

Alternative #	Alternative 1	Alternative 2	Alternative 2A	Alternative 5
Critical Factor: LOS and Delay				
White Rock/Latrobe Road Intersection Fix	YES	YES	YES	YES
LOS (AM) ¹ - Design Year 2025	52 - D	44 - D	48 - D	46 - D
LOS (PM) ¹ - Design Year 2025	33 - C	30 - C	33 - C	32 - C
Comments	White Rock Road/Latrobe Road Ultimate Lane Configuration: NB - One left-turn lane, four through lanes, and a right-turn lane. SB - Two left-turn lanes, three through lanes, and a right-turn lane. EB - Two left-turn lanes, two through lanes, and a right-turn lane WB - Two left-turn lanes, two through lanes, and one right-turn lane.			
Cost Factor				
Total Lane-Mi	8.0	8.6	7.6	5.5
Estimated Costs (County Type B CIP Estimate)	\$21,080,000	\$22,820,000	\$21,350,000	\$14,760,000
Comments	*Significantly shorter road. Widening of Golden Foothill required.			
Environmental Factors				
5 = No Impact, 4 = Less than significant impact with no mitigation required, 3 = Potentially significant impact, standard mitigation measure will be required, 2 = Potentially significant impact, comprehensive mitigation measures will be required, 1 = Significant and unavoidable impact, no mitigation measures are available to reduce this impact				
Aesthetics	3	3	3	3
Air Quality				
Short-Term	3	3	3	3
Long-Term	4	4	4	4
Biological Resources				
Jurisdictional Waters and Wetlands/Permits	2	2	2	3
Grassland/Habitat Take	3	3	3	3
Sensitive Species/Section 7	3	3	3	3
Cultural Resources				
Pre-Historic	2	2	2	3
Historic	3	3	3	3
Geotechnical/Soils	3	3	3	3
Hazardous Materials/Wastes	3	3	3	3
Hydrology	3	3	3	4
Water Quality	3	3	3	3
Land Use Compatibility	4	4	4	2
Noise				
Short-Term	3	3	3	3
Long-Term	3	3	3	3
Public Services	5	5	5	5
Utilities	5	5	5	5
	55	55	55	56
Comments	*Significantly shorter road avoids jurisdictional wetlands but has significant impacts to land use compatibility.			
Consistency with Approved Documents				
Consistent with Sacramento GP ²	YES	YES	YES	YES
Consistent with Folsom SOI ³	YES	YES	YES	YES
Consistent with Carson Creek SP ⁴	NO	NO	NO	NO
OVERALL RATING⁵				
	2.57	3.00	2.53	4.27

Notes:

1. XX - X = Delay - LOS - Design Year 2025
2. Consistency with the Sacramento County General Plan was determined to exist if there was a road connection to Empire Ranch Road only.
3. Consistency with Folsom SOI was determined to exist if the alternative connected into the roadway network identified in the SOI circulation plan.
4. Consistency with the Carson Creek Specific Plan Circulation Diagram was determined to exist if there was a Carson Crossing Drive alignment that matched the alignment shown in the Carson Creek Tentative Map and that matched the number of lanes.
5. Average Weighted Rating for alternatives.

CALCULATION OF AVERAGE WEIGHTED RATING

	Intersection "Fix"		Cost		Environmental Impacts		Consistency w/ Sac GP/FPASP/CCSP				Total
	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Sac GP Score	FPASP Score	CCSP Score	Average Weighted Score	
	50 Percent		30 Percent		10 Percent		10 Percent				
Alternative 1	3	1.5	1	0.3	3	0.3	5	5	4	0.47	2.57
Alternative 2	4	2.0	1	0.3	3	0.3	5	5	2	0.40	3.00
Alternative 2A	3	1.5	1	0.3	3	0.3	5	5	3	0.43	2.53
Alternative 5	4	2.0	5	1.5	4	0.4	5	5	1	0.37	4.27

