

Nexus Study

2019 UPDATE

Sacramento County Transportation
Development Fee
and Transit Impact Fee Program

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Executive Summary

The purpose of the Sacramento County Transportation Development Fee (SCTDF) and Transit Impact Fee (TIF) Program is to fund improvements to the County's major roadway, transit, bicycle and pedestrian facilities needed to accommodate travel demand generated by new land development in the unincorporated portion of Sacramento County over the next 30 to 35 years (i.e. approximately 2050).

Sacramento County has various methods for financing transportation improvements. One of the methods is the SCTDF/TIF Program. The SCTDF/TIF Program collects funds from new development in unincorporated Sacramento County to finance a portion of the transportation improvements that result from the travel demand generated by new development. Fees are calculated by fee district, differentiated by type of development in relationship to their relative impacts on the transportation system. The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of transportation improvements, so that the County's General Plan Circulation policies and quality of life can be maintained.

The Sacramento County Board of Supervisors adopted a countywide transportation development fee program for roadway and transit improvements in 1988 and updated the roadway portion of the fee program in 1993. A comprehensive update to the SCTDF/TIF Program was adopted in 2008 and included bicycle and pedestrian infrastructure improvements. Some refinements to the SCTDF/TIF Program were subsequently approved in 2010.

A major update to the SCTDF/TIF Program was conducted in 2018 that involved the following:

- New long-range development forecasts that included major new specific plans that have been proposed or approved since 2010,
- A new transportation needs analysis based on travel demand forecasts that reflect the new development forecasts
- New construction cost estimates that reflected substantial increases in costs since 2010

The Sacramento County Board of Supervisors approved the updated 2018 SCTDF/TIF Program in April 2019. Since that adoption, the Sacramento County DOT has been working on updating implementation policies for the SCTDF/TIF Program, including how credits and reimbursements are implemented. That policy analysis has led to the need to adjust the amount of right-of-way and roadway frontage that is funded by the SCTDF. Those adjustments involve the following:

- Excluding the cost of right-way for new SCTDF roadways that are both 1) internal to specific plans areas and 2) projected to have over 90 percent of their traffic having an origin and/or destination within that specific plan area.
- Excluding the cost of frontage improvements (curb/gutter and sidewalk) within or adjacent to major development areas but increasing funding for frontage improvements that are along open space and existing development to ensure that complete street improvements can be implemented.

Further review of the cost estimates in the 2018 SCTDF/TIF Update has also identified some inconsistencies or errors that should be corrected, including the following:

- While the cost of right-of-way and utility relocation for some intersection widening improvements was included in detailed cost estimates the cost of those items were not included in the cost summary tables and thus were not included in the SCTDF cost allocation.



- The length of some roadway segments excluded 500 feet at intersections that were not being improved by the SCTDF and thus should not have been excluded from the cost estimates. The length of some other roadway segments was over or under-estimated.
- Frontage improvements within or adjacent to major development areas were not consistently excluded from the cost estimates

Lastly, three projects were revised to include recent grant awards from the 2019 SACOG funding round.

The cost adjustments for right-of-way and frontage improvements together with corrections to inconsistencies or errors in cost estimates and recognition of recent grant awards result in minor changes in the overall costs and fee rates. However, Sacramento County DOT will request that the Board of Supervisors approve a 2019 SCTDF/TIF Update to recognize the most current project cost estimates and facilitate the implementation of credits and re-imbursements within the SCTDF/TIF Program.

Since the all other aspects of the 2018 SCTDF Update remain unchanged, it was decided to update and republish the February 2019 SCTDF Nexus Study to produce this November 2019 SCTDF/TIF Nexus Study. This document thus provides one source for all of the data and analysis used for 2019 SCTDF/TIF Update.

Development Forecasts

The roadway and transit improvements in the prior SCTDF/TIF Program were intended to meet 2032 travel demand levels. The base year for SCTDF/TIF Program Update is 2017 and the transportation needs and fee allocation for the Update are based on 30 to 35 years of growth – through 2050. The average yearly growth rate of housing units in Sacramento County (including both cities and the unincorporated areas) for the SCTDF/TIF Update is based on SACOG's average growth for the County between 2012 and 2036 from the 2016 Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS). SACOG's 2036 employment growth was then increased to maintain a consistent balance with the estimated 2050 housing growth.

Over the next 30 to 35 years, housing units in Sacramento County are expected to grow by 56 percent. This substantial growth will increase travel demand throughout the County and thereby require infrastructure improvements for all travel modes.

Roadway Capacity Improvements

A roadway capacity needs analysis was guided by the County's level of service policy in the Circulation Element of the General Plan, which calls for maintaining LOS E conditions in urban areas and LOS D on rural roadways. An analysis of existing traffic demand shows that about 31 miles of roadways in the unincorporated areas of Sacramento County currently operate at LOS F conditions and thus have "existing LOS deficiencies"

The roadway needs analysis identified widening or extension of about 171 miles of roadway to meet forecasted 2050 traffic volumes. However, the maximum number of lanes on any roadway segment in the 2050 project list for the SCTDF/TIF Program Update would not exceed the number of lanes allowed in the General Plan.

The General Plan calls for a maximum of six lanes on the County's busiest thoroughfare roadways. Some of these roadways already have six lanes. Many two or four lane thoroughfare and arterials could be widened under the General Plan, but some roadway segments are expected to operate at LOS F conditions in 2050 with the maximum of lanes allowed under the General Plan. About 69 miles of roadway are



projected to operate at LOS F conditions during one or more hours in 2050 even with the roadway capacity improvements in the SCTDF/TIF Program update. While most of these roadway segments already operate at LOS F conditions, new development is expected to contribute a substantial amount of the traffic volume to these congested roadways.

While further widening of the LOS F roadways segments would not be allowed under the General Plan, there are a number of transportation improvements that could be implemented to reduce traffic demand and improve mobility in these congested corridors. The SCTDF/TIF Program includes one or more of the following improvements on these congested roadway segments:

- High quality transit service
- Intelligent Transportation System (ITS) measures
- New or improved walkways and bikeways
- Intersection improvements

For each of the roadway improvement projects, the estimated percentage of new vehicle trips by fee district that would use those roadways determines each district's cost responsibility for the improvements. For roadways and intersections that require improvements but currently operate at LOS E or better conditions, the entire cost of the capacity improvements (minus funding from other sources) are allocated to the SCTDF/TIF Program. For existing deficiencies (roadways that currently operate at LOS F), the cost of the improvement that is allocated to the SCTDF/TIF Program is equal to the percentage of the total change in volume/capacity (v/c) ratio due to the improvement that is needed to return the v/c ratio to current levels.

Transit improvements

New development in the unincorporated Sacramento County will increase the demand for transit services and the need for improvements to the regional transit system. To accommodate new development, RT will need to increase frequency on some current transit (bus and light rail) routes, extend transit routes and add new transit routes.

Regional Transit has identified potential high demand corridors throughout its service area where frequent "high bus" service should be implemented over the next 30 to 35 years. Sacramento County has decided to concentrate the bus expansion improvements that are implemented by the SCTDF/TIF Program on key roadways that 1) would operate at LOS F conditions in 2050 with the maximum number of lanes allowed under the County's General Plan and 2) are on RT's list for future "high bus" routes. Thus Sacramento County and RT would like to include the capital cost to implement "high bus" routes on nine corridors that meet those criteria in the SCTDF/TIF Program.

The expanded transit service to accommodate new development will require additional buses and light rail vehicles. The increased transit fleet will require additional maintenance facilities and equipment. Thus new development will need to contribute to a range of new transit infrastructure and equipment.

New transit services would benefit existing residents/businesses as well as new development. Some new transit routes would travel from unincorporated areas into cities and thus would also benefit residents/businesses in those cities. Thus new development's "fair share" of these new transit services is based on estimates of who would use those services.



Intelligent Transportation Systems (ITS)

To maximize the efficiency of its roadway system, especially those roadways that would operate at LOS F conditions with the 2019 SCTDF/TIF Program, Sacramento County will need to use a range of technologies and management techniques. ITS uses real-time information to integrate and manage the components of a conventional transportation system (roadways, transit, traffic signals, ramp meters, etc.). ITS can help reduce the amount and duration of traffic congestion on busy roadways and provide buses with travel time savings. ITS in the 2019 SCTDF/TIF Program update could include intersection control and surveillance equipment, expansion of the County's Transportation Management Center (TMC), high-bandwidth communication between local equipment and the TMC, traveler information systems, incident management and other measures.

Bikeway and walkway improvements

Much of the 171 miles of roadway that would be widened or extended in the 2019 SCTDF/TIF Program do not currently have sidewalks or bike lanes, or those facilities are deficient. The SCTDF/TIF Program includes frontage improvements (curb/gutter and sidewalks) except on improvements within major new developments where frontage improvements would clearly be funded by adjacent development. The SCTDF/TIF will also help fund about 23 miles of on-street (Class II) bike lanes and about 21 miles of sidewalks on roadways that would operate at LOS F conditions in 2050 but already have the maximum number of lanes allowed in the General Plan.

Sacramento County has identified about 234 miles of "regional trails" that would provide important connectivity for bicycles throughout the unincorporated area. Those trails would benefit both existing residents/businesses and new development. The SCTDF/TIF share of these trails is based on the estimated 2017 to 2050 growth as a percent of total 2050 development levels in each district

Improvements on rural roadways

Few of the two-lane rural roadways in Sacramento County would have traffic volumes in 2050 that would cause a level of service problem. However, the Federal Highway Administration recommends that rural roadways that carry more than 2,000 daily vehicles should have 6 foot wide shoulders. Many of the 85 miles of rural roadways without shoulders in Sacramento County that would carry more than 2,000 vehicles per day in 2050 already carry more than 2,000 vehicles per day. Some intersections along higher volume rural roadway may also need improvements, such as turn lanes or traffic signals, due to traffic growth. New development will account for about 11 percent of the 2050 volume on high volume rural roadways and thus new development should contribute its fair share of the cost of adding shoulders and improving critical intersections to these rural roadways. The shoulders would increase the safety on these rural roadways as traffic increases and they would also provide a bike lane/walkway.

Fee Calculation

In the allocation of costs to various types of developments, each development type is assigned a "dwelling unit equivalent" or "DUE" rate, which measures how the trip-making characteristics of a land use compare to a single-family residential unit. The cost responsibility for each fee district was divided by the dwelling unit equivalents (DUEs) in that district to determine the cost per DUE.

The County has development fee programs in several "special financing districts" to fund major infrastructure within or near those districts including roadway improvements. Some of the roadway capacity improvements that are funded by the SCTDF/TIF may also be included in special finance districts. The SCTDF/TIF cost responsibility for each adopted special financing district will be reduced by the amount that is funded by that district to eliminate any overlap between the fee programs. The



reduction in SCTDF/TIF fee rates to account for such overlaps is not part of this SCTDF/TIF Nexus Study but will be coordinated and determined at the time a special finance district is updated or adopted.

The total amount of the transportation improvements that would be financed through the SCTDF/TIF Program is about \$2.8 billion. The total cost responsibility for each fee district was divided by the dwelling unit equivalents (DUEs) in that district. The fee for each district is summarized in [Table 1](#). Transit capital improvements needed to accommodate growth in the unincorporated areas of Sacramento County will be funded through a separate Transit Impact Fee (TIF). Sacramento County will collect the TIF and transfer those funds to SacRT, which will use that funding for the transit capital improvements described in this Nexus Study.

Table 1 Summary of Fees by District								
Improvement Type	Total Cost Funded by SCTDF/TIF Program	Cost per DUE by Fee District						Average Cost per DUE
		1	2	3	4	5	6	
Roadway Capacity	\$2,478,050,826	\$13,187	\$13,364	\$16,763	\$14,167	\$7,144	\$5,765	\$13,044
Bikeways and Walkways	\$250,974,830	\$1,189	\$1,147	\$1,147	\$1,514	\$562	\$1,147	\$1,321
ITS	\$95,670,000	\$511	\$511	\$511	\$511	\$0	\$511	\$504
Rural Roadways	\$19,725,926	\$5	\$20	\$120	\$78	\$3,705	\$16	\$104
Total SCTDF	\$2,844,421,583	\$14,892	\$15,041	\$18,540	\$16,269	\$11,411	\$7,438	\$14,972
Transit Impact Fee (TIF)	\$188,411,786	\$1,004	\$1,004	\$1,004	\$1,004	\$95	\$1,004	\$992
Administration of Program	\$75,820,834	\$399	\$399	\$399	\$399	\$399	\$399	\$399
Total SCTDF/TIF	\$3,108,654,203	\$16,295	\$16,444	\$19,943	\$17,673	\$11,906	\$8,841	\$16,363
Growth in DUEs		42,691	12,708	19,501	89,430	2,577	23,070	Total 189,978
2019 SCTDF/TIF Update Fee Rates ¹		\$17,338	\$17,496	\$21,220	\$18,804	\$12,667	\$9,407	\$17,410
¹ Total Fees reflect 2017 cost data while the 2019 Update Fee Rates were adjusted by the change in Caltrans Construction Index between December 31, 2017 and December 31, 2018, which was an increase of 6.4%.								
Source: DKS Associates, 2019								

The costs used in this analysis were based on 2017 cost data. The SCTDF/TIF rates adopted by the Sacramento County Board of Supervisors on April 9, 2019 were based on that same 2017 cost data but total fee rates were adjusted for inflation based on the change in Caltrans Construction Index between December 31, 2017 and December 31, 2018, which was an increase of 6.4%. This same inflation adjustment has been applied to the updated total fees rates to calculate the 2019 Update Fee Rates, as shown on the last row in Table 1.

Implementation of Fee Update

This report documents the transportation projects that would be wholly or partially funded by the updated SCTDF/TIF Program, the methodology used to estimate new development's fair share of



those improvements and the resulting fee per dwelling unit equivalent in each fee district. It also provides some additional details used to implement the program based on current SCTDF/TIF Program, including the following:

DUE Rates – This report documents the fees per Dwelling Unit Equivalent (DUE) for each SCTDF/TIF fee district based on general land use categories. When a developer gets a building permit and pays fees, a more specific land use is known and the number of DUEs will be based on specific DUE rates for that category. [Appendix G](#) provides a list of specific land use types, consistent with the current SCTDF/TIF Program, and their updated fee rates. The County may expand the list of specific DUE rates.

Annual Fee Adjustment – The fees documented in this report reflect the “existing basis” for the fee calculations. The fee ordinance calls for an annual adjustment to the fees based upon Caltrans “construction cost index”. The Transit Impact Fee (TIF) will also be adjusted annually to reflect cost inflation.

Comprehensive Fee Program Updates – Aside from annual adjustments for inflation, the SCTDF/TIF Program will be reviewed at least every five years and updated when necessary.

Frontage Improvements – The SCTDF/TIF Program includes frontage improvements (curb/gutter, sidewalks, street lighting and landscaping) adjacent to existing development but not on roadways improvements within or adjacent to major development areas. The fees include the outside travel lanes and bike lanes as part of the roadway improvement costs. However, when development occurs along major roadways, development would typically be required to construct frontage improvements adjacent to their development. The construction of improvements fronting a development project without completion of improvements along an entire segment can cause “sawtooth” problems where the number of travel lanes and/or the existence of bike lanes and sidewalks changes and this change can negatively affect safety. The SCTDF/TIF Program provides a revenue source to address the sawtooth issue on roadways included in the Program

1.0 Introduction

1.1 Background

The purpose of the SCTDF/TIF Program is to fund the construction of roadway, transit, bicycle and pedestrian facilities needed to accommodate travel demand generated by new land development in the unincorporated portion of Sacramento County over the next 30 to 35 years (through approximately 2050).

The Sacramento County Board of Supervisors adopted a countywide transportation development fee program for roadway and transit improvements in 1988 and updated the roadway portion of the fee program in 1993. A comprehensive update to the SCTDF/TIF Program was adopted in 2008 and included bicycle and pedestrian infrastructure improvements. Some refinements to the SCTF Program were subsequently approved in 2010.

A major update to the SCTDF/TIF Program was conducted in 2018 that involved the following:

- New long-range development forecasts that included major new specific plans that have been proposed or approved since 2010,
- A new transportation needs analysis based on travel demand forecasts that reflect the new development forecasts
- New construction cost estimates that reflected substantial increases in costs since 2010

The Sacramento County Board of Supervisors approved the updated 2018 SCTDF/TIF Program in April 2019. Since that adoption, the Sacramento County DOT has been working on updating implementation policies for the SCTDF/TIF Program, including how credits and reimbursements are implemented. That policy analysis has led to the need to adjust the amount of right-of-way and roadway frontage that is funded by the SCTDF/TIF. Those adjustments are described in Section 3,

Further review of the cost estimates in the 2018 SCTDF/TIF Update has also identified some inconsistencies or errors that should be corrected. Those corrections are described in Section 4.

Additionally, three projects received grant awards from the 2019 SACOG funding round. Those changes are described in Section 5.

The cost adjustments for right-of-way and frontage improvements together with corrections to inconsistencies or errors in cost estimates result in minor changes in the overall costs and fee rates. However, Sacramento County DOT will request that the Board of Supervisors approve a 2019 SCTDF/TIF Update to facilitate the implementation of credits and re-imbursements within the SCTDF/TIF Program.

Since the all other aspects of the 2018 SCTDF/TIF Update remain unchanged, it was decided to update and republish the February 2019 SCTDF Nexus Study to produce this November 2019 SCTDF/TIF Nexus Study. This 2019 Nexus Study provides the County with the necessary technical documentation to support adoption of the updated SCTDF/TIF, which will apply to future development in the unincorporated portion of Sacramento County. This report documents the transportation improvement projects that would be wholly or partially funded by the SCTDF/TIF Program and the methodology used to estimate the maximum justifiable impact fees that may be levied for each land use in each SCTDF “fee district.”

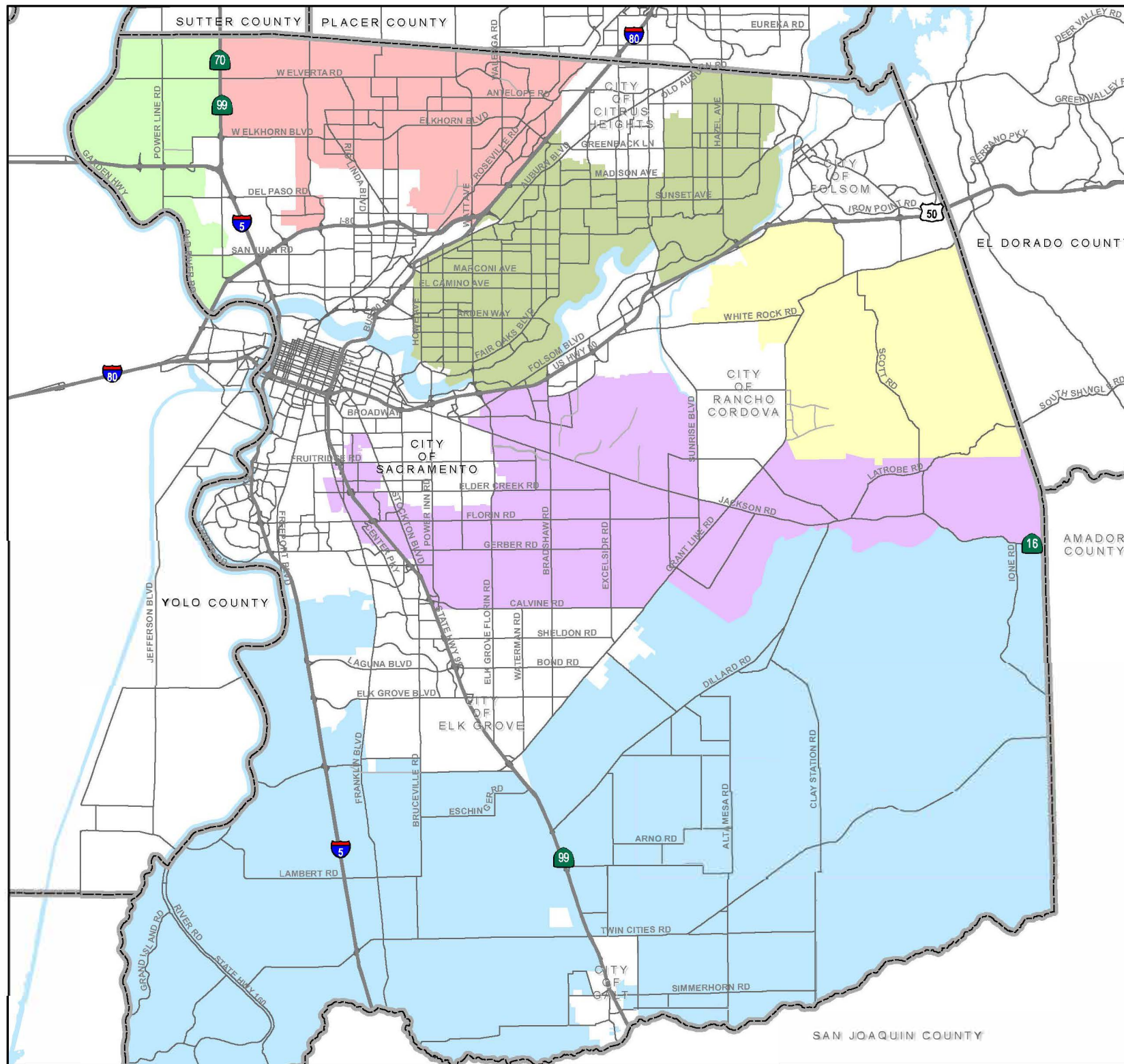


1.2 Fee Districts

The fee that the developer pays for a new residential unit or commercial building varies by the “fee district” that it is located in. For each of the roadway improvement projects, the number of new vehicle trips traveling to or from each fee district, estimated by SACOG’s regional travel demand model, was used to determine each district’s cost responsibility for the improvements. The cost responsibility for each fee district was then divided by the dwelling unit equivalents (DUEs) in that district.

The 2019 SCTDF/TIF Program maintains the six fee districts in the 2010 SCTDF Program, which are shown in [Figure 1](#).

Figure 1
SCTDF/TIF
Program
Fee Districts



Notes:

1. Precise Fee District boundaries can be determined using GIS files available at County Department of Transportation
2. Remaining unincorporated portion of Sacramento County in Delta area not shown on map is part of Fee District 5

Legend

DISTRICTS

- District 1
- District 2
- District 3
- District 4
- District 5
- District 6



2.0 Development Forecasts

2.1 Growth in Housing and Employment

The improvements in the current fee program were intended to meet 2032 travel demand levels. The 2019 SCTDF/TIF Update has a 2017 base year and a 30 to 35 year horizon. The transportation needs for the SCTDF/TIF Program Update is thus based on development forecasts for approximately 2050.

The level of new development that could potentially be expected in the next 30 to 35 years was based on the projected growth in SACOG's Metropolitan Transportation Plan / Sustainable Community Strategy (MTP/SCS). Specifically, the annual growth rate for housing units in Sacramento County (including both cities and unincorporated areas) between 2012 and 2036 was used to define an approximate residential growth rate between 2017 and 2050 for Sacramento County. The total growth in non-residential development was based on maintaining the same balance of total jobs to total housing units, as well as total retail jobs to housing units, which is reflected in SACOG's 2036 forecasts for the MTP/SCS.

The growth in housing units and jobs was then allocated to vacant or under-utilized land in both the cities and the unincorporated areas of Sacramento County based on available capacity of each growth area. The SCTDF/TIF assumes full development of the following major unincorporated growth areas:

- Vineyard Springs Comprehensive Plan
- North Vineyard Station Specific Plan
- Florin-Vineyard Community Plan
- Antelope Special Finance District
- Elverta Specific Plan
- Easton–Glenborough Specific Plans
- Cordova Hills Master Plan
- Metro Airpark
- New Bridge Master Plan
- Jackson Township Master Plan
- West Jackson Highway Master Plan
- Mather South Master Plan

The majority of the proposed North Precinct project was also assumed to be developed by 2050.

