				\$1,184,302	
PCC CURB & GUTTER	1.14	2						\$301,132	
PCC SIDEWALK	1.14	2		5				\$602,263	
EARTHWORK	1.14		3		100%			\$1,138,649	
MISCELLANEOUS ITEMS*			1		20%			\$1,178,205	
TRAFFIC CONTROL			2					\$60,000	
							<b>Subtotal</b>	<b>\$7,129,232</b>	
							<b>Mobilization at 10%</b>	<b>\$712,923</b>	
							<b>Contingency at 35%</b>	<b>\$2,495,231</b>	
							<b>Subtotal</b>	<b>\$10,337,386</b>	
PROJECT DELIVERY**							<b>40%</b>	<b>\$4,134,954</b>	
RIGHT OF WAY	***							\$6,600,000	
	****						144,543	\$15	\$2,168,148
								<b>Subtotal</b>	<b>\$8,768,148</b>
							<b>TOTAL</b>	<b>\$23,240,488</b>	

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIFP Final Report

\*\*\*\* Ultimate R/W needed for 2025 Project; Assume Area = Length(1.14mi) X 24-ft.



## PROJECT 30

### PROJECT DESCRIPTION

This project consists of improving **White Rock Road from Manchester Drive to Latrobe Road**. Work includes widening the road from a 2-lane to a 4-lane undivided roadway.

### AREA OBSERVATIONS

Traffic control will be moderate due to the nature of the area. Earthwork will be minor. Utility impacts are assumed to be extensive considering area use and the cost of impacts are assumed to be borne by the utility agencies. Right-of-way is assumed to be necessary for the ultimate project.

### 2015 PLANNING COST ESTIMATE

ITEM	LENGTH (mi)	NO. LANES/SIDES	GRADE	WIDTH (ft)	% COST	R/W** (sf)	Land Value (\$/sf)	TOTAL	
ROADWAY	0.35	2	2					\$545,387	
SHOULDERS	0.35	2	2	4				\$181,796	
PCC CURB & GUTTER	0.35	2						\$92,450	
PCC SIDEWALK	0.35	2		5				\$184,900	
EARTHWORK	0.35		3		100%			\$215,124	
MISCELLANEOUS ITEMS*			3		60%			\$731,794	
TRAFFIC CONTROL			2					\$60,000	
<b>Subtotal</b>								<b>\$2,011,452</b>	
							<b>Mobilization at 10%</b>	\$201,145	
							<b>Contingency at 35%</b>	\$704,008	
<b>Subtotal</b>								<b>\$2,916,605</b>	
PROJECT DELIVERY**								<b>40%</b>	<b>\$1,166,642</b>
RIGHT-OF-WAY	***								\$100,000
	****						44,376	\$15	\$665,641
	<b>Subtotal</b>								<b>\$765,641</b>
<b>TOTAL</b>								<b>\$4,848,888</b>	

\* Based on summary of costs above this line

\*\* Based on subtotal above this line

\*\*\* Based from Exhibit G of Interim 2004 GPTIMF Final Report

\*\*\*\* Ultimate R/W needed for 2025 Project; Assume Area = Length(0.35mi) X 24-ft.



## PROJECT 31

### PROJECT DESCRIPTION

This project consists of a study of **Ray Lawyer Drive Extension- from Forni Road to State Route 49**. Work includes preliminary planning, engineering and environmental analysis.

### AREA OBSERVATIONS

This study is for future construction of a new 2-lane road.

### 2015 PLANNING COST ESTIMATE

<b>TOTAL</b>	<b>\$200,000</b>
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## PROJECT 32

### PROJECT DESCRIPTION

This project consists of a study of **Forni Road from City limits to City limits**. Work includes preliminary planning, engineering and environmental analysis.

### AREA OBSERVATIONS

This study is for future reconstruction of a 2-lane road.

### 2015 PLANNING COST ESTIMATE

<b>TOTAL</b>	<b>\$200,000</b>
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## PROJECT 33

### PROJECT DESCRIPTION

This project consists of improvements to the **US 50 and El Dorado Hills Boulevard Interchange** which include: WB ramp modifications and new NB lane.

See Cost Study prepared by HDR, Inc.

### 2015 PLANNING COST ESTIMATE

Obtained from El Dorado County Dept. of Transportation		<b>\$2,325,000</b>
PROJECT DELIVERY	25%	\$581,250
<b>TOTAL</b>		<b>\$2,906,250</b>

## PROJECT 34

### PROJECT DESCRIPTION

This project consists of ultimate improvements to the **US 50 and El Dorado Hills Boulevard Interchange** which include: new WB loop on-ramp and bridge, extension of WB auxiliary lane from El Dorado Hills Blvd. to Empire Ranch, widening of El Dorado Hills Blvd, and a pedestrian overcrossing.

See Cost Study prepared by HDR, Inc.

### 2015 PLANNING COST ESTIMATE

Obtained from El Dorado County Dept. of Transportation		<b>\$17,350,000</b>
PROJECT DELIVERY**	25%	\$4,337,500
<b>TOTAL</b>		<b>\$21,687,500</b>



## PROJECT 35

### PROJECT DESCRIPTION

This project consists of improvements to the **US 50 and Silva Valley Parkway Interchange**.

See Cost Study prepared by Mark Thomas and Co.

