

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Diamond Springs Parkway Phase 1B (03-0E961)

Resolution LPP-P-2021-14B

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Diamond Springs Parkway Phase 1B (03-0E961)*, effective on, June 23, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *the County of El Dorado*, and the Implementing Agency, *the County of El Dorado*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *Diamond Springs Parkway Phase 1B (03-0E961)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
 - Resolution G-20-79, "Adoption of Program of Projects for the Local Partnership Program", dated December 2, 2020
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The County of El Dorado agrees to secure funds for any additional costs of the project.
- 4.6 The County of El Dorado agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The County of El Dorado agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Other Project Specific Provisions and Conditions

Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Diamond Springs Parkway Phase 1B (03-0E961)

Resolution LPP-P-2021-14B



Rafael Martinez
Date 5/13/21
Director of Transportation
Project Applicant



Rafael Martinez
Date 5/13/21
Director of Transportation
Implementing Agency

 for

Amarjeet S. Benipal
Date 06/04/2021
District Director
California Department of Transportation



Toks Omishakin
Date 6/17/21
Director
California Department of Transportation



Mitchell Weiss
Date 07/07/21
Executive Director
California Transportation Commission

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	05/14/2021 15:27:43	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
03	0E961	0314000250	3155	El Dorado County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
El Dorado	49	11.860	12.400				
				MPO	Element		
				SACOG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Matt Smeltzer			530-621-5912	matt.smeltzer@edcgov.us			

Project Title

Diamond Springs Parkway Phase 1B

Location (Project Limits), Description (Scope of Work)

In the community of Diamond Springs. Construct a 3,300 linear foot, 4-lane arterial roadway between Missouri Flat Road and State Route 49; widen and realign approximately 1,875 feet along Missouri Flat Road; realign approximately 500 feet along Bradley Drive. Construct three signalized intersections, drainage improvements, and curb, gutter, and sidewalk. Construct a paved parking area; realign Old Depot Road.

Component	Implementing Agency
PA&ED	El Dorado County
PS&E	El Dorado County
Right of Way	El Dorado County
Construction	El Dorado County

Legislative Districts

Assembly:	5	Senate:	1	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/17/1997	06/17/1997
Circulate Draft Environmental Document Document Type EIR	06/23/2010	06/23/2010
Draft Project Report	03/07/2013	03/07/2013
End Environmental Phase (PA&ED Milestone)	05/24/2011	05/24/2011
Begin Design (PS&E) Phase	05/25/2011	05/25/2011
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2022	10/01/2022
Begin Right of Way Phase	06/10/2014	06/10/2014
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2022	04/01/2022
Begin Construction Phase (Contract Award Milestone)	02/15/2023	02/15/2023
End Construction Phase (Construction Contract Acceptance Milestone)	10/01/2024	10/01/2024
Begin Closeout Phase	10/02/2024	10/02/2024
End Closeout Phase (Closeout Report)	12/01/2024	12/01/2024

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Purpose and Need

The purpose is to provide parallel capacity for State Route 49 in an effort to relieve traffic congestion and provide an acceptable level of service through the historic town of Diamond Springs.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 3	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.74
Pavement (lane-miles)	Local road - new	Miles	0.62
Pavement (lane-miles)	Local road - reconstructed	Miles	0.52

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	8,396,300	8,359,200	37,100
			VMT per Capita	39.27	39.1	0.17
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	0	0	0
			Hours per Capita	235,527	0	235,527
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	53	150	-97	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	32,778	0	32,778
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	16	0	16
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	215	0	215
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	38	0	38
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	3	0	3
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.2	0	0.2
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	8	0	8
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.54	0	0.54
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	15,733	0	15,733
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	1,270	0	1,270
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	495	0	495
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	12.9	0	12.9
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
 ePPR-5925-2020-0001 v2

District	County	Route	EA	Project ID	PPNO
03	El Dorado	49	0E961	0314000250	3155

Project Title

Diamond Springs Parkway Phase 1B

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,318							2,318	El Dorado County
PS&E	1,865	160						2,025	El Dorado County
R/W SUP (CT)									El Dorado County
CON SUP (CT)									El Dorado County
R/W	3,171	1,080						4,251	El Dorado County
CON			19,700					19,700	El Dorado County
TOTAL	7,354	1,240	19,700					28,294	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,318							2,318	
PS&E	1,865	160						2,025	
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,171	1,080						4,251	
CON			19,700					19,700	
TOTAL	7,354	1,240	19,700					28,294	