Tables 2 through 7 show the estimated housing and jobs in each fee district for 2017 and 2050 and the growth over that period. Between 2017 and 2050, housing units in unincorporated Sacramento County are expected to grow by about 56 percent. Additional information on the development assumptions for the 2019 SCTDF/TIF update is provided in Appendix H.

Table 2 Estimated 2017 Residential Development for SCTDF/TIF Program			
Fee District ¹	Dwelling Units		
	Single Family	Multi-Family	Total
1	35,683	7,173	42,856
2	76,505	32,552	109,057
3	9	0	9
4	40,433	9,430	49,864
5	5,650	350	6,000
6	308	0	308
Total Unincorporated Sacramento Co.	158,587	49,506	208,094
Source: DKS Associates, 2018			

Table 3 Estimated 2050 Residential Development for SCTDF/TIF Program			
Fee District ¹	Dwelling Units		
	Single Family	Multi-Family	Total
1	56,449	16,205	72,654
2	82,912	38,692	121,604
3	7,896	5,418	13,314
4	77,406	30,625	108,032
5	6,628	1,607	8,235
6	323	0	323
Total Unincorporated Sacramento Co.	231,614	92,528	324,162
Source: DKS Associates, 2018			

Table 4 Estimated 2017 to 2050 Residential Growth for SCTDF Program			
Fee District ¹	Dwelling Units		
	Single Family	Multi-Family	Total
1	20,767	9,031	29,984
2	6,407	6,140	12,547
3	7,887	5,418	13,305
4	36,973	21,195	58,168
5	978	1,257	2,235
6	15	0	15
Total Unincorporated Sacramento Co.	73,027	43,041	116,068
Total Cities in Sacramento Co			122,526
Total Sacramento Co			238,594
Source: DKS Associates, 2018			

Table 5

Estimated 2017 Non-Residential Development for SCTDF/TIF Program

Fee District ¹	Retail		Office		Industrial/Other		Education	Total	
	Jobs	KSF	Jobs	KSF	Jobs	KSF	Jobs	Jobs	KSF
1	6,124	3,062	7,137	2,141	21,145	16,916	3,029	37,435	22,119
2	18,691	9,346	30,326	9,098	49,980	39,984	7,217	106,214	58,427
3	24	12	493	148	2,827	2,262	5	3,349	2,422
4	7,737	3,868	9,345	2,803	24,927	19,941	4,033	46,041	26,613
5	773	387	2,072	622	3,732	2,986	437	7,015	3,994
6	231	116	423	127	3,746	2,997	0	4,400	3,239
Total Unincorporated Sacramento Co.	33,581	16,790	49,796	14,939	106,356	85,085	14,722	204,454	116,814

¹ See Figure 1 for boundaries of fee districts

KSF= 1,000 square feet

Square footage estimates are based on 500, 300, and 800 square feet per employee for retail, office and industrial/other employee, respectively.

Source: DKS Associates, 2018

Table 6
2050 Non-Residential Development for SCTDF/TIF Program

Fee District ¹	Retail		Office		Industrial/Other		Education	Total	
	Jobs	KSF	Jobs	KSF	Jobs	KSF	Jobs	Jobs	KSF
1	12,400	6,140	18,780	5,704	32,257	25,805	4,127	67,564	37,650
2	19,689	9,845	35,581	10,674	50,320	40,256	7,507	113,097	60,775
3	4,886	2,443	11,149	3,345	4,653	3,722	736	21,424	9,510
4	27,194	13,597	22,831	6,849	54,396	43,517	6,434	110,855	63,963
5	1,353	676	2,072	622	4,370	3,496	536	8,331	4,794
6	11,181	5,590	7,936	2,381	20,814	16,651	0	39,931	24,622
Total Unincorporated Sacramento Co.	76,702	38,291	98,348	29,574	166,810	133,448	19,341	361,201	201,314

¹ See Figure 1 for boundaries of fee districts

KSF= 1,000 square feet

Square footage estimates are based on 500, 300, and 800 square feet per employee for retail, office and industrial/other employee, respectively.

Source: DKS Associates, 2018

Table 7
2017 to 2050 Non-Residential Development Growth for SCTDF/TIF Program

Fee District ¹	Retail		Office		Industrial/Other		Education	Total	
	Jobs	KSF	Jobs	KSF	Jobs	KSF	Jobs	Jobs	KSF
1	6,275	3,078	11,643	3,563	11,112	8,890	1,098	30,129	15,531
2	998	499	5,255	1,576	340	272	290	6,883	2,348
3	4,862	2,431	10,655	3,197	1,826	1,461	731	18,074	7,088
4	19,457	9,728	13,486	4,046	29,470	23,576	2,401	64,814	37,350
5	579	290	0	0	638	510	99	1,316	800
6	10,950	5,475	7,513	2,254	17,068	13,654	0	35,531	21,383
Total Unincorporated Sacramento Co.	43,121	21,501	48,552	14,636	60,454	48,363	4,619	156,747	84,500
Total Cities in Sacramento Co								171,068	
Total Sacramento Co								327,815	

¹ See Figure 1 for boundaries of fee districts

KSF= 1,000 square feet

Square footage estimates are based on 500, 300, and 800 square feet per employee for retail, office and industrial/other employee, respectively.

Source: DKS Associates, 2018

3.0 Transportation Improvements

3.1 Roadway Capacity Needs

The roadway capacity needs analysis was guided by the County’s level of service policy in the Circulation Element of the General Plan, which calls for maintaining LOS E conditions in urban areas and LOS D on rural collector roadways. An analysis of 2017 traffic demand shows that about 31 miles of roadways in the unincorporated areas of Sacramento County currently operate at LOS F conditions. Those roadway segments with “existing LOS deficiencies” are shown in [Figure 2](#).

The 2050 travel demand forecasts were prepared using SACOG’s SACSIM regional travel demand model. The needs analysis started with a set of planned roadway and transit improvements that are included in the current 2036 Metropolitan Transportation Plan / Sustainable Community Strategy (MTP/SCS). An iterative analysis was conducted to test the need for those planned improvements and the need for additional improvements under the 2050 development forecasts. Roadway improvements were identified to meet forecasted 2050 traffic volumes. The forecasted 2050 traffic demand on some roadways would not require widening to the maximum number of lanes allowed in the General Plan and only the lanes required to meet the County’s LOS policy over the next 30 to 35 years are included in the SCTF Program. On many roadways the maximum number of lanes would be warranted based on forecasted traffic volumes. However, on all roadway segments in the 2019 SCTDF/TIF Program project list the number of traffic lanes do not exceed the number of lanes allowed in the General Plan.

The capacities per lane by roadway type listed in Sacramento County’s “Traffic Impact Analysis Guidelines” were used for the roadway needs analysis. The existing and 2050 roadway level of service analysis is summarized in [Appendix A](#).

Roadway Segment Improvements

[Figure 3](#) shows the 171 miles of roadway that would be widened or extended in the 2019 SCTDF/TIF Program update. The SCTDF includes roadway capacity improvements to planned four and six lane arterial and thoroughfare roadways, not two lane roadways. [Table 8](#) shows the SCTDF capacity improvements by roadway segment.

The SCTDF/TIF Program includes frontage improvements (curb/gutter and sidewalks) except on improvements within major new developments where frontage improvements would clearly be funded by adjacent development. [Figure 4](#) shows where frontage improvements were excluded from SCTDF Program cost estimates.

The General Plan calls for a maximum of six lanes on the County’s busiest arterial/thoroughfare roadways. Some of these roadways already have six lanes. Many two or four lane arterials could be widened under the General Plan, but some roadway segments would operate at LOS F conditions in 2050 with the maximum of lanes allowed under the General Plan.

[Figure 6](#) shows the 77.8 miles of roadway that would operate at LOS F conditions during peak periods in 2050 even with the roadway improvements shown in [Figure 3](#). While many of these roadway segments already operate at LOS F conditions, new development is expected to contribute a substantial amount of the traffic volume to these congested roadways

Figure 2
Existing Roadway
Deficiencies

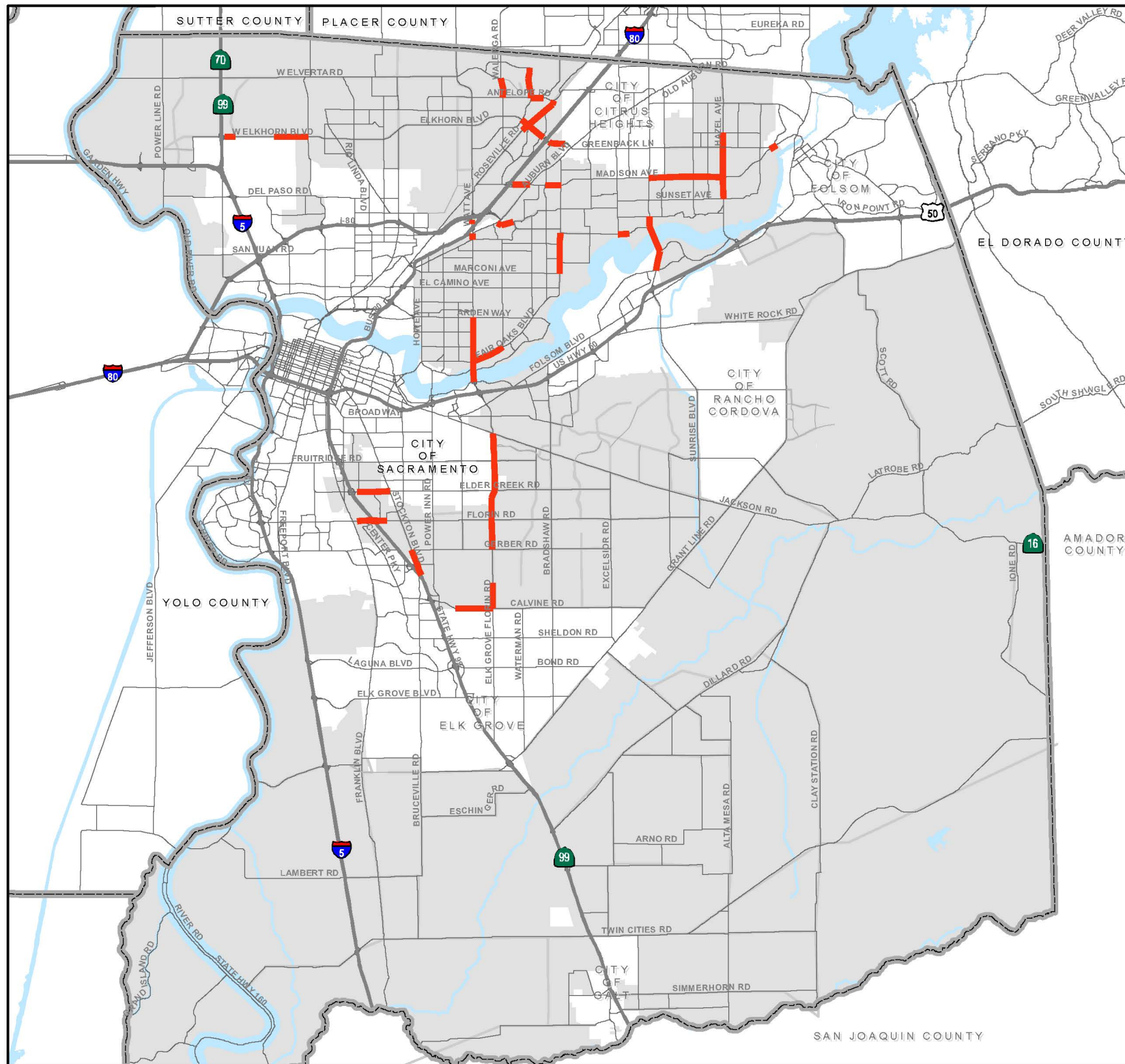
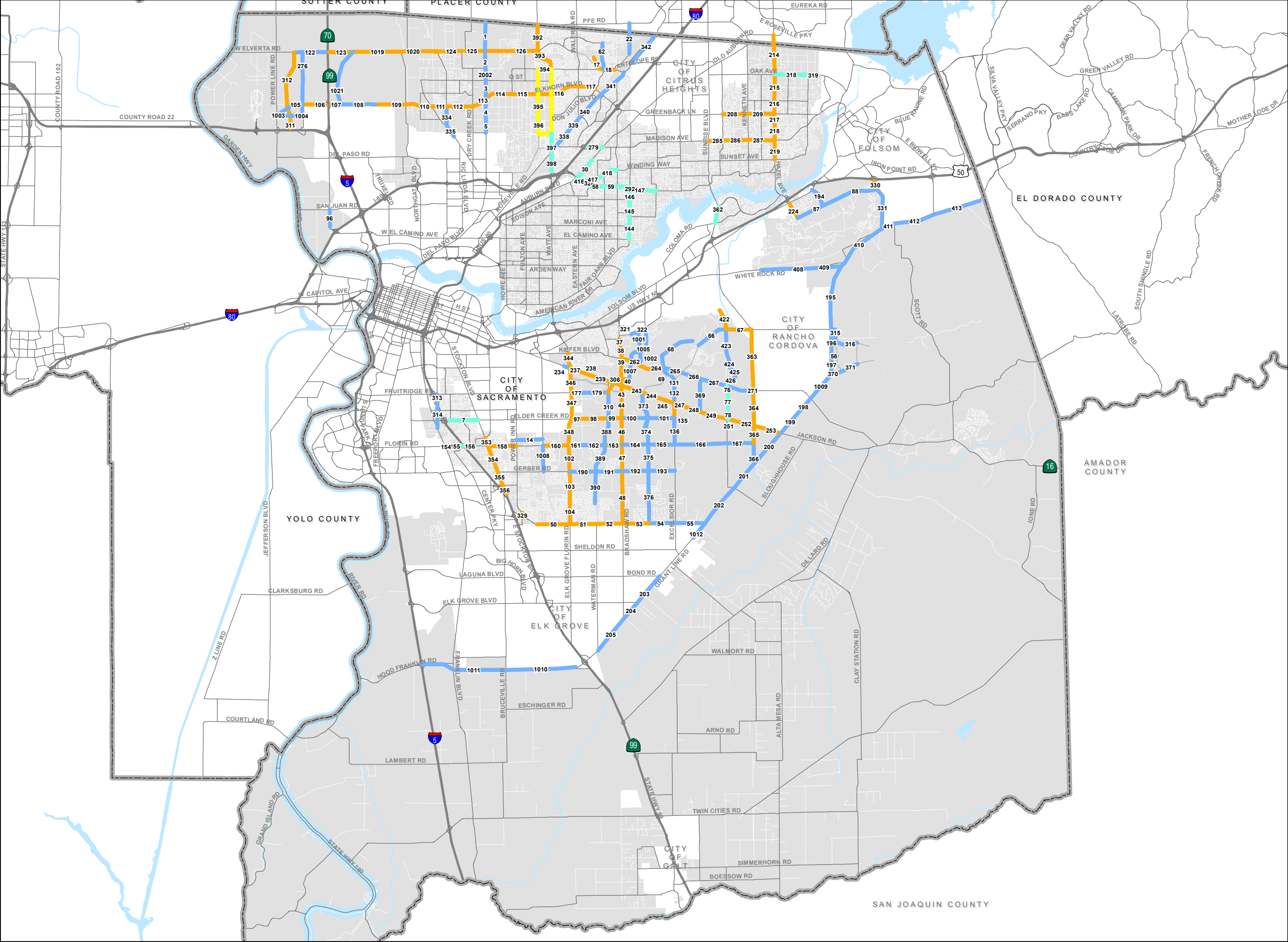


Figure 3

SCTDF Roadway Improvements



Legend

Couplet

Future Lanes on Improved Roadways

4 Lanes

6 Lanes

Potential Smart Growth Streets





Table 8

Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
1	16 th St	Kasser Rd	Elverta Rd	2	4	4	2	1.000
2	16 th St	Elverta Road	Q St	2	4	4	2	1.131
3	16 th St	Q St	Elkhorn Blvd		4	4	4	0.568
4	16 th St	Elkhorn Blvd	E St	2	4	4	2	0.725
5	16 th St	E St	Sacramento City Line	2	4	4	2	0.500
7	47 th St	SR-99	Stockton Blvd	4	4 and/or SGS	4	4 and/or SGS	1.110
14	Alta Florin Rd	Power Inn Rd	Florin-Perkins Rd		4	4	4	0.996
16	Antelope Rd	Monument Dr	Elverta Rd	3	4	4	1	0.300
17	Antelope Rd	Elverta Rd	Don Julio Blvd		6	6	6	0.148
18	Antelope Rd	Don Julio Blvd	Antelope Rd North	4	6	6	2	0.341
20	Antelope Rd	Roseville Rd	Daly Ave	5	6	6	1	0.350
22	Antelope Rd North	Mulberry Way	Placer Co Line	2	4	4	2	1.430
29	Auburn Blvd	Winding Way	I-80 Ramps	4	6	6	2	0.076
30	Auburn Blvd	I-80 Ramps	Myrtle Ave	4	6	6	4 and/or SGS	0.890
37	Bradshaw Rd	Goethe Rd	Collector WJ-8	4	6	6	2	0.294
38	Bradshaw Rd	Collector WJ-8	Kiefer Blvd	4	6	6	2	0.080
39	Bradshaw Rd	Kiefer Blvd	Collector WJ-9	4	6	6	2	0.155
40	Bradshaw Rd	Collector WJ-9	Mayhew Rd	4	6	6	2	0.155
41	Bradshaw Rd	Mayhew Rd	Jackson Rd	4	6	6	2	0.155
42	Bradshaw Rd	Jackson Rd	Rock Creek Pkwy	4	6	6	2	0.123
43	Bradshaw Rd	Rock Creek Pkwy	Collector WJ-10	4	6	6	2	0.123
44	Bradshaw Rd	Collector WJ-10	Collector WJ-11	4	6	6	2	0.123



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
45	Bradshaw Rd	Collector WJ-11	Elder Creek Road	4	6	6	2	0.123
46	Bradshaw Rd	Elder Creek Rd	Florin Rd	4	6	6	2	0.820
47	Bradshaw Rd	Florin Rd	Gerber Rd	4	6	6	2	0.820
48	Bradshaw Rd	Gerber Rd	Calvine Rd	4	6	6	2	1.811
50	Calvine Rd	Auberry Dr	Elk Grove Florin Rd	4	6	6	2	1.455
51	Calvine Rd	Elk Grove Florin Rd	Waterman Rd	4	6	6	2	0.803
52	Calvine Rd	Waterman Rd	Bradshaw Rd	4	6	6	2	0.811
53	Calvine Rd	Bradshaw Rd	Vineyard Rd	4	6	6	2	0.905
54	Calvine Rd	Vineyard Rd	Excelsior Rd	2	4	6	2	0.905
55	Calvine Rd	Excelsior Rd	Grant Line Rd	2	4	6	2	0.911
56	Chrysanthy Blvd	Grant Line Rd	Town Center Blvd		4	4	4	0.123
58	Cypress Ave	Edison Ave	Walnut Ave	2	4 and/or SGS	4	4 and/or SGS	0.424
59	Cypress Ave	Walnut Ave	Manzanita Ave	2	4 and/or SGS	4	4 and/or SGS	0.782
62	Don Julio Blvd	North Loop Blvd	Antelope Rd	2	4	4	2	1.290
66	Douglas Rd	Mather Blvd	Zinfandel Rd	2	4	4	2	0.777
67	Douglas Rd	Zinfandel Rd	Rancho Cordova CL	2	6	6	4	0.311
68	Douglas Rd Ext	Mather Blvd	Excelsior Rd		4	4	4	2.008
69	Douglas Rd Ext	Kiefer Blvd	Rock Creek Pkwy		4	4	4	0.254
70	Douglas Rd Ext	Rock Creek Pkwy	Excelsior Road		4	4	4	0.070
76	Eagles Nest Rd	Kiefer Blvd	N Bridgewater Dr	2	4 and/or SGS	4	4 and/or SGS	0.235
77	Eagles Nest Rd	N Bridgewater Dr	S Bridgewater Dr	2	4 and/or SGS	4	4 and/or SGS	0.235
78	Eagles Nest Rd	S Bridgewater Dr	Jackson Road	2	4 and/or SGS	4	4 and/or SGS	0.235
87	Easton Valley Pkwy	Hazel Ave	Glenborough Dr		4	4	4	0.311

Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
88	Easton Valley Pkwy	Glenborough Dr	Prairie City Rd		4	4	4	2.008
96	El Centro Rd	San Juan Ave	El Camino Ave	2	4	4	2	0.254
97	Elder Creek Rd	South Watt Ave	Hedge Ave	2	6	6	4	0.210
98	Elder Creek Rd	Hedge Ave	Mayhew Rd	2	6	6	4	0.811
99	Elder Creek Rd	Mayhew Rd	Bradshaw Rd	2	4	4	2	0.311
100	Elder Creek Rd	Bradshaw Rd	Vineyard Rd	2	4	4	2	0.811
101	Elder Creek Rd	Vineyard Rd	Excelsior Rd	2	4	4	2	0.811
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	2	6	6	4	0.811
103	Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	4	6	6	2	1.027
104	Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	4	6	6	2	0.792
105	Elkhorn Blvd	Metro Air Pkwy	Greenbrier	2	4	4	2	0.511
106	Elkhorn Blvd	Greenbrier	SR 99	2	4	4	2	0.511
107	Elkhorn Blvd	SR 99	East Commerce Way	2	6	6	4	0.227
108	Elkhorn Blvd	East Commerce Way	Natomas Blvd	2	4	6	2	1.250
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	2	6	6	2	1.220
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	2	4	6	2	0.973
111	Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	2/4	4	6	2	0.487
112	Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	4	6	6	2	0.900
113	Elkhorn Blvd	Dry Creek Rd	16th St	4	6	6	2	0.496
114	Elkhorn Blvd	16th St	24th St	4	6	6	2	0.966
115	Elkhorn Blvd	24th St	Watt Ave	4	6	6	2	1.405
116	Elkhorn Blvd	Watt Ave	Walegra Rd	4	6	6	2	0.920
117	Elkhorn Blvd	Walegra Rd	Don Julio Blvd	4	6	6	2	0.578



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
123	Elverta Rd	SR 99	E Commerce Way	2	6	6	4	0.270
124	Elverta Rd	Rio Linda Blvd	Elverta SP W Limit	2	6	6	4	1.631
125	Elverta Rd	Elverta SP W Limit	Elverta SP E Limit	2	6	6	4	1.405
126	Elverta Rd	Elverta SP E Limit	Watt Ave	2	6	6	4	0.500
131	Excelsior Rd	Douglas Rd Ext	Collector WJ-1	2	4	4	2	0.189
132	Excelsior Rd	Collector WJ-1	Collector WJ-2	2	4	4	2	0.189
133	Excelsior Rd	Collector WJ-2	Jackson Rd	2	4	4	2	0.095
134	Excelsior Rd	Jackson Rd	Collector WJ-6	2	6	4 ⁴	4	0.087
135	Excelsior Rd	Collector WJ-6	Elder Creek Rd	2	6	4 ⁴	4	0.087
136	Excelsior Rd	Elder Creek Rd	Florin Rd	2	4	4	2	0.820
144	Fair Oaks Blvd	El Camino Ave	Marconi Ave	4	SGS	SGS	SGS	0.306
145	Fair Oaks Blvd	Marconi Ave	Engle Rd	4	SGS	SGS	SGS	0.820
146	Fair Oaks Blvd	Engle Rd	Manzanita Ave	4	SGS	SGS	SGS	0.269
147	Fair Oaks Blvd	Manzanita Ave	Marshall Ave	4	SGS	SGS	SGS	0.905
154	Florin Rd	Franklin Blvd	Bowling Dr	6	6+SGS	6+SGS	SGS	0.116
155	Florin Rd	Bowling Dr	SR-99	6	6+SGS	6+SGS	SGS	0.336
156	Florin Rd	SR-99	65th St	6	6+SGS	6+SGS	SGS	0.148
158	Florin Rd	Stockton Blvd	Power Inn Rd	4	6	6	2	0.890
160	Florin Rd	Florin Perkins Rd	S. Watt Ave	4	6	6	2	0.804
161	Florin Rd	S. Watt Ave	Hedge Ave	2	4	6	2	0.119
162	Florin Rd	Hedge Ave	Waterman Rd	2	4	6	2	0.627
163	Florin Rd	Waterman Rd	Bradshaw Rd	2	6	6	4	0.508
164	Florin Rd	Bradshaw Road	Vineyard Road	2	4		2	0.811



