

To: Zach Oates, Senior Civil Engineer
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From: Chris Gregerson, P.E., T.E., AICP

Re: **2024 Technical TIF Program Update**
Study Findings and Summary of Effort

Date: July 26, 2024

The purpose of this technical memorandum is to summarize activities undertaken to update the El Dorado County (EDC) Traffic Impact Fee (TIF). Specifically, this memorandum includes the following:

- **Background** discussion regarding the TIF Program Update
- Overview of **Updates to Travel Demand Model** including land use and roadway network
- Overview of **Level of Service Standards** updates and methodologies
- Results of the **Deficiency Analysis** and **TIF Program Improvements**
- **Fee Zone Updates** and **Fair Share Calculations**
- Summary of the **Improvement Costs** including the average cost increases since the last major update in 2020

Background

The most recent major revision of the TIF Program was adopted on December 8, 2020, via Board Resolution 196-2020. The TIF Program is used to fund transportation improvements over the next 20 years in the unincorporated area of the west slope of El Dorado County (generally defined as the unincorporated area of the County west of the Sierra crest as defined by the TIF Program Zonal boundaries in the TIF Program Schedule). Improvements funded by the TIF Program include new roadways, roadway widenings, roadway intersection improvements and, where appropriate, bridge, safety, and transit improvements.

In conjunction with the currently adopted Capital Improvement Program (CIP), the County has undertaken this update to their TIF Program. The purpose of this update is to re-evaluate the deficiency list based on the most recent version of the Highway Capacity Manual, as required by General Plan Policy TC-Xd. In addition, specific land use and roadway network updates were made to the EDC Travel Demand Model as directed by County staff.

Updates to Travel Demand Model

El Dorado County provided Kimley-Horn with the version of the County’s Travel Demand Model (TDM) that resulted from the 2020 Major TIF Program Update, along with accompanying analysis files. Based on direction from County staff, land use updates were completed to bring the model to a base year of 2023, up from 2018, and update the future year to 2045 to reflect the growth rate adopted by the County Board. Note that due to the growth rates adopted by the County Board being lower than those adopted as part of the 2020 TIF Program Major Update, currently 0.62-percent annually for both residential and non-residential land uses compared to 0.7-percent for residential and 0.67-percent for non-residential land uses, the land use totals in 2045 were lower than those used for 2040 in many parts of the County. This trend is not exclusive to El Dorado County and has been seen throughout California, mostly due to the changes in population growth within the state and the lower influx of residents from other parts of

the country. This has also resulted in fewer roadway deficiencies compared to the 2020 TIF Program Major Update, as described later in this memorandum.

Land use assumptions outside of the County were also updated to reflect current information regarding land use in the area west of the County line. This area of the model is referred to as the “buffer area” and its purpose is to improve model performance by providing land use assumptions that produce traffic assignment for vehicles entering and leaving the County. Specifically, the land use and roadway network in the Folsom Plan Area, south of US-50, was updated to reflect the growth that has occurred since 2018. The update was performed by aggregating parcel data from the City of Folsom into the County’s TAZ structure using GIS methods. The resultant land use totals by TAZ were tabulated into aggregate totals and matched to the County’s TAZ structure. The roadway network details were also updated based on the currently constructed roadways south of US-50 to provide a more realistic movement of vehicles along the County’s border.

Level of Service Definitions

Analysis of transportation facility significant deficiencies is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service were determined using methods defined in the *Highway Capacity Manual (HCM)*, 7th Edition.

Table 1 below displays the segment thresholds by facility type for both the HCM 6th Edition and the HCM 7th Edition, as well as the differences between the two. The factors used to develop the LOS threshold volumes shown included: a K-factor of 0.09, a D-factor of 0.60, rolling terrain (where applicable), and an urban/suburban context instead of a rural context. These factors were developed based on local data and the context of the County as a whole. As is shown in **Table 1**, the majority of the changes in the thresholds found in the HCM 7th Edition are for two-lane and four-lane highways in which the thresholds are higher for the 7th Edition as opposed to the 6th Edition. The remainder of the changes are minor decreases for 3+ lane (one-direction) freeways.

El Dorado County guidelines state that the LOS threshold for facilities within the Community Region boundary is LOS E, while the facilities in the rural parts of the County have a LOS threshold of LOS D. The LOS for arterials analyzed as a part of this effort was determined using the thresholds described in **Table 1**, which remained unchanged in comparison to the 6th Edition.

Two-Lane Highway Facility Analysis

For two-lane highway facilities, the features of the roadway such as the shoulder width, ability to pass other vehicles, speed, lane width, grade, access points, directional volume split, and percentage of heavy vehicles all help to determine the LOS of the facility. The LOS criteria for two-lane roadway segments are shown in **Table 2**, below.

Multilane Highway Facility Analysis

For multilane roadway segments, LOS is determined based on the density of the traffic stream. The LOS criteria for multi-lane roadway segments are shown in **Table 3**, below.

Freeway Facility Analysis

El Dorado County’s traffic study guidelines specify the use of vehicle density (passenger cars/mile/lane) as the appropriate measure of effectiveness for freeway facilities. The LOS criteria for basic freeway segments and freeway merge/diverge segments are summarized in **Table 4**.

Table 1 – HCM 6th and HCM 7th Edition Roadway Segment Thresholds by Facility Type

| CLASS | HCM 6 th Edition | | | | | HCM 7 th Edition | | | | | Delta between HCM 7 th Edition and HCM 6 th Edition | | | | |
|---|-----------------------------|-------|-------|-------|-------|-----------------------------|-------|-------|-------|-------|---|-----|------|------|-----|
| | A | B | C | D | E | A | B | C | D | E | A | B | C | D | E |
| 2R Minor Two-Lane Highway | - | 330 | 710 | 1,310 | 2,480 | - | 950 | 1,490 | 1,960 | 3,000 | - | 620 | 780 | 650 | 520 |
| 2U Major Two-Lane Highway | - | 330 | 710 | 1,310 | 2,480 | - | 1,010 | 1,570 | 2,060 | 3,000 | - | 680 | 860 | 750 | 520 |
| 4M Multilane Four-Lane Highway | - | 1,770 | 2,540 | 3,160 | 3,600 | - | 1,860 | 2,640 | 3,270 | 3,800 | - | 90 | 100 | 110 | 200 |
| 2A Two-Lane Arterial | - | - | 640 | 1,310 | 1,510 | - | - | 640 | 1,310 | 1,510 | - | - | 0 | 0 | 0 |
| 4AU Four-Lane Arterial, Undivided | - | - | 1,360 | 2,770 | 3,030 | - | - | 1,360 | 2,770 | 3,030 | - | - | 0 | 0 | 0 |
| 4AD Four-Lane Arterial, Divided | - | - | 1,430 | 2,910 | 3,180 | - | - | 1,430 | 2,910 | 3,180 | - | - | 0 | 0 | 0 |
| 6AD Six-Lane Arterial, Divided | - | - | 2,210 | 4,480 | 4,790 | - | - | 2,210 | 4,480 | 4,790 | - | - | 0 | 0 | 0 |
| 2F Two Freeway Lanes | - | 2,150 | 2,960 | 3,610 | 4,100 | - | 2,150 | 2,960 | 3,610 | 4,100 | - | 0 | 0 | 0 | 0 |
| 2FA Two Freeway Lanes + Auxiliary Lane | - | 3,150 | 3,960 | 4,610 | 5,100 | - | 3,150 | 3,960 | 4,610 | 5,100 | - | 0 | 0 | 0 | 0 |
| 3F Three Freeway Lanes | - | 3,230 | 4,440 | 5,420 | 6,150 | - | 3,230 | 4,430 | 5,410 | 6,150 | - | 0 | (10) | (10) | 0 |
| 3FA Three Freeway Lanes + Auxiliary Lane | - | 4,230 | 5,440 | 6,420 | 7,150 | - | 4,230 | 5,430 | 6,410 | 7,150 | - | 0 | (10) | (10) | 0 |
| 4F Four Freeway Lanes | - | 4,300 | 5,930 | 7,220 | 8,200 | - | 4,310 | 5,910 | 7,210 | 8,200 | - | 10 | (20) | (10) | 0 |

- Notes:
- 1 Threshold changes between HCM 6th and HCM 7th Edition are highlighted.
 - 2 HCM 6th and 7th Editions Freeway LOS thresholds based on Exhibit 12-39 assuming urban/suburban area, rolling terrain, a K factor of 0.09 and a D factor of 0.60.
 - 3 HCM 6th and 7th Editions Multilane Highway LOS thresholds based on Exhibit 12-41 assuming urban/suburban area, rolling terrain, a K factor of 0.09 and a D factor of 0.60.
 - 4 HCM 6th and 7th Editions Arterial LOS thresholds based on Exhibit 16-16 assuming a K factor of 0.09 and a posted speed limit of 45 mph.
 - 5 HCM 6th Edition Two-lane Highway LOS thresholds based on Exhibit 15-46 assuming Class II Rolling facilities, a K factor of 0.09 and a D factor of 0.60.
 - 6 HCM 7th Edition Two-lane Highway LOS thresholds based on custom service volume table developed for EDC two-lane highways based on new HCM 7th methodology. A K factor of 0.09 and a D factor of 0.60 are still assumed.

Table 2 – Two-Lane Roadway Segment Level of Service Criteria

| Level of Service (LOS) | Follower Density (followers/mi/ln) | |
|------------------------|------------------------------------|----------------------------------|
| | Posted Speed Limit ≥ 50 mph | Posted Speed Limit ≤ 50 mph |
| A | ≤ 2.0 | ≤ 2.5 |
| B | $> 2.0 - 4.0$ | $> 2.5 - 5.0$ |
| C | $> 4.0 - 8.0$ | $> 5.0 - 10.0$ |
| D | $> 8.0 - 12.0$ | $> 10.0 - 15.0$ |
| E | > 12.0 | > 15.0 |

Source: Highway Capacity Manual, 7th Edition

Table 3 – Multi-Lane Roadway Segment Level of Service Criteria

| Level of Service (LOS) | Free Flow Speed (mph) | Density (pc/mi/ln) |
|--------------------------------|-----------------------|--------------------|
| A | All | $> 0 - 11$ |
| B | All | $> 11 - 18$ |
| C | All | $> 18 - 26$ |
| D | All | $> 26 - 35$ |
| E | 60 | $> 35 - 40$ |
| | 55 | $> 35 - 41$ |
| | 50 | $> 35 - 43$ |
| | 45 | $> 35 - 45$ |
| F (demand exceeds capacity) | 60 | > 40 |
| | 55 | > 41 |
| | 50 | > 43 |
| | 45 | > 45 |

Source: Highway Capacity Manual, 7th Edition

Table 4 – Freeway Facility Level of Service Criteria

| Level of Service (LOS) | Basic Segments Density (pc/mi/ln) | Merge/Diverge Segments Density (pc/mi/ln) | Weave Segments Density (pc/mi/ln) |
|------------------------|-----------------------------------|---|-----------------------------------|
| A | ≤ 11 | ≤ 10 | ≤ 10 |
| B | $> 11 - 18$ | $> 10 - 20$ | $> 10 - 20$ |
| C | $> 18 - 26$ | $> 20 - 28$ | $> 20 - 28$ |
| D | $> 26 - 35$ | $> 28 - 35$ | $> 28 - 35$ |
| E | $> 35 - 45$ | > 35 | $> 35 - 43$ |
| F* | $> 45^*$ | * | $> 43^*$ |

Source: Highway Capacity Manual, 7th Edition

* Demand exceeds capacity

Auxiliary Lane Analysis

The freeway analysis and existing CIP document informed the selection of auxiliary lanes to be analyzed. The methodology for weaving analysis was updated for the HCM 7th Edition, but the determination of LOS is based on density for freeway facilities as shown in Table 4.

Deficiency Analysis and TIF Program Improvements

The completion of the deficiency analysis included analyzing the 2045 unimproved condition (future land use on existing roadway network). The County provided all traffic analysis files from the previous TIF Program update effort and operational and planning level traffic analyses, consistent with the 2020 Major TIF Program Update, were completed based on the updated model described previously. The traffic analyses included:

1. Roadway Segment Analysis – 57 County roadways spanning nearly 150 segments as well as the entire state highway system located within El Dorado County spanning 60 segments.
2. Interchange Analysis – several interchanges along US 50 that will be constructed or improved in the future were analyzed (El Dorado Hills Blvd/Latrobe Road, Silva Valley Parkway, Bass Lake Road, Cambridge Road, Cameron Park Drive, Ponderosa Road, El Dorado Road) for the 2045 scenario due to previously identified deficiencies.
3. Parallel Facility Analysis – Several roadway segments that will be constructed or improved in the future (Saratoga Way extension, Country Club Drive realignment and extension, Diamond Springs Parkway, Headington Road, and the Latrobe Road Connector) were analyzed for the 2045 scenario due to previously identified deficiencies.

Traffic analysis assumptions such as the D-Factor, K-Factor, and peak-hour factor (PHF) from the 2020 Major TIF Program Update were maintained for this analysis. The results of the deficiency analysis can be seen in **Appendix A** in both graphical and tabular format. Those facilities that were found to be deficient are listed below:

- US-50 Westbound, El Dorado Hills Boulevard to County Line
- Bass Lake Road, South of Country Club Drive (new alignment)
- Cameron Park Drive, South of Toronto Road
- El Dorado Hills Boulevard, North of Saratoga Way
- Green Valley Road, Francisco Drive to Loch Way
- Latrobe Road, North of Golden Foothill Parkway (N)
- Latrobe Road, North of Investment Boulevard
- White Rock Road, East of Post Street

While no two-lane state highways were found to be deficient at this time, several locations would not provide for any feasible mitigations should they be found to be deficient in the future. One possible solution would be the inclusion of passing lanes rather than a complete widening as described in further detail in the memo previously published as part of the 2020 Major TIF Program Update¹.

Fee Zone Boundaries and Fair Share Calculations

Fee Zone Boundaries

The TIF Program Fee Zones are divided into three zones, Zone A, Zone B, and Zone C. Zone C covers El Dorado Hills, Zone B covers Cameron Park, Shingle Springs, and Diamond Springs, while Zone A covers the

¹ *Vehicle Turnout Analysis for SR 193 and SR 49*. Kimley-Horn. February 15, 2018.

remainder of the Western Slope portions of Unincorporated El Dorado County. The TIF Program Fee Zones can be found in **Appendix B**.

Fair Share Calculations

As completed for the 2020 TIF Program Major Update, for identified TIF Program improvements, the fair share percentages were completed in order to facilitate the determination of cost sharing for each project by TIF Program zone. This was completed using a select link analysis and categorizing trips by origin and destination.

The fair share percentages were determined by using the EDC Travel Demand Model to determine the origins and destinations by TAZ of every vehicle that traveled over each of the roadways associated with the TIF Program improvements. This was completed by conducting a select link run on each of the TIF Program improvement segments in 2023 and 2045 and calculating the growth between the two. In the case of interchanges, select link runs were performed on the ramps and overcrossings comprising that interchange. The PM peak-period trip tables associated with the growth of traffic on the roadway segments associated with the TIF Program improvements and produced by the select link model runs, were then used to determine whether the trip origin/destination pair occurred entirely within the County (internal-internal), had one end in the County and one end outside the County or in Placerville (internal-external or external-internal), or both started and ended outside of the County (external-external). These trips were further segmented by determining in which TIF Program Zone the origin and destination occurred and segmenting it into internal-internal, internal-external, external-internal, and external-external categories based on TIF Program Fee Zones rather than County boundaries.

The total number of trips associated with each TIF Program zone were then divided by the total number of new trips (difference between 2045 and 2023 conditions) to determine the fair share percentage. In the event that this identified deficiency existed under the 2023 condition, the fair share was calculated based on all trips (not just the new trips). These percentages can be seen in **Appendix B**.