Average Delay	Score
>50	1
45-50	2
40-45	3
35-40	4
<35	5

Delay				
ALT	AM	PM	Average	Average LOS
1	52	33	42.50	D
2	44	30	37.00	D
2A	48	33	40.50	D
5	46	32	39.00	D

Project Cost	Score
> \$21M	1
\$20M - \$21M	2
\$19M - \$20M	3
\$18M - \$19M	4
< \$18M	5

ALT	Project Cost
1	\$21,080,000
2	\$22,820,000
2A	\$21,350,000
5	\$14,760,000

Sacramento GP (YES NO)	Score
Yes	5
No	1

Consistency with the Sacramento County General Plan was determined to exist if there was a road connection to Empire Ranch Road only.

Folsom SOI (YES NO)	Score
Yes	5
No	1

Consistency with Folsom SOI was determined to exist if the alternative connected into the roadway network identified in the SOI circulation plan.

Carson Creek Specific Plan		
ALT	Alignment?	# of Lanes?
1	Yes	No
2	Partially, Less So	No
2A	Partially, More So	No
5	No	No

Cost Estimate Type B

Project #	
Project Name	Alt 1
Limits	
Description Of Project	

	Length (mi)	# Lanes / Sides	Grade	Width (ft)	% Cost	Rate	Cost
4 Lanes from White Rock to Golden Foothill	Roadway	1.48	2			\$ 800,000	\$ 5,905,303
	Shoulders	1.48	2	2	6	\$ 800,000	\$ 1,184,000
	PCC Curb & Gutter	1.48	2			\$ 10	\$ 156,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			2		15%	\$ 1,063,000
	Miscellaneous Items			1		20%	\$ 1,662,000
	Traffic Control			1			\$ 20,000
2 Lanes from new Carson Creek Crossing to Old CCC	Roadway	0.06	2	1		\$ 600,000	\$ 76,136
	Shoulders	0.06	2	1	8	\$ 600,000	\$ 48,000
	PCC Curb & Gutter	0.06	2			\$ 10	\$ 6,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			1		0%	\$ -
	Miscellaneous Items			1		20%	\$ 26,000
	Traffic Control			1			\$ 20,000
Widen Golden Foothill Pkwy	Roadway	0.45	1	1		\$ 600,000	\$ 271,591
	Shoulders						\$ -
	PCC Curb & Gutter	0.45	2			\$ 10	\$ 48,000
	PCC Sidewalk					\$ 7	\$ -
	Earthwork			1		0%	\$ -
	Miscellaneous Items			2		40%	\$ 128,000
	Traffic Control			2			\$ 60,000

8.0

Right of Way	SQ FT	Unit Cost	
R/W	861080	\$ 2.00	\$1,722,160
S&DE	84400	\$ 1.00	\$ 84,400
			\$1,810,000

Sub-Total		\$ 10,674,030
Mobilization	10%	\$ 1,067,403
Contingency	35%	\$ 3,735,911
Total		\$ 15,477,344

PA&ED	1%	\$ 154,773
PS&E	10%	\$ 1,547,734
Permit/Mitgn	1%	\$ 154,773
R/W		\$ 1,810,000
Utilities	0.5%	\$ 77,387
CM	12%	\$ 1,857,281

