

County of Sacramento



Antelope Public Facilities Financing Plan Development Impact Fee Program

2018 Edition

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SECTION I INTRODUCTION

Antelope Area Development and Corresponding Financing Alternatives

Policies contained in the County General Plan require the adoption of public facilities financing plans for all non-urban areas that are approved for urban growth. The initial Antelope Public Facilities Financing Plan Development Fee Program (Antelope Fee Program) was originally adopted by the Board of Supervisors on February 6, 1986. Subsequent updates to the Antelope Fee Program were approved by the Board on June 20, 1989, January 14, 1992, March 20, 2001, May 18, 2004 and May 31, 2005 (selected portions updated).

The Antelope Urban Study Area Report (adopted by the County Board of Supervisors on March 6, 1985) and the community land use plan have guided development of the Antelope Community Plan area first designated for residential development in the 1982 General Plan. Residential construction began in the planned community in mid-1986.

The Antelope Fee Program was designed to be updated periodically allowing a flexible response to changing conditions in the development marketplace and amendments to the Community Plan. The adoption of the East Antelope Specific Plan (EASP) on July 12, 1995 provided an opportunity for a logical expansion of the boundaries of the Antelope Fee Program area and an efficient and equitable means of meeting the public facilities financing obligations of development in East Antelope. For the 2000-01 update of the Antelope Fee Program, the three largely residential Subareas (524 out of the total 676-acres of the EASP area) located west of Antelope North Road adjacent to the original Antelope Fee Program area were determined to be appropriate for inclusion in the Fee Program area. The EASP's 152-acre Eastern Subarea, consisting of extensive industrial uses next to the Union Pacific railroad yards, was excluded from the Antelope Fee Program area.

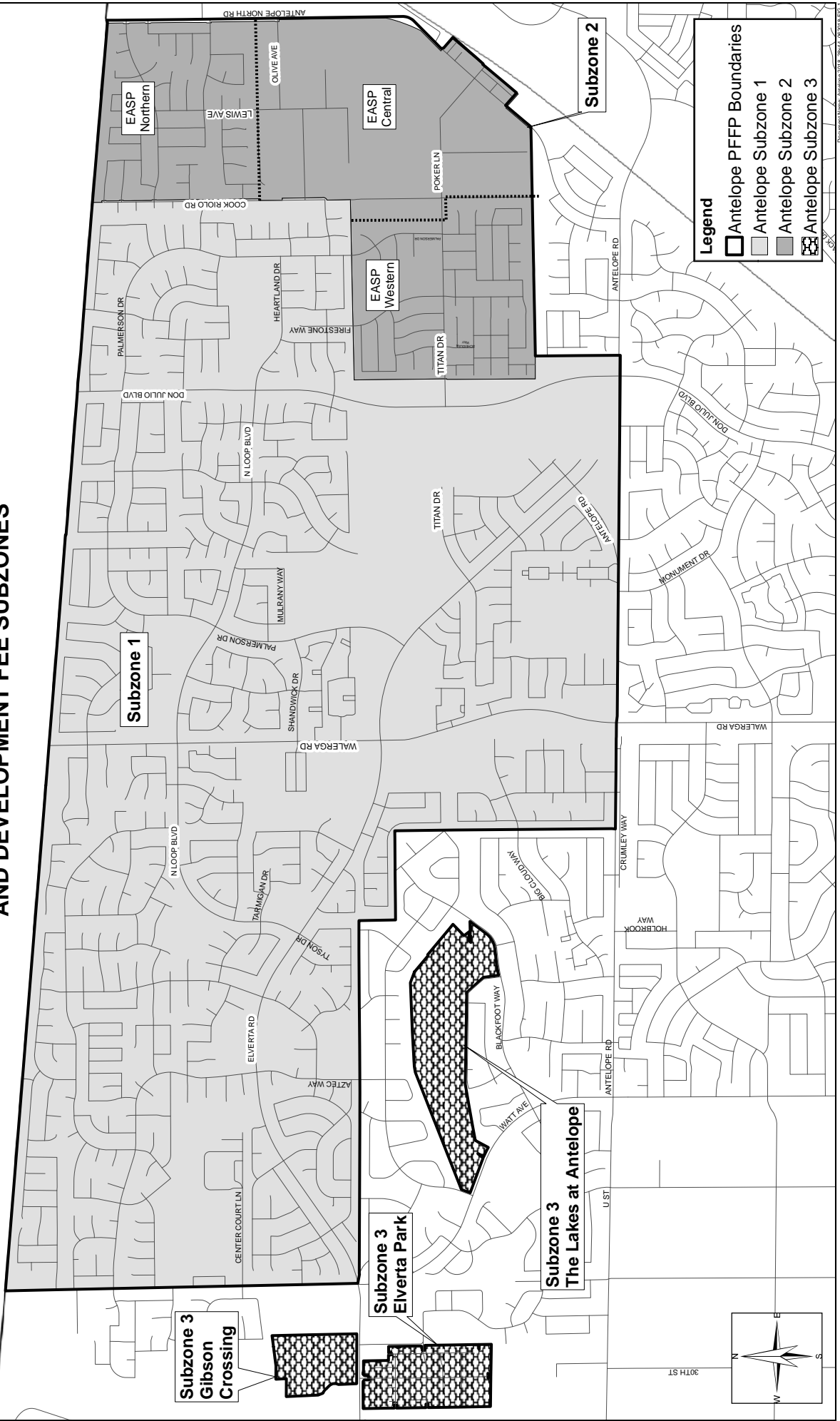
Currently, the Antelope Fee Program area contains 2,916 acres and is generally bounded by the northern boundary of the County of Sacramento on the north, Antelope Road on the south, Watt Avenue on the west and Antelope North Road on the east, as shown in Figure 1. It also includes the Gibson Crossing, the Lakes at Antelope and Elverta Park development project areas that have conditions of approval to pay the Antelope Major Roadway Fee.

Section II of this document details the inventory of remaining developable land within the Antelope Fee Program area.

Establishment of Antelope Development Impact Fees

Approved by the Board of Supervisors in 1986, the Antelope Fee Program is a mechanism that spreads the requirement of infrastructure financing equitably among all Antelope

**FIGURE 1
ANTELOPE
PUBLIC FACILITIES FINANCING PLAN AREA
AND DEVELOPMENT FEE SUBZONES**



Document Name: Antelope 0112_2044_062018-FIG 1.mxd

properties. The public facilities to be funded by the Antelope Fee Program included roadway improvements, parks and recreation improvements, a fire station, and specific off-site drainage and ground water supply mitigation construction. Other infrastructure, such as sewer, storm drainage and water supply facilities, were financed by conventional means utilized elsewhere in the County. The Antelope Fee Program also includes a system of credits and reimbursements that allows project applicants to construct items in the Capital Improvement Plans (CIPs) and thereby pay a reduced fee or be reimbursed at a later date.

The Antelope Fee Program enabled the Antelope area to be developed without the use of public bonded indebtedness other than for school construction. This was possible due to the following reasons:

- The Antelope Community Plan Area, at the time of initial development under the Community Plan, was located immediately adjacent to existing urban development to the south. Therefore major roadways and other infrastructure were already in place on the edge of the development area, allowing development in Antelope to proceed with only incremental extension and widening of the major roadway system.
- The Antelope Major Roadway CIP had a large number of individually phased roadway projects with costs spread relatively evenly throughout the build-out period. The cost of improvements required in the early years of Antelope development was moderate compared to the rate of development.
- The continuing operation of the major roadway system serving Antelope did not depend on the funding of one or more critical high cost facility improvements such as a new freeway interchange.

Ordinance SCC-649, adopted in 1986, established the Antelope Fee Program, which is codified in Chapter 16.80 of the Sacramento County Code (Code) as subsequently amended. The ordinance contains definitions of terms, the formula for calculating development impact fees, and dwelling unit equivalent factors for each land use and development fee category. The ordinance also establishes funds and accounts for each development fee category, procedures for payment of development fees, and a system of credits and reimbursements for private construction of roadway facilities included in the Antelope Major Roadway CIP. Subsequent amendments to the Code also allow credits and reimbursements for private construction of East Antelope Local Roadway, East Antelope Northern Subarea Drainage and Parks and Recreation facilities. Proposed revisions to the Code associated with the 2018 update of the Antelope Fee Program are discussed later in this report.

The aforementioned Code does not set the fee rates. The fee rates for each development fee category are contained in this Antelope Fee Program document (see following Table 1), which is adopted by resolution of the Board of Supervisors. Per Section 16.80.165 of the Sacramento County Code, an annual program fee adjustment is authorized which is computed from the applicable Construction Cost Index.

Table 1

Development Fee Rates Per Dwelling Unit Equivalent			
Development Fee Category	Current Fee*	Proposed Fee	Change
Major Roadway	\$12,598	\$7,296	(\$5,302)
East Antelope Local Roadway Northern Subarea	\$2,010	\$2,959	\$1,122**
East Antelope Local Roadway Central Subarea	\$1,837		
East Antelope Local Roadway Western Subarea	\$622		
Parks and Recreation	\$5,065	\$6,459	\$1,394
Basin "A" Drainage Mitigation	\$217	-----	(\$217)
Water Mitigation	\$25	-----	(\$25)

* Subject to an annual program fee adjustment pursuant to Section 16.80.165 of the Sacramento County Code. The amounts reflect the fee rates as of March 1, 2018.

** The change shown compares only the East Antelope Local Roadway Central Subarea fee as most development remaining in the EASP (Subzone 2) area is within the Central Subarea.

Mitigation Fee Act (Assembly Bill 1600)

Assembly Bill 1600, also known as the Mitigation Fee Act, was enacted by the State of California in 1987 and created Section 66000 et. seq. of the Government Code. It requires that all public agencies satisfy the following requirements when establishing, increasing or imposing a fee as a condition of approval for a development project:

- Identify the purpose of the fee;
- Identify the use to which the fee will be put;
- Determine how there is a reasonable relationship between:
 - The fee's use and the type of development project on which the fee is imposed;
 - The need for the public facility and the type of development project on which the fee is imposed;
 - The amount of the fee and the cost of the public facility or portion thereof attributable to the development on which the fee is imposed.

Purpose and Use of the Development Impact Fees

The purpose of the Antelope Fee Program is to fund the required public facilities for the development of the Antelope Fee Program area. The required public facilities for each development fee are identified in the CIPs of this report. Those public facilities are required to ensure that developments within the Antelope Fee Program area are capable of being provided, within a reasonable period of time, with adequate levels of roadway and

parks and recreation improvement facilities. The fees will be used to fund construction of the CIPs.

Relationship between the Fee's Use and the Type of Development Project on which the Fee is Imposed

There is a reasonable relationship between the Major Roadway development impact fee's use and the type of development projects on which the fee is imposed. The Major Roadway fee will be used to fund roadway facilities identified in the Major Roadway CIP that will serve residents and businesses generated from the new development in the Antelope Fee Program area including the EASP area.

There is a reasonable relationship between the East Antelope Local Roadway development impact fee's use and the type of development projects on which the fee is imposed. The East Antelope Local Roadway fee will be used to fund roadway facilities identified in the East Antelope Local Roadway CIP that will serve residents and businesses generated from the new development within the EASP area.

There is a reasonable relationship between the parks and recreation development fee's use and the type of development projects on which the fee is imposed. The parks and recreation fee will be used to fund basic park improvements and active use recreation facilities that will serve the residents and employees generated from new development within the original Antelope Fee Program area as well as the EASP area.

Relationship between the Need for the Public Facility and the Type of Development Project on which the Fee is Imposed

There is a reasonable relationship between the need for the public facility and the type of development projects on which the fee is imposed. The Sacramento County General Plan requires that areas designated for urban expansion shall be capable of being provided, within a reasonable period of time, an adequate level of public facilities including roadway and parks and recreation facilities. The remaining development in the Antelope Fee Program area will create the need for the construction of new roadway facilities. This need for roadway facilities was established in the Antelope/North Highlands Community Plan Traffic Analysis (Omni-Means, Ltd., 8-26-85) as well as in traffic studies that were prepared for the environmental documents for the Antelope Urban Study Area, the EASP, and several other projects within the area. Many of the projects in the Roadway CIP were identified as mitigation measures in project Environment Impact Reports or conditions of approval for various individual development projects.

There is a reasonable relationship between the need for the public parks and recreation facilities and the type of development projects on which the fee is imposed. Commercial land uses will include employees that will use parks and recreation facilities during lunch and before and after work. In addition, parkland will be acquired from new development through Quimby Act land dedications and in-lieu fees for residential land uses. This reinforces the need for basic park and associated recreation improvements. These facilities are included in the Antelope Parks and Recreation CIP.

Relationship between the Amount of the Fee and the Cost of the Public Facility or Portion Thereof Attributable to the Development on which the Fee is Imposed

There is a reasonable relationship between the proposed fee rates and the cost of the public facilities attributable to the development on which the fee is to be imposed. The development fee rates are calculated by apportioning the total facility costs for each development fee to land uses based on the number of dwelling unit equivalents (DUEs) generated by each land use category for each type of facility. DUE factors have been created for each fee (as shown in the appropriate columns in Table 3) that indicate the relative responsibility of each land use category in relation to the single-family residential (RD-1) category for roadway and parks and recreation facilities. The rationale for the DUE factors is explained in Section II.

Changes Included in the 2018 Antelope Fee Program Update

The following revisions are included in this Fee Program update.

Areas added to the Antelope Fee Program

Due to their impact on the Antelope roadway system, three developments, Elverta Park, Gibson Crossing and The Lakes at Antelope, although outside of the previous Antelope Fee Program boundary, were conditioned during the planning entitlement process to pay the Antelope Major Roadway fee and construct roadway mitigation improvements. Therefore, with this update, these three development areas are included in the Antelope Fee Program, their transportation mitigation measure improvements have been added to the Major Roadway CIP and their project areas and corresponding roadway DUEs have been incorporated into the Antelope Fee Program Major Roadway Development Base. These developments are subject only to the Major Roadway development fee. The locations of these three developments are shown in Figure 1.

Changes in the Major Roadway CIP

The funding obligation of six projects included in previous Antelope Fee Program Major Roadway CIPs (Project Nos. 35, 44, 53, 58, 59 and 87) has been transferred to the Sacramento County Transportation Development Fee (SCTDF) program as shown in Table 4 and Figure 4. This has resulted in a decreased funding obligation in the Antelope Fee Program Major Roadway CIP thus resulting in a reduced Major Roadway development fee as shown in Table 1. However, a reduced roadway funding obligation in the Antelope Fee Program will result in less credit given in the SCTDF program, and thus higher SCTDF fees are expected for Antelope area development.

The following projects have also been added to the Major Roadway CIP to be funded by the Antelope Fee Program with this update:

- Project No. 5.9 – the intersection of Don Julio Boulevard and Poker Lane/Titan Drive: this project was included in the 2005 CIP and completed in 2005-06. Funding for the reconstruction and realignment of the intersection to accommodate the existing oak tree, including construction of 500-ft of the westerly intersection leg of Titan Drive, is included in this update.

- Project No. 40 – construction of the westerly intersection leg of Walerga Road and Big Cloud Way: a three-way intersection was included in the 2005 CIP and completed in 2014-15. Funding for the modification of the intersection to accommodate future development, including an addition to Blue Oak Park, is incorporated in this update.
- Project No. 64 – median reconstruction and four-lane widening of Don Julio Boulevard from Antelope Road to North Loop Boulevard: this project was included in the 2005 CIP and portions were constructed. Funding to complete this project and reconstruct certain sections of the segment to accommodate revised drainage needs is incorporated in this update.
- Project No. 103 – widening of Elverta Road and signalization of the Elverta Road and Bing Drive intersection, associated with the Elverta Park project, is included in this update.
- Project No. 104 – widening of Elverta Road and signalization of the Elverta Road and Bing Drive intersection, associated with the Gibson Crossing project, is included in this update.
- Projects No. 105 and 106 – widening of Watt Avenue and signalization of the Watt Avenue and Navaho Drive intersection, associated with The Lakes at Antelope project, is included in this update.
- Project No. 108 – signal modification and restriping of the intersection of Walerga Road and Elverta Road, associated with the Barrett Ranch East project, is included in this update.

