

Amador County Regional Traffic Mitigation Fee Program Annual Status Report for Fiscal Year 2017/18

The purpose of this Annual Report is to document Regional Traffic Mitigation Fee (RTMF) program history, describe project obligations, identify approved expenditures, account for new revenues, and describe new program modifications.

RTMF Program History

In 2006, the County of Amador and all five (5) incorporated cities adopted a Memorandum of Understanding (MOU) with the Amador County Transportation Commission (ACTC) to establish the RTMF program to collect fees on new building construction within Amador County for the purpose of mitigating traffic impacts on the regional roadway system. By statute, these fees can only be spent on a specified list of projects subject to a Nexus Plan that describes the relationship between the ‘project’ and its ‘impact’.

Pursuant to the original 2006 RTMF program agreement, fees collected by the cities and the County were set at a rate of \$283.20 per trip end. In Fiscal Year (FY) 07/08, the cities and County increased the fee (due to inflation) to \$304.00 per trip end. In FY 14/15, the fee schedule was modified again, increasing the Residential trip rate to \$388/trip end and reducing specific high-volume Commercial trip rates to \$167/trip end. The updated MOU, Fee Schedule (Attachment D), and Capital Improvement Program (Attachment C) was approved in FY 15/16 by the County and all five (5) member cities.

Since its inception, the RTMF program has helped to fund construction of six (6) regionally significant transportation projects, shown below:

1. SR 88/104 (Martell – County)
2. Mission Boulevard (City of Jackson)
3. Court Street/SR 88 (City of Jackson)
4. SR 49/Main Street (City of Jackson)
5. Sutter-Ione Road (City of Sutter Creek)
6. SR 104/Prospect Drive-Bowers Drive (Sutter Creek)

In addition, the Program has obligated contributions toward the following projects currently in the planning or project development phase:

7. Sutter Street Extension/SR 49-88 (City of Jackson)
8. Western Ione Roadway Improvement Strategy (WIRIS) – (City of Ione)
9. SR 49/Main Street (City of Plymouth)
10. Argonaut Lane/SR 49-88 (Martell - County)
11. Wicklow Way Extension

The RTMF Oversight Committee (OC) is comprised of one (1) appointed representative from each City and the County. The ACTC also appoints a representative. The OC meets annually to review the prior FY Annual Report, and provide recommendations for any funding, project, or other program adjustments to be considered for adoption by member agencies. In 2014/15, the cities and County agreed to modify the original MOU to state that the ACTC member would be a representative of the County.

As required by the MOU, each city and the County submits RTMF revenues to ACTC for deposit into an account solely designated for the RTMF program. In FY 17/18, the RTMF program received revenue from member jurisdictions (including interest earned) totaling \$563,024. This brings total revenues from program inception to \$8,080,350. Attachment A lists revenue received from member jurisdictions Attachment B lists RTMF project revenue, approved expenditures, current obligations, and project status. The projects shown as “Completed” were constructed with final expenditures recorded prior to FY 14/15.

The following summary outlines the current status of projects, funding obligations, and actions of the RTMF OC during FY 17/18:

SR 104 - Prospect Drive/Bowers Drive Intersection/Realignment

This project was approved for advancement by the RTMF OC under the condition that the Gold Rush Ranch development project would repay the RTMF program for the entire cost of the project – ultimately completed at a cost of \$1,482,127.

Conditions of Approval for the Gold Rush Ranch development project (City of Sutter Creek) require Gold Rush Ranch to repay the RTMF program for the total cost incurred for the SR 104 - Prospect Drive/Bowers Drive Intersection/Realignment project and to complete additional lane(s) and signalization before the first Gold Rush building permit can be approved. These Conditions mitigate impacts generated by additional traffic from the Gold Rush development pursuant to the Gold Rush Ranch EIR and project approval documents.

SR 49/Main Street, Plymouth

The RTMF OC recommended \$200,000 to be programmed as a local match for the City of Plymouth’s SR 49/Main Street intersection project. This expenditure has been recorded. The City of Plymouth completed the Plans, Specifications, and Estimates (PS&E) and Right-of-Way (ROW) phases of project development in coordination with Caltrans District 10. Caltrans District 10 approved the Roundabout design recommendation at a cost estimate of \$3.8 million. The project has been constructed.

Sutter Street Extension, Jackson

In past years, the RTMF OC obligated \$1,300,000 to the Sutter Street Extension project. In 2006, the City of Jackson spent \$387,586 acquiring a key piece of ROW leaving an obligated balance of \$912,414. In FY 08/09, the OC authorized the City of Jackson to initiate project development efforts utilizing the \$912,414 programmed balance.

During negotiation for ROW acquisition, potentially hazardous materials were identified on a subject property leading to the suspension of project development efforts. A total of \$175,121 was expended leaving a balance of \$737,294 available for future project development efforts.

Western Ione Roadway Improvement System (WIRIS)

The WIRIS project, identified as mitigation in the Ione General Plan and cited in prior development approvals, received an initial obligation of \$618,975 from RTMF. In FY 09/10, at a cost of \$124,185, Dokken Engineering completed a draft Project Study Report (PSR) selecting a preferred alignment and funding strategy. At that time, the PSR estimated the total cost for the WIRIS to be \$113.435 million.

Given reduced expectations for funding at the Federal, State, and Local level, in FY 09/10 the OC recommended continued funding for development of the WIRIS project at a cost not to exceed \$177,000. After work to revise the PSR work was undertaken, that effort was suspended after incurring an additional \$45,000 in expenditures.

During FY 14/15, the City again revised its planning effort to focus on a down-scaled WIRIS project; and, on February 27, 2015, the RTMF Oversight Committee authorized the expenditure of \$131,721 for continued work on the WIRIS project. The current effort focused on improvements to existing roadway alignments for use as a bypass alternative. An updated project report and vicinity map is included in Attachment E.

In FY 16/17, the City of Ione requested an additional \$80,000 in RTMF funding to prepare an updated WIRIS Project Report. The WIRIS Project Report was completed in FY 17/18 and the City was reimbursed in the amount of \$209,721.50 for that work.

Argonaut Lane-SR 49/88 Intersection

During FY 07/08, following development of a preferred concept design with Caltrans and public input, and the expenditure of \$118,641, the RTMF OC recommended that the project development process be suspended, citing Right of Way (ROW) and cost constraints.

Wicklow Way Extension

In FY 15/16, the RTMF OC supported a motion to loan up to 50% of the current obligations to the Sutter Street Extension project toward preliminary engineering for the Wicklow Way Extension project.

County staff subsequently provided an estimate to prepare a Project Study Report in the amount of \$284,500 to conduct environmental assessments and initiate preliminary engineering and design for the Wicklow Way Extension project. The \$284,500 loan will be repaid to the Sutter Street Extension project utilizing future RTMF revenue.

