

Department of Transportation
Draft 2008 Capital Improvement Program
Fiscal Year 07/08 through 11/12
(by Project Category/Phase and Funding Source)

I. West Slope Program

Bridge Projects

Blair Road Bridge Replacement (Project # 77119)

Blair Road EID canal crossing

Bridge replacement on Blair Road at the EID canal crossing. This bridge replacement includes construction of a new bridge across an EID canal, as well as improvements and minor realignment of the roadway approaches. Funding for the project will be provided by an anticipated HBP Grant, developer and local TIM funds.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 64,000 | 0 | 0 | 0 | 0 | 0 | 64,000 |
| Planning/Env - Staff | 0 | 16,000 | 0 | 0 | 0 | 0 | 0 | 16,000 |
| Design - Consultant | 0 | 40,000 | 80,000 | 80,000 | 0 | 0 | 0 | 200,000 |
| Design - Staff | 0 | 40,000 | 80,000 | 228,000 | 0 | 0 | 0 | 348,000 |
| Right of Way - Staff | 0 | 0 | 0 | 32,000 | 0 | 0 | 0 | 32,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 144,000 | 0 | 0 | 0 | 144,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 2,480,000 | 0 | 0 | 2,480,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 372,000 | 0 | 0 | 372,000 |
| Totals | 0 | 160,000 | 160,000 | 484,000 | 2,852,000 | 0 | 0 | 3,656,000 |

Revenue Detail

| | | | | | | | | |
|--|---|---------|---------|---------|-----------|---|---|-----------|
| 2004 GP TIM | 0 | 0 | 0 | 0 | 277,343 | 0 | 0 | 277,343 |
| Developer Funded | 0 | 8,352 | 18,352 | 55,515 | 49,781 | 0 | 0 | 132,000 |
| Highway Bridge Program | 0 | 141,648 | 141,648 | 428,485 | 2,524,876 | 0 | 0 | 3,236,657 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| Totals | 0 | 160,000 | 160,000 | 484,000 | 2,852,000 | 0 | 0 | 3,656,000 |

Bucks Bar Road at the North Fork Cosumnes River - Bridge Rehabilitation (Project # 77116)

One (1) mile west of E16 on Bucks Bar Road at the North Fork Cosumnes River crossing

This is a proposed bridge rehabilitation project that is eligible for federal funding under the Highway Bridge Program (HBP, formerly (HBRR). This proposed bridge rehabilitation to include widening and improvements to roadway approaches. Existing structure will be evaluated for potential widening or replacement.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 75,000 | 16,800 | 0 | 0 | 0 | 0 | 91,800 |
| Planning/Env - Staff | 0 | 25,000 | 11,200 | 0 | 0 | 0 | 0 | 36,200 |
| Design - Consultant | 0 | 0 | 196,000 | 196,000 | 0 | 0 | 0 | 392,000 |
| Design - Staff | 0 | 0 | 84,000 | 84,000 | 0 | 0 | 0 | 168,000 |
| Right of Way - Staff | 0 | 0 | 0 | 112,000 | 0 | 0 | 0 | 112,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 336,000 | 0 | 0 | 0 | 336,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 2,800,000 | 0 | 0 | 2,800,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 475,000 | 0 | 0 | 475,000 |
| Totals | 0 | 100,000 | 308,000 | 728,000 | 3,275,000 | 0 | 0 | 4,411,000 |

Revenue Detail

| | | | | | | | | |
|--|---|---------|---------|---------|-----------|---|---|-----------|
| Highway Bridge Program | 0 | 88,530 | 273,000 | 645,000 | 2,899,000 | 0 | 0 | 3,905,530 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 0 | 11,470 | 35,000 | 83,000 | 376,000 | 0 | 0 | 505,470 |
| Totals | 0 | 100,000 | 308,000 | 728,000 | 3,275,000 | 0 | 0 | 4,411,000 |

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I. West Slope Program

Bridge Projects

Green Valley Road at Tennessee Creek - Bridge Replacement (Project # 77109)

At Tennessee Creek Crossing, north of North Shingle Road

Project includes bridge replacement at Tennessee Creek, improvements and realignment of Green Valley Road, and traffic signal at Green Valley Road/North Shingle Road. Programmed by the State of California under the Highway Bridge Program (HBP, formerly (HBRR) with federal funding participation. Applied for HSIP (formerly HES) funding for the intersection improvements.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 49,186 | 43,000 | 0 | 0 | 0 | 0 | 0 | 92,186 |
| <i>Planning/Env - Staff</i> | 191,073 | 43,000 | 0 | 0 | 0 | 0 | 0 | 234,073 |
| <i>Design - Consultant</i> | 111,943 | 340,000 | 0 | 0 | 0 | 0 | 0 | 451,943 |
| <i>Design - Staff</i> | 63,913 | 100,000 | 100,000 | 0 | 0 | 0 | 0 | 263,913 |
| <i>Right of Way - Staff</i> | 11,012 | 150,000 | 0 | 0 | 0 | 0 | 0 | 161,012 |
| <i>Right of Way - Acquisition</i> | 0 | 260,000 | 0 | 0 | 0 | 0 | 0 | 260,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 2,688,000 | 2,688,000 | 0 | 0 | 0 | 5,376,000 |
| <i>Construction Mgmt - Staff</i> | 259 | 0 | 457,000 | 457,000 | 0 | 0 | 0 | 914,259 |
| <i>Totals</i> | 427,386 | 936,000 | 3,245,000 | 3,145,000 | 0 | 0 | 0 | 7,753,386 |

Revenue Detail

| | | | | | | | | |
|---|----------------|----------------|------------------|------------------|----------|----------|----------|------------------|
| <i>2004 GP TIM</i> | 0 | 152,227 | 380,732 | 360,732 | 0 | 0 | 0 | 893,691 |
| <i>Highway Bridge Program</i> | 295,897 | 783,773 | 2,864,268 | 2,784,268 | 0 | 0 | 0 | 6,728,206 |
| <i>Road Fund/Discretionary</i> | 42,177 | 0 | 0 | 0 | 0 | 0 | 0 | 42,177 |
| <i>Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h)</i> | 44,840 | 0 | 0 | 0 | 0 | 0 | 0 | 44,840 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 44,472 | 0 | 0 | 0 | 0 | 0 | 0 | 44,472 |
| <i>Totals</i> | 427,386 | 936,000 | 3,245,000 | 3,145,000 | 0 | 0 | 0 | 7,753,386 |

Green Valley Road at Weber Creek - Bridge Replacement (Project # 77114)

At Weber Creek crossing, east of Lode Road

Proposed replacement of two-lane bridge with a two-lane bridge on Green Valley Road over Weber Creek approximately 0.7 mile southwest of Placerville Drive; associated improvements include minor realignment of the roadway approaches at Green Valley Road. HBP funding authorization date is August 16, 2006.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 128,000 | 76,000 | 5,600 | 0 | 0 | 0 | 209,600 |
| <i>Planning/Env - Staff</i> | 82,206 | 109,705 | 77,000 | 0 | 0 | 0 | 0 | 268,911 |
| <i>Design - Consultant</i> | 7,895 | 0 | 280,000 | 224,000 | 0 | 0 | 0 | 511,895 |
| <i>Design - Staff</i> | 40,239 | 290,000 | 392,000 | 392,000 | 291,000 | 0 | 0 | 1,405,239 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 0 | 67,000 | 0 | 0 | 0 | 67,000 |
| <i>Right of Way - Staff</i> | 4,484 | 4,000 | 27,000 | 85,000 | 52,000 | 0 | 0 | 172,484 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 289,000 | 140,000 | 0 | 0 | 429,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 4,620,000 | 1,540,000 | 6,160,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 53,000 | 20,000 | 73,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 17,000 | 0 | 18,000 | 7,800 | 624,000 | 200,000 | 866,800 |
| <i>Totals</i> | 134,824 | 548,705 | 852,000 | 1,080,600 | 490,800 | 5,297,000 | 1,760,000 | 10,163,929 |

Revenue Detail

| | | | | | | | | |
|---|----------------|----------------|----------------|------------------|----------------|------------------|------------------|-------------------|
| <i>2004 GP TIM</i> | 0 | 62,936 | 97,720 | 123,950 | 56,300 | 608,000 | 202,000 | 1,150,906 |
| <i>Highway Bridge Program</i> | 66,928 | 485,769 | 754,280 | 956,650 | 434,500 | 4,689,000 | 1,558,000 | 8,945,127 |
| <i>Road Fund/Discretionary</i> | 41,560 | 0 | 0 | 0 | 0 | 0 | 0 | 41,560 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 26,336 | 0 | 0 | 0 | 0 | 0 | 0 | 26,336 |
| <i>Totals</i> | 134,824 | 548,705 | 852,000 | 1,080,600 | 490,800 | 5,297,000 | 1,760,000 | 10,163,929 |

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Bridge Projects

Rubicon Trail at Ellis Creek - Bridge Replacement (Project # 77117)

Rubicon Trail at Ellis Creek

Project includes replacement of a low water crossing at Ellis Creek with a new bridge. Programmed by the State of California under the Highway Bridge Program (HBP, formerly (HBRR) with federal funding participation.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 72,000 | 0 | 0 | 0 | 0 | 0 | 72,000 |
| Planning/Env - Staff | 1,928 | 75,000 | 0 | 0 | 0 | 0 | 0 | 76,928 |
| Design - Consultant | 0 | 50,000 | 28,000 | 0 | 0 | 0 | 0 | 78,000 |
| Design - Staff | 369 | 30,000 | 58,000 | 0 | 0 | 0 | 0 | 88,369 |
| Direct Construction Costs | 0 | 0 | 448,000 | 1,008,000 | 0 | 0 | 0 | 1,456,000 |
| Construction Mgmt - Staff | 0 | 0 | 76,000 | 171,000 | 0 | 0 | 0 | 247,000 |
| Totals | 2,297 | 227,000 | 610,000 | 1,179,000 | 0 | 0 | 0 | 2,018,297 |

Revenue Detail

| | | | | | | | | |
|--|--------------|----------------|----------------|------------------|----------|----------|----------|------------------|
| Admin Overhead Recovery | -266 | 0 | 0 | 0 | 0 | 0 | 0 | -266 |
| Highway Bridge Program | 0 | 168,400 | 536,700 | 1,044,000 | 0 | 0 | 0 | 1,749,100 |
| Off Highway Vehicle Grant | 0 | 20,000 | 73,300 | 0 | 0 | 0 | 0 | 93,300 |
| Off Highway Vehicle In Lieu Fees | 0 | 31,163 | 0 | 135,000 | 0 | 0 | 0 | 166,163 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 2,563 | 7,437 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| Totals | 2,297 | 227,000 | 610,000 | 1,179,000 | 0 | 0 | 0 | 2,018,297 |

Sly Park Road at Clear Creek Crossing - Bridge Rehabilitation (Project # 77115)

One (1) mile east of E16 on Sly Park Road at Clear Creek Crossing

This is a proposed bridge rehabilitation project that is eligible for federal funding under the Highway Bridge Program (HBP, formerly (HBRR). This proposed bridge rehabilitation to include widening and improvements of the existing structure and improvements to the roadway approach.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 0 | 56,000 | 0 | 0 | 0 | 0 | 56,000 |
| Planning/Env - Staff | 4,575 | 70,000 | 40,000 | 0 | 0 | 0 | 0 | 114,575 |
| Design - Consultant | 0 | 0 | 224,000 | 224,000 | 0 | 0 | 0 | 448,000 |
| Design - Staff | 129 | 0 | 336,000 | 336,000 | 0 | 0 | 0 | 672,129 |
| Right of Way - Consultant | 0 | 0 | 56,000 | 0 | 0 | 0 | 0 | 56,000 |
| Right of Way - Staff | 0 | 0 | 56,000 | 0 | 0 | 0 | 0 | 56,000 |
| Right of Way - Acquisition | 0 | 0 | 224,000 | 0 | 0 | 0 | 0 | 224,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 4,480,000 | 0 | 0 | 4,480,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 760,000 | 0 | 0 | 760,000 |
| Totals | 4,704 | 70,000 | 992,000 | 560,000 | 5,240,000 | 0 | 0 | 6,866,704 |

Revenue Detail

| | | | | | | | | |
|--|--------------|---------------|----------------|----------------|------------------|----------|----------|------------------|
| 2004 GP TIM | 4,706 | 8,100 | 114,000 | 0 | 600,000 | 0 | 0 | 726,806 |
| Admin Overhead Recovery | -2 | 0 | 0 | 0 | 0 | 0 | 0 | -2 |
| Highway Bridge Program | 0 | 61,900 | 878,000 | 495,000 | 4,640,000 | 0 | 0 | 6,074,900 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 0 | 0 | 0 | 65,000 | 0 | 0 | 0 | 65,000 |
| Totals | 4,704 | 70,000 | 992,000 | 560,000 | 5,240,000 | 0 | 0 | 6,866,704 |

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Bridge Projects

Wentworth Springs Road at Gerle Creek - Bridge Replacement (Project # 77118)

Wentworth Springs Road at Gerle Creek

Project includes replacement of a low water crossing at Gerle Creek with a new bridge. Programmed by the State of California under the Highway Bridge Program (HBP, formerly (HBRR) with federal funding participation.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 72,000 | 0 | 0 | 0 | 0 | 0 | 72,000 |
| <i>Planning/Env - Staff</i> | 2,198 | 75,000 | 0 | 0 | 0 | 0 | 0 | 77,198 |
| <i>Design - Consultant</i> | 0 | 50,000 | 28,000 | 0 | 0 | 0 | 0 | 78,000 |
| <i>Design - Staff</i> | 369 | 30,000 | 58,000 | 0 | 0 | 0 | 0 | 88,369 |
| <i>Direct Construction Costs</i> | 0 | 0 | 448,000 | 1,008,000 | 0 | 0 | 0 | 1,456,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 76,000 | 171,000 | 0 | 0 | 0 | 247,000 |
| <i>Totals</i> | 2,567 | 227,000 | 610,000 | 1,179,000 | 0 | 0 | 0 | 2,018,567 |

Revenue Detail

| | | | | | | | | |
|---|--------------|----------------|----------------|------------------|----------|----------|----------|------------------|
| <i>Admin Overhead Recovery</i> | -297 | 0 | 0 | 0 | 0 | 0 | 0 | -297 |
| <i>Highway Bridge Program</i> | 0 | 168,701 | 536,700 | 1,044,000 | 0 | 0 | 0 | 1,749,401 |
| <i>Off Highway Vehicle Grant</i> | 0 | 20,000 | 73,300 | 0 | 0 | 0 | 0 | 93,300 |
| <i>Off Highway Vehicle In Lieu Fees</i> | 0 | 31,163 | 0 | 135,000 | 0 | 0 | 0 | 166,163 |
| <i>Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h)</i> | 2,864 | 7,136 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| <i>Totals</i> | 2,567 | 227,000 | 610,000 | 1,179,000 | 0 | 0 | 0 | 2,018,567 |

| | | | | | | | | |
|--|----------------|------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|
| Total Rehabilitation/Reconstruction | 571,778 | 2,268,705 | 6,777,000 | 8,355,600 | 11,857,800 | 5,297,000 | 1,760,000 | 36,887,883 |
|--|----------------|------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|

Department of Transportation
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I. West Slope Program

Interchange Projects

U.S. 50/Bass Lake Road Interchange Improvements - Phase 1 (Project # 71330)

US 50 and Bass Lake Road

Phase 1 of a larger project for the complete reconstruction of the Bass Lake Rd interchange. Phase 1 of this project includes a detailed study to determine the complete improvements needed. Phase 1 is assumed to include ramp widenings, road widening, signals, and the WB auxiliary lane between Bass Lake and Silva Valley interchanges. Phase 1 assumes no bridge widening or replacement. Phase 2 is assumed to include additional ramp and road widenings and a WB auxiliary lane between Cambridge and Bass Lake interchanges. Phase 2 assumes the bridge is replaced as part of HOV project GP143 and requires design coordination with this project.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 168 | 100,000 | 400,000 | 300,000 | 0 | 0 | 0 | 800,168 |
| <i>Planning/Env - Staff</i> | 1,724 | 50,000 | 100,000 | 50,000 | 0 | 0 | 0 | 201,724 |
| <i>Design - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 662,000 | 662,000 |
| <i>Design - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 662,000 | 662,000 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 85,000 | 85,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 278,000 | 278,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 0 | 1,001,000 | 1,001,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 16,388,000 | 16,388,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 66,000 | 66,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 1,245,000 | 1,245,000 |
| <i>Totals</i> | 1,892 | 150,000 | 500,000 | 350,000 | 0 | 0 | 20,387,000 | 21,388,892 |

Revenue Detail

| | | | | | | | | |
|--|--------------|----------------|----------------|----------------|----------|----------|-------------------|-------------------|
| <i>2004 GP El Dorado Hills TIM</i> | 253 | 37,500 | 0 | 0 | 0 | 0 | 4,871,750 | 4,909,503 |
| <i>2004 GP Hwy 50 TIM</i> | 0 | 75,000 | 0 | 0 | 0 | 0 | 9,743,500 | 9,818,500 |
| <i>2004 GP TIM</i> | 252 | 37,500 | 0 | 0 | 0 | 0 | 4,871,750 | 4,909,502 |
| <i>Interim Highway 50 Variable TIM Fee</i> | 1,387 | 0 | 0 | 0 | 0 | 0 | 0 | 1,387 |
| <i>Bass Lake Hills PFFP</i> | 0 | 0 | 500,000 | 350,000 | 0 | 0 | 900,000 | 1,750,000 |
| <i>Totals</i> | 1,892 | 150,000 | 500,000 | 350,000 | 0 | 0 | 20,387,000 | 21,388,892 |

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I. West Slope Program

Interchange Projects

U.S. 50/Cambridge Road Interchange Improvements - Phase 1 (Project # 71332)

Cambridge Road at US 50

Phase 1 of a larger project for the reconstruction of the Cambridge Road Interchange. Phase 1 consists of widening the existing eastbound and westbound on/off-ramps; addition of new westbound on-ramp; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at the eastbound and westbound ramp terminal intersections. Phase 2 consists of bridge widening to add lanes, widen ramps, construct auxiliary lanes eastbound between Cambridge Road and Cameron Park Drive interchanges and westbound from Cameron Park Drive to Bass Lake Road interchanges. Preliminary engineering for Phase 2 (GP149) to be performed under Phase 1.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 24,582 | 0 | 0 | 0 | 0 | 0 | 261,000 | 285,582 |
| <i>Planning/Env - Staff</i> | 7,124 | 0 | 0 | 0 | 0 | 0 | 65,000 | 72,124 |
| <i>Design - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 570,000 | 570,000 |
| <i>Design - Staff</i> | 5,647 | 0 | 0 | 0 | 0 | 0 | 142,000 | 147,647 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 59,000 | 59,000 |
| <i>Right of Way - Staff</i> | 183 | 0 | 0 | 0 | 0 | 0 | 59,000 | 59,183 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 0 | 2,921,000 | 2,921,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 5,936,000 | 5,936,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 119,000 | 119,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 475,000 | 475,000 |
| <i>Totals</i> | 37,536 | 0 | 0 | 0 | 0 | 0 | 10,607,000 | 10,644,536 |

Revenue Detail

| | | | | | | | | |
|---|---------------|----------|----------|----------|----------|----------|-------------------|-------------------|
| <i>2004 GP Hwy 50 TIM</i> | 341 | 0 | 0 | 0 | 0 | 0 | 5,303,500 | 5,303,841 |
| <i>2004 GP TIM</i> | 1 | 0 | 0 | 0 | 0 | 0 | 5,303,500 | 5,303,501 |
| <i>Road Fund/Discretionary</i> | 342 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| <i>State Transportation Impact Mitigation Fee</i> | 36,852 | 0 | 0 | 0 | 0 | 0 | 0 | 36,852 |
| <i>Totals</i> | 37,536 | 0 | 0 | 0 | 0 | 0 | 10,607,000 | 10,644,536 |

U.S. 50/Cameron Park Drive Interchange Alternatives Study (Project # 72359)

US 50/Cameron Park Drive Interchange

This project will evaluate the existing and anticipated capacity and Level of Service of the interchange and approach roadway segments and adjacent intersections in and around the subject interchange. The project will then evaluate potential roadway projects, intersection improvements, minor interchange improvements, and operational enhancements that could be advanced to improve traffic level of service (LOS) in and around this interchange while a larger PSR/PA&ED process is being advanced for the interchange.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 50,000 | 175,000 | 0 | 0 | 0 | 0 | 225,000 |
| <i>Planning/Env - Staff</i> | 331 | 10,000 | 15,000 | 0 | 0 | 0 | 0 | 25,331 |
| <i>Totals</i> | 331 | 60,000 | 190,000 | 0 | 0 | 0 | 0 | 250,331 |

Revenue Detail

| | | | | | | | | |
|---------------------------|------------|---------------|----------------|----------|----------|----------|----------|----------------|
| <i>2004 GP Hwy 50 TIM</i> | 0 | 30,000 | 95,000 | 0 | 0 | 0 | 0 | 125,000 |
| <i>2004 GP TIM</i> | 331 | 30,000 | 95,000 | 0 | 0 | 0 | 0 | 125,331 |
| <i>Totals</i> | 331 | 60,000 | 190,000 | 0 | 0 | 0 | 0 | 250,331 |

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Interchange Projects

U.S. 50/Cameron Park Drive Interchange Improvements - Phase 1 (Project # 72361)

Cameron Park Drive corridor including interchange at US 50

Phase 1 of a larger project for the improvement of the Cameron Park Drive Interchange. Phase 1 includes a detailed study to determine the complete interchange improvements needed. Phase 1 is assumed to include road and ramp widenings and retaining wall beneath existing bridge to accommodate the roadway widening. Phase 2 is assumed to include eastbound and westbound auxiliary lanes between Ponderosa Road and Cambridge Road interchanges. Preliminary engineering for Phase 2 (CIP#GP150/ELD19219) to be performed under Phase 1.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 274,033 | 500,000 | 1,120,000 | 337,000 | 0 | 0 | 0 | 2,231,033 |
| Planning/Env - Staff | 67,378 | 55,000 | 123,000 | 60,000 | 0 | 0 | 0 | 305,378 |
| Design - Consultant | 5,690 | 0 | 0 | 1,736,000 | 784,000 | 0 | 0 | 2,525,690 |
| Design - Staff | 5,896 | 0 | 0 | 221,000 | 112,000 | 0 | 224,000 | 562,896 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 16,000 | 0 | 17,000 | 33,000 |
| Right of Way - Staff | 0 | 0 | 0 | 15,000 | 124,000 | 0 | 50,000 | 189,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 392,000 | 0 | 168,000 | 560,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 11,088,000 | 11,088,000 |
| Construction Mgmt - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 448,000 | 448,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 661,000 | 661,000 |
| Totals | 352,997 | 555,000 | 1,243,000 | 2,369,000 | 1,428,000 | 0 | 12,656,000 | 18,603,997 |

Revenue Detail

| | | | | | | | | |
|--|----------------|----------------|------------------|------------------|------------------|----------|-------------------|-------------------|
| 2004 GP Hwy 50 TIM | 44,671 | 277,500 | 621,500 | 1,184,500 | 714,000 | 0 | 6,328,000 | 9,170,171 |
| 2004 GP TIM | 241,675 | 277,500 | 621,500 | 1,184,500 | 714,000 | 0 | 6,328,000 | 9,367,175 |
| Admin Overhead Recovery | -7 | 0 | 0 | 0 | 0 | 0 | 0 | -7 |
| Traffic Impact Mitigation Fee (West Slope) | 66,658 | 0 | 0 | 0 | 0 | 0 | 0 | 66,658 |
| Totals | 352,997 | 555,000 | 1,243,000 | 2,369,000 | 1,428,000 | 0 | 12,656,000 | 18,603,997 |

U.S. 50/Cameron Park Drive Interchange Improvements - Phase 2 (Project # GP150)

Hwy 50 at Cameron Park

Phase 2 of a larger project for the reconstruction of the Cameron Park Drive Interchange. Phase 2 is assumed to include eastbound and westbound auxiliary lanes between Ponderosa Road and Cambridge Road interchanges. The bridge is to be widened as part of US 50 HOV project CIP#GP143/ELD19212 and requires design coordination with this project. Phase 1 included a detailed study to determine the complete interchange improvements needed and preliminary engineering (CIP#71361/ELD19177).