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
165	Florin Rd	Vineyard Rd	Excelsior Rd	2	4	6	2	0.811
166	Florin Rd	Excelsior Rd	Eagles Nest Rd	2	4	6	2	1.811
167	Florin Rd	Eagles Nest Rd	Sunrise Blvd	2	4	6	2	0.811
177	Fruitridge Rd	South Watt Ave	Hedge Ave	2	4	4	2	0.216
178	Fruitridge Rd	Hedge Ave	Collector WJ-12	2	4	4	2	0.316
179	Fruitridge Rd	Collector WJ-12	Mayhew Rd	2	4	4	2	0.316
190	Gerber Rd	Elk Grove - Florin Rd	Waterman Rd	2	4	4	2	0.682
191	Gerber Rd	Waterman Rd	Bradshaw Rd	2	4	4	2	0.941
192	Gerber Rd	Bradshaw Rd	Vineyard Rd	2	4	4	2	0.820
193	Gerber Rd	Vineyard Rd	Excelsior Rd	2	4	4	2	0.809
194	Glenborough	Folsom Blvd	Easton Valley Pkwy	0	4	4	4	1.023
195	Grant Line Rd	White Rock Rd	Douglas Rd	2	4	Expwy	2	2.386
196	Grant Line Rd	Douglas Rd	Chrysanthy Blvd	2	4	Expwy	2	1.271
197	Grant Line Rd	Chrysanthy Blvd	Kiefer Blvd	2	4	Expwy	2	1.366
198	Grant Line Rd	Kiefer Blvd	Rancho Cordova Pkwy	2	4	Expwy	2	0.780
199	Grant Line Rd	Rancho Cordova Pkwy	Jackson Rd	2	4	Expwy	2	0.780
200	Grant Line Rd	Jackson Rd	Sunrise Blvd	2	4	Expwy	2	1.362
201	Grant Line Rd	Sunrise Blvd	Eagles Nest Rd	2	4	Expwy	2	0.991
202	Grant Line Rd	Eagles Nest Rd	Calvine Rd	2	4	Expwy	2	1.570
203	Grant Line Rd	Elk Grove City Limits	Elk Grove Blvd	2	4	4	2	1.250
204	Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	2	4	6	2	0.852
205	Grant Line Rd	Bradshaw Rd	Waterman Rd	2	4	6	2	1.280
208	Greenback Lane	Fair Oaks Blvd	Kenneth Ave	4	6	6	2	0.775



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
209	Greenback Lane	Kenneth Ave	Hazel Ave	4	6	6	2	0.821
214	Hazel Ave	Placer Co Line	Oak Ave	4	6	6	2	1.005
215	Hazel Ave	Oak Ave	Central Ave	4	6	6	2	0.905
216	Hazel Ave	Central Ave	Greenback Ln	4	6	6	2	0.405
217	Hazel Ave	Greenback Ln	Pershing Ave	4	6	6	2	0.441
218	Hazel Ave	Pershing Ave	Madison Ave	4	6	6	2	0.379
219	Hazel Ave	Madison Ave	Sunset Ave	4	6	6	2	0.553
224	Hazel Ave	Atlanta St	Easton Valley Pkwy		6	6	6	0.387
234	Jackson Rd	14th Ave	Rock Creek Pkwy	2	4	4	2	0.006
235	Jackson Rd	Rock Creek Pkwy	Aspen 1 Driveway	2	4	4	2	0.006
236	Jackson Rd	Aspen 1 Driveway	South Watt Ave	2	4	4	2	0.006
237	Jackson Rd	South Watt Ave	Hedge Ave	2	6	6	4	0.282
238	Jackson Rd	Hedge Ave	Collector WJ-3	2	6	6	4	0.346
239	Jackson Rd	Collector WJ-3	Mayhew Rd	2	6	6	4	0.346
240	Jackson Rd	Mayhew Rd	Bradshaw Rd	2	6	6	4	0.335
241	Jackson Rd	Bradshaw Rd	Collector WJ-4	2	6	6	4	0.165
242	Jackson Rd	Collector WJ-4	Happy Lane	2	6	6	4	0.165
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	2	6	6	4	0.259
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	2	6	6	4	0.259
245	Jackson Rd	Collector WJ-5	Collector WJ-6	2	6	6	4	0.165
246	Jackson Rd	Collector WJ-6	Excelsior Road	2	6	6	4	0.165
247	Jackson Rd	Excelsior Road	Collector JT-3	2	6	6	4	0.335
248	Jackson Rd	Collector JT-3	Tree View Lane	2	6	6	4	0.335



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
249	Jackson Rd	Tree View Lane	Collector JT-4	2	6	6	4	0.335
250	Jackson Rd	Collector JT-4	Eagles Nest Rd	2	6	6	4	0.335
251	Jackson Rd	Eagles Nest Rd	Rockbridge Dr	2	6	6	4	0.331
252	Jackson Rd	Rockbridge Dr	Sunrise Blvd	2	6	6	4	0.331
253	Jackson Rd	Sunrise Blvd	Grant Line Rd	2	6	6	4	0.881
260	Kiefer Blvd	Bradshaw Rd	Collector WJ-14	2	6	6	4	0.066
261	Kiefer Blvd	Collector WJ-14	Routier Ext	2	6	6	4	0.066
262	Kiefer Blvd	Routier Ext	Happy Lane	2	6	6	4	0.066
263	Kiefer Blvd	Happy Lane	Collector WJ-15		6	6	6	0.066
264	Kiefer Blvd	Collector WJ-15	Douglas Rd Ext		6	6	6	0.348
265	Kiefer Blvd	Douglas Rd Ext	Excelsior Rd		4	6	4	0.530
266	Kiefer Blvd	Excelsior Road	Tree View Lane		4	4	4	0.587
267	Kiefer Blvd	Tree View Lane	Eagles Nest Rd		4	4	4	0.814
268	Kiefer Blvd	Eagles Nest Rd	W Collector MS-1	2	4	4	2	0.066
269	Kiefer Blvd	W Collector MS-1	Northbridge Dr	2	4	4	2	0.066
270	Kiefer Blvd	Northbridge Dr	E Collector MS-1	2	4	4	2	0.066
271	Kiefer Blvd	E Collector MS-1	Sunrise Blvd	2	4	4	2	0.066
279	Madison Ave	I-80	Auburn Blvd	6	6+SGS	6+SGS	SGS	0.492
285	Madison Ave	Sunrise Blvd	Fair Oaks Blvd	4	6	6	2	0.345
286	Madison Ave	Fair Oaks Blvd	Kenneth Ave	4	6	6	2	0.771
287	Madison Ave	Kenneth Ave	Hazel Ave	4	6	6	2	0.811
292	Manzanita Ave	Fair Oaks Blvd	Cypress Ave	4	SGS	SGS	SGS	0.134
305	Mayhew Rd	Happy Lane	Bradshaw Road		6	NA	6	0.083



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
306	Mayhew Rd	Bradshaw Road	Jackson Road		6	NA	6	0.189
307	Mayhew Rd	Jackson Road	Rock Creek Pkwy	2	6	NA	4	0.021
308	Mayhew Rd	Rock Creek Pkwy	Fruitridge Road	2	6	NA	4	0.021
309	Mayhew Rd	Fruitridge Road	Collector WJ-13		4	NA	4	0.218
310	Mayhew Rd	Collector WJ-13	Elder Creek Road		4	NA	4	0.587
311	Metro Air Pkwy	I-5	Elkhorn Blvd	2	6	6	4	0.313
312	Metro Air Pkwy	Elkhorn Blvd	Elverta Rd	2	6	6	4	2.161
313	MLK Blvd	Fruitridge Rd	SR 99	2	4	4	2	0.218
314	MLK Blvd	SR 99	Franklin Rd	2	4	4	2	0.587
315	North Loop Rd	Grant Line Rd	Town Center Blvd		4	4	4	0.218
316	North Loop Rd	Town Center Blvd	Street D		4	4	4	0.587
318	Oak Ave	Hazel Ave	Main Ave	2	4 and/or SGS	4	4 and/or SGS	1.080
319	Oak Ave	Main Ave	Folsom CL	2	4 and/or SGS	4	4 and/or SGS	0.299
321	Old Placerville Rd	Granby Dr	Happy Lane	2	4	6	2	0.345
322	Old Placerville Rd	Happy Lane	Routier Rd	2	4	6	2	0.246
324	Pasadena Ave	Cypress Ave	Winding Way	2	4 and/or SGS	4	4 and/or SGS	0.136
330	Prairie City Rd	US 50	Easton Valley Pkwy	2	6	6	4	0.667
331	Prairie City Rd	Easton Valley Pkwy	White Rock Rd	2	4	6	2	1.239
334	Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	2	4	4	2	0.633
335	Rio Linda Blvd	Marysville Blvd	Sacramento CL	2	4	4	2	0.329
338	Roseville Rd	Airbase Dr	Palm Ave	2	4	4	2	0.432
339	Roseville Rd	Palm Ave	Walerga Rd	2	4	4	2	0.848
340	Roseville Rd	Walerga Rd	Elkhorn Blvd	2	4	4	2	1.159



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
341	Roseville Rd	Elkhorn Blvd	Antelope Rd	2	4	4	2	1.237
342	Roseville Rd	Antelope Rd	Placer Co Line	2	4	4	2	1.206
344	South Watt Ave	Kiefer Blvd	Jackson Rd	5	6	6	1	0.398
345	South Watt Ave	Jackson Road	Rock Creek Pkwy	2	6	6	4	0.279
346	South Watt Ave	Rock Creek Pkwy	Fruitridge Rd	2	6	6	4	0.279
347	South Watt Ave	Fruitridge Rd	Elder Creek Rd	2	6	6	4	0.814
348	South Watt Ave	Elder Creek Rd	Florin Rd	2	6	6	4	0.833
353	Stockton Blvd	65th Ave	Florin Rd	4	6	6	2	0.142
354	Stockton Blvd	Florin Rd	Gerber Rd	4	6	6	2	0.871
355	Stockton Blvd	Gerber Rd	Elsie Ave	4	6	6	2	0.345
356	Stockton Blvd	Elsie Ave	SR-99	4	6	6	2	0.254
362	Sunrise Blvd	Gold Country Blvd	Coloma Rd	6	6+SGS	6 +SGS	SGS	0.492
363	Sunrise Blvd	Douglas Rd	Kiefer Blvd	5	6	6	1	2.239
364	Sunrise Blvd	Kiefer Blvd	Jackson Rd	2	6	6	4	1.174
365	Sunrise Blvd	Jackson Rd	Florin Rd	2	6	6	4	0.443
366	Sunrise Blvd	Florin Rd	Grant Line Rd	2	4	6	2	0.602
369	Tree View Rd	Kiefer Blvd	Jackson Rd		4	4	4	1.080
370	University Blvd	Grant Line Rd	Town Center Blvd		4	4	4	0.506
371	University Blvd	Town Center Blvd	Street A		4	4	4	0.663
372	Vineyard Rd	Jackson Road	Rock Creek Pkwy		4	4	4	0.244
373	Vineyard Rd	Rock Creek Pkwy	Elder Creek Road		4	4	4	0.496
374	Vineyard Rd	Elder Creek Rd	Florin Road		4	4	4	0.809
375	Vineyard Road	Florin Rd	Gerber Rd		4	4	4	0.811



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
388	Waterman Rd	Elder Creek Rd	Florin Rd		4	4	4	0.837
389	Waterman Rd	Florin Rd	Gerber Rd		4	4	4	0.923
390	Waterman Rd	Gerber Rd	Vintage Park Dr		4	4	4	1.011
392	Watt Ave	Placer Co Line	Elverta Rd	4	6	6	2	0.905
393	Watt Ave	Elverta Rd	"U" St/Antelope Rd	4	6	6	2	0.769
394	Watt Ave (34th St)	"U" St/Antelope Rd	Elkhorn Blvd	4	Couplet	Couplet	Couplet	0.769
395	Watt Ave (34th St)	Elkhorn Blvd	Don Julio Blvd	4	Couplet	Couplet	Couplet	0.598
396	Watt Ave (34th St)	Don Julio Blvd	Airbase Dr	6	Couplet	Couplet	Couplet	0.902
397	Watt Ave	Airbase Dr	Roseville Rd	6	6 and/or SGS	6	SGS	0.199
398	Watt Ave	Roseville Rd	I-80	6	6 and/or SGS	6	SGS	0.654
408	White Rock Rd	Rancho Cordova Pkwy	Rancho C Limits	2	4	6	2	2.356
409	White Rock Rd	Rancho C Limits	Grant Line Road	2	4	6	2	1.289
410	White Rock Rd	Grant Line Rd	Prairie City Rd	4	4+HOV	Expwy	2	1.117
411	White Rock Rd	Prairie City Rd	Scott Rd (W)	2	4	4	2	0.404
412	White Rock Rd	Scott Rd (W)	Scott Rd (E)	2	4	4	2	1.547
413	White Rock Rd	Scott Rd (E)	El Dorado Co Line	2	4	4	2	2.140
416	Winding Way	Auburn Blvd	Pasadena Ave	2	4 and/or SGS	4	SGS	0.473
417	Winding Way	Pasadena Ave	College Oak Dr	2	4 and/or SGS	4	SGS	0.341
418	Winding Way	College Oak Dr	Garfield Ave	2	4 and/or SGS	4	SGS	0.644
422	Zinfandel Dr	City Limit	Douglas Rd	2	6	6	4	0.547
423	Zinfandel Dr	Douglas Rd	Collector MS-2	2	4	4	2	1.042
424	Zinfandel Dr	Collector MS-2	Collector MS-3		4	4	4	0.189
425	Zinfandel Dr	Collector MS-3	Collector MS-4		4	4	4	0.038



Table 8
Roadway Capacity Improvement Projects for SCTDF

No ¹	Roadway	Segment		Lanes ²				Distance (miles) ³
		From	To	2017	2050 SCTDF	General Plan	Change 2017 to 2050	
426	Zinfandel Dr	Collector MS-4	Kiefer Blvd		4	4	4	0.417
1003	Meister Way	Elkhorn Blvd	Metro Air Pkwy		4	4	4	0.303
1004	Meister Way	Metro Air Pkwy	Lone Tree Rd		4	4	4	0.303
1005	Routier Rd Ext	Old Placerville	Happy Lane		4	NA	4	1.098
1006	Routier Rd Ext	Happy Lane	Kiefer Blvd		4	NA	4	0.487
1007	Routier Rd Ext	Kiefer Blvd	Mayhew Rd		4	NA	4	0.491
1008	French Rd	Florin Rd	Gerber Rd	2	4	4	2	0.950
1009	Grant Line Rd	University Blvd	Kiefer Blvd	2	4	Expwy	2	1.038
1012	Grant Line Rd	Calvine Rd	Elk Grove Limits	2	4	4	2	1.038
1019	Elverta Rd	E Commerce	East Levee Rd	2	6	6	4	1.270
1020	Elverta Rd	East Levee Rd	Rio Linda Blvd	2	6	6	4	2.360
1021	E Commerce	Elkhorn Blvd	Elverta Rd		4		4	2.200

Notes:

¹ See Figure 3 for location of roadway segments

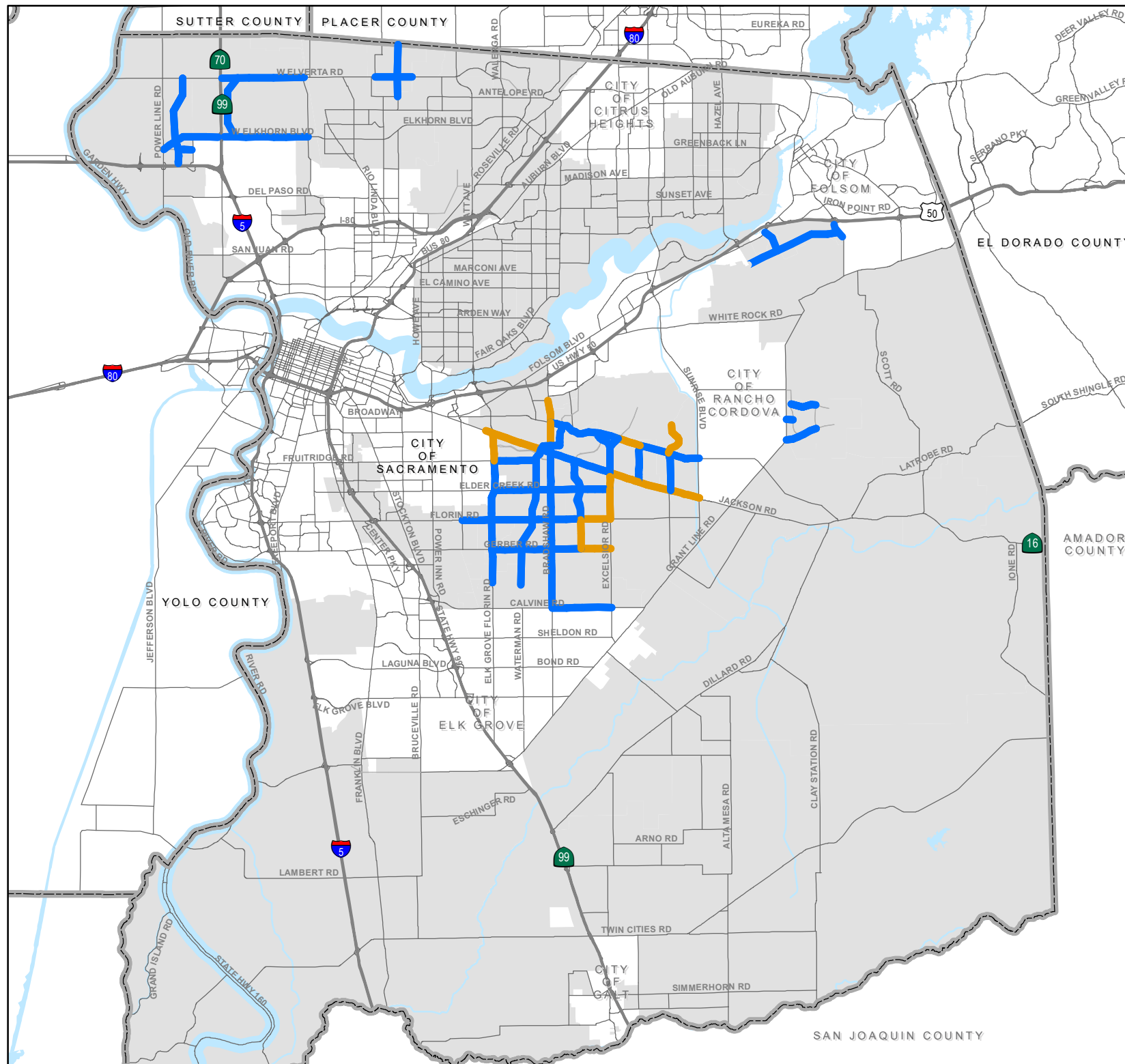
² Grey shading indicates locations where segment would not operate at acceptable LOS. SGS is a potential Smart Growth Street

³ Segment distance used for cost estimates is shown. Intersections with SCTDF improvements include the full cost of 500 feet per intersection leg along arterials or thoroughfares. Thus segments that include SCTDF intersection improvements will not include the distance included in the intersection cost estimates.

4 A General Plan amendment is anticipated to allow six travel lanes

Source: DKS Associates, 2018

Figure 4
Frontage
Improvements
Excluded From
Fee Estimate



Legend

Frontage
Excluded

- Both Sides
- One Side

The roadway system needs analysis is summarized in [Table 9](#).

Table 9 Summary of Roadway Capacity Needs	
	Mileage
Existing Deficiencies (LOS F during peak hour)	29.6
Roadway Improvements in SCTDF/TIF Program Update	
Roadway widening	139.6
New roadway	31.7
Total	171.3
Roadways that would operate at LOS F in 2050	77.8
Source: DKS Associates, 2018	

Intersection Improvements

The 2019 SCTDF/TIF Update separates the cost of intersection improvements from roadway segment improvements. A level of service analysis of existing and projected 2050 peak hour intersection turning movement volumes was conducted (see [Appendix A](#)) to determine existing deficiencies and the level of improvement at major intersections throughout unincorporated Sacramento County. The SCTDF included improvements to intersections between arterials/thoroughfares and other arterial/thoroughfares that would provide a significant improvement in peak period vehicle delay and thus LOS. As discussed in Section 4.1, some intersections between arterials/thoroughfares and collector roadways were included in the cost estimates only to capture the cost of the arterial/thoroughfare through its intersection with the collector. Like the roadway segment analysis, the SCTDF intersection improvements do not exceed the maximum number of lanes allowed in the General Plan.

[Figure 5](#) shows the location of intersections with improvements in the SCTDF. Diagrams of travel lanes on each intersection approach are shown with the detailed intersection cost estimates in [Appendix I](#).

Capitol SouthEast Connector

The Capital SouthEast Connector (Connector) is a future multi-modal and multi-jurisdictional roadway improvement for which there is a separate set of functional classifications and design guidelines. The Connector is designated as a four to six lane expressway on Grant Line Road from its intersection with Calvine Road northeasterly to the intersection of White Rock Road, and then on White Rock Road from its intersection with Grant Line Road easterly to the El Dorado County line. Ultimately, intersections along the expressway portion of the Connector may have grade separated interchanges. As discussed in Section 4.1 and Section 5.1, the SCTDF does not include the full cost of the ultimate expressway facility and that additional regional funding would be needed. The “Future Roadway Deficiencies” on [Figure 6](#) reflect conditions on the Connector without grade separations.

3.2 Other Improvements on Roadways Operating at LOS F in 2050

While further widening of the LOS F roadway segments shown in [Figure 6](#) would not be allowed under the General Plan, there are a number of transportation improvements that could be implemented to reduce traffic demand and improve mobility in these congested corridors. The SCTDF includes one or more of the following improvements on these congested roadway segments:

This map illustrates the Sacramento region, highlighting the city of Sacramento and its surrounding areas. Key features include:

- Counties:** Sutter County, Placer County, Yolo County, El Dorado County, Amador County, and San Joaquin County.
- Cities and Towns:** Sacramento, Citrus Heights, Folsom, Rancho Cordova, Elk Grove, and Yuba City.
- Highways:** I-80, I-5, SR-99, SR-70, SR-50, and SR-16.
- Waterways:** Sacramento River, Sutter River, and various creeks.
- Geographic Features:** The Sacramento-San Joaquin River Delta and the city of Yuba City.

- “High Bus” service
- Intelligent Transportation System (ITS) measures
- Adding or improving walkways and bikeways
- Intersection improvements
- Smart Growth Streets

These improvements are discussed below:

High Bus Routes

Sacramento Regional Transit (SacRT) has identified potential high demand corridors throughout its service area where frequent “high bus” service should be implemented over the next 30 to 35 years. Sacramento County has decided to concentrate the bus expansion improvements that are implemented by the SCTDF/TIF Program on key roadways in the unincorporated areas that 1) would operate at LOS F conditions in 2050 with the maximum number of lanes allowed under the County’s General Plan and 2) are on RT’s list for future “high bus” routes. Thus Sacramento County and SacRT would include in the SCTDF/TIF Program the capital cost to implement “high bus” routes in nine corridors (shown in [Figure 7](#)) that meet those criteria. The assumed improvements along these corridors are described in Section 4.2 along with their cost estimates.