21,080,000

Cost Estimate Type B

Project #	
Project Name	Alt 2
Limits	
Description Of Project	

	Length (mi)	# Lanes / Sides	Grade	Width (ft)	% Cost	Rate	Cost
4 Lanes from White Rock to Existing Investment	Roadway	1.62	2			\$ 800,000	\$ 6,470,455
	Shoulders	1.62	2	2	6	\$ 800,000	\$ 1,296,000
	PCC Curb & Gutter	1.62	2			\$ 10	\$ 171,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			2		15%	\$ 1,165,000
	Miscellaneous Items			1		20%	\$ 1,820,000
	Traffic Control			1			\$ 20,000
2 Lanes from new Carson Creek Crossing to Old CCC	Roadway	0.06	2	1		\$ 600,000	\$ 76,136
	Shoulders	0.06	2	1	8	\$ 600,000	\$ 48,000
	PCC Curb & Gutter	0.06	2			\$ 10	\$ 6,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			1		0%	\$ -
	Miscellaneous Items			1		20%	\$ 26,000
	Traffic Control			1			\$ 20,000
Widen Investment	Roadway	0.35	1	1		\$ 800,000	\$ 276,667
	Shoulders						\$ -
	PCC Curb & Gutter	0.35	2			\$ 10	\$ 37,000
	PCC Sidewalk		2			\$ 7	\$ -
	Earthwork			1		0%	\$ -
	Miscellaneous Items			1		20%	\$ 63,000
	Traffic Control			1			\$ 20,000

8.6

Right of Way	SQ FT	Unit Cost	
R/W	923517	\$ 2.00	\$1,847,034
S&DE	179934	\$ 1.00	\$ 179,934
			\$2,030,000

Sub-Total		\$ 11,515,258
Mobilization	10%	\$ 1,151,526
Contingency	35%	\$ 4,030,340
Total		\$ 16,697,124

PA&ED	1%	\$ 166,971
PS&E	10%	\$ 1,669,712
Permit/Mitgn	1%	\$ 166,971
R/W		\$ 2,030,000
Utilities	0.5%	\$ 83,486
CM	12%	\$ 2,003,655

22,820,000

Cost Estimate Type B

Project #	
Project Name	Alt 2A
Limits	
Description Of Project	

	Length (mi)	# Lanes / Sides	Grade	Width (ft)	% Cost	Rate	Cost
4 Lanes from White Rock to Point X	Roadway	1.15	5	2		\$ 800,000	\$ 4,598,485
	Shoulders	1.15	2	2	6	\$ 800,000	\$ 920,000
	PCC Curb & Gutter	1.15	2			\$ 10	\$ 121,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			2		15%	\$ 828,000
	Miscellaneous Items			1		20%	\$ 1,293,000
	Traffic Control			1			\$ 20,000
2 Lanes from new Carson Creek Crossing to Old CCC	Roadway	0.06	2	1		\$ 600,000	\$ 76,136
	Shoulders	0.06	2	1	8	\$ 600,000	\$ 48,000
	PCC Curb & Gutter	0.06	2			\$ 10	\$ 6,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			1		0%	\$ -
	Miscellaneous Items			1		20%	\$ 26,000
	Traffic Control			1			\$ 20,000
2 Lanes from Point X to Golden Foothill	Roadway	0.41	2	1		\$ 600,000	\$ 495,455
	Shoulders	0.41	2	1	8	\$ 600,000	\$ 328,000
	PCC Curb & Gutter	0.41	2			\$ 10	\$ 43,000
	PCC Sidewalk		2			\$ 7	\$ -
	Earthwork			2		15%	\$ 124,000
	Miscellaneous Items			1		20%	\$ 198,000
	Traffic Control			1			\$ 20,000
2 Lanes from Point X to Existing Investment	Roadway	0.47	2	1		\$ 600,000	\$ 561,364
	Shoulders	0.47	2	1	8	\$ 600,000	\$ 376,000
	PCC Curb & Gutter	0.47	2			\$ 10	\$ 50,000
	PCC Sidewalk					\$ 7	\$ -
	Earthwork			2		15%	\$ 141,000
	Miscellaneous Items			1		20%	\$ 226,000
	Traffic Control			1			\$ 20,000

7.6

Right of Way	SQ FT	Unit Cost	
R/W	1021018	\$ 2.00	\$2,042,036
S&DE	281659	\$ 1.00	\$ 281,659
			\$2,320,000