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Design - Staff | 0 | 0 | 0 | 0 | 224,000 | 1,232,000 | 0 | 1,456,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 150,000 | 150,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 11,206,000 | 11,206,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 1,188,000 | 1,188,000 |
| Totals | 0 | 0 | 0 | 0 | 224,000 | 1,232,000 | 12,544,000 | 14,000,000 |

Revenue Detail

| | | | | | | | | |
|--------------------|----------|----------|----------|----------|----------------|------------------|-------------------|-------------------|
| 2004 GP Hwy 50 TIM | 0 | 0 | 0 | 0 | 112,000 | 616,000 | 6,272,000 | 7,000,000 |
| 2004 GP TIM | 0 | 0 | 0 | 0 | 112,000 | 616,000 | 6,272,000 | 7,000,000 |
| Totals | 0 | 0 | 0 | 0 | 224,000 | 1,232,000 | 12,544,000 | 14,000,000 |

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I. West Slope Program

Interchange Projects

U.S. 50/Camino Area Parallel Capacity/Safety Study (Project # 71319)

Lower Camino

The long-term goal of the Camino Corridor Operational Improvements is to improve access and reduce accidents on U.S. 50. El Dorado County Transportation Commission (EDCTC) is the lead agency on the preparation of the Study and is responsible for identifying access and safety improvement alternatives. Included in the Study parameters is a comprehensive public outreach effort. Funds in 06/07 provide a County contribution to the Study.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 67,063 | 0 | 40,000 | 0 | 0 | 0 | 72,000 | 179,063 |
| Planning/Env - Staff | 3,804 | 50,000 | 60,000 | 0 | 0 | 0 | 108,000 | 221,804 |
| Design - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 448,000 | 448,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 2,688,000 | 2,688,000 |
| Construction Mgmt - Staff | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| Planning/Environmental | 240,540 | 0 | 0 | 0 | 0 | 0 | 0 | 240,540 |
| Contribution to Other Government Agencies | 0 | 250,000 | 0 | 0 | 0 | 0 | 0 | 250,000 |
| Totals | 311,537 | 300,000 | 100,000 | 0 | 0 | 0 | 3,316,000 | 4,027,537 |

Revenue Detail

| | | | | | | | | |
|--|----------------|----------------|----------------|----------|----------|----------|------------------|------------------|
| 2004 GP Hwy 50 TIM | 1 | 300,000 | 100,000 | 0 | 0 | 0 | 3,316,000 | 3,716,001 |
| Admin Overhead Recovery | -8 | 0 | 0 | 0 | 0 | 0 | 0 | -8 |
| Regional Surface Transportation Program Exchange Funds-Competitive (182.6d1) | 216,606 | 0 | 0 | 0 | 0 | 0 | 0 | 216,606 |
| State Transportation Impact Mitigation Fee | 94,938 | 0 | 0 | 0 | 0 | 0 | 0 | 94,938 |
| Totals | 311,537 | 300,000 | 100,000 | 0 | 0 | 0 | 3,316,000 | 4,027,537 |

U.S. 50/El Dorado Hills Boulevard Interchange Improvements (Project # 71323)

El Dorado Hills Boulevard and US 50

Part of larger project to reconstruct interchange and widen El Dorado Hills Boulevard. Complete reconstruction is being phased to align improvement needs, construction staging within US 50 corridor, and available funding. This final phase replaces the eastbound off-ramp undercrossing, constructs new westbound off-ramp undercrossing, improves on-/off-ramps for eastbound and westbound US 50, constructs new westbound auxiliary lane to planned Empire Ranch Road Interchange off-ramp, and widens El Dorado Hills Boulevard to the required number of lanes.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 53,403 | 25,000 | 0 | 0 | 0 | 0 | 143,000 | 221,403 |
| Planning/Env - Staff | 720 | 23,000 | 0 | 0 | 0 | 0 | 34,000 | 57,720 |
| Design - Consultant | 17,264 | 39,000 | 300,000 | 0 | 0 | 0 | 980,000 | 1,336,264 |
| Design - Staff | 2,071 | 56,000 | 50,000 | 0 | 0 | 0 | 79,000 | 187,071 |
| Right of Way - Consultant | 0 | 38,000 | 0 | 0 | 0 | 0 | 90,000 | 128,000 |
| Right of Way - Staff | 0 | 38,000 | 0 | 0 | 0 | 0 | 90,000 | 128,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 1,002,000 | 1,002,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 17,100,000 | 17,100,000 |
| Construction Mgmt - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 342,000 | 342,000 |
| Construction Mgmt - Staff | 339 | 0 | 0 | 0 | 0 | 0 | 1,368,000 | 1,368,339 |
| Totals | 73,797 | 219,000 | 350,000 | 0 | 0 | 0 | 21,228,000 | 21,870,797 |

Revenue Detail

| | | | | | | | | |
|-----------------------------|---------------|----------------|----------------|----------|----------|----------|-------------------|-------------------|
| 2004 GP El Dorado Hills TIM | 73,800 | 219,000 | 350,000 | 0 | 0 | 0 | 21,228,000 | 21,870,800 |
| Admin Overhead Recovery | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 |
| Totals | 73,797 | 219,000 | 350,000 | 0 | 0 | 0 | 21,228,000 | 21,870,797 |

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I. West Slope Program

Interchange Projects

U.S. 50/El Dorado Road Interchange Improvements - Phase 1 (Project # 71347)

West of Placerville

The interim project includes signalization and widening of existing ramps. Ultimate improvements would involve signalization and construction of left and right turn lanes and additional through traffic lanes in all approaches to the interchange: northbound/southbound El Dorado Road, and east/westbound on/off-ramps for US 50. This will involve either widening of the existing El Dorado Road/US 50 overcrossing structure and/or construction of a new adjacent structure. See Phase 2 Project #71376.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|-------------------------------|----------------|----------------|----------------|--------------|--------------|--------------|------------------|------------------|
| Planning/Env - Consultant | 124,000 | 0 | 22,000 | 0 | 0 | 0 | 0 | 146,000 |
| Planning/Env - Staff | 662 | 0 | 11,000 | 0 | 0 | 0 | 0 | 11,662 |
| Design - Consultant | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Design - Staff | 5,078 | 100,000 | 250,000 | 0 | 0 | 0 | 0 | 355,078 |
| Right of Way - Consultant | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| Right of Way - Staff | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 20,000 |
| Right of Way - Acquisition | 0 | 0 | 104,000 | 0 | 0 | 0 | 0 | 104,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 2,722,000 | 2,722,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | 400,000 |
| Totals | 129,740 | 100,000 | 467,000 | 0 | 0 | 0 | 3,122,000 | 3,818,740 |

Revenue Detail

| | | | | | | | | |
|---|----------------|----------------|----------------|----------|----------|----------|------------------|------------------|
| 2004 GP Hwy 50 TIM | 0 | 50,000 | 233,500 | 0 | 0 | 0 | 1,561,000 | 1,844,500 |
| 2004 GP TIM | 5,740 | 50,000 | 233,500 | 0 | 0 | 0 | 1,561,000 | 1,850,240 |
| Regional Surface Transportation Program Exchange Funds-Competitive (182.6d1) | 124,000 | 0 | 0 | 0 | 0 | 0 | 0 | 124,000 |
| Totals | 129,740 | 100,000 | 467,000 | 0 | 0 | 0 | 3,122,000 | 3,818,740 |

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I. West Slope Program

Interchange Projects

U.S. 50/Missouri Flat Road Interchange Improvements - Phase 1A (Project # 71317)

Missouri Flat Road at US 50 (Missouri Flat Area)

The Phase 1A US 50/Missouri Flat Road Interchange project will widen Missouri Flat Road from Mother Lode Drive to Prospector's Plaza Drive from two (2) lanes to four (4) lanes, add turn lanes and replace the existing overcrossing structure at US 50. Intersection improvements/channelization are included at Prospector's Plaza Drive, US 50 eastbound and westbound ramps, Mother Lode Drive and Perks Court intersections. See project 71317B for Phase 1B.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 402,533 | 50,000 | 0 | 0 | 0 | 0 | 0 | 452,533 |
| Planning/Env - Staff | 67,671 | 0 | 0 | 0 | 0 | 0 | 0 | 67,671 |
| Design - Consultant | 2,808,026 | 0 | 0 | 0 | 0 | 0 | 0 | 2,808,026 |
| Design - Staff | 981,699 | 100,000 | 50,000 | 0 | 0 | 0 | 0 | 1,131,699 |
| Right of Way - Consultant | 224,016 | 33,500 | 0 | 0 | 0 | 0 | 0 | 257,516 |
| Right of Way - Staff | 445,766 | 100,000 | 0 | 0 | 0 | 0 | 0 | 545,766 |
| Right of Way - Acquisition | 4,370,798 | 300,000 | 0 | 0 | 0 | 0 | 0 | 4,670,798 |
| Direct Construction Costs | 3,271,837 | 18,872,000 | 1,090,000 | 0 | 0 | 0 | 0 | 23,233,837 |
| Construction Mgmt - Consultant | 204,441 | 2,085,000 | 0 | 0 | 0 | 0 | 0 | 2,289,441 |
| Construction Mgmt - Staff | 103,309 | 515,000 | 900,000 | 0 | 0 | 0 | 0 | 1,518,309 |
| Survey - Consultant | 4,822 | 0 | 0 | 0 | 0 | 0 | 0 | 4,822 |
| Planning/Environmental | 1,210,241 | 0 | 0 | 0 | 0 | 0 | 0 | 1,210,241 |
| Totals | 14,095,159 | 22,055,500 | 2,040,000 | 0 | 0 | 0 | 0 | 38,190,659 |

Revenue Detail

| | | | | | | | | |
|--|-------------------|-------------------|------------------|----------|----------|----------|----------|-------------------|
| 2004 GP Hwy 50 TIM | 0 | 3,116,345 | 1,020,000 | 0 | 0 | 0 | 0 | 4,136,345 |
| 2004 GP TIM | 0 | 3,116,346 | 1,020,000 | 0 | 0 | 0 | 0 | 4,136,346 |
| Admin Overhead Recovery | -1,090 | 0 | 0 | 0 | 0 | 0 | 0 | -1,090 |
| In-Lieu Fees | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 100,000 |
| State Transportation Impact Mitigation Fee | 14,096,249 | 14,722,809 | 0 | 0 | 0 | 0 | 0 | 28,819,058 |
| Utility Agencies | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 1,000,000 |
| Totals | 14,095,159 | 22,055,500 | 2,040,000 | 0 | 0 | 0 | 0 | 38,190,659 |

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I. West Slope Program

Interchange Projects

U.S. 50/Missouri Flat Road Interchange Improvements - Phase 1B (Project # 71336)

Missouri Flat Road at US 50 (Missouri Flat Area)

The Phase 1B US 50/Missouri Flat Road Interchange Improvements project is proposed to include: reconfiguration of the interchange to a 4-lane tight diamond, construction of auxiliary lanes between the interchange and Forni Road/Western Placerville Drive Interchange; widening and seismic retrofitting of the Weber Creek bridges on US 50. In October 2001, the project scope was increased to include items not originally in the PSR, but that were a part of the Western Placerville Interchange project at Forni Road in Placerville. With this added scope, RIP grant funds equaling 100% of the cost of the additional work were programmed. These grant funds are included in the RIP funds. See the Phase 1A project, # 71317 for costs prior to FY07/08 as they include costs for both Phase 1A and 1B.

Project 1B is being advanced in its entirety, however, a base package will be prepared to match the available funds currently programmed for the project with the remaining components of the project.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| <i>Planning/Env - Staff</i> | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 20,000 |
| <i>Design - Consultant</i> | 0 | 919,000 | 784,000 | 0 | 0 | 0 | 0 | 1,703,000 |
| <i>Design - Staff</i> | 0 | 200,000 | 224,000 | 0 | 0 | 0 | 0 | 424,000 |
| <i>Right of Way - Consultant</i> | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| <i>Right of Way - Staff</i> | 0 | 50,000 | 10,000 | 0 | 0 | 0 | 0 | 60,000 |
| <i>Right of Way - Acquisition</i> | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 200,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 9,184,000 | 19,768,000 | 1,188,000 | 0 | 0 | 30,140,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 1,008,000 | 2,630,000 | 252,000 | 0 | 0 | 3,890,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 336,000 | 812,000 | 174,000 | 0 | 0 | 1,322,000 |
| <u>Totals</u> | 0 | 1,489,000 | 11,546,000 | 23,210,000 | 1,614,000 | 0 | 0 | 37,859,000 |

Revenue Detail

| | | | | | | | | |
|--|---|-----------|------------|------------|-----------|---|---|------------|
| <i>2004 GP Hwy 50 TIM</i> | 0 | 744,500 | 50,000 | 0 | 0 | 0 | 0 | 794,500 |
| <i>2004 GP TIM</i> | 0 | 744,500 | 50,000 | 0 | 0 | 0 | 0 | 794,500 |
| <i>Anticipated Grant</i> | 0 | 0 | 0 | 3,883,000 | 1,614,000 | 0 | 0 | 5,497,000 |
| <i>Master Circulation & Funding Plan Financing</i> | 0 | 0 | 0 | 5,900,000 | 0 | 0 | 0 | 5,900,000 |
| <i>Regional Improvement Program</i> | 0 | 0 | 8,582,000 | 13,427,000 | 0 | 0 | 0 | 22,009,000 |
| <i>SHOPP Funds</i> | 0 | 0 | 2,864,000 | 0 | 0 | 0 | 0 | 2,864,000 |
| <u>Totals</u> | 0 | 1,489,000 | 11,546,000 | 23,210,000 | 1,614,000 | 0 | 0 | 37,859,000 |

Department of Transportation
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I. West Slope Program

Interchange Projects

U.S. 50/Ponderosa Rd Interchange - Durock Rd Realignment (Project # 71338)

US 50/Ponderosa Interchange

This project includes realignment of Durock Road farther south, possibly aligning with Sunset Lane. Work includes signalizing the intersection. Part of a larger project for the reconstruction of the US 50/Ponderosa Road/South Shingle Road interchange (see project 71333). Preliminary engineering for this phase shall be performed under the planning and environmental work of project 71333.

Work needs to be coordinated with projects 71333, 71339, and GP151.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 225,000 | 0 | 225,000 |
| <i>Planning/Env - Staff</i> | 0 | 0 | 0 | 0 | 0 | 175,000 | 0 | 175,000 |
| <i>Design - Staff</i> | 0 | 0 | 0 | 0 | 0 | 150,000 | 660,000 | 810,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 85,000 | 85,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 0 | 652,000 | 652,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 5,408,000 | 5,408,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 750,000 | 750,000 |
| Totals | 0 | 0 | 0 | 0 | 0 | 550,000 | 7,555,000 | 8,105,000 |

Revenue Detail

| | | | | | | | | |
|---------------------------|---|---|---|---|---|---------|-----------|-----------|
| <i>2004 GP Hwy 50 TIM</i> | 0 | 0 | 0 | 0 | 0 | 275,000 | 3,777,500 | 4,052,500 |
| <i>2004 GP TIM</i> | 0 | 0 | 0 | 0 | 0 | 275,000 | 3,777,500 | 4,052,500 |
| Totals | 0 | 0 | 0 | 0 | 0 | 550,000 | 7,555,000 | 8,105,000 |

U.S. 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment (Project # 71339)

US 50/Ponderosa Interchange

This project includes: realignment of about 1/4 mile of North Shingle Road about 600 feet north at Ponderosa Road; realignment of the westbound off-ramp to align with Wild Chaparral Drive; and signalizing the new intersection. Realigned North Shingle Road will be two through lanes with turn pockets at the intersection. Part of a larger project for the reconstruction of the US 50/Ponderosa Road/South Shingle Road interchange (see project 71333). Preliminary engineering for this phase shall be performed under the planning and environmental work of project 71333. Work needs to be coordinated with projects 71333, 71338, and GP151. Former Project Title: North Shingle Road Realignment at Ponderosa Road

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 0 | 0 | 190,000 | 0 | 0 | 0 | 190,000 |
| <i>Planning/Env - Staff</i> | 0 | 0 | 0 | 190,000 | 0 | 0 | 0 | 190,000 |
| <i>Design - Staff</i> | 0 | 0 | 0 | 200,000 | 400,000 | 0 | 0 | 600,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 0 | 120,000 | 0 | 0 | 120,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 5,759,000 | 5,759,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 800,000 | 800,000 |
| Totals | 0 | 0 | 0 | 580,000 | 1,520,000 | 0 | 6,559,000 | 8,659,000 |

Revenue Detail

| | | | | | | | | |
|---------------------------|---|---|---|---------|-----------|---|-----------|-----------|
| <i>2004 GP Hwy 50 TIM</i> | 0 | 0 | 0 | 290,000 | 760,000 | 0 | 3,279,500 | 4,329,500 |
| <i>2004 GP TIM</i> | 0 | 0 | 0 | 290,000 | 760,000 | 0 | 3,279,500 | 4,329,500 |
| Totals | 0 | 0 | 0 | 580,000 | 1,520,000 | 0 | 6,559,000 | 8,659,000 |

Department of Transportation
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I. West Slope Program

Interchange Projects

U.S. 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements (Project # 71333)

Ponderosa Road/South Shingle Road at US 50 in Shingle Springs area.

Part of a larger project for the reconstruction of the Ponderosa Road/South Shingle Road Interchange. This phase includes widening the existing US 50 overcrossing to accommodate additional lanes on Ponderosa Road, improvements to eastbound on/off-ramps, and improvements to westbound on-ramps. Preliminary engineering for all 4 phases (71338, 71339, GP151) to be performed under this phase.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 350,000 | 350,000 | 100,000 | 0 | 0 | 0 | 800,000 |
| Planning/Env - Staff | 28,024 | 100,000 | 100,000 | 50,000 | 0 | 0 | 0 | 278,024 |
| Design - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 1,325,000 | 1,325,000 |
| Design - Staff | 6,547 | 0 | 0 | 0 | 0 | 0 | 406,000 | 412,547 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 30,000 | 30,000 |
| Right of Way - Staff | 0 | 0 | 5,000 | 5,000 | 0 | 0 | 72,000 | 82,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 1,189,000 | 1,189,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 14,672,000 | 14,672,000 |
| Construction Mgmt - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 2,156,000 | 2,156,000 |
| Planning/Environmental | 1,862 | 0 | 0 | 0 | 0 | 0 | 0 | 1,862 |
| Totals | 36,433 | 450,000 | 455,000 | 155,000 | 0 | 0 | 19,850,000 | 20,946,433 |

Revenue Detail

| | | | | | | | | |
|-------------------------|---------------|----------------|----------------|----------------|----------|----------|-------------------|-------------------|
| 2004 GP Hwy 50 TIM | 931 | 225,000 | 227,500 | 77,500 | 0 | 0 | 9,925,000 | 10,455,931 |
| 2004 GP TIM | 35,599 | 225,000 | 227,500 | 77,500 | 0 | 0 | 9,925,000 | 10,490,599 |
| Admin Overhead Recovery | -97 | 0 | 0 | 0 | 0 | 0 | 0 | -97 |
| Totals | 36,433 | 450,000 | 455,000 | 155,000 | 0 | 0 | 19,850,000 | 20,946,433 |

U.S. 50/Silva Valley Parkway Interchange - Phase I (Project # 71335)

El Dorado Hills Area

Phase I of the new Silva Valley Parkway/White Rock Road to US 50 interchange. Phase I includes a quarter mile of new 4-lane Silva Valley Parkway south of Entrada Drive and a half mile of new Country Club Drive with intersection at Silva Valley Parkway to replace access lost with demolition of Tong Road.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 80,000 | 0 | 0 | 0 | 0 | 0 | 80,000 |
| Planning/Env - Staff | 3,706 | 64,000 | 120,000 | 0 | 0 | 0 | 0 | 187,706 |
| Design - Consultant | 0 | 220,000 | 0 | 0 | 0 | 0 | 0 | 220,000 |
| Design - Staff | 96,621 | 120,000 | 275,000 | 0 | 0 | 0 | 0 | 491,621 |
| Right of Way - Consultant | 0 | 0 | 70,000 | 0 | 0 | 0 | 0 | 70,000 |
| Right of Way - Staff | 732 | 55,000 | 75,000 | 0 | 0 | 0 | 0 | 130,732 |
| Right of Way - Acquisition | 0 | 0 | 4,020,000 | 0 | 0 | 0 | 0 | 4,020,000 |
| Direct Construction Costs | 0 | 0 | 2,000,000 | 6,520,000 | 1,000,000 | 0 | 0 | 9,520,000 |
| Construction Mgmt - Consultant | 0 | 0 | 13,000 | 24,000 | 11,000 | 0 | 0 | 48,000 |
| Construction Mgmt - Staff | 0 | 0 | 238,000 | 449,000 | 213,000 | 0 | 0 | 900,000 |
| Totals | 101,059 | 539,000 | 6,811,000 | 6,993,000 | 1,224,000 | 0 | 0 | 15,668,059 |

Revenue Detail

| | | | | | | | | |
|-------------------------|----------------|----------------|------------------|------------------|------------------|----------|----------|-------------------|
| Admin Overhead Recovery | -31 | 0 | 0 | 0 | 0 | 0 | 0 | -31 |
| TBD | 101,090 | 539,000 | 6,811,000 | 6,993,000 | 1,224,000 | 0 | 0 | 15,668,090 |
| Totals | 101,059 | 539,000 | 6,811,000 | 6,993,000 | 1,224,000 | 0 | 0 | 15,668,059 |

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I. West Slope Program

Interchange Projects

U.S. 50/Silva Valley Parkway Interchange - Phase 2 (Project # 71328)

Silva Valley Parkway and US 50

Phase 2 of new Silva Valley Parkway to US 50 interchange (71335). Phase 2 includes constructing the overcrossing and ramps, including signalization at eastbound and westbound on/off-ramps. The scope of the project as detailed in the approved Project Report is being revisited in light of actual build-out to date and future build-out planned under the new General Plan, once adopted. Location of new interchange is along a new alignment for Silva Valley Parkway to the east of the current Silva Valley / White Rock connection.