Intelligent Transportation System (ITS)

To maximize the efficiency of its roadway system, especially those roadways that would operate at LOS F conditions with the 2019 SCTDF/TIF Program, Sacramento County will need to use a range of technologies and management techniques. ITS uses real-time information to integrate and manage the components of a conventional transportation system (roadways, transit, traffic signals, ramp meters, etc.). ITS can help reduce the amount and duration of traffic congestion on busy roadways and provide buses with travel time savings. ITS in the 2019 SCTDF/TIF Program update could include intersection control and surveillance equipment, expansion of the County’s Transportation Management Center (TMC), high-bandwidth communication between local equipment and the TMC, traveler information systems, incident management and other measures. The improvements to be funded by the SCTDF/TIF Program are summarized in [Appendix D](#).

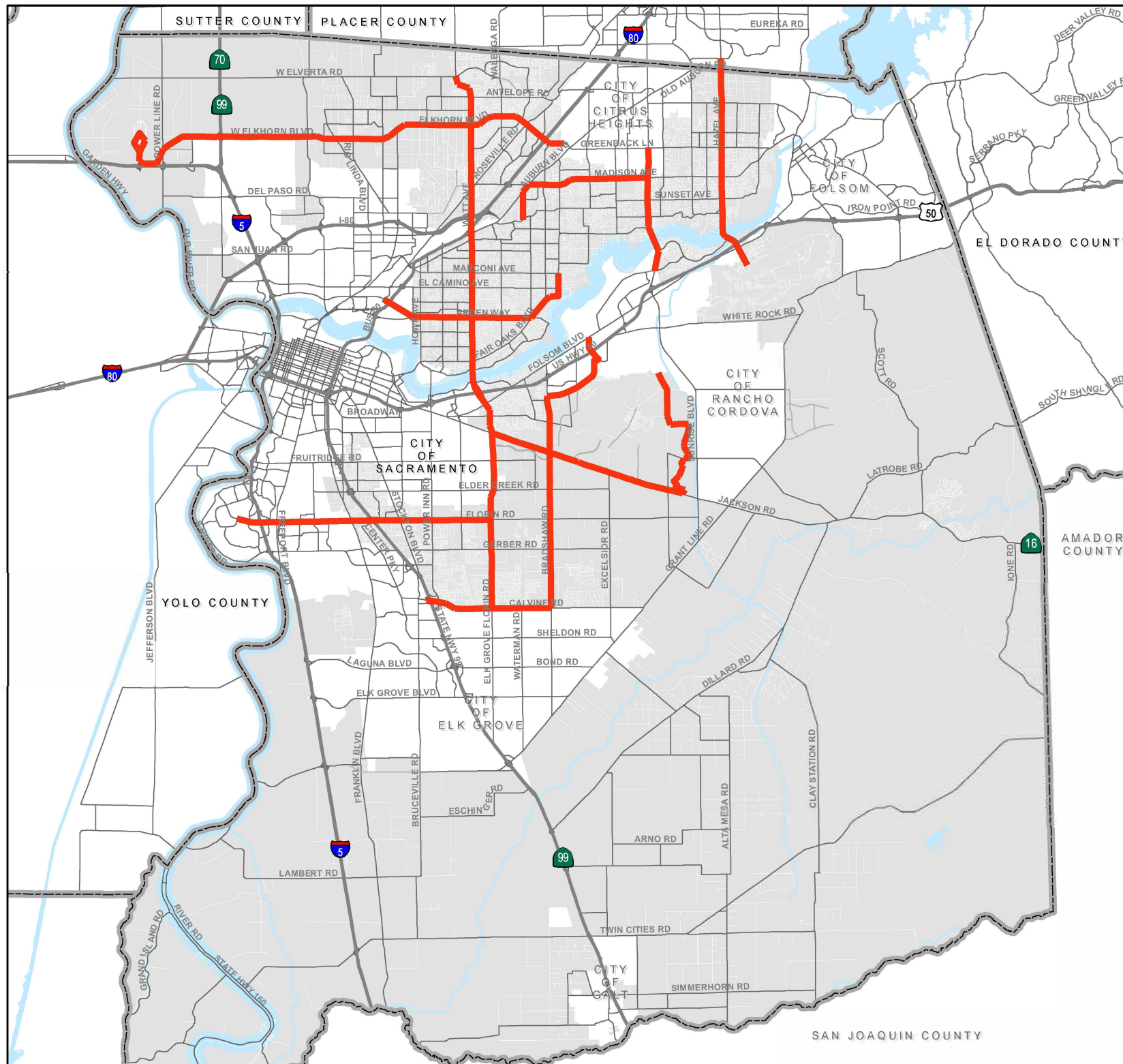
Bikeways and Walkways

Much of the 171 miles of roadway that would be widened or extended in the 2019 SCTDF/TIF Program do not currently have sidewalks or bike lanes. The SCTDF/TIF Program includes frontage improvements (curb/gutter and sidewalks) except on improvements within major new developments where frontage improvements would clearly be funded by adjacent development. As shown in [Table 10](#), the SCTDF will help fund about 23 miles of on-street (Class II) bike lanes and about 21 miles of sidewalks on roadways that would operate at LOS F conditions in 2050 but already have the maximum number of lanes allowed in the General Plan.

Intersection Improvements

The roadway needs analysis indicates that a number of intersections would operate at LOS F conditions in 2050 with the roadway segment widening in the 2019 SCTDF/TIF Program. Further widening of the LOS F roadways segments shown in [Figure 6](#) would not be allowed under the General Plan, but peak hour delay could be reduced at a number of critical intersections by adding turning lanes and these improvements are included in the 2019 SCTDF/TIF Program.

Figure 7
High Bus Routes
in SCTDF/TIF



Smart Growth Streets

There are some major roadways where additional “through” travel lanes are justified but the County has decided (either in the General Plan or during recent planning) that, instead of adding through lanes, the County will only implement “Smart Growth Street” measures. Such measures could include new or improved bike and pedestrian facilities, continuous right turn lanes, access control, turn lanes, etc. For the purposes of the SCTDF, the designation of “Smart Growth Streets” includes the following:

- Roadways designated as Smart Growth Streets on the County’s Transportation Plan diagram
- Roadways where the General Plan allows widened to include additional “through” travel lanes but, in recent planning, the County is considering Smart Growth Street measures without adding through lanes
- Six-lane thoroughfares where continuous right-turn lanes are allowed on the County’s Transportation Plan diagram

For this 2019 SCTDF/TIF Update, Auburn Boulevard from the I-80 Ramps to Myrtle Avenue has been revised to a Smart Growth Street instead of the widening from four to six lanes that was included in the 2018 SCTDF/TIF Update.

3.3 Improvements on Rural Roadways

Few of the two-lane rural roadways in Sacramento County would have traffic volumes in 2050 that would cause a level of service problem. However, the Federal Highway Administration recommends that rural roadways that carry more than 2,000 daily vehicles should have 6 foot wide shoulders. Many of the rural roadways in Sacramento County without shoulders that are projected to carry more than 2,000 vehicles per day in 2050 (see [Figure 8](#)) already carry more than 2,000 vehicles per day.

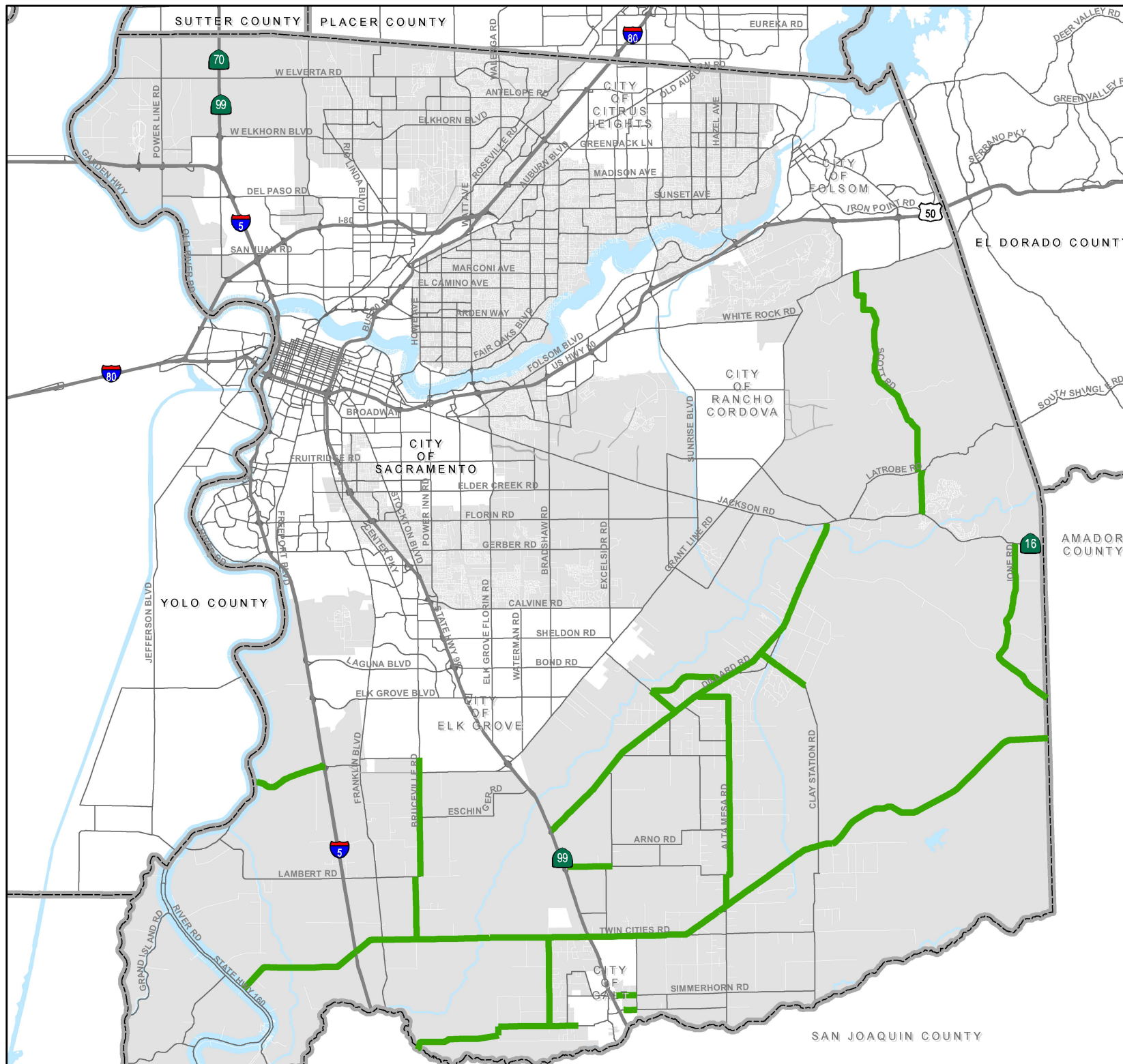
Some intersections along higher volume rural roadway will also need improvements, such as turn lanes or traffic signals, due to traffic growth. New development will account for about 11 percent of the 2050 volume on 94 miles of high volume rural roadways and thus new development should contribute its fair share of the cost of adding shoulders and improving critical intersections to these rural roadways. The shoulders would increase the safety on these rural roadways as traffic increases and they would provide a bike lane/walkway.

3.4 Walkway and Bikeways

The mileage of new walkways and bikeways that would partially funded by the SCTDF/TIF Program is summarized in [Table 10](#) and includes the following:

- New sidewalks and bike lanes along the new or improved roadways that would be funded through the SCTDF/TIF Program (shown in [Figure 3](#)).
- New sidewalks and/or bike lanes where gaps exist on roadways that already have the maximum number of lanes allowed in the General Plan but would operate at LOS F conditions in 2050
- New on-street bike facilities on selected existing two-lane roadways that are parallel to congested, high volume thoroughfares (see [Appendix E](#))

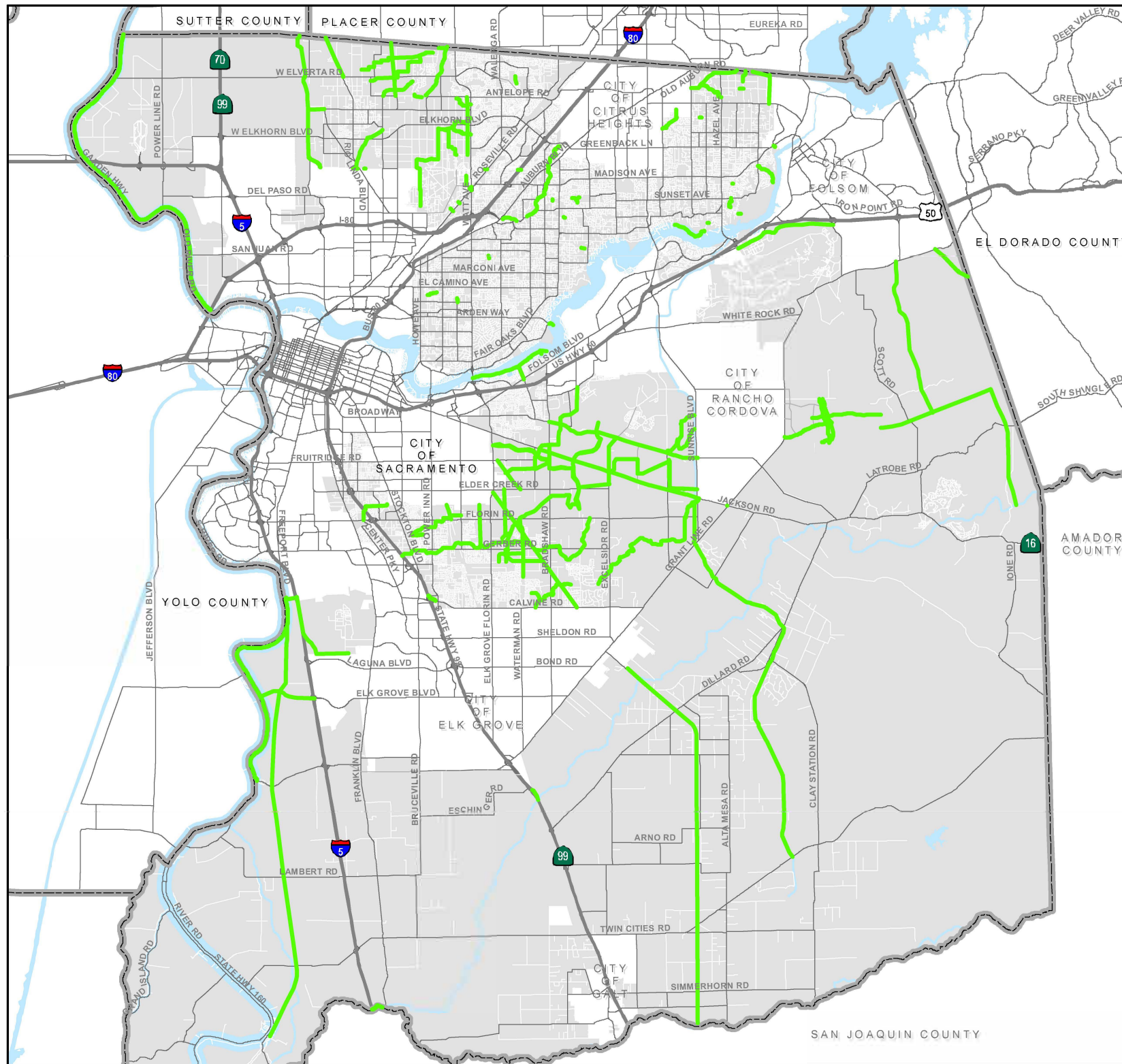
Figure 8
SCTDF Shoulder
Improvements on
Rural Roadways



Legend

 Rural Shoulder Improvements

Figure 9
New Regional
Trails in
SCTDF/TIF
Program



Legend



Table 10 Added Walkways and Bikeways Partially Funded by SCTDF/TIF Program		
	Approximate Mileage	
	Walkways¹	Bikeways²
On roadway segments widened in SCTDF/TIF Program	22.05	90.59
On new roadway segments in SCTDF/TIF Program	25.65	30.54
Gaps on LOS F roadway segments that already have the maximum number of lanes allowed in the General Plan	20.52	23.26
On existing two lane roadways parallel to congested, high volume thoroughfares		20.68
On roadways widened within or adjacent to major development areas that are along open space or existing development that would likely not be constructed by adjacent development	13.28	
New Regional trails	233.96	233.96
Shoulders on rural roadways		94.30
Total	315.46	493.33
¹ Along roadways, the mileage of sidewalks on each side of the roadway is counted separately.		
² Along roadways, the mileage of on-street bike lanes represents centerline miles of roadway.		
Source: DKS Associates, 2019		

- New sidewalks on roadways widened within or adjacent to major development areas that are along open space or existing development that would likely not be constructed by adjacent development.
- Shoulder improvements on rural arterials with more than 2,000 vehicles per day (see [Figure 8](#)).
- New “regional trails” identified by Sacramento County (see [Figure 9](#)).

The list of roadway segments that would have walkway and bikeway projects funded by the SCTDF is provided in [Appendix E](#). New development’s “fair share” of these improvements will be based on the estimated 2017 to 2050 growth as a percent of total 2050 development levels, with development measured by in dwelling unit equivalent (DUEs).

It should be noted that walkway and bikeway improvements in [Table 10](#) are on planned four to six lane regional facilities, including Smart Growth Streets, and do not include a large amount of local sidewalk and bikeway facilities that would be constructed on two lane roadways as part of new developments.

3.5 Transit Improvements

New development in the unincorporated Sacramento County, as well as the cities in Sacramento County, will increase the demand for Sacramento Regional Transit’s (SacRT) transit services and the need for improvements to the regional transit system. To accommodate new development, SacRT will need to increase frequency on some current transit (bus and light rail) routes, extend transit routes and add new transit routes.

The expanded transit service to accommodate new development will require additional buses and light rail vehicles. The increased transit fleet will require additional maintenance facilities and equipment. Thus new development will need to contribute to a range of new transit infrastructure and equipment. The SCTDF/TIF Program assumes that the cost of this new infrastructure will be partially funded by growth in unincorporated areas of Sacramento County based on an assessment of its usage of expanded transit services versus the usage from growth in cities in Sacramento County.

The transit improvements types to be partially funded by the SCTDF/TIF Program are summarized below and include the following types of improvements:

Bus Route Optimization

A comprehensive, objective examination of SacRT's routes, schedules, reliability, and other service characteristics will be conducted.

High Bus Corridors

The High Bus Corridors, shown in Figure 7, were described above in [Section 3.2](#). The assumed improvements along these corridors are described in [Section 4.2](#) on cost estimates.

Circulator Bus Service Expansion

This program involves small neighborhood shuttles to circulate through neighborhoods and connect with SacRT mainline transit routes. The program could also involve “microtransit” options as well as electric vehicles and expansion of neighborhood ride.

Bus Maintenance Facility 2

The system-wide expansion of the bus fleet to accommodate High Bus and Circulator Bus services will require construction of a new (second) bus maintenance facility.

Paratransit Vehicle Expansion

SacRT is required to provide paratransit service within its service boundary for regular transit services, which does not include the rural areas of Sacramento County. New growth within RT's service will require an increase in RT's paratransit fleet.

Folsom Gold Line Service Enhancements

This project will enhance light rail capacity and service on the Gold Line and includes:

- Double tracking between Sunrise Station and Historic Folsom Station to increase service frequency from 30 minute to 15 minute service
- Additional 8 to 10 light rail vehicles to provide the increase service frequency
- Light rail maintenance service facility
- Limited stop service signal modifications

Horn LRT Station

SacRT's Folsom Gold Line service will be enhanced by a new Horn Station that will be located between the Butterfield Station and the Mather Field/Mills Station, which will serve a portion of unincorporated Sacramento County and a portion of the City of Rancho Cordova that are near the new station.

Metro Light Rail Yard Expansion

To accommodate the system-wide growth in SacRT's light rail vehicle fleet, this project proposes to modify, reconfigure, and expand the Metro light rail yard and add storage yard tracks at Academy Way.

4.0 Improvement Costs

4.1 Roadway Improvements

Mark Thomas prepared construction cost estimates for most of the roadway widening and extension projects and intersection improvements in the SCTDF, which are summarized in [Appendix B](#). The methodology used to estimate costs for roadway segment and intersection improvements is described in [Appendix I](#). Some recent cost estimates had been prepared by Sacramento County Department of Transportation (as shown in their "Transportation Improvement and Program Guide") or by other engineers for roadway improvement in special financing districts. Some of these estimates were used for selected roadway segments and intersections where they represent the best available information.

The SCTDF intersection cost estimates include the cost of improvements for 500 feet along the arterial and thoroughfare legs of intersections in the SCTDF but not along the collector legs of intersections. Roadway segment improvements that also include SCTDF intersection improvements will not include the distance included in the intersection cost estimates. For widening improvements to existing arterial or thoroughfare roadways, the cost to modify existing traffic signals at intersections with collector roadways was included in the cost estimates. At intersections along arterials/thoroughfares with future collector roadways, the cost of new traffic signals was not included in the SCTDF.

A review of the cost estimates in the 2018 SCTDF/TIF Update has identified some inconsistencies or errors that were corrected in this 2019 SCTDF/TIF Update, including the following:

- While the cost of right-of-way and utility relocation for some intersection widening improvements was included in detailed cost estimates in Appendix I, the cost of those items were not included in the cost summary tables.
- The length of some roadway segments excluded 500 feet at intersections that were not being improved by the SCTDF/TIF Program and thus should not have been excluded from the cost estimates. The length of some other roadway segments was over or under-estimated.
- Frontage improvements within or adjacent to major development areas were not consistently excluded from the cost estimates

The inconsistencies and errors in the cost estimates used for the 2018 SCTDF/TIF Update were corrected and are reflected in the fair share cost allocation in this 2019 SCTDF/TIF Update.

Some of the improvements funded by the SCTDF will be built in phases, which is more expensive than building the ultimate project at one time. The most likely projects that will be phased are 1) existing two-lane roadways that will ultimately have six lanes but will initially be widened to four lanes and 2) new roadways that will ultimately have six lanes. Such phasing is appropriate since the ultimate six lanes will typically not be needed for some time. While other types of improvements may be built in phases, the County has decided to include an additional cost for the phasing of existing two-lane roadways and new roadways that will ultimately have six lanes. As discussed in [Appendix I](#), the cost of phasing this type of improvement was estimated to add 20 percent to the cost of building the ultimate project at one time. [Table B-3](#) in [Appendix B](#) shows the estimated cost of phasing that was included in the 2019 SCTDF/TIF Program.

