

# Memorandum

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**To:** Zach Oates, Senior Civil Engineer  
El Dorado County

**From:** Chris Gregerson, P.E., T.E., AICP

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

**Date:** May 8, 2025

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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)*, 7<sup>th</sup> Edition.

**Table 1** below displays the segment thresholds by facility type for both the HCM 6<sup>th</sup> Edition and the HCM 7<sup>th</sup> 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 7<sup>th</sup> Edition are for two-lane and four-lane highways in which the thresholds are higher for the 7<sup>th</sup> Edition as opposed to the 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> and HCM 7<sup>th</sup> Edition Roadway Segment Thresholds by Facility Type

CLASS		HCM 6th Edition					HCM 7th Edition					Delta between HCM 7th Edition and HCM 6th 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 6<sup>th</sup> and HCM 7<sup>th</sup> Edition are highlighted.
  - 2 HCM 6<sup>th</sup> and 7<sup>th</sup> 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 6<sup>th</sup> and 7<sup>th</sup> 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 6<sup>th</sup> and 7<sup>th</sup> 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 6<sup>th</sup> 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 7<sup>th</sup> Edition Two-lane Highway LOS thresholds based on custom service volume table developed for EDC two-lane highways based on new HCM 7<sup>th</sup> 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 $\geq 50$ mph	Posted Speed Limit $\leq 50$ mph
A	$\leq 2.0$	$\leq 2.5$
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, 7<sup>th</sup> 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, 7<sup>th</sup> 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	$\leq 11$	$\leq 10$	$\leq 10$
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, 7<sup>th</sup> 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 7<sup>th</sup> 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 widening, Country Club Drive realignment and extension, Diamond Springs Parkway, 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)
- 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 Update<sup>1</sup>.

## 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

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<sup>1</sup> *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

					2045											
Route	Seg	East of Segment	West of Segment	LOS Threshold	Eastbound						Westbound					
					AM Peak			PM Peak			AM Peak			PM Peak		
					Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>
50	13	EB OFF TO MAIN STREET	PLACERVILLE, CANAL STREET	E	45.00	12.67	B	45.00	19.84	C	45.00	18.42	C	45.00	18.69	C
50	14	PLACERVILLE, CANAL STREET	PLACERVILLE, JCT. RTE. 49	F	45.00	7.42	A	45.00	13.73	B	45.00	19.84	C	45.00	16.38	B
50	15	PLACERVILLE, JCT. RTE. 49	PLACERVILLE, COLOMA STREET	F	45.00	7.62	A	45.00	13.96	B	45.00	20.16	C	45.00	16.56	B
50	16	PLACERVILLE, COLOMA STREET	PLACERVILLE, BEDFORD AVENUE	F	45.00	7.44	A	45.00	13.96	B	45.00	20.16	C	45.00	16.42	B
50	17	PLACERVILLE, BEDFORD AVENUE	PLACERVILLE, MOSQUITO ROAD OH (BROADWAY)	F	45.00	5.91	A	45.00	10.71	A	45.00	15.56	B	45.00	12.87	B
50	21	NEW TOWN ROAD	JUNCTION OLD HIGHWAY, CAMINO, WEST	D	60.00	5.93	A	60.00	11.37	B	60.00	10.98	A	60.00	8.85	A
50	22	JUNCTION OLD HIGHWAY, CAMINO, WEST	EAST CAMINO ROAD	E	60.00	3.40	A	60.00	10.60	A	60.00	9.43	A	60.00	7.58	A
50	26	OLD CARSON ROAD	ICEHOUSE ROAD	D	50.00	4.30	A	50.00	8.72	A	50.00	7.44	A	50.00	5.22	A
<sup>1</sup> 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 <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>	Average Speed (mph)	Density <sup>1</sup> (pc/mi/ln)	LOS <sup>2</sup>
50	1	SACRAMENTO/EL DORADO COUNTY LINE	LATROBE ROAD	E	65.00	17.05	B	63.97	26.09	D	Unstable	>45	F	65.00	17.91	B
50	2	LATROBE ROAD	BASS LAKE ROAD	D	65.00	12.98	B	65.00	19.12	C	63.25	27.68	D	64.92	22.75	C
50	3	BASS LAKE ROAD	CAMBRIDGE ROAD	D	65.00	19.34	C	64.61	24.22	C	65.00	20.55	C	65.00	20.00	C
50	4	CAMBRIDGE ROAD	CAMERON PARK DRIVE	E	65.00	17.42	B	64.82	23.34	C	65.00	20.26	C	65.00	18.48	C
50	5	CAMERON PARK DRIVE	PONDEROSA ROAD	E	65.00	19.33	C	61.83	30.30	D	64.08	25.81	C	64.88	23.01	C
50	6	PONDEROSA ROAD	SHINGLE SPRINGS	D	65.00	15.52	B	65.00	21.37	C	65.00	19.77	C	65.00	20.57	C
50	7	SHINGLE SPRINGS	GREENSTONE ROAD	D	65.00	14.28	B	64.97	22.27	C	65.00	18.27	C	65.00	18.89	C
50	8	GREENSTONE ROAD	EL DORADO ROAD	D	65.00	10.73	A	65.00	15.69	B	65.00	14.10	B	65.00	13.30	B
50	9	EL DORADO ROAD	MISSOURI FLAT ROAD	E	65.00	10.46	A	65.00	14.99	B	65.00	13.74	B	65.00	13.03	B
50	10	MISSOURI FLAT ROAD	PLACERVILLE, FAIRGROUNDS	E	65.00	7.68	A	65.00	10.65	A	65.00	10.18	A	65.00	9.28	A
50	11	PLACERVILLE, FAIRGROUNDS	WEST PLACERVILLE	E	65.00	8.33	A	65.00	12.33	B	65.00	11.26	B	65.00	12.50	B
50	12	WEST PLACERVILLE	EB OFF TO MAIN STREET	E	65.00	9.67	A	65.00	15.16	B	65.00	14.10	B	65.00	14.19	B
50	18	PLACERVILLE, MOSQUITO ROAD OH (BROADWAY)	PLACERVILLE, SCHNELL SCHOOL ROAD	E	55.00	7.48	A	55.00	13.17	B	55.00	12.74	B	55.00	11.06	B
50	19	PLACERVILLE, SCHNELL SCHOOL ROAD	PLACERVILLE, POINT VIEW DRIVE	E	55.00	7.06	A	55.00	13.17	B	55.00	12.74	B	55.00	10.85	A
50	20	PLACERVILLE, POINT VIEW DRIVE	NEW TOWN ROAD	D	65.00	5.70	A	65.00	10.78	A	65.00	10.34	A	65.00	8.56	A
50	23	EAST CAMINO ROAD	SAWMILL (POLLOCK PINES)	E	65.00	2.25	A	65.00	6.91	A	65.00	6.20	A	65.00	4.85	A
50	24	SAWMILL (POLLOCK PINES)	SLY PARK ROAD	E	65.00	2.51	A	65.00	4.56	A	65.00	3.85	A	65.00	2.95	A
<sup>1</sup> Density expressed in pc/mi/ln, passenger cars per mile per lane																
Indicates deficiency																