The Silva Valley Overcrossing is to be constructed after Phase I of the HOV project (53110), except foundations in the median to be constructed concurrent with HOV Phase I.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 72,537 | 72,000 | 30,000 | 0 | 0 | 0 | 0 | 174,537 |
| Planning/Env - Staff | 29,360 | 52,000 | 50,000 | 0 | 0 | 0 | 0 | 131,360 |
| Design - Consultant | 245 | 15,000 | 25,000 | 25,000 | 0 | 0 | 0 | 65,245 |
| Design - Staff | 2,128 | 50,000 | 100,000 | 75,000 | 0 | 0 | 0 | 227,128 |
| Right of Way - Consultant | 0 | 20,000 | 75,000 | 0 | 0 | 0 | 0 | 95,000 |
| Right of Way - Staff | 17,853 | 50,000 | 170,000 | 0 | 0 | 0 | 0 | 237,853 |
| Right of Way - Acquisition | 0 | 0 | 6,800,000 | 6,800,000 | 0 | 0 | 0 | 13,600,000 |
| Direct Construction Costs | 0 | 0 | 0 | 9,838,000 | 19,675,000 | 9,838,000 | 0 | 39,351,000 |
| Construction Mgmt - Consultant | 0 | 0 | 0 | 49,000 | 98,000 | 49,000 | 0 | 196,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 935,000 | 1,869,000 | 935,000 | 0 | 3,739,000 |
| Totals | 122,123 | 259,000 | 7,250,000 | 17,722,000 | 21,642,000 | 10,822,000 | 0 | 57,817,123 |

Revenue Detail

| | | | | | | | | |
|---------------------------------------|----------------|----------------|------------------|-------------------|-------------------|-------------------|----------|-------------------|
| 2004 GP Silva Valley Interchange Fund | 0 | 0 | 3,581,272 | 17,722,000 | 21,642,000 | 10,822,000 | 0 | 53,767,272 |
| Admin Overhead Recovery | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Road Fund/Discretionary | 22,525 | 0 | 0 | 0 | 0 | 0 | 0 | 22,525 |
| Silva Valley Interchange Fund | 99,584 | 259,000 | 3,668,728 | 0 | 0 | 0 | 0 | 4,027,312 |
| Totals | 122,123 | 259,000 | 7,250,000 | 17,722,000 | 21,642,000 | 10,822,000 | 0 | 57,817,123 |

US 50/El Dorado Road Interchange Phase 2 (Project # 71376)

West of Placerville

This project, ultimately, would involve construction of left and right turn lanes and additional through traffic lanes in all approaches to the interchange: north/southbound El Dorado Road, and east/westbound on/off-ramps for US 50. This will involve either widening of the existing El Dorado Road/US 50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See Project No 71347 for Phase 1 improvements.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 0 | 0 | 0 | 0 | 300,000 | 0 | 300,000 |
| Planning/Env - Staff | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 70,000 |
| Design - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 500,000 |
| Design - Staff | 0 | 0 | 0 | 0 | 0 | 150,000 | 500,000 | 650,000 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 5,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 25,000 | 25,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 112,000 | 112,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 6,500,000 | 6,500,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | 1,000,000 |
| Totals | 0 | 0 | 0 | 0 | 0 | 520,000 | 8,642,000 | 9,162,000 |

Revenue Detail

| | | | | | | | | |
|---------------|----------|----------|----------|----------|----------|----------------|------------------|------------------|
| 2004 GP TIM | 0 | 0 | 0 | 0 | 0 | 520,000 | 8,642,000 | 9,162,000 |
| Totals | 0 | 0 | 0 | 0 | 0 | 520,000 | 8,642,000 | 9,162,000 |

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I. West Slope Program

Interchange Projects

| | | | | | | | | |
|-----------------------------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| Total Capacity Improvement | 15,262,604 | 26,176,500 | 30,952,000 | 51,379,000 | 27,652,000 | 13,124,000 | 126,466,000 | 291,012,104 |
|-----------------------------------|------------|------------|------------|------------|------------|------------|-------------|-------------|

Department of Transportation
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I. West Slope Program

Intersection Projects

Cameron Park Drive/Coach Lane - Northwest Curb Return (Project # 73321)

Cameron Park Area.

The northwest curb return of Cameron Park Drive and Coach Lane intersection was reconstructed to provide improved geometry for vehicle right turn movement. The work consisted of the reconstruction of the concrete curb return including some relocation of existing traffic signal facilities, pedestrian crosswalks and roadway drainage facilities. ADA ramps were installed at other three curb returns of intersection.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Design - Consultant</i> | 1,527 | 0 | 0 | 0 | 0 | 0 | 0 | 1,527 |
| <i>Design - Staff</i> | 46,736 | 0 | 0 | 0 | 0 | 0 | 0 | 46,736 |
| Direct Construction Costs | 296,006 | 60,000 | 0 | 0 | 0 | 0 | 0 | 356,006 |
| <i>Construction Mgmt - Consultant</i> | 777 | 0 | 0 | 0 | 0 | 0 | 0 | 777 |
| <i>Construction Mgmt - Staff</i> | 115,724 | 10,000 | 0 | 0 | 0 | 0 | 0 | 125,724 |
| <i>Asphalt Patching - Staff</i> | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 523 |
| <i>Design Engineering & Admin</i> | 79,442 | 0 | 0 | 0 | 0 | 0 | 0 | 79,442 |
| <i>Right of Way</i> | 632 | 0 | 0 | 0 | 0 | 0 | 0 | 632 |
| <i>Planning/Environmental</i> | 22,660 | 0 | 0 | 0 | 0 | 0 | 0 | 22,660 |
| Totals | 564,027 | 70,000 | 0 | 0 | 0 | 0 | 0 | 634,027 |

Revenue Detail

| | | | | | | | | |
|---|---------|--------|---|---|---|---|---|---------|
| <i>Road Fund/Discretionary</i> | 25,783 | 0 | 0 | 0 | 0 | 0 | 0 | 25,783 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 538,244 | 70,000 | 0 | 0 | 0 | 0 | 0 | 608,244 |
| Totals | 564,027 | 70,000 | 0 | 0 | 0 | 0 | 0 | 634,027 |

Cameron Park Drive/Country Club Drive/Palmer Drive Intersection Improvements (Project # 72364)

Cameron Park

Intersection improvements at Cameron Park Drive/Country Club Drive and Cameron Park Drive/Palmer Drive. Improvements to include adding left-turn lane on the eastbound approach of Country Club Drive; adding a right-turn lane on the southbound approach of Cameron Park Drive; pavement widening, shoulders, roadway drainage facilities, curb and gutter on both roadways with sidewalk on Country Club Drive extending westerly to Los Santos Drive. The intersection improvements at Cameron Park Drive and Palmer will be bid at the same time and one construction contract will include both projects.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 53,962 | 0 | 0 | 0 | 0 | 0 | 0 | 53,962 |
| <i>Planning/Env - Staff</i> | 7,231 | 0 | 0 | 0 | 0 | 0 | 0 | 7,231 |
| <i>Design - Consultant</i> | 329,678 | 0 | 0 | 0 | 0 | 0 | 0 | 329,678 |
| <i>Design - Staff</i> | 58,951 | 0 | 0 | 0 | 0 | 0 | 0 | 58,951 |
| <i>Right of Way - Staff</i> | 3,516 | 0 | 0 | 0 | 0 | 0 | 0 | 3,516 |
| Direct Construction Costs | 0 | 1,440,309 | 0 | 0 | 0 | 0 | 0 | 1,440,309 |
| <i>Construction Mgmt - Consultant</i> | 0 | 30,000 | 0 | 0 | 0 | 0 | 0 | 30,000 |
| <i>Construction Mgmt - Staff</i> | 663 | 167,570 | 0 | 0 | 0 | 0 | 0 | 168,233 |
| Totals | 454,001 | 1,637,879 | 0 | 0 | 0 | 0 | 0 | 2,091,880 |

Revenue Detail

| | | | | | | | | |
|---|---------|-----------|---|---|---|---|---|-----------|
| <i>Admin Overhead Recovery</i> | -14 | 0 | 0 | 0 | 0 | 0 | 0 | -14 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 454,015 | 1,637,879 | 0 | 0 | 0 | 0 | 0 | 2,091,894 |
| Totals | 454,001 | 1,637,879 | 0 | 0 | 0 | 0 | 0 | 2,091,880 |

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I. West Slope Program

Intersection Projects

Cameron Park Drive/Green Valley Road Intersection Improvements (Project # 73150)

Cameron Park Drive and Green Valley Road Intersection

In Cameron Park, intersection improvements at Cameron Park Drive and Green Valley Road to include new traffic signals with alignment improvements; will also include widening Cameron Park Drive to accommodate extension of two-way left turn lane from Winterhaven Drive to Green Valley Road and widening of Green Valley Road from Cambridge Road to Cameron Park Drive to accommodate General Plan anticipated traffic.; other improvements to include sidewalk, crosswalks and drainage system.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|-------------------------------|--------------|--------------|----------------|----------------|----------------|--------------|------------------|------------------|
| Planning/Env - Consultant | 0 | 0 | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| Planning/Env - Staff | 0 | 0 | 300,000 | 0 | 0 | 0 | 0 | 300,000 |
| Design - Staff | 0 | 0 | 224,000 | 224,000 | 0 | 0 | 0 | 448,000 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 5,000 | 0 | 0 | 5,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 24,000 | 0 | 0 | 24,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 83,000 | 0 | 0 | 83,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 3,900,000 | 3,900,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 660,000 | 660,000 |
| Totals | 0 | 0 | 564,000 | 224,000 | 112,000 | 0 | 4,560,000 | 5,460,000 |

Revenue Detail

| | | | | | | | | |
|---------------|----------|----------|----------------|----------------|----------------|----------|------------------|------------------|
| 2004 GP TIM | 0 | 0 | 564,000 | 224,000 | 112,000 | 0 | 4,560,000 | 5,460,000 |
| Totals | 0 | 0 | 564,000 | 224,000 | 112,000 | 0 | 4,560,000 | 5,460,000 |

Cameron Park Drive/La Canada Drive Intersection Improvements (Project # 72366)

Cameron Park Dr/La Canada

Signalize intersection and construct associated operational and safety improvements including additional turn lanes, crosswalk and storm drain facilities; Extend left turn lane from La Canada Drive to Winterhaven Drive; Pavement widening for extension of auxiliary lanes and shoulder widening, asphalt paving, striping, and signage work.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|-------------------------------|----------------|------------------|------------------|--------------|--------------|--------------|---------------|------------------|
| Planning/Env - Consultant | 18,362 | 0 | 0 | 0 | 0 | 0 | 0 | 18,362 |
| Planning/Env - Staff | 91,321 | 0 | 0 | 0 | 0 | 0 | 0 | 91,321 |
| Design - Consultant | 12,361 | 50,000 | 0 | 0 | 0 | 0 | 0 | 62,361 |
| Design - Staff | 130,068 | 150,000 | 0 | 0 | 0 | 0 | 0 | 280,068 |
| Right of Way - Consultant | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 20,000 |
| Right of Way - Staff | 9,929 | 40,000 | 0 | 0 | 0 | 0 | 0 | 49,929 |
| Right of Way - Acquisition | 0 | 55,000 | 0 | 0 | 0 | 0 | 0 | 55,000 |
| Direct Construction Costs | 0 | 850,000 | 950,000 | 0 | 0 | 0 | 0 | 1,800,000 |
| Construction Mgmt - Staff | 165 | 150,000 | 150,000 | 0 | 0 | 0 | 0 | 300,165 |
| Design Engineering & Admin | 37,734 | 0 | 0 | 0 | 0 | 0 | 0 | 37,734 |
| Right of Way | 1,056 | 0 | 0 | 0 | 0 | 0 | 0 | 1,056 |
| Planning/Environmental | 27,005 | 0 | 0 | 0 | 0 | 0 | 0 | 27,005 |
| Totals | 328,001 | 1,315,000 | 1,100,000 | 0 | 0 | 0 | 0 | 2,743,001 |

Revenue Detail

| | | | | | | | | |
|--|----------------|------------------|------------------|----------|----------|----------|----------|------------------|
| Admin Overhead Recovery | -75 | 0 | 0 | 0 | 0 | 0 | 0 | -75 |
| Traffic Impact Mitigation Fee (West Slope) | 328,076 | 1,315,000 | 1,100,000 | 0 | 0 | 0 | 0 | 2,743,076 |
| Totals | 328,001 | 1,315,000 | 1,100,000 | 0 | 0 | 0 | 0 | 2,743,001 |

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I. West Slope Program

Intersection Projects

Cameron Park Drive/Oxford Road Intersection Improvements (Project # 72365)

Cameron Park Drive and Oxford Lane Intersection

Signalize intersection and construct associated improvements including additional turn lanes, crosswalks and new storm drain facilities.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 11,347 | 800 | 0 | 0 | 0 | 0 | 0 | 12,147 |
| <i>Planning/Env - Staff</i> | 159,884 | 300 | 0 | 0 | 0 | 0 | 0 | 160,184 |
| <i>Design - Consultant</i> | 39,076 | 4,000 | 0 | 0 | 0 | 0 | 0 | 43,076 |
| <i>Design - Staff</i> | 224,952 | 10,000 | 0 | 0 | 0 | 0 | 0 | 234,952 |
| <i>Right of Way - Consultant</i> | 10,946 | 29,800 | 0 | 0 | 0 | 0 | 0 | 40,746 |
| <i>Right of Way - Staff</i> | 49,967 | 25,000 | 0 | 0 | 0 | 0 | 0 | 74,967 |
| <i>Right of Way - Acquisition</i> | 6,076 | 30,000 | 0 | 0 | 0 | 0 | 0 | 36,076 |
| <i>Direct Construction Costs</i> | 0 | 1,100,000 | 0 | 0 | 0 | 0 | 0 | 1,100,000 |
| <i>Construction Mgmt - Staff</i> | 7,568 | 230,000 | 0 | 0 | 0 | 0 | 0 | 237,568 |
| <i>Totals</i> | 509,816 | 1,429,900 | 0 | 0 | 0 | 0 | 0 | 1,939,716 |

Revenue Detail

| | | | | | | | | |
|---|----------------|------------------|----------|----------|----------|----------|----------|------------------|
| <i>Admin Overhead Recovery</i> | -273 | 0 | 0 | 0 | 0 | 0 | 0 | -273 |
| <i>CA Integrated Waste Mgmt Board (CIWMB)</i> | 0 | 28,418 | 0 | 0 | 0 | 0 | 0 | 28,418 |
| <i>Road Fund/Discretionary</i> | 15,021 | 0 | 0 | 0 | 0 | 0 | 0 | 15,021 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 495,068 | 1,401,482 | 0 | 0 | 0 | 0 | 0 | 1,896,550 |
| <i>Totals</i> | 509,816 | 1,429,900 | 0 | 0 | 0 | 0 | 0 | 1,939,716 |

Durock Road/Business Center Drive Intersection Signalization (Project # 73354)

Durock Road at Business Center Drive

Signalize intersection at Durock Road and Business Center Drive and add turn pockets on Durock Road.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 41,100 | 15,000 | 0 | 0 | 0 | 0 | 0 | 56,100 |
| <i>Planning/Env - Staff</i> | 22,776 | 1,000 | 0 | 0 | 0 | 0 | 0 | 23,776 |
| <i>Design - Consultant</i> | 466 | 0 | 0 | 0 | 0 | 0 | 0 | 466 |
| <i>Design - Staff</i> | 36,213 | 6,000 | 0 | 0 | 0 | 0 | 0 | 42,213 |
| <i>Right of Way - Staff</i> | 13,941 | 24,000 | 0 | 0 | 0 | 0 | 0 | 37,941 |
| <i>Right of Way - Acquisition</i> | 0 | 25,000 | 0 | 0 | 0 | 0 | 0 | 25,000 |
| <i>Direct Construction Costs</i> | 11,285 | 721,000 | 2,874,000 | 0 | 0 | 0 | 0 | 3,606,285 |
| <i>Construction Mgmt - Consultant</i> | 0 | 8,000 | 30,000 | 0 | 0 | 0 | 0 | 38,000 |
| <i>Construction Mgmt - Staff</i> | 1,813 | 101,000 | 401,000 | 0 | 0 | 0 | 0 | 503,813 |
| <i>Totals</i> | 127,594 | 901,000 | 3,305,000 | 0 | 0 | 0 | 0 | 4,333,594 |

Revenue Detail

| | | | | | | | | |
|---|----------------|----------------|------------------|----------|----------|----------|----------|------------------|
| <i>Admin Overhead Recovery</i> | -15 | 0 | 0 | 0 | 0 | 0 | 0 | -15 |
| <i>Road Fund/Discretionary</i> | 390 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 127,219 | 901,000 | 905,000 | 0 | 0 | 0 | 0 | 1,933,219 |
| <i>Utility Agencies</i> | 0 | 0 | 2,400,000 | 0 | 0 | 0 | 0 | 2,400,000 |
| <i>Totals</i> | 127,594 | 901,000 | 3,305,000 | 0 | 0 | 0 | 0 | 4,333,594 |

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I. West Slope Program

Intersection Projects

Green Valley Road/Deer Valley Road West Intersection Improvements (Project # 66114)

*Green Valley Road/Deer Valley Road West
Construct turn lanes on Green Valley Road at intersection with Deer Valley Road West.*

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 57,000 | 0 | 0 | 0 | 0 | 0 | 57,000 |
| Planning/Env - Staff | 1,336 | 14,000 | 0 | 0 | 0 | 0 | 0 | 15,336 |
| Design - Consultant | 103 | 77,000 | 0 | 0 | 0 | 0 | 0 | 77,103 |
| Design - Staff | 13,121 | 19,000 | 0 | 0 | 0 | 0 | 0 | 32,121 |
| Right of Way - Consultant | 0 | 7,000 | 0 | 0 | 0 | 0 | 0 | 7,000 |
| Right of Way - Staff | 1,873 | 27,000 | 0 | 0 | 0 | 0 | 0 | 28,873 |
| Direct Construction Costs | 0 | 0 | 763,000 | 0 | 0 | 0 | 0 | 763,000 |
| Construction Mgmt - Consultant | 0 | 0 | 11,000 | 0 | 0 | 0 | 0 | 11,000 |
| Construction Mgmt - Staff | 0 | 0 | 104,000 | 0 | 0 | 0 | 0 | 104,000 |
| Totals | 16,433 | 201,000 | 878,000 | 0 | 0 | 0 | 0 | 1,095,433 |

Revenue Detail

| | | | | | | | | |
|-----------------------|---------------|----------------|----------------|----------|----------|----------|----------|------------------|
| Developer Advance TIM | 16,433 | 201,000 | 878,000 | 0 | 0 | 0 | 0 | 1,095,433 |
| Totals | 16,433 | 201,000 | 878,000 | 0 | 0 | 0 | 0 | 1,095,433 |

Green Valley Road/Silva Valley Parkway Intersection Signalization (Project # 73312)

*In El Dorado Hills, Green Valley Road at the Silva Valley Parkway Intersection
Intersection improvements including signalization, construction of left turn lanes and addition of crosswalks.*

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 809 | 0 | 0 | 0 | 0 | 0 | 0 | 809 |
| Planning/Env - Staff | 977 | 0 | 0 | 0 | 0 | 0 | 0 | 977 |
| Design - Consultant | 6,569 | 0 | 0 | 0 | 0 | 0 | 0 | 6,569 |
| Design - Staff | 38,288 | 0 | 0 | 0 | 0 | 0 | 0 | 38,288 |
| Right of Way - Staff | 2,480 | 0 | 0 | 0 | 0 | 0 | 0 | 2,480 |
| Right of Way - Acquisition | 4,980 | 0 | 0 | 0 | 0 | 0 | 0 | 4,980 |
| Direct Construction Costs | 1,347,495 | 135,000 | 0 | 0 | 0 | 0 | 0 | 1,482,495 |
| Direct Construction Costs | 15,490 | 0 | 0 | 0 | 0 | 0 | 0 | 15,490 |
| Construction Mgmt - Consultant | 2,262 | 0 | 0 | 0 | 0 | 0 | 0 | 2,262 |
| Construction Mgmt - Staff | 194,768 | 10,000 | 0 | 0 | 0 | 0 | 0 | 204,768 |
| Design Engineering & Admin | 458,176 | 0 | 0 | 0 | 0 | 0 | 0 | 458,176 |
| Right of Way | 425,485 | 0 | 0 | 0 | 0 | 0 | 0 | 425,485 |
| Construction/Engineering & Admin | 1,269 | 0 | 0 | 0 | 0 | 0 | 0 | 1,269 |
| Planning/Environmental | 93,135 | 0 | 0 | 0 | 0 | 0 | 0 | 93,135 |
| Totals | 2,592,183 | 145,000 | 0 | 0 | 0 | 0 | 0 | 2,737,183 |

Revenue Detail

| | | | | | | | | |
|--|------------------|----------------|----------|----------|----------|----------|----------|------------------|
| 2004 GP El Dorado Hills TIM | 887,068 | 166,923 | 0 | 0 | 0 | 0 | 0 | 1,053,991 |
| Admin Overhead Recovery | -3,268 | 0 | 0 | 0 | 0 | 0 | 0 | -3,268 |
| El Dorado Hills Road Impact Fee | 617,686 | 0 | 0 | 0 | 0 | 0 | 0 | 617,686 |
| Traffic Impact Mitigation Fee (West Slope) | 962,053 | 106,721 | 0 | 0 | 0 | 0 | 0 | 1,068,774 |
| Year End Accruals | 128,644 | -128,644 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 2,592,183 | 145,000 | 0 | 0 | 0 | 0 | 0 | 2,737,183 |

Department of Transportation
Draft 2008 Capital Improvement Program
Fiscal Year 07/08 through 11/12
(by Project Category/Phase and Funding Source)

I. West Slope Program

Intersection Projects

Green Valley Road/Silver Springs Parkway Intersection Signalization (Project # 66106)

Silver Springs Parkway at Green Valley Road in El Dorado Hills

Signalize intersection at Green Valley Road and new Silver Springs Parkway and add a left-turn pocket on Green Valley Road.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 9,000 | 0 | 0 | 0 | 0 | 0 | 9,000 |
| <i>Planning/Env - Staff</i> | 1,476 | 5,000 | 0 | 0 | 0 | 0 | 0 | 6,476 |
| <i>Design - Consultant</i> | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| <i>Design - Staff</i> | 13,997 | 10,000 | 0 | 0 | 0 | 0 | 0 | 23,997 |
| <i>Right of Way - Consultant</i> | 0 | 3,000 | 0 | 0 | 0 | 0 | 0 | 3,000 |
| <i>Right of Way - Staff</i> | 0 | 11,000 | 0 | 0 | 0 | 0 | 0 | 11,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 860,000 | 0 | 0 | 0 | 0 | 860,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 6,000 | 0 | 0 | 0 | 0 | 6,000 |
| <i>Construction Mgmt - Staff</i> | 174 | 0 | 123,000 | 0 | 0 | 0 | 0 | 123,174 |
| <i>Developer Built TIM</i> | 0 | 104,000 | 0 | 0 | 0 | 0 | 0 | 104,000 |
| <i>Totals</i> | 15,750 | 142,000 | 989,000 | 0 | 0 | 0 | 0 | 1,146,750 |

Revenue Detail

| | | | | | | | | |
|------------------------------|---------------|----------------|----------------|----------|----------|----------|----------|------------------|
| <i>Developer Advance TIM</i> | 7,875 | 71,000 | 494,500 | 0 | 0 | 0 | 0 | 573,375 |
| <i>Developer Funded</i> | 7,875 | 71,000 | 494,500 | 0 | 0 | 0 | 0 | 573,375 |
| <i>Totals</i> | 15,750 | 142,000 | 989,000 | 0 | 0 | 0 | 0 | 1,146,750 |

Mother Lode Drive/El Dorado Road Intersection Improvements (Project # 73319)

Mother Lode Drive/El Dorado Road Intersection in El Dorado

Converted from a 2-way stop to a 4-way stop controlled intersection in 2007. Improvements include advance warning, solar powered flashing beacons.