Table 11 SacRT Project List and Summary of SCTDF/TIF Cost Allocation										
Analysis				Basis for Cost Allocation	Allocation Percent			Cost Allocation		
Project Name	Implemented By	Project Description	Project Cost		Districts 1-4, 6	District 5	other	Districts 1-4, 6	District 5	other
Bus Route Optimization	RT	The Route Optimization Study (ROS) will be a comprehensive, objective examination of SacRT's routes, schedules, reliability, and other service characteristics. Projected growth from SACOG travel models will help guide the decision making process on ROS.	\$2,000,000	Cost allocation based on growth in SacRT's bus trips with trip ends within unincorporated Sac Co as a percent of SacRT's total future bus trip ends system-wide	13.0%	0.0%	87.0%	\$260,098	\$0	\$1,739,902
High Bus Corridors	RT	Improvements include: buses, benches, branded shelters, real time bus information, bike lockers, bike racks, landscaping, security cameras, trash receptacles, etc. Corridors include: Watt, Florin, Sunrise, Arden, Jackson, Bradshaw, Hazel Ave, Madison Ave and Elkhorn Blvd.	\$116,694,000	Since High Bus routes are located on roadways that will have LOS F with maximum lanes allowed under County General Plan and new development will add significant amount of traffic to these routes, the cost is allocated to new development. The allocation between urban (Districts 1-4 and 6) and rural (District 5) areas is based on share of total ridership on High Bus routes	99.9%	0.1%	0.0%	\$116,577,306	\$116,694	\$0
	County	Queue jumps plus additional bus turnouts and fiber to cover all High Bus stops within unincorporated portion of High Bus Routes	\$22,671,970				0.0%	\$22,649,298	\$22,672	\$0
Circulator Bus Service Expansion	RT	Small neighborhood shuttles to circulate through neighborhoods and connect with SacRT mainline transit routes. Potential for Microtransit options as well as new, electric vehicles. Expansion of neighborhood ride.	\$16,000,000	Cost allocation based on trips using the neighborhood shuttles assumed in SACOG 2036 MTP/SCS with trip ends from growth within unincorporated Sac Co as a percent of all trip ends using shuttles system-wide	9.1%	0.0%	90.9%	\$1,456,000	\$0	\$14,544,000
Bus Maintenance Facility 2	RT	Construction of a new, second bus maintenance facility to facilitate growth of the SacRT system	\$61,650,577	Cost allocation based on growth in SacRT's bus trips with trip ends within unincorporated Sac Co as a percent of SacRT's total growth in bus trip ends system-wide	21.3%	0.2%	78.5%	\$13,131,573	\$123,301	\$48,395,703
Paratransit Vehicle Expansion	RT	Expand service within SacRT's service areas needed to meet federal requirements.	\$32,415,563	Cost based on growth in population plus employment in unincorporated Sac Co as a percent of total growth in population and employment within SacRT's service area	45.1%	0.0%	54.9%	\$14,614,646	\$0	\$17,800,917
Folsom Gold Line Service Enhancements	RT	This project will enhance light rail capacity on the Gold Line to the city of Folsom. Scope includes: 1. Double Tracking (\$53M): Needed to provide 15 minute service 2. 8 - 10 LR Vehicles (\$40M): Needed to provide service 3. LR Vehicle Maintenance Service Facility (\$50M) 4. Limited Stop Service Signal Modifications (\$16M)	\$159,000,000	Double tracking and limited stop service will primarily benefit riders using stations east of Sunrise station. Cost allocation based on trip ends from growth within unincorporated Sac Co using those stations as a percent of all trips using those stations	24.1%	0.0%	75.9%	\$38,319,000	\$0	\$120,681,000
Horn LRT Station	RT	Construction of new light rail station.	\$10,200,000	Cost allocation based on trip ends from growth within unincorporated Sac Co using Horn station as a percent of all trips using that station	19.5%	0.0%	80.5%	\$1,989,000	\$0	\$8,211,000
Metro Light Rail Yard Expansion	RT	To accommodate fleet upgrades and growth this project proposes to modify, reconfigure, and expand the Metro light rail yard and add storage yard tracks at Academy Way.	\$10,521,000	Based on all trips using light rail system with allocation based on trip ends from growth within unincorporated Sac Co as a percent of all total growth in trip ends using light rail system	17.3%	0.1%	82.7%	\$1,818,522	\$5,646	\$8,696,832
			\$431,153,110					\$210,815,443	\$268,313	\$220,069,354

Ultimately, intersections along the expressway portion of the Capital South East Connector may have grade separated interchanges. The SCTDF/TIF Program does not include the full cost of the ultimate expressway facility and assumes that additional regional funding would be needed. For the expressway portion of the Connector, the 2019 SCTDF/TIF Program includes the cost of a four lane roadway with “high capacity at grade intersection” improvements. A design for potential at-grade improvements at each intersection was not defined but the equivalent average cost of “high capacity at grade intersection” improvements was based on the County’s standard design for an intersection on a six-lane thoroughfare.

4.2 Transit Improvements

[Table 11](#) summarizes the projects and the estimated costs for the transit improvements that would be partially funded by the SCTDF/TIF Program. All of the costs, except for the High Bus Corridors, were provided by SacRT. The fleet expansion projects are system-wide costs. The Bus Maintenance Facility 2 and the Metro Light Rail Yard Expansion will serve growth in the cities as well as in unincorporated Sacramento County.

Cost of High Bus Corridors

The nine selected High Bus routes (see [Figure 7](#)) will have significant portions that are expected to operate at LOS F conditions, which would delay buses operating in mixed traffic flow. It was assumed that the High Bus routes would not have an exclusive right-of-way for buses since widening to provide exclusive bus lanes are not included in the County’s General Plan and would have a substantial impact on adjacent development. To minimize delay and maximize bus schedule reliability, “queue jumps” for buses will be added at those major intersections along these High Bus routes that are expected to operate at LOS E or F conditions. The conceptual design of the queue jumps involves the following:

- A long right-turn lane that can be used by buses plus a “far side” bus-only receiving lane and bus stop
- Transit signal priority (TSP) equipment that will detect approaching buses and allow appropriate modifications of traffic signal timing to help clear queues ahead of the approaching buses.

Sacramento County’s roadway standards call for the provision of both right turn lanes and “far side” bus turnouts at major intersections along arterial and thoroughfare roadways. Thus at many of the major intersections along the High Bus routes, right turn lanes and far-side bus turnouts would exist with the assumed improvements in the SCTDF/TIF. The conceptual design described above would require longer right turn lanes and that the far-side curb return be modified to accommodate a bus-only receiving lane leading into the far-side bus turnout.

The High Bus routes will need adequate communication using fiber optic cable between a central controller and the bus stops and traffic signals along these routes. The fiber optic connection will allow real-time information at bus stops, security cameras and traffic signal coordination. The ITS element of the SCTDF/TIF will provide fiber optic cable on some portions of the High Bus routes.

[Table 12](#) shows the quantities of bus stops, queue jumps and fiber optic cable used to prepare cost estimates for the nine High Bus routes.

Table 12	
Estimated Capital Cost of High Bus Route Improvements	

High Bus Corridor	RT Project Number	SCTDF Segments	Roadway	Segment			SCTDF Roadway Improvements				Additional Improvements for Transit Element							
				From	To	Miles	Widening (miles)	Major Intersections	New Bus Stops	Fiber (miles)	Queue Jumps		Bus Stops		Fiber (miles)			
											Upgrade	New RT Lane	Upgrade	New				
Watt/ So Watt	BP06/ B132	392-395	Watt Ave	Placer Co Line	Palm St	4.58	4.58	6	6		3	1	6	3	3.65			
		396-398		Palm St	I-80	1.40												
		399-406		I-80	US 50	6.02												
		343-348	South Watt Ave	US 50	Florin Rd	4.50	3.00	9	9	4.50	6		9	1				
		102-104	Elk Grove-Florin Rd	Florin Rd	Calvine Rd	3.00												
		50	Calvine Rd	Elk Grove-Florin Rd	SR 99	2.14										1.54		
		City of Sac		SR 99	CRC	0.74					1		2		0.74			
Jackson Hwy	B127	237-246	Jackson Rd	South Watt Ave	Excelsior Rd	4.15	4.15	13	13	4.15	5		12		3.50			
		247-251		Excelsior Rd	Rockbridge (NewBridge)	2.50										2.50		
		422-426	Zinfandel Rd	NewBridge	Rancho Cordova Limits	3.00	3.00	2	2			2		3.00				
		Ranch Cordova	Various	Rancho Cordova Limits	Sunrise LRT Station	4.00					2	2	2	4	4.00			
Sunrise	BP07	Citrus Heights	Sunrise Blvd	Sunrise Mall	Madison Ave	0.80								1	0.80			
				Madison Ave	American River	2.17	1.07	1	1	2.17	3		1	2				
		361-362		American River	Coloma Rd	1.07									2			2
		Ranch Cordova		Coloma Rd	Trade Center Dr	1.30												
Arden	B138	City of Sac	Arden Way	Swanston LRT	Sacramento City Limits	1.30						1	1		1.30			
				Sacramento City Limits	Fair Oaks Blvd	4.00				3			6					
		144	Fair Oaks Blvd	Arden Way	Marconi Ave	1.98	0.50							3				
Florin	BP09	City of Sac	Florin Rd	JFK HS	Franklin Blvd	4.50					1	3	2	2	4.50			
				Franklin Blvd	Stockton Blvd	1.60	5	5	0.90	3	2	5	2	0.70				
		158		Stockton Blvd	Power Inn Rd	1.05									1.05			
				Power Inn Rd	Florin Perkins Rd	1.00									1.00			
		160		Florin Perkins Rd	South Watt Ave	1.00									1.00			
Bradshaw	B117	Ranch Cordova	Various	Mather/Mills Station	Rancho Cordova Limits	2.15						2		3	2.15			
		321-322	Old Placerville Rd	Rancho Cordova Limits	Granby Rd	0.78	0.78	1	1			1		0.78				
				Granby Rd	Bradshaw Rd	0.30									0.30			
			Bradshaw Rd	Old Placerville Rd	Goethe Rd	0.14	0.75	14		0.14	6		14		6.30			
		37-38		Goethe Rd	Kiefer Blvd	0.75										6.30		
		39-48		Kiefer Blvd	Calvine Rd	6.30												
		51-52	Calvine Rd	Bradshaw Rd	Elk Grove-Florin Rd	2.00	2.00						1	2.00				
Hazel	B125	214-221	Hazel Ave	Placer Co Line	Sunset Ave	4.40	4.40	4		4.40	3		4	3				
		222-224		Sunset Ave	Hazel LRT Station	2.00											2.00	2
Madison	B128		College Oak Dr	ARC	Madison Ave	0.80								2	0.80			
			Madison Ave	Auburn Blvd	Sunrise Blvd	4.10		1		4.10	2		1	5				
		Citrus Heights	Sunrise Blvd	Madison Ave	Sunrise Mall	0.80								0.80				
Elkhorn	B121		Various	Airport	Power Inn Rd	0.77	11.92	4	4		1	1	4	9	0.77			
		105-116	Power Inn Rd	Walerga Rd	11.92	11.92												
		117	Walerga Rd	Don Julio Blvd	0.67	0.67									1		4	9
			Don Julio Blvd	I-80	1.07													
			Greenback Lane	I-80	Auburn Blvd	0.92												
			Totals			County (Unincorporated)	82.08	49.21	60	41	40.31	41	11	60	53	35.72		
						Cities	15.59					3	11	5	13	15.59		
							Cost Summary		Unit Cost		\$117,350	\$314,090		\$170,710	\$150,000			
									County Cost		\$4,811,350	\$3,454,990		\$9,047,630	\$5,358,000			
											\$22,671,970							

Table 12 shows the quantities that would be provided by the SCTDF roadway and ITS improvements. These improvements are not included in the transit costs for the SCTDF/TIF Update. Table 12 also shows the quantities for “Additional Improvements for Transit Element”, including the following:

- Queue jumps, with separate categories for intersections that 1) would already have right turn lanes and thus need to be upgraded and 2) would not have right turn lanes and thus have higher cost
- Bus stops with separate categories for locations that 1) would already have a bus turnout and thus need to be upgraded and 2) would not have a bus turnout and thus have higher cost
- Additional fiber optic cable needed beyond that already included in the ITS element of the SCTDF/TIF Program

The costs shown in Table 12 would be implemented by Sacramento County.

Regional Transit would also have capital costs for the following items to implement the High Bus routes:

- Buses – an estimated 72 new buses would be needed to operate the nine High Bus routes. The fleet costs are intended to provide service over 30 years and bus life is 12 years. Thus bus replacement need to be accommodated. However, the routes will be implemented over the next 30 years, not immediately. A bus life factor of 1.67, based on an even implementation of the nine High Bus routes, represents a reasonable replacement of buses.
- Bus stops – the stop along the High Bus routes will have features beyond a typical bus stop, such as larger branded shelters, more benches, real time bus information, trash receptacles, bike lockers, bike racks, landscaping, etc.
- Control System – the High Bus system will require a control system to provide real-time information on bus operations to a control center and to riders throughout the system as well as to communicate with the County’s traffic signal system. The estimated cost of hardware and software at the control center was included.

Table 13 shows the quantities and costs for each of the nine High Bus routes for the elements that would be implemented by both RT and by Sacramento County. Table 14 summarizes some key assumptions used for the cost estimates.

4.3 Walkway and Bikeway Improvements

Table 15 shows the mileage and estimated additional costs for bike and pedestrian facilities in the SCTDF. The cost of bike lanes and sidewalks on new roadways and roadways that would be widened through the SCTDF/TIF Program are included in the construction cost estimates of those facilities (see Section 4.1). Table 15 reflects the costs to provide additional bike and pedestrian facilities. Mark Thomas prepared estimated costs per mile (see Appendix I) for the following types of additional walkway and bike facilities:

- Adding bike lanes where gaps exist on roadways that already have the maximum number of lanes allowed in the General Plan but would operate at LOS F conditions in 2050. In addition to the cost of the bike lane, the estimate includes the cost of additional right-of-way and new curb, gutter and sidewalk.

Table 13 High Bus Cost for Selected Routes (without City Stops)												
	Miles	Queue Jumps		Bus Stops		Fiber (miles)	Stations	Buses	Control System	Cost		
		Upgrade	New TL	Upgrade	New					Total	County	RT
Arden	5.98	3	0	0	9	0.00	9	5	\$398,230	\$10,446,670	\$1,888,440	\$8,558,230
Bradshaw	10.27	6	0	15	1	9.38	16	8	\$707,965	\$16,605,775	\$2,281,810	\$14,323,965
Elkhorn Blvd	15.35	1	1	4	9	12.69	13	9	\$575,221	\$18,014,551	\$3,871,330	\$14,143,221
Florin Rd	4.65	3	2	5	2	0.70	7	8	\$309,735	\$12,202,385	\$1,426,650	\$10,775,735
Hazel Ave	6.40	5	0	4	5	0.00	9	7	\$398,230	\$12,002,530	\$1,440,300	\$10,562,230
Jackson Hwy	9.65	5	0	14	0	6.50	14	10	\$619,469	\$17,101,219	\$1,561,750	\$15,539,469
Madison Ave	4.90	2	0	1	7	0.80	8	2	\$353,982	\$6,707,652	\$1,549,670	\$5,157,982
Sunrise Blvd	3.24	5	0	1	4	0.00	5	12	\$221,239	\$15,264,829	\$1,269,590	\$13,995,239
Watt Ave/So Watt	21.64	11	8	16	16	5.65	32	11	\$1,415,929	\$31,020,359	\$7,382,430	\$23,637,929
Total	82.08	41	11	60	53	35.72	113	72	\$5,000,000	\$139,365,970	\$22,671,970	\$116,694,000
Unit Cost		\$117,350	\$314,090	\$0	\$170,710	\$150,000	\$350,000	\$600,000	\$5,000,000			

Table 14 Unit Costs and Assumptions for RT's Cost of High Bus Routes		
Element	Amount/Cost	Notes
Buses needed	72	Ultimate fleet based on SACSIM's projection of buses needed for 15 min headways during peak period congestion
Factor for Bus Life	1.67	Fleet costs are intended to provide service over 30 years and bus life is 12 years. However, all routes will not be implemented immediately. Factor is based on even implementation of nine High Bus routes over 30 year period
Cost per bus	\$600,000	Cost provided by RT
Bus Fleet Cost	\$72,144,000	= buses needed x factor for bus life x cost per bus
Stations	113	See table 3
Cost per station	\$350,000	Estimate to provide items listed in Table 1
Total Station Cost	\$39,550,000	= stations x cost per station
Control System	\$5,000,000	Estimate of cost of County's share of software and training/maintenance of system to control high bus system
Total RT Cost	\$116,694,000	

Table 15 Cost of Additional Bike and Pedestrian Facilities Partially Funded by SCTDF/TIF Program				
Facility Type	Miles	Cost per Mile ²	Additional Cost	New Growth Share
Bike Lanes (both sides)				
Widen Roadway ¹	90.59		\$0	
New Roadway ¹	30.54		\$0	
Existing LOS F	23.26	\$10,108,520	\$235,124,200	\$89,864,500
Parallel Roadways	20.68	\$120,100	\$2,483,700	\$949,300
Rural Shoulders ¹	94.3			
Subtotal	259.37		\$237,607,900	\$90.813,800
Sidewalks (one side)				
Widen Roadway ¹	22.05		\$0	
New Roadway ¹	25.65		\$0	
Existing LOS F	20.52	\$1,763,400	\$36,185,000	\$13,829,900
Major Development Areas ³	13.28	\$2,606,210	\$34,600,000	\$34,600,000
Fund for Gaps ⁴				\$5,000,000
Subtotal	84.50		\$70,785,000	\$53,429,900
Trails	233.96	\$1,193,600	\$279,254,700	\$106,731,100
Total			\$587,647,600	\$250,974,800
Percent			100%	42.71%
¹ Cost included in the estimated cost of roadway improvements (see Section 4.1) ² See Appendix I for estimated costs per mile ³ Funds for estimated amount of frontage on SCTDF roadways within or adjacent to major development areas that are along open space or existing development that would likely not be constructed by adjacent development ⁴ Funds to fill sidewalk gaps and avoid the “sawtooth” impacts Source: DKS Associates 2019				

- Adding sidewalks where gaps exist on roadways that already have the maximum number of lanes allowed in the General Plan but would operate at LOS F conditions in 2050. The cost estimate includes new curb, gutter and sidewalk.
- Providing bike facilities on existing two lane roadways parallel to congested, high volume thoroughfare, assuming no roadway widening or frontage improvements. The cost includes a slurry seal and restriping of the roadway with Class II bike lanes.

- Adding sidewalks on roadways widened within or adjacent to major development areas that are along open space or existing development that would likely not be constructed by adjacent development
- New regional (Class 1) trails
- The SCTDF/TIF Program provides \$5 million to fill sidewalk gaps and avoid the “sawtooth” issue

4.4 ITS Improvements

DKS worked with Sacramento County’s traffic engineers to update the unit costs in the 2010 SCTDF Update for various types of ITS improvements to 2017 levels. [Table 16](#) lists the unit cost per ITS item. The estimated costs for ITS improvements are provided in [Appendix D](#).

Table 16 Unit Costs for ITS Improvements		
Item	Cost basis	Cost per major intersection
Communications	\$100k/mi, allow one mile cable per major intersection	\$100k
Intersection equipment	Average cost	\$440K
Non-intersection equipment	\$125k per link Assume one each for two approaches per critical intersection	\$250k
TMC 1. Facilities 2. Incident Management 3. Traveler information	Facilities \$6.5 M Incident Management system \$1.5 M Traveler information system \$1.5 M Assume \$10.0M distributed over 100 major intersections	\$100k
Total Cost per Major Intersection		\$890k
Drive information system (DMS)	\$315k per installation. Assume one for each direction where a corridor intersects a State freeway	\$630K
Source: Sacramento County and DKS Associates		

4.5 Rural Shoulder Improvements

[Appendix F](#) shows the mileage and costs for shoulder improvements to rural roadway segments that are projected to exceed 2,000 vehicles per day in 2050. Also included in [Appendix F](#) is the estimated cost per mile for shoulder widening prepared by Mark Thomas.

5.0 Basis for Allocating Improvement Costs

The Mitigation Fee Act, starting with Assembly Bill 1600 in 1988, established rules for the imposition and on-going administration of impact fee programs in California. This state law requires that local governments determine a reasonable relationship, a nexus, between the need for public facilities in a fee program and the type of development paying for the fees. The fee cannot be more than the reasonable cost of the facilities needed to accommodate the development paying the fee. A “nexus analysis” must establish these relationships, including the identification of existing deficiencies, to determine new development’s fair share of the cost of future improvements.

The basis for allocating the cost of transportation improvements for the SCTDF/TIF Program update is summarized in [Table 17](#) and is discussed in the following sections.

5.1 Roadway Capacity Improvements

Improvements were identified to meet the County’s level of service policy under 2050 travel demand levels. Roadway capacity improvements were limited by the maximum number of lanes allowed under the General Plan.

For a roadway that currently operates at LOS E or better conditions but that would operate at LOS F conditions in 2050, the entire cost of the capacity improvement was allocated to the SCTDF/TIF Program. The cost of the capacity improvement allocated to the SCTDF does not include those portions that would likely be funded by other sources, including the following:

- Roadway frontage improvements (i.e. curb and gutter plus sidewalk) along vacant parcels that were assumed to be developed by 2050 (see Figure 4). In Metro Airpark, the cost of bike lanes and outside lanes was excluded on those roadways where their cost is funded by their Finance Plan
- Portion of cross-section on roadways along jurisdictional boundaries that was assumed to be improved by other jurisdiction
- Portion of roadway cost assumed to be funded by a by known regional or state/federal source

[Tables 18 and 19](#) summarize the cost estimates for roadway segments and intersections respectively. These tables also show the assumed funding from other sources, which included the following:

- Measure A – the sales tax in Sacramento County that will fund a portion of improvements on Sacramento Transportation Authority’s (STA) list of major roadways funded by that source.
- Known state, federal and local sources identified in Sacramento County Five Year "Transportation Improvement and Program Guide" (TIPG) 2018-2023

During 2019, the County was awarded about \$16.8 million in additional federal grant funds for three roadway projects that were not included in the 2018 SCTDF/TIF Update but are reflected in this 2019 SCTDF/TIF Update.