Changes in the Parks and Recreation CIP

Amenities and cost estimates have been updated to match current costs and user trends which results in an increase in the fee rate as shown in Table 1. Two grass soccer fields, a dog park and a concession building for a baseball diamond at Antelope Community Park are added to the Parks and Recreation CIP while the number of play structures, playgrounds, basketball courts and restrooms in the CIP have been reduced.

Subzones Established to Improve Identification of the Development Fee Payment Obligation

The location of the Subzones is delineated in Figure 1 and the development fee obligations for each Subzone are outlined in Table 2 below.

Table 2

Development Fee Payment Obligation by Subzone			
Development Fee Category	Subzones		
	1	2	3
Major Roadway	x	x	x
East Antelope Local Roadway		x	
Parks and Recreation	x	x	

Discontinuation of the Collection of the Water Mitigation Development Fee

This fee was initially established in 1986 to provide a mitigation fund to subsidize the cost of extending a municipal water supply system to the neighboring East Antelope

rural area. It has been determined that all facilities have been constructed and this fee is no longer necessary. The remaining balance in this fund will be used to reimburse the Sacramento Suburban Water District for previously constructed projects that were partially reimbursed from the Antelope Fee Program.

Discontinuation of the Collection of the Basin “A” Drainage Mitigation Development Fee

This fee was initially established in 1986 to provide a mitigation fund for development impacts on Placer County drainage. County staff held discussions with Placer County staff and have determined that there is no need to collect additional fees to fund the facilities. The remaining balance will be provided to Placer County to be used for improvements and/or acquisitions downstream of Basin “A” in Placer County that serve the same purpose for which the fees were collected.

SECTION II FINANCING PLAN/DEVELOPMENT IMPACT FEE PROGRAM APPROACH

Land Development Forecast

The timing and rate at which an area will develop with urban land uses provides the basis for forecasting the demand for service facilities and projecting the accrual of fee revenues to finance the facilities.

For this update, an inventory of the remaining vacant or developable properties within the Antelope Fee Program boundary as shown in Figure 2 was compiled and categorized by land use zone as detailed in Table 3. Table 3 provides this inventory along with the conversion of acreage to DUEs using the applicable factors as shown and described in the following subsection.

Since the Major Roadway fee is applicable to all development within the Antelope Fee Program area, its DUE count is representative of development within the entire Antelope Fee Program area. The 1986 Antelope Fee Program forecasted 10,953 roadway DUEs. With this update, the total roadway DUEs is further revised to approximately 13,134 with the addition of the Elverta Park, Gibson Crossing and The Lakes at Antelope developments. As shown in Table 3, the current total remaining roadway DUE total is 2,355, which translates to over 80 percent buildout of the Antelope Fee Program area.

Significant remaining undeveloped areas in the Antelope Fee Program area include the Barrett Ranch East project along Don Julio Boulevard north of Antelope Road, the Central subarea in East Antelope and the added Elverta Park, Gibson Crossing and The Lakes at Antelope residential subdivisions.

Phases I and II of the Elverta Park development is currently under construction. The project proponents of the Barrett Ranch East development anticipate breaking ground in summer 2019. The largest remaining undeveloped site in the East Antelope Central Subarea is a 43-acre site with an AR2 zoning that was rezoned in 2007 as follows: 1.5 acres as General Commercial, six acres as RD-20, eight acres as Open Space, and 28 acres as RD-7.

Relationship of Facilities to Land Uses and Assignment of Dwelling Unit Equivalents

The need for public facilities generated by land uses varies based on the facilities category and the type and intensity of land use. The relative demands placed on public facilities by each use are quantified. This defines the responsibility of each land use category to finance the required public facilities.

Throughout the Antelope Fee Program, the concept of "dwelling unit equivalents" is used to measure the expected demand for public facilities of all land use zones included

Table 3

**Antelope
Public Facilities Financing Plan and Development Impact Fee Program**

Remaining Dwelling Unit Equivalent Inventory

Land Use Zone	Major Roadway			East Antelope Local Roadway			Parks and Recreation		
	Acreage	DUE Factor per Acre	DUEs	Acres	DUE Factor per Acre	DUEs	Acreage	DUE Factor per Acre	DUEs
AR-2	2.12	0.50	1.06	0.00	0.50	0.00	2.12	0.50	1.06
AR-1	50.25	1.00	50.25	50.25	1.00	50.25	50.25	1.00	50.25
RD-5	34.68	4.00	138.72	0.00	4.00	0.00	34.68	5.00	173.40
RD-7	179.82	5.50	989.02	35.16	5.50	193.38	100.72	7.00	705.05
RD-10	37.70	7.00	263.90	0.00	7.00	0.00	0.00	8.06	0.00
RD-20	37.14	12.00	445.68	5.78	12.00	69.36	37.14	12.90	479.11
RD-25	8.40	15.00	126.00	0.00	15.00	0.00	8.40	16.12	135.41
LC	2.72	16.30	44.34	1.30	16.30	21.19	2.72	2.69	7.32
SC	12.87	13.30	171.17	0.00	13.30	0.00	12.87	2.15	27.67
GC	7.63	16.30	124.37	2.33	16.30	37.98	7.63	2.69	20.52
OS	8.23	0.00	0.00	8.23	0.00	0.00	8.23	0.00	0.00
Totals	381.56		2,354.51	103.05		372.16	264.76		1,599.79

in the Antelope Community Plan. Dwelling unit equivalent factors established in the original 1986 Fee Program for all Antelope development fee categories by land use zone remain in use for this update. For example, land zoned AR-1 or RD-1 has a development potential of one dwelling unit per acre. It is assigned a DUE factor of 1.0 per acre for all fee categories. In comparison, land zoned SC (Shopping Center) has DUE factors ranging from 13.3 per acre for roadways to 2.15 per acre for parks. The DUE factors as shown in Table 3 are enumerated in Chapter 16.80 of Title 16 of the Sacramento County Code.

It was assumed that single-family residential land uses would yield 90 percent of the maximum densities allowed by the Zoning Code and multi-family residential uses would yield 80-85 percent of the maximum densities, while non-residential land uses would generate building floor area at a ratio of 30 percent of the site acreage.

The roadway DUE schedule is based primarily on the trip generation and trip length characteristics of the various land use categories. It thus reflects relative use or demand for capacity of the roadway network.

An additional adjustment to the roadway DUE factors for non-residential land uses was required. It was concluded that projected traffic impacts resulting from Antelope residential development would be worsened if future Antelope residents were required to travel outside the Antelope Fee Program area to shop or obtain business and professional services. At the same time, air quality impacts would be increased due to longer trip distances and increased congestion. Non-residential roadway DUEs were therefore reduced. This reduction for non-residential roadway DUEs was derived from the internal/external split of traffic in the Antelope area to eliminate double counting of trip ends for internal trips.

The DUE factors for parks and recreation improvements allocates the identified costs of park facilities to the various land use categories in proportion to the expected benefits to be received from these facilities. These benefits are estimated to be in direct proportion to the effective population associated with each land use (either expected numbers of residents or employees, as modified by anticipated utilization of park and recreation facilities).

Facility Needs Assessment

Engineering assessments of the public facility needs to serve the planned levels of development in Antelope were conducted to determine the infrastructure to be financed by the development impact fee program. A comprehensive facilities needs analysis, Antelope/North Highlands Infrastructure/Public Services Study, was prepared in July 1984. In addition to other facilities and services, this study contained a traffic analysis, roadway improvement cost estimates, park service standards and fire station cost estimates. A refined traffic analysis entitled Antelope/North Highlands Community Plan Traffic Analysis (August 26, 1985) was subsequently prepared and was the revised basis for determining the roadway improvements included in the Antelope Roadway CIP for the 1986 Fee

Program. Additional facilities to serve the EASP area were identified in the Specific Plan's Report On Public Facilities And Financing Alternatives (July 1995). Facility needs were reassessed and adjusted to current needs and circumstances for this update by the applicable service providers. These needs are reflected in the CIPs detailed in Section III.

Fee Program Administration

Ongoing administration of the Antelope Fee Program requires monitoring of development activity, coordinating facilities construction funding, annual reporting and periodically revising the Fee Program. These updates include revised development forecasts and CIPs.

Staff regularly monitors property development, land use applications and fee collection. Requests to amend the adopted Antelope Community land use plan and EASP are analyzed to determine the expected effect of proposed amendments on the Antelope Fee Program, in terms of impacts on both projected fee revenues and the public facilities programmed in the CIPs.

For purposes of administering the Antelope Fee Program, the fee program administrators coordinate with the departments and entities that oversee the construction of the public facilities funded by the fees. Monitoring of Antelope facilities construction and associated expenditures is essential to evaluate progress in implementing the Antelope Fee Program and to indicate if cost assumptions need to be revised.

Effective administration of the Antelope Fee Program requires periodic review of both the progress of development that generates development fee revenues and the progress of public facilities construction that consume those fee revenues. Program administration assures that fee revenues are expended entirely in accordance with the approved CIPs of the Antelope Fee Program. When the rate of development deviates from the forecast rate utilized in the Antelope Fee Program and reflected in the CIPs, adjustments to the Fee Program and its CIPs are necessary. The Antelope Fee Program Ordinance (Sacramento County Code Section 16.80.090) calls for regular review of the Antelope Fee Program by the Board of Supervisors and amendment by resolution at its discretion.

SECTION III CAPITAL IMPROVEMENT PLANS

Major Roadway

The purpose of the Antelope Major Roadway development fee is to finance the roadway improvements programmed for construction in the Antelope Major Roadway CIP (Table 4, Table 5 and Figure 3). The Major Roadway CIP is intended to implement the area's major roadway system improvements identified in the Antelope / North Highlands Infrastructure / Public Services Study and the Antelope / North Highlands Community Plan Traffic Analysis. These improvements are of sufficient scope to accomplish the traffic mitigation requirements identified in the Final Environmental Impact Report for the Antelope/North Highlands Urban Reserve Study Area (84-GP-122, 83-CP-RZ-123: the original Antelope Community Plan EIR) and the Final Environmental Impact Report for the East Antelope Specific Plan (93-SFB-237). As identified in the Major Roadway CIP, supplementary funding is required to fund the complete construction of some roadway improvements. This additional funding is being sought from a variety of sources including the SCTDF.

For this update, the Major Roadway CIP was revised in conjunction with the County of Sacramento Department of Transportation to reflect the most up-to-date information regarding the timing and costs of these roadway improvements and to determine the roadway fees for this update. Estimated roadway costs have increased and resulted in increased project costs from those in the 2005 update. The DUE factors were applied to the remaining undeveloped land in the Antelope Fee Program area to arrive at a remaining number of roadway DUEs (Table 3) to derive the revised roadway fee as shown in Table 1. The annual estimated absorption of the remaining DUEs is used in the cash flow models shown in Tables 5 and 6.

Major Roadway CIP changes from the 2005 Edition of the Antelope Fee Program resulted primarily from the following:

- Project Nos. 52, 54, 57, 60, 61, 65, 80, 100, 101 and 102 were completed and therefore removed from the CIP (see Table 4).
- The following projects, which are regional in nature, were removed from the CIP with a transfer of their funding obligation to the SCTDF (which Antelope project applicants also pay) (see Table 4 and Figure 4):
 - Project No. 59 - Antelope Road from Don Julio Boulevard to the railroad overcrossing
 - Projects No. 53 and 58 - Antelope Road from Elverta Road to Don Julio Boulevard [four-lane construction and six-lane widening]
 - Project No. 44 - Elkhorn Boulevard from Watt Avenue to Walerga Road
 - Project No. 87 - Elverta Road from Rio Linda Boulevard to Watt Avenue
 - Project No. 35 - Watt Avenue from Van Owen Street to Don Julio Boulevard.

Table 4

Antelope Public Facilities Financing Plan and Development Impact Fee Program
Roadway Facilities

PROJECT ID NUMBER	PROJECT DESCRIPTION	PROJECT COST
MAJOR ROADWAY FACILITIES (Figure 3)		
4.2	Poker Lane and Antelope North Road West Leg Widening	\$ 942,021
4.3	Olive Avenue and Antelope North Road West Leg Widening	\$ 90,203
4.4	Antelope North Road - Adjacent to Northern Subarea - Construct 4 Lanes	\$ 1,126,889
4.5a	Antelope North Road - South of Poker Lane to Northern Subarea - Construct 2 Lanes	\$ 3,253,593
4.5b	Antelope North Road - South of Poker Lane to Northern Subarea - Construct 4 Lanes	\$ 2,681,155
4.11	Antelope North Road and Great Valley Drive Signal	\$ 623,926
5.9	Don Julio Boulevard and Poker Lane - Signal and Intersection Reconstruction, 500-ft of Titan Drive	\$ 2,181,091
40	Walerga Road and Big Cloud Way - Signal Modification and Construction of Fourth Leg of Existing Three-Way Intersection	\$ 349,673
51	Antelope Road - Monument Drive to Elverta Road - Four Lanes Realigned (250-ft Four Lane Segment) - Esteem Drive Extension at Antelope Road	\$ 373,279
64	Don Julio Boulevard (Antelope Road to North Loop Boulevard) - Widen to Four Lanes	\$ 2,377,699
79	Antelope Road - Roseville Road/Daley Ave to 280 LF West of Lonewood Road - Widen to 6 Lane	\$ 87,061
99	Antelope Road - Esteem Drive to Component Way - Right-of-Way Reuse	\$ 469,375
103	Elverta Road at Bing Drive- Widening and Signalization (Elverta Park Conditions of Approval No. 86 and 110)	\$ 723,949
104	Elverta Road at Subdivision Entry - Widening and Signalization (Gibson Crossing Condition of Approval No. 7/9)	\$ 982,057
105	Watt Avenue and Navaho Drive - Signalization (The Lakes at Antelope Condition of Approval No. 18)	\$ 628,204
106	Watt Avenue - Widening from Four to Six Lanes (The Lakes at Antelope Condition of Approval No. 23)	\$ 193,840
108	Walerga Road and Elverta Road - Signal Modification and Restriping [Barrett Ranch East Condition of Approval No. 50]	\$ 399,165
	Major Roadway Facilities Subtotal	\$ 17,483,179
	Contingency/Right-of-Way Acquisition	\$ 250,000
	Administration	\$ 500,000
	Major Roadway Capital Improvement Plan Total	\$ 18,233,179
	Fund Balance as of 6-18-2018	\$ 1,054,481
	Major Roadway Funding Requirement	\$ 17,178,698
	Major Roadway DUEs (Table 3)	\$ 2,354.51
	MAJOR ROADWAY FEE PER DUE	\$ 7,296
Major Roadway Projects from 2005 PFFP - Funded by SCTDF (Figure 4)		
35	Watt Avenue - Don Julio Boulevard to Van Owen Street - Widen to Six Lanes	\$ -
44	Elkhorn Boulevard - Watt Avenue to Don Julio Boulevard - Widen to Six Lanes	\$ -
53, 58	Antelope Road - Elverta Road to Don Julio Boulevard, Component Way Extension, Kohl's Access Extension, Sand City Intersection	\$ -
59	Antelope Road - Don Julio Boulevard to Railroad Overcrossing - Six Lanes	\$ -
87	Elverta Road - Watt Avenue to Rio Linda Boulevard - Widen to Four Lanes	\$ -
Completed Projects from 2005 PFFP		
52	Elverta Road - 2800 LF East of Walerga Road to Antelope Road - Construct Four Lanes	\$ -
54	Antelope Road and Elverta Road Signalization	\$ -
57	Elverta Road - 2800 LF East of Walerga Road to Antelope Road - Widen to Six Lanes	\$ -
60	Elverta Road and Palmerson Drive Signalization	\$ -
61	Elverta Road and Poker Lane/Titan Drive Signalization	\$ -
65	North Loop Road - Elverta Road to Don Julio Boulevard with Four Signals - Widen to Four Lanes with Median	\$ -
80	Antelope Road - Saybrook Drive to Summerplace Drive - Widen to Six Lanes	\$ -
100	Elverta Road and Pismo Beach Drive Signalization	\$ -
101	Walerga Road and Bainbridge Drive Signalization	\$ -
102	Walerga Road and Old Dairy Drive Signalization	\$ -
EAST ANTELOPE LOCAL ROADWAY PROJECTS (Figure 3)		
4.1	Lewis Avenue Extension to Poker Lane	\$ 1,290,980
6.1b	Lewis Avenue Gas Line Relocation	\$ 95,104
	East Antelope Local Roadway Capital Improvement Plan Total	\$ 1,386,084
	Fund Balance as of 6-18-2018	\$ 284,757
	East Antelope Local Roadway Funding Requirement	\$ 1,101,327
	East Antelope Local Roadway DUEs (Table 3)	372.16
	EAST ANTELOPE LOCAL ROADWAY FEE PER DUE	\$ 2,959