Future improvements may include traffic signals.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 10,085 | 0 | 0 | 0 | 0 | 0 | 0 | 10,085 |
| <i>Planning/Env - Staff</i> | 32,137 | 0 | 40,000 | 0 | 0 | 0 | 0 | 72,137 |
| <i>Design - Staff</i> | 35,981 | 5,000 | 0 | 0 | 0 | 0 | 0 | 40,981 |
| <i>Right of Way - Staff</i> | 2,792 | 1,000 | 0 | 0 | 0 | 0 | 0 | 3,792 |
| <i>Direct Construction Costs</i> | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 100,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 20,000 |
| <i>Totals</i> | 80,995 | 126,000 | 40,000 | 0 | 0 | 0 | 0 | 246,995 |

Revenue Detail

| | | | | | | | | |
|---|---------------|----------------|---------------|----------|----------|----------|----------|----------------|
| <i>Admin Overhead Recovery</i> | -3 | 0 | 0 | 0 | 0 | 0 | 0 | -3 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 80,998 | 126,000 | 40,000 | 0 | 0 | 0 | 0 | 246,998 |
| <i>Totals</i> | 80,995 | 126,000 | 40,000 | 0 | 0 | 0 | 0 | 246,995 |

Department of Transportation
Draft 2008 Capital Improvement Program
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(by Project Category/Phase and Funding Source)

I. West Slope Program

Intersection Projects

Mother Lode Drive/Pleasant Valley Road Intersection Improvements (Project # 73307)

Pleasant Valley Road intersection

Intersection all-way stop was installed in 2006. Potential future improvements include reconfiguration of existing "y" intersection to a signalized "T" intersection, including turn pockets and shoulder improvements.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 70,000 |
| Planning/Env - Staff | 17,984 | 5,000 | 30,000 | 0 | 0 | 0 | 100,000 | 152,984 |
| Design - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 100,000 |
| Design - Staff | 39,149 | 2,000 | 0 | 0 | 0 | 0 | 700,000 | 741,149 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 50,000 |
| Right of Way - Staff | 5,447 | 0 | 0 | 0 | 0 | 0 | 100,000 | 105,447 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 350,000 | 350,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 4,800,000 | 4,800,000 |
| Construction Mgmt - Staff | 452 | 0 | 0 | 0 | 0 | 0 | 600,000 | 600,452 |
| Survey - Consultant | 13,104 | 0 | 0 | 0 | 0 | 0 | 0 | 13,104 |
| Totals | 76,136 | 7,000 | 30,000 | 0 | 0 | 0 | 6,870,000 | 6,983,136 |

Revenue Detail

| | | | | | | | | |
|--|---------------|--------------|---------------|----------|----------|----------|------------------|------------------|
| 2004 GP TIM | 0 | 0 | 0 | 0 | 0 | 0 | 6,870,000 | 6,870,000 |
| Admin Overhead Recovery | -27 | 0 | 0 | 0 | 0 | 0 | 0 | -27 |
| Traffic Impact Mitigation Fee (West Slope) | 76,163 | 7,000 | 30,000 | 0 | 0 | 0 | 0 | 113,163 |
| Totals | 76,136 | 7,000 | 30,000 | 0 | 0 | 0 | 6,870,000 | 6,983,136 |

Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization (Project # 73320)

Patterson Drive intersection

Signalize intersection including channelization and construction of associated improvements. County requested Caltrans participation on two SR 49 legs as operational and safety improvement project. Caltrans agrees to fund \$1M in Minor B SHOPP Funds. Future industrial development proposes to build 4th leg of intersection.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 94 | 0 | 100,000 | 0 | 0 | 0 | 0 | 100,094 |
| Planning/Env - Staff | 72,571 | 53,000 | 0 | 0 | 0 | 0 | 0 | 125,571 |
| Design - Consultant | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| Design - Staff | 42,537 | 176,000 | 300,000 | 200,000 | 0 | 0 | 0 | 718,537 |
| Right of Way - Consultant | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| Right of Way - Staff | 5,655 | 15,000 | 85,000 | 0 | 0 | 0 | 0 | 105,655 |
| Right of Way - Acquisition | 0 | 0 | 336,000 | 0 | 0 | 0 | 0 | 336,000 |
| Direct Construction Costs | 0 | 0 | 0 | 1,000,000 | 3,256,000 | 0 | 0 | 4,256,000 |
| Construction Mgmt - Staff | 195 | 0 | 0 | 170,000 | 554,000 | 0 | 0 | 724,195 |
| Survey - Consultant | 12,443 | 0 | 0 | 0 | 0 | 0 | 0 | 12,443 |
| Totals | 133,495 | 244,000 | 931,000 | 1,370,000 | 3,810,000 | 0 | 0 | 6,488,495 |

Revenue Detail

| | | | | | | | | |
|--|----------------|----------------|----------------|------------------|------------------|----------|----------|------------------|
| 2004 GP TIM | 108,337 | 244,000 | 931,000 | 1,245,000 | 3,810,000 | 0 | 0 | 6,338,337 |
| Admin Overhead Recovery | -81 | 0 | 0 | 0 | 0 | 0 | 0 | -81 |
| In-Lieu Fees | 0 | 0 | 0 | 125,000 | 0 | 0 | 0 | 125,000 |
| State Transportation Impact Mitigation Fee | 25,239 | 0 | 0 | 0 | 0 | 0 | 0 | 25,239 |
| Totals | 133,495 | 244,000 | 931,000 | 1,370,000 | 3,810,000 | 0 | 0 | 6,488,495 |

Department of Transportation
Draft 2008 Capital Improvement Program
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I. West Slope Program

Intersection Projects

Pleasant Valley Road at Oak Hill Road Intersection Improvements (Project # 73358)

Pleasant Valley Road and Oak Hill Road Intersection

Intersection improvements including alignment improvements and additional turn lanes. Installation of an all-way stop sign or a traffic signal maybe needed. Planning/Environmental analysis is needed to further define scope. As of 6/25/2007, DOT is anticipating HSIP grant funding to advance this project..

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 24,000 | 24,000 |
| <i>Planning/Env - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 165,000 | 165,000 |
| <i>Design - Staff</i> | 0 | 30,000 | 33,600 | 0 | 0 | 0 | 510,000 | 573,600 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 5,600 | 5,600 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 24,000 | 24,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 0 | 83,000 | 83,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 2,352,000 | 2,352,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | 400,000 |
| <i>Totals</i> | 0 | 30,000 | 33,600 | 0 | 0 | 0 | 3,563,600 | 3,627,200 |

Revenue Detail

| | | | | | | | | |
|----------------------|---|--------|--------|---|---|---|-----------|-----------|
| <i>2004 GP TIM</i> | 0 | 30,000 | 33,600 | 0 | 0 | 0 | 3,563,600 | 3,627,200 |
| <i>Totals</i> | 0 | 30,000 | 33,600 | 0 | 0 | 0 | 3,563,600 | 3,627,200 |

Silva Valley Parkway/Golden Eagle Lane Intersection Signalization (Project # GP182)

El Dorado Hills

Signalize intersection at Silva Valley Parkway and Golden Eagle Lane.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 0 | 4,000 | 0 | 0 | 0 | 0 | 4,000 |
| <i>Planning/Env - Staff</i> | 0 | 0 | 16,000 | 0 | 0 | 0 | 0 | 16,000 |
| <i>Design - Consultant</i> | 0 | 0 | 12,000 | 0 | 0 | 0 | 0 | 12,000 |
| <i>Design - Staff</i> | 0 | 0 | 47,000 | 0 | 0 | 0 | 0 | 47,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 12,000 | 50,000 | 0 | 0 | 0 | 62,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 392,000 | 392,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 12,000 | 12,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 47,000 | 47,000 |
| <i>Totals</i> | 0 | 0 | 91,000 | 200,000 | 0 | 0 | 451,000 | 742,000 |

Revenue Detail

| | | | | | | | | |
|------------------------------------|---|---|--------|---------|---|---|---------|---------|
| <i>2004 GP El Dorado Hills TIM</i> | 0 | 0 | 91,000 | 200,000 | 0 | 0 | 451,000 | 742,000 |
| <i>Totals</i> | 0 | 0 | 91,000 | 200,000 | 0 | 0 | 451,000 | 742,000 |

| | | | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|---|------------|------------|
| <i>Total Operational & Safety Improvement</i> | 4,898,431 | 6,248,779 | 7,961,600 | 1,794,000 | 3,922,000 | 0 | 15,444,600 | 40,269,410 |
|--|-----------|-----------|-----------|-----------|-----------|---|------------|------------|

*Department of Transportation
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I. West Slope Program

Misc TIM Fee Projects

TIM Fee Program Projects (Project # TIM Fee Program)

Zones 1-8

Miscellaneous projects in the TIM fee program, Fee Program Development, Bridge Match, Traffic Signals

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| <i>Aggregate</i> | 320,000 | 649,298 | 0 | 0 | 0 | 0 | 86,000,000 | 86,969,298 |
| <i>Totals</i> | 320,000 | 649,298 | 0 | 0 | 0 | 0 | 86,000,000 | 86,969,298 |

Revenue Detail

| | | | | | | | | |
|--|---------|---------|---|---|---|---|------------|------------|
| <i>2004 GP El Dorado Hills TIM</i> | 120,000 | 180,213 | 0 | 0 | 0 | 0 | 37,000,000 | 37,300,213 |
| <i>2004 GP Hwy 50 TIM</i> | 40,000 | 151,286 | 0 | 0 | 0 | 0 | 0 | 191,286 |
| <i>2004 GP Silva Valley Interchange Fund</i> | 30,000 | 77,234 | 0 | 0 | 0 | 0 | 0 | 107,234 |
| <i>2004 GP TIM</i> | 130,000 | 240,565 | 0 | 0 | 0 | 0 | 49,000,000 | 49,370,565 |
| <i>Totals</i> | 320,000 | 649,298 | 0 | 0 | 0 | 0 | 86,000,000 | 86,969,298 |

| | | | | | | | | |
|-----------------------------------|---------|---------|---|---|---|---|------------|------------|
| <i>Total Miscellaneous</i> | 320,000 | 649,298 | 0 | 0 | 0 | 0 | 86,000,000 | 86,969,298 |
|-----------------------------------|---------|---------|---|---|---|---|------------|------------|

Department of Transportation
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I. West Slope Program

Miscellaneous Projects

Commuter Buses (Project # 53118)

Not applicable

This item is for the purchase of additional buses for the El Dorado County Transit Agency's (EDCTA) "Commuter Bus" program. Five buses were purchased in fiscal year 05/06. It is anticipated new buses will be purchased every third year of the fee program. A total of twelve new buses would be purchased through funds from the fee program.

Additional buses beyond this twelve or accelerating the purchase of the twelve is restricted by the EDCTA's ability to fund the operating costs of the buses. Under state law, the fee program can only fund capital expenditures, not operating cost.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Contribution to Other Government Agencies</i> | 1,284,620 | 0 | 0 | 0 | 0 | 0 | 4,255,000 | 5,539,620 |
| Totals | 1,284,620 | 0 | 0 | 0 | 0 | 0 | 4,255,000 | 5,539,620 |

Revenue Detail

| | | | | | | | | |
|--|-----------|---|---|---|---|---|-----------|-----------|
| <i>2004 GP Hwy 50 TIM</i> | 1 | 0 | 0 | 0 | 0 | 0 | 4,255,000 | 4,255,001 |
| <i>Interim Highway 50 Variable TIM Fee</i> | 1,284,619 | 0 | 0 | 0 | 0 | 0 | 0 | 1,284,619 |
| Totals | 1,284,620 | 0 | 0 | 0 | 0 | 0 | 4,255,000 | 5,539,620 |

Intelligent Transportation System (ITS) Improvements - Phase 1 (Project # 31202)

Various location along US 50.

Various ITS improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTV's, adding DMS, connecting all the signals to a centralized location, creating coordinated signal timing plans, building a TOC, connecting to another TOC, etc. See GP168 for Phase 2.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 65,370 | 23,700 | 50,000 | 0 | 0 | 0 | 0 | 139,070 |
| <i>Planning/Env - Staff</i> | 41,297 | 0 | 0 | 0 | 0 | 0 | 0 | 41,297 |
| <i>Design - Consultant</i> | 0 | 0 | 150,000 | 150,000 | 0 | 0 | 0 | 300,000 |
| <i>Design - Staff</i> | 0 | 25,000 | 70,000 | 100,000 | 0 | 0 | 0 | 195,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 100,000 | 0 | 0 | 100,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 250,000 | 250,000 | 3,900,000 | 4,400,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 7,920 | 7,920 | 116,160 | 132,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 31,680 | 31,680 | 464,640 | 528,000 |
| Totals | 106,667 | 48,700 | 270,000 | 250,000 | 389,600 | 289,600 | 4,480,800 | 5,835,367 |

Revenue Detail

| | | | | | | | | |
|---|---------|--------|---------|---------|---------|---------|-----------|-----------|
| <i>Anticipated Grant</i> | 0 | 0 | 270,000 | 250,000 | 389,600 | 289,600 | 4,480,800 | 5,680,000 |
| <i>El Dorado County Transportation Commission</i> | 65,297 | 23,700 | 0 | 0 | 0 | 0 | 0 | 88,997 |
| <i>Road Fund/Discretionary</i> | 41,370 | 25,000 | 0 | 0 | 0 | 0 | 0 | 66,370 |
| Totals | 106,667 | 48,700 | 270,000 | 250,000 | 389,600 | 289,600 | 4,480,800 | 5,835,367 |

| | | | | | | | | |
|-----------------------------------|-----------|--------|---------|---------|---------|---------|-----------|------------|
| Total Capacity Improvement | 1,391,287 | 48,700 | 270,000 | 250,000 | 389,600 | 289,600 | 8,735,800 | 11,374,987 |
|-----------------------------------|-----------|--------|---------|---------|---------|---------|-----------|------------|

Department of Transportation
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I. West Slope Program

Pedestrian Way and Bike Path Projects

Green Valley Road Class 2 Bike Lane - Pleasant Grove School to Cameron Park Dr. (Project # 72305)

*Green Valley Road
Class 2 Bike Lane on Green Valley Road from Pleasant Grove Middle School to Cameron Park Drive*

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Staff</i> | 0 | 4,964 | 0 | 0 | 0 | 0 | 0 | 4,964 |
| <i>Planning/Env - Staff</i> | 348 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| <i>Design - Staff</i> | 9,275 | 43,319 | 0 | 0 | 0 | 0 | 0 | 52,594 |
| <i>Right of Way - Staff</i> | 0 | 523 | 0 | 0 | 0 | 0 | 0 | 523 |
| <i>Direct Construction Costs</i> | 0 | 9,489 | 0 | 0 | 0 | 0 | 0 | 9,489 |
| <i>Totals</i> | 9,623 | 58,295 | 0 | 0 | 0 | 0 | 0 | 67,918 |

Revenue Detail

| | | | | | | | | |
|---|--------------|---------------|----------|----------|----------|----------|----------|---------------|
| <i>Admin Overhead Recovery</i> | -898 | 0 | 0 | 0 | 0 | 0 | 0 | -898 |
| <i>Bicycle Transportation Account (BTA)</i> | 0 | 11,500 | 0 | 0 | 0 | 0 | 0 | 11,500 |
| <i>Regional Surface Transportation Program Exchange Funds-Competitive (182.6d1)</i> | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| <i>Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h)</i> | 10,521 | 36,795 | 0 | 0 | 0 | 0 | 0 | 47,316 |
| <i>Totals</i> | 9,623 | 58,295 | 0 | 0 | 0 | 0 | 0 | 67,918 |

Green Valley Road Sidewalk from Pleasant Grove School to Bass Lake Road (Project # 73113)

*On Green Valley Road between Bass Lake Road west to Pleasant Grove Middle School in Rescue.
Construct a 5 foot wide concrete sidewalk approximately 2,520 linear feet on the south side of Green Valley Road from Bass Lake Road west toward Pleasant Grove Middle School. This project will also construct a 5 foot wide asphalt concrete sidewalk approximately 650 feet in length on the north side of Green Valley Road from the future signalized Silver Springs Parkway east to existing asphalt walkway. This is a federally funded Safe Routes to School (SRTS) Project.*

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 3,000 | 0 | 0 | 0 | 0 | 0 | 3,000 |
| <i>Planning/Env - Staff</i> | 0 | 23,000 | 0 | 0 | 0 | 0 | 0 | 23,000 |
| <i>Design - Consultant</i> | 0 | 6,000 | 0 | 0 | 0 | 0 | 0 | 6,000 |
| <i>Design - Staff</i> | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| <i>Right of Way - Consultant</i> | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| <i>Right of Way - Staff</i> | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 2,000 |
| <i>Direct Construction Costs</i> | 0 | 186,000 | 186,000 | 0 | 0 | 0 | 0 | 372,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 2,000 | 2,000 | 0 | 0 | 0 | 0 | 4,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 20,000 | 21,000 | 0 | 0 | 0 | 0 | 41,000 |
| <i>Totals</i> | 0 | 293,000 | 209,000 | 0 | 0 | 0 | 0 | 502,000 |

Revenue Detail

| | | | | | | | | |
|---|----------|----------------|----------------|----------|----------|----------|----------|----------------|
| <i>Proposition 1B</i> | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 40,000 |
| <i>Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h)</i> | 0 | 41,000 | 25,250 | 0 | 0 | 0 | 0 | 66,250 |
| <i>Safe Routes to School</i> | 0 | 212,000 | 183,750 | 0 | 0 | 0 | 0 | 395,750 |
| <i>Totals</i> | 0 | 293,000 | 209,000 | 0 | 0 | 0 | 0 | 502,000 |

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I. West Slope Program

Pedestrian Way and Bike Path Projects

Northside School Class 1 Bike Paths (Project # 72304)

On SR49 from Northside School to SR193

Planning/environmental & design engineering for a Class 1 bike path along the west side of SR49 from Northside Elementary School (in Cool Township) to the intersection of SR49 and SR193 for an approximate length of 0.75 miles; and a Class 1 bike path along the north side of SR 193 from SR49 to the community of Auburn Lake Trails for an approximate length of one mile. Both paths are anticipated to lie entirely within Caltrans rights-of-way.

Construction costs are currently unfunded.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 72,610 | 0 | 0 | 0 | 0 | 0 | 72,610 |
| Planning/Env - Staff | 3,546 | 63,500 | 0 | 0 | 0 | 0 | 0 | 67,046 |
| Design - Staff | 11,194 | 0 | 207,000 | 0 | 0 | 0 | 0 | 218,194 |
| Right of Way - Staff | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 411 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 851,000 | 851,000 |
| Totals | 15,151 | 136,110 | 207,000 | 0 | 0 | 0 | 851,000 | 1,209,261 |

Revenue Detail

| | | | | | | | | |
|--|---------------|----------------|----------------|----------|----------|----------|----------------|------------------|
| Admin Overhead Recovery | -1,675 | 0 | 0 | 0 | 0 | 0 | 0 | -1,675 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 8,432 | 13,610 | 90,393 | 0 | 0 | 0 | 0 | 112,435 |
| Transportation Enhancement Program | 8,393 | 122,500 | 116,607 | 0 | 0 | 0 | 0 | 247,500 |
| Unidentified | 1 | 0 | 0 | 0 | 0 | 0 | 851,000 | 851,001 |
| Totals | 15,151 | 136,110 | 207,000 | 0 | 0 | 0 | 851,000 | 1,209,261 |

U.S. 50/El Dorado Hills Blvd Interchange - Pedestrian Overcrossing (Project # 71340)

El Dorado Hills Boulevard at US 50

Pedestrian overcrossing over US 50 just east of El Dorado Hills Boulevard interchange. Part of the reconstruction of the interchange, this crossing will divert pedestrian and bicycle traffic from the complex, high volume roadway traffic in the interchange and allow for a better configuration for traffic through the interchange. Along with the operational improvements, the addition of this overcrossing reduces the required length of the new US 50 crossings over El Dorado Hills Blvd by eliminating the sidewalk and bike lane. The reduced size of the interchange structures saves nearly a million dollars in construction costs for the roadway undercrossings. This crossing also provides pedestrian and bicycle connectivity between the activity centers north and south of US 50. The project and timing of construction to be coordinated with the phased reconstruction of the complete interchange and HOV lanes. The POC will be constructed following HOV project (53110) except foundation in medi

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 102,000 | 0 | 0 | 0 | 0 | 0 | 102,000 |
| Planning/Env - Staff | 631 | 26,000 | 0 | 0 | 0 | 0 | 0 | 26,631 |
| Design - Consultant | 0 | 327,000 | 0 | 0 | 0 | 0 | 0 | 327,000 |
| Design - Staff | 0 | 58,000 | 0 | 0 | 0 | 0 | 0 | 58,000 |
| Right of Way - Consultant | 0 | 0 | 43,000 | 0 | 0 | 0 | 0 | 43,000 |
| Right of Way - Staff | 0 | 0 | 43,000 | 0 | 0 | 0 | 0 | 43,000 |
| Right of Way - Acquisition | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 4,281,000 | 4,281,000 |
| Construction Mgmt - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 86,000 | 86,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 342,000 | 342,000 |
| Totals | 631 | 513,000 | 286,000 | 0 | 0 | 0 | 4,709,000 | 5,508,631 |

Revenue Detail

| | | | | | | | | |
|--------------------------------------|------------|----------------|----------------|----------|----------|----------|------------------|------------------|
| 2004 GP El Dorado Hills TIM | 0 | 333,631 | 251,500 | 0 | 0 | 0 | 1,823,768 | 2,408,899 |
| Anticipated Grant | 0 | 0 | 0 | 0 | 0 | 0 | 2,885,232 | 2,885,232 |
| Air Pollution Control District Grant | 0 | 0 | 34,500 | 0 | 0 | 0 | 0 | 34,500 |
| Road Fund/Discretionary | 631 | -631 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transportation Enhancement Program | 0 | 180,000 | 0 | 0 | 0 | 0 | 0 | 180,000 |
| Totals | 631 | 513,000 | 286,000 | 0 | 0 | 0 | 4,709,000 | 5,508,631 |

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I. West Slope Program

Pedestrian Way and Bike Path Projects

| | | | | | | | | |
|---|--------|-----------|---------|---|---|---|-----------|-----------|
| Total Pedestrian Way and Bike Path | 25,405 | 1,000,405 | 702,000 | 0 | 0 | 0 | 5,560,000 | 7,287,810 |
|---|--------|-----------|---------|---|---|---|-----------|-----------|

Department of Transportation
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I. West Slope Program

Reimbursements Projects

Reimbursements - El Dorado Hills RIF/TIM Program (Project # Reimbursements RIF)

El Dorado Hills

Repayment of developer advanced projects in the RIF/EDH TIM program.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| AKT - White Rock Rd East 72348 Appr Reimb Agmt | 1 | 0 | 0 | 0 | 0 | 0 | 190,000 | 190,001 |
| AKT - Sophia Parkway GP082 Appr Reimb Agmt | 0 | 0 | 0 | 600,000 | 600,000 | 600,000 | 1,200,000 | 3,000,000 |
| AKT - El Dorado Hills/Olson 73129 | 1 | 0 | 0 | 0 | 0 | 0 | 490,000 | 490,001 |
| Forecast - White Rock Rd West 72360 | 0 | 350,000 | 0 | 0 | 0 | 0 | 4,150,000 | 4,500,000 |
| Serrano-Silva Vly Pkwy 73316 Appr Reimb Agmt | 169,397 | 0 | 0 | 0 | 0 | 0 | 0 | 169,397 |
| Serrano-White Rock Rd East 72349 Appr Reimb Agmt | 1,385,527 | 0 | 0 | 0 | 0 | 0 | 0 | 1,385,527 |
| BLHSP - Bass Lake Rd EDH TIM | 1 | 0 | 0 | 0 | 0 | 0 | 1,006,417 | 1,006,418 |
| Sterling-EDH Blvd/Wilson 73317 Appr Reimb Agmt | 0 | 196,000 | 196,000 | 0 | 0 | 0 | 0 | 392,000 |
| Silva Valley I/C Loan Repayment | 0 | 0 | 1,900,000 | 0 | 0 | 0 | 0 | 1,900,000 |
| Country Club Drive | 1 | 0 | 0 | 0 | 0 | 0 | 8,047,000 | 8,047,001 |
| White Rock Road 4 Lanes | 1 | 0 | 0 | 0 | 0 | 0 | 28,102,000 | 28,102,001 |
| Latrobe Road | 1 | 0 | 0 | 0 | 0 | 0 | 332,000 | 332,001 |
| Serrano - Bass Lake Rd Connection to Serrano Pkwy | 1 | 0 | 0 | 0 | 0 | 0 | 1,811,501 | 1,811,502 |
| D.R. Horton - Bass Lake Rd 66109 | 1 | 0 | 0 | 0 | 0 | 0 | 9,520,936 | 9,520,937 |
| Safeway Mktplace - EDH/Francisco Contrib 72332 | 1 | 0 | 0 | 0 | 0 | 0 | 300,000 | 300,001 |
| Reserve for Reimbursements | 0 | 2,013,867 | 2,073,291 | 2,103,291 | 2,103,291 | 2,103,291 | -10,397,031 | 0 |
| West Vly - Latrobe Rd Connector to White Rock 66116 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 1,554,934 | 2,559,867 | 4,169,291 | 2,703,291 | 2,703,291 | 2,703,291 | 44,752,823 | 61,146,788 |

Revenue Detail

| | | | | | | | | |
|---------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| 2004 GP El Dorado Hills TIM | 1 | 1,794,867 | 3,956,347 | 2,703,291 | 2,703,291 | 2,703,291 | 44,752,823 | 58,613,911 |
| El Dorado Hills Road Impact Fee | 1,554,932 | 765,000 | 212,944 | 0 | 0 | 0 | 0 | 2,532,876 |
| Totals | 1,554,933 | 2,559,867 | 4,169,291 | 2,703,291 | 2,703,291 | 2,703,291 | 44,752,823 | 61,146,787 |