Table 17
Basis of Cost Allocation – SCTDF/TIF Program Update

Improvement Type	Facility Type	Basis for Allocating Cost to SCTDF/TIF	Basis for Allocating Cost to Fee District
Roadway segment and intersection capacity improvements on roadways not currently at maximum lanes allowed under General Plan	Roadway that would operate at LOS F conditions in 2050 and currently operates at LOS E or better conditions	Implementation cost minus estimated funding from adjacent jurisdictions and known state/federal sources	Percent use of roadway by trips from each fee district
	Existing Deficiencies - Roadway that would operate at LOS F conditions in 2050 and currently operates at LOS F conditions	Percent of total cost that is needed to bring roadway to existing congestion level ¹	
Intelligent Transportation System (ITS)	Roadway that would experience a decline in LOS from current levels and operate at LOS F conditions in 2050 even with maximum number of lanes allowed under General Plan		2017 to 2050 growth as a percent of total 2050 development level (measured by DUEs)
High Bus Corridor Improvements ²			
Walkway/ bikeway improvements - roadways that currently have maximum lanes allowed under General Plan			
Transit system expansion	Fleet expansion and new maintenance facilities to accommodate growth		
Other walkway/bikeway Improvements	Regional trails		
Light rail improvements	Folsom Gold Line service and Horn LRT Station	Trip ends from growth within unincorporated County using those services/stations	
Shoulder Improvements on Rural Roadways	Roadway with estimated 2050 volume greater than 2,000 vehicles per day	Percent of 2050 traffic volume on roadway that is attributed to 2017 to 2050 growth	Percent use of roadway by trips from fee district
Frontage Improvements ³	Along portions of roadways widened within or adjacent to major development areas	Allocated to district where frontage is located	

¹ Percent of the total change in v/c ratio from improvement that is needed to return the v/c ratio to current levels

² On roadways that are designated as "High Bus" route by SacRT

³ On roadways widened within or adjacent to major development areas that are along open space or existing development that would likely not be constructed by adjacent development

Source: DKS Associates, 2019

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding				Unfunded		Funding from SCTDF & Finance Districts	
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴		Amount
						Sources	Amount	Source	Amount			
1	16th St	Kasser Rd	Elverta Rd	\$8,737,020				Placer Co	\$4,368,510			\$4,368,510
2	16th St	Elverta Rd	Q St	\$14,619,035				Placer Co	\$7,309,518			\$7,309,518
3	16th St	Q St	Elkhorn Blvd	\$17,449,500				Placer Co	\$8,724,750			\$8,724,750
4	16th St	Elkhorn Blvd	E St	\$12,308,640								\$12,308,640
5	16th St	E St	Sacramento CL	\$8,253,820								\$8,253,820
7	47th St	SR-99	Stockton Blvd	\$25,897,120						SGS	\$15,999,241	\$9,897,879
14	Alta Florin Rd	Power Inn Rd	Florin Perkins Rd	\$22,685,280								\$22,685,280
16	Antelope Rd	Monument Dr	Elverta Rd	\$373,279	\$89,513							\$283,766
17	Antelope Rd	Elverta Rd	Don Julio Blvd	\$3,823,070	\$916,779							\$2,906,291
18	Antelope Rd	Don Julio Blvd	Antelope North Rd	\$5,349,275	\$1,282,766					ED	\$0	\$4,066,509
20	Antelope Rd	Roseville Rd	Daly Ave	\$87,061								\$87,061
22	Antelope Rd North	Melbury Way	Placer Co Line	\$8,717,786								\$8,717,786
29	Auburn Blvd	Winding Wy	I-80 Ramps	\$3,000,000				Sacramento	\$2,000,000			\$1,000,000
30	Auburn Blvd	I-80 Ramps	Myrtle Ave	\$19,000,700						SGS	\$11,738,632	\$7,262,068
37	Bradshaw Rd	Goethe Rd	Collector WJ-8	\$3,867,800	\$927,506							\$2,940,294
38	Bradshaw Rd	Collector WJ-8	Kiefer Blvd	\$1,061,600	\$254,574							\$807,026
39	Bradshaw Rd	Kiefer Blvd	Collector WJ-9	\$1,657,120	\$397,380							\$1,259,740
40	Bradshaw Rd	Collector WJ-9	Mayhew Rd	\$1,638,670	\$392,956							\$1,245,714
41	Bradshaw Rd	Mayhew Rd	Jackson Rd	\$1,200,260	\$287,825							\$912,435
42	Bradshaw Rd	Jackson Rd	Rock Creek Pkwy	\$1,649,850	\$395,637							\$1,254,213
43	Bradshaw Rd	Rock Creek Pkwy	Collector WJ-10	\$1,649,850	\$395,637							\$1,254,213
44	Bradshaw Rd	Collector WJ-10	Collector WJ-11	\$1,649,850	\$395,637							\$1,254,213
45	Bradshaw Rd	Collector WJ-11	Elder Creek Road	\$1,649,850	\$395,637							\$1,254,213
46	Bradshaw Rd	Elder Creek Rd	Florin Rd	\$10,533,000	\$2,525,833							\$8,007,167
47	Bradshaw Rd	Florin Rd	Gerber Rd	\$10,536,700	\$2,526,720							\$8,009,980
48	Bradshaw Rd	Gerber Rd	Calvine Rd	\$25,463,400	\$6,106,171							\$19,357,229
50	Calvine Rd	Auberry Dr	Elk Grove Florin Rd	\$33,484,000				Elk Grove	\$16,742,000	ED	\$8,622,130	\$8,119,870
51	Calvine Rd	Elk Grove Florin Rd	Waterman Rd	\$15,589,660				Elk Grove	\$7,794,830			\$7,794,830
52	Calvine Rd	Waterman Rd	Bradshaw Rd	\$15,732,820				Elk Grove	\$7,866,410			\$7,866,410
53	Calvine Rd	Bradshaw Rd	Vineyard Rd	\$13,777,170				Elk Grove	\$6,888,585			\$6,888,585

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding					Unfunded		Funding from SCTDF & Finance Districts
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴	Amount	
						Sources	Amount	Source	Amount			
54	Calvine Rd	Vineyard Rd	Excelsior Rd	\$8,675,600				Elk Grove	\$4,337,800			\$4,337,800
55	Calvine Rd	Excelsior Rd	Grant Line Rd	\$13,433,700				Elk Grove	\$6,716,850			\$6,716,850
56	Chrysanthy Blvd	Grant Line Rd	Town Center Blvd	\$1,130,000								\$1,130,000
58	Cypress Ave	Edison Ave	Walnut Ave	\$5,000,500						SGS	\$3,089,309	\$1,911,191
59	Cypress Ave	Walnut Ave	Manzanita Ave	\$9,489,000						SGS	\$5,862,304	\$3,626,696
62	Don Julio Blvd	North Loop Blvd	Antelope Rd	\$2,377,699						ED	\$1,431,375	\$946,324
66	Douglas Rd	Mather Blvd	Zinfandel Rd	\$8,951,736								\$8,951,736
67	Douglas Rd	Zinfandel Rd	Rancho C Limits	\$4,360,234								\$4,360,234
68	Douglas Rd Ext	Mather Rd	Kiefer Blvd	\$31,299,600								\$31,299,600
69	Douglas Rd Ext	Kiefer Blvd	Rock Creek Pkwy	\$2,608,240								\$2,608,240
70	Douglas Rd Ext	Rock Creek Pkwy	Excelsior Road	\$720,570								\$720,570
76	Eagles Nest Rd	Kiefer Blvd	N Bridgewater Dr	\$885,520								\$885,520
77	Eagles Nest Rd	N Bridgewater Dr	S Bridgewater Dr	\$885,520								\$885,520
78	Eagles Nest Rd	S Bridgewater Dr	Jackson Road	\$885,520								\$885,520
87	Easton Valley Pkwy	Hazel Ave	Glenborough Dr	\$14,546,500								\$14,546,500
88	Easton Valley Pkwy	Glenborough Dr	Prairie City Rd	\$15,255,500								\$15,255,500
96	El Centro Rd	San Juan Ave	El Camino Ave	\$8,967,200								\$8,967,200
97	Elder Creek Rd	South Watt Ave	Hedge Ave	\$3,876,708								\$3,876,708
98	Elder Creek Rd	Hedge Ave	Mayhew Rd	\$15,415,104								\$15,415,104
99	Elder Creek Rd	Mayhew Rd	Bradshaw Rd	\$2,958,600								\$2,958,600
100	Elder Creek Rd	Bradshaw Rd	Vineyard Rd	\$7,612,460								\$7,612,460
101	Elder Creek Rd	Vineyard Rd	Excelsior Rd	\$7,527,200								\$7,527,200
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	\$12,496,920	\$2,996,785	Federal	\$5,294,000			ED	\$1,491,521	\$2,714,614
103	Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	\$14,843,670	\$3,559,540							\$11,284,130
104	Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	\$17,369,630	\$4,165,270					ED	\$0	\$13,204,360
105	Elkhorn Blvd	Metro Air Pkwy	Greenbrier Limits	\$8,201,200								\$8,201,200
106	Elkhorn Blvd	Greenbrier Limits	SR 99	\$4,734,800				Sacramento	\$4,002,285			\$732,515
107	Elkhorn Blvd	SR 99	East Commerce Wy	\$3,846,000				Sacramento	\$1,923,000	ED	\$430,752	\$1,492,248
108	Elkhorn Blvd	East Commerce Wy	Natomas Blvd	\$12,214,900				Sacramento	\$6,107,450			\$6,107,450
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	\$21,519,960				Sacramento	\$10,759,980	ED	\$1,786,157	\$8,973,823

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding					Unfunded		Funding from SCTDF & Finance Districts
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴	Amount	
						Sources	Amount	Source	Amount			
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	\$27,050,016								\$27,050,016
111	Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	\$10,223,200								\$10,223,200
112	Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	\$19,252,600								\$19,252,600
113	Elkhorn Blvd	Dry Creek Rd	16th St	\$11,698,055								\$11,698,055
114	Elkhorn Blvd	16th St	24th St	\$22,679,900								\$22,679,900
115	Elkhorn Blvd	24th St	Watt Ave	\$27,036,530								\$27,036,530
116	Elkhorn Blvd	Watt Ave	Walegra Rd	\$20,353,610								\$20,353,610
117	Elkhorn Blvd	Walegra Rd	Don Julio Blvd	\$12,431,800								\$12,431,800
122	Elverta Rd	Power Line Rd	SR 99	\$7,467,568								\$7,467,568
123	Elverta Rd	SR 99	E Commerce Way	\$4,378,996								\$4,378,996
124	Elverta Rd	Rio Linda Blvd	Elverta SP W Limit	\$35,191,536								\$35,191,536
125	Elverta Rd	Elverta SP W Limit	Elverta SP E Limit	\$24,964,572		State/Fed	\$6,241,000					\$18,723,572
126	Elverta Rd	Elverta SP E Limit	Watt Ave	\$9,019,476	\$289,000	Fed	\$5,000,000					\$3,730,476
131	Excelsior Rd	Douglas Rd Ext	Collector WJ-1	\$1,736,700								\$1,736,700
132	Excelsior Rd	Collector WJ-1	Collector WJ-2	\$1,736,700								\$1,736,700
133	Excelsior Rd	Collector WJ-2	Jackson Rd	\$868,700								\$868,700
134	Excelsior Rd	Jackson Rd	Collector WJ-6	\$2,006,208								\$2,006,208
135	Excelsior Rd	Collector WJ-6	Elder Creek Rd	\$2,033,988								\$2,033,988
136	Excelsior Rd	Elder Creek Rd	Florin Rd	\$10,255,130								\$10,255,130
144	Fair Oaks Blvd	El Camino Ave	Marconi Ave	\$10,946,289						SGS	\$6,762,617	\$4,183,672
145	Fair Oaks Blvd	Marconi Ave	Engle Rd	\$11,276,000		Fed	\$6,187,000					\$5,089,000
146	Fair Oaks Blvd	Engle Rd	Manzanita Ave	\$8,260,200						SGS	\$5,103,152	\$3,157,048
147	Fair Oaks Blvd	Manzanita Ave	Marshall Ave	\$22,164,320						SGS	\$13,693,117	\$8,471,203
154	Florin Rd	Franklin Blvd	Bowling Dr	\$4,798,360						SGS	\$2,964,427	\$1,833,933
155	Florin Rd	Bowling Dr	SR-99	\$8,282,840						ED	\$5,117,139	\$3,165,701
156	Florin Rd	SR-99	65th St	\$5,797,100						ED	\$3,581,448	\$2,215,652
158	Florin Rd	Stockton Blvd	Power Inn Rd	\$20,876,200								\$20,876,200
160	Florin Rd	Florin Perkins Rd	S. Watt Ave	\$12,659,932								\$12,659,932
161	Florin Rd	S. Watt Ave	Hedge Ave	\$1,295,685								\$1,295,685
162	Florin Rd	Hedge Ave	Waterman Rd	\$9,070,945								\$9,070,945

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding					Unfunded		Funding from SCTDF & Finance Districts
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴	Amount	
						Sources	Amount	Source	Amount			
163	Florin Rd	Waterman Rd	Bradshaw Rd	\$9,965,808								\$9,965,808
164	Florin Rd	Bradshaw Road	Vineyard Road	\$8,469,840								\$8,469,840
165	Florin Rd	Vineyard Rd	Excelsior Rd	\$11,891,440								\$11,891,440
166	Florin Rd	Excelsior Rd	Eagles Nest Rd	\$26,932,160								\$26,932,160
167	Florin Rd	Eagles Nest Rd	Sunrise Blvd	\$12,068,280								\$12,068,280
177	Fruitridge Rd	South Watt Ave	Hedge Ave	\$2,361,420				Sacramento	\$1,180,710			\$1,180,710
178	Fruitridge Rd	Hedge Ave	Collector WJ-12	\$3,750,630								\$3,750,630
179	Fruitridge Rd	Collector WJ-12	Mayhew Road	\$3,698,030								\$3,698,030
190	Gerber Rd	Elk Grove - Florin F	Waterman Rd	\$3,209,300								\$3,209,300
191	Gerber Rd	Waterman Rd	Bradshaw Rd	\$8,913,900								\$8,913,900
192	Gerber Rd	Bradshaw Rd	Vineyard Rd	\$9,139,315								\$9,139,315
193	Gerber Rd	Vineyard Rd	Excelsior Rd	\$11,812,110								\$11,812,110
194	Glenborough Dr	Folsom Blvd	Easton Valley Pkwy	\$13,418,300								\$13,418,300
195	Grant Line Rd	White Rock Rd	Douglas Rd	\$33,164,825	\$9,949,448			Rancho Cordova	\$7,428,921			\$15,786,457
196	Grant Line Rd	Douglas Rd	Chrysanthy Blvd	\$18,666,900	\$5,600,070				\$6,533,415			\$6,533,415
197	Grant Line Rd	Chrysanthy Blvd	Kiefer Blvd	\$7,396,000	\$2,218,800				\$2,588,600			\$2,588,600
198	Grant Line Rd	Kiefer Blvd	Rancho C Pkwy	\$9,187,445	\$2,756,234				\$3,215,606			\$3,215,606
199	Grant Line Rd	Rancho C Pkwy	Jackson Rd	\$10,754,585	\$3,226,376				\$3,764,105			\$3,764,105
200	Grant Line Rd	Jackson Rd	Sunrise Blvd	\$23,347,500	\$7,004,250							\$16,343,250
201	Grant Line Rd	Sunrise Blvd	Eagles Nest Rd	\$13,104,168	\$3,931,250							\$9,172,918
202	Grant Line Rd	Eagles Nest Rd	Calvine Rd	\$23,051,400	\$6,915,420							\$16,135,980
203	Grant Line Rd	Bond Rd	Elk Grove Blvd	\$19,568,800	\$5,870,640			Elk Grove	\$6,849,080			\$6,849,080
204	Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	\$13,323,600	\$3,997,080			Elk Grove	\$4,663,260			\$4,663,260
205	Grant Line Rd	Bradshaw Rd	Waterman Rd	\$23,759,871	\$7,127,961				\$8,315,955			\$8,315,955
208	Greenback Lane	Fair Oaks Blvd	Kenneth Ave	\$18,764,985	\$4,499,879							\$14,265,106
209	Greenback Lane	Kenneth Ave	Hazel Ave	\$19,676,451	\$4,718,450							\$14,958,001
214	Hazel Ave	Placer Co Line	Oak Ave	\$22,744,407	\$5,454,152							\$17,290,255
215	Hazel Ave	Oak Ave	Central Ave	\$20,390,945	\$4,889,787							\$15,501,158
216	Hazel Ave	Central Ave	Greenback Ln	\$8,966,785	\$2,150,252					ED	\$0	\$6,816,533
217	Hazel Ave	Greenback Ln	Pershing Ave	\$9,661,245	\$2,316,785					ED	\$0	\$7,344,460

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding					Unfunded		Funding from SCTDF & Finance Districts
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴	Amount	
						Sources	Amount	Source	Amount			
218	Hazel Ave	Pershing Ave	Madison Ave	\$8,400,000	\$2,014,336					ED	\$0	\$6,385,664
219	Hazel Ave	Madison Ave	Sunset Ave	\$16,919,000	\$7,967,000	STIP	\$7,000,000			ED	\$0	\$1,952,000
224	Hazel Ave	Atlanta St	Easton Valley Pkwy	\$12,421,200								\$12,421,200
234	Jackson Rd	14th Ave	Rock Creek Pkwy	\$124,720				Sacramento	\$62,360			\$62,360
235	Jackson Rd	Rock Creek Pkwy	Aspen 1 Driveway	\$1,920,120				Sacramento	\$960,060			\$960,060
236	Jackson Rd	Aspen 1 Driveway	South Watt Ave	\$1,920,120				Sacramento	\$960,060			\$960,060
237	Jackson Rd	South Watt Ave	Hedge Ave	\$6,118,452								\$6,118,452
238	Jackson Rd	Hedge Ave	Collector WJ-3	\$7,497,570								\$7,497,570
239	Jackson Rd	Collector WJ-3	Mayhew Rd	\$7,497,570								\$7,497,570
240	Jackson Rd	Mayhew Rd	Bradshaw Rd	\$5,377,920								\$5,377,920
241	Jackson Rd	Bradshaw Rd	Collector WJ-4	\$2,844,696								\$2,844,696
242	Jackson Rd	Collector WJ-4	Happy Lane	\$4,480,656								\$4,480,656
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	\$4,480,656								\$4,480,656
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	\$5,868,576								\$5,868,576
245	Jackson Rd	Collector WJ-5	Collector WJ-6	\$2,844,696								\$2,844,696
246	Jackson Rd	Collector WJ-6	Excelsior Road	\$2,844,696								\$2,844,696
247	Jackson Rd	Excelsior Road	Collector JT-3	\$7,278,876								\$7,278,876
248	Jackson Rd	Collector JT-3	Tree View Lane	\$7,436,556								\$7,436,556
249	Jackson Rd	Tree View Lane	Collector JT-4	\$7,436,556								\$7,436,556
250	Jackson Rd	Collector JT-4	Eagles Nest Rd	\$7,357,476								\$7,357,476
251	Jackson Rd	Eagles Nest Rd	Rockbridge Dr	\$6,315,660								\$6,315,660
252	Jackson Rd	Rockbridge Dr	Sunrise Blvd	\$6,315,660								\$6,315,660
253	Jackson Rd	Sunrise Blvd	Grant Line Rd	\$19,538,520				Rancho C	\$9,769,260			\$9,769,260
260	Kiefer Blvd	Bradshaw Road	Collector WJ-14	\$1,437,720								\$1,437,720
261	Kiefer Blvd	Collector WJ-14	Routier Ext	\$1,065,360								\$1,065,360
262	Kiefer Blvd	Routier Ext	Happy Lane	\$1,058,010								\$1,058,010
263	Kiefer Blvd	Happy Lane	Collector WJ-15	\$881,675								\$881,675
264	Kiefer Blvd	Collector WJ-15	Douglas Rd Ext	\$4,624,020								\$4,624,020
265	Kiefer Blvd	Douglas Rd Ext	Excelsior Road	\$4,855,600								\$4,855,600
266	Kiefer Blvd	Excelsior Road	Tree View Lane	\$5,848,200								\$5,848,200

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding					Unfunded		Funding from SCTDF & Finance Districts
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴	Amount	
						Sources	Amount	Source	Amount			
267	Kiefer Blvd	Tree View Lane	Eagles Nest Road	\$7,455,800								\$7,455,800
268	Kiefer Blvd	Eagles Nest Road	W Collector MS-1	\$609,200								\$609,200
269	Kiefer Blvd	W Collector MS-1	Northbridge Dr	\$631,075								\$631,075
270	Kiefer Blvd	Northbridge Dr	E Collector MS-1	\$708,275								\$708,275
271	Kiefer Blvd	E Collector MS-1	Sunrise Blvd	\$2,041,000								\$2,041,000
279	Madison Ave	I-80	Auburn Blvd	\$13,952,140	\$3,345,749					SGS	\$6,552,628	\$4,053,762
285	Madison Ave	Sunrise Blvd	Fair Oaks Blvd	\$7,264,300	\$2,554,612	TIPG						\$4,709,688
286	Madison Ave	Fair Oaks Blvd	Kenneth Ave	\$11,367,850	\$3,997,694	TIPG						\$7,370,156
287	Madison Ave	Kenneth Ave	Hazel Ave	\$11,367,850	\$3,997,694	TIPG						\$7,370,156
292	Manzanita Ave	Fair Oaks Blvd	Cypress Ave	\$4,182,300						SGS	\$2,583,825	\$1,598,475
305	Mayhew Rd	Happy Lane	Bradshaw Rd	\$2,649,610								\$2,649,610
306	Mayhew Rd	Bradshaw Rd	Jackson Rd	\$4,607,100								\$4,607,100
307	Mayhew Rd	Jackson Rd	Rock Creek Pkwy	\$340,446								\$340,446
308	Mayhew Rd	Rock Creek Pkwy	Fruitridge Rd	\$340,446								\$340,446
309	Mayhew Rd	Fruitridge Rd	Collector WJ-13	\$1,182,800								\$1,182,800
310	Mayhew Rd	Collector WJ-13	Elder Creek Rd	\$4,510,300								\$4,510,300
311	Metro Air Pkwy	I-5	Elkhorn Blvd	\$5,308,947								\$5,308,947
312	Metro Air Pkwy	Elkhorn Blvd	Elverta Rd	\$7,988,775								\$7,988,775
313	MLK Blvd	Fruitridge Rd	SR 99	\$6,035,700								\$6,035,700
314	MLK Blvd	SR 99	Franklin Rd	\$16,961,000								\$16,961,000
315	North Loop Rd	Grant Line Rd	Town Center Blvd	\$5,848,200								\$5,848,200
316	North Loop Rd	Town Center Blvd	Street D	\$7,806,400								\$7,806,400
318	Oak Ave	Hazel Ave	Main Ave	\$12,387,100						SGS	\$7,652,750	\$4,734,350
319	Oak Ave	Main Ave	Folsom CL	\$3,372,100						SGS	\$2,083,283	\$1,288,817
321	Old Placerville Rd	Granby Dr	Happy Lane	\$5,929,500								\$5,929,500
322	Old Placerville Rd	Happy Lane	Routier Rd	\$2,610,000								\$2,610,000
324	Pasadena Ave	Cypress Ave	Winding Wy	\$2,898,960						SGS	\$1,790,977	\$1,107,983
330	Prairie City Rd	US 50	Easton Valley Pkwy	\$12,652,392				Folsom	\$6,326,196			\$6,326,196
331	Prairie City Rd	Easton Valley Pkwy	White Rock Rd	\$16,370,400				Folsom	\$8,185,200			\$8,185,200
334	Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	\$9,507,430								\$9,507,430

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding					Unfunded		Funding from SCTDF & Finance Districts
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴	Amount	
						Sources	Amount	Source	Amount			
335	Rio Linda Blvd	Marysville Blvd	Sacramento CL	\$7,910,833		Fed/SB1	\$2,716,000					\$5,194,833
338	Roseville Rd	Airbase Dr	Palm Ave	\$7,955,940								\$7,955,940
339	Roseville Rd	Palm Ave	Walerga Rd	\$12,807,550								\$12,807,550
340	Roseville Rd	Walerga Rd	Elkhorn Blvd	\$16,587,700								\$16,587,700
341	Roseville Rd	Elkhorn Blvd	Antelope Rd	\$21,206,690						ED	\$10,412,485	\$10,794,205
342	Roseville Rd	Antelope Rd	Placer Co Line	\$12,982,250								\$12,982,250
344	South Watt Ave	Kiefer Blvd	Jackson Rd	\$10,572,450	\$2,535,293							\$8,037,157
345	South Watt Ave	Jackson Rd	Rock Creek Pkwy	\$5,459,543	\$1,309,209	Fed	\$4,500,000					-\$349,666
346	South Watt Ave	Rock Creek Pkwy	Fruitridge Rd	\$5,924,970	\$1,420,819	Fed	\$4,500,000					\$4,151
347	South Watt Ave	Fruitridge Rd	Elder Creek Rd	\$13,057,680	\$3,131,256					ED	\$972,790	\$8,953,634
348	South Watt Ave	Elder Creek Rd	Florin Rd	\$13,362,480	\$3,204,348					ED	\$0	\$10,158,132
353	Stockton Blvd	65th Ave	Florin Rd	\$3,338,050								\$3,338,050
354	Stockton Blvd	Florin Rd	Gerber Rd	\$19,208,600								\$19,208,600
355	Stockton Blvd	Gerber Rd	Elsie Ave	\$7,564,300						ED	\$900,152	\$6,664,148
356	Stockton Blvd	Elsie Ave	SR-99	\$5,352,300						ED	\$4,538,750	\$813,550
362	Sunrise Blvd	Gold Country Blvd	Coloma Rd	\$10,879,700	\$2,608,972			Rancho C	\$4,135,364	SGS	\$2,554,828	\$1,580,536
363	Sunrise Blvd	Douglas Rd	Kiefer Blvd	\$17,199,520								\$17,199,520
364	Sunrise Blvd	Kiefer Blvd	Jackson Rd	\$23,244,120				Rancho C	\$14,787,920			\$8,456,200
365	Sunrise Blvd	Jackson Rd	Florin Rd	\$8,891,844	\$2,132,281							\$6,759,563
366	Sunrise Blvd	Florin Rd	Grant Line Rd	\$8,857,100	\$2,123,949							\$6,733,151
369	Tree View Rd	Kiefer Blvd	Jackson Rd	\$10,281,400								\$10,281,400
370	University Blvd	Grant Line Rd	Town Center Blvd	\$3,765,900								\$3,765,900
371	University Blvd	Town Center Blvd	Street A	\$6,071,700								\$6,071,700
372	Vineyard Rd	Jackson Rd	Rock Creek Pkwy	\$1,503,115								\$1,503,115
373	Vineyard Rd	Rock Creek Pkwy	Elder Creek Rd	\$4,544,800								\$4,544,800
374	Vineyard Rd	Elder Creek Rd	Florin Rd	\$7,825,795								\$7,825,795
375	Vineyard Rd	Florin Rd	Gerber Rd	\$4,251,600								\$4,251,600
376	Vineyard Rd	Gerber Rd	Calvine Rd	\$2,861,497								\$2,861,497
388	Waterman Rd	Elder Creek Rd	Florin Rd	\$11,608,960								\$11,608,960
389	Waterman Rd	Florin Rd	Gerber Rd	\$19,172,525								\$19,172,525