Sub-Total		\$ 10,539,440
Mobilization	10%	\$ 1,053,944
Contingency	35%	\$ 3,688,804
Total		\$ 15,282,188

PA&ED	1%	\$152,822
PS&E	10%	\$1,528,219
Permit/Mitgn	1%	\$ 152,822
R/W		\$ 2,320,000
Utilities	0.5%	\$ 76,411
CM	12%	\$1,833,863

21,350,000

Cost Estimate Type B

Project #	
Project Name	Alt 5
Limits	
Description Of Project	

	Length (mi)	# Lanes / Sides	Grade	Width (ft)	% Cost	Rate	Cost
4 Lanes from White Rock to Golden Foothill	Roadway	0.99	5	2		\$ 800,000	\$ 3,946,212
	Shoulders	0.99	2	2	6	\$ 800,000	\$ 792,000
	PCC Curb & Gutter	0.99	2			\$ 10	\$ 105,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			2		15%	\$ 711,000
	Miscellaneous Items			1		20%	\$ 1,111,000
	Traffic Control			1			\$ 20,000
2 Lanes from new Carson Creek Crossing to Old CCC	Roadway	0.06	2	1		\$ 600,000	\$ 76,136
	Shoulders	0.06	2	1	8	\$ 600,000	\$ 48,000
	PCC Curb & Gutter	0.06	2			\$ 10	\$ 6,000
	PCC Sidewalk		0			\$ 7	\$ -
	Earthwork			1		0%	\$ -
	Miscellaneous Items			1		20%	\$ 26,000
	Traffic Control			1			\$ 20,000
Widen Golden Foothill Pkwy	Roadway	0.41	1	1		\$ 800,000	\$ 325,758
	Shoulders						\$ -
	PCC Curb & Gutter	0.41	2			\$ 10	\$ 43,000
	PCC Sidewalk		2			\$ 7	\$ -
	Earthwork			2		15%	\$ 49,000
	Miscellaneous Items			2		40%	\$ 167,000
	Traffic Control			2			\$ 60,000

5.5

Right of Way	SQ FT	Unit Cost	
R/W	576125	\$ 2.00	\$ 1,152,250
S&DE	56040	\$ 1.00	\$ 56,040
			\$ 1,210,000

Sub-Total		\$ 7,506,106
Mobilization	10%	\$ 750,611
Contingency	35%	\$ 2,627,137
Total		\$ 10,883,854

PA&ED	1%	\$ 108,839
PS&E	10%	\$ 1,088,385
Permit/Mitgn	1%	\$ 108,839
R/W		\$ 1,210,000
Utilities	0.5%	\$ 54,419
CM	12%	\$ 1,306,062