SR 88 / Pine Grove Improvements

During FY 17/18, the RTMF OC authorized programming \$1,000,000 in RTMF funding to be commitment to Construction costs for the Pine Grove Improvements project. This funding amount had been previously approved through adoption of the 2015 Amador County Regional Transportation Plan as shown on the attached RTP Tier I / RTMF Project list.

Memorandum of Understanding (MOU) modification – ATTACHMENT F

At its May 3, 2018 meeting, the RTMF OC recommended that the RTMF MOU be modified to designate the agreement as “binding” among participant jurisdictions. This action was taken in response to:

- 1) The City of Ione agreement to defer fees for a residential development project, and
- 2) The lack of a formal mechanism to reimburse the RTMF program for costs related to the Bowers Dr/Prospect Dr project in the City of Sutter Creek.

The OC committee intention with the action is to ‘bind’ member jurisdictions to requirements, stated in the MOU under Exhibit D “Administrative Policies and

Procedures”, that any recommendations for deferrals, reimbursements, and/or adjustments to RTMF fees be brought before the RTMF OC for review and approval.

FY 17/18 RTMF Fund Balance

During FY 17/18, the RTMF program received additional revenue from its member jurisdictions (with interest) totaling \$563,024 (Attachment A) leaving a total program balance of to a balance of \$77,919 in Unencumbered Funds as shown on Attachment B.

Attachment C lists current funding commitments toward projects on the RTMF Capital Improvement Program (CIP). (As approved through its adopted Nexus Study, the RTMF program maintains flexibility to fund any of the projects shown on the CIP Tier I listing.) Attachment D shows the currently-adopted Fee Schedule.

Also included with the packet are maps and cost estimates/project info for RTMF-funded projects. The final Attachment F is the revised, ‘binding’ MOU submitted for consideration by member jurisdictions. The original MOU Nexus Plan and Administrative Policies and Procedures are available upon request.

ATTACHMENT A
Amador County Regional Traffic Mitigation Fee Program
Revenue Report Fiscal Year 2017/18

	Amador County	Jackson Rancheria	Ione	Jackson	Sutter Creek	Plymouth	Amador City	Interest	Totals
Beg Balance	966,381	0	234,921	234,604	427,000	0	0	24,786	1,887,692
02/03 Revenue	81,288	0	8,298	10,823	15,611	0	0	5,879	121,899
03/04 Revenue	293,707	112,614	34,186	58,426	15,084	0	0	17,868	531,885
04/05 Revenue	348,772	0	36,152	158,670	13,450	0	0	38,164	595,208
05/06 Revenue	445,646	0	165,675	77,653	185,473	0	0	67,515	941,962
06/07 Revenue	771,585	0	178,732	89,125	40,023	0	0	102,906	1,182,371
07/08 Revenue	317,795	0	4,410	85,726	5,660	0	0	131,323	544,914
08/09 Revenue	172,115	0	7,811	7,669	0	0	0	94,227	281,822
09/10 Revenue	90,072	0	0	9,413	0	0	0	43,684	143,169
10/11 Revenue	86,601	0	0	15,158	0	0	0	20,905	122,664
11/12 Revenue	48,906	0	3,059	0	0	0	0	12,842	64,807
12/13 Revenue	58,480	0	898	95,097	0	0	0	7,596	162,071
13/14 Revenue	82,050	0	233,707	0	0	0	0	1,610	317,367
14/15 Revenue	104,918	0	10,431	3,042	0	0	0	4,512	122,903
15/16 Revenue	115,085	0	72,692	0	33,440	0	9,120	6,036	236,373
16/17 Revenue	117,269	0	94,390	25,763	16,013	0	0	6,784	260,219
17/18 Revenue	141,586	0	304,527	37,397	14,937	62,080	0	2,496	563,024
Total Revenue	\$4,242,257	\$112,614	\$1,389,889	\$908,566	\$766,691	\$62,080	\$9,120	\$589,133	\$8,080,350

ATTACHMENT B

Amador County Regional Traffic Mitigation Fee (RTMF) Program Income by Customer / Expenditures-Obligations by Project Summary As of June 30, 2018

Jurisdiction	Revenue	MOU Status
Amador City	\$9,120	Approved
Amador County	\$4,242,257	Approved
Ione	\$1,389,889	Approved
Jackson	\$908,566	Approved
Jackson Rancheria	\$112,614	Approved
Plymouth	\$62,080	Approved
Sutter Creek	\$766,691	Approved
Interest	\$589,133	
Total Revenue	<u>\$8,080,350</u>	

Project	Expenditures	Project Status
Prospect Drive-SR 104	\$1,482,127	Completed
Mission Boulevard	\$847,851	Completed
Court Street (Jackson)	\$67,293	Completed
SR 49-Main Street (Jackson)	\$757,000	Completed
Sutter/Ione Road-SR 49 (Sutter Creek)	\$1,200,000	Completed
SR 88-Ridge Road	\$100,967	Completed
Sutter Street Extension	\$587,782	Planning
Ione Bypass PSR I (WIRIS)	\$124,187	Suspended
Ione Bypass PSR II (WIRIS)	\$45,279	Suspended
Ione Bypass PSR III (WIRIS)	\$209,722	Planning
SR 49-Main Street (Plymouth)	\$200,000	Completed
Argonaut Lane-SR 49/88	\$118,642	Suspended
Total Expenses	<u>\$5,740,849</u>	

Obligations	Project	Project Status
	Sutter Street Extension	Planning
	Sutter St. Ext. Loan Repayment	Planning
	Ione WIRIS	Planning
	Wicklow Way Extension	Planning
	SR 88 / Pine Grove Improvements	PS&E/ROW
Total Obligations		<u>\$2,261,582</u>

RTMF Fund Balance **\$77,919**



ATTACHMENT C

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2015 Amador County Regional Transportation Plan - AMENDED
Table 5: Regional Roadway Capital Improvement Program with Multi-Modal Components