Table 5

Major Roadway Projects Implementation Schedule

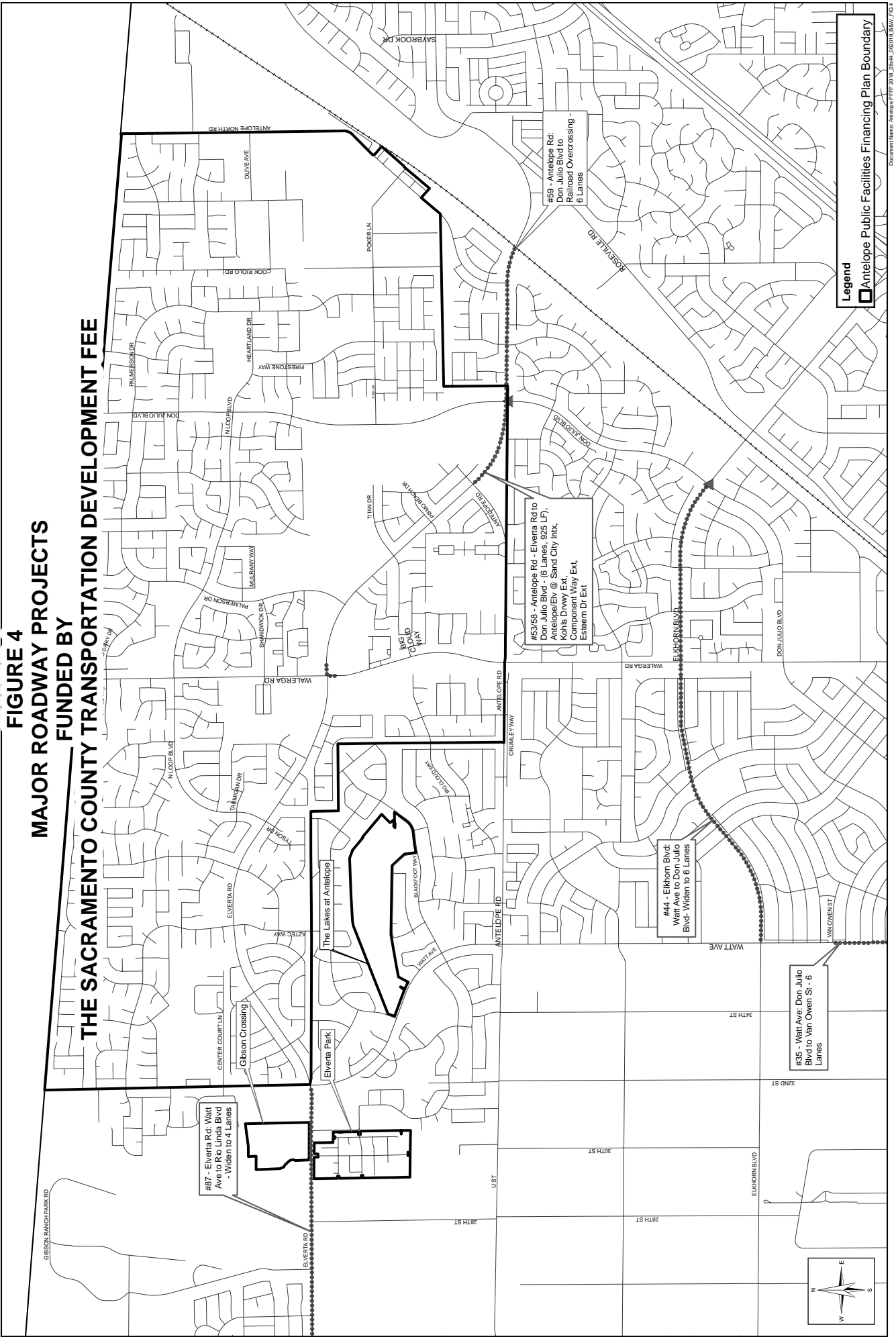
2018 ANTELOPE FEE PROGRAM		1	2	3	4	5	6	7	8	9	10	
Antelope Major Roadway Capital Improvement Plan (Approved on August 7, 2018)		FISCAL YEAR: \$18,233,179	2018-19 \$2,415,023	2019-20 \$2,071,922	2020-21 \$2,312,873	2021-22 \$2,207,609	2022-23 \$1,720,059	2023-24 \$2,238,957	2024-25 \$2,220,595	2025-26 \$1,091,984	2026-27 \$616,502	2027-28 \$1,337,656
ROADWAY PROJECTS												
4.2	Poker Lane and Antelope North Road West Leg Widening	\$942,021								942,021		
4.3	Olive Avenue and Antelope North Road West Leg Widening	\$90,203								90,203		
4.4	Antelope North Road - Adjacent to Northern Subarea - Construct 4 Lanes	\$1,126,889									563,445	563,445
4.5a	Antelope North Road - South of Poker Lane to Northern Subarea - Construct 2 Lanes	\$3,253,593					1,626,796					
4.5b	Antelope North Road - South of Poker Lane to Northern Subarea - Construct 4 Lanes	\$2,681,155						536,231	2,144,924			
4.11	Antelope North Road and Great Valley Drive Signal	\$623,926										623,926
5.9	Don Julio Boulevard and Poker Lane - Signal and Intersection Reconstruction, 500-ft of Titan Drive	\$2,181,091		436,218	1,744,873							
40	Walerger Road and Big Cloud Way - Signal Modification and Construction of Fourth Leg of Existing Three-Way Intersection	\$349,673				349,673						
51	Antelope Road - Monument Drive to Elverta Road - Four Lanes Realigned (250-ft Four Lane Segment) - Esteem Drive Extension at Antelope Road	\$373,279		373,279								
64	Don Julio Boulevard (Antelope Road to North Loop Boulevard) - Widen to Four Lanes	\$2,377,699	1,188,849									
79	Antelope Road - Roseville Road/Daley Ave to 280 LF West of Lonedwood Road - Widen to 6 Lane	\$87,061										87,061
99	Antelope Road - Esteem Drive to Component Way - Right-of-Way Reuse	\$469,375				469,375						
103	Elverta Road at Bing Drive-Widening and Signalization (Elverta Park Conditions of Approval No. 86 and 110)	\$723,949	723,949									
104	Elverta Road at Subdivision Entry - Widening and Signalization (Gibson Crossing Condition of Approval No. 7/9)	\$982,057			491,028							
105	Watt Avenue and Navaho Drive - Signalization (The Lakes at Antelope Condition of Approval No. 18)	\$628,204				628,204						
106	Watt Avenue - Widening from Four to Six Lanes (The Lakes at Antelope Condition of Approval No. 23)	\$193,840				193,840						
108	Walerger Road and Elverta Road - Signal Modification and Restriping [Barrett Ranch East Condition of Approval No. 50]	\$399,165	399,165									
OTHER COSTS												
A1	Contingency/Right-of-Way Acquisition	\$250,000	33,060	28,575	31,972	30,488	23,262	30,930	30,671	14,760	8,057	18,224
A2	Administration	\$500,000	70,000	45,000	45,000	45,000	70,000	45,000	45,000	45,000	45,000	45,000

Table 6

2018 ANTELOPE PUBLIC FACILITIES FINANCING PLAN AND DEVELOPMENT IMPACT FEE PROGRAM
 MAJOR ROADWAY PROJECTS CASH FLOW ANALYSIS

BUILDOUT SUMMARY		1	2	3	4	5	6	7	8	9	10
PROGRAM YEAR:		2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
Year:		9.00%	12.00%	14.00%	13.00%	12.00%	12.00%	12.00%	6.00%	5.00%	5.00%
Percentage:		212	283	330	306	283	283	283	141	118	118
Due per year:											
TOTAL DUES:											
Cumulative:		212	494	824	1,130	1,413	1,695	1,978	2,119	2,237	2,355
THE 8-YEAR BUILDOUT DUE FORECAST:											
DEVELOPMENT FEE SCHEDULE											
Fee Per Dwelling Unit Equivalent (January 1, 2018 Dollars)											
Base Fee		\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296
Fee Per Dwelling Unit Equivalent (In Actual-Year Dollars)		\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296
Base Fee		\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296	\$7,296
DETAILED ANALYSIS OF OVER 8-YEAR PERIOD - ACTUAL YEAR DOLLARS											
Total											
Fund Balance - As of June 18 2018		\$1,054,481									
Fund Balance - Start of Period											
Revenues											
Fee Based on DUES		\$1,546,083	2,061,444	\$2,405,018	\$2,233,231	\$2,061,444	\$2,061,444	\$2,061,444	\$1,030,722	\$858,935	\$858,935
Other Revenues		\$17,178,698									
		\$0									
EXPENDITURES FOR PUBLIC IMPROVEMENTS		\$2,415,023	\$2,071,922	\$2,312,873	\$2,207,609	\$1,720,059	\$2,238,957	\$2,220,595	\$1,091,984	\$616,502	\$1,337,656
Interest Earnings on Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net Revenues (Less Expenditures)		(\$868,940)	(\$10,477.95)	\$92,145	\$25,622	\$341,385	(\$177,514)	(\$159,151)	(\$61,262)	\$242,433	(\$478,721)
Fund Balance - End of Period		\$185,541	\$175,063	\$267,207	\$292,829	\$634,214	\$456,701	\$297,550	\$236,287	\$478,721	(\$0)

FIGURE 4 MAJOR ROADWAY PROJECTS FUNDED BY THE SACRAMENTO COUNTY TRANSPORTATION DEVELOPMENT FEE



- Additional funding has been allocated to the following items in the CIP:
 - Project No. 5.9 - Reconstruction of the intersection of Don Julio Boulevard at Poker Lane/Titan Drive, including construction of 500-ft of Titan Drive west of Don Julio (this intersection will be realigned to avoid an oak tree at the southwest corner)
 - Project No. 40 - Construction of the westerly leg of the intersection of Walerga Road and Big Cloud Way
 - Project No. 64 - Reconstruction of a portion of Don Julio Boulevard between North Loop Boulevard and Antelope Road necessary due to drainage issues.

- Preliminary engineering cost estimates have been revised based upon more detailed design information and increased unit costs.

- Three developments outside of the Antelope Fee Program area (Elverta Park, Gibson Crossing and the Lakes at Antelope, as shown in Figure 1) were conditioned to participate and pay the Major Roadway Fee. Subzone 3 is created to capture these properties. Their mitigation roadway improvements (Project Nos. 103, 104, 105, and 106) were added to the CIP as shown in Table 4 and Figure 3.

- The Antelope Fee Program contribution to the reuse of the Antelope Road right-of-way from Esteem Drive to Component Way (Project No. 99) has been held at the 2005 level as the actual plan for reuse of this area has not been determined at this time.

The Major Roadway Development Fee applies to property within Subzones 1, 2 and 3 as shown in Table 2 and Figure 1. Detailed cost estimates for the projects to be funded with the Antelope Fee Program are provided in the Appendix.

East Antelope Local Roadway

The inclusion of minor street improvements for development impact fee funding was a departure from the Major Roadway CIPs previously adopted as part of the Antelope Fee Program. However, the EASP envisioned using a fee financing mechanism for these selected in-tract improvements to facilitate development. The addition of such street improvements for funding by means of an East Antelope Local Roadway Development Fee proceeded based upon the authority of the adopted EASP, which included supporting local circulation policies and the East Antelope Specific Plan Report on Public Facilities and Financing Alternatives.

As seen in Figure 1, three subareas (Northern, Central and Western) in the EASP were included in the Antelope Fee Program area. The East Antelope Local Roadway Development Fee is computed and charged only to development projects in the Western, Central, and Northern Subareas of the EASP as it funds certain local roadway improvements specified in the EASP (Subzone 2 of the Antelope Fee Program area as shown in Figure 1). The East Antelope Local Roadway Development Fee is calculated

based on the same schedule of DUEs for each land use zone as the Major Roadway Development Fee (Table 3).

The two remaining projects comprising the East Antelope Local Roadway CIP, the Extension of Lewis Avenue south to Poker Lane and the associated gas line relocation, can be found in Table 4 and Figure 3. The Lewis Avenue Extension is needed to maintain adequate circulation through the rural Central Subarea, which separates the urban development in the Northern and Western Subareas. With the intent to ensure Lewis Avenue was extended southerly in accord with the policy directive of the EASP, the 2000-01 Fee Program attributed 50 percent of the cost of the Lewis Avenue project to the Northern and Western Subareas. The Northern and Western Subareas are essentially built-out and the projects specific to each of those areas have been reimbursed. Achieving full funding for the Lewis Avenue extension is dependent on significant development activity in the Central Subarea. With almost all of the remaining development in the EASP located in the Central subarea, it is no longer necessary to have a separate fee for the Western, Central, and Northern subareas. Therefore, the remainder of the costs to fund the Lewis Road project and the associated gas line relocation (less the fund balance in the East Antelope Local Roadway Fund) is spread over the remaining development in the EASP, resulting in only one East Antelope Local Roadway Development Fee rate. This results in the East Antelope Local Roadway Fee per DUE as shown in Table 1.

Parks and Recreation

Purpose of the Fee

The purpose of the Parks and Recreation Development Fee is to finance the improvement of parklands dedicated and/or acquired in conjunction with residential development of the Antelope area pursuant to the County's Land Development Ordinance (Title 22), as authorized in the Government Code by the Quimby Act. Parks and recreation services of the Antelope area are the responsibility of the Sunrise Recreation and Park District (SRPD), to which the Antelope area was annexed in 1987. Accordingly, the periodic updates of the Antelope Fee Program ensure the facilities and amenities included in the Parks and Recreation CIP and the cost of those facilities are revised in response to changes made in SRPD's Master Plan. The Parks and Recreation CIP and associated costs for the development of recreation facilities and landscaping were first defined in the Antelope Public Facilities Study, Part II when the Antelope Fee Program was adopted in 1986. Recreation facilities include playing fields and courts, playground apparatus and picnic facilities, as well as restrooms and vehicle parking areas for park sites not adjacent to schools. The Parks and Recreation CIP and associated costs have been revised with each update of the Antelope Fee Program. For this update, construction costs have been revised based on recent bids for park projects and the park facilities in the CIP have been adjusted in collaboration with the SRPD. Revision to the CIP included the Phase III improvements for the Antelope Community Park and a reduction in the number of play structures, playgrounds, basketball courts and restrooms.

Current Parkland Inventory

Table 7 and Figure 5 along with the tables below summarize the existing and planned park sites within the Antelope Fee Program area. Approximately 98 acres have been acquired to date encompassing seven park sites. Acreage was obtained under the Quimby Act. Anticipated future acquisition of a neighborhood park, currently known as Park Site E, which will be constructed as a turnkey park by the Barrett Ranch East developers, preservation of an oak tree at the southwest corner of Walerga Road and Titan Drive (Site E2), and the remainder of Blue Oak Park will increase the inventory of parks in the Antelope Fee Program area to approximately 108 acres.