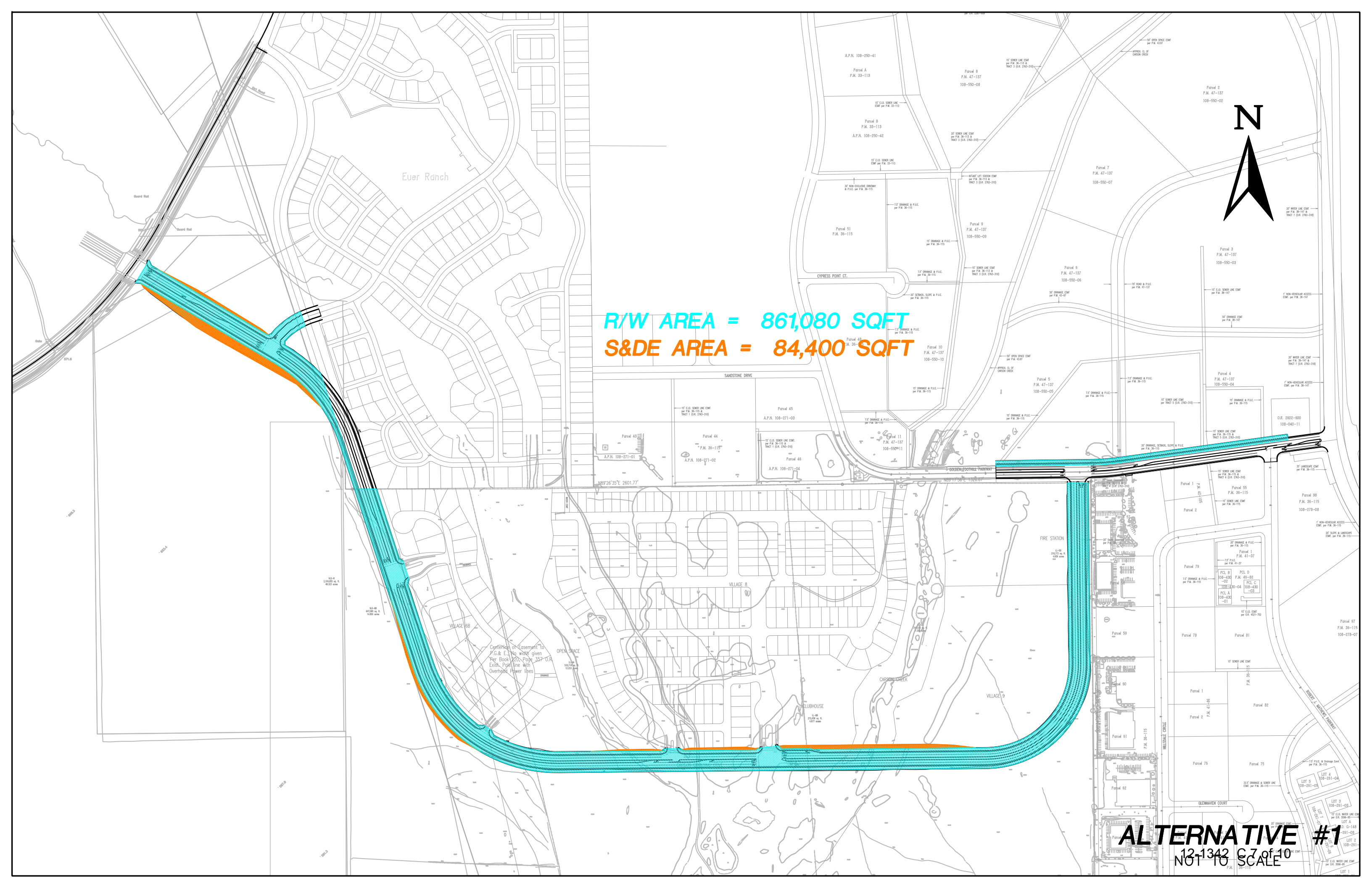
14,760,000



R/W AREA = 861,080 SQFT
S&DE AREA = 84,400 SQFT

Confirmation of Easement to
P.G. & E. No work given
Per Book 220, Page 357 D.R.
Exist. Pole line with
Overhead Power lines