TIF Program Improvement Costs

The methodology that was used to prepare project cost estimates was consistent with the 2020 TIF Program Major Update. The approach to estimating the cost to implement each TIF Program improvement included establishing unit costs that will be applied uniformly to all improvement estimates to be included with the 2024 TIF Program Update. The unit costs were developed by utilizing a combination of recently bid infrastructure projects in El Dorado County, as well as the Caltrans Construction Cost Index (CCCI). While yearly cost updates to the CIP projects use the Engineering News-Record (ENR) Construction Cost Index to adjust for inflation, the CCCI was used to update costs from the 2020 TIF Program Major Update as this was the source of the original price estimates. It should be noted that while the annual CIP costs adjusted using the ENR CCI, this rate is relatively consistent with the cost increases seen in the CCCI.

When developing the unit costs for the 2024 update, preference was given to El Dorado County bid data, as that provides a direct comparison with anticipated bid unit costs. For items that did not have a correlating item of work from established bid data, unit costs from the 2020 update were escalated in accordance with CCCI data from January 2020 and July 2024.

The escalation rate applied to unit costs was determined to be 38-percent. The Unit Cost Index for each improvement, provided as **Appendix C**, illustrates the construction items, their 2024 unit costs, an applied cost increase of 38-percent from the CCCI, comparable CIP bid data, and the unit cost being applied to the 2024 TIF Update. The index is color coded to indicate which criteria was used to establish the 2024 unit costs.

Appendix A

Level of Service Results

Multilane Highway Level of Service Results

| Route | Seg | East of Segment | West of Segment | LOS Threshold | 2045 | | | | | | | | | | | |
|-------|-----|------------------------------------|--|---------------|---------------------|---------------------------------|------------------|---------------------|---------------------------------|------------------|---------------------|---------------------------------|------------------|---------------------|---------------------------------|------------------|
| | | | | | Eastbound | | | | | | Westbound | | | | | |
| | | | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | |
| | | | | | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² |
| 50 | 13 | EB OFF TO MAIN STREET | PLACERVILLE, CANAL STREET | E | 45.00 | 11.64 | B | 45.00 | 18.04 | C | 45.00 | 16.78 | B | 45.00 | 16.89 | B |
| 50 | 14 | PLACERVILLE, CANAL STREET | PLACERVILLE, JCT. RTE. 49 | F | 45.00 | 6.82 | A | 45.00 | 12.53 | B | 45.00 | 18.04 | C | 45.00 | 14.84 | B |
| 50 | 15 | PLACERVILLE, JCT. RTE. 49 | PLACERVILLE, COLOMA STREET | F | 45.00 | 6.93 | A | 45.00 | 12.76 | B | 45.00 | 18.62 | C | 45.00 | 15.16 | B |
| 50 | 16 | PLACERVILLE, COLOMA STREET | PLACERVILLE, BEDFORD AVENUE | F | 45.00 | 6.67 | A | 45.00 | 13.00 | B | 45.00 | 18.49 | C | 45.00 | 15.02 | B |
| 50 | 17 | PLACERVILLE, BEDFORD AVENUE | PLACERVILLE, MOSQUITO ROAD OH (BROADWAY) | F | 45.00 | 5.22 | A | 45.00 | 9.93 | A | 45.00 | 14.02 | B | 45.00 | 11.71 | B |
| 50 | 21 | NEW TOWN ROAD | JUNCTION OLD HIGHWAY, CAMINO, WEST | D | 60.00 | 4.77 | A | 60.00 | 9.53 | A | 60.00 | 9.03 | A | 60.00 | 7.18 | A |
| 50 | 22 | JUNCTION OLD HIGHWAY, CAMINO, WEST | EAST CAMINO ROAD | E | 60.00 | 3.00 | A | 60.00 | 9.82 | A | 60.00 | 8.65 | A | 60.00 | 6.60 | A |
| 50 | 26 | OLD CARSON ROAD | ICEHOUSE ROAD | D | 50.00 | 4.64 | A | 50.00 | 9.52 | A | 50.00 | 8.12 | A | 50.00 | 5.68 | A |

¹ Density expressed in pc/mi/ln, passenger cars per mile per lane

Indicates deficiency

Freeway Facility Level of Service Results

| Route | Seg | East of Segment | West of Segment | LOS Threshold | 2045 | | | | | | | | | | | |
|-------|-----|--|----------------------------------|---------------|---------------------|---------------------------------|------------------|---------------------|---------------------------------|------------------|---------------------|---------------------------------|------------------|---------------------|---------------------------------|------------------|
| | | | | | Eastbound | | | | | | Westbound | | | | | |
| | | | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | |
| | | | | | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² | Average Speed (mph) | Density ¹ (pc/mi/ln) | LOS ² |
| 50 | 1 | SACRAMENTO/EL DORADO COUNTY LINE | LATROBE ROAD | E | 65.00 | 16.77 | B | 64.36 | 25.05 | C | 56.31 | 38.77 | F | 65.00 | 17.55 | B |
| 50 | 2 | LATROBE ROAD | BASS LAKE ROAD | D | 65.00 | 12.77 | B | 65.00 | 19.23 | C | 63.03 | 28.13 | D | 64.99 | 22.02 | C |
| 50 | 3 | BASS LAKE ROAD | CAMBRIDGE ROAD | D | 65.00 | 18.94 | C | 64.57 | 24.38 | C | 65.00 | 21.74 | C | 65.00 | 19.78 | C |
| 50 | 4 | CAMBRIDGE ROAD | CAMERON PARK DRIVE | E | 65.00 | 17.17 | B | 64.09 | 25.81 | C | 65.00 | 21.60 | C | 65.00 | 17.91 | B |
| 50 | 5 | CAMERON PARK DRIVE | PONDEROSA ROAD | E | 65.00 | 19.06 | C | 59.50 | 34.00 | D | 63.00 | 28.18 | D | 64.94 | 22.54 | C |
| 50 | 6 | PONDEROSA ROAD | SHINGLE SPRINGS | D | 65.00 | 14.81 | B | 64.94 | 22.54 | C | 65.00 | 21.10 | C | 65.00 | 18.98 | C |
| 50 | 7 | SHINGLE SPRINGS | GREENSTONE ROAD | D | 65.00 | 14.01 | B | 64.94 | 22.54 | C | 65.00 | 19.06 | C | 65.00 | 16.85 | B |
| 50 | 8 | GREENSTONE ROAD | EL DORADO ROAD | D | 65.00 | 10.55 | A | 65.00 | 15.87 | B | 65.00 | 14.63 | B | 65.00 | 13.30 | B |
| 50 | 9 | EL DORADO ROAD | MISSOURI FLAT ROAD | E | 65.00 | 10.37 | A | 65.00 | 15.61 | B | 65.00 | 14.19 | B | 65.00 | 13.03 | B |
| 50 | 10 | MISSOURI FLAT ROAD | PLACERVILLE, FAIRGROUNDS | E | 65.00 | 7.55 | A | 65.00 | 11.06 | B | 65.00 | 10.55 | A | 65.00 | 9.28 | A |
| 50 | 11 | PLACERVILLE, FAIRGROUNDS | WEST PLACERVILLE | E | 65.00 | 8.25 | A | 65.00 | 12.68 | B | 65.00 | 11.62 | B | 65.00 | 11.97 | B |
| 50 | 12 | WEST PLACERVILLE | EB OFF TO MAIN STREET | E | 65.00 | 9.58 | A | 65.00 | 15.16 | B | 65.00 | 14.10 | B | 65.00 | 14.01 | B |
| 50 | 18 | PLACERVILLE, MOSQUITO ROAD OH (BROADWAY) | PLACERVILLE, SCHNELL SCHOOL ROAD | E | 55.00 | 7.16 | A | 55.00 | 13.17 | B | 55.00 | 12.74 | B | 55.00 | 10.53 | A |
| 50 | 19 | PLACERVILLE, SCHNELL SCHOOL ROAD | PLACERVILLE, POINT VIEW DRIVE | E | 55.00 | 6.85 | A | 55.00 | 13.38 | B | 55.00 | 12.74 | B | 55.00 | 10.43 | A |
| 50 | 20 | PLACERVILLE, POINT VIEW DRIVE | NEW TOWN ROAD | D | 65.00 | 5.53 | A | 65.00 | 10.87 | A | 65.00 | 10.34 | A | 65.00 | 8.47 | A |
| 50 | 23 | EAST CAMINO ROAD | SAWMILL (POLLOCK PINES) | E | 65.00 | 2.25 | A | 65.00 | 7.09 | A | 65.00 | 6.29 | A | 65.00 | 4.85 | A |
| 50 | 24 | SAWMILL (POLLOCK PINES) | SLY PARK ROAD | E | 65.00 | 2.42 | A | 65.00 | 4.74 | A | 65.00 | 3.94 | A | 65.00 | 2.95 | A |

¹ Density expressed in pc/mi/ln, passenger cars per mile per lane

Indicates deficiency

Two-Lane Highway Level of Service Results

| Route | Seg | North/East of Segment | South/West of Segment | LOS Threshold | 2045 | | | | | | | | | | | |
|-------|-----|---------------------------------------|---------------------------------------|---------------|-----------------------|-------------------|------------------|-----------------------|-------------------|------------------|-----------------------|-------------------|------------------|-----------------------|-------------------|------------------|
| | | | | | Eastbound | | | | | | Westbound | | | | | |
| | | | | | AM Peak | | | PM Peak | | | AM Peak | | | PM Peak | | |
| | | | | | Percent Followers (%) | Followers Density | LOS ¹ | Percent Followers (%) | Followers Density | LOS ¹ | Percent Followers (%) | Followers Density | LOS ¹ | Percent Followers (%) | Followers Density | LOS ¹ |
| 49 | 1 | AMADOR/EL DORADO COUNTY LINE | NASHVILLE, SOUTH | D | 30.4% | 0.9 | A | 20.4% | 0.3 | A | 12.7% | 0.1 | A | 30.3% | 0.9 | A |
| 49 | 2 | NASHVILLE, SOUTH | CHINA HILL ROAD | D | 38.9% | 1.8 | A | 25.3% | 0.6 | A | 16.0% | 0.2 | A | 39.8% | 1.9 | A |
| 49 | 3 | CHINA HILL ROAD | EL DORADO, UNION MINE ROAD | D | 48.1% | 3.4 | B | 29.3% | 0.9 | A | 21.6% | 0.4 | A | 49.4% | 3.7 | B |
| 49 | 4 | EL DORADO, UNION MINE ROAD | EL DORADO, PLEASANT VALLEY ROAD | E | 54.8% | 13.8 | D | 37.7% | 3.9 | B | 24.5% | 0.6 | A | 54.9% | 5.4 | C |
| 49 | 5 | EL DORADO, PLEASANT VALLEY ROAD | MISSOURI FLAT ROAD | F | 72.1% | 16.8 | E | 50.1% | 4.8 | B | 42.6% | 4.6 | B | 72.2% | 31.5 | E |
| 49 | 6 | MISSOURI FLAT ROAD | DIAMOND SPRINGS, PLEASANT VALLEY ROAD | F | 76.4% | 25.5 | E | 55.8% | 7.8 | C | 46.3% | 4.2 | B | 77.4% | 26.6 | E |
| 49 | 7 | DIAMOND SPRINGS, PLEASANT VALLEY ROAD | PLACERVILLE, FISKE ROAD | E | 63.6% | 8.4 | D | 44.5% | 2.7 | B | 31.5% | 1.0 | A | 63.8% | 8.6 | D |
| 49 | 8 | PLACERVILLE, FISKE ROAD | PLACERVILLE, PACIFIC/ MAIN STREETS | E | 68.9% | 27.6 | E | 50.5% | 8.6 | C | 43.3% | 3.8 | B | 72.4% | 23.3 | E |
| 49 | 9 | PLACERVILLE, PACIFIC/ MAIN STREETS | PLACERVILLE, JCT. RTE. 50 | F | 68.7% | 25.5 | E | 49.3% | 7.5 | C | 42.6% | 4.5 | B | 70.6% | 27.4 | E |
| 49 | 10 | PLACERVILLE, JCT. RTE. 50 | JCT. RTE. 193 NORTH | F | 57.3% | 17.3 | E | 36.7% | 3.7 | B | 33.4% | 2.9 | B | 57.4% | 18.6 | E |
| 49 | 11 | JCT. RTE. 193 NORTH | DIANA STREET | D | 50.3% | 6.3 | C | 30.4% | 1.4 | A | 25.7% | 0.8 | A | 51.0% | 6.3 | C |
| 49 | 12 | DIANA STREET | GOLD HILL ROAD | D | 44.8% | 2.8 | B | 28.0% | 0.7 | A | 22.9% | 0.4 | A | 46.5% | 3.2 | B |
| 49 | 13 | GOLD HILL ROAD | COLOMA, JCT. RTE. 153 WEST | D | 34.7% | 1.8 | A | 19.8% | 0.4 | A | 15.4% | 0.2 | A | 35.9% | 2.0 | A |
| 49 | 14 | COLOMA, JCT. RTE. 153 WEST | MARSHALL GRADE ROAD (TO GEORGETOWN) | D | 56.0% | 7.0 | C | 33.9% | 1.5 | A | 28.5% | 0.9 | A | 57.6% | 7.5 | C |
| 49 | 15 | MARSHALL GRADE ROAD (TO GEORGETOWN) | HASTINGS CREEK BRIDGE | D | 50.2% | 5.4 | C | 30.9% | 1.3 | A | 23.6% | 0.7 | A | 52.4% | 6.0 | C |
| 49 | 16 | HASTINGS CREEK BRIDGE | COOL, JCT. RTE. 193 EAST | D | 54.5% | 4.9 | C | 32.2% | 1.1 | A | 25.3% | 0.6 | A | 56.2% | 5.4 | C |
| 49 | 17 | COOL, JCT. RTE. 193 EAST | EL DORADO/PLACER COUNTY LINE | F | 81.7% | 22.2 | E | 59.3% | 6.4 | C | 51.0% | 3.9 | B | 83.1% | 24.3 | E |
| 50 | 25 | SLY PARK ROAD | ICEHOUSE ROAD | E | 29.8% | 1.3 | A | 46.8% | 4.1 | A | 42.3% | 3.1 | A | 34.0% | 1.8 | A |
| 50 | 27 | ICEHOUSE ROAD | W O ALDER RIDGE ROAD | F | 39.1% | 1.7 | A | 55.7% | 4.9 | C | 51.9% | 3.9 | B | 43.6% | 2.3 | B |
| 50 | 28 | W O ALDER RIDGE ROAD | SILVER FORK ROAD | F | 30.5% | 1.3 | A | 47.1% | 4.0 | A | 43.7% | 3.3 | A | 34.1% | 1.8 | A |
| 50 | 29 | SILVER FORK ROAD | WRIGHTS LAKE ROAD | F | 30.4% | 1.3 | A | 47.0% | 4.0 | A | 52.0% | 4.0 | B | 42.9% | 2.2 | B |
| 50 | 30 | WRIGHTS LAKE ROAD | STRAWBERRY LN | F | 30.4% | 1.3 | A | 47.0% | 4.0 | A | 43.6% | 3.2 | A | 34.1% | 1.7 | A |
| 50 | 31 | STRAWBERRY LN | SLIPPERY FORD ROAD | F | 30.4% | 1.3 | A | 47.1% | 4.0 | A | 43.6% | 3.2 | A | 34.1% | 1.7 | A |
| 50 | 32 | SLIPPERY FORD ROAD | SIERRA-AT-TAHOE ROAD | F | 30.4% | 1.3 | A | 47.1% | 4.0 | A | 52.0% | 4.0 | B | 42.9% | 2.2 | B |
| 50 | 33 | SIERRA-AT-TAHOE ROAD | ECHO LAKE ROAD | F | 30.4% | 1.3 | A | 47.0% | 4.0 | A | 43.6% | 3.2 | A | 34.1% | 1.7 | A |
| 153 | 1 | JCT. RTE. 49 | COLD SPRINGS ROAD | D | 23.7% | 0.8 | A | 34.8% | 2.7 | B | 32.5% | 2.1 | A | 31.2% | 1.9 | A |
| 153 | 2 | COLD SPRINGS ROAD | MARSHALL'S MONUMENT | D | 26.4% | 0.4 | A | 21.7% | 0.2 | A | 15.2% | 0.1 | A | 30.3% | 0.7 | A |
| 193 | 1 | COOL, JCT. RTE. 49 | AMERICAN RIVER ROAD | D | 27.0% | 0.7 | A | 47.5% | 3.3 | B | 47.5% | 3.3 | B | 32.8% | 1.2 | A |
| 193 | 2 | AMERICAN RIVER ROAD | AUBURN LAKE TRAIL ROAD | D | 23.3% | 0.5 | A | 42.4% | 2.4 | B | 41.5% | 2.3 | B | 28.5% | 0.8 | A |
| 193 | 3 | AUBURN LAKE TRAIL ROAD | EVERGREEN COURT ROAD | D | 28.6% | 0.8 | A | 47.4% | 3.2 | B | 46.6% | 3.1 | B | 34.1% | 1.2 | A |
| 193 | 4 | EVERGREEN COURT ROAD | GEORGETOWN, LOWER MAIN STREET | D | 22.7% | 0.6 | A | 39.7% | 3.1 | B | 38.0% | 2.0 | A | 24.5% | 0.6 | A |
| 193 | 5 | GEORGETOWN, LOWER MAIN STREET | BLACK OAK MINE ROAD | D | 25.4% | 0.8 | A | 12.7% | 0.1 | A | 11.0% | 0.1 | A | 25.6% | 0.8 | A |
| 193 | 6 | BLACK OAK MINE ROAD | GARDEN VALLEY ROAD | D | 16.9% | 0.3 | A | 7.1% | 0.0 | A | 7.1% | 0.0 | A | 16.9% | 0.3 | A |
| 193 | 7 | GARDEN VALLEY ROAD | JCT. RTE. 49 | D | 26.9% | 0.6 | A | 15.3% | 0.1 | A | 12.7% | 0.1 | A | 28.4% | 0.7 | A |