Park Sites	Existing Acreage	Future Acquisition (acres)	Status
Lone Oak	12.9		Improved
Pokelma	9.0		Improved
Tetotom	12.7		Improved
Firestone	7.0		Mostly Improved
Roseview	6.0		Mostly Improved
Blue Oak	9.0	3.12	Partially Improved
Antelope Community	41.0		Partially Improved
Park Site E (Barrett Ranch East)		6.9	Planned
Site E2 (Barrett Ranch East)		0.21	Planned
Total	97.6	10.23	
Grand Total		107.83	

Remaining parks and recreation facilities to be funded with this update are as follows:

Firestone Park	Park is complete. Construction of lighted tennis courts remains.
Roseview Park	Park is complete. Construction of tennis courts remains.
Blue Oak Park	Design and construction of remaining acreage and Phase II improvements remain.
Antelope Community Park	Remaining items include design and construction of the remaining 3.74 acres, Phase II improvements [play structures, parking, basketball courts, playgrounds, restrooms, soccer field goals, and a shade structure], and Phase III improvements [two soccer fields, a dog park and a baseball concession building] along with partial contribution to construct a community center.
Park Site E	Complete turnkey park including basic park improvements, park equipment and apparatus to be constructed by the Barrett Ranch East developers.
Site E2	Dedication of 0.21 acres at the southwest corner of

Table 7

**Antelope Public Facilities Financing Plan and Development Impact Fee Program
Parks and Recreation Capital Improvement Plan**

Total Parks and Recreation Costs	\$ 10,424,947
Fund Balance as of 6-18-2018	\$ 91,268
Parks and Recreation Funding Requirement	\$ 10,333,679
Total Park DUEs (Table 3)	1,599.79
Proposed Park Fee per DUE	\$ 6,459

Firestone

Improvement	Quantity	Units	Unit Cost	Item Total
Tennis Courts (with lights)	2	Each	170,750	341,500
			Total	341,500

Roseview

Improvement	Quantity	Units	Unit Cost	Item Total
Tennis Courts	2	Each	120,750	241,500
			Total	241,500

Blue Oak

Improvement	Quantity	Units	Unit Cost	Item Total
Architectural Design [6 percent of project construction costs]	0.5	Lump Sum	81,755	40,878
Engineering and Design [1 percent of project construction costs]	0.5	Lump Sum	13,626	6,813
Contract Administration [11 percent of project construction costs]	0.5	Lump Sum	149,885	74,942
Project Inspection [16 percent of project construction costs]	0.5	Lump Sum	218,014	109,007
Fees	1	Lump Sum	21,000	21,000
			Soft Costs Subtotal	252,640
Phase I Improvements	3.12	Acres	195,000	608,400
			Phase I Subtotal	608,400
Phase II Improvements				
Street frontage Big Cloud	300	Linear Feet	190	57,000
Street frontage Walerga	600	Linear Feet	190	114,000
Off Street Parking per stall	37	Stalls	3,541	131,017
Basketball Court	1	Each	80,000	80,000
Restroom (4 stall)	1	Each	321,518	321,518
Soccer Field Goals	2	Each	2,500	5,000
Softball Field Backstop	1	Each	18,600	18,600
Nature Area	5,411	Square Feet	5	27,055
			Phase II Subtotal	754,190
			Proposed Blue Oak Total	1,615,230

Antelope Community

Improvement	Quantity	Units	Unit Cost	Item Total
Note: Soft costs are applied to only Phase II and III Improvements less the Community Center share.				
Architectural Design [6 percent of project construction costs]	1	Lump Sum	166,757	166,757
Engineering and Design [1 percent of project construction costs]	1	Lump Sum	27,793	27,793
Contract Administration [11 percent of project construction costs]	1	Lump Sum	305,721	305,721
Project Inspection [16 percent of project construction costs]	1	Lump Sum	444,685	444,685
Fees	1	Lump Sum	21,000	21,000
			Soft Costs Subtotal	965,956
Phase I Improvements [Landscaping]	3.74	Acres	195,000	729,300
			Phase I Subtotal	729,300
Phase II Improvements				
Play Structures	2	Each	150,000	300,000
Off Street Parking per stall	207	Stalls	3,541	732,987
Basketball Court	2	Each	80,000	160,000
Playground	2	Each	66,908	133,816
Restrooms				
Restroom #2 (2 Stall)	1	Each	160,759	160,759
Restroom #3 (4 Stall)	1	Each	321,518	321,518
Soccer Field Goals	2	Each	2,500	5,000
Shade Structure/Group Picnic Area (75 people)	1	Each	185,200	185,200
			Phase II Subtotal	1,999,280
Phase III Improvements				
Community Center	12.1%	N/A	4,413,498	534,033
Dog Park	1	Each	250,000	250,000
Baseball Diamond Concession Building	1	Each	300,000	300,000
Grass Soccer Field	2	Each	115,000	230,000
			Phase III Subtotal	1,314,033
Proposed Community Park Total				5,008,569

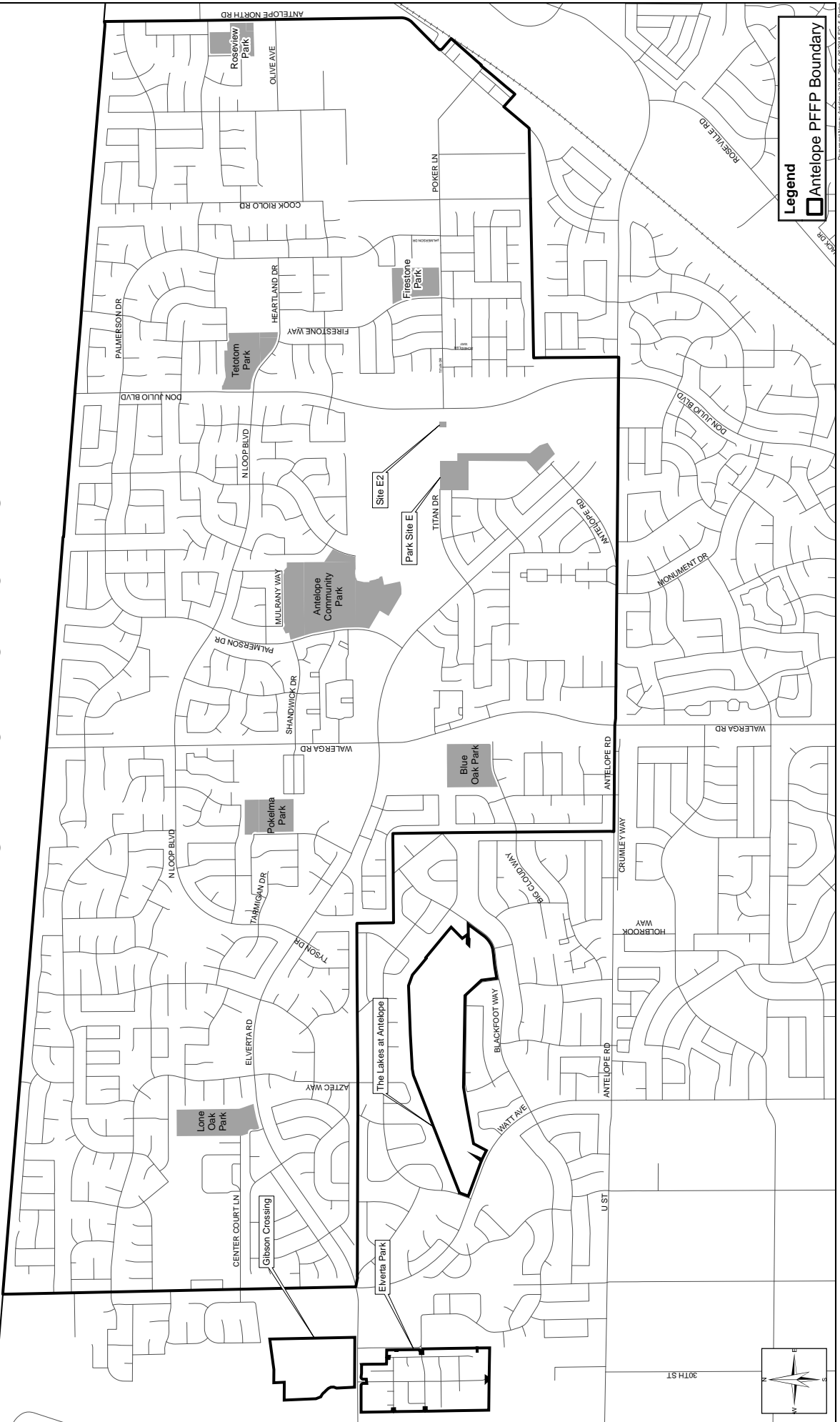
Park Site E [Barrett Ranch East Lot G]

Improvement			Quantity
General Conditions			825,836
	Soft Costs Subtotal		825,836
Phase I Improvements	6.9	Acres	1,621,256
	Phase I Subtotal		1,621,256
Phase II Improvements			
Playground apparatus [5-14]			92,000
Tot Lot apparatus [0-5]			55,000
Basketball Equipment			6,500
Basketball surface			12,000
Restroom			135,000
Group Picnic Shade Structure			58,000
Park Sign			9,900
Benches			28,080
Drinking Fountain			5,900
Trash Receptacles			12,000
BBQs			4,800
Game Tables			8,700
Picnic Tables			59,000
Zip Line			40,000
Gym Equipment			29,000
Resilient safety material gym			39,900
Resilient safety material 5-14			106,495
Fibar Safety material			36,000
	Phase II Subtotal		738,275
	Park Site E Total		3,185,367

Tree at Site E2 [Barrett Ranch East Lot F - 0.21 acres]

Oak tree located at the Southwest Corner of Don Julio Boulevard at Titan Drive	Site E2 Total	32,781
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**FIGURE 5
 ANTELOPE
 PUBLIC FACILITIES FINANCING PLAN AND DEVELOPMENT IMPACT FEE PROGRAM
 PARKS AND RECREATION FACILITIES**



7/31/2018 1:58:54 PM \\s:\m\p\GIS-2017\Antelope 2018 28x44 06/2018 FIG 5 Parks.mxd Document Name: Antelope 2018 28x44 06/2018 FIG 5 Parks

	Walerga Road and Titan Drive to SRPD for preservation of an oak tree.
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Table 7 details the Parks and Recreation CIP. The estimated total cost for the remaining park site construction and improvements included in the Parks and Recreation CIP is \$10,424,947. After applying the existing fund balance, \$10,333,679 is the remaining amount to be collected to complete the Parks and Recreation CIP. The resulting recommended fee rate is shown in Tables 1 and 7. The Parks and Recreation Development Fee applies to development within Subzones 1 and 2 of the Antelope Fee Program areas as shown in Figure 1.

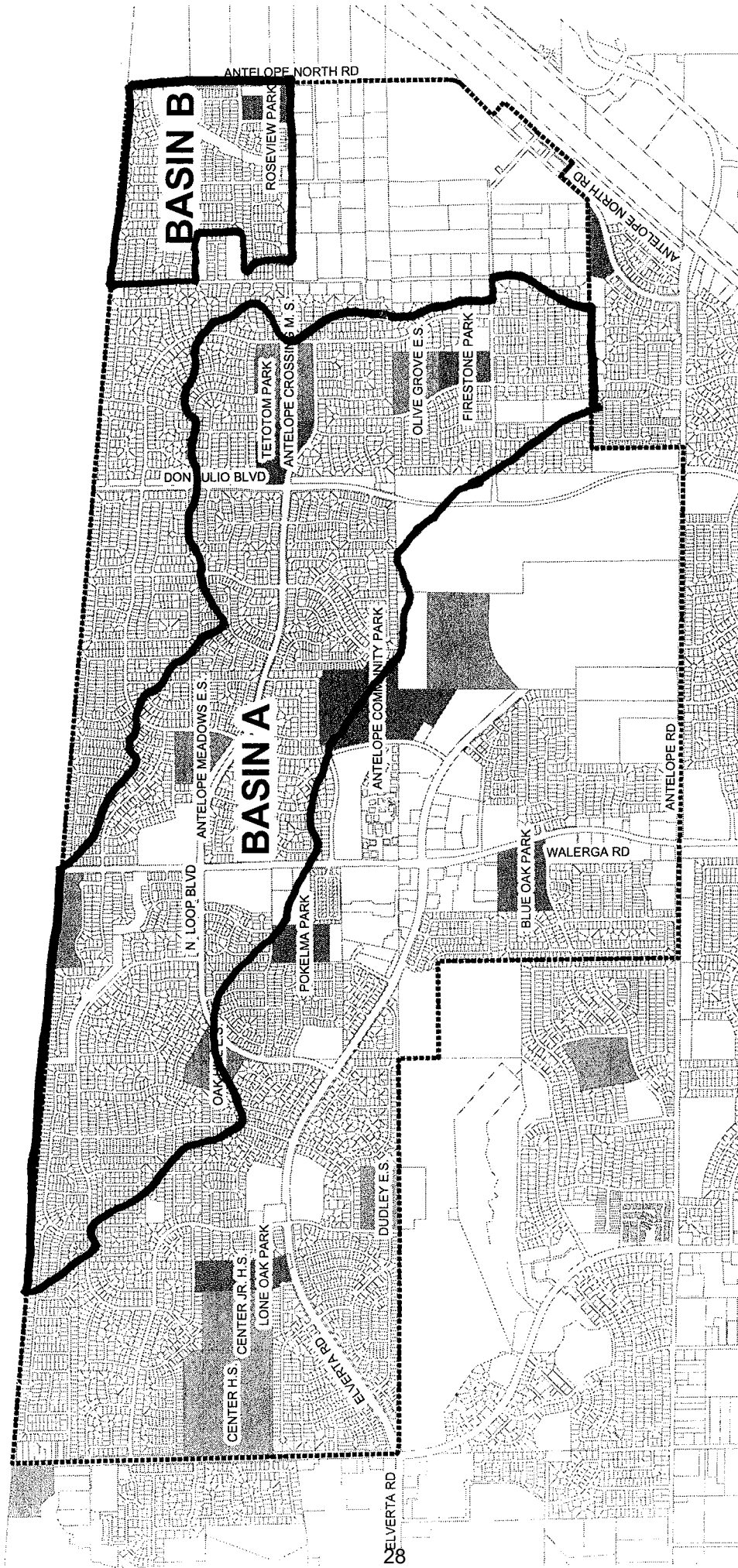
Basin “A” Drainage Mitigation and East Antelope Northern Subarea Drainage

The Sacramento County Water Agency (SCWA) established the County Drainage Ordinance and Zone 11C trunk drainage fee program, which finances the construction of major trunk drainage facilities for conveyance of storm water runoff in the Dry Creek watershed in northern Sacramento County. The Antelope Fee Program provided supplementary drainage fees in two of the drainage basins within Antelope as delineated in Figure 6. Basin “A” is located in the north central range of the original Antelope Fee Program area and Basin “B” is located in the Northern Subarea of the EASP.

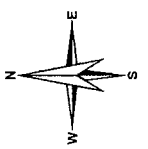
The Antelope Basin “A” Drainage Mitigation Development Fee was established in 1986 as a supplementary drainage fee to finance off-site drainage improvements to be constructed in Placer County beyond the jurisdiction of Sacramento County. This development fee applied only to property within a single 890-acre drainage basin in the northern half of the original Antelope Fee Program area, Basin “A” as designated in the Antelope/North Highlands Infrastructure/Public Services Study. It is drained by an unnamed tributary of Dry Creek. Per the County of Sacramento Department of Water Resources and Placer County staff, no additional drainage projects in either Sacramento County or Placer County are required or require funding beyond the existing balance in the Antelope Basin “A” Drainage Mitigation Fund from the remaining undeveloped property in Basin “A”. Therefore the Antelope Basin “A” Drainage Mitigation Development Fee is no longer required and will be discontinued. The appropriate amendment to Chapter 16.80 of the Sacramento County Code is proposed along with this update. The remaining balance of approximately \$32,258 in the Antelope Basin “A” Drainage Mitigation Fund will be provided to Placer County and may be used for improvements and/or acquisitions downstream of Basin “A” in Placer County.