Two-Lane Highway Level of Service Results

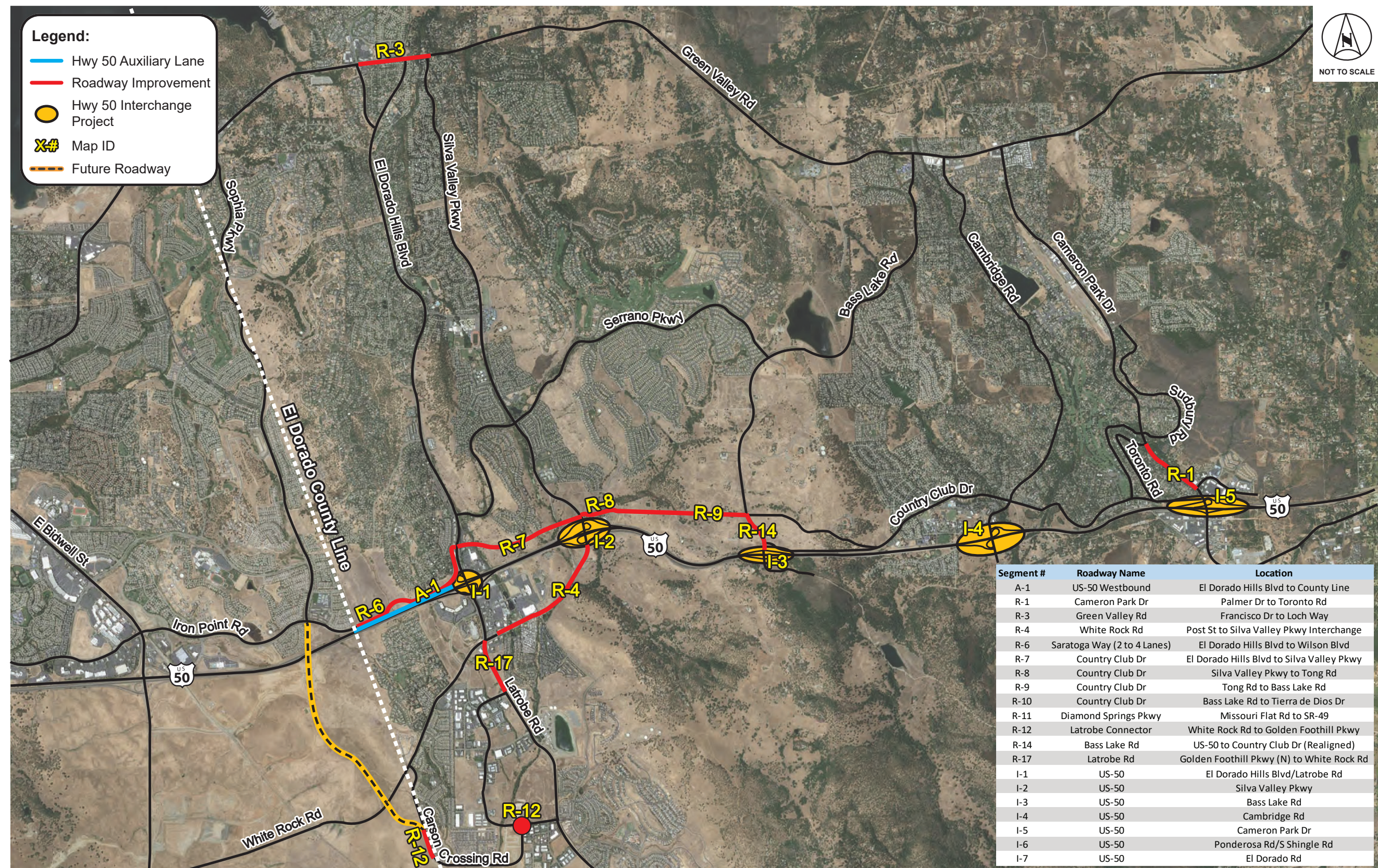
Route	Seg	North/East of Segment	South/West of Segment	LOS Threshold	2045											
					Eastbound						Westbound					
					AM Peak			PM Peak			AM Peak			PM Peak		
					Percent Followers (%)	Followers Density	LOS <sup>1</sup>	Percent Followers (%)	Followers Density	LOS <sup>1</sup>	Percent Followers (%)	Followers Density	LOS <sup>1</sup>	Percent Followers (%)	Followers Density	LOS <sup>1</sup>
49	1	AMADOR/EL DORADO COUNTY LINE	NASHVILLE, SOUTH	D	31.6%	1.0	A	27.9%	0.7	A	12.7%	0.1	A	27.7%	0.7	A
49	2	NASHVILLE, SOUTH	CHINA HILL ROAD	D	39.8%	1.9	A	30.4%	0.9	A	16.0%	0.2	A	41.6%	2.2	B
49	3	CHINA HILL ROAD	EL DORADO, UNION MINE ROAD	D	48.8%	3.6	B	34.7%	1.4	A	21.6%	0.4	A	50.7%	4.0	C
49	4	EL DORADO, UNION MINE ROAD	EL DORADO, PLEASANT VALLEY ROAD	E	55.3%	14.3	D	42.2%	5.6	C	24.5%	0.6	A	56.1%	5.8	C
49	5	EL DORADO, PLEASANT VALLEY ROAD	MISSOURI FLAT ROAD	F	72.4%	17.1	E	52.8%	5.7	C	42.6%	4.6	B	73.0%	32.9	E
49	6	MISSOURI FLAT ROAD	DIAMOND SPRINGS, PLEASANT VALLEY ROAD	F	76.9%	26.2	E	55.8%	7.8	C	46.3%	4.2	B	77.8%	27.3	E
49	7	DIAMOND SPRINGS, PLEASANT VALLEY ROAD	PLACERVILLE, FISKE ROAD	E	64.5%	8.8	D	42.8%	2.4	B	32.7%	1.1	A	63.8%	8.6	D
49	8	PLACERVILLE, FISKE ROAD	PLACERVILLE, PACIFIC/ MAIN STREETS	E	69.5%	28.6	E	51.7%	9.3	C	44.1%	4.1	B	72.7%	23.7	E
49	9	PLACERVILLE, PACIFIC/ MAIN STREETS	PLACERVILLE, JCT. RTE. 50	F	69.0%	26.0	E	49.3%	7.5	C	43.4%	4.8	B	70.9%	27.8	E
49	10	PLACERVILLE, JCT. RTE. 50	JCT. RTE. 193 NORTH	F	55.5%	15.3	E	37.7%	4.1	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	31.7%	1.5	A	25.7%	0.8	A	51.0%	6.3	C
49	12	DIANA STREET	GOLD HILL ROAD	D	46.0%	3.1	B	30.0%	0.8	A	22.9%	0.4	A	47.5%	3.5	B
49	13	GOLD HILL ROAD	COLOMA, JCT. RTE. 153 WEST	D	34.7%	1.8	A	23.5%	0.6	A	15.4%	0.2	A	37.0%	2.1	A
49	14	COLOMA, JCT. RTE. 153 WEST	MARSHALL GRADE ROAD (TO GEORGETOWN)	D	56.0%	7.0	C	36.1%	1.8	A	28.5%	0.9	A	58.2%	7.7	C
49	15	MARSHALL GRADE ROAD (TO GEORGETOWN)	HASTINGS CREEK BRIDGE	D	50.2%	5.4	C	33.0%	1.5	A	23.6%	0.7	A	54.1%	6.6	C
49	16	HASTINGS CREEK BRIDGE	COOL, JCT. RTE. 193 EAST	D	54.5%	4.9	C	33.2%	1.2	A	25.3%	0.6	A	57.3%	5.8	C
49	17	COOL, JCT. RTE. 193 EAST	EL DORADO/PLACER COUNTY LINE	F	81.7%	22.2	E	59.8%	6.5	C	50.3%	3.8	B	83.3%	24.5	E
50	25	SLY PARK ROAD	ICEHOUSE ROAD	E	29.8%	1.3	A	45.6%	3.8	A	40.9%	2.8	A	33.2%	1.7	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	30.4%	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	25.4%	1.0	A	37.0%	3.2	B	32.5%	2.1	A	35.9%	2.9	B
153	2	COLD SPRINGS ROAD	MARSHALL'S MONUMENT	D	26.4%	0.4	A	30.3%	0.7	A	15.2%	0.1	A	41.4%	1.9	A
193	1	COOL, JCT. RTE. 49	AMERICAN RIVER ROAD	D	27.0%	0.7	A	46.8%	3.2	B	46.8%	3.2	B	32.8%	1.2	A
193	2	AMERICAN RIVER ROAD	AUBURN LAKE TRAIL ROAD	D	23.3%	0.5	A	41.5%	2.3	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	46.6%	3.1	B	47.4%	3.2	B	34.1%	1.2	A
193	4	EVERGREEN COURT ROAD	GEORGETOWN, LOWER MAIN STREET	D	24.5%	0.7	A	40.7%	3.3	B	38.0%	2.0	A	25.9%	0.7	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%	0.2	A	8.9%	0.1	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
<sup>1</sup> Level of service for two-lane highways is based on criteria in Chapter 15, HCM 6th Edition																
<div></div> Indicates deficiency																