Reimbursements - Missouri Flat Master Circulation and Funding Plan (Project # Reimbursements-MCFP)

Repayment of developer or TIM advanced projects in the Missouri Flat Area

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|-------------------|-------------------|-------------------|
| Developer Built TIM | 1 | 0 | 0 | 0 | 0 | 20,000,000 | 11,559,920 | 31,559,921 |
| Totals | 1 | 0 | 0 | 0 | 0 | 20,000,000 | 11,559,920 | 31,559,921 |

Revenue Detail

| | | | | | | | | |
|---|----------|----------|----------|----------|----------|-------------------|-------------------|-------------------|
| 2004 GP TIM | 1 | 0 | 0 | 0 | 0 | 0 | 11,559,920 | 11,559,921 |
| Master Circulation & Funding Plan Financing | 0 | 0 | 0 | 0 | 0 | 20,000,000 | 0 | 20,000,000 |
| Totals | 1 | 0 | 0 | 0 | 0 | 20,000,000 | 11,559,920 | 31,559,921 |

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I. West Slope Program

Reimbursements Projects

Reimbursements - Silva Valley Interchange RIF/EDH TIM Program (Project # Reimbursements Silva Valley IC)

US 50 and Silva Valley Parkway

Repayment of developer advanced projects in the Silva Valley RIF/EDH TIM Program

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>West Vly - Silva Vly IC 71328 Appr Reimb Agmt</i> | 816,263 | 0 | 0 | 0 | 0 | 0 | 37,000,000 | 37,816,263 |
| <i>Totals</i> | 816,263 | 0 | 0 | 0 | 0 | 0 | 37,000,000 | 37,816,263 |

Revenue Detail

| | | | | | | | | |
|--|---------|---|---|---|---|---|------------|------------|
| <i>2004 GP Silva Valley Interchange Fund</i> | 1 | 0 | 0 | 0 | 0 | 0 | 37,000,000 | 37,000,001 |
| <i>Silva Valley Interchange Fund</i> | 816,262 | 0 | 0 | 0 | 0 | 0 | 0 | 816,262 |
| <i>Totals</i> | 816,263 | 0 | 0 | 0 | 0 | 0 | 37,000,000 | 37,816,263 |

Reimbursements - West Slope TIM Program (Project # Reimbursements TIM)

West Slope TIM

Repayment of developer advanced projects in the West Slope TIM program.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Cambridge Stg-Green Vly/Camb 73315 Appr Reimb Agmt</i> | 275,731 | 138,000 | 138,000 | 0 | 0 | 0 | 0 | 551,731 |
| <i>Silver Springs - Bass Lake 66107/66108</i> | 1 | 0 | 0 | 0 | 0 | 0 | 7,773,033 | 7,773,034 |
| <i>KFRD - Durock Road 66105</i> | 0 | 227,654 | 0 | 0 | 0 | 0 | 141,000 | 368,654 |
| <i>Country Club Drive</i> | 1 | 0 | 0 | 0 | 0 | 0 | 5,596,000 | 5,596,001 |
| <i>Silver Springs - Green Vly/Deer Vly 66114</i> | 1 | 0 | 0 | 0 | 0 | 0 | 1,095,433 | 1,095,434 |
| <i>Grado - Missouri Flat/Golden Ctr 66113</i> | 1 | 0 | 0 | 0 | 0 | 0 | 68,700 | 68,701 |
| <i>Reserve for Reimbursements</i> | 0 | 141,000 | 6,870 | 2,223,987 | 2,223,987 | 2,223,987 | -6,819,831 | 0 |
| <i>Totals</i> | 275,735 | 506,654 | 144,870 | 2,223,987 | 2,223,987 | 2,223,987 | 7,854,335 | 15,453,555 |

Revenue Detail

| | | | | | | | | |
|---|---------|---------|---------|-----------|-----------|-----------|-----------|------------|
| <i>2004 GP TIM</i> | 4 | 0 | 0 | 2,223,987 | 2,223,987 | 2,223,987 | 7,854,335 | 14,526,300 |
| <i>Barnett Business Park Agreement</i> | 0 | 227,654 | 0 | 0 | 0 | 0 | 0 | 227,654 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 275,731 | 279,000 | 144,870 | 0 | 0 | 0 | 0 | 699,601 |
| <i>Totals</i> | 275,735 | 506,654 | 144,870 | 2,223,987 | 2,223,987 | 2,223,987 | 7,854,335 | 15,453,555 |

| | | | | | | | | |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|------------|-------------|-------------|
| <i>Total Reimbursement</i> | 2,646,932 | 3,066,521 | 4,314,161 | 4,927,278 | 4,927,278 | 24,927,278 | 101,167,078 | 145,976,526 |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|------------|-------------|-------------|

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I. West Slope Program

Roadway Projects

Bass Lake Frontage Improvements-Silver Springs (Project # 66115)

Frontage improvements on Bass Lake Road constructed by Silver Springs development

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Staff</i> | 0 | 58,000 | 0 | 0 | 0 | 0 | 0 | 58,000 |
| <i>Design - Staff</i> | 14,071 | 40,000 | 5,000 | 0 | 0 | 0 | 0 | 59,071 |
| <i>Right of Way - Staff</i> | 0 | 67,000 | 4,000 | 0 | 0 | 0 | 0 | 71,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 36,000 | 0 | 0 | 36,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 145,000 | 0 | 0 | 145,000 |
| <i>Developer Built</i> | 0 | 0 | 0 | 0 | 1,207,000 | 0 | 0 | 1,207,000 |
| <i>Totals</i> | 14,071 | 165,000 | 9,000 | 0 | 1,388,000 | 0 | 0 | 1,576,071 |

Revenue Detail

| | | | | | | | | |
|-------------------------|---------------|----------------|--------------|----------|------------------|----------|----------|------------------|
| <i>Developer Funded</i> | 14,071 | 165,000 | 9,000 | 0 | 1,388,000 | 0 | 0 | 1,576,071 |
| <i>Totals</i> | 14,071 | 165,000 | 9,000 | 0 | 1,388,000 | 0 | 0 | 1,576,071 |

Bass Lake Road Full Improvements - Phase 1A (Project # 66109)

Bass Lake Hills Specific Plan.

Bass Lake Road from US 50 to Hollow Oak Road: widen and reconstruct to two-lane divided road with 4-foot shoulders and pedestrian/bike paths.

Phase 1A improvements of the Bass Lake Hills Specific Plan PFFP; full improvements to include development of 8-foot median, sidewalk and bike lane from Hollow Oak Road to US 50; median improvements only from Hollow Oak Road to Serrano Parkway; project also includes improvement of park-and-ride lot with frontage road improvement to Old Bass Lake Road and Tierra de Dios. Phase 1B improvements in project ELD19225 (new CIP future project).

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 3,008 | 40,000 | 0 | 0 | 0 | 0 | 0 | 43,008 |
| <i>Planning/Env - Consultant</i> | 18,623 | 32,000 | 0 | 0 | 0 | 0 | 0 | 50,623 |
| <i>Planning/Env - Staff</i> | 2,744 | 0 | 0 | 0 | 0 | 0 | 0 | 2,744 |
| <i>Design - Consultant</i> | 690 | 0 | 0 | 0 | 0 | 0 | 0 | 690 |
| <i>Design - Staff</i> | 68,725 | 100,000 | 0 | 0 | 0 | 0 | 0 | 168,725 |
| <i>Right of Way - Consultant</i> | 0 | 73,000 | 0 | 0 | 0 | 0 | 0 | 73,000 |
| <i>Right of Way - Staff</i> | 56,473 | 221,000 | 0 | 0 | 0 | 0 | 0 | 277,473 |
| <i>Direct Construction Costs</i> | 0 | 0 | 6,604,000 | 734,000 | 0 | 0 | 0 | 7,338,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 77,000 | 33,000 | 0 | 0 | 0 | 110,000 |
| <i>Construction Mgmt - Staff</i> | 4,867 | 0 | 694,000 | 291,000 | 0 | 0 | 0 | 989,867 |
| <i>Developer Built RIF</i> | 0 | 804,000 | 0 | 0 | 0 | 0 | 0 | 804,000 |
| <i>Totals</i> | 155,130 | 1,270,000 | 7,375,000 | 1,058,000 | 0 | 0 | 0 | 9,858,130 |

Revenue Detail

| | | | | | | | | |
|------------------------------------|----------------|------------------|------------------|------------------|----------|----------|----------|------------------|
| <i>2004 GP El Dorado Hills TIM</i> | 18,623 | 0 | 0 | 0 | 0 | 0 | 0 | 18,623 |
| <i>Developer Advance - EDH TIM</i> | 136,507 | 1,270,000 | 7,056,429 | 1,058,000 | 0 | 0 | 0 | 9,520,936 |
| <i>Bass Lake Hills PFFP</i> | 0 | 0 | 318,571 | 0 | 0 | 0 | 0 | 318,571 |
| <i>Totals</i> | 155,130 | 1,270,000 | 7,375,000 | 1,058,000 | 0 | 0 | 0 | 9,858,130 |

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Roadway Projects

Bassi Road Improvements (Project # 73306)

Bassi Road - from Lotus Road to Peterson Lane

Spot improvements and widening to provide two lanes of traffic. DOT is coordinating with Area Association towards a 2008 project consisting of a minor grading and paving project.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Direct Construction Costs</i> | 0 | 116,700 | 0 | 0 | 0 | 0 | 0 | 116,700 |
| <i>Planning/Environmental</i> | 2,621 | 0 | 0 | 0 | 0 | 0 | 0 | 2,621 |
| <i>Totals</i> | 2,621 | 116,700 | 0 | 0 | 0 | 0 | 0 | 119,321 |

Revenue Detail

| | | | | | | | | |
|-----------------------------------|--------------|----------------|----------|----------|----------|----------|----------|----------------|
| <i>Bassi Road Area of Benefit</i> | 1,754 | 116,700 | 0 | 0 | 0 | 0 | 0 | 118,454 |
| <i>Road Fund/Discretionary</i> | 868 | 0 | 0 | 0 | 0 | 0 | 0 | 868 |
| <i>Totals</i> | 2,622 | 116,700 | 0 | 0 | 0 | 0 | 0 | 119,322 |

Cameron Park Drive Operational Improvements (Project # 72343)

Cameron Park Drive/Palmer Drive to Green Valley Road

An operational and safety analysis of Cameron Park Drive completed as part of this project resulted in improvements to the intersections of Meder Road (73127) and Mira Loma Drive (73124). Intersection improvements at Country Club Drive/Palmer Drive (72364), Oxford Drive (72365), and La Canada Drive (72366) are being advanced as separate projects. The remaining area of focus as part of this project is between La Canada Drive and Green Valley Road. Improvements to be considered include channelization, shoulder improvements, street rehabilitation and improved pedestrian access. Advancing the project through the planning/environmental phases will make the project more competitive for future funding opportunities.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 150,000 | 0 | 0 | 0 | 0 | 0 | 150,000 |
| <i>Planning/Env - Staff</i> | 7,695 | 163,451 | 0 | 0 | 0 | 0 | 0 | 171,146 |
| <i>Design - Staff</i> | 25,069 | 0 | 0 | 0 | 0 | 0 | 0 | 25,069 |
| <i>Design Engineering & Admin</i> | 120,732 | 0 | 0 | 0 | 0 | 0 | 0 | 120,732 |
| <i>Right of Way</i> | 10,078 | 0 | 0 | 0 | 0 | 0 | 0 | 10,078 |
| <i>Planning/Environmental</i> | 234,639 | 0 | 0 | 0 | 0 | 0 | 0 | 234,639 |
| <i>Totals</i> | 398,213 | 313,451 | 0 | 0 | 0 | 0 | 0 | 711,664 |

Revenue Detail

| | | | | | | | | |
|---|----------------|----------------|----------|----------|----------|----------|----------|----------------|
| <i>Admin Overhead Recovery</i> | -3,785 | 0 | 0 | 0 | 0 | 0 | 0 | -3,785 |
| <i>Regional Surface Transportation Program Exchange Funds-Competitive (182.6d1)</i> | 401,998 | 313,451 | 0 | 0 | 0 | 0 | 0 | 715,449 |
| <i>Totals</i> | 398,213 | 313,451 | 0 | 0 | 0 | 0 | 0 | 711,664 |

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I. West Slope Program

Roadway Projects

Cameron Park Widening - 3-Lane Divided to Modified 4-Lane from Durock Road to Coach (Project # 72367)

Cameron Park Drive from Durock Road to Coach Lane

In Cameron Park, widen Cameron Park Drive from Durock Road to Coach Lane from a 3-lane divided roadway to a modified 4-lane divided roadway with curb, gutter and sidewalk.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 0 | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| <i>Planning/Env - Staff</i> | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 20,000 |
| <i>Design - Staff</i> | 0 | 0 | 169,400 | 0 | 0 | 0 | 0 | 169,400 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 0 | 6,000 | 0 | 0 | 0 | 6,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 20,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 257,600 | 0 | 0 | 0 | 257,600 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 864,000 | 0 | 0 | 0 | 864,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 90,000 | 0 | 0 | 0 | 90,000 |
| Totals | 0 | 20,000 | 209,400 | 1,237,600 | 0 | 0 | 0 | 1,467,000 |

Revenue Detail

2004 GP TIM

| | | | | | | | | |
|---------------|---|--------|---------|-----------|---|---|---|-----------|
| | 0 | 20,000 | 209,400 | 1,237,600 | 0 | 0 | 0 | 1,467,000 |
| Totals | 0 | 20,000 | 209,400 | 1,237,600 | 0 | 0 | 0 | 1,467,000 |

Contract Overlay - Cold Springs Road (Project # 72174)

Cold Springs Road

Asphalt overlay of Cold Springs Road from City/County Line to Beals Road.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Design - Staff</i> | 0 | 0 | 15,000 | 0 | 0 | 0 | 0 | 15,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 360,224 | 0 | 0 | 0 | 0 | 360,224 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 25,000 | 0 | 0 | 0 | 0 | 25,000 |
| Totals | 0 | 0 | 400,224 | 0 | 0 | 0 | 0 | 400,224 |

Revenue Detail

*Regional Surface Transportation Program
Exchange Funds-Competitive (182.6d1)*

| | | | | | | | | |
|---------------|---|---|---------|---|---|---|---|---------|
| | 0 | 0 | 400,224 | 0 | 0 | 0 | 0 | 400,224 |
| Totals | 0 | 0 | 400,224 | 0 | 0 | 0 | 0 | 400,224 |

Contract Overlay - Deer Valley Road (7.27 mi) (Project # 72176)

Deer Valley Road from Green Valley Road East to Green Valley Road East

Rehabilitate existing pavement/pulverize and compact in place, 2.5" hot mix asphalt overlay.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Design - Staff</i> | 0 | 12,000 | 0 | 0 | 0 | 0 | 0 | 12,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 1,150,587 | 0 | 0 | 0 | 0 | 1,150,587 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| Totals | 0 | 12,000 | 1,155,587 | 0 | 0 | 0 | 0 | 1,167,587 |

Revenue Detail

Proposition 1B

| | | | | | | | | |
|---------------|---|--------|-----------|---|---|---|---|-----------|
| | 0 | 12,000 | 1,155,587 | 0 | 0 | 0 | 0 | 1,167,587 |
| Totals | 0 | 12,000 | 1,155,587 | 0 | 0 | 0 | 0 | 1,167,587 |

Department of Transportation
Draft 2008 Capital Improvement Program
Fiscal Year 07/08 through 11/12
(by Project Category/Phase and Funding Source)

I. West Slope Program

Roadway Projects

Contract Overlay - Pioneer Trail (2.02 Miles) (Project # 72164)

Pioneer Trail, South Lake Tahoe

Asphalt concrete overlay for portions of Pioneer Trail. Overlay Base failure repairs and related preparation work in advance of overlay placement are performed under the DOT road maintenance budget and are not included in the costs below.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Design - Staff | 0 | 12,000 | 0 | 0 | 0 | 0 | 0 | 12,000 |
| Direct Construction Costs | 0 | 0 | 381,000 | 0 | 0 | 0 | 0 | 381,000 |
| Construction Mgmt - Staff | 0 | 0 | 7,000 | 0 | 0 | 0 | 0 | 7,000 |
| Totals | 0 | 12,000 | 388,000 | 0 | 0 | 0 | 0 | 400,000 |

Revenue Detail

| | | | | | | | | |
|----------------|---|--------|---------|---|---|---|---|---------|
| Proposition 1B | 0 | 12,000 | 388,000 | 0 | 0 | 0 | 0 | 400,000 |
| Totals | 0 | 12,000 | 388,000 | 0 | 0 | 0 | 0 | 400,000 |

Country Club Drive Ext. - Silver Dove Rd to west Bass Lake Hills SP Boundary (Project # GP125)

Bass Lake Hill Specific Plan

Construct new two-lane extension of Country Club Drive from Silver Dove Road to west end of Bass Lake Hills specific plan boundary for future connection to Silva Valley Parkway. Work includes 6-foot paved shoulders. Curb, gutter and sidewalk may be included. Part of the Bass Lake Hills Specific Plan (PFFP).

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Staff | 0 | 0 | 0 | 0 | 22,000 | 14,000 | 0 | 36,000 |
| Design - Staff | 0 | 0 | 0 | 0 | 29,000 | 115,000 | 0 | 144,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 0 | 77,000 | 0 | 77,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 69,000 | 161,000 | 0 | 230,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 144,000 | 144,000 |
| Developer Built EDH TIM | 0 | 0 | 0 | 0 | 152,000 | 408,000 | 5,383,000 | 5,943,000 |
| Totals | 0 | 0 | 0 | 0 | 272,000 | 775,000 | 5,527,000 | 6,574,000 |

Revenue Detail

| | | | | | | | | |
|-----------------------------|---|---|---|---|---------|---------|-----------|-----------|
| Developer Advance - EDH TIM | 0 | 0 | 0 | 0 | 272,000 | 775,000 | 5,527,000 | 6,574,000 |
| Totals | 0 | 0 | 0 | 0 | 272,000 | 775,000 | 5,527,000 | 6,574,000 |

Country Club Drive Extension - Bass Lake Road to Silver Dove Road (Project # GP124)

Bass Lake Hills Specific Plan area

Construct new two-lane extension of Country Club Drive from Bass Lake Road to Silver Dove Road, with 6-foot paved shoulders, and new intersection at Bass Lake Road. Curb, gutter and sidewalk may be included. Part of the Bass Lake Hills Specific Plan (PFFP).

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Design - Staff | 0 | 33,000 | 49,000 | 0 | 0 | 0 | 0 | 82,000 |
| Right of Way - Consultant | 0 | 7,000 | 10,000 | 0 | 0 | 0 | 0 | 17,000 |
| Right of Way - Staff | 0 | 13,000 | 19,000 | 0 | 0 | 0 | 0 | 32,000 |
| Right of Way - Acquisition | 0 | 50,000 | 65,000 | 0 | 0 | 0 | 0 | 115,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 15,000 | 8,000 | 0 | 0 | 23,000 |
| Developer Built | 0 | 6,000 | 9,000 | 435,000 | 754,000 | 0 | 0 | 1,204,000 |
| Totals | 0 | 109,000 | 152,000 | 450,000 | 762,000 | 0 | 0 | 1,473,000 |

Revenue Detail

| | | | | | | | | |
|-----------------------------|---|---------|---------|---------|---------|---|---|-----------|
| Developer Advance - EDH TIM | 0 | 109,000 | 152,000 | 450,000 | 762,000 | 0 | 0 | 1,473,000 |
| Totals | 0 | 109,000 | 152,000 | 450,000 | 762,000 | 0 | 0 | 1,473,000 |

Department of Transportation
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I. West Slope Program

Roadway Projects

Country Club Drive Realignment - Bass Lake Road to east Bass Lake Hills Specific Plan Boundary (Project # GP126)

Bass Lake Hills Specific Plan

Realign Country Club Drive from Bass Lake Road to east end of Bass Lake Hills specific plan boundary. Work includes constructing a two-lane road with 6-foot paved shoulders. Curb, gutter and sidewalk may be included. Part of the Bass Lake Hills Specific Plan (PFFP).

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Staff | 0 | 0 | 0 | 0 | 31,000 | 0 | 0 | 31,000 |
| Design - Staff | 0 | 0 | 0 | 0 | 61,000 | 61,000 | 0 | 122,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 13,000 | 52,000 | 0 | 65,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 40,000 | 160,000 | 0 | 200,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 123,000 | 123,000 |
| Developer Built TIM | 0 | 0 | 0 | 0 | 279,000 | 197,000 | 4,579,000 | 5,055,000 |
| Totals | 0 | 0 | 0 | 0 | 424,000 | 470,000 | 4,702,000 | 5,596,000 |

Revenue Detail

| | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------------|----------------|------------------|------------------|
| Developer Advance TIM | 0 | 0 | 0 | 0 | 424,000 | 470,000 | 4,702,000 | 5,596,000 |
| Totals | 0 | 0 | 0 | 0 | 424,000 | 470,000 | 4,702,000 | 5,596,000 |

Diamond Springs Parkway - Phase 1 (Project # 72334)

New road from Missouri Flat Road at railroad corridor to SR 49 / Pleasant Valley Road intersection in Diamond Springs area

Determine alignment for new four-lane connector roadway and advance project. This first phase to include two lanes from Missouri Flat Road near SPRR to the east to SR49 and continuing south to Pleasant Valley Road in the town of Diamond Springs. Phase II would include widening the portion from Missouri Flat Road to SR49 to four lanes, (see project # 72334B). Formerly Missouri Flat - Pleasant Valley Connector Road - Phase I. This project includes right-of-way and grading for four lanes.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 327,571 | 500,000 | 0 | 0 | 0 | 0 | 0 | 827,571 |
| Planning/Env - Staff | 308,407 | 120,000 | 0 | 0 | 0 | 0 | 0 | 428,407 |
| Design - Consultant | 0 | 500,000 | 2,000,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| Design - Staff | 33,570 | 70,000 | 408,000 | 56,000 | 0 | 0 | 0 | 567,570 |
| Right of Way - Consultant | 0 | 0 | 336,000 | 336,000 | 0 | 0 | 0 | 672,000 |
| Right of Way - Staff | 2,960 | 50,000 | 112,000 | 112,000 | 0 | 0 | 0 | 276,960 |
| Right of Way - Acquisition | 0 | 0 | 6,720,000 | 5,600,000 | 0 | 0 | 0 | 12,320,000 |
| Direct Construction Costs | 0 | 0 | 0 | 19,415,000 | 0 | 0 | 0 | 19,415,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 2,019,000 | 0 | 0 | 0 | 2,019,000 |
| Totals | 672,508 | 1,240,000 | 9,576,000 | 27,538,000 | 0 | 0 | 0 | 39,026,508 |

Revenue Detail

| | | | | | | | | |
|--|----------------|------------------|------------------|-------------------|----------|----------|----------|-------------------|
| 2004 GP TIM | 0 | 0 | 1,157,062 | 0 | 0 | 0 | 0 | 1,157,062 |
| Developer Advance TIM | 0 | 0 | 4,021,920 | 27,538,000 | 0 | 0 | 0 | 31,559,920 |
| Traffic Impact Mitigation Fee (West Slope) | 672,508 | 1,240,000 | 4,397,018 | 0 | 0 | 0 | 0 | 6,309,526 |
| Totals | 672,508 | 1,240,000 | 9,576,000 | 27,538,000 | 0 | 0 | 0 | 39,026,508 |

Department of Transportation
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(by Project Category/Phase and Funding Source)

I. West Slope Program

Roadway Projects

Durock Road Widening - Robin Lane to South Shingle Road (Project # GP171)

Durock Road from Robin Lane to South Shingle Road

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

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 0 | 0 | 150,000 | 0 | 0 | 0 | 150,000 |
| Planning/Env - Staff | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| Design - Staff | 0 | 0 | 0 | 0 | 1,039,000 | 0 | 0 | 1,039,000 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 46,000 | 46,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 15,000 | 0 | 248,000 | 263,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 3,091,000 | 3,091,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 5,259,000 | 5,259,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 555,000 | 555,000 |
| Totals | 0 | 0 | 0 | 200,000 | 1,054,000 | 0 | 9,199,000 | 10,453,000 |