Fund #1:	Local Funds - Traffic Mitigation Fees (Zones 1-7) (Committed)	Program Code 20.10.400.100
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Existing Funding (\$1,000s)									Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	3							3	El Dorado County
PS&E	1,725							1,725	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,460							1,460	
CON			2,600					2,600	
TOTAL	3,188		2,600					5,788	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	3							3	
PS&E	1,725							1,725	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,460							1,460	
CON			2,600					2,600	
TOTAL	3,188		2,600					5,788	

Fund #2:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
	Existing Funding (\$1,000s)								20.20.210.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,320					5,320	
TOTAL			5,320					5,320	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,320					5,320	
TOTAL			5,320					5,320	
Proposed Funding (\$1,000s)									
Fund #3:	Local Funds - Master Circulation & Financing Plan (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	2,315							2,315	El Dorado County
PS&E	140	150						290	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,580							1,580	
CON			7,650					7,650	
TOTAL	4,035	150	7,650					11,835	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	2,315							2,315	
PS&E	140	150						290	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,580							1,580	
CON			7,650					7,650	
TOTAL	4,035	150	7,650					11,835	

Fund #4:	Local Funds - County Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									El Dorado County
PS&E		10						10	
R/W SUP (CT)									
CON SUP (CT)									
R/W	131	1,080						1,211	
CON			4,130					4,130	
TOTAL	131	1,090	4,130					5,351	
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)									
PS&E		10						10	
R/W SUP (CT)									
CON SUP (CT)									
R/W	131	1,080						1,211	
CON			4,130					4,130	
TOTAL	131	1,090	4,130					5,351	

Complete this page for amendments only

Date 05/14/2021 15:27:43

District	County	Route	EA	Project ID	PPNO
03	El Dorado	49	0E961	0314000250	3155

SECTION 1 - All Projects

Project Background

print ePPR for baseline agreement

Programming Change Requested

print ePPR for baseline agreement

Reason for Proposed Change

print ePPR for baseline agreement

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

print ePPR for baseline agreement

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
DESIGN ENGINEERING EVALUATION REPORT

DATE: May 25, 2021
EA: 03-0E961
PROJECT SPONSOR: County of El Dorado

1. PROJECT DESCRIPTION

Project Limits	03-ED-49-PM 11.86/12.4
Current Project Cost Estimate (Construction and Right-of-Way)	\$25,800,000
Type of Facility	Four-Lane Conventional Highway
Environmental Determination or Document	Environmental Impact Report (EIR)
Legal Description	IN EL DORADO COUNTY NEAR PLACERVILLE FROM FOWLER LANE TO 0.1 MILES NORTH OF BRADLEY DRIVE
Plans, Specifications & Estimate Date	October 2022
Ready to List Date	December 2022
Award Date	March 2023
Estimated Construction Seasons	Two Seasons (April 2023 – December 2024)

2. BACKGROUND

The project was identified in the 1990's as necessary to provide congestion relief in the community of Diamond Springs along State Route 49. Pleasant Valley Road is a minor arterial providing an important connection between the communities in the south El Dorado County area and US 50. Route 49 overlaps approximately 0.6 miles of Pleasant Valley Road between Fowler Lane and Missouri Flat Road, and has experienced increased congestion during peak hours.

The overall project is phased as 1A and 1B. Phase 1A widens and re-aligns Route 49 from Fowler Lane to 0.1 miles north of Lime Kiln Road. Phase 1B will continue widening Route 49 to 0.1 miles north of Bradley Drive and construct a 3,300 linear foot, four-lane arterial between Route 49 to Missouri Flat Road. Phase 1B will also widen and realign approximately 1,800 linear feet along Missouri Flat Road, and realign approximately 440 feet along Throwita Way, and 500 feet along Bradley Drive. Other improvements in Phase 1B include construction of three signalized intersections, drainage improvements, curb, gutter and sidewalk, and a paved parking area adjacent to Old Depot Road. A total of approximately 9,180 linear feet of new sidewalk and shoulder (as class II bike lanes) along both Missouri Flat Road and Diamond Springs Parkway will provide additional pedestrian and bicycle facilities as part of the project.