¹ Level of service for two-lane highways is based on criteria in Chapter 15, HCM 6th Edition

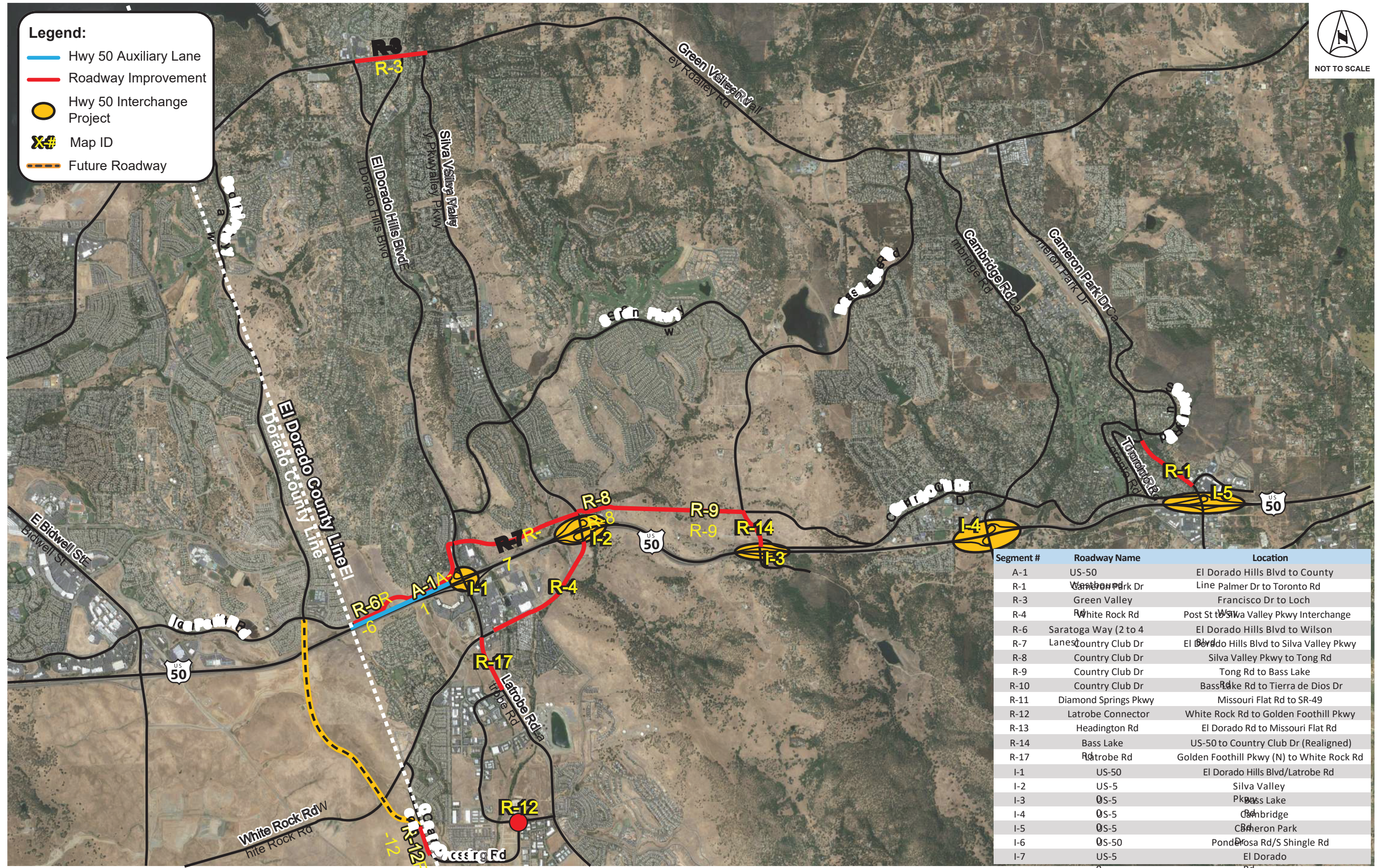
Indicates deficiency

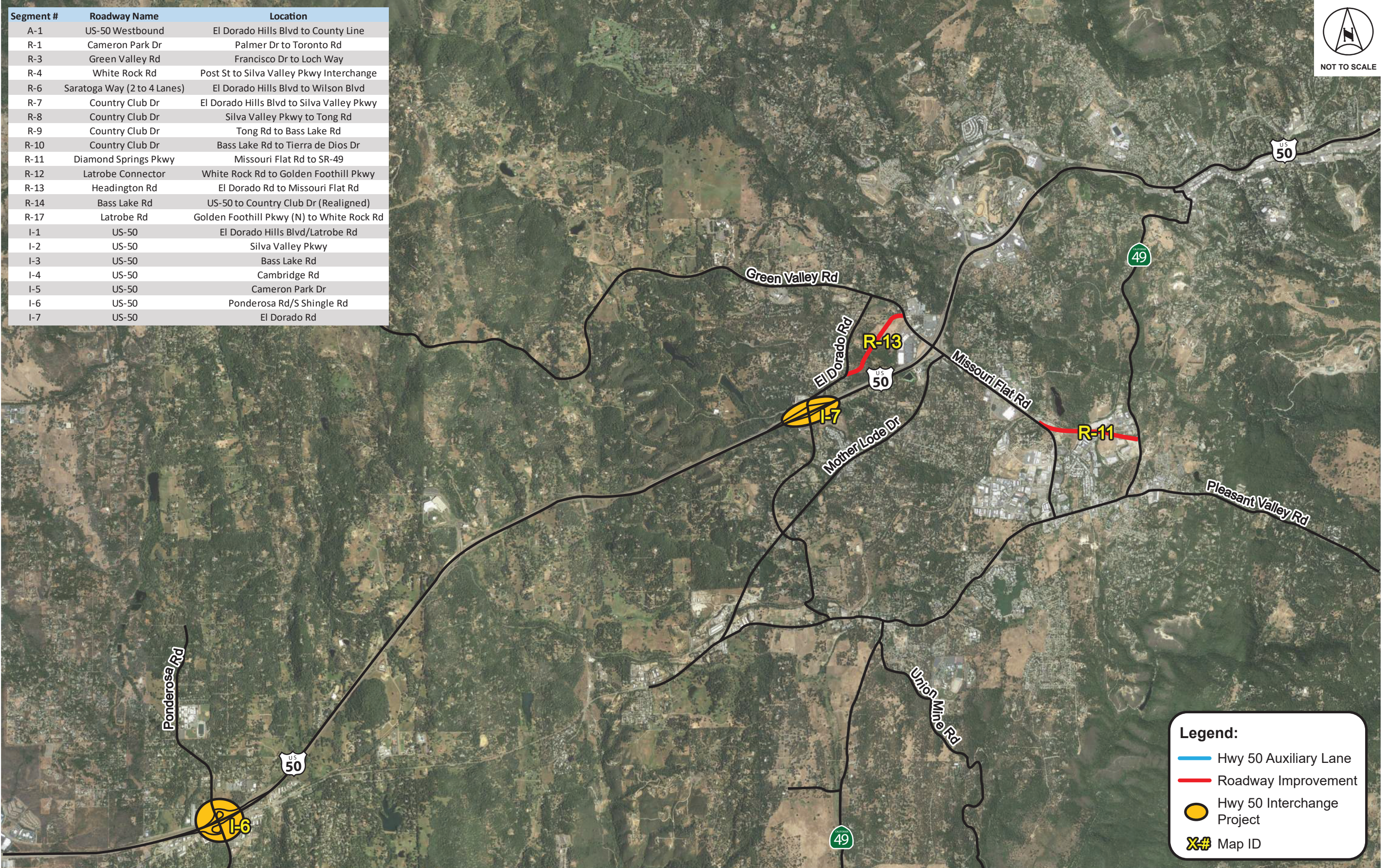
County Roadway Segment Level of Service Results (2020)

| ID | Name | Location | Area | Type | LOS Threshold | 2045 | | | |
|----|----------------------|-------------------------------------|------------------|------|---------------|-----------|-----|-----------|-----|
| | | | | | | AM Volume | LOS | PM Volume | LOS |
| 1 | Bass Lake Rd | North of Country Club Dr | Rural | 2AU | E | 1320 | E | 1580 | F |
| 2 | Bass Lake Rd | South of Green Valley Rd | Community Region | 2AU | E | 470 | A-C | 520 | A-C |
| 3 | Bass Lake Rd | North of Serrano Pkwy | Community Region | 2AU | E | 1070 | D | 1140 | D |
| 4 | Bassi Rd | West of Lotus Rd | Rural | 2AU | D | 70 | A-C | 80 | A-C |
| 5 | Bedford Ave | At City Limit | Rural | 2AU | D | 40 | A-C | 50 | A-C |
| 6 | Broadway | At City Limit | Community Region | 2AU | E | 250 | A-C | 320 | A-C |
| 7 | Bucks Bar Rd | South Pleasant Valley Rd | Rural | 2AU | D | 410 | A-C | 450 | A-C |
| 8 | Bucks Bar Rd | North of Mt Aukum Rd | Rural | 2AU | D | 310 | A-C | 340 | A-C |
| 9 | Cambridge Rd | North of Country Club Dr | Exception F | 2AU | F | 760 | D | 900 | D |
| 10 | Cambridge Rd | South of Country Club Dr | Community Region | 2AU | E | 840 | D | 860 | D |
| 11 | Cambridge Rd | At US 50 Overcrossing | Community Region | 2AU | E | 720 | D | 980 | D |
| 12 | Cambridge Rd | South of Green Valley Rd | Community Region | 2AU | E | 490 | A-C | 610 | A-C |
| 13 | Cambridge Rd | North of Oxford Rd | Community Region | 2AU | E | 410 | A-C | 490 | A-C |
| 14 | Cameron Park Dr | North of Coach Ln | Community Region | 4AD | E | 2510 | D | 2810 | D |
| 15 | Cameron Park Dr | South of Hacienda Dr | Community Region | 2AU | E | 1520 | F | 1700 | F |
| 16 | Cameron Park Dr | South of Green Valley Rd | Community Region | 2AU | E | 720 | D | 830 | D |
| 17 | Cameron Park Dr | North of Mira Loma Dr | Community Region | 2AU | E | 1080 | D | 1270 | D |
| 18 | Cameron Park Dr | South of Robin Ln | Community Region | 2AU | E | 1070 | D | 1300 | D |
| 19 | Cameron Park Dr | North of Robin Ln | Exception F | 2AU | F | 960 | D | 1140 | D |
| 20 | Carson Rd | East of Barkley Rd | Community Region | 2AU | E | 210 | A-C | 280 | A-C |
| 21 | Carson Rd | At Carson Ct | Rural | 2AU | D | 170 | A-C | 260 | A-C |
| 22 | Carson Rd | West of Gatlin Rd | Rural | 2AU | D | 120 | A-C | 170 | A-C |
| 23 | Carson Rd | East of Ponderosa Way | Community Region | 2AU | E | 200 | A-C | 260 | A-C |
| 24 | China Garden Rd | East of Missouri Flat Rd | Community Region | 2AU | E | 300 | A-C | 400 | A-C |
| 25 | China Garden Rd | North of SR 49 | Community Region | 2AU | E | 170 | A-C | 200 | A-C |
| 26 | Cold Springs Rd | South of Gold Hill Rd | Rural | 2AU | D | 250 | A-C | 340 | A-C |
| 27 | Cold Springs Rd | South of SR 153 | Rural | 2AU | D | 180 | A-C | 220 | A-C |
| 28 | Country Club Dr | East of Bass Lake Rd | Rural | 2AU | D | 560 | A-C | 530 | A-C |
| 29 | Country Club Dr | West of Knollwood Dr | Community Region | 2AU | E | 440 | A-C | 410 | A-C |
| 30 | Country Club Dr | East of Cambridge Rd | Community Region | 2AU | E | 380 | A-C | 540 | A-C |
| 31 | Country Club Dr | East of Merrychase Dr | Community Region | 2AU | E | 380 | A-C | 330 | A-C |
| 32 | Country Club Dr | West of Cameron Park Dr | Community Region | 2AU | E | 390 | A-C | 590 | A-C |
| 33 | Durock Rd | West of S. Shingle Rd | Community Region | 2AU | E | 840 | D | 990 | D |
| 34 | El Dorado Hills Blvd | South of Wilson Blvd | Community Region | 4AD | E | 1730 | D | 1790 | D |
| 35 | El Dorado Hills Blvd | North of Wilson Blvd | Community Region | 4AD | E | 1840 | D | 1840 | D |
| 36 | El Dorado Hills Blvd | North of Saratoga Way | Community Region | 4AD | E | 3220 | F | 3260 | F |
| 37 | El Dorado Hills Blvd | South of Francisco Dr | Community Region | 2AU | E | 1060 | D | 1080 | D |
| 38 | El Dorado Hills Blvd | South of Green Valley Rd | Community Region | 2AU | E | 520 | A-C | 520 | A-C |
| 39 | El Dorado Hills Blvd | North of Harvard Way | Community Region | 4AD | E | 1260 | A-C | 1430 | D |
| 40 | El Dorado Rd | South of US 50 | Community Region | 2AU | E | 350 | A-C | 380 | A-C |
| 41 | El Dorado Rd | North of Pleasant Valley Rd | Community Region | 2AU | E | 270 | A-C | 260 | A-C |
| 42 | El Dorado Rd | South of Missouri Flat Rd | Community Region | 2AU | E | 230 | A-C | 300 | A-C |
| 43 | Enterprise Dr | East of Forni Rd | Community Region | 2AU | E | 280 | A-C | 380 | A-C |
| 44 | Fairplay Rd | South of Mt Aukum Rd | Rural | 2AU | D | 180 | A-C | 200 | A-C |
| 45 | Forni Rd | North of SR 49 | Community Region | 2AU | E | 310 | A-C | 270 | A-C |
| 46 | Forni Rd | West of Arroyo Vista Way | Community Region | 2AU | E | 100 | A-C | 130 | A-C |
| 47 | Francisco Dr | South of Green Valley Rd | Community Region | 2AU | E | 750 | D | 1030 | D |
| 48 | French Creek Rd | North of Old French Town Rd | Rural | 2AU | D | 230 | A-C | 270 | A-C |
| 49 | Gold Hill Rd | East of Lotus Road | Rural | 2AU | D | 200 | A-C | 190 | A-C |
| 50 | Gold Hill Rd | East of Cold Springs Rd | Rural | 2AU | D | 60 | A-C | 50 | A-C |
| 51 | Gold Hill Rd | West of Cold Springs Rd | Rural | 2AU | D | 190 | A-C | 170 | A-C |
| 52 | Green Valley Rd | West of Sophia Pkwy | Community Region | 4AU* | E | 1950 | D | 2110 | D |
| 53 | Green Valley Rd | West of Weber Creek | Rural | 2AU | D | 290 | A-C | 350 | A-C |
| 54 | Green Valley Rd | West of Silva Valley Rd | Community Region | 2AU | E | 1320 | E | 1520 | F |
| 55 | Green Valley Rd | East of Mormon Island Dr | Community Region | 4AD | E | 2150 | D | 2500 | D |
| 56 | Green Valley Rd | West of Mormon Island Dr | Community Region | 4AD | E | 2210 | D | 2500 | D |
| 57 | Green Valley Rd | East of Sophia Pkwy | Community Region | 4AD | E | 2150 | D | 2800 | D |
| 58 | Green Valley Rd | East of Francisco Dr | Community Region | 2AU | E | 1370 | E | 1220 | D |
| 59 | Green Valley Rd | West of Bass Lake Rd | Community Region | 2AU | E | 1390 | E | 1060 | D |
| 60 | Green Valley Rd | East of Bass Lake Rd | Community Region | 2AU | E | 1040 | D | 1240 | D |
| 61 | Green Valley Rd | East of La Crescenta Dr | Community Region | 2AU | E | 620 | A-C | 760 | D |
| 62 | Green Valley Rd | East of Deer Valley Rd | Rural | 2AU | D | 360 | A-C | 460 | A-C |
| 63 | Green Valley Rd | West of Lotus Rd | Rural | 2AU | D | 530 | A-C | 590 | A-C |
| 64 | Green Valley Rd | West of Greenstone Rd | Rural | 2AU | D | 320 | A-C | 380 | A-C |
| 65 | Green Valley Rd | West of Missouri Flat Rd | Community Region | 2AU | E | 640 | D | 560 | A-C |
| 66 | Green Valley Rd | West of Campus Dr | Rural | 2AU | D | 360 | A-C | 430 | A-C |
| 67 | Greenstone Rd | North of US 50 | Rural | 2AU | D | 290 | A-C | 290 | A-C |
| 68 | Greenstone Rd | North of Mother Lode Dr | Community Region | 2AU | E | 160 | A-C | 140 | A-C |
| 69 | Grizzly Flat Rd | East of Mt Aukum Rd | Rural | 2AU | D | 170 | A-C | 180 | A-C |
| 70 | Harvard Way | East of El Dorado Hills Blvd | Community Region | 4AU | E | 550 | A-C | 750 | A-C |
| 71 | Harvard Way | West of Silva Valley Pkwy | Community Region | 4AU | E | 770 | A-C | 820 | A-C |
| 72 | Ice House Rd | North of US 50 | Rural | 2AU | D | 150 | A-C | 170 | A-C |
| 73 | Latrobe Rd | North of County Line | Rural | 2AU | D | 430 | A-C | 550 | A-C |
| 74 | Latrobe Rd | South of Investment Blvd | Community Region | 2AU | E | 1120 | D | 1280 | D |
| 75 | Latrobe Rd | North of Golden Foothill Pkwy South | Community Region | 4AD | E | 2240 | D | 2120 | D |
| 76 | Latrobe Rd | North of Investment Blvd | Community Region | 2AU | E | 1440 | E | 1510 | F |
| 77 | Latrobe Rd | North of Golden Foothill Pkwy | Community Region | 4AD | E | 3000 | E | 3180 | F |