Project ID#	Location	Project Description	Time Frame ¹	Cost Est	Revenue				
					STIP RIP	IIP	SHOPP Minor	RTMF	Other Source ²
Tier I: Full Funding Available within 20 Years (current projects)									
A	Plymouth	SR 49/Main St/Shenandoah Rd.: Construct roundabout	2-Year	\$3.8m			\$1.1m	\$200k	\$2.5m
B	Jackson	SR 88/Sutter Street: Realign & Signalize intersection	1-Year	\$337k			\$122k		\$215k
C	County	Ridge Rd./New York Ranch Rd.: Signalize intersection	1-Year	\$2.2m					\$2.2m
D	Sutter C	Ridge Rd./Sutter Hill Rd.: Realign intersection	1-Year	\$974k					\$974k
1	County	Shake Ridge Rd.: 6 Turn-outs	2-Year	\$772k					\$772k
2	Sutter C	Sutter Creek Bridge: Bridge replacement	2 Year	\$2.7m					\$2.7m
3	County	Fiddletown Rd. Bridge: Bridge replacement	6-Year	\$2.8m					\$2.8m
E	Jackson	SR49/French Bar: Signalize intersection	1-Year	\$2m			\$2m		
F	County	Fiddletown Rd./Shenandoah Rd.: Realign intersection	2-Year	\$1.6m					\$1.6m
SR 88 Pine Grove Corridor Improvement Project (\$39.5m total)									
	Pine Grove	PS&E	3 Year	\$1.6m	\$1.6m				
			5 Year	\$2,761m	\$2,731m				
Sub-total³:				\$7,051.m	\$4,351m		\$3.6m	\$200k	\$2.7m
Tier II: Full Funding Potentially Available within 20 Years (scheduled projects)									
SR 88 Pine Grove Corridor Improvement Project (\$39.5m total)									
5	Pine Grove	A SR 88 Berry St to Hiltop Rd Rehabilitation and widening of SR 88 Signalize intersections ped crossing reverse turn school access add sidewalks	20 Year	\$14,658m	\$6,658m			\$1m	\$5m
7	Idone	SR 104; E. Main to Elementary School; Sidewalks bike lanes school access & safety	10 Year	\$350k					\$350k
SR 49/88 Jackson Corridor Improvement Project (\$33.1m total)									
		PA&ED	10 Year	\$1.2m	\$1.2m				
		PS&E	10 Year	\$1.4m	\$1.4m				
8	Jackson	A SR 49/88 from Jackson Local Collector to Main St Curb ramps & sidewalks	20 Year	\$2.4m					\$2.4m
H		C SR 49/SR 88 Intersection Widen bridge & add LR turn pockets improve ped crossing	20 Year	\$6.4m					\$6.4m
9		Bridge to French Bar, add SB lane & sidewalk from French Bar Rd to Clinton	20 Year	\$3.6m					\$3.6m
Sutter Street Extension (\$8m total)									
10	Jackson	A Connect Sutter Street to Hoffman	(+/-20 year)	\$5.2m					
11		B Hoffman from Sutter Street to Argonaut Improve to Collector Standards	(+/-20 year)	\$2.8m	\$2.2m			\$3.2m	\$2.6m
Wicklow Way Extension (\$11.6m total)									
12	County	B Wicklow Way to Stony Creek Construct Collector w/ New Development	(+/-20 year)	\$4.2m	\$2m			\$2.2m	
13		C Stony Creek from Argonaut to Wicklow Improve to Collector Standards	(+/-20 year)	\$2.8m				\$400k	\$2.2m
14	County	Shenandoah Rd. @ Bell Rd./PM 3.00: Improve shoulders/drainage pavement rehab	(+/-20 year)	\$1.3m					\$1.3m
15	County	Fiddletown Rd. @ PM 9.0: Improve shoulders pavement rehab curve corrections	(+/-20 year)	\$1.1m					\$1.1m
16	County	New York Ranch Corridor: Improve shoulders pavement rehab curve corrections	(+/-20 year)	\$731k					\$731k
17	County	Michigan Bar Rd. Corridor: Improve shoulders pavement rehab curve corrections	(+/-20 year)	\$416k					\$416k
18	County	Latrobe Rd.; Various Locations Widen roadway & shoulders	+20 year	\$576k	\$276k				\$300k
19	County	Shenandoah Rd.; Various Locations Widen shoulders improve drainage overlay	+20 year	\$337k					\$337k
SR 49 Plymouth Corridor Improvement Project (\$16.3m total)									
		PA&ED	20 Year	\$1.3m	\$1.3m				
I	Plymouth	C. SR 49/Emple: Intersection & multimodal improvements	20 Year	\$3.5m	\$1.5m			\$2m	
J		D. SR 49/Zinfandel Rd.: Intersection & multimodal improvements	20 Year	\$2.6m					\$2.6m
Western Idone Roadway Strategy (\$108.2m)									
K		SR 104/Golf Links Dr.: Intersection improvements	20 Year	\$1.5m	\$1.5m				
20		A Construct Collector w/ New Development	20 Year	\$6.9m					\$6.9m
21	Idone	B Construct Collector w/ New Development	20 year	\$6m					\$6m
22		C Upgrade To Collector Standard	20 Year	\$722k					\$722k
23		D Upgrade To Collector Standard; bridge;	20 Year	\$629k				\$3m	\$1,049m
24		E Upgrade To Collector Standard	20 Year	\$2.7m					\$2.7m
L	Idone	SR 124/Howard Park/Idone Parkway Dr.: Turn Pockets and Intersection improvements	20 Year	\$1.5m	\$1.5m				
25	County	Latrobe Rd. @ Lorentz Rd.: Curve correction widen shoulders overlay	10 Year	\$559k	\$559k				
26	Drytown	SR 49; SR 16 to Drytown: Widen shoulders improve ped crossing safety signage	20 Year	\$250k			\$250k		
27	Jackson	China Grave Yard Rd.: Widen shoulders drainage shoulders safety signage overlay	10 Year	\$320k					\$320k
28	Idone	SR 104; Shakely Ln to Sutter Ln; sidewalks and bike signage	10 Year	\$250k					\$250k
29	Idone	Shakely Ln; Sidewalks and bike signage	10 Year	\$550k					\$550k
M	County	SR 16/Latrobe Rd.: Add WB RT turn lane & EB receiving pocket	10 Year	\$750k			\$750k		
30	Idone	SR 124; E. Main St to Howard Park: Complete sidewalks & pedestrian crossings	20 Year	\$175k					\$175k
N	County	SR 88/Buckhorn Ridge Rd.: Widen EB shoulder correct sight distance	20 Year	\$300k			\$300k		
31	County	SR 88; Columbia Dr. to Antelope Dr.: Nob Hill curve correction	20 Year	\$2.5m			\$2.5m		
O	County	SR 49/Bell Rd.: Curve correction widen shoulders	20 Year	\$200k			\$200k		
V	County	SR 88/SR 164/Jackson Valley Rd. (E.): Signalize intersection	(+/-20 year)	\$1.5m	\$1.5m				
Tier I Current Projects				\$7,051m	\$4,351m		\$3.6m	\$200k	\$2.7m
Tier I Schedule Projects				\$84,673m	\$23,993m		\$4m	\$11.8m	\$44,678m
RTP/RTMF Reserve				\$2,656m	\$2,456m		\$200k		
TIER I TOTAL:				\$94.38m	\$30.8m		\$4m	\$12m	\$47.478m