Please note the postmiles in the in the original ePPR were incorrect and the Baseline and this DEER have corrected the error to PM Back of 11.86 and is accurate to the scope of the Phase 1B work.

Phase 1A began construction in May 2019 and completion is anticipated for September 2021. Phase 1B is anticipated to begin construction in April 2023 and continue for two seasons. Currently, right of way acquisition for Phase 1B is approximately 50% complete.

A Project Study Report - Project Development Study (PSR-PDS) for the overall project was approved on August 15, 2012. A Project Report (PR) for Phase 1A was approved on June 21, 2013. The project description and scope contained in both documents remains consistent with the project improvements, both proposed and already constructed. Both documents, however propose three construction phases: 1A, 1B, and 2. Since approval of the PR, the County has secured adequate funding to consolidate project construction into two phases, 1A and 1B.

Prior to construction of Phase 1A, limited state R/W existed along the Route 49 facility within the project limits. Property acquisition for Phase 1A was performed by County and will relinquish R/W to State in approximate varying widths from 115 to 160 feet as necessary for the ultimate Route 49 improvements, including four travel lanes, shoulders, curb, gutter, and sidewalk. The majority of the Route 49 roadway improvements include a new structural section constructed west of the former alignment. The southern former Route 49 segment south of Black Rice Road has been converted to a frontage road that will be owned and maintained by the County.

The existing facility is a two-lane conventional highway aligned in a north-south direction. Route 49 connects the unincorporated communities of El Dorado and Diamond Springs with the City of Placerville within the regional vicinity of the project. Within the project limits, Route 49 will be widened to a four-lane highway facility in order to accommodate current and projected traffic volumes through the site.

The project limits for Phase 1A extend from PM 11.78 to 12.4. The project limits from Phase 1B extend from PM 11.86 to 12.4. The segment between PM 11.78 and 11.86 is the western approach to the intersection at Fowler Lane that has been improved as part of Phase 1A. Both project limits conform at PM 12.4, which is located 0.1 miles north of Bradley Drive.

At areas where the roadway structural section of Route 49 has not been reconstructed, the existing pavement surface will receive a 0.2' asphalt removal and overlay.

3. PURPOSE AND NEED

The following objectives have been identified demonstrating purpose and need of the project:

1. Improving traffic safety and operations on State Route 49 in the vicinity of Diamond Springs.
2. Provide parallel capacity for State Route 49 between Missouri Flat Road and Pleasant Valley Road and alternate access to US 50 via Missouri Flat Road to provide an acceptable level of service through the historic town of Diamond Springs.
3. Improve safety by reducing residential driveway access to State Route 49 between Pleasant Valley Road and Black Rice Road.
4. Improve roadway and intersection capacities along Missouri Flat Road south of US 50 to support commercial / retail development identified and planned for in the General Plan.
5. Provide improved bicycle, pedestrian and transit facilities and connectivity to the El Dorado Trail.

During Phase 1A, the widening and realignment of State Route 49 allows the existing State Route 49 roadway segment south of Black Rice Road to be converted to a frontage road

(Wagon View Trail). This provides separation between the residential driveways and State Route 49, as well as increased sight distance at the intersections with Lime Kiln Road & Black Rice Road.

Completion of Phase 1B will address all the project objectives by providing 4-lane roadway segments along Diamond Springs Parkway and State Route 49, providing the parallel capacity and congestion relief in the town of Diamond Springs. A large parking lot at the west end of Diamond Springs Parkway will provide access to the adjacent El Dorado Trail. Finally, sidewalks and Class II bike lanes along the project length will provide bicycle and pedestrian routes between the residential communities southeast of the project site and the Missouri Flat Road commercial district.

The project is compatible with both the 1998 Master Circulation and Funding Plan, and the 2004 El Dorado County General Plan.

4. RIGHT-OF-WAY IMPACTS

Phase 1B of the project involves both partial and full parcel acquisition of a number of properties along the project alignment. The majority of these parcels are zoned for either industrial or commercial use. Several parcels are currently vacant / undeveloped.

Only one parcel has been identified for acquisition within the State R/W. This parcel is on the SW corner of State Route 49 and Bradley Drive and currently contains a duplex residence.