| | | | | | | | | | |
|-----|----------------------|--------------------------------|------------------|-----|---|------|-----|------|-----|
| 78 | Latrobe Rd | North of White Rock Rd | Community Region | 6AD | E | 4320 | D | 4450 | D |
| 79 | Lotus Rd | South of Thompson Hill Rd | Rural | 2AU | D | 330 | A-C | 410 | A-C |
| 80 | Lotus Rd | North Green Valley Rd | Rural | 2AU | D | 670 | D | 710 | D |
| 81 | Lotus Rd | South of SR 49 | Rural | 2AU | D | 390 | A-C | 240 | A-C |
| 82 | Luneman Rd | West of Lotus Rd | Rural | 2AU | D | 300 | A-C | 270 | A-C |
| 83 | Marshall Rd | East of SR 49 | Rural | 2AU | D | 300 | A-C | 380 | A-C |
| 84 | Marshall Rd | East of Garden Valley Rd | Rural | 2AU | D | 250 | A-C | 410 | A-C |
| 85 | Marshall Rd | South of Lower Main St | Rural | 2AU | D | 40 | A-C | 50 | A-C |
| 86 | Meder Rd | East of Cameron Park Dr | Community Region | 2AU | E | 880 | D | 920 | D |
| 87 | Meder Rd | West of Ponderosa Rd | Community Region | 2AU | E | 600 | A-C | 620 | A-C |
| 88 | Missouri Flat Rd | West of El Dorado Rd | Community Region | 2AU | E | 890 | D | 620 | A-C |
| 89 | Missouri Flat Rd | East of El Dorado Rd | Community Region | 2AU | E | 830 | D | 710 | D |
| 90 | Missouri Flat Rd | South of China Garden Rd | Community Region | 2AU | E | 1280 | D | 1410 | E |
| 91 | Missouri Flat Rd | North of SR 49 | Community Region | 2AU | E | 1130 | D | 1260 | D |
| 92 | Missouri Flat Rd | North of Forni Rd | Exception F | 4AD | F | 2470 | D | 2850 | D |
| 93 | Missouri Flat Rd | South of Forni Rd | Exception F | 4AD | F | 1900 | D | 2020 | D |
| 94 | Mormon Emigrant Trl | East of Sly Park Rd | Rural | 2AU | D | 90 | A-C | 80 | A-C |
| 95 | Mosquito Rd | At City Limit | Community Region | 2AU | E | 260 | A-C | 270 | A-C |
| 96 | Mosquito Rd | South of American River Bridge | Rural | 2AU | D | 90 | A-C | 90 | A-C |
| 97 | Mother Lode Dr | East of French Creek Rd | Community Region | 2AU | E | 1210 | D | 1000 | D |
| 98 | Mother Lode Dr | West of Sunset Ln | Community Region | 2AU | E | 1340 | E | 1470 | E |
| 99 | Mother Lode Dr | West of Pleasant Valley Rd | Community Region | 2AU | E | 970 | D | 1050 | D |
| 100 | Mother Lode Dr | East of Pleasant Vally Rd | Community Region | 2AU | E | 230 | A-C | 340 | A-C |
| 101 | Mt Aukum Rd | North of County Line | Rural | 2AU | D | 120 | A-C | 140 | A-C |
| 102 | Mt Aukum Rd | South of Bucks Bar Rd | Rural | 2AU | D | 330 | A-C | 330 | A-C |
| 103 | Mt Aukum Rd | South of Pleasant Valley Rd | Rural | 2AU | D | 180 | A-C | 240 | A-C |
| 104 | Mt Murphy Rd | North of SR 49 | Rural | 2AU | D | 90 | A-C | 100 | A-C |
| 105 | Mt Murphy Rd | South of Marshall Rd | Rural | 2AU | D | 80 | A-C | 90 | A-C |
| 106 | N Shingle Rd | South of Green Valley Rd | Rural | 2AU | D | 470 | A-C | 490 | A-C |
| 107 | Newtown Rd | North of Pioneer Hill Rd | Rural | 2AU | D | 240 | A-C | 270 | A-C |
| 108 | Newtown Rd | East of Broadway Rd | Community Region | 2AU | E | 330 | A-C | 390 | A-C |
| 109 | Newtown Rd | North of Pleasant Valley Rd | Rural | 2AU | D | 210 | A-C | 250 | A-C |
| 110 | Old French Town Rd | South of Mother Lode Dr | Community Region | 2AU | E | 100 | A-C | 120 | A-C |
| 111 | Omo Ranch Rd | East of Mt Aukum Rd | Rural | 2AU | D | 50 | A-C | 80 | A-C |
| 112 | Oxford Rd | East of Salida Way | Community Region | 2AU | E | 480 | A-C | 550 | A-C |
| 113 | Palmer Dr | East of Cameron Park Dr | Community Region | 2AU | E | 940 | D | 1150 | D |
| 114 | Patterson Dr | South of Pleasant Valley Rd | Community Region | 2AU | E | 340 | A-C | 380 | A-C |
| 115 | Pleasant Valley Rd | East of Mother Lode Dr | Community Region | 2AU | E | 840 | D | 930 | D |
| 116 | Pleasant Valley Rd | East of Bucks Bar Rd | Community Region | 2AU | E | 550 | A-C | 530 | A-C |
| 117 | Pleasant Valley Rd | West of Oak Hill Rd | Community Region | 2AU | E | 1190 | D | 1360 | E |
| 118 | Pleasant Valley Rd | East of SR 49 | Community Region | 2AU | E | 1230 | D | 1360 | E |
| 119 | Pleasant Valley Rd | East of Cedar Ravine Rd | Community Region | 2AU | E | 910 | D | 950 | D |
| 120 | Pleasant Valley Rd | East of Newtown Rd | Community Region | 2AU | E | 500 | A-C | 510 | A-C |
| 121 | Ponderosa Rd | North of Jackpine Rd | Rural | 2AU | D | 170 | A-C | 140 | A-C |
| 122 | Pony Express Trl | East of Carson Rd | Community Region | 2AU | E | 210 | A-C | 300 | A-C |
| 123 | Pony Express Trl | East of Gilmore Rd | Community Region | 2AU | E | 310 | A-C | 430 | A-C |
| 124 | Pony Express Trl | West of Forebay Rd | Community Region | 2AU | E | 430 | A-C | 530 | A-C |
| 125 | Rock Creek Rd | East of SR 193 | Rural | 2AU | D | 110 | A-C | 210 | A-C |
| 126 | Salmon Falls Rd | At New York Creek Bridge | Rural | 2AU | D | 210 | A-C | 220 | A-C |
| 127 | Salmon Falls Rd | South of Malcolm Dixon Rd | Community Region | 2AU | E | 680 | D | 560 | A-C |
| 128 | Salmon Falls Rd | South of Pedro Hill Rd | Rural | 2AU | D | 120 | A-C | 150 | A-C |
| 129 | Salmon Falls Rd | South of Rattlesnake Bar Rd | Rural | 2AU | D | 50 | A-C | 50 | A-C |
| 130 | Serrano Pkwy | East of Silva Valley Pkwy | Community Region | 4AD | E | 1400 | A-C | 1340 | A-C |
| 131 | Serrano Pkwy | West of Bass Lake Rd | Community Region | 2AU | E | 700 | D | 890 | D |
| 132 | Shingle Springs Dr | South of US 50 | Rural | 2AU | D | 530 | A-C | 450 | A-C |
| 133 | Silva Valley Pky | North of US 50 | Community Region | 4AD | E | 1500 | D | 1790 | D |
| 134 | Silva Valley Pky | South of Green Valley Rd | Community Region | 2AU | E | 630 | A-C | 650 | D |
| 135 | Silva Valley Pky | North of Havard Way | Community Region | 2AU | E | 740 | D | 800 | D |
| 136 | Silva Valley Pky | South of Serrano Pkwy | Community Region | 4AD | E | 1640 | D | 1540 | D |
| 137 | Sly Park Rd | East of Mt Aukum Rd | Rural | 2AU | D | 300 | A-C | 290 | A-C |
| 138 | Sly Park Rd | East of Mormon Emigrant Trail | Rural | 2AU | D | 270 | A-C | 330 | A-C |
| 139 | Sly Park Rd | South of Pony Express Trail | Community Region | 2AU | E | 540 | A-C | 610 | A-C |
| 140 | Snows Rd | North of Newtown Rd | Rural | 2AU | D | 90 | A-C | 120 | A-C |
| 141 | Snows Rd | South of Carson Rd | Community Region | 2AU | E | 330 | A-C | 280 | A-C |
| 142 | South Shingle Rd | East of Latrobe Rd | Rural | 2AU | D | 210 | A-C | 210 | A-C |
| 143 | South Shingle Rd | North of Barnett Ranch | Rural | 2AU | D | 280 | A-C | 360 | A-C |
| 144 | South Shingle Rd | South of Sunset Ln | Community Region | 2AU | E | 470 | A-C | 560 | A-C |
| 145 | Starbuck Rd | North of Green Valley Rd | Community Region | 2AU | E | 150 | A-C | 170 | A-C |
| 146 | Union Ridge Rd | West of Hassler Rd | Rural | 2AU | D | 30 | A-C | 40 | A-C |
| 147 | Wentworth Springs Rd | West of Quintette Rd | Rural | 2AU | D | 70 | A-C | 70 | A-C |
| 148 | White Rock Rd | West of Windfield Way | Community Region | 2AU | E | 1130 | D | 1290 | D |
| 149 | White Rock Rd | At County Line | Community Region | 2AU | E | 1090 | D | 1400 | E |
| 150 | White Rock Rd | East of Latrobe Rd | Community Region | 2AU | E | 1500 | E | 2380 | F |
| 151 | White Rock Rd | West of Latrobe Rd | Community Region | 4AD | E | 1540 | D | 1880 | D |

*Was analyzed as 2AU under 2040 TGPA 2 conditions, but has since been widened to a 4AU facility.