The East Antelope Northern Subarea Drainage Development Fee (Basin “B”) was established with the 2000-01 update to finance major drainage improvements in the EASP’s Northern Subarea that were not reimbursable under the SCWA Zone 11C fee program. This fee was established to provide an equitable cost sharing mechanism among benefiting property owners in the Northern Subarea. Development within Basin “B” is completed and the funded drainage improvements were constructed and reimbursed. Therefore, collection of this fee was discontinued in 2003.

Figure 6



ANTELOPE PUBLIC FACILITIES FINANCING PLAN
SUPPLEMENTARY DRAINAGE FEE AREAS



Water Mitigation

During the original public hearings for the Antelope Community Plan, concerns were expressed that major urban development utilizing groundwater supplies could impact the domestic water supply wells of existing residents in adjacent rural areas. The compromise incorporated in the 1986 Antelope Fee Program was to provide a mitigation fund to subsidize the cost of extending a municipal water supply system to the neighboring East Antelope rural area.

The Water Mitigation Development Fee was designed to offset some of the costs that would be incurred by a water purveyor to extend water lines through the Poker Lane and Lewis Avenue areas of East Antelope. The fee in 2003 was intended to generate a total of approximately \$250,000 at buildout of Antelope. The revenues generated by this fee are administered by SCWA and disbursed to the appropriate water purveyors according to the determination of SCWA.

The Northridge Water District (now the Sacramento Suburban Water District, one of two water purveyors serving the Antelope Fee Program area) extended water lines through Poker Lane. This enabled residents of the Poker Lane area to connect to municipal water supply facilities. The construction costs for this project totaled \$278,095 in 1987. SCWA staff determined that the intent of the fund was to subsidize and not fully compensate for main extensions to the ag-res area and that additional main extensions would be needed to provide public water to agricultural residential parcels east of Cook-Riolo Road as indicated in Northridge Water District's Master Plan. Therefore, the SCWA only reimbursed the Northridge Water District the \$172,000 that was available at that time from the Antelope Water Mitigation Fee Fund.

The current balance in this fund is approximately \$102,392 and the public water facilities to ag-res parcels east of Cook-Riolo Road have been constructed and funded by other sources. The SCWA and Sacramento Suburban Water District have determined that no further water main extensions are necessary. It is therefore proposed that the remaining fund balance be used to reimburse the Sacramento Suburban Water District for a portion of the remaining amount of the project not reimbursed in 1992, as the 1987 water line extension aligns with the intent of the fee. An agreement for the proposed reimbursement will be presented to the SCWA Board. As no further construction is necessary, this fee will no longer be collected and the appropriate amendment to Chapter 16.80 of the Sacramento County Code to discontinue this fee is proposed.

Fire Protection

Fire protection and emergency medical services for the Antelope area and facilities to provide these services are the responsibility of the Sacramento Metropolitan Fire District. The Antelope Fee Program initially included the Fire Protection Development Fee. In January 2003 the Sacramento Metropolitan Fire District adopted a district-wide development impact fee that replaced the Fire Protection Development Fee in the Antelope Fee Program. The remaining fund balance in the Antelope Fire Fund was

transferred to the Sacramento Metropolitan Fire District and the development fee was deleted from the Antelope Fee Program with the 2003-04 update.

SECTION IV DEVELOPMENT IMPACT FEE PROGRAM ADMINISTRATION AND PROCEDURES

Fee Calculation

Each development fee is computed by multiplying the site acreage by the DUE factor (Table 3) for the site (determined by land use zone or special use category) by the appropriate program fee shown in Table 1. All Antelope fee calculations use the gross acreage of the site, deducting major street rights-of-way (width of 84 feet or more), major drainage channels and other areas as applicable. The acreage of minor street rights-of-way is not deducted from the acreage used to compute Antelope fees.

The appropriate DUE factors for the land use zone of the site (or portion of the site) must be used to correctly compute the fees. If, for example, a subdivision site is zoned RD-7, but an applicant chooses to build homes on larger lots that would comply with the standards for RD-5 zoning, the Antelope fees will be calculated based on the RD-7 zoning in effect for the property. With the approval of a rezone to RD-5 prior to issuance of building permits, the Antelope fee obligation for the site would be reduced to the RD-5 level.

In addition, for use permits and land use categories not included in this report, the Planning Director has been authorized to determine the appropriate land use category for the use.

An exception to the zoning basis for Antelope DUE factors is provided for churches, private schools, childcare centers, and mini-storage facilities. For these uses, DUEs are derived from those used in the SCTDF (Sacramento County Code Chapter 16.87). Antelope development fees are due and payable prior to issuance of building permits.

Credits and Reimbursements

In order to create the necessary linkage between the collection of Antelope roadway and Parks and Recreation fees and private construction of Major and East Antelope Local Roadway and Parks and Recreation improvements, a system of credits and reimbursements was incorporated into Chapter 16.80 of the Sacramento County Code.

The maximum amount of credit or reimbursement for roadway improvements is calculated by multiplying the quantities of each eligible item (items eligible for reimbursement are only those included in the project specific scope and estimates in the Appendix) as shown on approved improvement plans by the Schedule of Values shown in Table 8 in effect at the time of project acceptance (as updated by the annual inflation adjustment). The amount of credit or reimbursement for parks and recreation improvements is calculated by multiplying the quantities of each eligible item constructed by the unit costs shown in Table 7 in effect at the time of project acceptance (as updated by the annual inflation adjustment). The eligible cost of the credit or reimbursement shall be

Table 8
Antelope
Public Facilities Financing Plan and
Development Impact Fee Program

SCHEDULE OF VALUES FOR REIMBURSEMENTS		
Item Description	Unit	Unit Cost
EARTHWORK		
Roadway Excavation	Cubic Yard	\$ 18
Import Fill	Cubic Yard	\$ 16
DRAINAGE		
Drainage	Lineal Foot	\$ 30
Class C and D (Laterals only)	Lineal Foot	\$ 15
Class A converted from Class C and D (DI's only)	Lineal Foot	\$ 15
PAVEMENT		
Asphalt Concrete (Unit Weight = 150-lbs per CF)	Ton	\$ 100
Aggregate Base (Unit Weight = 145-lbs per CF), \$40 per CY	Ton	\$ 20.43
Sidewalk	Square Foot	\$ 6
Curb and Gutter	Lineal Foot	\$ 26
Median Curb and Two-Ft./16-inch Concrete Landscape Strip	Lineal Foot	\$ 17
MISCELLANEOUS		
Traffic Signal	Intersection	\$ 300,000
Traffic Signal Modification	Intersection	\$ 150,000
Street Lights/Electroliers	Each	\$ 7,000
Landscaping	Square Foot	\$ 15
MINOR ITEMS	Percent of Total Construction Costs	30%
STRUCTURES		
Bridges	Square Foot	\$ 175
Culverts	Lineal Foot	\$ 375
Railroad Crossing - Four Lane Street	Lump Sum	\$ 800,000
Railroad Crossing - Six Lane Street	Lump Sum	\$ 900,000
CONTINGENCY	Percent of Total Construction Costs	15%
ENGINEERING AND MANAGEMENT		
Engineering Studies		3.0%
Environmental Documents		1.5%
Design Engineering	Percent of Total Construction Costs	12.0%
Design Services during Construction		1.5%
Construction Staking		2.5%
Construction Management		13.0%
RIGHT-OF-WAY		
Right-of-Way	Square Foot	\$ 3
Easement	Square Foot	\$ 3
UTILITY RELOCATION	Percent of Total Construction Costs	2%
ENVIRONMENTAL MITIGATION		
Hard Cost Data Provided	Lump Sum	Amount provided
No Hard Cost Data Available	Percent of Total Construction Costs	3.0%

the actual cost of the improvement up to the maximum total project amount contained in the Parks and Recreation CIP.

For fee credits, the eligible amount of the cost for the roadway and/or parks and recreation improvement will be deducted from the Antelope roadway or parks and recreation fee obligation as outlined in Sacramento County Code Section 16.80.140.

The scheduled construction year for a Major Roadway improvement shown in the Antelope Major Roadway CIP (Table 5) determines whether the applicant constructing the roadway improvement will be eligible for a credit toward the development's Major Roadway fee obligation or a future reimbursement.

For cases where a project proponent constructs a Major Roadway improvement after January 1 of the year preceding the fiscal year in which the improvement is scheduled in the CIP, the project proponent will be eligible for a fee credit or reimbursement at the discretion of the Deputy County Executive or his designee.

For cases where a project proponent constructs a Major Roadway improvement more than six months in advance of the fiscal year in which the improvement is scheduled in the Major Roadway CIP, the project proponent is only eligible for reimbursement pursuant to Section 160.80.150 of the Sacramento County Code. The reimbursement will be payable by June 30 of the fiscal year in which the Major Roadway CIP schedules the improvement. The project proponent may not deduct the cost of the improvement from the Antelope Major Roadway fee obligation. If, due to funding constraints, the County's reimbursement is not paid by June 30 of the program year, the balance due will earn interest at the County Treasury pool rate.

These procedures enable the Antelope Major Roadway Fund to maintain an adequate balance to finance Antelope Major Roadway improvements in compliance with the scheduling priorities established by the Major Roadway CIP.

For East Antelope Local Roadway and Parks and Recreation facilities, reimbursements cannot be provided on a date-certain basis, will depend on availability of accrued fee revenues in the East Antelope Local Roadway Fund and the Parks and Recreation Fund, and will be provided on a first-come, first-served basis.

Any party eligible for a credit or reimbursement must request such by submitting improvement plans for the project with a letter requesting the reimbursement to the County. The project proponent and the Board of Supervisors or SRPD Board (for Parks and Recreation facilities) must execute a credit or reimbursement agreement prior to any credit being applied or reimbursement dispensed.

APPENDIX

Major Roadway Facilities Cost Estimates

East Antelope Local Roadway Facilities Cost Estimates

PROJECT NUMBER 4.1
EAST ANTELOPE LOCAL ROADWAY PROJECT

Lewis Road Extension to Poker Lane

Rapp Lane to Rich Lane (1,280-ft) - reconstruct existing road to County Standards (38' ROW, Class 'D')
Rich Lane to Poker Lane (1,490-ft) - construct new 32' pavement plus 4" x 6' AC walks (38' ROW, Class 'D')

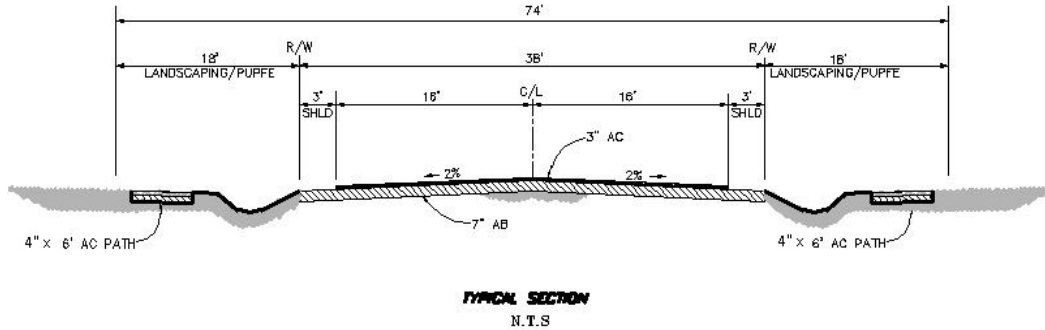
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	2,736	CY	\$18.00	49,244
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					49,244
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage - Class C & D Laterals Only	2,770	LF	\$15.00	41,550
3	Drainage - Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					41,550
3. Pavement					
1	Asphalt Concrete (3" + 4")	2,701	TN	\$100.00	270,075
2	Aggregate Base (7")	4,217	TN	\$20.43	86,160
3	Sidewalk	0	SF	\$6.00	-
4	Curb and Gutter	0	LF	\$26.00	-
5	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					356,235
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					-
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$447,029.39	134,109
Minor Items Subtotal					134,109
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$581,138.21	87,171
Contingency Subtotal					87,171
Subtotal Items 1-7					668,309

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$668,308.94	20,049
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$668,308.94	10,025
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$668,308.94	80,197
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$668,308.94	10,025
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$668,308.94	16,708
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$668,308.94	86,880
Engineering Management Subtotal					223,883
9. Right-of-Way					
1	Right-of-Way	32,439	SF	\$3.00	97,317
2	Easements	89,352	SF	\$3.00	268,056
Right-of-Way Subtotal					365,373
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$668,308.94	13,366
Utility Relocation Subtotal					13,366
11. Environmental Mitigation					
1	Environmental Mitigation (3%)	3.0%	%	\$668,308.94	20,049
Environmental Mitigation Subtotal					20,049
Total PROJECT NUMBER 4.1					\$ 1,290,981

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

R = 30; T.I. = 5.5



PROJECT NUMBER 4.2

Poker Lane and Antelope North Road West Leg Widening

Class 'D' improvements including 500-ft intersection leg for Poker Lane based on 62-ft right-of-way (back of curb to back of curb) in accordance with Sacramento County Standard Drawing 4-6.

Antelope North Road intersection legs included in Project 4.5b, including curb returns.

Construct 4" x 6' AC Path.

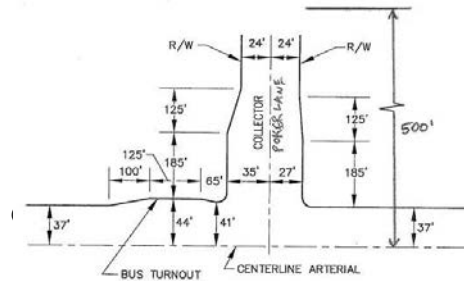
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	973	CY	\$18.00	17,514
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					17,514
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	500	LF	\$15.00	7,500
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					7,500
3. Pavement					
1	Asphalt Concrete (4" + 4")	734	TN	\$100.00	73,380
2	Aggregate Base (9.5")	1,340	TN	\$20.43	27,382
3	Sidewalk	0	SF	\$6.00	-
4	Curb and Gutter	100	LF	\$26.00	2,600
5	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					103,362
4. Miscellaneous					
1	Traffic Signal	1	EA	\$300,000.00	300,000
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping (15')	0	SF	\$15.00	-
Miscellaneous Subtotal					300,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30%	EA	\$428,376.48	128,513
Minor Items Subtotal					128,513
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	EA	\$556,889.43	83,533
Contingency Subtotal					83,533
Subtotal Items 1-7					640,423

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$640,422.84	19,213
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$640,422.84	9,606
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$640,422.84	76,851
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$640,422.84	9,606
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$640,422.84	16,011
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$640,422.84	83,255
Engineering Management Subtotal					214,542
9. Right-of-Way					
1	Right-of-Way	18,345	SF	\$3.00	55,035
2	Easements	0	SF	\$3.00	-
Right-of-Way Subtotal					55,035
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2%	EA	\$640,422.84	12,808
Utility Relocation Subtotal					12,808
11. Environmental Mitigation					
1	Environmental Mitigation (3%)	3%	EA	\$640,422.84	19,213
Environmental Mitigation Subtotal					19,213
Total PROJECT NUMBER 4.2				\$	942,021

* Unit Prices based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary
- Wallace Kuhl & Associates, October 13, 2017

R=25; T.I.=6.5



PROJECT NUMBER 4.3

Olive Avenue and Antelope North Road West Leg Widening

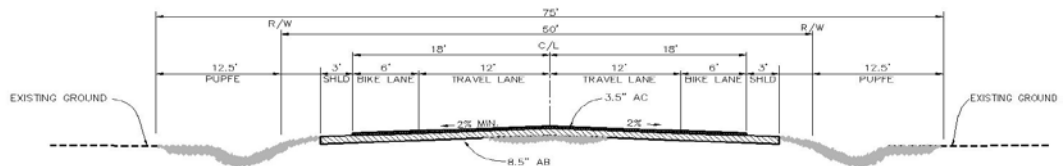
36-ft Class 'C' pavement widening and connection of Olive Avenue to Antelope North Road (200-ft); full reconstruction of existing pavement