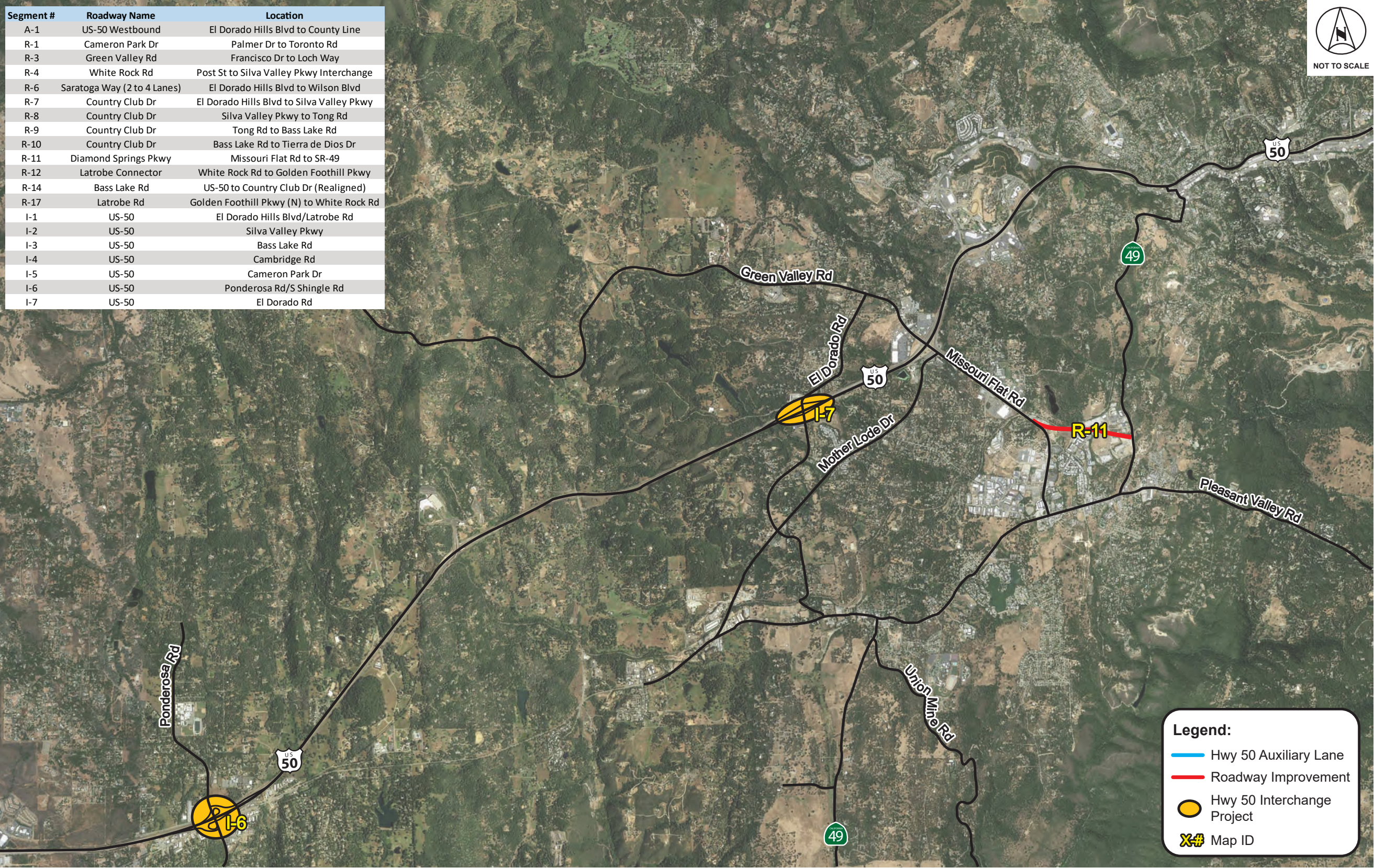
County Roadway Segment Level of Service Results