Revenue Detail

| | | | | | | | | |
|---------------|----------|----------|----------|----------------|------------------|----------|------------------|-------------------|
| 2004 GP TIM | 0 | 0 | 0 | 200,000 | 1,054,000 | 0 | 9,199,000 | 10,453,000 |
| Totals | 0 | 0 | 0 | 200,000 | 1,054,000 | 0 | 9,199,000 | 10,453,000 |

El Dorado Hills Boulevard/Francisco Drive Intersection Alignment (Project # 72332)

Existing El Dorado Hills Blvd. / to existing Francisco Drive Intersection

Realignment of existing El Dorado Hills Boulevard/Francisco Drive and Brittany Way intersection and approach roadways resulting in a new 4-way intersection with extensions and signal installation. The northern portion of El Dorado Hills Boulevard (at this intersection) will become the new minor traffic way, and the current Francisco Drive between El Dorado Hills Boulevard and Green Valley Road will become the new major traffic way. This project also anticipates sidewalk along Francisco Drive from El Dorado Hills Blvd to Jackson School for which a in-lieu fee payment was made by the developer of the homes across from Hoffman Court. (Note: was project GP028)

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 42,334 | 0 | 0 | 0 | 0 | 0 | 0 | 42,334 |
| Planning/Env - Staff | 167,375 | 0 | 0 | 0 | 0 | 0 | 0 | 167,375 |
| Design - Consultant | 0 | 100,000 | 100,000 | 100,000 | 0 | 0 | 0 | 300,000 |
| Design - Staff | 202,451 | 200,000 | 200,000 | 200,000 | 0 | 0 | 0 | 802,451 |
| Right of Way - Consultant | 923 | 0 | 15,000 | 0 | 0 | 0 | 0 | 15,923 |
| Right of Way - Staff | 4,254 | 0 | 30,000 | 0 | 0 | 0 | 0 | 34,254 |
| Right of Way - Acquisition | 300,882 | 0 | 100,000 | 0 | 0 | 0 | 0 | 400,882 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 11,363,000 | 11,363,000 |
| Construction Mgmt - Staff | 6,289 | 0 | 0 | 0 | 0 | 0 | 2,002,000 | 2,008,289 |
| Totals | 724,508 | 300,000 | 445,000 | 300,000 | 0 | 0 | 13,365,000 | 15,134,508 |

Revenue Detail

| | | | | | | | | |
|---------------------------------|----------------|----------------|----------------|----------------|----------|----------|-------------------|-------------------|
| 2004 GP El Dorado Hills TIM | 45,944 | 114,744 | 445,000 | 300,000 | 0 | 0 | 13,363,000 | 14,268,688 |
| Admin Overhead Recovery | -6 | 0 | 0 | 0 | 0 | 0 | 0 | -6 |
| Developer Advance - EDH TIM | 114,744 | 185,256 | 0 | 0 | 0 | 0 | 0 | 300,000 |
| El Dorado Hills Road Impact Fee | 563,826 | 0 | 0 | 0 | 0 | 0 | 0 | 563,826 |
| Road Fund/Discretionary | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 2,000 |
| Totals | 724,508 | 300,000 | 445,000 | 300,000 | 0 | 0 | 13,365,000 | 15,134,508 |

Department of Transportation
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I. West Slope Program

Roadway Projects

Green Valley Road Widening - County Line to Francisco Drive (Project # 72355)

County Line to Francisco Drive (El Dorado Hills)

This is the last of several projects being advanced as part of the Green Valley Road Widening program. The subject project will complete a second eastbound through lane from the commercial area near Sophia Parkway intersection to Francisco Drive with traffic signal installation at the Green Valley Road/Browns Ravine/Miller Road intersection. It will also add a second westbound lane from Francisco Drive to the commercial area near the Sophia Parkway intersection. Final Open Graded Rubberized AC paving and striping of entire job is included in this project. Tree mitigation is included and is required for all Green Valley Road projects.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|------------------|----------------|--------------|--------------|--------------|--------------|---------------|------------------|
| Planning/Env - Consultant | 5,531 | 0 | 0 | 0 | 0 | 0 | 0 | 5,531 |
| Planning/Env - Staff | 2,653 | 0 | 0 | 0 | 0 | 0 | 0 | 2,653 |
| Design - Staff | 82,765 | 0 | 0 | 0 | 0 | 0 | 0 | 82,765 |
| Right of Way - Consultant | 5,988 | 0 | 0 | 0 | 0 | 0 | 0 | 5,988 |
| Right of Way - Staff | 4,820 | 0 | 0 | 0 | 0 | 0 | 0 | 4,820 |
| Direct Construction Costs | 6,600,044 | 406,573 | 0 | 0 | 0 | 0 | 0 | 7,006,617 |
| Construction Mgmt - Consultant | 97,642 | 0 | 0 | 0 | 0 | 0 | 0 | 97,642 |
| Construction Mgmt - Staff | 290,953 | 107,000 | 0 | 0 | 0 | 0 | 0 | 397,953 |
| Environmental Monitoring - Consultant | 14,500 | 100,000 | 0 | 0 | 0 | 0 | 0 | 114,500 |
| Design Engineering & Admin | 987,417 | 0 | 0 | 0 | 0 | 0 | 0 | 987,417 |
| Right of Way | 435,444 | 0 | 0 | 0 | 0 | 0 | 0 | 435,444 |
| Construction/Engineering & Admin | 40,001 | 0 | 0 | 0 | 0 | 0 | 0 | 40,001 |
| Planning/Environmental | 31,868 | 0 | 0 | 0 | 0 | 0 | 0 | 31,868 |
| Totals | 8,599,626 | 613,573 | 0 | 0 | 0 | 0 | 0 | 9,213,199 |

Revenue Detail

| | | | | | | | | |
|--|------------------|----------------|----------|----------|----------|----------|----------|------------------|
| 2004 GP El Dorado Hills TIM | 1,200,386 | 411,827 | 0 | 0 | 0 | 0 | 0 | 1,612,213 |
| Bicycle Transportation Account (BTA) | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 40,000 |
| CA Integrated Waste Mgmt Board (CIWMB) | 0 | 171,582 | 0 | 0 | 0 | 0 | 0 | 171,582 |
| El Dorado Hills Road Impact Fee | 1,160,254 | 0 | 0 | 0 | 0 | 0 | 0 | 1,160,254 |
| Interim Highway 50 Variable TIM Fee | 2,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 |
| Promontory Set Aside for Green Valley Road | 1,865,346 | 0 | 0 | 0 | 0 | 0 | 0 | 1,865,346 |
| Regional Surface Transportation Program Exchange Funds-Competitive (182.6d1) | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| Traffic Impact Mitigation Fee (West Slope) | 2,090,504 | 263,300 | 0 | 0 | 0 | 0 | 0 | 2,353,804 |
| Year End Accruals | 283,136 | -283,136 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 8,599,626 | 613,573 | 0 | 0 | 0 | 0 | 0 | 9,213,199 |

Department of Transportation
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I. West Slope Program

Roadway Projects

Headington Road Extension - Missouri Flat Road to El Dorado Road (Project # 71375)

Headington Road from Missouri Flat Road to El Dorado Road.

Extension of Headington Road northwesterly from Missouri Flat Road to El Dorado Road. The new road will be a 2-lane arterial with median. Does not include curb, gutter or sidewalk.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 70,000 | 0 | 0 | 0 | 0 | 0 | 70,000 |
| <i>Planning/Env - Staff</i> | 0 | 95,000 | 0 | 0 | 0 | 0 | 95,000 | 190,000 |
| <i>Design - Consultant</i> | 0 | 76,000 | 0 | 0 | 0 | 0 | 14,000 | 90,000 |
| <i>Design - Staff</i> | 0 | 350,000 | 100,000 | 0 | 0 | 0 | 450,000 | 900,000 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 28,000 | 0 | 0 | 0 | 0 | 28,000 |
| <i>Right of Way - Staff</i> | 0 | 15,000 | 157,000 | 0 | 0 | 0 | 0 | 172,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 5,750,000 | 5,750,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 678,000 | 678,000 |
| <i>Totals</i> | 0 | 606,000 | 285,000 | 0 | 0 | 0 | 8,987,000 | 9,878,000 |

Revenue Detail

| | | | | | | | | |
|----------------------|---|---------|---------|---|---|---|-----------|-----------|
| <i>2004 GP TIM</i> | 0 | 606,000 | 285,000 | 0 | 0 | 0 | 8,987,000 | 9,878,000 |
| <i>Totals</i> | 0 | 606,000 | 285,000 | 0 | 0 | 0 | 8,987,000 | 9,878,000 |

Latrobe Road North of Ryan Ranch Road (Milepost 7.0 - 7.35) (Project # 73359)

El Dorado Hills south business park

Realignment of 0.35 mile of the roadway to widen a tight curve and improve sight distance for safety.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| <i>Planning/Env - Staff</i> | 7,981 | 61,000 | 0 | 0 | 0 | 0 | 0 | 68,981 |
| <i>Design - Staff</i> | 12,367 | 97,000 | 0 | 0 | 0 | 0 | 0 | 109,367 |
| <i>Right of Way - Staff</i> | 1,699 | 7,000 | 0 | 0 | 0 | 0 | 0 | 8,699 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 78,000 | 0 | 0 | 0 | 0 | 78,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 372,000 | 372,000 | 0 | 0 | 0 | 744,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 5,000 | 5,000 | 0 | 0 | 0 | 10,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 31,000 | 26,000 | 0 | 0 | 0 | 57,000 |
| <i>Totals</i> | 22,047 | 215,000 | 486,000 | 403,000 | 0 | 0 | 0 | 1,126,047 |

Revenue Detail

| | | | | | | | | |
|---|--------|---------|---------|---------|---|---|---|-----------|
| <i>Admin Overhead Recovery</i> | -2,176 | 0 | 0 | 0 | 0 | 0 | 0 | -2,176 |
| <i>High Risk Rural Roads</i> | 0 | 99,900 | 437,400 | 362,700 | 0 | 0 | 0 | 900,000 |
| <i>Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h)</i> | 24,223 | 115,100 | 48,600 | 40,300 | 0 | 0 | 0 | 228,223 |
| <i>Totals</i> | 22,047 | 215,000 | 486,000 | 403,000 | 0 | 0 | 0 | 1,126,047 |

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I. West Slope Program

Roadway Projects

Latrobe Road Widening (2 to 4 lane) - Suncastr Lane to Golden Foothill Parkway (South) (Project # 72403)

El Dorado Hills South of US 50

Widen Latrobe Road from Suncastr Lane south to Golden Foothill Parkway to provide a four-lane divided roadway and to include partial realignment of Latrobe Road with new bridge over Carson Creek. Also widen to provide a left-turn into the southern entrance of West Valley subdivision development.

Phase 1 - Widen Latrobe Road from White Rock Road to Suncastr Lane, completed in 2004 (see project 72335).

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| <i>Planning/Env - Staff</i> | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 600 |
| <i>Design - Consultant</i> | 1,281 | 0 | 0 | 0 | 0 | 0 | 0 | 1,281 |
| <i>Design - Staff</i> | 5,680 | 8,000 | 0 | 0 | 0 | 0 | 0 | 13,680 |
| <i>Right of Way - Consultant</i> | 7,515 | 0 | 0 | 0 | 0 | 0 | 0 | 7,515 |
| <i>Right of Way - Staff</i> | 3,873 | 16,750 | 0 | 0 | 0 | 0 | 0 | 20,623 |
| <i>Right of Way - Acquisition</i> | 1,181,614 | 0 | 0 | 0 | 0 | 0 | 0 | 1,181,614 |
| <i>Direct Construction Costs</i> | 0 | 3,985,000 | 5,975,000 | 0 | 0 | 0 | 0 | 9,960,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 420,000 | 630,000 | 0 | 0 | 0 | 0 | 1,050,000 |
| <i>Construction Mgmt - Staff</i> | 582 | 180,000 | 270,000 | 0 | 0 | 0 | 0 | 450,582 |
| <i>Survey - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Totals</i> | 1,200,705 | 4,610,350 | 6,875,000 | 0 | 0 | 0 | 0 | 12,686,055 |

Revenue Detail

| | | | | | | | | |
|--|------------------|------------------|------------------|----------|----------|----------|----------|-------------------|
| <i>2004 GP EDH TIM Blackstone Prepayment</i> | 1,200,709 | 4,354,350 | 6,875,000 | 0 | 0 | 0 | 0 | 12,430,059 |
| <i>Admin Overhead Recovery</i> | -4 | 0 | 0 | 0 | 0 | 0 | 0 | -4 |
| <i>El Dorado Hills Road Impact Fee</i> | 0 | 256,000 | 0 | 0 | 0 | 0 | 0 | 256,000 |
| <i>Totals</i> | 1,200,705 | 4,610,350 | 6,875,000 | 0 | 0 | 0 | 0 | 12,686,055 |

Latrobe Road Widening (2 to 4 lanes) - Golden Foothill Parkway (south) to Investment Boulevard (Project # GP153)

El Dorado Hills - South of 50

Widen Latrobe Road from Golden Foothill Parkway (south) to Investment Boulevard a two-lane undivided road to a four-lane divided road with curb, gutter and sidewalk.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Staff</i> | 0 | 0 | 50,000 | 100,000 | 119,000 | 0 | 0 | 269,000 |
| <i>Design - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 807,000 | 807,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 108,000 | 108,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 0 | 2,500,000 | 2,500,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 5,377,000 | 5,377,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 807,000 | 807,000 |
| <i>Totals</i> | 0 | 0 | 50,000 | 100,000 | 119,000 | 0 | 9,599,000 | 9,868,000 |

Revenue Detail

| | | | | | | | | |
|------------------------------------|----------|----------|---------------|----------------|----------------|----------|------------------|------------------|
| <i>2004 GP El Dorado Hills TIM</i> | 0 | 0 | 50,000 | 100,000 | 119,000 | 0 | 9,599,000 | 9,868,000 |
| <i>Totals</i> | 0 | 0 | 50,000 | 100,000 | 119,000 | 0 | 9,599,000 | 9,868,000 |

Department of Transportation
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I. West Slope Program

Roadway Projects

Latrobe Road Widening (4 to 6 Lanes) - US 50 to White Rock Road (Project # 72402)

El Dorado Hills area south of Highway 50

Widening of Latrobe Road from US 50 to White Rock Road and restripe to three northbound and three southbound lanes; add one northbound lane from White Rock Road to Town Center Boulevard; intersection improvements at White Rock Road.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Design - Consultant | 8,124 | 0 | 0 | 0 | 0 | 0 | 0 | 8,124 |
| Design - Staff | 8,106 | 0 | 0 | 0 | 0 | 0 | 0 | 8,106 |
| Right of Way - Consultant | 1,063 | 0 | 0 | 0 | 0 | 0 | 0 | 1,063 |
| Right of Way - Staff | 1,436 | 0 | 0 | 0 | 0 | 0 | 0 | 1,436 |
| Right of Way - Acquisition | 266,351 | 0 | 0 | 0 | 0 | 0 | 0 | 266,351 |
| Direct Construction Costs | 0 | 2,970,000 | 0 | 0 | 0 | 0 | 0 | 2,970,000 |
| Construction Mgmt - Consultant | 1,374 | 47,900 | 0 | 0 | 0 | 0 | 0 | 49,274 |
| Construction Mgmt - Staff | 11,306 | 287,500 | 0 | 0 | 0 | 0 | 0 | 298,806 |
| Survey - Consultant | 16,931 | 0 | 0 | 0 | 0 | 0 | 0 | 16,931 |
| Totals | 314,691 | 3,305,400 | 0 | 0 | 0 | 0 | 0 | 3,620,091 |

Revenue Detail

| | | | | | | | | |
|---------------------------------------|----------------|------------------|----------|----------|----------|----------|----------|------------------|
| 2004 GP EDH TIM Blackstone Prepayment | 314,903 | 3,305,400 | 0 | 0 | 0 | 0 | 0 | 3,620,303 |
| Admin Overhead Recovery | -212 | 0 | 0 | 0 | 0 | 0 | 0 | -212 |
| Totals | 314,691 | 3,305,400 | 0 | 0 | 0 | 0 | 0 | 3,620,091 |

Latrobe Road/White Rock Road Connector (New Road) (Project # 66116)

El Dorado Hills area south of US 50, West of Latrobe.

This project will include two phases. Phase 1 proposes to perform a study and prepare a Project Study Report for a new connector road south of the El Dorado Hills Business Park from Latrobe Road to White Rock Road, and possibly US 50. Phase 2 will construct a new road that will connect Latrobe Road to White Rock Road along a route southwest of the south of the El Dorado Hills Business Park, and possibly continuing to US 50 through Sacramento County. The route alignment to be identified in the study. This project may use phased construction. Project requires coordination with Sacramento County and City of Folsom, to consider alignments extending across the County line.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 0 | 40,000 | 40,000 | 40,000 | 0 | 171,000 | 291,000 |
| Planning/Env - Staff | 2,211 | 30,000 | 20,000 | 40,000 | 40,000 | 0 | 2,000 | 134,211 |
| Design - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 524,000 | 524,000 |
| Design - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 1,223,000 | 1,223,000 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 218,000 | 218,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 218,000 | 218,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 7,000,000 | 7,000,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 0 | 14,560,000 | 14,560,000 |
| Construction Mgmt - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 262,000 | 262,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 1,048,000 | 1,048,000 |
| Developer Built EDH TIM | 1 | 0 | 40,000 | 20,000 | 20,000 | 0 | 211,000 | 291,001 |
| Totals | 2,212 | 30,000 | 100,000 | 100,000 | 100,000 | 0 | 25,437,000 | 25,769,212 |

Revenue Detail

| | | | | | | | | |
|-----------------------------|--------------|---------------|----------------|----------------|----------------|----------|-------------------|-------------------|
| 2004 GP El Dorado Hills TIM | 1 | 0 | 0 | 0 | 0 | 0 | 25,437,000 | 25,437,001 |
| Developer Advance - EDH TIM | 2,211 | 30,000 | 100,000 | 100,000 | 100,000 | 0 | 0 | 332,211 |
| Totals | 2,212 | 30,000 | 100,000 | 100,000 | 100,000 | 0 | 25,437,000 | 25,769,212 |

Department of Transportation
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I. West Slope Program

Roadway Projects

Marshall Grade Realignment (Project # 73357)

Marshall Grade 1 mile east of Hwy 49

Roadway improvements to Marshall Grade 1 mile east of Hwy 49. Improvements include vertical and horizontal alignment modifications, and change to the superelevation. This project is funded through an HR3 grant.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| Planning/Env - Staff | 8,995 | 20,000 | 0 | 0 | 0 | 0 | 0 | 28,995 |
| Design - Staff | 16,830 | 100,000 | 0 | 0 | 0 | 0 | 0 | 116,830 |
| Right of Way - Staff | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| Right of Way - Acquisition | 0 | 15,000 | 0 | 0 | 0 | 0 | 0 | 15,000 |
| Direct Construction Costs | 0 | 400,000 | 448,000 | 0 | 0 | 0 | 0 | 848,000 |
| Construction Mgmt - Staff | 284 | 50,000 | 76,160 | 0 | 0 | 0 | 0 | 126,444 |
| Totals | 26,109 | 605,000 | 524,160 | 0 | 0 | 0 | 0 | 1,155,269 |

Revenue Detail

| | | | | | | | | |
|---|---------------|----------------|----------------|----------|----------|----------|----------|------------------|
| Admin Overhead Recovery | -2,899 | 0 | 0 | 0 | 0 | 0 | 0 | -2,899 |
| High Risk Rural Roads | 0 | 395,000 | 505,000 | 0 | 0 | 0 | 0 | 900,000 |
| Proposition 1B | 0 | 210,000 | 0 | 0 | 0 | 0 | 0 | 210,000 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 29,008 | 0 | 19,160 | 0 | 0 | 0 | 0 | 48,168 |
| Totals | 26,109 | 605,000 | 524,160 | 0 | 0 | 0 | 0 | 1,155,269 |

Metal Beam Guardrail Installation - Various Locations (Project # OP005)

*Snows Road [MP2.50] / Fairplay Road [MP2.31] / French Creek Road [MP5.06] / Old French Town Road [MP0.65] / Mormon Emigrant Trail [2 dams - 4 sit
Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HES
grant funds are anticipated to be available. As funding permits, additional locations will be identified.*

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Design - Staff | 0 | 0 | 0 | 56,000 | 0 | 0 | 0 | 56,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 560,000 | 0 | 0 | 560,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 56,000 | 0 | 0 | 56,000 |
| Totals | 0 | 0 | 0 | 56,000 | 616,000 | 0 | 0 | 672,000 |

Revenue Detail

| | | | | | | | | |
|---|----------|----------|----------|---------------|----------------|----------|----------|----------------|
| Highway Safety Improvement Program | 0 | 0 | 0 | 50,000 | 555,000 | 0 | 0 | 605,000 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 0 | 0 | 0 | 6,000 | 61,000 | 0 | 0 | 67,000 |
| Totals | 0 | 0 | 0 | 56,000 | 616,000 | 0 | 0 | 672,000 |

Department of Transportation
Draft 2008 Capital Improvement Program
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I. West Slope Program

Roadway Projects

Missouri Flat Rd Two-Way Left Turn Lane - El Dorado Rd to Headington Rd (Project # GP163)

Missouri Flat Road from El Dorado Road to Headington Road

Add two-way left turn lane on Missouri Flat Road from El Dorado Road to Headington Road. No curb, gutter or sidewalk.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Staff</i> | 0 | 0 | 0 | 0 | 48,000 | 0 | 0 | 48,000 |
| <i>Design - Staff</i> | 0 | 0 | 0 | 0 | 116,600 | 0 | 0 | 116,600 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 0 | 0 | 26,000 | 0 | 26,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 257,600 | 0 | 257,600 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 954,000 | 0 | 954,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 190,800 | 0 | 190,800 |
| Totals | 0 | 0 | 0 | 0 | 164,600 | 1,428,400 | 0 | 1,593,000 |

Revenue Detail

2004 GP TIM

| | | | | | | | | |
|---------------|---|---|---|---|---------|-----------|---|-----------|
| | 0 | 0 | 0 | 0 | 164,600 | 1,428,400 | 0 | 1,593,000 |
| Totals | 0 | 0 | 0 | 0 | 164,600 | 1,428,400 | 0 | 1,593,000 |

Missouri Flat Road Widening, Headington Road to Prospector's Plaza (Project # GP165)

Missouri Flat Road from Headington to Prospector's Plaza

Widen Missouri Flat Road to five-lane cross-section (two lanes in each direction with center two-way left turn lane) from Headington Road to Prospector's Plaza north driveway. Project will be partially constructed with the El Dorado Crossing development project.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 0 | 0 | 0 | 40,000 | 0 | 0 | 0 | 40,000 |
| <i>Planning/Env - Staff</i> | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 |
| <i>Design - Staff</i> | 0 | 0 | 0 | 224,000 | 0 | 0 | 0 | 224,000 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 0 | 0 | 5,000 | 0 | 0 | 5,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 0 | 5,000 | 15,000 | 0 | 0 | 20,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 82,800 | 0 | 0 | 82,800 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 1,047,000 | 0 | 0 | 1,047,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 185,000 | 0 | 0 | 185,000 |
| Totals | 0 | 0 | 0 | 279,000 | 1,334,800 | 0 | 0 | 1,613,800 |

Revenue Detail

Developer Funded

| | | | | | | | | |
|---------------|---|---|---|---------|-----------|---|---|-----------|
| | 0 | 0 | 0 | 279,000 | 1,334,800 | 0 | 0 | 1,613,800 |
| Totals | 0 | 0 | 0 | 279,000 | 1,334,800 | 0 | 0 | 1,613,800 |

Department of Transportation
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I. West Slope Program

Roadway Projects

Mother Lode Drive Two-Way Left Turn Lane - South Shingle Rd to French Creek Rd (Project # 73130)

South Shingle Road to North Star Drive intersection

On Mother Lode Drive, construct a two-way left turn lane from South Shingle Road to North Star Drive to address turning moving conflicts in this commercial area. A signal will be installed at French Creek Road intersection, where signal warrants have been met.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 9,205 | 0 | 0 | 0 | 0 | 0 | 0 | 9,205 |
| <i>Planning/Env - Staff</i> | 42,954 | 150 | 0 | 0 | 0 | 0 | 0 | 43,104 |
| <i>Design - Consultant</i> | 20,299 | 0 | 0 | 0 | 0 | 0 | 0 | 20,299 |
| <i>Design - Staff</i> | 297,542 | 18,000 | 0 | 0 | 0 | 0 | 0 | 315,542 |
| <i>Right of Way - Consultant</i> | 1,080 | 0 | 0 | 0 | 0 | 0 | 0 | 1,080 |
| <i>Right of Way - Staff</i> | 653 | 500 | 0 | 0 | 0 | 0 | 0 | 1,153 |
| <i>Direct Construction Costs</i> | 0 | 1,615,000 | 0 | 0 | 0 | 0 | 0 | 1,615,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 87,400 | 0 | 0 | 0 | 0 | 0 | 87,400 |
| <i>Construction Mgmt - Staff</i> | 1,621 | 250,000 | 0 | 0 | 0 | 0 | 0 | 251,621 |
| <i>Totals</i> | 373,354 | 1,971,050 | 0 | 0 | 0 | 0 | 0 | 2,344,404 |

Revenue Detail

| | | | | | | | | |
|---|----------------|------------------|----------|----------|----------|----------|----------|------------------|
| <i>Admin Overhead Recovery</i> | -43 | 0 | 0 | 0 | 0 | 0 | 0 | -43 |
| <i>Road Fund/Discretionary</i> | 1,505 | 0 | 0 | 0 | 0 | 0 | 0 | 1,505 |
| <i>Regional Surface Transportation Program Exchange Funds-Competitive (182.6d1)</i> | 94,894 | 65,106 | 0 | 0 | 0 | 0 | 0 | 160,000 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 276,998 | 1,905,944 | 0 | 0 | 0 | 0 | 0 | 2,182,942 |
| <i>Totals</i> | 373,354 | 1,971,050 | 0 | 0 | 0 | 0 | 0 | 2,344,404 |

Pleasant Valley Road Two-Way Left Turn Widening in Diamond Springs (Project # 73318)

Pleasant Valley Rd, SR 49(N) to Pearl Place Road in the Diamond Springs area

Construction of a center two-way left turn lane on Pleasant Valley Road from approximately Toyan Way to Pearl Place to the east; includes minor widening of existing roadway and shoulder improvements. Project does not include any new through travel lanes. HES grant approved for two-way left turn lane. Coordinate with Pleasant Valley Road Widening from El Dorado Road to State Route 49 (Proj # GP160).