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	267	CY	\$18.00	4,800
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					4,800
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	200	LF	\$15.00	3,000
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					3,000
3. Pavement					
1	Asphalt Concrete (3.5")	158	TN	\$100.00	15,750
2	Aggregate Base(8.5")	370	TN	\$20.43	7,554
3	Sidewalk	0	SF	\$6.00	-
4	Curb and Gutter	0	LF	\$26.00	-
5	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					23,304
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping (15')	0	SF	\$15.00	-
Miscellaneous Subtotal					-
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30%	EA	\$31,103.99	9,331
Minor Items Subtotal					9,331
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	EA	\$40,435.19	6,065
Contingency Subtotal					6,065
Subtotal Items 1-7					46,500

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$46,500.47	1,395
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$46,500.47	698
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$46,500.47	5,580
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$46,500.47	698
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$46,500.47	1,163
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$46,500.47	6,045
Engineering Management Subtotal					15,578
9. Right-of-Way					
1	Right-of-Way	3,600	SF	\$3.00	10,800
2	Easements	5,000	SF	\$3.00	15,000
Right-of-Way Subtotal					25,800
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2%	EA	\$46,500.47	930
Utility Relocation Subtotal					930
11. Environmental Mitigation					
1	Environmental Mitigation (3%)	3%	EA	\$46,500.47	1,395
Environmental Mitigation Subtotal					1,395
Total PROJECT NUMBER 4.3				\$	90,203

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017
R=25; T.I.=6.0 (Olive Avenue)



PROJECT NUMBER 4.4

Antelope North Road - Adjacent to Northern Subarea - Construct Four Lanes

Southern Boundary of Roseview Park/Northern Sub-Area to County Line - 2,170 LF

Widen existing road to 66-ft of pavement (84-ft arterial back of walk to back of walk);
repair base of third of existing pavement (43,000 SF) and 2-inch AC overlay of existing pavement

Widen 950 LF of roadway - Class 'D'; remainder is existing Class 'A' frontage

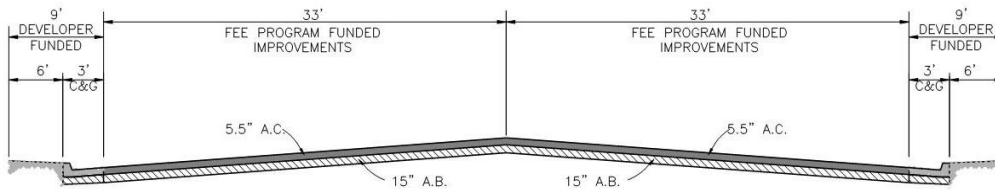
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	3,983	CY	\$18.00	71,693
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					71,693
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	950	LF	\$7.50	7,125
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					7,125
3. Pavement					
1	Asphalt Concrete (5.5" + 4")	2,306	TN	\$100.00	230,641
2	Aggregate Base (15")	5,705	TN	\$20.43	116,550
3	AC Overlay (2")	1,003	TN	\$100.00	100,338
4	Sidewalk	0	SF	\$6.00	-
5	Curb and Gutter	0	LF	\$26.00	-
6	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					447,528
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping (15')	0	SF	\$15.00	-
Miscellaneous Subtotal					-
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30%	EA	\$526,346.14	157,904
Minor Items Subtotal					157,904
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	EA	\$684,249.98	102,637
Contingency Subtotal					102,637
Subtotal Items 1-7					786,887

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$786,887.48	23,607
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$786,887.48	11,803
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$786,887.48	94,426
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$786,887.48	11,803
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$786,887.48	19,672
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$786,887.48	102,295
Engineering Management Subtotal					263,607
9. Right-of-Way					
1	Right-of-Way	2,850	SF	\$3.00	8,550
2	Easements	9,500	SF	\$3.00	28,500
Right-of-Way Subtotal					37,050
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2%	EA	\$786,887.48	15,738
Utility Relocation Subtotal					15,738
11. Environmental Mitigation					
1	Environmental Mitigation (3%)	3%	EA	\$786,887.48	23,607
Environmental Mitigation Subtotal					23,607
Total PROJECT NUMBER 4.4					\$ 1,126,889

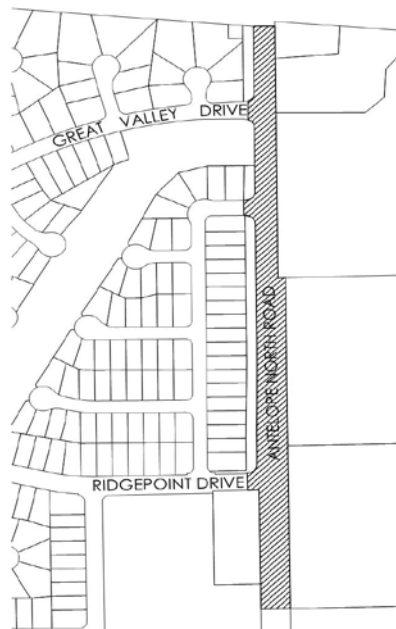
* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

R = 25; T.I. = 9



Project ID 4.4 – Antelope North Road (84' ROW)
N.T.S



PROJECT NUMBER 4.5a

Antelope North Road - South of Poker Lane to Northern Subarea - Construct Two Lanes

Construct 36-ft of pavement from 1,130' south of Poker Lane to Northern Sub-Area (Two lanes)
 Full reconstruction of existing pavement 5,380 LF, Class 'C' improvements

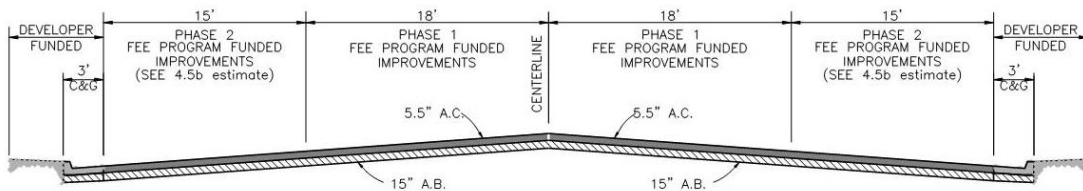
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	12,254	CY	\$18.00	220,580
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					220,580
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	5,380	LF	\$15.00	80,700
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					80,700
3. Pavement					
1	Asphalt Concrete (5.5")	6,658	TN	\$100.00	665,775
2	Aggregate Base (15")	17,552	TN	\$20.43	358,592
3	Sidewalk	0	SF	\$6.00	-
4	Curb and Gutter	0	LF	\$26.00	-
5	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					1,024,367
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping (15')	0	SF	\$15.00	-
Miscellaneous Subtotal					-
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30%	EA	\$1,325,647.47	397,694
Minor Items Subtotal					397,694
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	EA	\$1,723,341.71	258,501
Contingency Subtotal					258,501
Subtotal Items 1-7					1,981,843

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$1,981,842.96	59,455
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,981,842.96	29,728
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$1,981,842.96	237,821
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,981,842.96	29,728
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$1,981,842.96	49,546
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$1,981,842.96	257,640
Engineering Management Subtotal					663,917
9. Right-of-Way					
1	Right-of-Way (2.533 + 1.36 ac.)	169,580	SF	\$3.00	508,740
2	Easements	0	SF	\$3.00	-
Right-of-Way Subtotal					508,740
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2%	EA	\$1,981,842.96	39,637
Utility Relocation Subtotal					39,637
11. Environmental Mitigation					
1	Environmental Mitigation (3%)	3%	EA	\$1,981,842.96	59,455
Environmental Mitigation Subtotal					59,455
Total PROJECT NUMBER 4.5a				\$	3,253,593

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

R=25; T.I.=9.1



Project ID 4.5a – Antelope North Road
N.T.S

PROJECT NUMBER 4.5b

Antelope North Road - South of Poker Lane to Northern Subarea - Construct Four Lanes

30-ft of pavement widening (widen from 2 to 4 lanes) from 1,130' South of Poker Lane to Northern Sub Area (330' North of north of Olive Road), including additional 1-ft sawcut each side. (Assumes concurrent Class 'A' frontage construction by property owner)

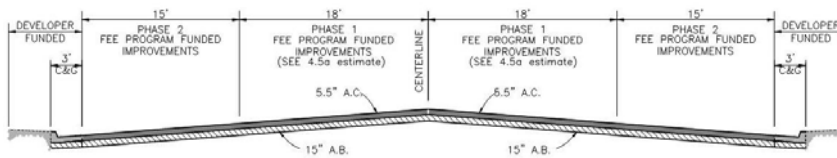
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	9,719	CY	\$18.00	174,933
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					174,933
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	4,310	LF	\$15.00	64,650
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					64,650
3. Pavement					
1	Asphalt Concrete (5.5")	5,280	TN	\$100.00	528,000
2	Aggregate Base (15")	13,920	TN	\$20.43	284,386
3	Sidewalk	0	SF	\$6.00	-
4	Curb and Gutter	0	LF	\$26.00	-
5	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					812,386
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping (15')	0	SF	\$15.00	-
Miscellaneous Subtotal					-
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30%	EA	\$1,051,968.93	315,591
Minor Items Subtotal					315,591
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	EA	\$1,367,559.61	205,134
Contingency Subtotal					205,134
Subtotal Items 1-7					1,572,694
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$1,572,693.56	47,181
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,572,693.56	23,590
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$1,572,693.56	188,723
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,572,693.56	23,590
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$1,572,693.56	39,317
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$1,572,693.56	204,450
Engineering Management Subtotal					526,852

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
9. Right-of-Way					
1	Right-of-Way	45,870	SF	\$3.00	137,610
2	Easements	121,788	SF	\$3.00	365,364
Right-of-Way Subtotal					502,974
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2%	EA	\$1,572,693.56	31,454
Utility Relocation Subtotal					31,454
11. Environmental Mitigation					
1	Environmental Mitigation (3%)	3%	EA	\$1,572,693.56	47,181
Environmental Mitigation Subtotal					47,181
Total PROJECT NUMBER 4.5b				\$	2,681,155

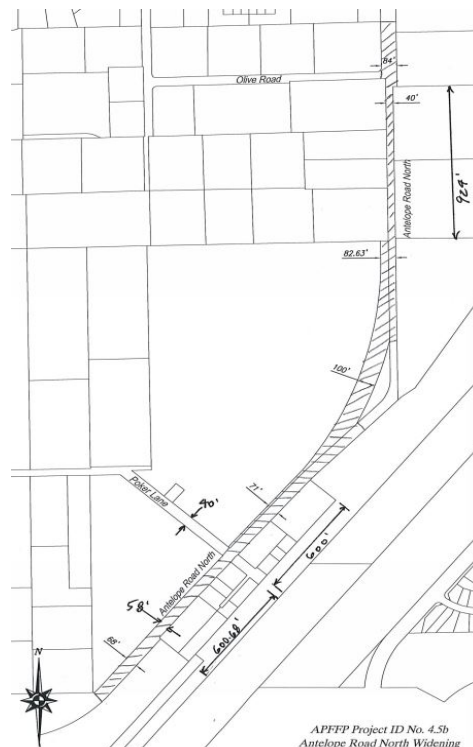
* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Estimate assumes full replacement of pavement is required. Future analysis of roadway may indicate that salvaging existing pavement is possible.

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017
R=25; T.I.=9.0



Project ID 4.5b - Antelope North Road
N.T.S



PROJECT NUMBER 4.11

Antelope North Road and Great Valley Drive Signal

Construct traffic signal at existing intersection; replace existing curb returns to include ADA-compliant access ramps; provide easement east side of Antelope North Road for signal posts and controller cabinet.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	0	CY	\$18.00	-
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					-
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	0	LF	\$15.00	-
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					-
3. Pavement					
1	Asphalt Concrete (5.5")	0	TN	\$100.00	-
2	Aggregate Base (14.5")	0	TN	\$20.43	-
3	Asphalt Concrete (3")	0	TN	\$100.00	-
4	Aggregate Base (6.5")	0	TN	\$20.43	-
5	Sidewalk	530	SF	\$6.00	3,180
6	Curb and Gutter	100	LF	\$26.00	2,600
7	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					5,780
4. Miscellaneous					
1	Traffic Signal	1	EA	\$300,000.00	300,000
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					300,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$305,780.00	91,734
Minor Items Subtotal					91,734
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$397,514.00	59,627
Contingency Subtotal					59,627
Subtotal Items 1-7					457,141

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$457,141.10	13,714
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$457,141.10	6,857
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$457,141.10	54,857
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$457,141.10	6,857
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$457,141.10	11,429
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$457,141.10	59,428
Engineering Management Subtotal					153,142
9. Right-of-Way					
1	Right-of-Way	0	SF	\$3.00	-
2	Easements	1,500	SF	\$3.00	4,500
Right-of-Way Subtotal					4,500
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$457,141.10	9,143
Utility Relocation Subtotal					9,143
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 4.11				\$	623,926

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

PROJECT NUMBER 5.9

Don Julio Boulevard and Poker Lane - Signal and Intersection Reconstruction, 500-ft of Titan Drive

Widen and construct 500-ft intersection legs each way

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	5,946	CY	\$18.00	107,031
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					107,031
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	2,000	LF	\$15.00	30,000
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					30,000
3. Pavement					
1	Asphalt Concrete (5.5") - Don Julio Blvd.	2,104	TN	\$100.00	210,375
2	Aggregate Base (15") - Don Julio Blvd.	5,546	TN	\$20.43	113,310
3	Asphalt Concrete (4") - Poker Ln.	1,003	TN	\$100.00	100,250
4	Aggregate Base (9.5") - Poker Ln.	2,302	TN	\$20.43	47,021
5	Asphalt Concrete (2") - Don Julio Overlay	94	TN	\$100.00	9,375
6	Sidewalk	920	SF	\$6.00	5,520
7	Curb and Gutter	200	LF	\$26.00	5,200
8	Median Curb & 2' Concrete Landscape Strip	1,770	LF	\$17.00	30,090
Pavement Subtotal					521,141
4. Miscellaneous					
1	Traffic Signal	1	EA	\$300,000.00	300,000
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers (Poker Lane)	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					300,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$958,171.88	287,452
Minor Items Subtotal					287,452
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15.0%	%	\$1,245,623.45	186,844
Contingency Subtotal					186,844
Subtotal Items 1-7					1,432,467

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$1,432,466.97	42,974
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,432,466.97	21,487
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$1,432,466.97	171,896
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,432,466.97	21,487
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$1,432,466.97	35,812
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$1,432,466.97	186,221
Engineering Management Subtotal					479,876
9. Right-of-Way					
1	Right-of-Way	33,523	SF	\$3.00	100,569
2	Easements	32,185	SF	\$3.00	96,555
Right-of-Way Subtotal					197,124
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$1,432,466.97	28,649
Utility Relocation Subtotal					28,649
11. Environmental Mitigation					
1	Environmental Mitigation (3%)	3.0%	%	\$1,432,466.97	42,974
Environmental Mitigation Subtotal					42,974
Total PROJECT NUMBER 5.9				\$	2,181,091

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

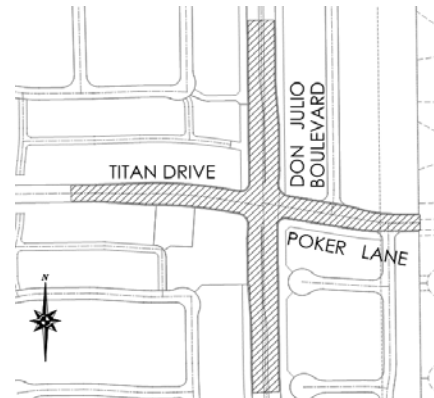
R=25; T.I.=6.5 (Poker Lane); T.I.=10.0 (Don Julio Blvd.)

Pavement Section per Design Summary

- Wallace Kuhl & Associates, October 13, 2017

Note:

1. Cost estimate captures intersection cost 500' from point of intersection for each leg.
2. Frontage improvements are assumed to be fronting project developer responsibility.