Attachment D

Countywide Regional Traffic Mitigation Fees 2017/18

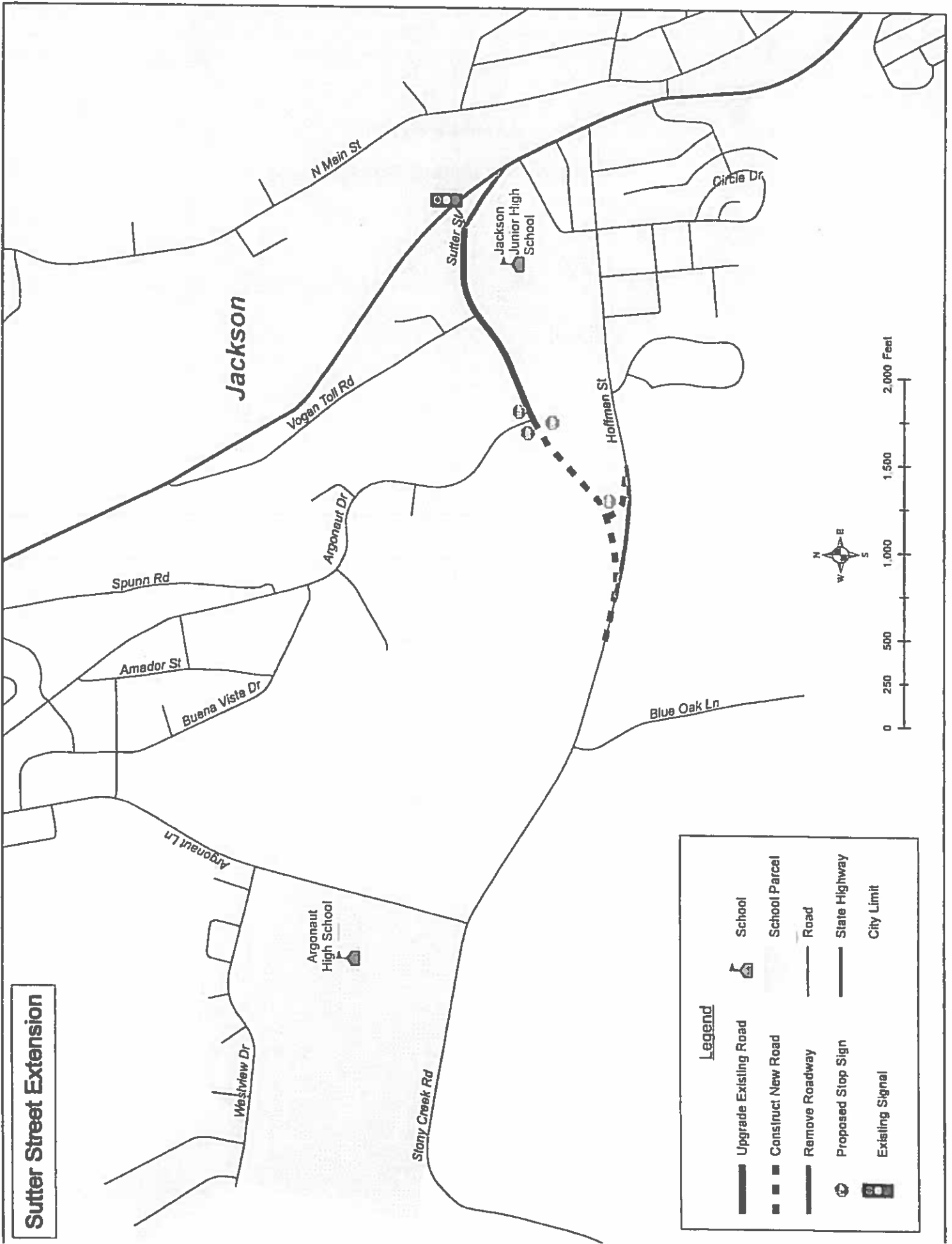
Residential	Development Project Type	Adjusted Trip Rate	Fee Amount Residential \$388/trip end
Residential	Single Family Detached (Note: D.U. = Dwelling Unit)	10.0 D.U.	\$3,878/D.U.
	Multi-Family Attached Apartments, duplexes or condominiums are charged per dwelling unit without regard to square footage or number of bedrooms.	7.1 D.U.	\$2,753/D.U.
	Mobile Home Park or Subdivision An area or tract of land where more than two spaces are rented or individually owned to accommodate mobile homes. Retirement Community Five or more residential units, enforceably restricted to those 55 or over and designed for the elderly.	4.22/D.U.	\$1,637/D.U.
	Congregate Care Facility Congregate care facilities typically consist of one or more multi-unit buildings designed for elderly living; they may also contain common dining rooms, medical facilities and recreational facilities.	2.15 D.U.	\$834/D.U.
Non-Residential	Development Project Type	Adjusted Trip Rate	Commercial: \$167/Trip End
Retail Commercial	High Volume Retail: Drug Store Department Store Grocery Store Discount Store Mini Mart Automobile Sales Liquor Store Supermarket Laundromat Auto Parts Clothing/Apparel Store Delicatessen Bank Health Fitness Center Record Video Rental & Sales Hardware Store Pharmacy Specialty Retail Center Small shopping centers that contain a variety of retail shops including apparel; hard goods; and services such as real estate offices, dance studios, florists, and small restaurants Shopping Center May contain Supermarkets, Drug Stores, Banks, Movie Theater and miscellaneous small retail shops.	20 1,000 S.F. (Note: Square Feet of the gross floor area, measured to the nearest square foot; applicable to structures only.)	\$3,344 1,000 S.F.
	Medium Volume Retail: Bakery Automobile Repair Child Care Club Store Dry Cleaner Shoe Store Gift Shop Lumber Building Supplies Sporting Goods Store Nursery Jewelry Store Stationary Store Photo Store Print Shop (retail) Toy Store Electronics Store Book Store Factory Outlet Center Tire Store Health Food Store	13 1,000 S.F.	\$2,174 1,000 S.F.
	Low Volume Retail: Antique Store Boat/Equipment Repair Shop Appliance Store Furniture Store Gallery Museum Kennel Boat/RV/Mobile Home Sales Clock Store Repair Shop (TV, Radio, Vacuum, etc.) Wine or beer tasting rooms or product retail sales in conjunction with such	1.5 1,000 S.F.	\$251 1,000 S.F.
Food Services	Fast food standalone restaurant on a State highway	161 1,000 S.F.	\$26,919 1,000 S.F.
	Fast food drive-through restaurant within a shopping center or community (wherein	60 1,000 S.F.	\$10,032 1,000 S.F.