ALTERNATIVE #1
12 1343 C7 of 10
NOT TO SCALE

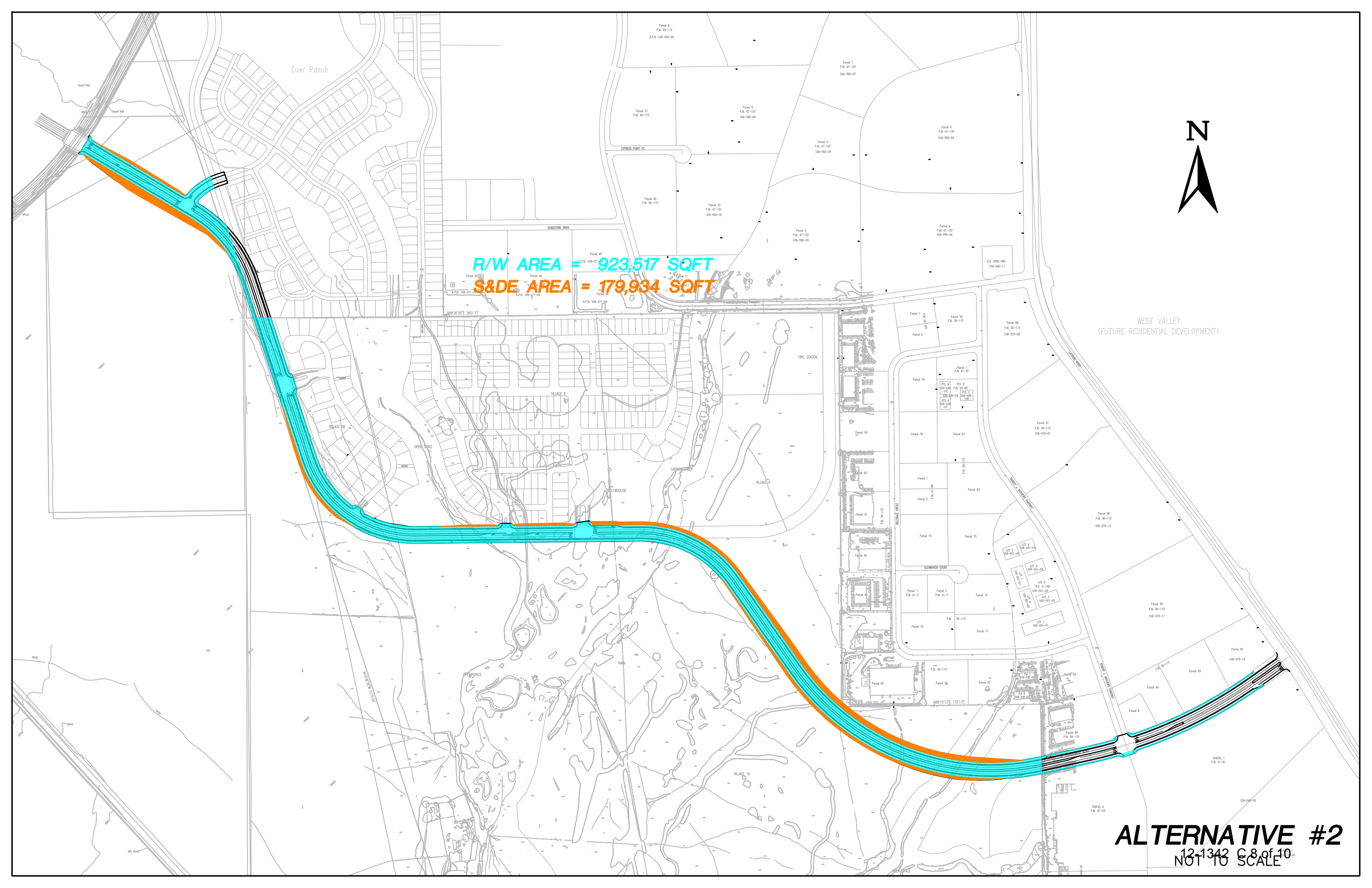




R/W AREA = 923,517 SQFT
S&DE AREA = 179,934 SQFT

WEST VALLEY
(FUTURE RESIDENTIAL DEVELOPMENT)