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 19,897 | 0 | 0 | 0 | 0 | 0 | 0 | 19,897 |
| <i>Planning/Env - Staff</i> | 14,738 | 200 | 0 | 0 | 0 | 0 | 0 | 14,938 |
| <i>Design - Consultant</i> | 19,110 | 0 | 0 | 0 | 0 | 0 | 0 | 19,110 |
| <i>Design - Staff</i> | 436,245 | 100 | 0 | 0 | 0 | 0 | 0 | 436,345 |
| <i>Right of Way - Consultant</i> | 25,326 | 0 | 0 | 0 | 0 | 0 | 0 | 25,326 |
| <i>Right of Way - Staff</i> | 51,077 | 0 | 0 | 0 | 0 | 0 | 0 | 51,077 |
| <i>Right of Way - Acquisition</i> | 16,084 | 0 | 0 | 0 | 0 | 0 | 0 | 16,084 |
| <i>Direct Construction Costs</i> | 1,117,133 | 938,000 | 0 | 0 | 0 | 0 | 0 | 2,055,133 |
| <i>Construction Mgmt - Consultant</i> | 620 | 0 | 0 | 0 | 0 | 0 | 0 | 620 |
| <i>Construction Mgmt - Staff</i> | 221,844 | 85,000 | 0 | 0 | 0 | 0 | 0 | 306,844 |
| <i>Totals</i> | 1,922,074 | 1,023,300 | 0 | 0 | 0 | 0 | 0 | 2,945,374 |

Revenue Detail

| | | | | | | | | |
|---|------------------|------------------|----------|----------|----------|----------|----------|------------------|
| <i>Highway Safety Improvement Program</i> | 1,103,218 | 755,354 | 0 | 0 | 0 | 0 | 0 | 1,858,572 |
| <i>Road Fund/Discretionary</i> | 195,062 | 0 | 0 | 0 | 0 | 0 | 0 | 195,062 |
| <i>Traffic Impact Mitigation Fee (West Slope)</i> | 369,002 | 117,228 | 0 | 0 | 0 | 0 | 0 | 486,230 |
| <i>Utility Agencies</i> | 254,792 | 150,718 | 0 | 0 | 0 | 0 | 0 | 405,510 |
| <i>Totals</i> | 1,922,074 | 1,023,300 | 0 | 0 | 0 | 0 | 0 | 2,945,374 |

Department of Transportation
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I. West Slope Program

Roadway Projects

Runnymede Drive Realignment at El Dorado Road (Project # GP130)

Southeast of US Highway 50/El Dorado Road Interchange.

This project will realign the intersection of Runnymede Drive and El Dorado Road. Construction will consist of realigning 1000 linear feet of Runnymede so that it is 500 feet south of U.S. 50.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Design - Staff</i> | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 20,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 187,000 | 0 | 187,000 |
| <i>Developer Built</i> | 0 | 0 | 0 | 0 | 0 | 1,061,000 | 0 | 1,061,000 |
| Totals | 0 | 0 | 20,000 | 0 | 0 | 1,248,000 | 0 | 1,268,000 |

Revenue Detail

| | | | | | | | | |
|-------------------------|---|---|--------|---|---|-----------|---|-----------|
| <i>Developer Funded</i> | 0 | 0 | 20,000 | 0 | 0 | 1,248,000 | 0 | 1,268,000 |
| Totals | 0 | 0 | 20,000 | 0 | 0 | 1,248,000 | 0 | 1,268,000 |

Saratoga Way Extension - Phase 1 (Project # 71324)

County line to existing Saratoga Way in El Dorado Hills

Phase 1 will construct a new two-lane arterial road to extend Saratoga Way from the current terminus near Finders Way to the Sacramento County line with 8-foot paved shoulders. No curb, gutters or sidewalk. Project will environmentally clear and secure ROW for future four-lane road from county line to El Dorado Hills Boulevard.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 160,386 | 163,000 | 15,000 | 0 | 0 | 0 | 142,000 | 480,386 |
| <i>Planning/Env - Staff</i> | 113,976 | 80,000 | 10,000 | 0 | 0 | 0 | 55,000 | 258,976 |
| <i>Design - Consultant</i> | 0 | 0 | 25,000 | 20,000 | 0 | 0 | 91,000 | 136,000 |
| <i>Design - Staff</i> | 43,258 | 50,000 | 200,000 | 125,000 | 0 | 0 | 253,000 | 671,258 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 76,000 | 76,000 |
| <i>Right of Way - Staff</i> | 9,307 | 8,000 | 18,000 | 0 | 0 | 0 | 21,000 | 56,307 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 0 | 0 | 0 | 0 | 6,266,000 | 6,266,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 7,525,000 | 7,525,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 166,000 | 166,000 |
| <i>Construction Mgmt - Staff</i> | 299 | 0 | 0 | 0 | 0 | 0 | 662,000 | 662,299 |
| Totals | 327,226 | 301,000 | 268,000 | 145,000 | 0 | 0 | 15,257,000 | 16,298,226 |

Revenue Detail

| | | | | | | | | |
|------------------------------------|---------|---------|---------|---------|---|---|------------|------------|
| <i>2004 GP El Dorado Hills TIM</i> | 327,255 | 301,000 | 268,000 | 145,000 | 0 | 0 | 15,257,000 | 16,298,255 |
| <i>Admin Overhead Recovery</i> | -29 | 0 | 0 | 0 | 0 | 0 | 0 | -29 |
| Totals | 327,226 | 301,000 | 268,000 | 145,000 | 0 | 0 | 15,257,000 | 16,298,226 |

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I. West Slope Program

Roadway Projects

Silver Springs Pkwy to Green Valley Rd (north segment) (Project # 66107)

*From Green Valley Road south to the southern limit of Silver Springs Development
Construct new Silver Springs Parkway through the Silver Springs Development from Bass Lake Road to Green Valley Road. Connect to realigned Bass Lake Road north of Bass Lake (see project 66108). Coordinate with projects 66106 and 66108.*

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Staff | 0 | 25,000 | 0 | 0 | 0 | 0 | 0 | 25,000 |
| Design - Staff | 561 | 15,000 | 0 | 0 | 0 | 0 | 0 | 15,561 |
| Right of Way - Staff | 1,631 | 12,000 | 0 | 0 | 0 | 0 | 0 | 13,631 |
| Construction Mgmt - Consultant | 0 | 7,000 | 21,000 | 0 | 0 | 0 | 0 | 28,000 |
| Construction Mgmt - Staff | 0 | 133,000 | 397,000 | 0 | 0 | 0 | 0 | 530,000 |
| Developer Built TIM | 0 | 1,587,000 | 2,793,000 | 0 | 0 | 0 | 0 | 4,380,000 |
| Totals | 2,192 | 1,779,000 | 3,211,000 | 0 | 0 | 0 | 0 | 4,992,192 |

Revenue Detail

| | | | | | | | | |
|-----------------------|--------------|------------------|------------------|----------|----------|----------|----------|------------------|
| Developer Advance TIM | 1,096 | 889,500 | 1,605,500 | 0 | 0 | 0 | 0 | 2,496,096 |
| Developer Funded | 1,096 | 889,500 | 1,605,500 | 0 | 0 | 0 | 0 | 2,496,096 |
| Totals | 2,192 | 1,779,000 | 3,211,000 | 0 | 0 | 0 | 0 | 4,992,192 |

Silver Springs Pkwy to Bass Lake Rd (south segment) (Project # 66108)

*North of Bass Lake, to the terminus of Silver Springs Parkway at the south end of Silver Springs subdivision
It is planned to realign Bass Lake Road south of Green Valley Road through the proposed Silver Springs subdivision, which is west of the existing Bass Lake Road. The new road is named Silver Springs Parkway. That development is responsible for building Silver Springs Parkway through their development. There is a portion of the new alignment that falls to the south of the Silver Springs development that must also be built to connect the new road to the existing Bass Lake Road to the south. This project will be built by the developer with reimbursement from the TIM program. Coordinate with project 66107. It is anticipated that Silver Springs Parkway will be built as a two-lane standard divided roadway with shoulders.*

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 614 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,614 |
| Planning/Env - Staff | 93 | 25,000 | 0 | 0 | 0 | 0 | 0 | 25,093 |
| Design - Staff | 24,072 | 112,000 | 0 | 0 | 0 | 0 | 0 | 136,072 |
| Right of Way - Consultant | 16,096 | 68,000 | 0 | 0 | 0 | 0 | 0 | 84,096 |
| Right of Way - Staff | 10,687 | 72,000 | 0 | 0 | 0 | 0 | 0 | 82,687 |
| Right of Way - Acquisition | 0 | 1,100,000 | 0 | 0 | 0 | 0 | 0 | 1,100,000 |
| Construction Mgmt - Consultant | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 1,000 |
| Construction Mgmt - Staff | 0 | 0 | 473,000 | 0 | 0 | 0 | 0 | 473,000 |
| Developer Built TIM | 0 | 377,000 | 3,374,000 | 0 | 0 | 0 | 0 | 3,751,000 |
| Totals | 51,562 | 1,804,000 | 3,848,000 | 0 | 0 | 0 | 0 | 5,703,562 |

Revenue Detail

| | | | | | | | | |
|--|---------------|------------------|------------------|----------|----------|----------|----------|------------------|
| Developer Advance TIM | 51,562 | 804,000 | 3,848,000 | 0 | 0 | 0 | 0 | 4,703,562 |
| Traffic Impact Mitigation Fee (West Slope) | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 1,000,000 |
| Totals | 51,562 | 1,804,000 | 3,848,000 | 0 | 0 | 0 | 0 | 5,703,562 |

Department of Transportation
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I. West Slope Program

Roadway Projects

U.S. 50 - Westbound Auxiliary Lane - El Dorado Hills Boulevard to Empire Ranch Road (Project # 53115)

On US 50 from El Dorado Hills Boulevard to Empire Ranch Road

This project consists of adding an auxiliary lane to westbound US 50 connecting the El Dorado Hills Boulevard/Latrobe Road interchange and the proposed Empire Ranch Road interchange. The project assumes the City of Folsom, as a part of the Empire Ranch Road Interchange, will construct the eastbound auxiliary lane. Timing of construction to be coordinated with other U.S. 50 projects; i.e. HOV lanes, El Dorado Hills Blvd Interchange, Empire Ranch Interchange and Silva Valley Interchange.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 0 | 0 | 0 | 25,000 | 0 | 0 | 0 | 25,000 |
| Planning/Env - Staff | 8,224 | 0 | 0 | 20,000 | 0 | 0 | 0 | 28,224 |
| Design - Consultant | 0 | 0 | 0 | 100,000 | 100,000 | 0 | 0 | 200,000 |
| Design - Staff | 0 | 0 | 0 | 25,000 | 25,000 | 0 | 0 | 50,000 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 9,000 | 0 | 0 | 9,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 36,000 | 0 | 0 | 36,000 |
| Direct Construction Costs | 0 | 0 | 0 | 0 | 0 | 750,000 | 750,000 | 1,500,000 |
| Construction Mgmt - Consultant | 0 | 0 | 0 | 0 | 0 | 18,000 | 18,000 | 36,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 72,000 | 72,000 | 144,000 |
| Totals | 8,224 | 0 | 0 | 170,000 | 170,000 | 840,000 | 840,000 | 2,028,224 |

Revenue Detail

| | | | | | | | | |
|-------------------------------------|--------------|----------|----------|----------------|----------------|----------------|----------------|------------------|
| 04 GP Hwy 50 TIM-Blackstone | 0 | 0 | 0 | 170,000 | 170,000 | 840,000 | 840,000 | 2,020,000 |
| Interim Highway 50 Variable TIM Fee | 8,224 | 0 | 0 | 0 | 0 | 0 | 0 | 8,224 |
| Totals | 8,224 | 0 | 0 | 170,000 | 170,000 | 840,000 | 840,000 | 2,028,224 |

U.S. 50 Corridor Program Management (Project # 53121)

Highway 50 Corridor from County line to Placerville City limits.

This project captures certain costs for distribution to the various projects along the US 50 corridor between the El Dorado/Sacramento county line and the City of Placerville that are not specific to a single project. Project costs include: program management; project phasing and staging strategies; topographic mapping; traffic studies; and coordination with Caltrans, EDCTC and other stakeholders.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Consultant | 64,428 | 449,000 | 718,000 | 568,000 | 0 | 0 | 0 | 1,799,428 |
| Planning/Env - Staff | 10,682 | 112,000 | 180,000 | 142,000 | 0 | 0 | 0 | 444,682 |
| Design - Consultant | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Design - Staff | 6,228 | 0 | 0 | 0 | 0 | 0 | 0 | 6,228 |
| Totals | 81,432 | 561,000 | 898,000 | 710,000 | 0 | 0 | 0 | 2,250,432 |

Revenue Detail

| | | | | | | | | |
|-------------------------------------|---------------|----------------|----------------|----------------|----------|----------|----------|------------------|
| 2004 GP Hwy 50 TIM | 0 | 0 | 0 | 710,000 | 0 | 0 | 0 | 710,000 |
| Admin Overhead Recovery | -4 | 0 | 0 | 0 | 0 | 0 | 0 | -4 |
| Interim Highway 50 Variable TIM Fee | 81,436 | 561,000 | 898,000 | 0 | 0 | 0 | 0 | 1,540,436 |
| Totals | 81,432 | 561,000 | 898,000 | 710,000 | 0 | 0 | 0 | 2,250,432 |

Department of Transportation
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I. West Slope Program

Roadway Projects

U.S. 50 HOV Lanes (Phase 1) - El Dorado Hills to Bass Lake Grade (Project # 53110)

On US 50 from El Dorado Hills Boulevard to the Bass Lake Grade

This project is part of a larger plan to add HOV lanes to US 50 from El Dorado Hills to Shingle Springs being developed jointly by the County and Caltrans. This project includes construction of HOV lanes in the median of US 50 from El Dorado Hills Boulevard/Latrobe Road to half way up the Bass Lake Grade. It includes replacement of Clarksville Road undercrossings and median widening of the El Dorado Hills Boulevard undercrossing. This work must be timed and coordinated with the EDH pedestrian overcrossing POC (GP122), Silva Valley Interchange (71328) and the US 50 Mainline Widening El Dorado Hills (GP146). This project should include concurrent construction of the foundations for the POC and Silva Valley Interchange bridges.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 870,394 | 55,000 | 0 | 0 | 0 | 0 | 0 | 925,394 |
| <i>Planning/Env - Staff</i> | 141,307 | 14,000 | 0 | 0 | 0 | 0 | 0 | 155,307 |
| <i>Design - Consultant</i> | 184,013 | 2,058,000 | 525,000 | 0 | 0 | 0 | 0 | 2,767,013 |
| <i>Design - Staff</i> | 62,763 | 132,000 | 40,000 | 0 | 0 | 0 | 0 | 234,763 |
| <i>Right of Way - Consultant</i> | 0 | 4,000 | 6,000 | 0 | 0 | 0 | 1,000 | 11,000 |
| <i>Right of Way - Staff</i> | 2,720 | 2,000 | 3,000 | 0 | 0 | 0 | 1,000 | 8,720 |
| <i>Direct Construction Costs</i> | 0 | 0 | 9,002,000 | 21,000,000 | 6,005,000 | 0 | 0 | 36,007,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 760,000 | 1,520,000 | 760,000 | 0 | 0 | 3,040,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 447,000 | 893,000 | 444,000 | 0 | 0 | 1,784,000 |
| <i>Totals</i> | 1,261,197 | 2,265,000 | 10,783,000 | 23,413,000 | 7,209,000 | 0 | 2,000 | 44,933,197 |

Revenue Detail

| | | | | | | | | |
|--|------------------|------------------|-------------------|-------------------|------------------|----------|--------------|-------------------|
| <i>2004 GP Hwy 50 TIM</i> | 0 | 0 | 0 | 2,257,000 | 3,060,396 | 0 | 2,000 | 5,319,396 |
| <i>Admin Overhead Recovery</i> | -43 | 0 | 0 | 0 | 0 | 0 | 0 | -43 |
| <i>Congestion Mitigation and Air Quality Program</i> | 0 | 0 | 5,786,483 | 0 | 0 | 0 | 0 | 5,786,483 |
| <i>Interim Highway 50 Variable TIM Fee</i> | 1,179,542 | 2,265,000 | 4,996,517 | 5,304,604 | 0 | 0 | 0 | 13,745,663 |
| <i>Corridor Mobility Improvement Account</i> | 0 | 0 | 0 | 15,851,396 | 4,148,604 | 0 | 0 | 20,000,000 |
| <i>Road Fund/Discretionary</i> | 81,698 | 0 | 0 | 0 | 0 | 0 | 0 | 81,698 |
| <i>Totals</i> | 1,261,197 | 2,265,000 | 10,783,000 | 23,413,000 | 7,209,000 | 0 | 2,000 | 44,933,197 |

Department of Transportation
Draft 2008 Capital Improvement Program
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I. West Slope Program

Roadway Projects

U.S. 50 HOV Lanes (Phase 2) - Bass Lake Grade to Ponderosa Road (Project # 53113)

Hwy 50

This is a joint project between the County and Caltrans and part of a larger plan to add HOV lanes to US 50 from El Dorado Hills to Shingle Springs. This project includes the construction of HOV lanes from half way up the Bass Lake Grade to Ponderosa Road. This work must be coordinated with work at US 50 interchanges at Bass Lake Road (71330/ELD19182), Cambridge Road (71332/ELD19181), and Cameron Park Drive (72361/ELD19177). Funding for this work is provided by an agreement with the Shingle Springs Band of Miwok Indians. Project approval and environmental documents completed by Caltrans using RTIP funds.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Staff</i> | 0 | 2,000 | 2,000 | 0 | 0 | 0 | 0 | 4,000 |
| <i>Design - Staff</i> | 561 | 70,000 | 151,000 | 11,000 | 0 | 0 | 0 | 232,561 |
| <i>Right of Way - Consultant</i> | 0 | 10,000 | 38,000 | 3,000 | 0 | 0 | 0 | 51,000 |
| <i>Right of Way - Staff</i> | 0 | 3,000 | 9,000 | 1,000 | 0 | 0 | 0 | 13,000 |
| <i>Right of Way - Acquisition</i> | 0 | 6,000 | 23,000 | 2,000 | 0 | 0 | 0 | 31,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 16,880,000 | 25,320,000 | 0 | 0 | 42,200,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 321,000 | 481,000 | 0 | 0 | 802,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 1,283,000 | 1,924,000 | 0 | 0 | 3,207,000 |
| <i>Developer Built</i> | 0 | 1,323,000 | 2,866,000 | 220,000 | 0 | 0 | 0 | 4,409,000 |
| <i>Totals</i> | 561 | 1,414,000 | 3,089,000 | 18,721,000 | 27,725,000 | 0 | 0 | 50,949,561 |

Revenue Detail

| | | | | | | | | |
|--|-----|-----------|-----------|------------|------------|---|-------------|------------|
| <i>2004 GP Hwy 50 TIM</i> | 0 | 0 | 0 | 0 | 0 | 0 | 22,952,000 | 22,952,000 |
| <i>Caltrans Advance</i> | 0 | 1,339,000 | 2,927,000 | -3,566,000 | 0 | 0 | -700,000 | 0 |
| <i>Casino</i> | 0 | 0 | 0 | 22,275,000 | 27,725,000 | 0 | -22,252,000 | 27,748,000 |
| <i>Interim Highway 50 Variable TIM Fee</i> | 561 | 75,000 | 162,000 | 12,000 | 0 | 0 | 0 | 249,561 |
| <i>Totals</i> | 561 | 1,414,000 | 3,089,000 | 18,721,000 | 27,725,000 | 0 | 0 | 50,949,561 |

U.S. 50 HOV Lanes (Phase 3) - Ponderosa Road to Greenstone Road (Project # 53116)

Along US 50 from Bass Lake Grade to Ponderosa Road

Construct HOV lanes in the median of US 50 from Ponderosa Road to Greenstone Road and widen the bridge at Shingle Springs Drive. This is a joint project between the County and Caltrans.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Staff</i> | 0 | 39,000 | 13,000 | 0 | 0 | 0 | 0 | 52,000 |
| <i>Design - Staff</i> | 0 | 16,000 | 16,000 | 32,000 | 0 | 0 | 0 | 64,000 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 31,000 | 63,000 | 31,000 | 0 | 0 | 125,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 6,000 | 11,000 | 6,000 | 0 | 0 | 23,000 |
| <i>Right of Way - Acquisition</i> | 0 | 0 | 8,000 | 15,000 | 8,000 | 0 | 0 | 31,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 18,480,000 | 18,480,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 340,000 | 340,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 1,360,000 | 1,360,000 |
| <i>Developer Built</i> | 0 | 823,000 | 479,000 | 614,000 | 0 | 0 | 0 | 1,916,000 |
| <i>Totals</i> | 0 | 878,000 | 553,000 | 735,000 | 45,000 | 0 | 20,180,000 | 22,391,000 |

Revenue Detail

| | | | | | | | | |
|--|---|---------|---------|---------|--------|---|------------|------------|
| <i>Caltrans Advance</i> | 0 | 823,000 | 518,000 | 692,000 | 39,000 | 0 | -2,072,000 | 0 |
| <i>Casino</i> | 0 | 0 | 0 | 0 | 0 | 0 | 22,252,000 | 22,252,000 |
| <i>Interim Highway 50 Variable TIM Fee</i> | 0 | 55,000 | 35,000 | 43,000 | 6,000 | 0 | 0 | 139,000 |
| <i>Totals</i> | 0 | 878,000 | 553,000 | 735,000 | 45,000 | 0 | 20,180,000 | 22,391,000 |

Department of Transportation
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I. West Slope Program

Roadway Projects

U.S. 50 Mainline Widening at El Dorado Hills (Project # 53120)

Highway 50 - El Dorado Hills Area

Part of a larger project along US 50 in the El Dorado Hills area which is phased to align improvement needs, staged construction and available funding. This phase will construct new lanes within the median to close the gap between the eastbound truck climbing lane (that will terminate at the El Dorado Hills Blvd interchange after completion of Caltrans "Go California" project) and the existing truck climbing lane that starts at the bottom of the Bass Lake Grade. This project will also construct new lanes within the median to add a westbound lane on US 50 from the proposed Silva Valley Interchange to the proposed Empire Ranch Interchange. Preliminary engineering will start under the US 50 HOV project (53110) for coordination with that work.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 26,702 | 24,000 | 29,000 | 0 | 0 | 0 | 0 | 79,702 |
| <i>Planning/Env - Staff</i> | 0 | 6,000 | 14,000 | 0 | 0 | 0 | 0 | 20,000 |
| <i>Design - Consultant</i> | 8,632 | 1,038,000 | 173,000 | 165,000 | 0 | 0 | 0 | 1,384,632 |
| <i>Design - Staff</i> | 0 | 63,000 | 150,000 | 31,000 | 0 | 0 | 0 | 244,000 |
| <i>Right of Way - Consultant</i> | 0 | 0 | 3,000 | 3,000 | 0 | 0 | 0 | 6,000 |
| <i>Right of Way - Staff</i> | 0 | 0 | 3,000 | 3,000 | 0 | 0 | 0 | 6,000 |
| <i>Direct Construction Costs</i> | 0 | 0 | 0 | 0 | 0 | 0 | 1,100,000 | 1,100,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 0 | 0 | 0 | 0 | 0 | 22,000 | 22,000 |
| <i>Construction Mgmt - Staff</i> | 0 | 0 | 0 | 0 | 0 | 0 | 88,000 | 88,000 |
| <i>Totals</i> | 35,334 | 1,131,000 | 372,000 | 202,000 | 0 | 0 | 1,210,000 | 2,950,334 |

Revenue Detail

| | | | | | | | | |
|--|---------------|------------------|----------------|----------------|----------|----------|------------------|------------------|
| <i>2004 GP Hwy 50 TIM</i> | 1 | 0 | 0 | 0 | 0 | 0 | 1,210,000 | 1,210,001 |
| <i>Interim Highway 50 Variable TIM Fee</i> | 35,333 | 1,131,000 | 372,000 | 202,000 | 0 | 0 | 0 | 1,740,333 |
| <i>Totals</i> | 35,334 | 1,131,000 | 372,000 | 202,000 | 0 | 0 | 1,210,000 | 2,950,334 |

White Rock Road Realignment - Manchester Drive to Latrobe Road (Project # 72401)

El Dorado Hills area south of US 50. White Rock Road from Latrobe Road to Windfield Drive.