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	1,620	F	1,810	F
2	Bass Lake Rd	South of Green Valley Rd	Community Region	2AU	E	450	A-C	460	A-C
3	Bass Lake Rd	North of Serrano Pkwy	Community Region	2AU	E	1,040	D	1,070	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	260	A-C	350	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	740	D	860	D
10	Cambridge Rd	South of Country Club Dr	Community Region	2AU	E	800	D	810	D
11	Cambridge Rd	At US 50 Overcrossing	Community Region	2AU	E	670	D	960	D
12	Cambridge Rd	South of Green Valley Rd	Community Region	2AU	E	500	A-C	610	A-C
13	Cambridge Rd	North of Oxford Rd	Community Region	2AU	E	390	A-C	480	A-C
14	Cameron Park Dr	North of Coach Ln	Community Region	4AD	E	2,290	D	2,640	D
15	Cameron Park Dr	South of Hacienda Dr	Community Region	2AU	E	1,530	F	1,620	F
16	Cameron Park Dr	South of Green Valley Rd	Community Region	2AU	E	690	D	780	D
17	Cameron Park Dr	North of Mira Loma Dr	Community Region	2AU	E	990	D	1,210	D
18	Cameron Park Dr	South of Robin Ln	Community Region	2AU	E	890	D	1,070	D
19	Cameron Park Dr	North of Robin Ln	Exception F	2AU	F	780	D	940	D
20	Carson Rd	East of Barkley Rd	Community Region	2AU	E	220	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 Gattlin Rd	Rural	2AU	D	130	A-C	170	A-C
23	Carson Rd	East of Ponderosa Way	Community Region	2AU	E	200	A-C	270	A-C
24	China Garden Rd	East of Missouri Flat Rd	Community Region	2AU	E	300	A-C	390	A-C
25	China Garden Rd	North of SR 49	Community Region	2AU	E	190	A-C	250	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	160	A-C	220	A-C
28	Country Club Dr	East of Bass Lake Rd	Rural	2AU	D	510	A-C	500	A-C
29	Country Club Dr	West of Knollwood Dr	Community Region	2AU	E	430	A-C	390	A-C
30	Country Club Dr	East of Cambridge Rd	Community Region	2AU	E	330	A-C	490	A-C
31	Country Club Dr	East of Merrychase Dr	Community Region	2AU	E	370	A-C	330	A-C
32	Country Club Dr	West of Cameron Park Dr	Community Region	2AU	E	390	A-C	640	D
33	Durock Rd	West of S. Shingle Rd	Community Region	2AU	E	650	D	720	D
34	El Dorado Hills Blvd	South of Wilson Blvd	Community Region	4AD	E	1,830	D	1,960	D
35	El Dorado Hills Blvd	North of Wilson Blvd	Community Region	4AD	E	1,840	D	1,880	D
36	El Dorado Hills Blvd	North of Saratoga Way	Community Region	4AD	E	3,420	F	3,340	F
37	El Dorado Hills Blvd	South of Francisco Dr	Community Region	2AU	E	1,010	D	1,090	D
38	El Dorado Hills Blvd	South of Green Valley Rd	Community Region	2AU	E	510	A-C	530	A-C
39	El Dorado Hills Blvd	North of Harvard Way	Community Region	4AD	E	1,250	A-C	1,460	D
40	El Dorado Rd	South of US 50	Community Region	2AU	E	400	A-C	410	A-C
41	El Dorado Rd	North of Pleasant Valley Rd	Community Region	2AU	E	250	A-C	260	A-C
42	El Dorado Rd	South of Missouri Flat Rd	Community Region	2AU	E	160	A-C	210	A-C
43	Enterprise Dr	East of Forni Rd	Community Region	2AU	E	280	A-C	370	A-C
44	Fairplay Rd	South of Mt Aukum Rd	Rural	2AU	D	150	A-C	180	A-C
45	Forni Rd	North of SR 49	Community Region	2AU	E	320	A-C	280	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	1,070	D	1,150	D
48	French Creek Rd	North of Old French Town Rd	Rural	2AU	D	180	A-C	230	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	70	A-C	50	A-C
51	Gold Hill Rd	West of Cold Springs Rd	Rural	2AU	D	200	A-C	170	A-C
52	Green Valley Rd	West of Sophia Pkwy	Community Region	4AU*	E	1,930	D	2,150	D
53	Green Valley Rd	West of Weber Creek	Rural	2AU	D	300	A-C	350	A-C
54	Green Valley Rd	West of Silva Valley Rd	Community Region	2AU	E	1,370	E	1,520	F
55	Green Valley Rd	East of Mormon Island Dr	Community Region	4AD	E	2,140	D	2,420	D
56	Green Valley Rd	West of Mormon Island Dr	Community Region	4AD	E	2,200	D	2,420	D
57	Green Valley Rd	East of Sophia Pkwy	Community Region	4AD	E	2,210	D	2,410	D
58	Green Valley Rd	East of Francisco Dr	Community Region	2AU	E	1,360	E	1,170	D
59	Green Valley Rd	West of Bass Lake Rd	Community Region	2AU	E	1,350	E	1,030	D
60	Green Valley Rd	East of Bass Lake Rd	Community Region	2AU	E	1,270	D	1,130	D
61	Green Valley Rd	East of La Crescenta Dr	Community Region	2AU	E	790	D	800	D
62	Green Valley Rd	East of Deer Valley Rd	Rural	2AU	D	370	A-C	490	A-C
63	Green Valley Rd	West of Lotus Rd	Rural	2AU	D	530	A-C	600	A-C
64	Green Valley Rd	West of Greenstone Rd	Rural	2AU	D	330	A-C	410	A-C
65	Green Valley Rd	West of Missouri Flat Rd	Community Region	2AU	E	650	D	570	A-C
66	Green Valley Rd	West of Campus Dr	Rural	2AU	D	360	A-C	440	A-C
67	Greenstone Rd	North of US 50	Rural	2AU	D	460	A-C	320	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	580	A-C	780	A-C
71	Harvard Way	West of Silva Valley Pkwy	Community Region	4AU	E	560	A-C	930	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	440	A-C	540	A-C
74	Latrobe Rd	South of Investment Blvd	Community Region	2AU	E	760	D	880	D
75	Latrobe Rd	North of Golden Foothill Pkwy South	Community Region	4AD	E	2,160	D	1,960	D
76	Latrobe Rd	North of Investment Blvd	Community Region	2AU	E	1,160	D	1,210	D
77	Latrobe Rd	North of Golden Foothill Pkwy	Community Region	4AD	E	3,360	F	3,660	F