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding					Unfunded		Funding from SCTDF & Finance Districts
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴	Amount	
						Sources	Amount	Source	Amount			
390	Waterman Rd	Gerber Rd	Vintage Park Dr	\$13,362,650								\$13,362,650
392	Watt Ave	Placer Co Line	Elverta Rd	\$5,809,600								\$5,809,600
393	Watt Ave	Elverta Rd	Antelope Rd	\$10,856,400								\$10,856,400
394	Watt Ave (34th St)	"U" St/Antelope Rd	Elkhorn Blvd	\$17,371,900	\$4,165,814							\$13,206,086
395	Watt Ave (34th St)	Elkhorn Blvd	Don Julio Blvd	\$13,260,100	\$3,179,797							\$10,080,303
396	Watt Ave (34th St)	Don Julio Blvd	Airbase Dr	\$23,257,270	\$5,577,137							\$17,680,133
397	Watt Ave	Airbase Dr	Roseville Rd	\$5,000,000	\$1,199,009					SGS	\$2,348,252	\$1,452,739
398	Watt Ave	Roseville Rd	I-80	\$7,132,000	\$1,000,000	Fed	\$2,800,000			SGS	\$2,058,510	\$1,273,490
408	White Rock Rd	Rancho C Pkwy	Rancho C Limits	\$33,350,300				Rancho C	\$16,675,150			\$16,675,150
409	White Rock Rd	Rancho C Limits	Grant Line Rd	\$18,919,980								\$18,919,980
410	White Rock Rd	Grant Line Rd	Prairie City Rd	\$15,101,850	\$4,530,555							\$10,571,295
411	White Rock Rd	Prairie City Rd	Scott Rd (W)	\$5,940,590	\$1,782,177			Folsom	\$2,079,207			\$2,079,207
412	White Rock Rd	Scott Rd (W)	Scott Rd (E)	\$22,735,200	\$6,820,560			Folsom	\$7,957,320			\$7,957,320
413	White Rock Rd	Scott Rd (E)	El Dorado Co	\$32,139,350	\$9,641,805			Folsom	\$11,248,773			\$11,248,773
416	Winding Way	Auburn Blvd	Pasadena Ave	\$6,677,200						SGS	\$4,125,174	\$2,552,026
417	Winding Way	Pasadena Ave	College Oak Dr	\$3,890,800						SGS	\$2,403,736	\$1,487,064
418	Winding Way	College Oak Dr	Garfield Ave	\$8,634,100						SGS	\$5,334,147	\$3,299,953
422	Zinfandel Dr	City Limit	Douglas Rd	\$12,612,750				Rancho C	\$6,306,375			\$6,306,375
423	Zinfandel Dr	Douglas Rd	Collector MS-2	\$15,688,900								\$15,688,900
424	Zinfandel Dr	Collector MS-2	Collector MS-3	\$2,379,900								\$2,379,900
425	Zinfandel Dr	Collector MS-3	Collector MS-4	\$531,900								\$531,900
426	Zinfandel Dr	Collector MS-4	Kiefer Blvd	\$5,320,200								\$5,320,200
1003	Meister Way	Elkhorn Blvd	Metro Air Pkwy	\$779,923								\$779,923
1004	Meister Way	Metro Air Pkwy	Lone Tree Rd	\$3,119,693								\$3,119,693
1005	Routier Rd Ext	Old Placerville	Happy Lane	\$12,607,900								\$12,607,900
1006	Routier Rd Ext	Happy Lane	Kiefer Blvd	\$5,440,210								\$5,440,210
1007	Routier Rd Ext	Kiefer Blvd	Mayhew Rd	\$6,012,890								\$6,012,890
1008	French Rd	Florin Rd	Gerber Rd	\$9,524,000								\$9,524,000
1009	Grant Line Rd	University Blvd	Kiefer Blvd	\$9,992,300								\$9,992,300
1010	Kammerer Rd	Lent Ranch Rd	Bruceville Rd	\$14,700,000	\$3,000,000			Elk Grove	\$6,000,000			\$5,700,000

Table 18
Roadway Segment Improvement Cost Estimates and Funding Assumptions for SCTDF

No ¹	Roadway	Segment		Total Project Cost ²	Assumed Other Funding				Unfunded		Funding from SCTDF & Finance Districts	
		From	To		Other ⁵	County TIPG ³		Adjacent Jurisdiction		Reason ⁴		Amount
						Sources	Amount	Source	Amount			
1011	Kammerer Rd	Bruceville Rd	I-5	\$55,300,000	\$26,000,000			Elk Grove	\$22,400,000			\$6,900,000
1012	Grant Line Rd	Calvine Rd	Elk Grove limits	\$6,530,850	\$1,959,255			Elk Grove	\$2,285,798			\$2,285,798
1019	Elverta Rd	E Commerce	East levve Rd	\$20,637,120								\$20,637,120
1020	Elverta Rd	East levve Rd	Rio Linda Blvd	\$37,742,280								\$37,742,280
1021	E Commerce	Elkhorn Blvd	Elverta Rd	\$22,076,900								\$22,076,900
	TOTAL			\$2,491,092,428	\$222,127,321		\$44,238,000		\$260,220,660		\$143,985,608	\$1,820,520,839

Notes:

- 1 See Figure 3 for roadway segment locations
- 2 Includes cost of phasing 2 to 6 lane widening projects (see Table B-3)
- 3 Funding defined in Sacramento County Five Year "Transportation Improvement and Program Guide" (TIPG) 2018-2023
- 4 Some roadways will be partially funded by the SCTDF including: SGS = roadways that include "Smart Growth Street" elements without adding through lanes and ED = existing LOS deficiency.
- 5 Primarily assumed levels of Measure A funding plus potential grant funds for a few projects with special issues to accommodate bikes and pedestrians

Source: DKS Associates 2019

Table 19
Intersection Improvement Costs and Funding Assumptions for SCTDF

Intersection			Total Project Cost	Assumed Other Funding				SCTDF & Finance Districts
No ¹	Roadway 1	Roadway 2		Other ²	Adjacent City			
					City	Percent	Amount	
12	South Watt Ave	Folsom Blvd	\$3,389,300	\$812,761	Sacramento	25%	\$644,135	\$1,932,405
14	South Watt Ave	Kiefer Blvd	\$4,446,500	\$1,066,279				\$3,380,221
16	South Watt Ave	Jackson Rd	\$7,881,050	\$1,889,891	Sacramento	25%	\$1,497,790	\$4,493,370
17	South Watt Ave	Fruitridge Rd	\$6,776,250	\$1,624,957				\$5,151,293
18	South Watt Ave	Elder Creek Rd	\$4,834,000	\$1,159,202				\$3,674,798
20	South Watt Ave	Florin Rd	\$4,395,000	\$1,053,929				\$3,341,071
21	Elk Grove-Florin Rd	Gerber Rd	\$1,442,000	\$345,794				\$1,096,206
23	Hedge Ave	Jackson Rd	\$2,769,550					\$2,769,550
24	Hedge Ave	Fruitridge Rd	\$1,851,600					\$1,851,600
25	Hedge Ave	Elder Creek Rd	\$2,126,400					\$2,126,400
27	Hedge Ave	Florin Rd	\$2,664,000					\$2,664,000
28	Mayhew Rd	Kiefer Blvd	\$2,527,500					\$2,527,500
29	Mayhew Rd	Jackson Rd	\$7,135,970					\$7,135,970
30	Mayhew Rd	Fruitridge Rd	\$3,341,975					\$3,341,975
31	Mayhew Rd	Elder Creek Rd	\$5,868,700					\$5,868,700
32	Zinfandel Dr	Woodring Dr	\$2,444,625					\$2,444,625
36	Bradshaw Rd	Old Placerville Rd	\$3,534,600	\$847,604	Rancho Cordova	50%	\$1,343,498	\$1,343,498
37	Bradshaw Rd	Kiefer Blvd	\$7,472,000	\$1,791,800				\$5,680,200
38	Bradshaw Rd	Jackson Rd	\$7,590,450	\$1,820,204				\$5,770,246
39	Bradshaw Rd	Elder Creek Rd	\$7,861,350	\$1,885,166				\$5,976,184
40	Bradshaw Rd	Florin Rd	\$778,000	\$186,566				\$591,434
41	Bradshaw Rd	Gerber Rd	\$6,309,000	\$1,512,910				\$4,796,090
42	Happy Lane	Old Placerville Rd	\$3,784,900					\$3,784,900
43	Happy Lane	Kiefer Blvd	\$4,343,600					\$4,343,600
44	Excelsior Rd	Kiefer Blvd	\$4,312,750					\$4,312,750
45	Excelsior Rd	Jackson Rd	\$11,793,750					\$11,793,750

Table 19
Intersection Improvement Costs and Funding Assumptions for SCTDF

Intersection			Total Project Cost	Assumed Other Funding				SCTDF & Finance Districts
No ¹	Roadway 1	Roadway 2		Other ²	Adjacent City			
					City	Percent	Amount	
46	Excelsior Rd	Elder Creek Rd	\$2,877,900					\$2,877,900
47	Excelsior Rd	Florin Rd	\$3,965,450					\$3,965,450
48	Excelsior Rd	Gerber Rd	\$3,340,000					\$3,340,000
52	Mather Blvd	Douglas Rd	\$3,324,475					\$3,324,475
58	Zinfandel Dr	Douglas Rd	\$6,955,125					\$6,955,125
59	Zinfandel Dr	Kiefer Blvd	\$5,983,120					\$5,983,120
60	Zinfandel Dr	Jackson Rd	\$5,121,310					\$5,121,310
61	Eagles Nest Rd	Florin Rd	\$3,290,700					\$3,290,700
69	Sunrise Blvd	Kiefer Blvd	\$9,189,550	\$2,203,671	Rancho Cordova	50%	\$3,492,939	\$3,492,939
70	Sunrise Blvd	Jackson Rd	\$12,706,875	\$3,047,132	Rancho Cordova	25%	\$2,414,936	\$7,244,807
71	Sunrise Blvd	Florin Rd	\$2,451,400	\$587,850				\$1,863,550
72	Sunrise Blvd	Grant Line Rd	\$4,633,550	\$1,111,134				\$3,522,416
75	Hazel Ave	US 50/Folsom Blvd	\$83,402,000	\$22,363,000	Folsom	15%	\$14,753,399	\$46,285,601
76	Prairie City Rd	White Rock Rd	\$4,689,525	\$1,406,858	Folsom	25%	\$820,667	\$2,462,001
77	Grant Line Rd	White Rock Rd	\$4,329,350	\$1,298,805				\$3,030,545
78	Grant Line Rd	Douglas Rd	\$4,949,075	\$1,484,723	Rancho Cordova	50%	\$1,732,176	\$1,732,176
79	Grant Line Rd	Kiefer Blvd	\$6,968,325	\$2,090,498	Rancho Cordova	50%	\$2,438,914	\$2,438,914
80	Grant Line Rd	Jackson Rd	\$8,717,300	\$2,615,190	Rancho Cordova	25%	\$1,525,528	\$4,576,583
86	Power Inn Rd	Florin Rd	\$5,468,500					\$5,468,500
87	Florin-Perkins Rd	Florin Rd	\$473,000					\$473,000
88	Bradshaw Rd	Calvine Rd	\$6,234,875	\$1,495,135	Elk Grove	50%	\$2,369,870	\$2,369,870
90	Excelsior Rd	Calvine Rd	\$1,635,000		Elk Grove	50%	\$817,500	\$817,500
91	Grant Line Rd	Sloughhouse Rd	\$5,209,625					\$5,209,625
92	Grant Line Rd	Calvine Rd	\$4,125,775		Elk Grove	25%	\$1,031,444	\$3,094,331
96	14th Ave	Jackson Rd	\$3,464,815		Sacramento	50%	\$1,732,408	\$1,732,408
97	Rock Creek Pkwy	Jackson Rd	\$2,534,160		Sacramento	50%	\$1,267,080	\$1,267,080

Table 19
Intersection Improvement Costs and Funding Assumptions for SCTDF

Intersection			Total Project Cost	Assumed Other Funding				SCTDF & Finance Districts
No ¹	Roadway 1	Roadway 2		Other ²	Adjacent City			
					City	Percent	Amount	
106	Grant Line Rd	Rancho Cordova Pkwy	\$3,370,775		Rancho Cordova	50%	\$1,685,388	\$1,685,388
111	Grant Line Rd	Chrysanthu Blvd	\$6,202,800		Rancho Cordova	50%	\$3,101,400	\$3,101,400
112	Hazel Ave	Easton Valley Pkwy	\$3,269,650					\$3,269,650
200	Excelsior Rd	Collector WJ-1	\$2,639,600					\$2,639,600
201	Excelsior Rd	Collector WJ-2	\$2,639,600					\$2,639,600
202	Kiefer Blvd	W Collector MS-1	\$2,171,300					\$2,171,300
203	Kiefer Blvd	Northbridge Dr	\$1,995,075					\$1,995,075
204	Kiefer Blvd	E Collector MS-1	\$2,020,075					\$2,020,075
300	Jackson Rd	Collector WJ-3	\$2,119,675					\$2,119,675
301	Jackson Rd	Collector WJ-4	\$3,225,600					\$3,225,600
302	Jackson Rd	Vineyard Rd	\$4,159,800					\$4,159,800
304	Jackson Rd	Collector WJ-5	\$2,912,850					\$2,912,850
305	Jackson Rd	Collector WJ-6	\$2,912,850					\$2,912,850
306	Excelsior Rd	Collector WJ-6	\$2,007,130					\$2,007,130
307	Rock Creek Pkwy	South Watt Ave	\$3,353,625					\$3,353,625
310	Rock Creek Pkwy	Mayhew Rd	\$3,389,270					\$3,389,270
312	Rock Creek Pkwy	Bradshaw Rd	\$3,199,775					\$3,199,775
314	Rock Creek Pkwy	Vineyard Rd	\$2,008,500					\$2,008,500
315	Rock Creek Pkwy	Douglas Rd	\$2,934,325					\$2,934,325
316	Bradshaw Rd	Collector WJ-8	\$3,063,975	\$734,747				\$2,329,228
317	Bradshaw Rd	Collector WJ-9	\$3,000,875	\$719,615				\$2,281,260
318	Bradshaw Rd	Mayhew Rd	\$7,875,800	\$1,888,632				\$5,987,168
319	Bradshaw Rd	Rock Creek Pkwy	\$3,285,150	\$787,785				\$2,497,365
320	Bradshaw Rd	Collector WJ-11	\$2,686,105	\$644,133				\$2,041,972
321	Fruitridge Rd	Collector WJ-12	\$2,401,300					\$2,401,300
322	Mayhew Rd	Collector WJ-13	\$2,081,395					\$2,081,395

Table 19
Intersection Improvement Costs and Funding Assumptions for SCTDF

Intersection			Total Project Cost	Assumed Other Funding			SCTDF & Finance Districts	
No ¹	Roadway 1	Roadway 2		Other ²	Adjacent City			
					City	Percent		Amount
323	Kiefer Blvd	Collector WJ-14	\$2,912,850				\$2,912,850	
324	Kiefer Blvd	Collector WJ-15	\$4,017,450				\$4,017,450	
325	Kiefer Blvd	Douglas Rd	\$5,715,775				\$5,715,775	
327	Vineyard Rd	Elder Creek Rd	\$5,929,500				\$5,929,500	
328	Vineyard Rd	Florin Rd	\$2,543,000				\$2,543,000	
329	Routier Ext	Kiefer Blvd	\$8,714,000				\$8,714,000	
330	Happy Lane	Routier Ext	\$5,031,850				\$5,031,850	
331	Routier Rd	Old Placerville Rd	\$7,152,050		Rancho Cordova	50%	\$3,576,025	
400	Jackson Rd	Collector JT-3	\$3,748,050				\$3,748,050	
401	Jackson Rd	Tree View Lane	\$3,795,375				\$3,795,375	
402	Jackson Rd	Collector JT-4	\$2,262,305				\$2,262,305	
406	Kiefer Blvd	Tree View Lane	\$4,681,975				\$4,681,975	
407	Kiefer Blvd	HS/MS Dwy	\$2,692,850				\$2,692,850	
500	Jackson Rd	Rockbridge Dr	\$2,492,975				\$2,492,975	
501	Eagles Nest Rd	N Bridgewater Dr	\$1,996,895				\$1,996,895	
502	Eagles Nest Rd	S Bridgewater Dr	\$2,577,740				\$2,577,740	
600	Zinfandel Dr	Collector MS-2	\$1,909,625				\$1,909,625	
601	Zinfandel Dr	Collector MS-3	\$2,621,525				\$2,621,525	
602	Zinfandel Dr	Collector MS-4	\$2,621,525				\$2,621,525	
701	Rio Linda Blvd	Elkhorn Blvd	\$7,326,300				\$7,326,300	
702	Rio Linda Bl	Elverta Rd	\$3,009,789				\$3,009,789	
703	Power Inn Rd	Calvine Rd	\$7,535,005				\$7,535,005	
727	Walnut Ave	Cypress Ave	\$5,788,865				\$5,788,865	
728	Walnut Ave	Winding Wy	\$3,267,125				\$3,267,125	
729	Roseville Rd	Antelope Rd	\$6,330,495				\$6,330,495	
738	Walerga Rd	Don Julio Blvd	\$5,169,890				\$5,169,890	

Table 19
Intersection Improvement Costs and Funding Assumptions for SCTDF

Intersection			Total Project Cost	Assumed Other Funding				SCTDF & Finance Districts
No ¹	Roadway 1	Roadway 2		Other ²	Adjacent City			
					City	Percent	Amount	
739	Walerga Rd	Elkhorn Blvd	\$6,252,945					\$6,252,945
740	Walerga Rd	Antelope Rd	\$3,998,065					\$3,998,065
741	Walerga Rd	Elverta Rd	\$399,164					\$399,164
742	Don Julio Bl	Antelope Rd	\$6,249,445					\$6,249,445
743	Don Julio Bl	Elkhorn Blvd	\$317,756					\$317,756
744	Garfield Ave	Cypress Ave	\$3,878,514					\$3,878,514
754	San Juan Ave	Madison Ave	\$5,823,745	\$1,396,545	Citrus Heights	50%	\$2,213,600	\$2,213,600
755	Fair Oaks Blvd	Madison Ave	\$7,130,020	\$1,709,792	Citrus Heights	25%	\$1,355,057	\$4,065,171
756	Fair Oaks Bl	Greenback Ln	\$5,649,620	\$1,354,789	Citrus Heights	50%	\$2,147,415	\$2,147,415
757	Kenneth Ave	Madison Ave	\$4,520,644	\$1,084,059				\$3,436,585
758	Kenneth Ave	Greenback Ln	\$4,400,444	\$1,055,235				\$3,345,209
761	Main Ave	Oak Ave	\$1,846,600					\$1,846,600
762	Elk Grove-Florin Rd	Calvine Rd	\$5,572,775		Elk Grove	50%	\$2,786,388	\$2,786,388
770	Watt Ave	Roseville Rd	\$23,525,045	\$5,641,350				\$17,883,695
771	Watt Ave	Airbase Dr	\$7,778,720	\$1,865,352				\$5,913,368
772	Watt Ave and 34 St	Don Julio Blvd	\$8,301,750	\$1,990,775				\$6,310,975
773	Watt Ave and 34 St	Elkhorn Blvd	\$11,951,500	\$2,865,992				\$9,085,508
774	Watt Ave and 34 St	Antelope Rd	\$9,107,600	\$2,184,020				\$6,923,580
775	Watt Ave	Elverta Rd	\$6,668,775	\$1,599,185				\$5,069,590
780	Sunrise Blvd	Madison Ave	\$7,522,175	\$1,803,832				\$5,718,343
781	Hazel Ave	Sunset Ave	\$5,080,144	\$1,218,228				\$3,861,916
782	Hazel Ave	Madison Ave	\$7,995,175	\$1,917,258				\$6,077,917
783	Hazel Ave	Greenback Ln	\$7,709,375	\$1,848,723				\$5,860,652
784	Hazel Ave	Oak Ave	\$5,248,194	\$1,258,527				\$3,989,667
790	MLK Rd	Fruitridge Rd	\$5,334,465					\$5,334,465
791	Stockton Blvd	Elsie Ave	\$5,318,987					\$5,318,987

Table 19
Intersection Improvement Costs and Funding Assumptions for SCTDF

Intersection			Total Project Cost	Assumed Other Funding				SCTDF & Finance Districts
No ¹	Roadway 1	Roadway 2		Other ²	Adjacent City			
					City	Percent	Amount	
792	Stockton Blvd	Gerber Rd	\$3,199,573					\$3,199,573
793	Stockton Blvd	Florin Rd	\$7,678,575					\$7,678,575
804	16th St	Elkhorn Blvd	\$7,456,895					\$7,456,895
809	Waterman Rd	Florin Road	\$2,830,000					\$2,830,000
810	Waterman Rd	Gerber Road	\$1,860,000					\$1,860,000
811	Waterman Rd	Vintage Park Dr	\$164,735					\$164,735
812	Waterman Rd	Calvine Rd	\$2,676,000					\$2,676,000
813	Vineyard Road	Gerber Road	\$3,327,000					\$3,327,000
815	Metro Airpark	I-5 Interchange	\$43,057,390	\$539,000				\$42,518,390
816	Elkhorn Blvd	SR 99 Interchange	\$11,684,055					\$11,684,055
817	Elverta Rd	16th St	\$5,306,640					\$5,306,640
818	Grant Line Rd	University Blvd	\$4,104,440					\$4,104,440
Total			\$781,414,204	\$91,808,632			\$54,747,555	\$634,858,017

1 See Figure 5 for intersection locations

2 Primarily assumed levels of Measure A funding plus potential grant funds for a few projects with special issues to accommodate bikes and pedestrians

Source: DKS Associates 2019

In addition to these known funding sources, the SCTDF cost estimates in [Tables 18 and 19](#) were also reduced to reflect the following:

- Existing deficiencies - For roadways that currently operate at LOS F, the cost of the improvement that is allocated to the SCTDF is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. This allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels. Thus the costs of existing deficiencies were reduced by the amount not allocated to the SCTDF.
- Smart Growth Streets –There are some major roadways where additional “through” travel lanes are justified but the County has decided (either in the General Plan or during recent planning) that, instead of adding through lanes, the County will only implement “Smart Growth Street” measures. Such measures could include new or improved bike and pedestrian facilities, continuous right turn lanes, access control, turn lanes, etc. For those roadways, new development’s allocation is equal to the 2017 to 2050 growth as a percent of total 2050 development level. Thus the costs of Smart Growth Streets were reduced by the amount not allocated to the SCTDF.