	fast food restaurant is not immediately adjacent to a State highway)		
	Quality Sit-down Restaurant Drinking Establishment (Bar)	23 1,000 S.F.	\$3,846 1,000 S.F.
Specialty Commercial	Gas Station with or without convenience store (Note: The number of fueling spaces is determined by the maximum number of vehicles capable of being fueled simultaneously.)	32 Fueling Space	\$5,350 Fueling Space
	Car Wash / Quick Lube	21 Stall	\$3,511 Stall
	Hotel/Motel Resort/Bed and Breakfast (Note: Sleeping unit, dwelling unit, rental unit, or other component by which the development is marketed.)	5 2/Unit	\$869 Unit
Medical	Hospital	11.8 Bed	\$3,587 Bed
	Nursing Home / Convalescent Home	2.6/Bed	\$790/Bed
	Medical Office or Medical or Health Clinic providing diagnostic or treatment services	30 1,000 S.F.	\$9,120 1,000 S.F.
Non-Residential Category	Development Project Type	Adjusted Trip Rate¹	All Other Non-Residential: \$304/trip end
Office	General Office	11 1,000 S.F.	\$3,344 1,000 S.F.
Industrial	Light, including: Airport/Airstrip Livestock Feedlot/Auction Yard Material Testing Laboratory	Meat Packing Facility Printing Plant Electronics Plant	6 1,000 S.F. \$1,824 1,000 S.F.
	Heavy, including: Auto Wrecking and Junk Yard Foundry and Smelter Lumber Mill	Mining Operation Refining Plant	1.5 1,000 S.F. \$456 1,000 S.F.
	Manufacturing/Assembly Agricultural Processing Manufacturing or assembly facilities where the primary activity is the conversion of raw materials, products or parts into finished commodities for sale or distribution, including a winery or brewery.	3 1,000 S.F.	\$912 1,000 S.F.
Institutional	Elementary School / Middle School Church or other place of worship	10 1,000 S.F.	\$3,040 1,000 S.F.
	High School	13 1,000 S.F.	\$3,952 1,000 S.F.
Public Utilities	Utilities (Publicly or privately owned) Production, generation, storage, transmission and treatment facilities, mechanical or industrial space, parts and equipment storage, repair areas, and office space in the same project and related to or used for these utility uses	6 1,000 S.F.	\$1,824 1,000 S.F.
Warehousing/ Storage	Warehouse Facilities primarily devoted to the storage of materials, including wholesale distribution facilities.	5 1,000 S.F.	\$1,520 1,000 S.F.
	Mini-storage Facilities Buildings housing separate storage units or vaults used for storage.	2 1,000 S.F.	\$608 1,000 S.F.
Other	Golf Course	21/Hole	\$6,384/Hole
	Theater (Movie)	6.4 1,000 S.F.	\$1,946 1,000 S.F.
	Theater (Live)	1.5 1,000 S.F.	\$456 1,000 S.F.
	Recreational / Visitor Center	3.1 Parking Space	\$942 Parking Space



ATTACHMENT E
Project Vicinity Maps & Cost Estimates

Sutter Street Extension



Legend

- Upgrade Existing Road
- Construct New Road
- Remove Roadway
- Proposed Stop Sign
- Existing Signal
- School
- School Parcel
- Road
- State Highway
- City Limit



Sutter Street Hoffman to SR 49/88 via Sutter Street

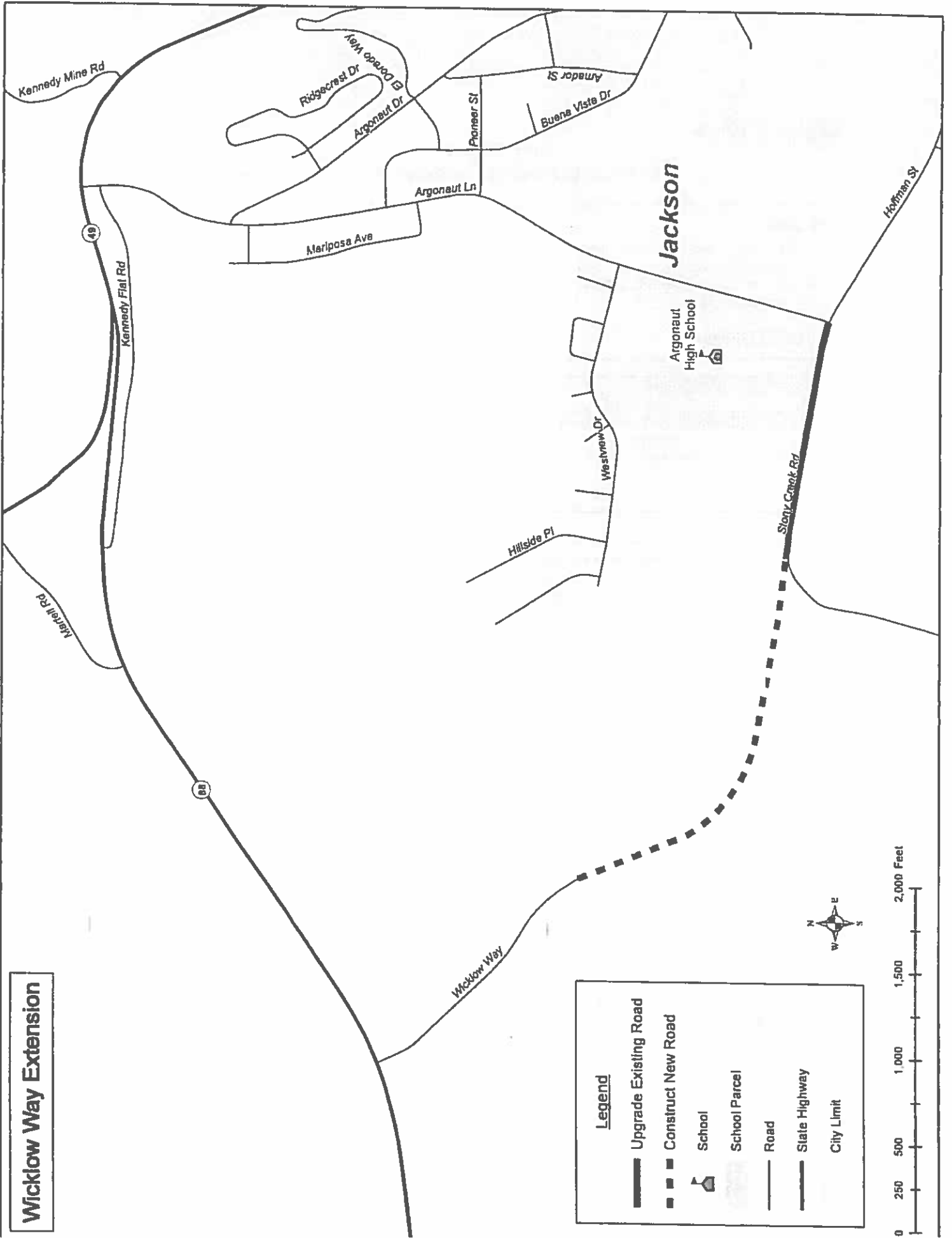
Description:

Build a new segment of Sutter Street from Hoffman, past Argonaut to the intersection with SR 49 88. This will involve 1500' of new roadway and 1300' of reconstructed roadway. The new roadway will include two 12' lanes, 8' shoulders, and a 6' sidewalk. This segment of the project will involve extensive fill to cap the hazardous material across the tailing dam site.