ID	Name	Location	Area	Type	LOS Threshold	2045			
						AM Volume	LOS	PM Volume	LOS
78	Latrobe Rd	North of White Rock Rd	Community Region	6AD	E	4,420	D	4,280	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	540	A-C	660	D
81	Lotus Rd	South of SR 49	Rural	2AU	D	250	A-C	330	A-C
82	Luneman Rd	West of Lotus Rd	Rural	2AU	D	340	A-C	210	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	890	D	840	D
87	Meder Rd	West of Ponderosa Rd	Community Region	2AU	E	520	A-C	580	A-C
88	Missouri Flat Rd	West of El Dorado Rd	Community Region	2AU	E	890	D	630	A-C
89	Missouri Flat Rd	East of El Dorado Rd	Community Region	2AU	E	840	D	740	D
90	Missouri Flat Rd	South of China Garden Rd	Community Region	2AU	E	1,280	D	1,380	E
91	Missouri Flat Rd	North of SR 49	Community Region	2AU	E	1,130	D	1,220	D
92	Missouri Flat Rd	North of Forni Rd	Exception F	4AD	F	2,490	D	2,820	D
93	Missouri Flat Rd	South of Forni Rd	Exception F	4AD	F	1,920	D	2,010	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	270	A-C	280	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	1,140	D	920	D
98	Mother Lode Dr	West of Sunset Ln	Community Region	2AU	E	1,230	D	1,320	E
99	Mother Lode Dr	West of Pleasant Valley Rd	Community Region	2AU	E	950	D	1,040	D
100	Mother Lode Dr	East of Pleasant Vally Rd	Community Region	2AU	E	230	A-C	330	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	40	A-C	20	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	450	A-C	480	A-C
107	Newtown Rd	North of Pioneer Hill Rd	Rural	2AU	D	240	A-C	280	A-C
108	Newtown Rd	East of Broadway Rd	Community Region	2AU	E	330	A-C	410	A-C
109	Newtown Rd	North of Pleasant Valley Rd	Rural	2AU	D	220	A-C	260	A-C
110	Old French Town Rd	South of Mother Lode Dr	Community Region	2AU	E	90	A-C	110	A-C
111	Omo Ranch Rd	East of Mt Aukum Rd	Rural	2AU	D	60	A-C	60	A-C
112	Oxford Rd	East of Salida Way	Community Region	2AU	E	500	A-C	560	A-C
113	Palmer Dr	East of Cameron Park Dr	Community Region	2AU	E	840	D	1,050	D
114	Patterson Dr	South of Pleasant Valley Rd	Community Region	2AU	E	350	A-C	390	A-C
115	Pleasant Valley Rd	East of Mother Lode Dr	Community Region	2AU	E	830	D	940	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	1,020	D	1,060	D
118	Pleasant Valley Rd	East of SR 49	Community Region	2AU	E	1,220	D	1,320	E
119	Pleasant Valley Rd	East of Cedar Ravine Rd	Community Region	2AU	E	970	D	940	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	150	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	240	A-C	470	A-C
124	Pony Express Trl	West of Forebay Rd	Community Region	2AU	E	270	A-C	560	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	200	A-C	220	A-C
127	Salmon Falls Rd	South of Malcolm Dixon Rd	Community Region	2AU	E	650	D	600	A-C
128	Salmon Falls Rd	South of Pedro Hill Rd	Rural	2AU	D	110	A-C	150	A-C
129	Salmon Falls Rd	South of Rattlesnake Bar Rd	Rural	2AU	D	40	A-C	50	A-C
130	Serrano Pkwy	East of Silva Valley Pkwy	Community Region	4AD	E	1,610	D	1,190	A-C
131	Serrano Pkwy	West of Bass Lake Rd	Community Region	2AU	E	730	D	960	D
132	Shingle Springs Dr	South of US 50	Rural	2AU	D	490	A-C	270	A-C
133	Silva Valley Pky	North of US 50	Community Region	4AD	E	1,610	D	1,870	D
134	Silva Valley Pky	South of Green Valley Rd	Community Region	2AU	E	670	D	730	D
135	Silva Valley Pky	North of Havard Way	Community Region	2AU	E	780	D	870	D
136	Silva Valley Pky	South of Serrano Pkwy	Community Region	4AD	E	1,100	A-C	1,050	A-C
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	550	A-C	610	A-C
140	Snows Rd	North of Newtown Rd	Rural	2AU	D	90	A-C	130	A-C
141	Snows Rd	South of Carson Rd	Community Region	2AU	E	340	A-C	280	A-C
142	South Shingle Rd	East of Latrobe Rd	Rural	2AU	D	180	A-C	250	A-C
143	South Shingle Rd	North of Barnett Ranch	Rural	2AU	D	220	A-C	290	A-C
144	South Shingle Rd	South of Sunset Ln	Community Region	2AU	E	440	A-C	570	A-C
145	Starbuck Rd	North of Green Valley Rd	Community Region	2AU	E	150	A-C	160	A-C
146	Union Ridge Rd	West of Hassler Rd	Rural	2AU	D	30	A-C	50	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	1,230	D	1,170	D
149	White Rock Rd	At County Line	Community Region	2AU	E	1,140	D	1,320	E
150	White Rock Rd	East of Latrobe Rd	Community Region	2AU	E	1,380	E	2,140	F
151	White Rock Rd	West of Latrobe Rd	Community Region	4AD	E	1,630	D	1,830	D