Phase 1B of the project will involve utility relocations, including electric, telephone, cable television, sewer and water. However, all utility relocations within State R/W will be completed during Phase 1A.

No active railroad facilities exist within 1 mile of the project limits.

5. TRAFFIC AND MAINTENANCE AND OPERATIONS IMPACTS

At the intersection of State Route 49 and Pleasant Valley Road, existing (2015) Level of Service (LOS) are C / B (AM / PM Peak Hour). Future (2040) conditions at this intersection are projected at LOS E / D with the project and LOS F / F without the project.

At the intersection of State Route 49 and Missouri Flat Road, existing LOS are B / D. Future conditions at this intersection are project at LOS B / C with the project and C / F without the project.

The proposed intersection of State Route 49 and Diamond Springs Parkway would have a projected LOS of C / C in the year 2040.

The Pleasant Valley Road segment of State Route 49 has total and injury collision rates that are higher than the statewide average for similar facilities. The collision rate for State Route 49 segment north of Fowler Lane is lower than the statewide average. Rear end collisions are the most common type within the project limits. These collision types are commonly associated

with congested conditions. Broadside collisions are the next most common type, and occur at intersections and driveways.

No ramps are located within the project vicinity. The nearest ramps are located at the US 50 / Missouri Flat Road Interchange, 0.8 miles NW of the western project limits.

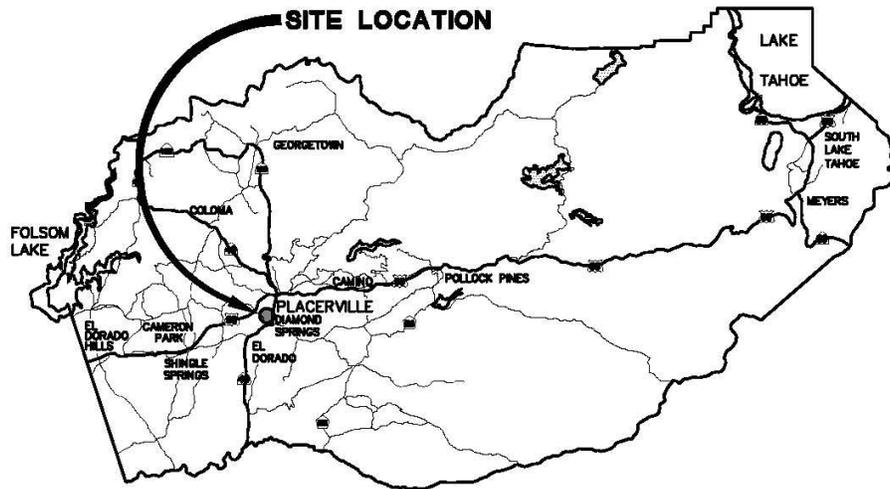
The project will increase the capacity of the State Route 49 mainline for the segment between Pleasant Valley Road and the proposed Diamond Springs Parkway. The improvements of additional travel lanes, shoulders, and signalized intersection(s) would improve the overall operating characteristics and increase the safety and movement of bicycles and pedestrians through the project limits.