PROJECT ESTIMATE:

ITEM	QUANTITY	UNIT COST	ITEM COST
PRELIMINARY ENGINEERING			
Environmental Document, PS&E	25% of Construction Costs		\$646,865
CONSTRUCTION MATERIALS			
Roadwork (New Roadway)	48,000	SF \$15	\$720,000
Roadwork (Upgrade Existing)	36,000	SF \$7	\$252,000
Sidewalk	3,200	SF \$11	\$34,524
Curb and Gutter	6,400	LF \$45	\$289,813
Retaining Walls	0	SF \$70	\$0
Signals	0	EA \$250,000	\$0
Lighting (Downtown light standard)	8	EA \$7,000	\$56,000
Supplemental Drainage	0	LF \$0	\$0
Supplemental Structures	0	LS \$0	\$0
Supplemental Earthwork (Import)	18,810	CY \$30	\$564,300
Supplemental Erosion Control	0	LS \$0	\$0
Landscaping	0	SF \$2	\$0
			<i>subtotal</i>
			\$1,916,636
Minor Items		15%	\$287,495
Mobilization		10%	\$191,664
Contingency		10%	\$191,664
			<i>subtotal</i>
			\$2,587,459
RIGHT OF WAY			
Right of Way Acquisition Support Costs	4.00	Parcel 7,500.00	Per \$30,000
Residential Temporary Construction Easement	0.00	Acre \$30,000	Acre \$0
Residential Fee Take	0.00	Acre \$300,000	Acre \$0
Commercial Temporary Construction Easement	0.00	Acre \$100,000	Acre \$0
Commercial Fee Take	0.70	Acre \$1,000,000	Acre \$700,000
Utility Relocations (4 poles)	1.00	LS \$40,000	LS \$40,000
			<i>Subtotal</i>
			\$770,000
ADMINISTRATION			
Construction Administration		15%	\$388,119
			\$0
			<i>Subtotal</i>
			\$388,119
TOTAL PROJECT COST (2013)		\$4,390,000	
<hr/>			
TOTAL EXCALATED PROJECT COST 2%	# years	5	\$4,846,915

Wicklow Way Extension



Legend

- Upgrade Existing Road
- Construct New Road
- School
- School Parcel
- Road
- State Highway
- City Limit





September

Sutter Street Wicklow Way to Hoffman via Stoney Creek Road

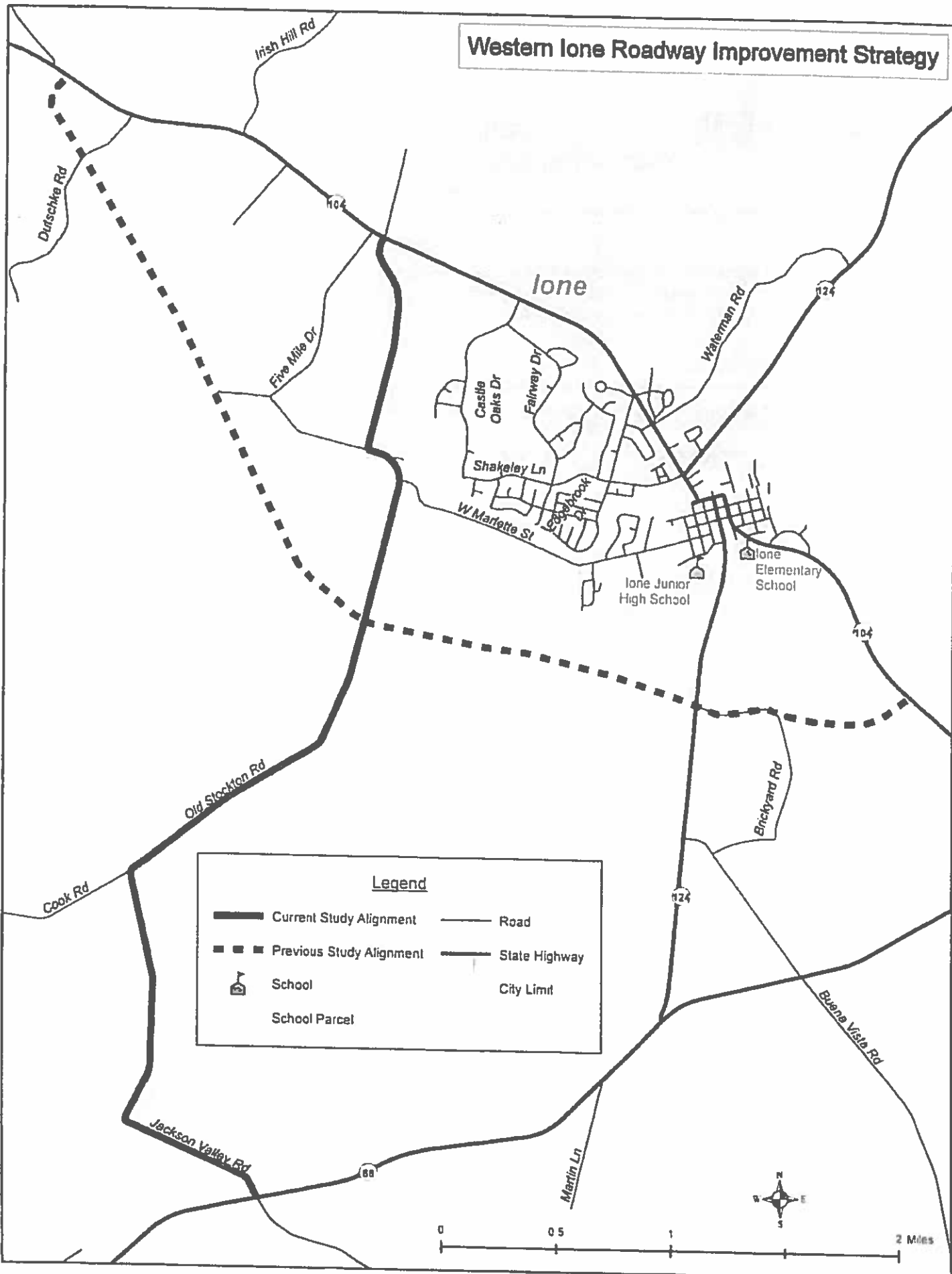
Description:

Build a new segment of Sutter Street from Wicklow Way to Hoffman via Stoney Creek Road. This project will require 2200' of new roadway and 3600' of improved roadway along Stoney Creek Road. The roadway will consist of two 12' lanes, 8' shoulders, and one 6' sidewalk.