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



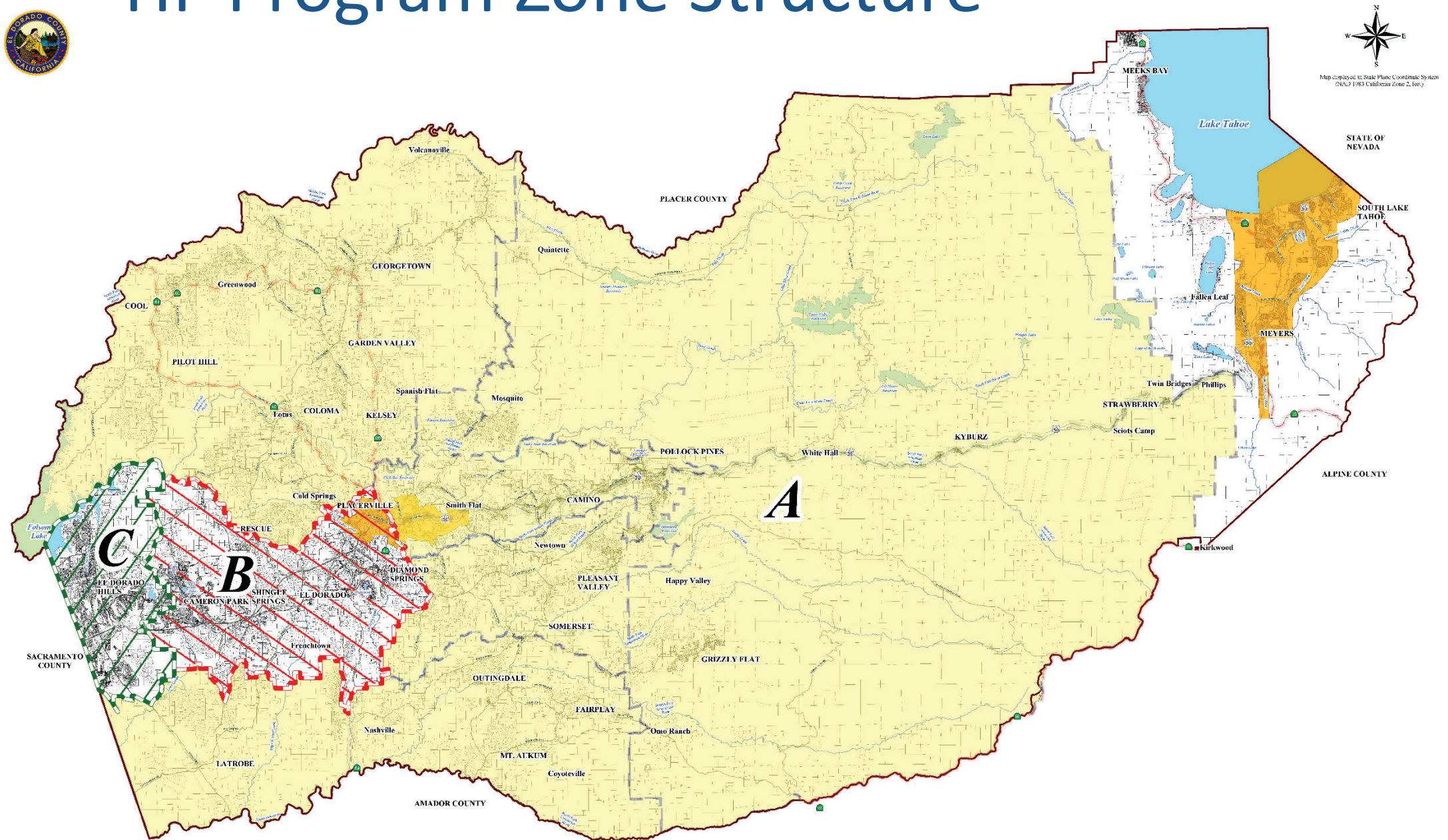


## Appendix B

*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)	0.88%	45.27%	53.85%	0.00%	100%
Cameron Park Dr, South of Hacienda Rd	1.57%	92.44%	5.98%	0.02%	100%
El Dorado Hills Blvd, North of Saratoga Way	3.98%	3.28%	92.69%	0.05%	100%
Green Valley Rd, Francisco Dr to Loch Way	7.79%	34.61%	57.58%	0.02%	100%
Latrobe Rd, North of Golden Foothill Parkway (N)	3.43%	3.78%	82.88%	9.91%	100%
White Rock Rd, East of Post St	2.53%	19.39%	77.28%	0.80%	100%

County Roadways

Deficient County Intersection	Zone A	Zone B	Zone C	External	Total
Cameron Park Drive at Hacienda Road	1.57%	92.44%	5.98%	0.02%	100%
Green Valley Road at Loch Way	5.32%	43.02%	51.63%	0.03%	100%
Forni Road at Pleasant Valley Road/Highway 49	16.31%	74.92%	1.35%	7.42%	100%
Hollow Oak Drive At Bass Lake Road	0.91%	37.20%	61.89%	0.00%	100%
Robert J Mathews Drive at Golden Foothill Parkway	1.77%	3.18%	93.50%	1.55%	100%

County Intersections

Deficient County Road	Zone A	Zone B	Zone C	External	Total
Saratoga Way, East of Wilson Way	3.10%	0.82%	95.72%	0.36%	100%
Diamond Springs Parkway	27.01%	69.25%	3.50%	0.24%	100%
Latrobe Connector	9.32%	0.00%	77.85%	12.83%	100%
Headington Connector	1.80%	94.62%	3.59%	0.00%	100%
Country Club Drive, El Dorado Hills Blvd to Silva Valley Parkway	1.64%	21.24%	77.12%	0.00%	100%
Country Club Drive, East of Silva Valley Parkway	0.57%	34.98%	64.45%	0.00%	100%
Country Club Drive, East of Tong Road	0.34%	12.00%	87.66%	0.00%	100%
Country Club Drive, East of Bass Lakes Road	0.14%	70.14%	29.72%	0.00%	100%

Parallel Facilities

Deficient Interchange	Zone A	Zone B	Zone C	External	Total
El Dorado Hills Boulevard/Latrobe Road	4.80%	9.82%	78.32%	7.06%	100%
Silva Valley Parkway	3.03%	18.03%	78.64%	0.30%	100%
Bass Lake Road	0.78%	42.83%	56.39%	0.00%	100%
Cambridge Road	0.87%	86.32%	12.81%	0.00%	100%
Cameron Park Drive	1.80%	90.17%	8.01%	0.01%	100%
Ponderosa Road	16.82%	75.56%	6.95%	0.67%	100%
El Dorado Road	6.63%	89.01%	3.81%	0.55%	100%

Interchanges

Deficient County Road	Zone A	Zone B	Zone C	External	Total
US-50 WB (Aux Lane), El Dorado Hills Blvd to County Line	13.11%	43.25%	37.47%	6.17%	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
R1	Deficient Segment	Cameron Park Drive, South of Toronto Road	Capital Improvement Program pg 53	\$ 4,110,000	\$ 4,170,000
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
R12	Parallel Facility	Latrobe Connector, White Rock Rd to Golden Foothill Pkwy	2020 Fee Update/2024 Excel		\$ 3,912,000
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 CCI and used in lieu of cost estimates where applicable.