6. STRUCTURES INFORMATION

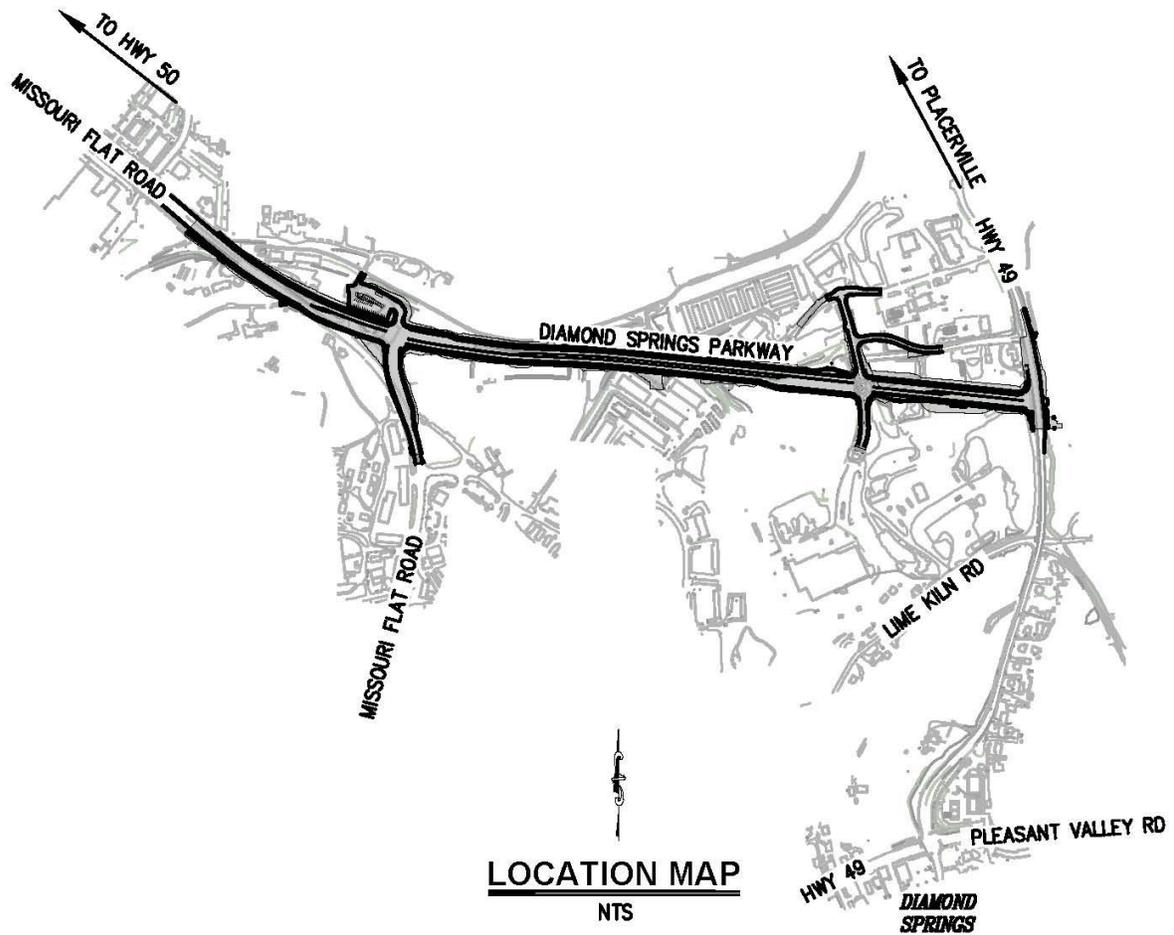
No structure construction will be included within the State R/W for Phase 1B of the project.

REQUIRED ATTACHMENTS:

VICINITY AND LOCATION MAP
INITIAL SITE ASSESSMENT (via FTP link)
ENVIRONMENTAL DOCUMENT (via FTP link)
PLAN SET (future submittal)
R/W DATA SHEET (future submittal)
STORM WATER DATA REPORT (future submittal)
TRAFFIC IMPACT REPORT (future submittal)
COST ESTIMATE (future submittal)