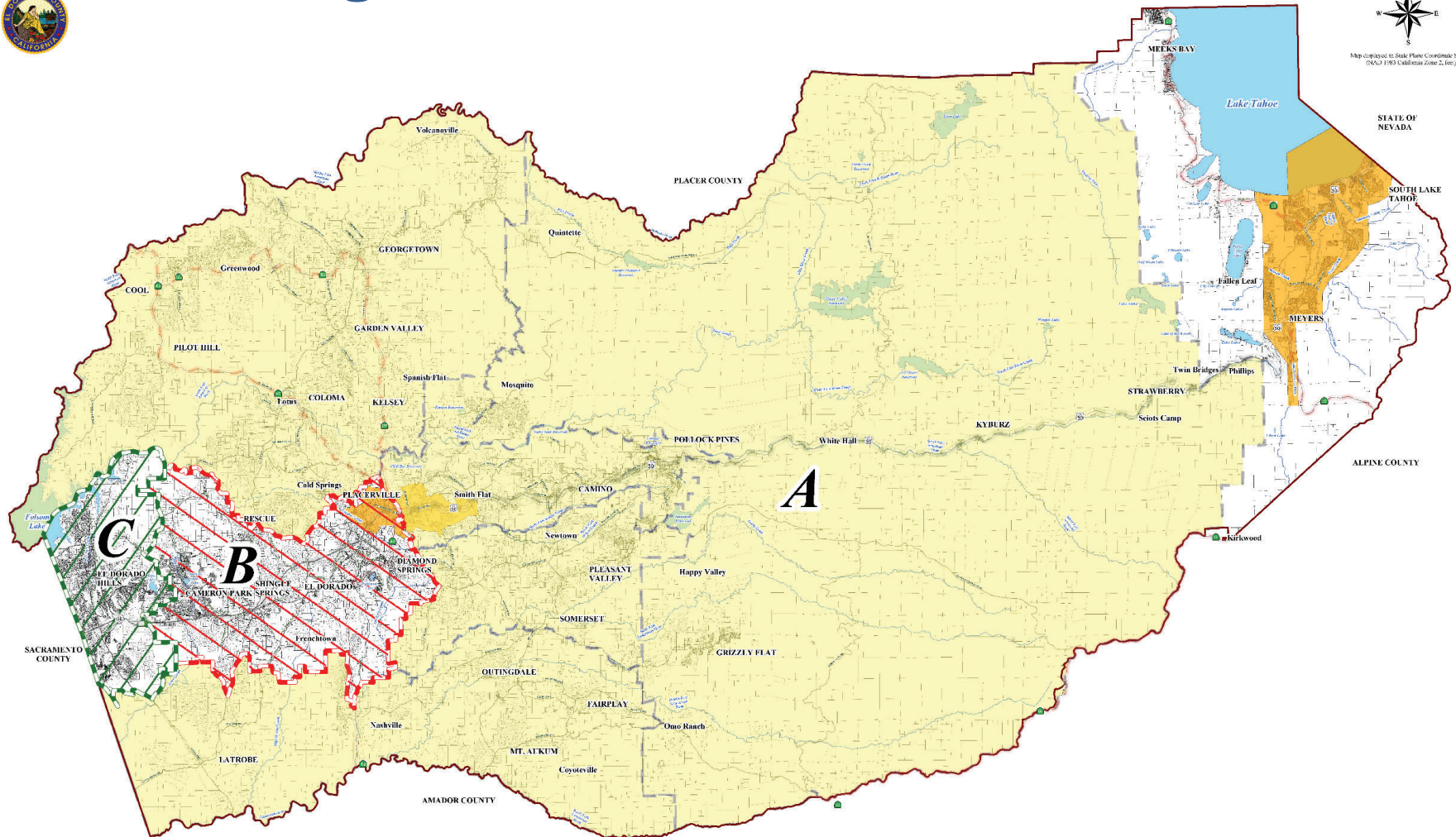




Appendix B

Fair Share Percentages

TIF Program Zone Structure



Fair Share Tables

| Deficient County Road | Zone A | Zone B | Zone C | External | Total |
|--|--------|--------|--------|----------|-------|
| Bass Lake Road, US-50 to Country Club Dr (Realigned) | 0.93% | 51.69% | 47.38% | 0.00% | 100% |
| Cameron Park Dr, South of Hacienda Rd | 1.56% | 93.06% | 5.36% | 0.01% | 100% |
| El Dorado Hills Blvd, North of Saratoga Way | 5.10% | 3.15% | 91.74% | 0.02% | 100% |
| Green Valley Rd, Francisco Dr to Loch Way | 8.46% | 35.75% | 55.78% | 0.01% | 100% |
| Latrobe Rd, North of Glden Foothill Pkwy (N) | 3.41% | 3.27% | 81.35% | 11.97% | 100% |
| Latrobe Rd, North of Investment Blvd | 8.50% | 3.20% | 58.49% | 29.81% | 100% |
| White Rock Rd, East of Post St | 2.19% | 19.71% | 77.60% | 0.50% | 100% |

County Roadways

| Deficient County Road | Zone A | Zone B | Zone C | External | Total |
|---|--------|--------|--------|----------|-------|
| Saratoga Way, East of Wilson Way | 1.77% | 0.88% | 97.05% | 0.30% | 100% |
| Diamond Springs Parkway | 28.44% | 67.41% | 4.04% | 0.10% | 100% |
| Latrobe Connector | 8.32% | 0.00% | 78.68% | 13.00% | 87% |
| Headington Connector | 1.89% | 94.81% | 3.30% | 0.00% | 100% |
| Country Club Drive, El Dorado Hills Blvd to Silva Valley Parkway | 1.70% | 21.84% | 76.45% | 0.00% | 100% |
| Country Club Drive, East of Silva Valley Parkway | 0.63% | 38.67% | 60.71% | 0.00% | 100% |
| Country Club Drive, East of Tong Road | 0.40% | 13.94% | 85.66% | 0.00% | 100% |
| Country Club Drive, East of Bass Lake Road | 0.15% | 70.69% | 29.16% | 0.00% | 100% |

Parallel Facilities

| Deficient Interchange | Zone A | Zone B | Zone C | External | Total |
|--|--------|--------|--------|----------|-------|
| El Dorado Hills Boulevard/Latrobe Road | 5.33% | 9.20% | 77.80% | 7.67% | 100% |
| Silva Valley Parkway | 3.22% | 18.12% | 78.51% | 0.15% | 100% |
| Bass Lake Road | 0.77% | 48.24% | 50.99% | 0.00% | 100% |
| Cambridge Road | 0.82% | 86.66% | 12.51% | 0.00% | 100% |
| Cameron Park Drive | 1.84% | 90.52% | 7.64% | 0.00% | 100% |
| Ponderosa Road | 17.15% | 76.00% | 6.40% | 0.45% | 100% |
| El Dorado Road | 6.47% | 89.55% | 3.79% | 0.19% | 100% |

Interchanges

| Freeway Improvement | Zone A | Zone B | Zone C | External | Total |
|--|--------|--------|--------|----------|-------|
| US-50 WB (Aux Lane), El Dorado Hills Blvd to County Line | 16.68% | 43.38% | 35.26% | 4.68% | 100% |

Auxiliary Lanes

Appendix C

Preliminary Costs for the 2024 TIF Program Update

| ID | Improvement Type | Roadway Improvement | Source | June 2023 CIP Cost | July 2024 Total Cost |
|---------|--------------------------|---|--|--------------------|----------------------|
| A1 | Auxiliary Lane | US 50 Auxiliary Lane Westbound, El Dorado Hills Blvd. I/C to Sacramento County Line | 2020 Fee Update/2024 Excel | | \$ 4,460,000 |
| | Deficient Segment | Cameron Park Drive, South of Toronto Road | Capital Improvement Program pg 53 | \$ 4,110,000 | \$ 4,170,000 |
| | Deficient Segment | El Dorado Hills Blvd, North of Saratoga Way | 2020 Fee Update/2024 Excel | \$ 3,000,000 | \$ 3,044,000 |
| Latrobe | Deficient Segment | Latrobe Rd, North of Investment Blvd | Financing Plan and Tentative Schedule | | \$ 9,543,000 |
| R3 | Deficient Segment | Green Valley Road, West of Silva Valley Parkway | 2020 Fee Update/2024 Excel | | \$ 20,000,000 |
| R4 | Deficient Segment | White Rock Rd, East of Post Street | 2020 Fee Update/2024 Excel | | \$ 14,000,000 |
| R6 | Parallel Facility | Saratoga Way, Iron Point Rd to El Dorado Hills Blvd | 2020 Fee Update/2024 Excel | | \$ 18,175,000 |
| R7 | Parallel Facility | Country Club Dr, El Dorado Hills Blvd to Silva Valley Pkwy | 2020 Fee Update/2024 Excel | | \$ 28,721,000 |
| R8 | Parallel Facility | Country Club Dr, Silva Valley Pkwy to Tong Rd | 2020 Fee Update/2024 Excel | | \$ 15,228,000 |
| R9 | Parallel Facility | Country Club Dr, Tong Rd to Bass Lake Rd | 2020 Fee Update/2024 Excel | | \$ 21,109,000 |
| R10 | Parallel Facility | Country Club Dr, Bass Lake Rd to Tierre de Dios Dr | Capital Improvement Program pg 69 | \$ 72,000 | \$ 74,000 |
| R11 | Parallel Facility | Diamond Springs Pkwy, Missouri Flat Rd to SR 49 | Capital Improvement Program pg 71 | \$ 34,257,000 | \$ 34,754,000 |
| R12 | Parallel Facility | Latrobe Connector, White Rock Rd to Golden Foothill Pkwy | 2020 Fee Update/2024 Excel | | \$ 3,912,000 |
| R13 | Parallel Facility | Headington Rd Extension, El Dorado Rd to Missouri Flat Rd | 2020 Fee Update/2024 Excel | | \$ 17,000,000 |
| R14 | Deficient Segment | Bass Lake Road, North of Country Club Drive | 2020 Fee Update/2024 Excel | | \$ 1,105,000 |
| R17 | Deficient Segment | Latrobe Rd, North of Golden Foothill Parkway (N) | 2020 Fee Update/2024 Excel | | \$ 8,132,000 |
| I-1 | Interchange Improvements | El Dorado Hills Blvd/Latrobe Road | Capital Improvement Program pg 163 | \$ 11,731,000 | \$ 11,902,000 |
| I-2 | Interchange Improvements | Silva Valley Parkway | Capital Improvement Program pg 173, 175 | \$ 12,265,000 | \$ 12,443,000 |
| I-3 | Interchange Improvements | Bass Lake Road | Capital Improvement Program pg 151 | \$ 6,531,000 | \$ 6,626,000 |
| I-4 | Interchange Improvements | Cambridge Road | Capital Improvement Program pg 153 | \$ 11,651,000 | \$ 11,820,000 |
| I-5 | Interchange Improvements | Cameron Park Drive | Capital Improvement Program pg 155 | \$ 27,231,000 | \$ 27,626,000 |
| I-6 | Interchange Improvements | Ponderosa Road | Capital Improvement Program pg 167, 169, 171 | \$ 47,707,000 | \$ 48,399,000 |
| I-7 | Interchange Improvements | El Dorado Road | Capital Improvement Program pg 159, 161 | \$ 21,120,000 | \$ 21,427,000 |

1. CIP totals were grown from June 23 to July 24 using CCCI and used in lieu of cost estimates where applicable.

Subtotals

| | |
|--------------------------|--------------------------|
| Auxiliary Lane | \$ 4,460,000.00 |
| Deficient Segment | \$ 59,994,000.00 |
| Parallel Facility | \$ 138,973,000.00 |
| Interchange Improvements | \$ 140,243,000.00 |
| Total | \$ 343,670,000.00 |

El Dorado County - 2020/2024 TIF Update Unit Cost Index

| Item Description | Unit | 2016 Unit Cost | 2020 | | | 2024 | | |
|---|-------|----------------|------------------------------|--------------|------------------------|------------------------------|--------------|------------------------|
| | | | CT Cost Index (12% Increase) | EDC Bid Data | Use for 2020 Estimates | CT Cost Index (38% Increase) | EDC Bid Data | Use for 2024 Estimates |
| Earthwork | | | | | | | | |
| Roadway Excavation | CY | \$ 30.00 | \$ 33.60 | \$ 60.00 | \$ 60.00 | \$ 82.74 | \$ 69.00 | \$ 83.00 |
| Imported Borrow | CY | | | | \$ 40.00 | \$ 55.16 | | \$ 56.00 |
| Existing Facilities | | | | | | | | |
| Sawcut Existing Asphalt Concrete | LF | \$ 2.50 | \$ 2.80 | | \$ 3.00 | \$ 4.14 | | \$ 4.20 |
| Removal of Existing Landscaping | SF | | | | \$ 20.00 | \$ 27.58 | | \$ 28.00 |
| Remove Existing Curb, Gutter, Sidewalk | LF | | | | \$ 100.00 | \$ 137.90 | | \$ 140.00 |
| Removal of Existing Trees | EA | | | | \$ 1,000.00 | \$ 1,378.98 | | \$ 1,400.00 |
| Removal of Striping | LF | \$ 1.25 | \$ 1.40 | \$ 1.50 | \$ 1.50 | \$ 2.07 | \$ 2.50 | \$ 2.50 |
| Removal of Pavement Markings | SF | \$ 3.00 | \$ 3.36 | \$ 3.00 | \$ 3.00 | \$ 4.14 | \$ 10.00 | \$ 10.00 |
| Relocate Existing Fence | LF | \$ 20.00 | \$ 22.40 | \$ 25.00 | \$ 25.00 | \$ 34.47 | \$ 35.00 | \$ 35.00 |
| Structural Section | | | | | | | | |
| Hot Mix Asphalt (Type A) | Ton | \$ 110.00 | \$ 123.20 | \$ 125.00 | \$ 125.00 | \$ 172.37 | \$ 155.00 | \$ 180.00 |
| Rubberized Hot Mix Asphalt - Open Graded | Ton | | | | \$ 150.00 | \$ 206.85 | | \$ 210.00 |
| Slurry Seal | Ton | | | | \$ 225.00 | \$ 310.27 | | \$ 320.00 |
| Class 2 Aggregate Base | CY | \$ 60.00 | \$ 67.20 | \$ 80.00 | \$ 80.00 | \$ 110.32 | \$ 90.00 | \$ 120.00 |
| AC Overlay | Ton | \$ 110.00 | \$ 123.20 | \$ 125.00 | \$ 125.00 | \$ 172.37 | \$ 155.00 | \$ 180.00 |
| Structure Items | | | | | | | | |
| Box Culvert Extension | LF | | | | \$ 3,000.00 | \$ 4,136.95 | | \$ 4,200.00 |
| Box Culvert | SF | | | | \$ 350.00 | \$ 482.64 | | \$ 490.00 |
| Bridge Mobilization | | | | | 10% | | | 10% |
| Mobilization | | | | | 10% | | | 10% |
| Bridge Time-Related Overhead | | | | | 10% | | | 10% |
| Time-Related Overhead | | | | | 10% | | | 10% |
| Bridge / CONSPAN | SF | | | | \$ 350.00 | \$ 482.64 | | \$ 490.00 |
| Drainage & Utilities | | | | | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | 15% | - | | 15% | | | 15% |
| New Drainage Inlets w/ laterals | | | | | \$ 5,000.00 | \$ 6,894.92 | | \$ 6,900.00 |
| Storm Drain Mainline w/ Manholes | | | | | \$ 3.00 | \$ 4.14 | | \$ 4.20 |
| Relocate Utility Pole | EA | \$ 7,500.00 | \$ 8,400.00 | \$ 12,000.00 | \$ 8,500.00 | \$ 11,721.37 | | \$ 12,000.00 |
| Specialty Items | | | | | | | | |
| Concrete Sidewalk | SF | \$ 10.00 | \$ 11.20 | | \$ 12.00 | \$ 16.55 | | \$ 17.00 |
| Concrete Barrier | LF | | | | \$ 500.00 | \$ 689.49 | | \$ 690.00 |
| Curb and Gutter | LF | \$ 30.00 | \$ 33.60 | \$ 70.00 | \$ 33.00 | \$ 45.51 | \$ 70.00 | \$ 70.00 |
| Median Island Curb | LF | \$ 15.00 | \$ 16.80 | | \$ 17.00 | \$ 23.44 | | \$ 24.00 |
| Median Island Flatwork | SF | \$ 8.00 | \$ 8.96 | | \$ 9.00 | \$ 12.41 | | \$ 13.00 |
| Driveway | EA | \$ 4,000.00 | \$ 4,480.00 | | \$ 5,000.00 | \$ 6,894.92 | | \$ 6,900.00 |
| Sidewalk Ramp | EA | \$ 2,500.00 | \$ 2,800.00 | | \$ 3,000.00 | \$ 4,136.95 | | \$ 4,200.00 |
| Small Retaining Wall (0 to 5') | LF | \$ 200.00 | \$ 224.00 | | \$ 250.00 | \$ 344.75 | | \$ 350.00 |
| Medium Retaining Wall (6 to 10') | LF | \$ 400.00 | \$ 448.00 | | \$ 450.00 | \$ 620.54 | | \$ 630.00 |
| Large Retaining Wall (11' & up) | LF | \$ 550.00 | \$ 616.00 | | \$ 620.00 | \$ 854.97 | | \$ 860.00 |
| Midwest Guardrail System | LF | \$ 200.00 | \$ 224.00 | | \$ 225.00 | \$ 310.27 | | \$ 320.00 |
| Bike Path (Class I) | LF | | | | \$ 125.00 | \$ 172.37 | | \$ 180.00 |
| HMA Dike | LF | | | | \$ 15.00 | \$ 20.68 | | \$ 21.00 |
| HMA Gutter | LF | | | | \$ 30.00 | \$ 41.37 | | \$ 42.00 |
| Railroad Crossing Imp (Type 1) | LS | \$ 500,000.00 | \$ 560,000.00 | | \$ 600,000.00 | \$ 827,390.99 | | \$ 828,000.00 |
| Railroad Crossing Imp (Type 2) | LS | \$ 650,000.00 | \$ 728,000.00 | | \$ 730,000.00 | \$ 1,006,659.04 | | \$ 1,007,000.00 |
| Railroad Crossing Imp (Type 3) | LS | \$ 800,000.00 | \$ 896,000.00 | | \$ 900,000.00 | \$ 1,241,086.49 | | \$ 1,242,000.00 |
| Meidum Sound Wall (6' to 10') | LF | | | | \$ 200.00 | \$ 275.80 | | \$ 280.00 |
| Environmental | | | | | | | | |
| Construction Site Management | LS | | | | \$ 20,000.00 | \$ 27,579.70 | | \$ 28,000.00 |
| Prepare SWPPP | LS | | | | \$ 20,000.00 | \$ 27,579.70 | | \$ 28,000.00 |
| Landscaping | | | | | | | | |
| Landscaping & Irrigation | SF | \$ 4.50 | \$ 5.04 | | \$ 5.00 | \$ 6.89 | | \$ 6.90 |
| Median Treatment | SF | \$ 5.00 | \$ 5.60 | | \$ 6.00 | \$ 8.27 | | \$ 8.30 |
| Traffic Items | | | | | | | | |
| Street Lights and Pull Boxes | EA | \$ 4,000.00 | \$ 4,480.00 | | \$ 5,000.00 | \$ 6,894.92 | | \$ 6,900.00 |
| Street Lights Conduit System | EA | \$ 25.00 | \$ 28.00 | | \$ 30.00 | \$ 41.37 | | \$ 42.00 |
| Traffic Signal Modification (low) | LS | \$ 75,000.00 | \$ 84,000.00 | | \$ 100,000.00 | \$ 137,898.50 | | \$ 138,000.00 |
| Traffic Signal Modification (medium) | LS | | | | \$ 125,000.00 | \$ 172,373.12 | | \$ 173,000.00 |
| Traffic Signal Modification (high) | LS | \$ 170,000.00 | \$ 190,400.00 | | \$ 200,000.00 | \$ 275,797.00 | | \$ 276,000.00 |
| Traffic Signal Modification (Golden Foothill) | LS | | | | \$ 200,000.00 | \$ 275,797.00 | | \$ 276,000.00 |
| Traffic Signal Modification (Investment) | LS | | | | \$ 250,000.00 | \$ 344,746.25 | | \$ 345,000.00 |
| Traffic Signal New (low) | LS | \$ 190,000.00 | \$ 212,800.00 | | \$ 250,000.00 | \$ 344,746.25 | | \$ 345,000.00 |
| Traffic Signal New (high) | LS | \$ 290,000.00 | \$ 324,800.00 | | \$ 350,000.00 | \$ 482,644.75 | | \$ 483,000.00 |
| Striping Imps (6 lanes) | LF | \$ 7.50 | \$ 8.40 | | \$ 8.50 | \$ 11.72 | | \$ 12.00 |
| Striping Imps (4 lanes) | LF | \$ 6.00 | \$ 6.72 | | \$ 7.00 | \$ 9.65 | | \$ 9.70 |
| Striping Imps (3 lanes) | LF | \$ 4.50 | \$ 5.04 | | \$ 5.00 | \$ 6.89 | | \$ 6.90 |
| Striping Imps (2 lanes) | LF | | | | \$ 5.00 | \$ 6.89 | | \$ 6.90 |
| Pavement Markings | SF | \$ 5.00 | \$ 5.60 | \$ 6.00 | \$ 6.00 | \$ 8.27 | \$ 12.00 | \$ 12.00 |
| Signs | EA | \$ 300.00 | \$ 336.00 | \$ 350.00 | \$ 350.00 | \$ 482.64 | \$ 448.00 | \$ 490.00 |
| Supplemental Items | | | | | | | | |
| Traffic Management Plan/Traffic Control | | 4% | - | | 4% | | | 4% |
| Construction Contingency | | 25% | - | | 25% | | | 25% |
| Right-of-Way¹ | | | | | | | | |
| Developed (parking) | Stall | \$ 2,500.00 | \$ 2,800.00 | | \$ 3,000.00 | \$ 4,136.95 | | \$ 4,200.00 |
| Developed (landscaped) | SF | \$ 17.50 | \$ 19.60 | | \$ 20.00 | \$ 27.58 | | \$ 28.00 |
| Developed (building) | SF | \$ 200.00 | \$ 224.00 | | \$ 225.00 | \$ 310.27 | | \$ 320.00 |
| Undeveloped | SF | | | | \$ 12.00 | \$ 16.55 | | \$ 17.00 |
| Right-of-way Acquisition Support | | | | | 10% | | | 10% |
| PR/ED (PD,PE,PM) | | 10% | - | | 10% | | | 10% |
| PS&E (PS) | | 20% | - | | 20% | | | 20% |
| CONSTRUCTION (CM) | | 15% | - | | 15% | | | 15% |