Subtotals	
Auxiliary Lane	\$ 4,460,000.00
Deficient Segment	\$ 47,407,000.00
Parallel Facility	\$ 87,145,000.00
Interchange Improvements	\$ 140,243,000.00
<i>Total</i>	<i>\$ 279,255,000.00</i>

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

			2020			2024		
Item Description	Unit	2016 Unit Cost	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
Meldum 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-Way <sup>1</sup>								
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/RES/D/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCC/>

El Dorado County - 2024 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
<b>Earthwork</b>				
Roadway Excavation	3,667	CY	\$83.00	\$304,361
Earthwork/Grading Factor			90%	\$273,925
<b>Existing Facilities</b>				
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
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$187,039
<b>Specialty Items</b>				
Medium Retaining Wall (6 to 10')	300	LF	\$630.00	\$189,000
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$1,939,675</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$77,587
Construction Contingency			25%	\$484,919
<b>Subtotal Supplemental Items</b>				<b>\$562,506</b>
<b>Construction Subtotal</b>				<b>\$2,502,180</b>
<b>Right-of-Way<sup>1</sup></b>				
Undeveloped	0	SF	\$17.00	\$0
Right-of-way Acquisition Support			10%	\$0
<b>Subtotal R/W Items</b>				<b>\$0</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			15%	\$375,327
PS&E (PS)			25%	\$625,545
CONSTRUCTION (CM)			15%	\$375,327
<b>Subtotal Capital Support Items</b>				<b>\$1,376,199</b>
<b>Project Subtotal</b>				<b>\$3,878,380</b>
On-System Cost Increases for Capital Support and Construction			15%	\$581,757
<b>Project Total</b>				<b>\$4,460,137</b>
<b>Rounded</b>				<b>\$4,460,000</b>

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

El Dorado County - 2024 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
<b>Earthwork</b>				
Roadway Excavation	15,431	CY	\$83.00	\$1,280,773
Earthwork/Grading Factor			150%	\$1,921,160
<b>Existing Facilities</b>				
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
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$837,797
Relocate Utility Pole	3	EA	\$12000.00	\$36,000
<b>Specialty Items</b>				
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
Medium Sound Wall (6' to 10')	1300	LF	\$280.00	\$364,000
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$9,832,429</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$393,297
Construction Contingency			25%	\$2,458,107
<b>Subtotal Supplemental Items</b>				<b>\$2,851,405</b>
<b>Construction Subtotal</b>				<b>\$12,683,834</b>
<b>Right-of-Way<sup>1</sup></b>				
Undeveloped	86,000	SF	\$17.00	\$1,462,000
Right-of-way Acquisition Support			10%	\$146,200
<b>Subtotal R/W Items</b>				<b>\$1,608,200</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$1,268,383
PS&E (PS)			20%	\$2,536,767
CONSTRUCTION (CM)			15%	\$1,902,575
<b>Subtotal Capital Support Items</b>				<b>\$5,707,725</b>
<b>Project Total</b>				<b>\$19,999,759</b>
<b>Rounded</b>				<b>\$20,000,000</b>
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.

PROJECT LENGTH (feet)				3,560
Item Description	Quantity	Units	Unit Cost	Total Cost
<b>Earthwork</b>				
Roadway Excavation	9,431	CY	\$83.00	\$782,773
Earthwork/Grading Factor			90%	\$704,496
<b>Existing Facilities</b>				
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
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$490,669
Relocate Utility Pole	7	EA	\$12000.00	\$84,000
<b>Specialty Items</b>				
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
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$5,723,724</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$228,949
Construction Contingency			25%	\$1,430,931
<b>Subtotal Supplemental Items</b>				<b>\$1,659,880</b>
<b>Structure Items</b>				
Box Culvert Extension	25	LF	\$4200.00	\$103,500
<b>Subtotal Structure Construction Items</b>				<b>\$103,500</b>
<b>Construction Subtotal</b>				<b>\$7,487,104</b>
<b>Right-of-Way</b>				
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
<b>Subtotal R/W Items</b>				<b>\$2,565,200</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$ 748,710.40
PS&E (PS)			20%	\$ 1,497,420.79
CONSTRUCTION (CM)			15%	\$ 1,123,065.59
<b>Subtotal Capital Support Items</b>				<b>\$3,369,197</b>
<b>Project Total</b>				<b>\$13,421,501</b>
<b>Rounded</b>				<b>\$14,000,000</b>
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.

PROJECT LENGTH (feet)				3,700
Item Description	Quantity	Units	Unit Cost	Total Cost
<b>Earthwork</b>				
Roadway Excavation	9,916	CY	\$83.00	\$823,028
Earthwork/Grading Factor			90%	\$740,725
<b>Existing Facilities</b>				
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
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$509,945
<b>Specialty Items</b>				
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
<b>Landscaping</b>				
Median Treatment	21,000	SF	\$8.30	\$174,300
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$7,341,898</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$293,676
Construction Contingency			25%	\$1,835,475
<b>Subtotal Supplemental Items</b>				<b>\$2,129,150</b>
<b>Construction Subtotal</b>				<b>\$9,471,049</b>
<b>Right-of-Way</b>				
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
<b>Subtotal R/W Items</b>				<b>\$4,441,800</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$947,105
PS&E (PS)			20%	\$1,894,210
CONSTRUCTION (CM)			15%	\$1,420,657
<b>Subtotal Capital Support Items</b>				<b>\$4,261,972</b>
<b>Project Total</b>				<b>\$18,174,821</b>
<b>Rounded</b>				<b>\$18,175,000</b>
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.