PROJECT ESTIMATE:

ITEM	QUANTITY	UNIT COST	ITEM COST
PRELIMINARY ENGINEERING			
Environmental Document, PS&E	25% of Construction Costs		\$814,050
CONSTRUCTION MATERIALS			
Roadwork (New Roadway)	88,000	SF \$15	\$1,320,000
Roadwork (Upgrade Existing)	144,000	SF \$7	\$1,008,000
Sidewalk	0	SF \$11	\$0
Curb and Gutter	0	LF \$45	\$0
Retaining Walls	0	SF \$70	\$0
Signals	0	EA \$250,000	\$0
Lighting (Downtown light standard)	12	EA \$7,000	\$84,000
Supplemental Drainage	0	LF \$0	\$0
Supplemental Structures	0	LS \$0	\$0
Supplemental Earthwork	0	LS \$0	\$0
Supplemental Erosion Control	0	LS \$0	\$0
Landscaping	0	SF \$2	\$0
<i>subtotal</i>			\$2,412,000
Minor Items		15%	\$361,800
Mobilization		10%	\$241,200
Contingency		10%	\$241,200
<i>subtotal</i>			\$3,256,200
RIGHT OF WAY			
Right of Way Acquisition Support Costs	0.00	Parcel 7,500.00	Per \$0
Residential Temporary Construction Easement	0.00	Acre \$30,000	Acre \$0
Residential Fee Take	0.00	Acre \$300,000	Acre \$0
Commercial Temporary Construction Easement	0.00	Acre \$100,000	Acre \$0
Commercial Fee Take	0.00	Acre \$1,000,000	Acre \$0
Utility Relocations (4 poles)	0.00	LS \$40,000	LS \$0
<i>Subtotal</i>			\$0
ADMINISTRATION			
Construction Administration		15%	\$488,430
<i>Subtotal</i>			\$488,430
TOTAL PROJECT COST (2013)		\$4,560,000	

Western Ione Roadway Improvement Strategy



Legend

-  Current Study Alignment
-  Previous Study Alignment
-  School
-  School Parcel
-  Road
-  State Highway
-  City Limit





**CITY OF IONE
BYPASS ALTERNATIVE
STUDY**

INTRODUCTION & SUMMARY OF FINDINGS

The City of Ione retained KASL Consulting Engineers to conduct a study of bypass alternatives that would significantly, and cost effectively, reduce heavy truck traffic currently passing through downtown Ione. The Western Ione Roadway Improvement Strategy (WIRIS), included as part of the current City of Ione Circulation Plan, would provide the truck traffic relief needed for the downtown area, but at a prohibitive cost. KASL was directed to evaluate the cost and feasibility of Ione Bypass Alternatives which would effectively use existing City and County roadways and rights of way (5 Mile Road, Old Stockton Road, Dave Brubeck Road and Jackson Valley Road) and provide significant truck traffic relief at less cost than the WIRIS Project. The Bypass Alternative would provide a truck traffic route around the downtown area from State Route 88, southwest of the downtown area, to State Route 104, northwest of Ione. The Bypass Alternative Study Plan is presented in Figure 1.

Two options are included in this Study. These are summarized in Figure 2 and the following:

Option 1)

Widen the existing Bypass roadways to include two, 12 foot wide, vehicle lanes with 1 foot paved shoulder, each side (26 foot pavement width), along Jackson Valley Road and Dave Brubeck Road (roadways located in Amador County) and widen Old Stockton Road beginning at the future intersection with Golf Links Drive and widen 5 Mile Drive (roadways located in the City of Ione) to include two, 12 foot wide, vehicle lanes and two, 4 foot wide, Class 2 bike lanes (32 feet of pavement).

Option 2)

Widen all the Alternative Bypass roadways (Jackson Valley Road, Dave Brubeck Road, Old Stockton Road and 5 Mile Drive) to provide a 32 foot pavement width with two, 12 foot wide, vehicle lanes and two, 4 foot wide Class 2 bike lanes.

Option 1 is consistent with the City's current Circulation Plan. Option 2 is consistent with both the City's Circulation Plan and recommendations of the Amador County Transportation Commission.

SUMMARY OF FINDINGS

1. Existing roadway improvements were surveyed and mapped. Existing right of way limits and topographic features were plotted on 1" = 40' scale base maps. The total length of the Ione Bypass Alternative is \pm 29,430 feet (5.57 miles).
2. Geotechnical Analysis of the existing pavement sections and subgrade support material was conducted by ENGEO and Asphalt Consulting Services. These findings are included in Tab 2 of this Study. To achieve a Traffic Index (T.I) equivalent to 9, a high strength pavement mat (Tensor Glaspave 50) together with 5 inches of Class A, Hot Mix Asphalt (HMA) is recommended. Where existing pavement is ruptured, it is to be removed, reconditioned and reinstalled with full depth pavement and high strength pavement mat.

3. A drainage study was prepared to evaluate the capacity of existing drainage culverts and drain crossings in the Bypass Alternative Project Area. Findings are included in **Tab 3**. Based on City of Ione and Amador County Standards and a 10 year reoccurrence interval (100 year storm) all of the existing drainage crossings would be replaced due to age, condition or inadequate cover. The minimum size culvert crossing proposed is 18 inch. The existing arch culverts (3 locations) are to be replaced with reinforced concrete box culverts (dual or triple). The Sutter Creek Bridge on Old Stockton Road / Dave Brubeck Road has been recently replaced and would remain. The Mule Creek Bridge would be replaced with a new structure.
4. Truck Traffic counts were conducted by Traffic Works near State Route 88 and Jackson Valley Road and near State Route 104 and 5 Mile Drive. Projections were made consistent with ACTC traffic modes for future (20 year) truck traffic volumes (**Tab 4**). Based on the projected truck volumes and Caltrans Standards for the determination of Traffic Index values from projected multi-axle truck loadings, a Traffic Index (T.I) of 9 was selected. This T.I was used in the selection of the asphalt concrete structural section recommended for the Ione Bypass Alternative Improvements.
5. The existing Mule Creek Bridge at Five Mile Drive was constructed in 1925 and is structurally inadequate for the projected Bypass loading. At its present location, the existing bridge is also not aligned properly for truck turning movements. BRG Engineering, as a subconsultant to KASL, was retained to provide recommendations for the bridge replacement. A replacement structure with a 40' span and a 23 inch thick reinforced concrete slab is recommended. The bridge would be designed for two, twelve foot wide, vehicle lanes and 4 foot wide paved shoulders to serve as Class 2 bike lanes. Replacement of the Mule Creek Bridge is eligible for federal funding under the Highway Bridge Program. Mule Creek Bridge replacement findings are presented in **Tab 5**.
6. A preliminary environmental analysis of the Ione Bypass Alternative Project was conducted by Planning Partners (see **Tab 6**). If the City determine that final design and construction of the Ione Bypass Alternative is viable, an Initial Study and Mitigated Negative Declaration would be required to address, at a minimum:
 - Impact to Wetlands
 - Transplanting Existing Elderberry Shrubs
 - Potential Loss of Special Status Species
 - Project Area Noise Impacts

It is likely that a U.S. Army Corps of Engineers (Nationwide) 404 Permit and a Section 1600 California Fish and Wildlife Permit will be required together with the possible purchase of replacement habitat credits.