Note: EDC Bid Data utilized bid results from several projects bid between 2020 and 2024

Note: Caltrans Construction Cost Index

<https://www.dgs.ca.gov/RESD/Resources/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCC/>

El Dorado County - 2020 TIF Update A-1

PRELIMINARY COST

U.S. 50 Auxiliary Lane Westbound

Project Limits: El Dorado Hills Blvd I/C to Sacramento County Line

TYPE: 1-LANE - Utilizing current drop lane, widening starts where the third merge arrow is currently located

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| | | | | PROJECT LENGTH | 1,500 |
|---|----------|-------|-------------|--------------------|-------|
| Item Description | Quantity | Units | Unit Cost | Total Cost | |
| Earthwork | | | | | |
| Roadway Excavation | 3,667 | CY | \$83.00 | \$304,361 | |
| Earthwork/Grading Factor | | | 90% | \$273,925 | |
| Existing Facilities | | | | | |
| Sawcut Existing Asphalt Concrete | 1,500 | LF | \$4.20 | \$6,300 | |
| Removal of Striping | 3,000 | LF | \$2.50 | \$7,500 | |
| Removal of Pavement Markings | 135 | SF | \$10.00 | \$1,350 | |
| Structural Section | | | | | |
| Hot Mix Asphalt (Type A) | 1,755 | Ton | \$180.00 | \$315,900 | |
| Rubberized Hot Mix Asphalt - Open Graded | 270 | Ton | \$210.00 | \$56,700 | |
| Class 2 Aggregate Base | 2,467 | CY | \$120.00 | \$296,040 | |
| Drainage & Utilities | | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$187,039 | |
| Specialty Items | | | | | |
| Medium Retaining Wall (6 to 10') | 300 | LF | \$630.00 | \$189,000 | |
| Traffic Items | | | | | |
| Street Lights and Pull Boxes | 8 | EA | \$12000.00 | \$96,000 | |
| Street Lights Conduit System | 1,500 | LF | \$42.00 | \$63,000 | |
| Traffic Signal Modification (low) | 1 | LS | \$138000.00 | \$138,000 | |
| Pavement Markings | 135 | SF | \$12.00 | \$1,620 | |
| Signs | 6 | EA | \$490.00 | \$2,940 | |
| Subtotal Roadway Construction Items | | | | \$1,939,675 | |
| Supplemental Items | | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$77,587 | |
| Construction Contingency | | | 25% | \$484,919 | |
| Subtotal Supplemental Items | | | | \$562,506 | |
| Construction Subtotal | | | | \$2,502,180 | |
| Right-of-Way¹ | | | | | |
| Undeveloped | 0 | SF | \$17.00 | \$0 | |
| Right-of-way Acquisition Support | | | 10% | \$0 | |
| Subtotal R/W Items | | | | \$0 | |
| Capital Support | | | | | |
| PR/ED (PD,PE,PM) | | | 15% | \$375,327 | |
| PS&E (PS) | | | 25% | \$625,545 | |
| CONSTRUCTION (CM) | | | 15% | \$375,327 | |
| Subtotal Capital Support Items | | | | \$1,376,199 | |
| Project Subtotal | | | | \$3,878,380 | |
| On-System Cost Increases for Capital Support and Construction | | | 15% | \$581,757 | |
| Project Total | | | | \$4,460,137 | |
| Rounded | | | | \$4,460,000 | |

1. Pavement Section assumed based on US 50 widening design for Silva Valley Parkway Interchange.

El Dorado County - 2020 TIF Update

Segment R-3

PRELIMINARY COST

Green Valley Road Widening

Project Limits: Francisco Dr to Loch Way

TYPE: 4-LANE (with Concrete Median to match adjacent widened segment, sidewalk, curb and gutter)

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| | | | | PROJECT LENGTH | 4,300 |
|--|----------|-------|-------------|---------------------|-------|
| Item Description | Quantity | Units | Unit Cost | Total Cost | |
| Earthwork | | | | | |
| Roadway Excavation | 15,431 | CY | \$83.00 | \$1,280,773 | |
| Earthwork/Grading Factor | | | 150% | \$1,921,160 | |
| Existing Facilities | | | | | |
| Sawcut Existing Asphalt Concrete | 8,600 | LF | \$4.20 | \$36,120 | |
| Removal of Striping | 12,900 | LF | \$2.50 | \$32,250 | |
| Removal of Pavement Markings | 450 | SF | \$10.00 | \$4,500 | |
| Structural Section | | | | | |
| Hot Mix Asphalt (Type A) | 6,386 | Ton | \$180.00 | \$1,149,480 | |
| Class 2 Aggregate Base | 8,541 | CY | \$120.00 | \$1,024,920 | |
| AC Overlay | 1,161 | Ton | \$180.00 | \$208,980 | |
| Drainage & Utilities | | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$837,797 | |
| Relocate Utility Pole | 3 | EA | \$12000.00 | \$36,000 | |
| Specialty Items | | | | | |
| Concrete Sidewalk | 25,800 | SF | \$17.00 | \$438,600 | |
| Curb and Gutter | 4,300 | LF | \$70.00 | \$301,000 | |
| Median Island Curb | 8,600 | LF | \$24.00 | \$206,400 | |
| Median Island Flatwork | 12,900 | SF | \$13.00 | \$167,700 | |
| Driveway | 1 | EA | \$6900.00 | \$6,900 | |
| Sidewalk Ramp | 4 | EA | \$4200.00 | \$16,800 | |
| Medium Retaining Wall (6 to 10') | 1800 | LF | \$630.00 | \$1,134,000 | |
| Meidum Sound Wall (6' to 10') | 1300 | LF | \$280.00 | \$364,000 | |
| Traffic Items | | | | | |
| Street Lights and Pull Boxes | 4 | EA | \$6900.00 | \$27,600 | |
| Street Lights Conduit System | 600 | LF | \$42.00 | \$25,200 | |
| Traffic Signal Modification (high) | 2 | LS | \$276000.00 | \$552,000 | |
| Striping Imps (4 lanes) | 4,300 | LF | \$9.70 | \$41,710 | |
| Pavement Markings | 810 | SF | \$12.00 | \$9,720 | |
| Signs | 18 | EA | \$490.00 | \$8,820 | |
| Subtotal Roadway Construction Items | | | | \$9,832,429 | |
| Supplemental Items | | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$393,297 | |
| Construction Contingency | | | 25% | \$2,458,107 | |
| Subtotal Supplemental Items | | | | \$2,851,405 | |
| Construction Subtotal | | | | \$12,683,834 | |
| Right-of-Way¹ | | | | | |
| Undeveloped | 86,000 | SF | \$17.00 | \$1,462,000 | |
| Right-of-way Acquisition Support | | | 10% | \$146,200 | |
| Subtotal R/W Items | | | | \$1,608,200 | |
| Capital Support | | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$1,268,383 | |
| PS&E (PS) | | | 20% | \$2,536,767 | |
| CONSTRUCTION (CM) | | | 15% | \$1,902,575 | |
| Subtotal Capital Support Items | | | | \$5,707,725 | |
| Project Total | | | | \$19,999,759 | |
| Rounded | | | | \$20,000,000 | |
| 1. Assuming 10' Swath or ROW needed on both sides to widen road 2. Retaining walls will be needed along both sides of widened Green Valley Road to cut back existing slopes 3. Sidewalk, Curb, and Gutter only on north side (matching existing widened section) 4. Signal at Loch Way to be constructed during separate project 5. Street lights (2) at intersections only (EDH, SVP) | | | | | |

El Dorado County - TIF Update
 Segment R-4

PRELIMINARY COST

Prepared By: Kimley-Horn

White Rock Road Widening

Project Limits: Post Street to south of Silva Valley Parkway

TYPE: 4-LANE (sidewalk, curb and gutter)

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| Item Description | PROJECT LENGTH (feet) | | | Total Cost |
|---|-----------------------|-------|-------------|---------------------|
| | Quantity | Units | Unit Cost | |
| Earthwork | | | | |
| Roadway Excavation | 9,431 | CY | \$83.00 | \$782,773 |
| Earthwork/Grading Factor | | | 90% | \$704,496 |
| Existing Facilities | | | | |
| Sawcut Existing Asphalt Concrete | 7,120 | LF | \$4.20 | \$29,904 |
| Removal of Striping | 8,900 | LF | \$2.50 | \$22,250 |
| Removal of Pavement Markings | 540 | SF | \$10.00 | \$5,400 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 4,482 | Ton | \$180.00 | \$806,760 |
| Class 2 Aggregate Base | 6,371 | CY | \$120.00 | \$764,520 |
| AC Overlay | 1,181 | Ton | \$180.00 | \$212,580 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$490,669 |
| Relocate Utility Pole | 7 | EA | \$12000.00 | \$84,000 |
| Specialty Items | | | | |
| Concrete Sidewalk | 38,640 | SF | \$17.00 | \$656,880 |
| Curb and Gutter | 5,720 | LF | \$70.00 | \$400,400 |
| Driveway | 11 | EA | \$6900.00 | \$75,900 |
| Sidewalk Ramp | 14 | EA | \$4200.00 | \$58,800 |
| Traffic Items | | | | |
| Traffic Signal Modification (low) | 1 | LS | \$138000.00 | \$138,000 |
| Traffic Signal Modification (medium) | 1 | LS | \$173000.00 | \$173,000 |
| Traffic Signal Modification (high) | 1 | LS | \$276000.00 | \$276,000 |
| Striping Imps (4 lanes) | 3,560 | LF | \$9.70 | \$34,532 |
| Signs | 14 | EA | \$490.00 | \$6,860 |
| Subtotal Roadway Construction Items | | | | \$5,723,724 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$228,949 |
| Construction Contingency | | | 25% | \$1,430,931 |
| Subtotal Supplemental Items | | | | \$1,659,880 |
| Structure Items | | | | |
| Box Culvert Extension | 25 | LF | \$4200.00 | \$103,500 |
| Subtotal Structure Construction Items | | | | \$103,500 |
| Construction Subtotal | | | | \$7,487,104 |
| Right-of-Way | | | | |
| Developed (landscaped) | 49,000 | SF | \$28.00 | \$1,372,000 |
| Developed (building) | 3,000 | SF | \$320.00 | \$960,000 |
| Right-of-way Acquisition Support | | | 10% | \$233,200 |
| Subtotal R/W Items | | | | \$2,565,200 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$ 748,710.40 |
| PS&E (PS) | | | 20% | \$ 1,497,420.79 |
| CONSTRUCTION (CM) | | | 15% | \$ 1,123,065.59 |
| Subtotal Capital Support Items | | | | \$3,369,197 |
| Project Total | | | | \$13,421,501 |
| Rounded | | | | \$14,000,000 |
| 1. ROW Acquisition for building near Keagles Lane | | | | |