ALTERNATIVE #2
12.13.23 C8 of 10
NOT TO SCALE

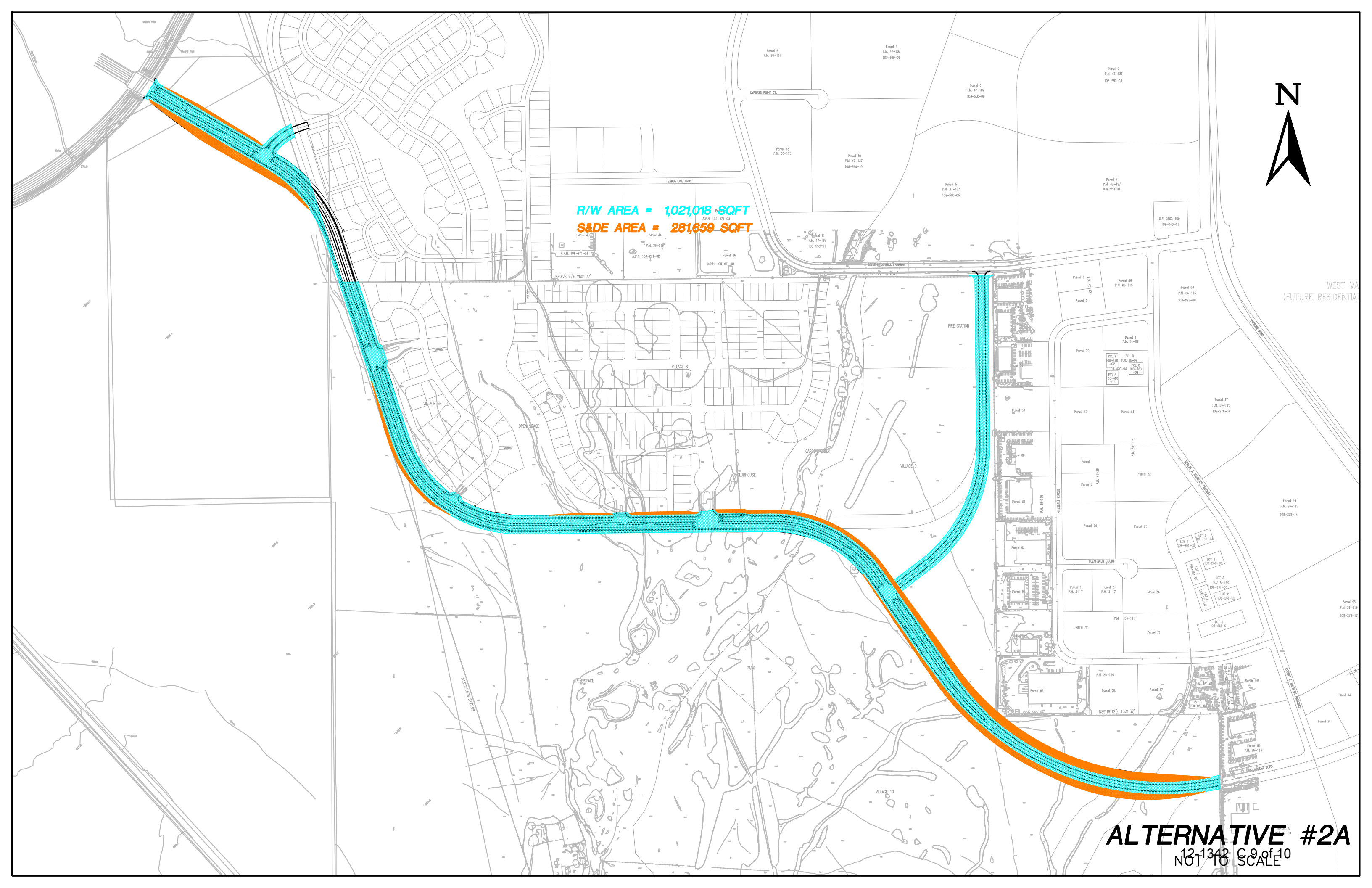




R/W AREA = 1,021,018 SQFT
S&DE AREA = 281,659 SQFT

WEST VA
(FUTURE RESIDENTIAL)

ALTERNATIVE #2A
12.13.13 9 of 10
NOT TO SCALE





R/W AREA = 576,125 SQFT
S&DE AREA = 56,040 SQFT

ALTERNATIVE #5
121342 C 10 of 10
NOT TO SCALE