**PROJECT NUMBER 6.1b
EAST ANTELOPE LOCAL ROADWAY FACILITY**

Lewis Road Gas Line Relocation

Project Cost in 2005 Antelope Public Facilities Financing Plan \$ 66,840

Annual Program Fee Adjustments based on yearly Construction Cost
Index per Section 16.80.165 of the Sacramento County Code
applied to 2005 Project Cost from 2006 to present

Total PROJECT NUMBER 6.1b	\$ 95,104
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PROJECT NUMBER 40

Walerga Road and Big Cloud Way - Signal Modification and Construction of Fourth Leg of Existing Three-Way Intersection

Install curb returns for fourth leg of existing three-way intersection of Big Cloud Way at Walerga Road, including signal modification.

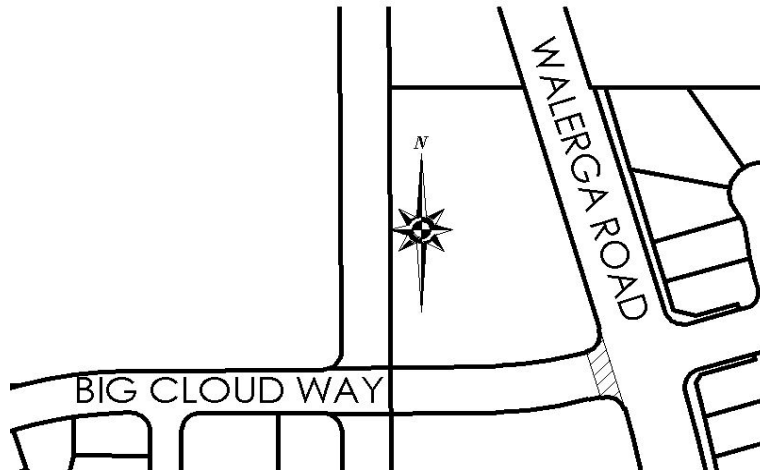
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	122	CY	\$18.00	2,198
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					2,198
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	0	LF	\$15.00	-
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					-
3. Pavement					
1	Asphalt Concrete (5.5")	58	TN	\$100.00	5,809
2	Aggregate Base (15")	153	TN	\$20.43	3,129
3	Sidewalk	400	SF	\$6.00	2,400
4	Curb and Gutter	80	LF	\$26.00	2,080
5	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					13,418
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	1	EA	\$150,000.00	150,000
3	Streetlights / Electroliers	1	EA	\$7,000.00	7,000
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					157,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$172,616.41	51,785
Minor Items Subtotal					51,785
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$224,401.34	33,660
Contingency Subtotal					33,660
Subtotal Items 1-7					258,062

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$258,061.54	7,742
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$258,061.54	3,871
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$258,061.54	30,967
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$258,061.54	3,871
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$258,061.54	6,452
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$258,061.54	33,548
Engineering Management Subtotal					86,451
9. Right-of-Way					
1	Right-of-Way	0	SF	\$3.00	-
2	Easements (exist. ROW & PUE's per recorded Parcel Map)	0	SF	\$3.00	-
Right-of-Way Subtotal					-
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$258,061.54	5,161
Utility Relocation Subtotal					5,161
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 40				\$	349,673

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

Frontage improvements are assumed to be fronting property owner responsibility.



PROJECT NUMBER 51

Antelope Road - Monument Drive to Elverta Road - Four Lanes Realigned (250-ft Four Lane Segment) - Esteem Drive Extension to Antelope Road

Construct approximately 250-ft half section to complete four lane segment, grind and 2-inch overlay from 230-ft east of Monument Drive to 260-ft west of Woodhawk Way, construct 610-ft curb and gutter on the south side of Antelope Road, extend Esteem Drive at Antelope Road intersection (130')

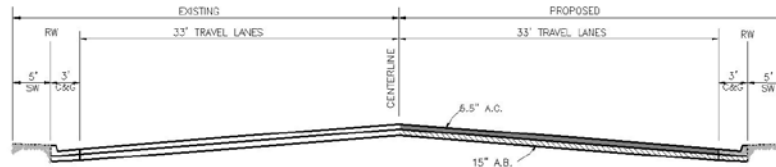
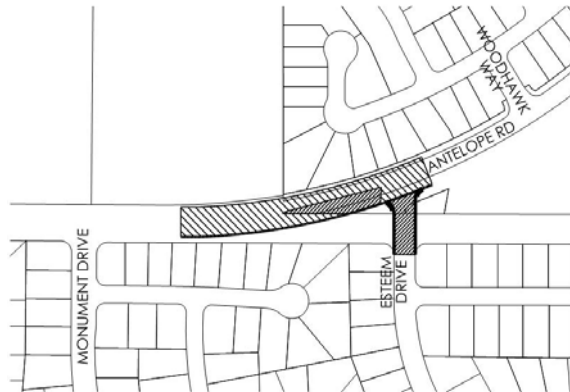
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	536	CY	\$18.00	9,645
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					9,645
2. Drainage					
1	Drainage	870	LF	\$30.00	26,100
2	Drainage ~ Class C & D Laterals Only	0	LF	\$15.00	-
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					26,100
3. Pavement					
1	Asphalt Concrete (5.5")	217	TN	\$100.00	21,656
2	Aggregate Base (15")	571	TN	\$20.43	11,664
3	Asphalt Concrete (3")	88	TN	\$100.00	8,775
4	Aggregate Base (6.5")	184	TN	\$20.43	3,755
5	Asphalt Concrete (2" Overlay)	411	TN	\$100.00	41,075
6	Sidewalk	3,942	SF	\$6.00	23,652
7	Curb and Gutter	800	LF	\$26.00	20,800
8	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					131,377
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	2	EA	\$7,000.00	14,000
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					14,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30%	%	\$181,122.28	54,337
Minor Items Subtotal					54,337
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$235,458.97	35,319
Contingency Subtotal					35,319
Subtotal Items 1-7					270,778

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$270,777.81	8,123
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$270,777.81	4,062
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$270,777.81	32,493
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$270,777.81	4,062
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$270,777.81	6,769
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$270,777.81	35,201
Engineering Management Subtotal					90,711
9. Right-of-Way					
1	Right-of-Way	2,125	SF	\$3.00	6,375
2	Easements	0	SF	\$3.00	-
Right-of-Way Subtotal					6,375
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2%	%	\$270,777.81	5,416
Utility Relocation Subtotal					5,416
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 51				\$	373,279

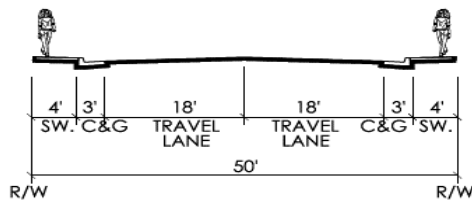
* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary
- Wallace Kuhl & Associates, October 13, 2017

R=25; T.I.=9.0



Antelope Road - Ultimate Buildout
N.T.S



ESTEEM DRIVE (EXTENSION)

50' STREET SECTION - PARKING ON BOTH SIDES
NOT TO SCALE

PROJECT NUMBER 64

Don Julio Boulevard - Antelope Road to North Loop Boulevard - Widen to Four Lanes

Reconstruct 2,410-lf with median, Widen to four lanes (500-ft north of Antelope Rd point of intersection to 300-lf south of Vista Sierra Drive)

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	8,830	CY	\$18.00	158,943
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					158,943
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	2,410	LF	\$15.00	36,150
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					36,150
3. Pavement					
1	Asphalt Concrete (5.5")	4,797	TN	\$100.00	479,738
2	Aggregate Base (15")	12,648	TN	\$20.43	258,391
3	Asphalt Concrete (2") - Don Julio Overlay	427	TN	\$100.00	42,713
4	Sidewalk	0	SF	\$6.00	-
5	Curb and Gutter	0	LF	\$26.00	-
6	Median Curb & 2' Concrete Landscape Strip	2,200	LF	\$17.00	37,400
Pavement Subtotal					818,241
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping (Roadway Corridors / Median)	8,420	SF	\$15.00	126,300
Miscellaneous Subtotal					126,300
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$1,139,634.31	341,890
Minor Items Subtotal					341,890
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$1,481,524.61	222,229
Contingency Subtotal					222,229
Subtotal Items 1-7					1,703,753

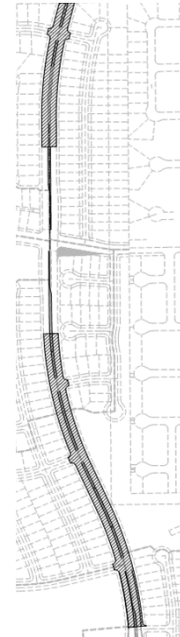
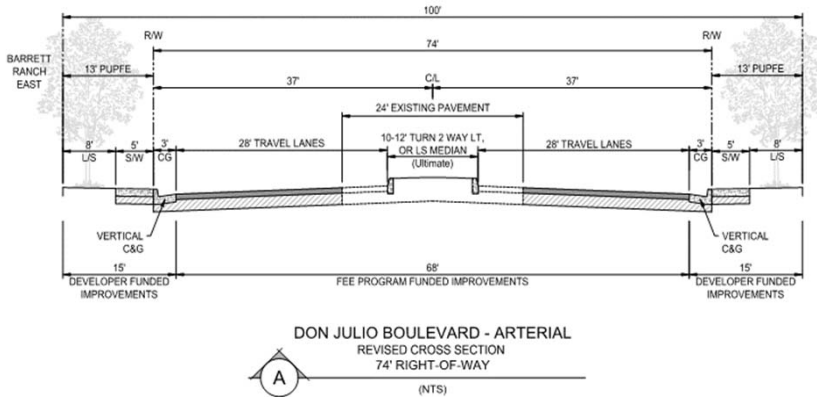
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$1,703,753.30	51,113
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,703,753.30	25,556
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$1,703,753.30	204,450
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$1,703,753.30	25,556
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$1,703,753.30	42,594
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$1,703,753.30	221,488
Engineering Management Subtotal					570,757
9. Right-of-Way					
1	Right-of-Way (50' exist.)	0	SF	\$3.00	-
2	Easements (13' PUPFE)	34,396	SF	\$3.00	103,188
Right-of-Way Subtotal					103,188
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal) (not applicable - new road)	2.0%	%	\$0.00	-
Utility Relocation Subtotal					-
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (Not Applicable) Refer to Wetland Preservation/Impact Exhibit for Barrett Ranch East prepared by Gibson & Skordal, LLC Wetland Consultants	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 64				\$	2,377,699

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Note:

- 1 Estimate excludes Poker Lane and Don Julio intersection (500' from Point of Intersection)
- 2 Full reconstruction of existing pavement north of Poker Lane
- 3 Frontage improvements including curb and gutter, sidewalk, drainage inlets, street lights, and landscaping adjacent property developer funded.
- 4 Pavement Section per Design Summary
- Wallace Kuhl & Associates, October 13, 2017

R=25; T.I.=9.0



PROJECT NUMBER 79

Antelope Road - Roseville Road /Daly Avenue to 280-lf west of Lonewood Road - Widen to Six Lanes

Widen 230 LF of existing five lanes to six lane thoroughfare;

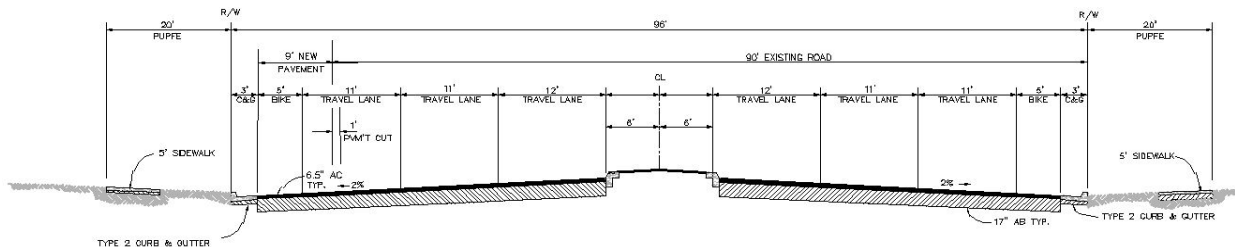
Existing condition consists of two lanes and shoulder southbound totaling to 31-ft of pavement. Construct 10-ft pavement (includes 1-ft sawcut) and Class A improvements. Completion of roadway widening to Roseville Road, including intersection widening and signal modification by Antelope Crossing project (Sacramento County PLNP 2016-00389, Condition of Approvals No. 22-36)

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	184	CY	\$18.00	3,303
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					3,303
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only (half of road only)	0	LF	\$15.00	-
3	Drainage ~ Class A converted from Class C&D (DI's Only)	230	LF	\$7.50	1,725
Drainage Subtotal					1,725
3. Pavement					
1	Asphalt Concrete (6.5")	93	TN	\$100.00	9,344
2	Aggregate Base (17")	236	TN	\$20.43	4,826
3	Asphalt Concrete Overlay (2")	0	TN	\$100.00	-
4	Sidewalk	1,150	SF	\$6.00	6,900
5	Curb and Gutter	230	LF	\$26.00	5,980
6	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					27,050
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					-
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$32,077.97	9,623
Minor Items Subtotal					9,623
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$41,701.36	6,255
Contingency Subtotal					6,255
Subtotal Items 1-7					47,957

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$47,956.56	1,439
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$47,956.56	719
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$47,956.56	5,755
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$47,956.56	719
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$47,956.56	1,199
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$47,956.56	6,234
Engineering Management Subtotal					16,065
9. Right-of-Way					
1	Right-of-Way	2,760	SF	\$3.00	8,280
2	Easements	4,600	SF	\$3.00	13,800
Right-of-Way Subtotal					22,080
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$47,956.56	959
Utility Relocation Subtotal					959
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 79				\$	87,061

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017 R = 25; T.I. = 10

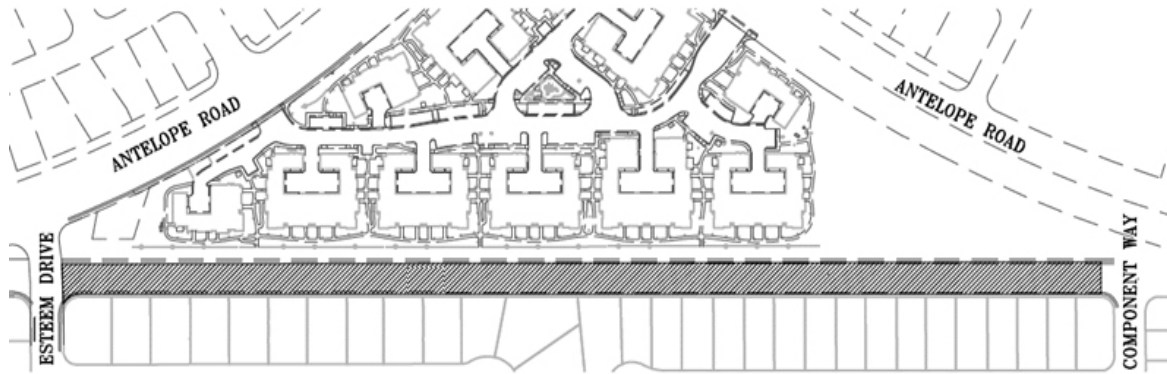


PROJECT NUMBER 99

Antelope Road - Esteem Drive to Component Way - Right of Way Reuse

Project Cost held to 2005 Public Facilities Financing Plan Project Cost.