El Dorado County

Segment R-6

PRELIMINARY COST

Saratoga Way

Project Limits: El Dorado Hills Blvd to Wilson Blvd

TYPE: 4-LANE

Prepared By: Kimley-Horn

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| Item Description | PROJECT LENGTH (feet) | | | 3,700 |
|---|-----------------------|-------|-------------|---------------------|
| | Quantity | Units | Unit Cost | Total Cost |
| Earthwork | | | | |
| Roadway Excavation | 9,916 | CY | \$83.00 | \$823,028 |
| Earthwork/Grading Factor | | | 90% | \$740,725 |
| Existing Facilities | | | | |
| Sawcut Existing Asphalt Concrete | 3,700 | LF | \$4.20 | \$15,540 |
| Removal of Striping | 14,800 | LF | \$2.50 | \$37,000 |
| Removal of Pavement Markings | 400 | SF | \$10.00 | \$4,000 |
| Removal of Existing Landscaping | 8,800 | SF | \$28.00 | \$246,400 |
| Remove Existing Curb, Gutter, Sidewalk | 880 | LF | \$140.00 | \$123,200 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 4,876 | Ton | \$180.00 | \$877,680 |
| Class 2 Aggregate Base | 6,614 | CY | \$120.00 | \$793,680 |
| AC Overlay | 914 | Ton | \$180.00 | \$164,520 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$509,945 |
| Specialty Items | | | | |
| Concrete Sidewalk | 25,680 | SF | \$17.00 | \$436,560 |
| Curb and Gutter | 4,280 | LF | \$70.00 | \$299,600 |
| Median Island Curb | 7,000 | LF | \$24.00 | \$168,000 |
| Median Island Flatwork | 10,500 | SF | \$13.00 | \$136,500 |
| Driveway | 1 | EA | \$6900.00 | \$6,900 |
| Sidewalk Ramp | 4 | EA | \$4200.00 | \$16,800 |
| Small Retaining Wall (0 to 5') | 300 | LF | \$350.00 | \$105,000 |
| Medium Retaining Wall (6 to 10') | 880 | LF | \$630.00 | \$554,400 |
| Concrete Barrier | 700 | LF | \$690.00 | \$483,000 |
| Landscaping | | | | |
| Median Treatment | 21,000 | SF | \$8.30 | \$174,300 |
| Traffic Items | | | | |
| Street Lights and Pull Boxes | 2 | EA | \$6900.00 | \$13,800 |
| Street Lights Conduit System | 100 | LF | \$42.00 | \$4,200 |
| Traffic Signal Modification (high) | 2 | LS | \$276000.00 | \$552,000 |
| Striping Imps (4 lanes) | 3,700 | LF | \$9.70 | \$35,890 |
| Pavement Markings | 990 | SF | \$12.00 | \$11,880 |
| Signs | 15 | EA | \$490.00 | \$7,350 |
| Subtotal Roadway Construction Items | | | | \$7,341,898 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$293,676 |
| Construction Contingency | | | 25% | \$1,835,475 |
| Subtotal Supplemental Items | | | | \$2,129,150 |
| Construction Subtotal | | | | \$9,471,049 |
| Right-of-Way | | | | |
| Developed (landscaped) | 32,500 | SF | \$28.00 | \$910,000 |
| Undeveloped | 184,000 | SF | \$17.00 | \$3,128,000 |
| Right-of-way Acquisition Support | | | 10% | \$403,800 |
| Subtotal R/W Items | | | | \$4,441,800 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$947,105 |
| PS&E (PS) | | | 20% | \$1,894,210 |
| CONSTRUCTION (CM) | | | 15% | \$1,420,657 |
| Subtotal Capital Support Items | | | | \$4,261,972 |
| Project Total | | | | \$18,174,821 |
| Rounded | | | | \$18,175,000 |
| 1. Saratoga is widened to 4 lanes west of Wilson to Iron Point 2. Extending concrete barrier south side of Saratoga near finders where alignment is close to US 50 WB On ramp 3. Assuming no landscaping to replace existing between Mammouth and Arrowhead, not enough room 4. Assuming street lighting only at Finders and Arrowhead intersections 5. ROW Acquisition assumed for landscaped areas on west side north and south of Arrowhead 6. Sidewalk is along north/west side for full length, and east side from Arrowhead to commercial driveway | | | | |

El Dorado County

Segment R-7

PRELIMINARY COST

Country Club Drive

Project Limits: East of El Dorado Hills Blvd to Silva Valley Pkwy

TYPE: 2-LANE

Prepared By:

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| Item Description | PROJECT LENGTH (feet) | | | 5,000 |
|--|-----------------------|-------|-------------|----------------------|
| | Quantity | Units | Unit Cost | Total Cost |
| Earthwork | | | | |
| Roadway Excavation | 17,360 | CY | \$83.00 | \$1,440,880 |
| Earthwork/Grading Factor | | | 150% | \$2,161,320 |
| Existing Facilities | | | | |
| Removal of Striping | 1,200 | LF | \$2.50 | \$3,000 |
| Removal of Pavement Markings | 180 | SF | \$10.00 | \$1,800 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 8,337 | Ton | \$180.00 | \$1,500,660 |
| Class 2 Aggregate Base | 10,479 | CY | \$120.00 | \$1,257,480 |
| AC Overlay | 145 | Ton | \$180.00 | \$26,100 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$957,966 |
| Specialty Items | | | | |
| Concrete Sidewalk | 60,000 | SF | \$17.00 | \$1,020,000 |
| Curb and Gutter | 10,000 | LF | \$70.00 | \$700,000 |
| Driveway | 2 | EA | \$6900.00 | \$13,800 |
| Sidewalk Ramp | 4 | EA | \$4200.00 | \$16,800 |
| Traffic Items | | | | |
| Street Lights and Pull Boxes | 8 | EA | \$6900.00 | \$55,200 |
| Street Lights Conduit System | 400 | LF | \$42.00 | \$16,800 |
| Traffic Signal Modification (high) | 1 | LS | \$276000.00 | \$276,000 |
| Traffic Signal New (high) | 1 | LS | \$483000.00 | \$483,000 |
| Striping Imps (4 lanes) | 5,000 | LF | \$9.70 | \$48,500 |
| Pavement Markings | 540 | SF | \$12.00 | \$6,480 |
| Signs | 20 | EA | \$490.00 | \$9,800 |
| Subtotal Roadway Construction Items | | | | \$9,995,586 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$399,823 |
| Construction Contingency | | | 25% | \$2,498,897 |
| Subtotal Supplemental Items | | | | \$2,898,720 |
| Structure Items | | | | |
| Box Culvert | 5,600 | SF | \$490.00 | \$2,744,000 |
| Mobilization | | | 10% | \$274,400 |
| Time-Related Overhead | | | 10% | \$274,400 |
| Subtotal Structure Construction Items | | | | \$3,292,800 |
| Construction Subtotal | | | | \$16,187,106 |
| Right-of-Way | | | | |
| Developed (parking) | 13 | Stall | \$4200.00 | \$54,600 |
| Developed (landscaped) | 3,400 | SF | \$28.00 | \$95,200 |
| Developed (building) | 0 | SF | \$320.00 | \$0 |
| Undeveloped | 300,000 | SF | \$17.00 | \$5,100,000 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$1,618,711 |
| PS&E (PS) | | | 20% | \$3,237,421 |
| CONSTRUCTION (CM) | | | 15% | \$2,428,066 |
| Subtotal Capital Support Items | | | | \$7,284,198 |
| Project Total | | | | \$ 28,721,104 |
| Rounded | | | | \$ 28,721,000 |
| <ol style="list-style-type: none"> Right of way and feasibility need to be researched through Raley's shopping center. Assuming connection to EDH Blvd is via Park Drive Signal mod is for Country Club (Park) / EDH Blvd Box Culvert is for creek crossing just west of intersection with SVP | | | | |

El Dorado County

Segment R-8

PRELIMINARY COST

Country Club Drive

Project Limits: Silva Valley Pkwy to Tong Road

TYPE: 2-LANE (with two-way left turn lane)

Prepared By:

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| PROJECT LENGTH (feet) | | | | 3,600 |
|--|----------|-------|-----------|----------------------|
| Item Description | Quantity | Units | Unit Cost | Total Cost |
| Earthwork | | | | |
| Roadway Excavation | 11,688 | CY | \$83.00 | \$970,104 |
| Earthwork/Grading Factor | | | 90% | \$873,094 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 5,581 | Ton | \$180.00 | \$1,004,580 |
| Class 2 Aggregate Base | 7,877 | CY | \$120.00 | \$945,240 |
| AC Overlay | 304 | Ton | \$180.00 | \$54,720 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec | | | 15% | \$577,161 |
| Specialty Items | | | | |
| Concrete Sidewalk | 43,200 | SF | \$17.00 | \$734,400 |
| Curb and Gutter | 7,200 | LF | \$70.00 | \$504,000 |
| Driveway | 1 | EA | \$6900.00 | \$6,900 |
| Sidewalk Ramp | 6 | EA | \$4200.00 | \$25,200 |
| Traffic Items | | | | |
| Street Lights and Pull Boxes | 2 | EA | \$6900.00 | \$13,800 |
| Street Lights Conduit System | 400 | LF | \$42.00 | \$16,800 |
| Striping Imps (4 lanes) | 300 | LF | \$9.70 | \$2,910 |
| Striping Imps (2 lanes) | 2,300 | LF | \$6.90 | \$15,870 |
| Pavement Markings | 450 | SF | \$12.00 | \$5,400 |
| Signs | 20 | EA | \$490.00 | \$9,800 |
| Subtotal Roadway Construction Items | | | | \$5,759,978 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$230,399 |
| Construction Contingency | | | 25% | \$1,439,995 |
| Subtotal Supplemental Items | | | | \$1,670,394 |
| Structure Items | | | | |
| Box Culvert | 320 | SF | \$490.00 | \$156,800 |
| Bridge Mobilization | | | \$0.10 | \$15,680 |
| Bridge Time-Related Overhead | | | \$0.10 | \$15,680 |
| Subtotal Structure Construction Items | | | | \$188,160 |
| Construction Subtotal | | | | \$7,618,532 |
| Right-of-Way | | | | |
| Undeveloped | 223,600 | SF | \$17.00 | \$3,801,200 |
| Right-of-way Acquisition Support | | | 10% | \$380,120 |
| Subtotal R/W Items | | | | \$4,181,320 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$761,853 |
| PS&E (PS) | | | 20% | \$1,523,706 |
| CONSTRUCTION (CM) | | | 15% | \$1,142,780 |
| Capital Support Subtotal | | | | \$3,428,339 |
| Project Total | | | | \$15,228,191 |
| Rounded | | | | \$ 15,228,000 |

1. Project limits are same as exhibit for Country Club Drive Extension and El Dorado Hills 52 Development

2. Signal Installation at SVP is included with the Country Club from EDH to SVP estimate

El Dorado County
 Segment R-9
 PRELIMINARY COST
 Prepared By: Kimley-Horn

Country Club Drive
 Project Limits: Tong Road to Bass Lake Rd
 TYPE: 2-LANE

TYPICAL CROSS SECTION

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| PROJECT LENGTH (feet) | | | | 6,000 |
|---|----------|-------|-------------|----------------------|
| Item Description | Quantity | Units | Unit Cost | Total Cost |
| Earthwork | | | | |
| Roadway Excavation | 22,062 | CY | \$83.00 | \$1,831,146 |
| Earthwork/Grading Factor | | | 150% | \$2,746,719 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 10,643 | Ton | \$180.00 | \$1,915,740 |
| Class 2 Aggregate Base | 14,813 | CY | \$120.00 | \$1,777,560 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$953,341 |
| Specialty Items | | | | |
| Driveway | 2 | EA | \$6900.00 | \$13,800 |
| Sidewalk Ramp | 2 | EA | \$4200.00 | \$8,400 |
| Traffic Items | | | | |
| Street Lights and Pull Boxes | 2 | EA | \$6900.00 | \$13,800 |
| Street Lights Conduit System | 200 | LF | \$42.00 | \$8,400 |
| Traffic Signal Modification (high) | 1 | LS | \$276000.00 | \$276,000 |
| Striping Imps (2 lanes) | 6,000 | LF | \$6.90 | \$41,400 |
| Pavement Markings | 450 | SF | \$12.00 | \$5,400 |
| Signs | 20 | EA | \$490.00 | \$9,800 |
| Subtotal Roadway Construction Items | | | | \$7,685,946 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$307,438 |
| Construction Contingency | | | 25% | \$1,921,486 |
| Subtotal Supplemental Items | | | | \$2,228,924 |
| Construction Subtotal | | | | \$9,914,870 |
| Right-of-Way | | | | |
| Undeveloped | 360,000 | SF | \$17.00 | \$6,120,000 |
| Right-of-way Acquisition Support | | | 10% | \$612,000 |
| Subtotal R/W Items | | | | \$6,732,000 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$991,487 |
| PS&E (PS) | | | 20% | \$1,982,974 |
| CONSTRUCTION (CM) | | | 15% | \$1,487,231 |
| Subtotal Capital Support Items | | | | \$4,461,692 |
| Project Total | | | | \$21,108,562 |
| Rounded | | | | \$ 21,109,000 |

1. Traffic Signal Mod and Street Lighting are assumed to be at the Country Club/Bass Lake intersection.

El Dorado County
 Segment R-12
 PRELIMINARY COST
 Latrobe Connector
 2-LANE

Prepared By:

Kimley-Horn

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| Item Description | PROJECT LENGTH (feet) | | | 1,000 |
|---|-----------------------|-------|-------------|--------------------|
| | Quantity | Units | Unit Cost | Total Cost |
| Earthwork | | | | |
| Roadway Excavation | 3,308 | CY | \$83.00 | \$274,564 |
| Earthwork/Grading Factor | | | 90% | \$247,108 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 1,650 | Ton | \$180.00 | \$297,000 |
| Class 2 Aggregate Base | 2,194 | CY | \$120.00 | \$263,280 |
| AC Overlay | 0 | Ton | \$180.00 | \$0 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$162,293 |
| Specialty Items | | | | |
| Concrete Sidewalk | 6,000 | SF | \$17.00 | \$102,000 |
| Curb and Gutter | 1,000 | LF | \$70.00 | \$70,000 |
| Median Island Curb | 2,000 | LF | \$24.00 | \$48,000 |
| Driveway | 2 | EA | \$6900.00 | \$13,800 |
| Sidewalk Ramp | 4 | EA | \$4200.00 | \$16,800 |
| Landscaping | | | | |
| Landscaping & Irrigation | 10,000 | SF | \$6.90 | \$69,000 |
| Traffic Items | | | | |
| Street Lights and Pull Boxes | 2 | EA | \$6900.00 | \$13,800 |
| Street Lights Conduit System | 200 | LF | \$42.00 | \$8,400 |
| Traffic Signal New (high) | 1 | LS | \$483000.00 | \$483,000 |
| Striping Imps (2 lanes) | 1,000 | LF | \$6.90 | \$6,900 |
| Pavement Markings | 900 | SF | \$12.00 | \$10,800 |
| Signs | 10 | EA | \$490.00 | \$4,900 |
| Subtotal Roadway Construction Items | | | | \$2,091,644 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$83,666 |
| Construction Contingency | | | 25% | \$522,911 |
| Subtotal Supplemental Items | | | | \$606,577 |
| Construction Subtotal | | | | \$2,698,221 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$269,822 |
| PS&E (PS) | | | 20% | \$539,644 |
| CONSTRUCTION (CM) | | | 15% | \$404,733 |
| Subtotal Capital Support Items | | | | \$1,214,200 |
| Project Total | | | | \$3,912,421 |
| Rounded | | | | \$3,912,000 |
| 1. Matching cross section of existing Carson Crossing (2 lanes, SW on one side, landscaped median) 2. Curb and Gutter or open graded ditch assumed to be equivalent cost. Leaving in C&G item. 3. Signal is for intersection of Carson Crossing/Golden Foothill Parkway 4. Assuming no Right of Way acquisition needed (developer dedicated) | | | | |

El Dorado County - 2020 TIF Update

Segment R-13

PRELIMINARY COST

Prepared By:

Headington Road Extension

Project Limits: Missouri Flat Road to El Dorado Road

TYPE: 2 Lane

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| Item Description | PROJECT LENGTH (feet) | | | 3,500 |
|---|-----------------------|-------|-----------|---------------------|
| | Quantity | Units | Unit Cost | Total Cost |
| Earthwork | | | | |
| Roadway Excavation | 14,625 | CY | \$83.00 | \$1,213,875 |
| Earthwork/Grading Factor | | | 150% | \$1,820,813 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 7,605 | Ton | \$180.00 | \$1,368,900 |
| Class 2 Aggregate Base | 8,788 | CY | \$120.00 | \$1,054,560 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$818,722 |
| Specialty Items | | | | |
| HMA Dike | 650 | LF | \$21.00 | \$13,650 |
| HMA Gutter | 650 | LF | \$42.00 | \$27,300 |
| Driveway | 1 | EA | \$6900.00 | \$6,900 |
| Sidewalk Ramp | 2 | EA | \$4200.00 | \$8,400 |
| Traffic Items | | | | |
| Street Lights and Pull Boxes | 4 | EA | \$6900.00 | \$27,600 |
| Street Lights Conduit System | 400 | LF | \$42.00 | \$16,800 |
| Striping Imps (2 lanes) | 3,500 | LF | \$6.90 | \$24,150 |
| Pavement Markings | 360 | SF | \$12.00 | \$4,320 |
| Signs | 13 | EA | \$490.00 | \$6,370 |
| Subtotal Roadway Construction Items | | | | \$6,412,360 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$256,494 |
| Construction Contingency | | | 25% | \$1,603,090 |
| Subtotal Supplemental Items | | | | \$1,859,584 |
| Structure Items | | | | |
| Bridge / CONSPAN | 5,600 | SF | \$490.00 | \$2,744,000 |
| Subtotal Structure Construction Items | | | | \$2,744,000 |
| Construction Subtotal | | | | \$8,271,944 |
| Right-of-Way | | | | |
| Undeveloped | 252,000 | SF | \$17.00 | \$4,284,000 |
| Right-of-way Acquisition Support | | | 10% | \$428,400 |
| Subtotal R/W Items | | | | \$4,712,400 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$827,194 |
| PS&E (PS) | | | 20% | \$1,654,389 |
| CONSTRUCTION (CM) | | | 15% | \$1,240,792 |
| Subtotal Capital Support Items | | | | \$3,722,375 |
| Project Total | | | | \$16,706,719 |
| Rounded | | | | \$17,000,000 |

El Dorado County - 2020 TIF Update

Segment R-14

PRELIMINARY COST

Bass Lake Road Widening

Project Limits: U.S. 50 to N. of Country Club Drive Realignment

TYPE: 4-LANE (with two-way left turn lane)

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| Item Description | Quantity | Units | PROJECT LENGTH | 1,100 |
|--|----------|-------|----------------|--------------------|
| | | | Unit Cost | Total Cost |
| Earthwork (Complete) | | | | |
| Roadway Excavation | 0 | CY | \$83.00 | \$0 |
| Earthwork/Grading Factor | | | 150% | \$0 |
| Existing Facilities | | | | |
| Sawcut Existing Asphalt Concrete | 2,200 | LF | \$4.20 | \$9,240 |
| Removal of Striping | 3,300 | LF | \$2.50 | \$8,250 |
| Removal of Pavement Markings | 45 | SF | \$10.00 | \$450 |
| Relocate Existing Fence | 2,200 | LF | \$35.00 | \$77,000 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 869 | Ton | \$180.00 | \$156,420 |
| Class 2 Aggregate Base | 1,312 | CY | \$120.00 | \$157,440 |
| AC Overlay | 446 | Ton | \$180.00 | \$80,280 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$59,121 |
| Relocate Utility Pole | 2 | EA | \$12000.00 | \$24,000 |
| Traffic Items | | | | |
| Striping Imps (4 lanes) | 1,100 | LF | \$9.70 | \$10,670 |
| Pavement Markings | 405 | SF | \$12.00 | \$4,860 |
| Signs | 6 | EA | \$490.00 | \$2,940 |
| Subtotal Roadway Construction Items | | | | \$590,671 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$23,627 |
| Construction Contingency | | | 25% | \$147,668 |
| Subtotal Supplemental Items | | | | \$171,295 |
| Construction Subtotal | | | | \$761,966 |
| Right-of-Way¹ (Aquired) | | | | |
| Undeveloped | 0 | SF | \$17.00 | \$0 |
| Right-of-way Acquisition Support | | | 10% | \$0 |
| Subtotal R/W Items | | | | \$0 |
| Capital Support | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$76,197 |
| PS&E (PS) | | | 20% | \$152,393 |
| CONSTRUCTION (CM) | | | 15% | \$114,295 |
| Subtotal Capital Support Items | | | | \$342,885 |
| Project Total | | | | \$1,104,850 |
| Rounded | | | | \$1,105,000 |
| 1. Widening to 4 lanes in addition to Bass Lake improvements being implemented with Country Club Realignment | | | | |

El Dorado County - 2020 TIF Update

Segment R-17

PRELIMINARY COST

Latrobe Road

Project Limits: Golden Foothill Parkway (N) to White Rock Road

TYPE: 6-LANE

Prepared By:

Kimley-Horn

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| | | | | PROJECT LENGTH (feet) | 2,100 |
|--|----------|-------|-------------|-----------------------|-------|
| Item Description | Quantity | Units | Unit Cost | Total Cost | |
| Earthwork | | | | | |
| Roadway Excavation | 6,397 | CY | \$83.00 | \$530,951 | |
| Earthwork/Grading Factor | | | 150% | \$796,427 | |
| Existing Facilities | | | | | |
| Sawcut Existing Asphalt Concrete | 4,200 | LF | \$4.20 | \$17,640 | |
| Removal of Striping | 12,600 | LF | \$2.50 | \$31,500 | |
| Removal of Pavement Markings | 675 | SF | \$10.00 | \$6,750 | |
| Relocate Existing Fence | 0 | LF | \$35.00 | \$0 | |
| Structural Section | | | | | |
| Hot Mix Asphalt (Type A) | 3,119 | Ton | \$180.00 | \$561,420 | |
| Class 2 Aggregate Base | 4,279 | CY | \$120.00 | \$513,480 | |
| AC Overlay | 1,654 | Ton | \$180.00 | \$297,720 | |
| Drainage & Utilities | | | | | |
| Drainage (15% of Earthwork & Struc Sec | | | 15% | \$405,000 | |
| Relocate Utility Pole | 2 | EA | \$12000.00 | \$24,000 | |
| Specialty Items | | | | | |
| Concrete Sidewalk | 18,000 | SF | \$17.00 | \$306,000 | |
| Curb and Gutter | 3,000 | LF | \$70.00 | \$210,000 | |
| Driveway | 1 | EA | \$6900.00 | \$6,900 | |
| Sidewalk Ramp | 4 | EA | \$4200.00 | \$16,800 | |
| Traffic Items | | | | | |
| Traffic Signal Modification (high) | 1 | LS | \$276000.00 | \$276,000 | |
| Striping Imps (6 lanes) | 2,100 | LF | \$12.00 | \$25,200 | |
| Pavement Markings | 675 | SF | \$12.00 | \$8,100 | |
| Signs | 6 | EA | \$490.00 | \$2,940 | |
| Subtotal Roadway Construction Items | | | | \$4,036,827 | |
| Supplemental Items | | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$161,473 | |
| Construction Contingency | | | 25% | \$1,009,207 | |
| Subtotal Supplemental Items | | | | \$1,170,680 | |
| Construction Subtotal | | | | \$5,207,507 | |
| Right-of-Way | | | | | |
| Undeveloped | 31,100 | SF | \$17.00 | \$528,700 | |
| Right-of-way Acquisition Support | | | 10% | \$52,870 | |
| Subtotal R/W Items | | | | \$581,570 | |
| Capital Support | | | | | |
| PR/ED (PD,PE,PM) | | | 10% | \$520,751 | |
| PS&E (PS) | | | 20% | \$1,041,501 | |
| CONSTRUCTION (CM) | | | 15% | \$781,126 | |
| Subtotal Capital Support Items | | | | \$2,343,378 | |
| Project Total | | | | \$8,132,455 | |
| Rounded | | | | \$ 8,132,000 | |

El Dorado County - 2020 TIF Update

PRELIMINARY COST

Prepared By:

Kimley-Horn

El Dorado Hills Blvd/Saratoga Way/Park Drive Intersection Improvements

Project Limits: Intersection Improvements Only

Right-of-Way and proposed improvements are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits.

| Item Description | PROJECT LENGTH (feet) | | | 600 |
|---|-----------------------|-------|-------------|---------------------|
| | Quantity | Units | Unit Cost | Total Cost |
| Earthwork | | | | |
| Roadway Excavation | 861 | CY | \$83.00 | \$71,463 |
| Earthwork/Grading Factor | | | 90% | \$64,317 |
| Existing Facilities | | | | |
| Sawcut Existing Asphalt Concrete | 520 | LF | \$4.20 | \$2,184 |
| Removal of Striping | 12,000 | LF | \$2.50 | \$30,000 |
| Removal of Pavement Markings | 540 | SF | \$10.00 | \$5,400 |
| Remove Existing Lighting and Landscaping | 1 | LS | \$0.00 | \$0 |
| Structural Section | | | | |
| Hot Mix Asphalt (Type A) | 447 | Ton | \$180.00 | \$80,460 |
| Rubberized Hot Mix Asphalt - Open Graded | 81 | Ton | \$210.00 | \$17,010 |
| Class 2 Aggregate Base | 562 | CY | \$120.00 | \$67,440 |
| AC Overlay | 377 | Ton | \$180.00 | \$67,860 |
| Drainage & Utilities | | | | |
| Drainage (15% of Earthwork & Struc Sec total) | | | 15% | \$60,920 |
| Specialty Items | | | | |
| Concrete Sidewalk | 100 | SF | \$17.00 | \$1,700 |
| Curb and Gutter | 100 | LF | \$70.00 | \$7,000 |
| Median Island Curb | 120 | LF | \$24.00 | \$2,880 |
| Median Island Flatwork | 960 | SF | \$13.00 | \$12,480 |
| Sidewalk Ramp | 2 | EA | \$4200.00 | \$8,400 |
| Small Retaining Wall (0 to 5') | 150 | LF | \$350.00 | \$52,500 |
| Traffic Items | | | | |
| Street Lights and Pull Boxes | 2 | EA | \$6900.00 | \$13,800 |
| Street Lights Conduit System | 400 | LF | \$42.00 | \$16,800 |
| Traffic Signal Modification (high) | 1 | LS | \$276000.00 | \$276,000 |
| Striping Imps (6 lanes) | 450 | LF | \$12.00 | \$5,400 |
| Pavement Markings | 450 | SF | \$12.00 | \$5,400 |
| Signs | 8 | EA | \$490.00 | \$3,920 |
| Subtotal Roadway Construction Items | | | | \$873,334 |
| Supplemental Items | | | | |
| Traffic Management Plan/Traffic Control | | | 4% | \$34,933 |
| Construction Contingency | | | 25% | \$218,333 |
| Subtotal Supplemental Items | | | | \$253,267 |
| Construction Subtotal | | | | \$1,126,601 |
| Capital Support | | | | |
| CONSTRUCTION (CM) | | | 15% | \$168,990 |
| Subtotal Capital Support Items | | | | \$168,990 |
| Project Total | | | | \$1,295,591 |
| Rounded | | | | \$ 1,296,000 |
| 1. Assuming all improvements can fit inside existing County ROW 2. Need ramp and sidewalk work on NW and SW curb returns due to addition of right turn lane 3. Added overlay to full length of improvements on El Dorado and 50' up Saratoga and Park 4. Retaining wall will be needed at NW corner of intersection behind curb return | | | | |

El Dorado County

Latrobe Road

PRELIMINARY COST

PROJECT

LIMITS: Investment Blvd to Golden Foothills Blvd (south)/Clubview Drive

TYPE: 4-Lane

Right-of-Way and proposed improvements dimensions are approximate only, information shown is for cost estimating purposes only and is not accurate for determining construction limits or Right-of-Way acquisitions.

COST BREAKDOWN

| | | PROJECT LENGTH (feet) | | 3,200 | |
|---|----------|-----------------------|-------------|-------|---------------------|
| Item Description | Quantity | Units | Unit Cost | | Total Cost |
| Earthwork | | | | | |
| Roadway Excavation | 13,500 | CY | \$83.00 | | \$1,120,500 |
| Imported Borrow | 2,500 | CY | \$56.00 | | \$140,000 |
| Existing Facilities | | | | | |
| Sawcut Existing Asphalt Concrete | 6,400 | LF | \$4.20 | | \$26,880 |
| Removal of Striping | 10,000 | LF | \$2.50 | | \$25,000 |
| Removal of Pavement Markings | 500 | SF | \$10.00 | | \$5,000 |
| Removal of Existing Trees | 0 | EA | \$1400.00 | | \$0 |
| Relocate Existing Fence | 0 | LF | \$35.00 | | \$0 |
| Structural Section | | | | | |
| Hot Mix Asphalt (Type A) | 8,000 | Ton | \$180.00 | | \$1,440,000 |
| Class 2 Aggregate Base | 9,000 | CY | \$120.00 | | \$1,080,000 |
| Slurry Seal | 0 | Ton | \$320.00 | | \$0 |
| Drainage & Utilities | | | | | |
| Relocate Drainage Inlets w/ laterals | 0 | EA | | | \$0 |
| New Drainage Inlets w/ laterals | 16 | EA | \$6900.00 | | \$110,400 |
| Storm Drain Mainline w/ Manholes | 3,200 | LF | \$4.20 | | \$13,440 |
| Relocate Fire Hydrant | 0 | EA | | | \$0 |
| Relocate Commercial Water Service | 0 | EA | | | \$0 |
| Relocate Utility Pole | 4 | EA | \$12000.00 | | \$48,000 |
| Specialty Items | | | | | |
| Bike Path (Class I) | 3,200 | LF | \$180.00 | | \$576,000 |
| Environmental | | | | | |
| Construction Site Management | 1 | LS | \$28000.00 | | \$28,000 |
| Prepare SWPPP | 1 | LS | \$28000.00 | | \$28,000 |
| Traffic Items | | | | | |
| Traffic Signal Modification (Golden Foothill) | 1 | LS | \$276000.00 | | \$276,000 |
| Traffic Signal Modification (Investment) | 1 | LS | \$345000.00 | | \$345,000 |
| Striping Imps (4 lanes) | 3,200 | LF | \$9.70 | | \$31,040 |
| Pavement Markings | 90 | SF | \$12.00 | | \$1,080 |
| Signs | 10 | EA | \$490.00 | | \$4,900 |
| Traffic Management Plan | | | | | \$0 |
| Subtotal Roadway Construction Items | | | | | \$5,299,240 |
| Structure Items | | | | | |
| Bridge Removal | 0 | SF | \$15.00 | | \$0 |
| Bridge | 0 | SF | \$200.00 | | \$0 |
| Bridge Mobilization | | | 10% | | \$0 |
| Bridge Time-Related Overhead | | | 10% | | \$0 |
| Subtotal Structure | | | | | \$0 |
| Construction Subtotal | | | | | \$5,299,240 |
| Right-of-Way | | | | | |
| Developed (parking) | 0 | Stall | \$4200.00 | | \$0 |
| Developed (landscaped) | 0 | SF | \$28.00 | | \$0 |
| Developed (building) | 0 | SF | \$320.00 | | \$0 |
| Undeveloped | 100,000 | SF | \$17.00 | | \$1700000 |
| Right-of-way Acquisition Support | | | \$0.10 | | \$0 |
| Subtotal R/W Items | | | | | \$1700000 |
| Capital Support | | | | | |
| PR/ED (PD,PE,PM) | | | 10% | | \$529,924 |
| PS&E (PS) | | | 20% | | \$1,059,848 |
| R/W (RW) | | | 3% | | \$158,977 |
| CONSTRUCTION (CM) | | | 15% | | \$794,886 |
| Subtotal Capital | | | | | \$2,543,635 |
| Project Total | | | | | \$9,542,875 |
| Rounded | | | | | \$ 9,543,000 |