White Rock Road from Manchester Drive to Latrobe Road: realign and construct improved four-lane divided roadway and intersection improvements at Latrobe Road. Former Project Title: White Rock Road west of Latrobe

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| <i>Planning/Env - Consultant</i> | 492,507 | 0 | 0 | 0 | 0 | 0 | 0 | 492,507 |
| <i>Planning/Env - Staff</i> | 1,333 | 0 | 0 | 0 | 0 | 0 | 0 | 1,333 |
| <i>Design - Consultant</i> | 3,639 | 0 | 0 | 0 | 0 | 0 | 0 | 3,639 |
| <i>Design - Staff</i> | 17,385 | 15,000 | 0 | 0 | 0 | 0 | 0 | 32,385 |
| <i>Right of Way - Consultant</i> | 28,162 | 0 | 0 | 0 | 0 | 0 | 0 | 28,162 |
| <i>Right of Way - Staff</i> | 16,930 | 11,000 | 0 | 0 | 0 | 0 | 0 | 27,930 |
| <i>Right of Way - Acquisition</i> | 10,105 | 2,118,000 | 0 | 0 | 0 | 0 | 0 | 2,128,105 |
| <i>Direct Construction Costs</i> | 0 | 2,192,000 | 1,565,000 | 0 | 0 | 0 | 0 | 3,757,000 |
| <i>Construction Mgmt - Consultant</i> | 0 | 28,000 | 20,000 | 0 | 0 | 0 | 0 | 48,000 |
| <i>Construction Mgmt - Staff</i> | 348 | 322,000 | 230,000 | 0 | 0 | 0 | 0 | 552,348 |
| <i>Totals</i> | 570,409 | 4,686,000 | 1,815,000 | 0 | 0 | 0 | 0 | 7,071,409 |

Revenue Detail

| | | | | | | | | |
|--|----------------|------------------|------------------|----------|----------|----------|----------|------------------|
| <i>2004 GP EDH TIM Blackstone Prepayment</i> | 570,416 | 4,686,000 | 1,815,000 | 0 | 0 | 0 | 0 | 7,071,416 |
| <i>Admin Overhead Recovery</i> | -7 | 0 | 0 | 0 | 0 | 0 | 0 | -7 |
| <i>Totals</i> | 570,409 | 4,686,000 | 1,815,000 | 0 | 0 | 0 | 0 | 7,071,409 |

Department of Transportation
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(by Project Category/Phase and Funding Source)

I. West Slope Program

Roadway Projects

White Rock Road Widening (2 to 4 lanes) - Latrobe Road to US 50/Silva Valley Parkway Interchange (Project # GP135)

El Dorado Hills.

Widen White Rock Road from two to four lanes, divided, from Latrobe Road east to the new US 50/Silva Valley Parkway Interchange. Improvements will include: curb, gutter, sidewalk and Class II bike lanes.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Staff | 0 | 34,000 | 120,000 | 120,000 | 0 | 0 | 0 | 274,000 |
| Design - Staff | 0 | 0 | 0 | 0 | 200,000 | 0 | 1,160,000 | 1,360,000 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 122,000 | 122,000 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 286,000 | 286,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 8,768,000 | 8,768,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 2,040,000 | 2,040,000 |
| Developer Built EDH TIM | 0 | 0 | 0 | 0 | 0 | 0 | 13,602,000 | 13,602,000 |
| Totals | 0 | 34,000 | 120,000 | 120,000 | 200,000 | 0 | 25,978,000 | 26,452,000 |

Revenue Detail

| | | | | | | | | |
|-----------------------------|---|--------|---------|---------|---------|---|------------|------------|
| 2004 GP El Dorado Hills TIM | 0 | 34,000 | 120,000 | 120,000 | 200,000 | 0 | 10,336,000 | 10,810,000 |
| Developer Advance - EDH TIM | 0 | 0 | 0 | 0 | 0 | 0 | 15,642,000 | 15,642,000 |
| Totals | 0 | 34,000 | 120,000 | 120,000 | 200,000 | 0 | 25,978,000 | 26,452,000 |

White Rock Road Widening (2 to 4 lanes) - Manchester Drive to Sacramento County Line (Project # GP137)

El Dorado Hills

Widen White Rock Road from two to four lanes, divided, from the Sacramento/El Dorado County line east to Manchester Drive.

| <u>Cost Estimate by Phase</u> | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|
| Planning/Env - Staff | 0 | 0 | 50,000 | 50,000 | 100,000 | 100,000 | 0 | 300,000 |
| Design - Consultant | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 50,000 |
| Design - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 302,000 | 302,000 |
| Right of Way - Consultant | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right of Way - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 161,000 | 161,000 |
| Right of Way - Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 329,000 | 329,000 |
| Construction Mgmt - Staff | 0 | 0 | 0 | 0 | 0 | 0 | 1,356,000 | 1,356,000 |
| Developer Built EDH TIM | 0 | 0 | 0 | 0 | 0 | 0 | 11,142,000 | 11,142,000 |
| Totals | 0 | 0 | 50,000 | 50,000 | 100,000 | 150,000 | 13,290,000 | 13,640,000 |

Revenue Detail

| | | | | | | | | |
|-----------------------------|---|---|--------|--------|---------|---------|------------|------------|
| 2004 GP El Dorado Hills TIM | 0 | 0 | 50,000 | 50,000 | 100,000 | 150,000 | 830,000 | 1,180,000 |
| Developer Advance - EDH TIM | 0 | 0 | 0 | 0 | 0 | 0 | 12,460,000 | 12,460,000 |
| Totals | 0 | 0 | 50,000 | 50,000 | 100,000 | 150,000 | 13,290,000 | 13,640,000 |

| | | | | | | | | |
|--|------------|------------|------------|------------|------------|-----------|-------------|-------------|
| Total Rehabilitation/Reconstruction | 16,766,007 | 31,390,824 | 53,057,371 | 75,987,600 | 41,683,400 | 4,911,400 | 153,573,000 | 377,369,602 |
|--|------------|------------|------------|------------|------------|-----------|-------------|-------------|

Department of Transportation
Draft 2008 Capital Improvement Program
Fiscal Year 07/08 through 11/12
(by Project Category/Phase and Funding Source)

I. West Slope Program

Cost Estimate by Phase Summar

| | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | Future | Total |
|---|-------------------|-------------------|--------------------|--------------------|-------------------|-------------------|--------------------|--------------------|
| Aggregate | 320,000 | 649,298 | 0 | 0 | 0 | 0 | 86,000,000 | 86,969,298 |
| AKT - El Dorado Hills/Olson 73129 | 1 | 0 | 0 | 0 | 0 | 0 | 490,000 | 490,001 |
| AKT - Sophia Parkway GP082 Appr Reimb Agmt | 0 | 0 | 0 | 600,000 | 600,000 | 600,000 | 1,200,000 | 3,000,000 |
| AKT - White Rock Rd East 72348 Appr Reimb Agmt | 1 | 0 | 0 | 0 | 0 | 0 | 190,000 | 190,001 |
| Asphalt Patching - Staff | 523 | 0 | 0 | 0 | 0 | 0 | 0 | 523 |
| BLHSP - Bass Lake Rd EDH TIM | 1 | 0 | 0 | 0 | 0 | 0 | 1,006,417 | 1,006,418 |
| Cambridge Stg-Green Vly/Camb 73315 Appr Reimb Agmt | 275,731 | 138,000 | 138,000 | 0 | 0 | 0 | 0 | 551,731 |
| Construction Mgmt - Consultant | 307,116 | 2,715,300 | 2,584,000 | 4,582,000 | 1,645,920 | 127,920 | 2,017,160 | 13,979,416 |
| Construction Mgmt - Staff | 963,952 | 2,655,070 | 5,537,160 | 7,800,000 | 7,218,480 | 2,040,480 | 23,691,640 | 49,906,782 |
| Construction/Engineering & Admin | 41,270 | 0 | 0 | 0 | 0 | 0 | 0 | 41,270 |
| Contribution to Other Government Agencies | 1,284,620 | 250,000 | 0 | 0 | 0 | 0 | 4,255,000 | 5,789,620 |
| Country Club Drive | 2 | 0 | 0 | 0 | 0 | 0 | 13,643,000 | 13,643,002 |
| D.R. Horton - Bass Lake Rd 66109 | 1 | 0 | 0 | 0 | 0 | 0 | 9,520,936 | 9,520,937 |
| Design - Consultant | 3,586,828 | 5,909,000 | 5,080,000 | 3,020,000 | 884,000 | 50,000 | 4,766,000 | 23,295,828 |
| Design - Staff | 3,269,417 | 3,213,419 | 4,462,000 | 2,820,000 | 2,497,600 | 1,708,000 | 8,526,000 | 26,496,436 |
| Design Engineering & Admin | 1,683,501 | 0 | 0 | 0 | 0 | 0 | 0 | 1,683,501 |
| Developer Built | 0 | 2,152,000 | 3,354,000 | 1,269,000 | 1,961,000 | 1,061,000 | 0 | 9,797,000 |
| Developer Built EDH TIM | 1 | 0 | 40,000 | 20,000 | 172,000 | 408,000 | 30,338,000 | 30,978,001 |
| Developer Built RIF | 0 | 804,000 | 0 | 0 | 0 | 0 | 0 | 804,000 |
| Developer Built TIM | 1 | 2,068,000 | 6,167,000 | 0 | 279,000 | 20,197,000 | 16,138,920 | 44,849,921 |
| Direct Construction Costs | 12,659,290 | 36,097,071 | 47,348,811 | 101,095,000 | 68,061,000 | 16,412,000 | 191,647,000 | 473,320,172 |
| Environmental Monitoring - Consultant | 14,500 | 100,000 | 0 | 0 | 0 | 0 | 0 | 114,500 |
| Forecast - White Rock Rd West 72360 | 0 | 350,000 | 0 | 0 | 0 | 0 | 4,150,000 | 4,500,000 |
| Grado - Missouri Flat/Golden Ctr 66113 | 1 | 0 | 0 | 0 | 0 | 0 | 68,700 | 68,701 |
| KFRD - Durock Road 66105 | 0 | 227,654 | 0 | 0 | 0 | 0 | 141,000 | 368,654 |
| Latrobe Road | 1 | 0 | 0 | 0 | 0 | 0 | 332,000 | 332,001 |
| Planning/Env - Consultant | 3,309,994 | 3,607,110 | 3,321,800 | 1,755,600 | 40,000 | 525,000 | 883,000 | 13,442,504 |
| Planning/Env - Staff | 1,787,367 | 1,938,870 | 1,552,200 | 882,000 | 360,000 | 359,000 | 624,000 | 7,503,437 |
| Planning/Environmental | 1,864,571 | 0 | 0 | 0 | 0 | 0 | 0 | 1,864,571 |
| Reserve for Reimbursements | 0 | 2,154,867 | 2,080,161 | 4,327,278 | 4,327,278 | 4,327,278 | -17,216,862 | 0 |
| Right of Way | 872,695 | 0 | 0 | 0 | 0 | 0 | 0 | 872,695 |
| Right of Way - Acquisition | 6,156,890 | 4,159,000 | 18,678,000 | 13,593,600 | 1,914,800 | 578,600 | 37,432,000 | 82,512,890 |
| Right of Way - Consultant | 321,115 | 364,300 | 731,000 | 478,000 | 66,000 | 0 | 804,600 | 2,765,015 |
| Right of Way - Staff | 744,561 | 1,100,773 | 864,000 | 451,000 | 405,000 | 155,000 | 1,976,000 | 5,696,334 |
| Safeway Mktplace - EDH/Francisco Contrib 72332 | 1 | 0 | 0 | 0 | 0 | 0 | 300,000 | 300,001 |
| Serrano - Bass Lake Rd Connection to Serrano Pkwy | 1 | 0 | 0 | 0 | 0 | 0 | 1,811,501 | 1,811,502 |
| Serrano-Silva Vly Pkwy 73316 Appr Reimb Agmt | 169,397 | 0 | 0 | 0 | 0 | 0 | 0 | 169,397 |
| Serrano-White Rock Rd East 72349 Appr Reimb Agmt | 1,385,527 | 0 | 0 | 0 | 0 | 0 | 0 | 1,385,527 |
| Silva Valley I/C Loan Repayment | 0 | 0 | 1,900,000 | 0 | 0 | 0 | 0 | 1,900,000 |
| Silver Springs - Bass Lake 66107/66108 | 1 | 0 | 0 | 0 | 0 | 0 | 7,773,033 | 7,773,034 |
| Silver Springs - Green Vly/Deer Vly 66114 | 1 | 0 | 0 | 0 | 0 | 0 | 1,095,433 | 1,095,434 |
| Sterling-EDH Blvd/Wilson 73317 Appr Reimb Agmt | 0 | 196,000 | 196,000 | 0 | 0 | 0 | 0 | 392,000 |
| Survey - Consultant | 47,300 | 0 | 0 | 0 | 0 | 0 | 0 | 47,300 |
| West Vly - Latrobe Rd Connector to White Rock 66116 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| West Vly - Silva Vly IC 71328 Appr Reimb Agmt | 816,263 | 0 | 0 | 0 | 0 | 0 | 37,000,000 | 37,816,263 |
| White Rock Road 4 Lanes | 1 | 0 | 0 | 0 | 0 | 0 | 28,102,000 | 28,102,001 |
| Totals | 41,882,444 | 70,849,732 | 104,034,132 | 142,693,478 | 90,432,078 | 48,549,278 | 498,706,478 | 997,147,620 |

Department of Transportation
Draft 2008 Capital Improvement Program
Fiscal Year 07/08 through 11/12
(by Project Category/Phase and Funding Source)

I. West Slope Program

Revenue Source Summary

| | <u>Prior</u> | <u>07/08</u> | <u>08/09</u> | <u>09/10</u> | <u>10/11</u> | <u>11/12</u> | <u>Future</u> | <u>Total</u> |
|--|-------------------|-------------------|--------------------|--------------------|-------------------|-------------------|--------------------|--------------------|
| 04 GP Hwy 50 TIM-Blackstone | 0 | 0 | 0 | 170,000 | 170,000 | 840,000 | 840,000 | 2,020,000 |
| 2004 GP EDH TIM Blackstone Prepayment | 2,086,028 | 12,345,750 | 8,690,000 | 0 | 0 | 0 | 0 | 23,121,778 |
| 2004 GP El Dorado Hills TIM | 2,673,331 | 3,593,705 | 5,581,847 | 3,618,291 | 3,122,291 | 2,853,291 | 184,949,341 | 206,392,097 |
| 2004 GP Hwy 50 TIM | 85,946 | 4,969,631 | 2,347,500 | 4,519,000 | 4,646,396 | 891,000 | 77,925,000 | 95,384,473 |
| 2004 GP Silva Valley Interchange Fund | 30,001 | 77,234 | 3,581,272 | 17,722,000 | 21,642,000 | 10,822,000 | 37,000,000 | 90,874,507 |
| 2004 GP TIM | 526,646 | 5,844,674 | 6,020,014 | 7,167,269 | 9,884,230 | 5,671,387 | 151,756,105 | 186,870,325 |
| Admin Overhead Recovery | -17,324 | 0 | 0 | 0 | 0 | 0 | 0 | -17,324 |
| Air Pollution Control District Grant | 0 | 0 | 34,500 | 0 | 0 | 0 | 0 | 34,500 |
| Anticipated Grant | 0 | 0 | 270,000 | 4,133,000 | 2,003,600 | 289,600 | 7,366,032 | 14,062,232 |
| Barnett Business Park Agreement | 0 | 227,654 | 0 | 0 | 0 | 0 | 0 | 227,654 |
| Bass Lake Hills PFFP | 0 | 0 | 818,571 | 350,000 | 0 | 0 | 900,000 | 2,068,571 |
| Bassi Road Area of Benefit | 1,754 | 116,700 | 0 | 0 | 0 | 0 | 0 | 118,454 |
| Bicycle Transportation Account (BTA) | 0 | 51,500 | 0 | 0 | 0 | 0 | 0 | 51,500 |
| CA Integrated Waste Mgmt Board (CIWMB) | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 200,000 |
| Caltrans Advance | 0 | 2,162,000 | 3,445,000 | -2,874,000 | 39,000 | 0 | -2,772,000 | 0 |
| Casino | 0 | 0 | 0 | 22,275,000 | 27,725,000 | 0 | 0 | 50,000,000 |
| Congestion Mitigation and Air Quality Program | 0 | 0 | 5,786,483 | 0 | 0 | 0 | 0 | 5,786,483 |
| Corridor Mobility Improvement Account | 0 | 0 | 0 | 15,851,396 | 4,148,604 | 0 | 0 | 20,000,000 |
| Developer Advance - EDH TIM | 253,462 | 1,594,256 | 7,308,429 | 1,608,000 | 1,134,000 | 775,000 | 33,629,000 | 46,302,147 |
| Developer Advance TIM | 76,966 | 1,965,500 | 10,847,920 | 27,538,000 | 424,000 | 470,000 | 4,702,000 | 46,024,386 |
| Developer Funded | 23,042 | 1,133,852 | 2,147,352 | 334,515 | 2,772,581 | 1,248,000 | 0 | 7,659,342 |
| El Dorado County Transportation Commission | 65,297 | 23,700 | 0 | 0 | 0 | 0 | 0 | 88,997 |
| El Dorado Hills Road Impact Fee | 3,896,698 | 1,021,000 | 212,944 | 0 | 0 | 0 | 0 | 5,130,642 |
| High Risk Rural Roads | 0 | 494,900 | 942,400 | 362,700 | 0 | 0 | 0 | 1,800,000 |
| Highway Bridge Program | 362,825 | 1,898,721 | 5,984,596 | 7,397,403 | 10,498,376 | 4,689,000 | 1,558,000 | 32,388,921 |
| Highway Safety Improvement Program | 1,103,218 | 755,354 | 0 | 50,000 | 555,000 | 0 | 0 | 2,463,572 |
| In-Lieu Fees | 0 | 100,000 | 0 | 125,000 | 0 | 0 | 0 | 225,000 |
| Interim Highway 50 Variable TIM Fee | 4,591,102 | 4,087,000 | 6,463,517 | 5,561,604 | 6,000 | 0 | 0 | 20,709,223 |
| Master Circulation & Funding Plan Financing | 0 | 0 | 0 | 5,900,000 | 0 | 20,000,000 | 0 | 25,900,000 |
| Off Highway Vehicle Grant | 0 | 40,000 | 146,600 | 0 | 0 | 0 | 0 | 186,600 |
| Off Highway Vehicle In Lieu Fees | 0 | 62,326 | 0 | 270,000 | 0 | 0 | 0 | 332,326 |
| Promontory Set Aside for Green Valley Road | 1,865,346 | 0 | 0 | 0 | 0 | 0 | 0 | 1,865,346 |
| Proposition 1B | 0 | 274,000 | 1,543,587 | 0 | 0 | 0 | 0 | 1,817,587 |
| Regional Improvement Program | 0 | 0 | 8,582,000 | 13,427,000 | 0 | 0 | 0 | 22,009,000 |
| Regional Surface Transportation Program Exchange Funds-Competitive (182.6d1) | 837,498 | 398,557 | 400,224 | 0 | 0 | 0 | 0 | 1,636,279 |
| Regional Surface Transportation Program Exchange Funds-Guaranteed (182.6h) | 122,451 | 242,548 | 218,403 | 194,300 | 437,000 | 0 | 0 | 1,214,702 |
| Road Fund/Discretionary | 468,932 | 24,369 | 0 | 0 | 0 | 0 | 2,000 | 495,301 |
| Safe Routes to School | 0 | 212,000 | 183,750 | 0 | 0 | 0 | 0 | 395,750 |
| SHOPP Funds | 0 | 0 | 2,864,000 | 0 | 0 | 0 | 0 | 2,864,000 |
| Silva Valley Interchange Fund | 1,016,936 | 798,000 | 10,479,728 | 6,993,000 | 1,224,000 | 0 | 0 | 20,511,664 |
| State Transportation Impact Mitigation Fee | 14,253,278 | 14,722,809 | 0 | 0 | 0 | 0 | 0 | 28,976,087 |
| Traffic Impact Mitigation Fee (West Slope) | 6,884,045 | 10,370,554 | 6,616,888 | 0 | 0 | 0 | 0 | 23,871,487 |
| Transportation Enhancement Program | 8,393 | 302,500 | 116,607 | 0 | 0 | 0 | 0 | 427,500 |
| Unidentified | 1 | 0 | 0 | 0 | 0 | 0 | 851,000 | 851,001 |
| Utility Agencies | 254,792 | 1,150,718 | 2,400,000 | 0 | 0 | 0 | 0 | 3,805,510 |
| Year End Accruals | 411,780 | -411,780 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 41,882,444 | 70,849,732 | 104,034,132 | 142,693,478 | 90,432,078 | 48,549,278 | 498,706,478 | 997,147,620 |

Note: Developer Built projects not included in budget