Total PROJECT NUMBER 99	\$	469,375
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1,700 LF

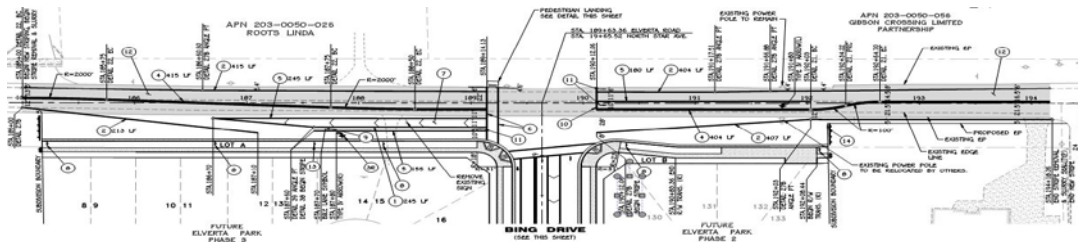
PROJECT NUMBER 103

Elverta Road at Bing Drive - Widening and Signalization

ELVERTA PARK SUBDIVISION CONDITIONS OF APPROVAL NO. 86 AND 110

ITEM NO	DESCRIPTION	TOTAL
Roadway Construction		
	6.5" Asphalt Concrete over 23" Aggregate Base (Elverta Road)	199,479
	Change Order	16,301
	Additional Grading	4,900
	Paving	13,283
	Pedestrian Landing	1,500
	Asphalt Concrete Dike at Landing	2,700
	Slurry Seal	26,103
	Elverta Road Overlay and Taper	59,419
Roadway Construction Subtotal		323,684
	Traffic Signal	255,475
Hard Costs Subtotal		579,159
Soft Costs		
	Design Survey and Inspections (25% of Hard Costs)	144,790
Soft Costs Subtotal		144,790
Total PROJECT NUMBER 103		723,949

Project amounts based on actual construction costs provided by Silverado Homes (Elverta Park developer) on November 6, 2017.



PROJECT NUMBER 104

Elverta Road at Subdivision Entry - Widening and Signalization

GIBSON CROSSING CONDITION OF APPROVAL 7/9

Construct northern Elverta Road frontage pavement and ultimate curb returns (Westbound: 11' through, 5' Bike, 10' Rt; Class D), Construct modified southbound collector (5' bike lane, 13' receiving lane, 11' LT, 16' Right; Class D)

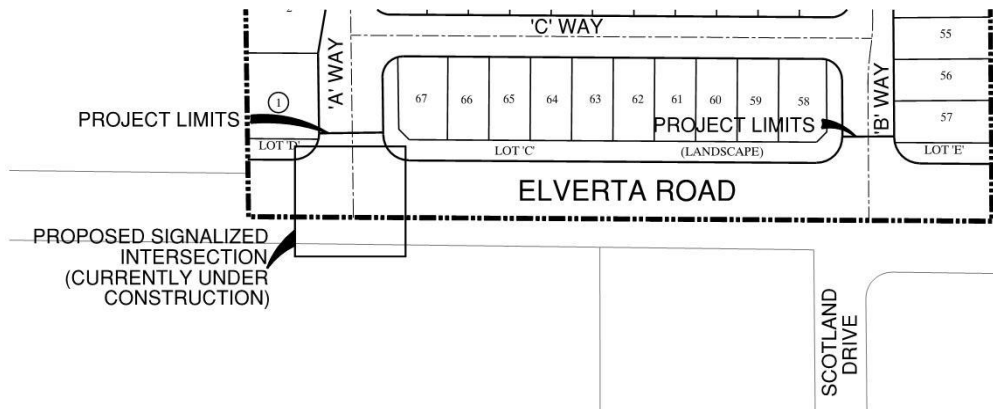
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	2,670	CY	\$18.00	48,056
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					48,056
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	1,330	LF	\$15.00	19,950
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					19,950
3. Pavement					
1	Asphalt Concrete (6.5")	789	TN	\$100.00	78,894
2	Aggregate Base (23")	2,699	TN	\$20.43	55,132
3	Asphalt Concrete (3")	421	TN	\$100.00	42,131
4	Aggregate Base (10")	1,358	TN	\$20.43	27,735
5	Sidewalk	920	SF	\$6.00	5,520
6	Curb and Gutter	200	LF	\$26.00	5,200
7	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					214,612
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications (See note below.)	1	EA	\$150,000.00	150,000
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Note: Modify existing signal already constructed by Elverta Park.					
Miscellaneous Subtotal					150,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$432,617.36	129,785
Minor Items Subtotal					129,785
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$562,402.57	84,360
Contingency Subtotal					84,360
Subtotal Items 1-7					646,763

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$646,762.95	19,403
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$646,762.95	9,701
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$646,762.95	77,612
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$646,762.95	9,701
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$646,762.95	16,169
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$646,762.95	84,079
Engineering Management Subtotal					216,666
9. Right-of-Way					
1	Right-of-Way (See note below)	20,851	SF	\$3.00	62,553
2	Easements	14,380	SF	\$3.00	43,140
Note: ROW includes Elverta Road to minor street curb return.					
Right-of-Way Subtotal					105,693
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$646,762.95	12,935
Utility Relocation Subtotal					12,935
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 104				\$	982,057

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"
Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

Note:

1. Estimate assumes Elverta Road improvements proposed by the Elverta Park subdivision (south side of Elverta Road) are existing.
2. Improvements on Elverta Road with the exception of the frontage lanes ((2) 11' Thru, (2) LT, median) are captured in the SCTDF.
3. Estimate assumes the southbound collector will mirror the improvements to northbound Bing Drive.



PROJECT NUMBER 105

Watt Avenue and Navaho Drive - Signalization

THE LAKES AT ANTELOPE CONDITION OF APPROVAL NO. 18

Signalization and replace 200-ft of Watt Avenue southbound receiving refuge lane with median plus 1-ft saw cut around median.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	242	CY	\$18.00	4,356
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					4,356
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	0	LF	\$15.00	-
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					-
3. Pavement					
1	Asphalt Concrete (6")	15	TN	\$100.00	1,500
2	Aggregate Base (22")	53	TN	\$20.43	1,086
3	Asphalt Concrete (2")	22	TN	\$100.00	2,188
4	Aggregate Base	0	TN	\$20.43	-
5	Sidewalk	0	SF	\$6.00	-
6	Curb and Gutter	0	LF	\$26.00	-
7	Median Curb & 2' Concrete Landscape Strip	210	LF	\$17.00	3,570
Pavement Subtotal					5,758
4. Miscellaneous					
1	Traffic Signal	1	EA	\$300,000.00	300,000
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					300,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$310,113.06	93,034
Minor Items Subtotal					93,034
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$403,146.97	60,472
Contingency Subtotal					60,472
Subtotal Items 1-7					463,619

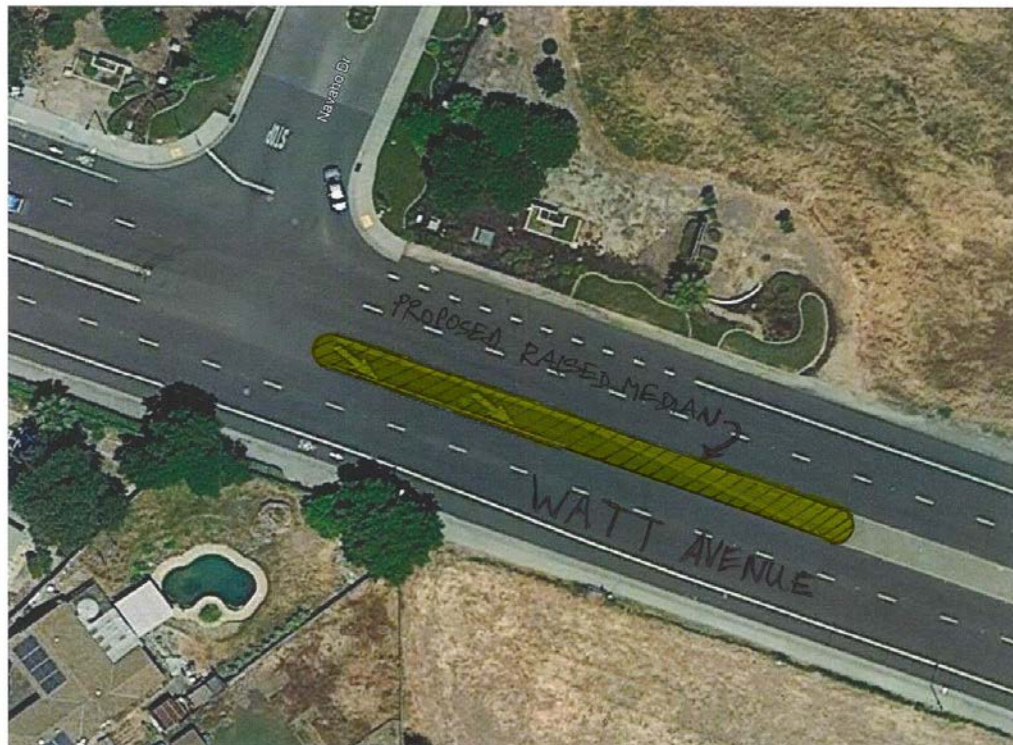
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$463,619.02	13,909
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$463,619.02	6,954
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$463,619.02	55,634
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$463,619.02	6,954
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$463,619.02	11,590
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$463,619.02	60,270
Engineering Management Subtotal					155,312
9. Right-of-Way					
1	Right-of-Way	0	SF	\$3.00	-
2	Easements	0	SF	\$3.00	-
Right-of-Way Subtotal					-
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$463,619.02	9,272
Utility Relocation Subtotal					9,272
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 105				\$	628,204

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

R = 10

T.I.= 10



PROJECT ID NUMBER 106

Watt Avenue - Widening from Four to Six Lanes

THE LAKES AT ANTELOPE CONDITION OF APPROVAL NO. 23

Widen existing thoroughfare 4 lane center section to 6 lane thoroughfare. Improvements only include pavement on north side (Class 'D') and will replace existing curb, gutter and sidewalk on the south side. Length of improvements = 520'

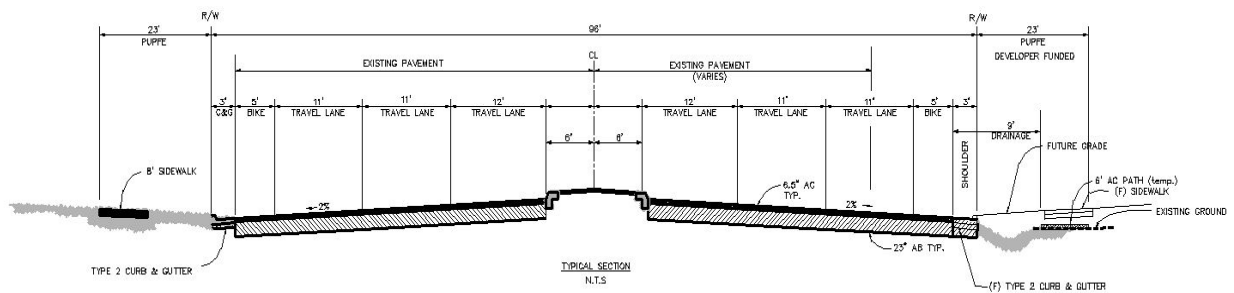
ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	379	CY	\$18.00	6,818
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					6,818
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	520	LF	\$15.00	7,800
3	Drainage ~ Class A converted from Class C&D (DI's Only)	520	LF	\$15.00	7,800
Drainage Subtotal					15,600
3. Pavement					
1	Asphalt Concrete (6.5")	169	TN	\$100.00	16,900
2	Aggregate Base (23")	578	TN	\$20.43	11,810
3	Sidewalk	3,120	SF	\$6.00	18,720
4	Curb and Gutter	520	LF	\$26.00	13,520
5	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					60,950
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	0	EA	\$150,000.00	-
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					-
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$83,367.68	25,010
Minor Items Subtotal					25,010
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$108,377.98	16,257
Contingency Subtotal					16,257
Subtotal Items 1-7					124,635

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$124,634.68	3,739
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$124,634.68	1,870
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$124,634.68	14,956
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$124,634.68	1,870
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$124,634.68	3,116
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$124,634.68	16,203
Engineering Management Subtotal					41,753
9. Right-of-Way					
1	Right-of-Way	0	SF	\$3.00	-
2	Easements	8,320	SF	\$3.00	24,960
Right-of-Way Subtotal					24,960
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal)	2.0%	%	\$124,634.68	2,493
Utility Relocation Subtotal					2,493
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 106				\$	193,840

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

North side: 36' existing pavement, add 3' pavement +1' saw cut and restripe

South side: 36' pavement, add 3' pavement +1' saw cut and restripe, construct curb, gutter, and sidewalk



PROJECT NUMBER 108

Waterga Road and Elverta Road - Signal Modification and Restriping

BARRETT RANCH EAST CONDITION OF APPROVAL NO. 50

Grind existing pavement and restripe southbound approach and departure to three through lanes plus receiving lane; modify eastbound approach for three through and RT lanes, drop bike lane 200-ft west of curb return, eastbound departure 3 lane restripe to Palmerson; slurry-seal street half within limits of work; modify signal.

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
1. Earthwork					
1	Roadway Excavation	0	CY	\$18.00	-
2	Import Fill	0	CY	\$16.00	-
Earthwork Subtotal					-
2. Drainage					
1	Drainage	0	LF	\$30.00	-
2	Drainage ~ Class C & D Laterals Only	0	LF	\$15.00	-
3	Drainage ~ Class A converted from Class C&D (DI's Only)	0	LF	\$15.00	-
Drainage Subtotal					-
3. Pavement					
1	Asphalt Concrete	0	TN	\$100.00	-
2	Aggregate Base	0	TN	\$20.43	-
3	Slurry Seal & Restripe (2 approaches, 2 departures)	4	EA	\$12,500.00	50,000
4	Sidewalk	0	SF	\$6.00	-
5	Curb and Gutter	0	LF	\$26.00	-
6	Median Curb & 2' Concrete Landscape Strip	0	LF	\$17.00	-
Pavement Subtotal					50,000
4. Miscellaneous					
1	Traffic Signal	0	EA	\$300,000.00	-
2	Traffic Signal Modifications	1	EA	\$150,000.00	150,000
3	Streetlights / Electroliers	0	EA	\$7,000.00	-
4	Landscaping	0	SF	\$15.00	-
Miscellaneous Subtotal					150,000
5. Minor Items					
1	Minor Items (30% of Subtotal Items 1-4)	30.0%	%	\$200,000.00	60,000
Minor Items Subtotal					60,000
6. Structures					
1	Bridges	0	SF	\$350.00	-
2	Culverts	0	LF	\$375.00	-
3	Railroad Crossings	0	LS	\$800,000.00	-
Structures Subtotal					-
7. Contingency					
1	Contingency (15% of Subtotal Items 1-6)	15%	%	\$260,000.00	39,000
Contingency Subtotal					39,000
Subtotal Items 1-7					299,000

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT COST*	TOTAL
8. Engineering Management					
1	Engineering Studies (3% of Subtotal Items 1-7)	3.0%	%	\$299,000.00	8,970
2	Environmental Documents (1.5% of Subtotal Items 1-7)	1.5%	%	\$299,000.00	4,485
3	Design Engineering (12% of Subtotal Items 1-7)	12.0%	%	\$299,000.00	35,880
4	Design Services During Construction (1.5% of Subtotal Items 1-7)	1.5%	%	\$299,000.00	4,485
5	Construction Staking (2.5% of Subtotal Items 1-7)	2.5%	%	\$299,000.00	7,475
6	Construction Management (13% of Subtotal Items 1-7)	13.0%	%	\$299,000.00	38,870
Engineering Management Subtotal					100,165
9. Right-of-Way					
1	Right-of-Way	0	SF	\$3.00	-
2	Easements	0	SF	\$3.00	-
Right-of-Way Subtotal					-
10. Utility Relocation					
1	Utility Relocation (2% of Subtotal) (not applicable)	2.0%	%	\$0.00	-
Utility Relocation Subtotal					-
11. Environmental Mitigation					
1	Environmental Mitigation (3%) (not applicable)	3.0%	%	\$0.00	-
Environmental Mitigation Subtotal					-
Total PROJECT NUMBER 108				\$	399,165

* Unit Costs based on Technical Memorandum dated April 22, 2016, SUBJECT: "Jackson Highway Corridor: Final Unit Costs and Cost Estimate Assumptions"

Pavement Section per Design Summary - Wallace Kuhl & Associates, October 13, 2017