PROJECT LENGTH (feet) <b>5,000</b>				
Item Description	Quantity	Units	Unit Cost	Total Cost
<b>Earthwork</b>				
Roadway Excavation	17,360	CY	\$83.00	\$1,440,880
Earthwork/Grading Factor			150%	\$2,161,320
<b>Existing Facilities</b>				
Removal of Striping	1,200	LF	\$2.50	\$3,000
Removal of Pavement Markings	180	SF	\$10.00	\$1,800
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$957,966
<b>Specialty Items</b>				
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
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$9,995,586</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$399,823
Construction Contingency			25%	\$2,498,897
<b>Subtotal Supplemental Items</b>				<b>\$2,898,720</b>
<b>Structure Items</b>				
Box Culvert	5,600	SF	\$490.00	\$2,744,000
Mobilization			10%	\$274,400
Time-Related Overhead			10%	\$274,400
<b>Subtotal Structure Construction Items</b>				<b>\$3,292,800</b>
<b>Construction Subtotal</b>				<b>\$16,187,106</b>
<b>Right-of-Way</b>				
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
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$1,618,711
PS&E (PS)			20%	\$3,237,421
CONSTRUCTION (CM)			15%	\$2,428,066
<b>Subtotal Capital Support Items</b>				<b>\$7,284,198</b>
<b>Project Total</b>				<b>\$ 28,721,104</b>
<b>Rounded</b>				<b>\$ 28,721,000</b>
1. Right of way and feasibility need to be researched through Raley's shopping center. 2. Assuming connection to EDH Blvd is via Park Drive 3. Signal mod is for Country Club (Park) / EDH Blvd 4. 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
<b>Earthwork</b>				
Roadway Excavation	11,688	CY	\$83.00	\$970,104
Earthwork/Grading Factor			90%	\$873,094
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec			15%	\$577,161
<b>Specialty Items</b>				
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
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$5,759,978</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$230,399
Construction Contingency			25%	\$1,439,995
<b>Subtotal Supplemental Items</b>				<b>\$1,670,394</b>
<b>Structure Items</b>				
Box Culvert	320	SF	\$490.00	\$156,800
Bridge Mobilization			\$0.10	\$15,680
Bridge Time-Related Overhead			\$0.10	\$15,680
<b>Subtotal Structure Construction Items</b>				<b>\$188,160</b>
<b>Construction Subtotal</b>				<b>\$7,618,532</b>
<b>Right-of-Way</b>				
Undeveloped	223,600	SF	\$17.00	\$3,801,200
Right-of-way Acquisition Support			10%	\$380,120
<b>Subtotal R/W Items</b>				<b>\$4,181,320</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$761,853
PS&E (PS)			20%	\$1,523,706
CONSTRUCTION (CM)			15%	\$1,142,780
<b>Capital Support Subtotal</b>				<b>\$3,428,339</b>
<b>Project Total</b>				<b>\$15,228,191</b>
<b>Rounded</b>				<b>\$ 15,228,000</b>

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
<b>Earthwork</b>				
Roadway Excavation	22,062	CY	\$83.00	\$1,831,146
Earthwork/Grading Factor			150%	\$2,746,719
<b>Structural Section</b>				
Hot Mix Asphalt (Type A)	10,643	Ton	\$180.00	\$180
Class 2 Aggregate Base	14,813	CY	\$120.00	\$1,777,560
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$953,341
<b>Specialty Items</b>				
Driveway	2	EA	\$6900.00	\$13,800
Sidewalk Ramp	2	EA	\$4200.00	\$8,400
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$7,685,946</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$307,438
Construction Contingency			25%	\$1,921,486
<b>Subtotal Supplemental Items</b>				<b>\$2,228,924</b>
<b>Construction Subtotal</b>				<b>\$9,914,870</b>
<b>Right-of-Way</b>				
Undeveloped	360,000	SF	\$17.00	\$6,120,000
Right-of-way Acquisition Support			10%	\$612,000
<b>Subtotal R/W Items</b>				<b>\$6,732,000</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$991,487
PS&E (PS)			20%	\$1,982,974
CONSTRUCTION (CM)			15%	\$1,487,231
<b>Subtotal Capital Support Items</b>				<b>\$4,461,692</b>
<b>Project Total</b>				<b>\$21,108,562</b>
<b>Rounded</b>				<b>\$ 21,109,000</b>

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.

PROJECT LENGTH (feet)				1,000
Item Description	Quantity	Units	Unit Cost	Total Cost
<b>Earthwork</b>				
Roadway Excavation	3,308	CY	\$83.00	\$274,564
Earthwork/Grading Factor			90%	\$247,108
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$162,293
<b>Specialty Items</b>				
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
<b>Landscaping</b>				
Landscaping & Irrigation	10,000	SF	\$6.90	\$69,000
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$2,091,644</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$83,666
Construction Contingency			25%	\$522,911
<b>Subtotal Supplemental Items</b>				<b>\$606,577</b>
<b>Construction Subtotal</b>				
				<b>\$2,698,221</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$269,822
PS&E (PS)			20%	\$539,644
CONSTRUCTION (CM)			15%	\$404,733
<b>Subtotal Capital Support Items</b>				<b>\$1,214,200</b>
<b>Project Total</b>				
				<b>\$3,912,421</b>
<b>Rounded</b>				<b>\$3,912,000</b>
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 - 2024 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.

PROJECT LENGTH				1,100
Item Description	Quantity	Units	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-Way <sup>1</sup> (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 - 2024 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
<b>Earthwork</b>				
Roadway Excavation	6,397	CY	\$83.00	\$530,951
Earthwork/Grading Factor			150%	\$796,427
<b>Existing Facilities</b>				
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
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec			15%	\$405,000
Relocate Utility Pole	2	EA	\$12000.00	\$24,000
<b>Specialty Items</b>				
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
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$4,036,827</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$161,473
Construction Contingency			25%	\$1,009,207
Subtotal Supplemental Items				<b>\$1,170,680</b>
Construction Subtotal				<b>\$5,207,507</b>
<b>Right-of-Way</b>				
Undeveloped	31,100	SF	\$17.00	\$528,700
Right-of-way Acquisition Support			10%	\$52,870
Subtotal R/W Items				<b>\$581,570</b>
<b>Capital Support</b>				
PR/ED (PD,PE,PM)			10%	\$520,751
PS&E (PS)			20%	\$1,041,501
CONSTRUCTION (CM)			15%	\$781,126
Subtotal Capital Support Items				<b>\$2,343,378</b>
Project Total				\$8,132,455
<b>Rounded</b>				<b>\$ 8,132,000</b>

El Dorado County - 2024 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.

PROJECT LENGTH (feet)				600
Item Description	Quantity	Units	Unit Cost	Total Cost
<b>Earthwork</b>				
Roadway Excavation	861	CY	\$83.00	\$71,463
Earthwork/Grading Factor			90%	\$64,317
<b>Existing Facilities</b>				
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
<b>Structural Section</b>				
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
<b>Drainage &amp; Utilities</b>				
Drainage (15% of Earthwork & Struc Sec total)			15%	\$60,920
<b>Specialty Items</b>				
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
<b>Traffic Items</b>				
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
<b>Subtotal Roadway Construction Items</b>				<b>\$873,334</b>
<b>Supplemental Items</b>				
Traffic Management Plan/Traffic Control			4%	\$34,933
Construction Contingency			25%	\$218,333
<b>Subtotal Supplemental Items</b>				<b>\$253,267</b>
<b>Construction Subtotal</b>				<b>\$1,126,601</b>
<b>Capital Support</b>				
CONSTRUCTION (CM)			15%	\$168,990
<b>Subtotal Capital Support Items</b>				<b>\$168,990</b>
<b>Project Total</b>				<b>\$1,295,591</b>
<b>Rounded</b>				<b>\$ 1,296,000</b>
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				