VICINITY MAP
COUNTY OF EL DORADO



LOCATION MAP
NTS

Engineer's Estimate

Item	Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	Lead Compliance Plan	LS	1	\$ 2,000.00	\$ 2,000
2	Excavation Safety	LS	1	\$ 5,000.00	\$ 5,000
3	Progress Schedule (Critical Path Method)	LS	1	\$ 5,000.00	\$ 5,000
4	Develop Water Supply	LS	1	\$ 20,000.00	\$ 20,000
5	Construction Area Signs	LS	1	\$ 10,000.00	\$ 10,000
6	Traffic Control System	LS	1	\$ 200,000.00	\$ 200,000
7	Portable Changeable Message Sign	LS	1	\$ 20,000.00	\$ 20,000
8	Job Site Management	LS	1	\$ 250,000.00	\$ 250,000
9	Prepare Storm Water Pollution Prevention Plan	LS	1	\$ 3,000.00	\$ 3,000
10	Rain Event Action Plan	EA	40	\$ 500.00	\$ 20,000
11	Storm Water Sampling and Analysis Day	EA	40	\$ 400.00	\$ 16,000
12	Storm Water Annual Report	EA	2	\$ 2,000.00	\$ 4,000
13	Prepare Fugitive Dust Control Plan	LS	1	\$ 1,500.00	\$ 1,500
14	Clearing and Grubbing	LS	1	\$ 150,000.00	\$ 150,000
15	Roadway Excavation	CY	50,000	\$ 45.00	\$ 2,250,000
16	Roadway Excavation (Unsuitable Material)	CY	15,500	\$ 70.00	\$ 1,085,000
17	Structure Excavation (Retaining Wall)	CY	360	\$ 175.00	\$ 63,000
18	Structure Backfill (Retaining Wall)	CY	215	\$ 130.00	\$ 27,950
19	Ditch Excavation	CY	200	\$ 85.00	\$ 17,000
20	Imported Borrow	CY	15,500	\$ 10.00	\$ 155,000
21	Rolled Erosion Control Product (Netting)	SQFT	30,000	\$ 0.75	\$ 22,500
22	Rolled Erosion Control Product (Blanket)	SQFT	125,000	\$ 0.50	\$ 62,500
23	Hydroseed	SQFT	300,000	\$ 0.10	\$ 30,000
24	Class 2 Aggregate Base	CY	18,100	\$ 100.00	\$ 1,810,000
25	Hot Mix Asphalt (Type A)	TON	19,400	\$ 150.00	\$ 2,910,000
26	Cold Plane Asphalt Concrete Pavement	SQYD	5,000	\$ 6.00	\$ 30,000
27	Retaining Wall (Segmental Block)	SQFT	3,000	\$ 90.00	\$ 270,000
28	Structural Concrete, Headwall	CY	20	\$ 2,000.00	\$ 40,000
29	24" Plastic Pipe	LF	2,400	\$ 150.00	\$ 360,000
30	36" Plastic Pipe	LF	1,100	\$ 200.00	\$ 220,000
31	60" Plastic Pipe	LF	260	\$ 350.00	\$ 91,000
32	24" Alternative Flared End Section	EA	7	\$ 1,000.00	\$ 7,000
33	36" Alternative Flared End Section	EA	5	\$ 1,200.00	\$ 6,000
34	60" Alternative Flared End Section	EA	2	\$ 5,000.00	\$ 10,000
35	Drainage Inlet	EA	35	\$ 7,000.00	\$ 245,000
36	36" Precast Concrete Pipe Manhole	EA	2	\$ 8,000.00	\$ 16,000
37	48" Precast Concrete Pipe Manhole	EA	5	\$ 10,000.00	\$ 50,000
38	72" Precast Concrete Pipe Manhole	EA	1	\$ 25,000.00	\$ 25,000
39	Culvert Slurry-Cement Backfill	CY	300	\$ 400.00	\$ 120,000
40	Rock Slope Protection (60 lb, Class II, Method B)	CY	500	\$ 250.00	\$ 125,000
41	Rock Slope Protection (20 lb, Class I, Method B)	CY	300	\$ 200.00	\$ 60,000
42	Rock Slope Protection Fabric	SQYD	1,000	\$ 15.00	\$ 15,000
43	Detectable Warning Surface	SQFT	200	\$ 80.00	\$ 16,000
44	Minor Concrete (Curb and Gutter)	LF	9,500	\$ 65.00	\$ 617,500
45	Minor Concrete (Sidewalk)	CY	800	\$ 750.00	\$ 600,000
46	Lighting (Parking Area)	LS	1	\$ 400,000.00	\$ 400,000
47	Fence	LF	3,000	\$ 30.00	\$ 90,000
48	Marker (Culvert)	EA	10	\$ 50.00	\$ 500
49	Roadside Sign	EA	15	\$ 275.00	\$ 4,125
50	Thermoplastic Traffic Stripe	LF	38,600	\$ 1.80	\$ 69,480
51	Thermoplastic Pavement Marking	SQFT	4,000	\$ 10.00	\$ 40,000
52	Signal and Lighting System	LS	1	\$ 1,200,000.00	\$ 1,200,000
53	Building Work	LS	1	\$ 350,000.00	\$ 350,000
54	Mobilization	LS	1	\$ 1,000,000.00	\$ 1,000,000
Subtotal Construction Items					\$ 15,217,055

Construction Item Contingency (10%)				\$ 1,521,706
Supplemental Construction Items (5%)				\$ 760,853
Total Direct Construction				\$ 17,499,613