### 2015 PLANNING COST ESTIMATE

Obtained from El Dorado County Dept. of Transportation		<b>\$33,600,000</b>
PROJECT DELIVERY	25%	\$8,400,000
<b>TOTAL</b>		<b>\$42,000,000</b>

## PROJECT 36

### PROJECT DESCRIPTION

This project consists of the initial improvements to the **US 50 and Bass Lake Road Interchange**. The final improvements are for the 2025 design year.

See Planning Level Cost Study for US 50 Interchange Improvements report prepared by URS Corporation, Dated April 2006.

### 2015 PLANNING COST ESTIMATE

Obtained from Planning Level Cost Study for US 50 Interchange Improvements		<b>\$6,800,000</b>
PROJECT DELIVERY	25%	\$1,700,000
RIGHT OF WAY		\$500,000
<b>TOTAL</b>		<b>\$9,000,000</b>



## PROJECT 37

### PROJECT DESCRIPTION

This project consists of initial improvements to the **US 50 and Cambridge Drive Interchange**. The final improvements are for the 2025 design year.

See Planning Level Cost Study for US 50 Interchange Improvements report prepared by URS Corporation, Dated April 2006.

### 2025 PLANNING COST ESTIMATE

Obtained from Planning Level Cost Study for US 50 Interchange Improvements		\$5,300,000
PROJECT DELIVERY	25%	\$1,325,000
RIGHT OF WAY		\$800,000
<b>TOTAL</b>		<b>\$7,425,000</b>

## PROJECT 38

### PROJECT DESCRIPTION

This project consists of initial improvements to the **US 50 and Cameron Park Drive Interchange**. The final improvements are for the 2025 design year.

See Planning Level Cost Study for US 50 Interchange Improvements report prepared by URS Corporation, Dated April 2006.

### 2015 PLANNING COST ESTIMATE

Obtained from Planning Level Cost Study for US 50 Interchange Improvements		\$9,900,000
PROJECT DELIVERY	25%	\$2,405,000
RIGHT OF WAY		\$500,000
<b>TOTAL</b>		<b>\$12,805,000</b>



## PROJECT 39

### PROJECT DESCRIPTION

This project consists of the ultimate improvements to the **US 50 and Ponderosa Road Interchange**. The final improvements are for the 2025 design year.

See Planning Level Cost Study for US 50 Interchange Improvements report prepared by URS Corporation, Dated April 2006.

### 2015 PLANNING COST ESTIMATE

Obtained from Planning Level Cost Study for US 50 Interchange Improvements		<b>\$16,300,000</b>
PROJECT DELIVERY	25%	<b>\$4,075,000</b>
RIGHT OF WAY		\$3,700,000
<b>TOTAL</b>		<b>\$24,075,000</b>

## PROJECT 40

### PROJECT DESCRIPTION

This project consists of the ultimate improvements to the **US 50 and El Dorado Road Interchange**. Since these improvements will meet the “build-out” requirements, no further improvements are planned.

See Revised Preliminary Cost Estimate Summary, December 12, 2005 prepared by URS Corporation.

### 2015 PLANNING COST ESTIMATE

Obtained from Project Study Report		<b>\$7,630,000</b>
PROJECT DELIVERY	25%	\$2,032,500
RIGHT OF WAY		\$500,000
<b>TOTAL</b>		<b>\$10,162,500</b>



## PROJECT 41

### PROJECT DESCRIPTION

This project consists of the ultimate improvements to the **US 50 and Missouri Flat Road Interchange**.

See Study prepared by Quincy Engineering – cost study prepared by HDR.

### 2015 PLANNING COST ESTIMATE

Obtained from El Dorado County Dept. of Transportation		<b>\$36,000,000</b>
PROJECT DELIVERY	35%	\$12,500,050
RIGHT OF WAY		\$8,500,000
<b>TOTAL</b>		<b>\$57,000,050</b>

## PROJECT 42

### PROJECT DESCRIPTION

This project is for **Fee Program Development and Updates**. Work includes initial development, one major update, and up to eight minor updates.

### 2015 PLANNING COST ESTIMATE

<b>TOTAL</b>		<b>\$4,000,000</b>
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## PROJECT 43

### PROJECT DESCRIPTION

This project is for **Traffic Signals** at various locations. Work assumes installing 6 traffic signals per year until 2015. A total of sixty new signals are assumed, with \$0.25 million for right of way, \$0.50 million for construction, and 50% of construction costs applied for project delivery.

### 2015 PLANNING COST ESTIMATE

ITEM	TOTAL
CONSTRUCTION	\$30,000,000
PROJECT DELIVERY	\$15,000,000
RIGHT OF WAY	\$15,000,000
<b>TOTAL</b>	<b>\$60,000,000</b>

## PROJECT 44

### PROJECT DESCRIPTION

This project is for **Transit Service Improvements**. Work may include bus fleet expansion and new park and ride facilities.

### 2015 PLANNING COST ESTIMATE

<b>TOTAL</b>	<b>\$5,000,000</b>
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## PROJECT 45

### PROJECT DESCRIPTION

This project is for **Rehabilitating, widening, and reconstructing bridges** at various locations.

### 2015 PLANNING COST ESTIMATE

	<b>TOTAL</b>	<b>\$7,500,000</b>
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