7. Engineers Estimates of Quantities and Costs are presented in **Tab 7** for both Bypass Alternative Option 1 and Option 2. In summary, the estimated cost and Right of Way requirements for Option 1 are:
 - \$17,000,000 construction cost (w/ 25% contingencies)
 - Includes 10,230 sq. ft. of R/W acquisition

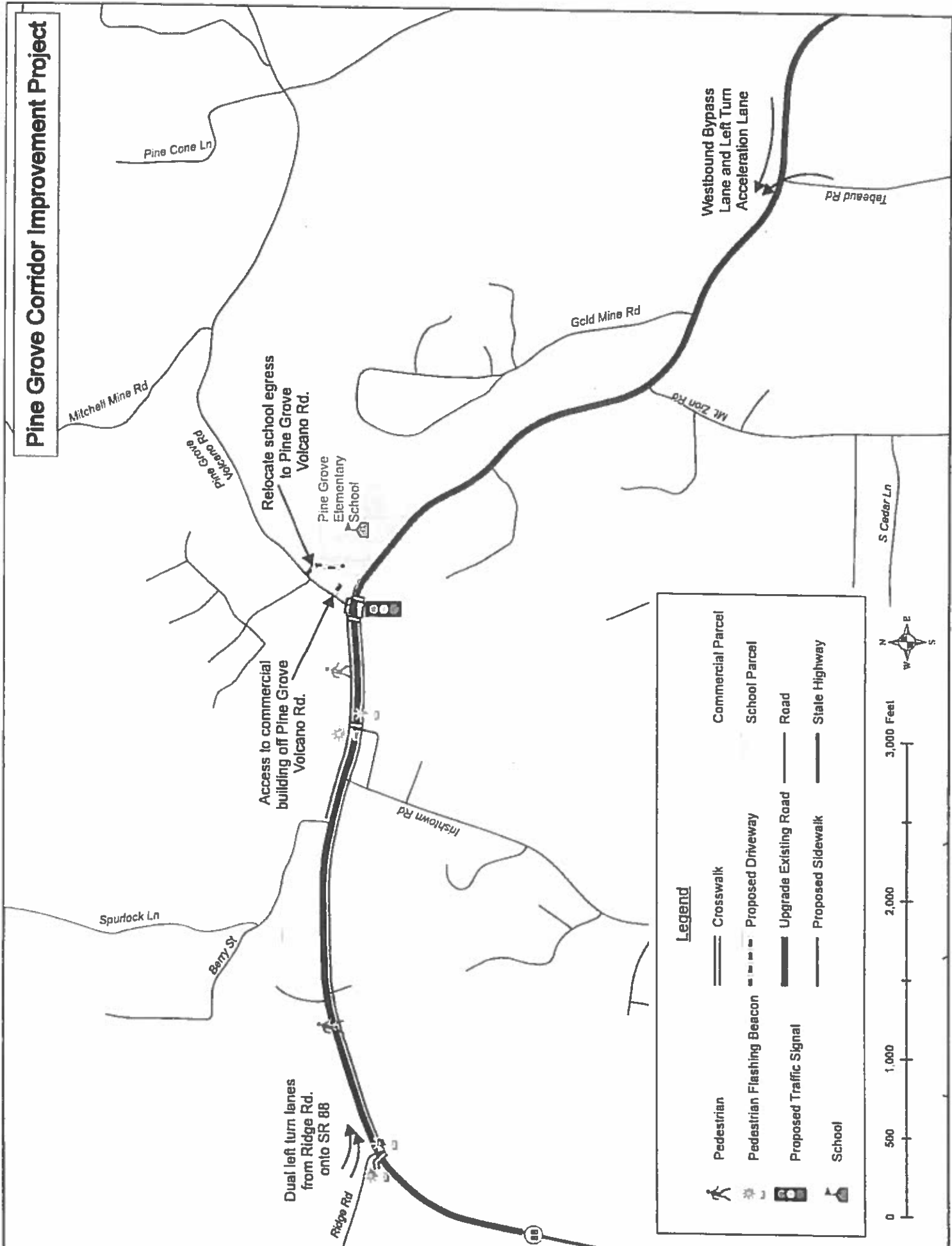
Option 2 totals are:

- \$19,825,000 construction cost (w/ 25% contingencies)
- Includes 10,615 sq.ft. of RW acquisition

8. Bypass Alternatives Study findings were presented to the lone City Council in December, 2017. The City Council selected Option 2 with 12 foot wide vehicle lanes and 4 foot wide Class 2 bicycle lane, throughout, for further design and funding consideration. Preliminary improvement plans for Option 2 are submitted in a separate bound set. The recommended design conforms to the pavement, drainage, traffic and bridge recommendations summarized herein. The lone Bypass Alternative improvements are designed for vehicles up to a CA Legal 65 truck and trailer, equivalent to the current legal limits posted for State Route 88 and State Route 104. Horizontal and vertical alignments are proposed that would permit design speeds of 35 to 45 mph except at the Jackson Valley Road to Dave Brubeck Road transition and at the Old Stockton Road to 5 Mile Drive curve which would be limited to 15 mph design speeds.

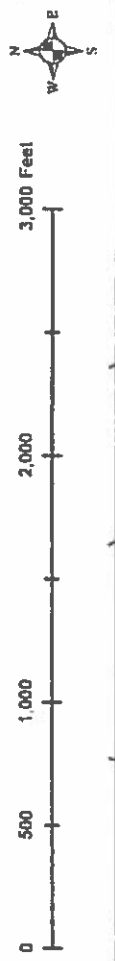
Final design and environmental determination and application for Project funding will be conducted for the selected lone Bypass Alternative as directed by the lone City Council.

Pine Grove Corridor Improvement Project



Legend

	Pedestrian		Crosswalk		Commercial Parcel
	Pedestrian Flashing Beacon		Proposed Driveway		School Parcel
	Proposed Traffic Signal		Upgrade Existing Road		Road
	School		Proposed Sidewalk		State Highway



State Route 88 / Pine Grove Improvements

Project Component Costs

Project Component	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
PA/ED	\$2.275 m						
PS&E		\$1.610 m					
ROW					\$2.751 m		
Construction							\$14.658 m

Funding Source	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
RIP	\$2.275 m						
RIP		\$1.610 m					
RIP					\$2.751 m		
RIP							\$8.658 m *
RTMF							\$1.000 m
RSTP							
BUILD							\$5.000 m *

Acronyms

PA/ED	Project Approval/Environmental Document
PS&E	Plans, Specifications, & Estimates
ROW	Right-of-Way
RTMF	Regional Improvement Program
RSTP	Regional Traffic Mitigation Fee
BUILD	Better Utilizing Investments to Leverage Development (U.S. DOT)