After reducing the estimated construction cost to reflect the above, [Tables 18 and 19](#) show the costs that would be funded by the SCTDF and/or special financing districts.

For existing deficiencies (roadways that currently operate at LOS F), the cost of the improvement that is allocated to the SCTDF is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. This allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels.

For example, the v/c ratio of a two-lane roadway currently equals 1.1 (i.e. LOS F conditions) and its v/c ratio in 2050 is estimated at 1.4 in 2050 without any improvements and at 0.7 in 2050 if the roadway is widened to four lanes. The cost allocated to the SCTDF for this example is calculated as follows:

$$(1.4 - 1.1) / (1.4 - 0.7) = 42.9\%$$

Under this example, the County will need to secure funding for the remaining 57.1% of the cost of this improvement from other sources.

5.2 Use of Improvements by Trips from Fee Districts

The unincorporated portions of Sacramento County were divided into six "fee districts" so that fees can be distributed equitably based on a district’s use of each transportation improvement. SACOG’s travel demand model was used to estimate the origin and destination of trips using each roadway and transit improvement. [Tables C-1 and C-2 in Appendix C](#) summarize the estimated percent usage of each of the roadway and intersection capacity improvements, respectively, by vehicle trips from the six SCTDF/TIF fee districts. In defining the usage of an improvement, the following criteria were used:

- If a trip using a roadway had both its origin and destination within unincorporated Sacramento County, half of the trip was allocated to the origin district and half to the destination district.

- If a trip using a roadway had one end within unincorporated Sacramento County but the other end of the trip outside unincorporated Sacramento County, the trip was allocated to the district in unincorporated Sacramento County where it originated or was destined.
- If a trip had both ends of its trip outside unincorporated Sacramento County, it was classified as a "thru trip"

The transportation improvements in the SCTDF project list are needed to accommodate future development and thus the cost allocation is based on the percentage of trips from new development in a district. As shown in [Tables 18 and 19](#), the SCTDF accounts for the portion of the cross-section on roadways along jurisdictional boundaries that were assumed to be funded by another jurisdiction. For the portion of a roadway or intersection improvement that is funded by the SCTDF, [Tables C-3 and C-4 in Appendix C](#) show the percent that would be funded by new development in each of the SCTDF/TIF fee districts. [Tables C-5 and C-6](#) provide the cost that was allocated to new development in each SCTDF/TIF fee district.

5.3 Special Financing Districts

The County has existing and planned "special financing districts" to fund major infrastructure within or near those districts, including roadway and intersection improvements. Many of the roadway capacity improvements that are funded by the special financing districts are also included in the SCTDF/TIF Program Update. The SCTDF/TIF cost responsibility for development subject to each special financing district will be reduced by the amount that is funded by that district to eliminate any overlap between the fee programs. Thus development within all special financing districts will only pay their "fair share" of any improvement identified in the SCTDF/TIF Update. The reduction in SCTDF/TIF fee rates to account for such overlaps is not part of this SCTDF/TIF Nexus Study but will be determined at the time when a special finance district is updated or adopted.

5.4 Cost Allocation for Improvements to Roadways Operating at LOS F in 2050

The SCTDF/TIF Program includes one or more of the following improvements on those roadway segments that would operate at LOS F conditions in 2050 with the maximum number of lanes allowed in the General Plan:

- High Bus services
- Intelligent Transportation System (ITS) measures
- Add or improve walkways and bikeways
- Intersection improvements

How the cost of these improvements would be allocated to new development in the unincorporated portions of Sacramento County is discussed below:

High Bus Services

The nine selected High Bus routes are located on roadways in the unincorporated areas that will have LOS F with maximum lanes allowed under County General Plan. New development will add significant amount of traffic to these LOS F roadways and with the High Bus routes traffic congestion will be worse than today's conditions. Thus the total capital cost of these new routes is allocated to new development in the unincorporated areas.

The cost allocated between the urban (Districts 1-4 and 6) vs rural (District 5) areas was based on the SACSIM model's estimate of the share of total ridership on High Bus routes from each area. The costs allocated to the urban area districts were then allocated evenly to new development based on dwelling unit equivalents (DUE).

The costs of High Bus routes shown in [Tables 11, 12 and 13](#) that would be implemented by Sacramento Regional Transit (SacRT) will be included in a separate Transit Impact Fee, which is discussed in [Section 5.8](#).

Intelligent Transportation System (ITS) Measures

To maximize the efficiency of roadways that would operate at LOS F conditions in 2050, Sacramento County will need to use a range of technologies and management techniques, including “intelligent transportation system” (ITS) measures. However, since the resulting volume/capacity (v/c) ratio of implementing these measures would be worse than today's conditions, the entire cost of the ITS improvements for the congested corridors will be allocated to new development in unincorporated Sacramento County. [Appendix D](#) shows the costs for ITS improvements on congested roadways. A district's “fair share” of the total cost of ITS improvements is based on its estimated percentage of total 2017 to 2050 growth in unincorporated Sacramento County measured in DUEs.

Walkway and Bikeway Improvements

The SCTDF/TIF Program would fund walkway and bikeway improvements on roadways that would operate at LOS F conditions in 2050 that already have the maximum number of lanes allowed in the General Plan and have no (or deficient) walkways or bikeways (see [Appendix E](#)). New development's “fair share” of these trails is based on the estimated 2017 to 2050 growth as a percent of total 2050 development levels in each district.

5.5 Other Walkway and Bikeway Improvements

Sacramento County has identified about 211 miles of “regional trails” that would provide important connectivity for bicycles throughout the unincorporated area (see Figure 9). Those trails would benefit both existing residents/businesses and new development. SCTDF share of these trails is based on the estimated 2017 to 2050 growth as a percent of total 2050 development levels in each district.

5.6 Improvements on Rural Roadways

Overall, new development will account for about 11 percent of the 2050 volume on 94 miles of high volume (more than 2,000 daily vehicle trips) rural roadways and thus new development should contribute its fair share of the cost of adding shoulders and improving critical intersections to these rural roadways. New growth's fair share of the cost to add shoulders and improve intersection on rural roadways that will have more than 2,000 daily vehicles in 2050 is based on the percent of the 2050 traffic volume on those rural roadways that is attributed to growth.

[Appendix F](#) shows how cost for shoulder improvements to each rural roadway segment was allocated to each fee district.

5.7 Administration of Program

It was estimated that administrative cost will average 2.5 percent of the total cost of the SCTDF/TIF Program. It should be noted that smaller fee programs, such as those for special financing districts, typically require administrative costs of 4 to 5 percent. A lower 2.5 percent administration cost was used because the SCTDF/TIF Program is a larger program.

The fee program administration costs were allocated evenly to new development based on dwelling unit equivalents (DUE).

5.8 Transit Impact Fee

Transit capital improvements needed to accommodate growth in the unincorporated areas of Sacramento County will be funded through a separate Transit Impact Fee (TIF). Sacramento County will collect the TIF and transfer those funds to SacRT, which will use that funding for the transit capital improvements described in this Nexus Study.

SACOG's SACSIM regional model was used to forecast 2050 traffic volumes and transit ridership based on the SCTDF/TIF growth assumptions. The SACSIM model provides the projected origin and destination of transit riders, which was used to assist in the cost allocation between SCTDF/TIF fee districts and between the cities and unincorporated areas in Sacramento County. The model assumes transit routes and services in SACOG's 2036 MTP plus the following planned transit services:

- The transit routes planned as part of major new specific plans (Cordova Hills Master Plan, Easton/Glenborough, New Bridge Master Plan, Jackson Township Master Plan, West Jackson Highway Master Plan and Mather South Master Plan)
- The nine High Bus routes described above and shown in [Figure 7](#).

[Table 11](#) shows the “fair share” percentages and cost allocation for each of the transit improvement types to be partially funded by the TIF Program. The basis for this cost allocation is described below.

Bus Route Optimization

The cost allocation is based on the SACSIM model's estimated growth in SacRT's bus trips with trip ends within each of the SCTDF/TIF districts in unincorporated Sacramento County as a percent of SacRT's total 2050 bus trip ends system-wide. The “other” share of the cost in [Table 11](#) reflects riders from existing development and from cities.

High Bus Corridors

The nine selected High Bus routes are located on roadways in the unincorporated areas that will have LOS F with maximum lanes allowed under County General Plan. New development will add significant amount of traffic to these LOS F roadways and with the High Bus routes traffic congestion will be worse than today's conditions. Thus the total capital cost of these new routes is allocated to new development in the unincorporated areas. The cost allocated between the urban (Districts 1-4 and 6) and rural (District 5) areas based on the SACSIM model's estimate of the share of total ridership on High Bus routes from each district.

Circulator Bus Service Expansion

SACOG’s 2036 MTP/SCS assumed that a number of neighborhood shuttles would be implemented throughout the urban areas of Sacramento County but not in rural areas (SCTDF/TIF District 5). The cost allocation of neighborhood shuttles is based on the usage of those shuttles. The cost allocated to the SCTDF/TIF Program is based on the SACSIM model’s estimates of neighborhood shuttle trip ends from 2017 to 2050 growth within SCTDF/TIF Districts 1-4 and 6 as a percent of all 2050 trip ends using shuttles system-wide. The “other” share of the cost of shuttles in [Table 11](#) reflects riders from cities.

Bus Maintenance Facility 2

The new maintenance facility will be needed to accommodate growth in SacRT’s bus fleet over the next 30 to 35 years. The cost allocated to the SCTDF/TIF Program is based on the SACSIM model’s estimated growth in bus trip ends from unincorporated Sacramento County as a percent of SacRT’s total growth in bus trip ends system-wide

Paratransit Vehicle Expansion

Paratransit is not included in SACOG’s SACSIM model. The Paratransit fleet will need to be expanded due to growth but service will not be provided in the rural areas of Sacramento County (SCTDF/TIF District 5) since those areas are outside SacRT’s service area. The cost of the paratransit vehicle expansion allocated to SCTDF/TIF Districts 1-4 and 6 is based on growth in population plus employment in those districts as a percent of total growth in population and employment within SacRT’s service area. The “other” share of the cost of shuttles in [Table 11](#) reflects riders from cities.

Folsom Gold Line Service Enhancements

Double tracking and limited stop service on the Gold Line will primarily benefit riders using stations east of the Sunrise station. These service enhancements will benefit both existing and new development near the eastern portion of the Gold Line. The cost allocation is based on SACSIM model’s estimate of trip ends from growth within unincorporated Sacramento County using those stations as a percent of all 2050 trips using those stations. The “other” share of the cost in [Table 11](#) reflects riders from existing development and from cities.

Horn LRT Station

This new station will serve a portion of unincorporated Sacramento County and a portion of the City of Rancho Cordova that are near the new station and will benefit both existing and new development near that station. The cost allocation based on the SACSIM model’s estimate of trip ends from growth within unincorporated Sacramento County using the Horn station as a percent of all 2050 trips using that station. The “other” share of the cost in [Table 11](#) reflects riders from existing development and from the City of Rancho Cordova.

Metro Light Rail Yard Expansion

The facility expansion will be needed to accommodate growth in SacRT’s light rail vehicle fleet. The cost allocated to the SCTDF/TIF Program is based on the SACSIM model’s estimates of trip ends using the light rail system from growth within unincorporated Sacramento County as a percent of all total 2050 growth in trip ends using light rail system. The “other” share of the cost in [Table 11](#) reflects riders from cities.

6.0 Methodology for Calculating Fees

6.1 Dwelling Unit Equivalents

In the allocation of costs to various types of developments, each development type is assigned a “dwelling unit equivalent” or “DUE” rate. DUEs are numerical measures of how the trip-making characteristics of a land use compare to a single-family residential unit. A single-family residential unit is assigned a DUE of 1. Land uses which have greater overall traffic impacts than single-family residential units are assigned values greater than 1, while land uses with lower overall traffic impacts are assigned values less than 1.

DUEs were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. Since roadway needs are primarily based on traffic flows and conditions during the peak hour on an average weekday, the DUE’s reflect the relative trip generation for the peak hour. Also considered in the calculation of DUE’s are “percent new” trips since some of the vehicles attracted to non-residential uses would have been on the roadway system regardless of the presence of the traffic generator. Average trip lengths for the remaining “primary” trips generated by a development were then utilized to better reflect overall impact of longer trips on the County’s roadway system.

The DUE rates were thus based on estimates of the average vehicle-miles of travel (VMT) generated during the peak hour for each general land use type. The DUE rates used to estimate the fees are shown in [Table 20](#). Thus, 1,000 square feet of office development is estimated to have a traffic impact on the County’s roadway system which is 1.17 times that of a single-family residential unit.

Table 20 General DUE Rates						
Land Use Category	PM Peak Hour Trip Rate per Unit ¹	Unit	Trip Length (miles)	Percent New trips	VMT per Unit	DUE per Unit
Singe Family	0.99	Dwelling Unit	5.0	100	4.950	1.00
Multi-Family	0.56		5.0	100	2.800	0.57
Retail ²	4.60	1,000	2.3	66	6.983	1.41
Office	1.40	Square	4.5	92	5.796	1.17
Industrial	0.98	Feet	5.1	92	4.598	0.93
¹ ITE Trip Generation 10th Edition						
² DUE rate based on an average retail development of 175,000 square feet						
Source: DKS Associates, 2019						



Table 21 shows the estimated development growth by general land use types in each SCTDF/TIF fee district and the estimated in growth in DUEs based on the DUE rates in Table 20. The growth in DUEs (189,978) represents 38.22% of the total DUEs (existing plus growth) that is estimated in unincorporated Sacramento County in 2050.

Table 21											
Estimated Growth in Development and DUEs (Unincorporated Sacramento County)											
District	Single Family		Multi-family		Retail		Office		Industrial		Total DUE
	DU	DUE	DU	DUE	KSF	DUE	KSF	DUE	KSF	DUE	
1	20,767	20,767	9,031	5,148	3,078	4,340	3,563	4,169	8,890	8,267	42,691
2	6,407	6,407	6,140	3,500	499	704	1,576	1,844	272	253	12,708
3	7,887	7,887	5,418	3,088	2,431	3,428	3,197	3,740	1,461	1,359	19,501
4	36,973	36,973	21,195	12,081	9,728	13,717	4,046	4,734	23,576	21,926	89,430
5	978	978	1,257	716	290	408	0	0	510	475	2,577
6	15	15	0	0	5,475	7,720	2,254	2,637	13,654	12,699	23,070
Total	56,463	56,463	39,128	22,303	21,501	30,316	17,124	17,124	48,363	44,978	189,978
Source: DKS Associates, 2018											

6.2 Fees Calculation

The calculation of the fees involves dividing the total cost responsibility for a district by the estimated growth in DUEs in that district.

Table 22 summarizes the cost allocated to each district for each type of improvement in the SCTDF/TIF Program Update. Table 23 shows the resulting costs per DUE for each fee district in the SCTDF/TIF Program. The table provides a breakdown of the cost per DUE for each type of improvement.

The costs used in this Nexus Study analysis were based on 2017 cost data. The SCTDF/TIF rates adopted by the Sacramento County Board of Supervisors on April 9, 2019 were based on that same 2017 cost data but total fee rates were adjusted for inflation based on the change in Caltrans Construction Index between December 31, 2017 and December 31, 2018, which was an increase of 6.4%. This same inflation adjustment has been applied to the updated total fees rates, as shown on the last row in Table 23.

Table 22
Summary of Improvement Costs Allocated to Each District

Improvement Type	Total Funded by SCTDF/TIF	Costs Allocation by Fee District					
		1	2	3	4	5	6
Roadway Capacity	\$2,478,050,826	\$562,950,299	\$169,826,687	\$326,901,266	\$1,266,958,889	\$18,411,944	\$133,001,741
Bikeways and Walkways	\$250,974,830	\$50,761,337	\$14,574,568	\$22,365,857	\$135,366,290	\$1,447,941	\$26,458,836
ITS	\$95,670,000	\$21,794,068	\$6,487,550	\$9,955,672	\$45,655,139	\$0	\$11,777,572
Rural Roadways	\$19,725,926	\$226,887	\$248,632	\$2,333,695	\$7,003,247	\$9,549,892	\$363,573
Total SCTDF	\$2,844,421,583	\$635,732,591	\$191,137,437	\$361,556,490	\$1,454,983,564	\$29,409,778	\$171,601,722
Transit Impact Fee	\$188,411,786	\$42,865,116	\$12,759,876	\$19,581,064	\$89,795,667	\$245,641	\$23,164,422
Administration of Program	\$75,820,834	17,038,015	5,071,792	7,783,076	35,691,958	1,028,604	9,207,388
Total SCTDF/TIF Fees	\$3,108,654,203	\$695,635,723	\$208,969,105	\$388,920,630	\$1,580,471,189	\$30,684,023	\$203,973,533

Source: DKS Associates, 2019

Table 23
Summary of Cost per DUE by District

Improvement Type	Average Cost Per DUE	Costs per DUE by Fee District					
		1	2	3	4	5	6
Roadway Capacity	\$13,044	\$13,187	\$13,364	\$16,763	\$14,167	\$7,144	\$5,765
Bikeways and Walkways	\$1,321	\$1,189	\$1,147	\$1,147	\$1,514	\$562	\$1,147
ITS	\$504	\$511	\$511	\$511	\$511	\$0	\$511
Rural Roadways	\$104	\$5	\$20	\$120	\$78	\$3,705	\$16
Total SCTDF	\$14,972	\$14,892	\$15,041	\$18,540	\$16,269	\$11,411	\$7,438
Transit Impact Fee	\$992	\$1,004	\$1,004	\$1,004	\$1,004	\$95	\$1,004
Administration of Program	\$399	\$399	\$399	\$399	\$399	\$399	\$399
Total Fees	\$16,363	\$16,295	\$16,444	\$19,943	\$17,673	\$11,905	\$8,841
SCTDF/TIF Fee Rates¹	\$17,410	\$17,338	\$17,496	\$21,220	\$18,804	\$12,667	\$9,407

¹ Total Fees reflect 2017 cost data while the SCTDF/TIF Fee Rates were adjusted by the change in Caltrans Construction Index between December 31, 2017 and December 31, 2018, which was an increase of 6.4%.

Source: DKS Associates, 2019

7.0 Implementation of Fee Program

This report documents the transportation improvement projects that would be wholly or partially funded by the SCTDF/TIF Program, the methodology used to estimate new development's fair share of those improvements and the resulting fee per dwelling unit equivalent in each fee district. However, to implement the fees, some additional details will need to be evaluated and potentially updated from the current fee program. These implementation tasks for the updated SCTDF/TIF Program are discussed in this section.

Determination of Fee Based On DUE Rates

This report documents the SCTDF/TIF fee rates per Dwelling Unit Equivalent (DUE) for each fee district based on general land use categories (single family, multi-family, retail, office, and industrial). When a developer gets a building permit and pays fees, a more specific land use is known and the number of DUEs for some specific land use will be based on specific DUE rates for that category. As of April 2019, the County has defined a list of land use types that have specific fee rates. Updated DUE rates for those specific land use types are shown in [Appendix G](#).

The County may decide to expand or modify its list of specific DUE rates. References for the County to use to define the land uses included in each DUE category include (1) the Institute of Transportation Engineers' definitions of the land use categories used to calculate the DUE rates and (2) the County's zoning ordinance.

Transit Impact Fees

Transit capital improvements needed to accommodate growth in the unincorporated areas of Sacramento County will be funded through a separate Transit Impact Fee (TIF). Sacramento County will collect the TIF and transfer those funds to SacRT, which will use that funding for the transit capital improvements described in this Nexus Study.

Annual Fee Adjustment

The impact fee rates documented in this report generally reflect 2017 costs for capital projects to be funded by fee revenues. Consequently the fees should be adjusted annually for cost inflation to maintain the purchasing power of the revenue stream. The County uses an annual update process in the fee ordinance and in related administrative documentation. The SCTDF/TIF annual adjustment is based on a rolling three-year average Caltrans' Construction Price Index.

Frontage Improvements

The fees do not include frontage improvements (curb/gutter and sidewalks,) on all roadway improvements. There are a number of roadway segments that would likely be funded by adjacent development, either because they are already funded by a special financing district or would likely be included in a future special financing district. Development along major roadways typically is required to construct frontage improvements adjacent to their development.

The construction of improvements fronting a development project without completion of improvements along an entire segment (i.e. between major intersections) can cause "sawtooth" problems. The level of improvements can vary along the segment, for example the number of travel



lanes and the existence of bike lanes and sidewalks. This sawtooth effect can increase congestion and negatively affect safety.

The updated SCTDF/TIF Program provides a revenue source to address the sawtooth issue on those roadways included in the Program. Fees cover the cost of the outside travel lanes and provide \$5 million over the life of the program to fund curb/gutter and sidewalks in important locations when sidewalks are needed and adjacent properties are not ready for development or where such frontage improvements have not been constructed or will not be constructed in the foreseeable future. The County can use the SCTDF/TIF Program accounts to collect and pool fee revenues, and delay the completion of frontage improvements, until sufficient funds are available to complete a logical segment as a single project. The County has the flexibility to adjust the TIP annually to re-program funds should an opportunity arise to address existing sawtooth problems or avoid the creation of new sawtooth segments.

However, the SCTDF/TIF Program will not be able to provide funding for sawtooth problems on roadway segments not included in the Program. For these needs the County should pursue other policies and funding programs.

Special Finance Districts

The County has development fee programs in several “special financing districts” to fund major infrastructure within or near those districts including roadway improvements. Some of the improvements that are funded by the SCTDF/TIF may also be included in special finance districts. The SCTDF/TIF cost responsibility for each adopted special financing district will be reduced by the amount that is funded by that district to eliminate any overlap between the fee programs. The reduction in SCTDF/TIF fee rates to account for such overlaps is not part of this SCTDF/TIF Nexus Study but will be coordinated and determined at the time a special finance district is updated or adopted.

8.0 Nexus Analysis

A nexus analysis has been prepared on the SCTDF/TIF Program in accordance with the procedural guidelines established in AB1600 which is codified in California Government Section 66000 *et seq.* These code sections set for the procedural requirements for establishing and collecting various development impact fees. These procedures require that “a reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.” Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee;
- Identify how the fee is to be used;
- Determine how a reasonable relationship exists between the fee’s use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed; and,
- Demonstrate a reasonable relationship between the amount of the fee and the cost of public facility or portion of the public facility attributable to the development on which the fee is imposed.

Purpose of fee

The purpose of the Sacramento County Transportation Development Fee and Transit Impact Fee (SCTDF/TIF) Program is to fund improvements to the County’s major roadway, transit, bicycle and pedestrian facilities needed to accommodate travel demand generated by new land development in the unincorporated portion of Sacramento County over the next 30 to 35 years (through 2050).

The SCTDF/TIF Program will help meet the County’s General Plan policies including maintenance of adequate levels of service for roadway facilities. New development in the unincorporated portions of Sacramento County will increase the demand for all modes of travel (including walking, biking, transit, automobile and truck/goods movement) and thus the need for improvements to transportation facilities. The SCTDF/TIF Program will help fund transportation facilities necessary to accommodate residential and non-residential development in the unincorporated portions of Sacramento County.

Use of Fees

The fees from new development in SCTDF/TIF Program will be used to fund additions and improvements to the transportation system needed to accommodate future travel demand resulting from residential and non-residential development. SCTDF/TIF Program will help fund improvements to roadways (include the widening or extensions of arterial and thoroughfare roadways, intersection improvements, bridge improvements and frontage improvements) bikeways, walkways and transit corridors plus fee program administration costs. The transportation improvements wholly or partially funded by the program are described in more detail in [Section 3](#)

Relationship between use of fees and type of development

Fee revenues generated by the SCTDF/TIF Program will be used to develop the transportation improvements as outlined in [Section 3](#). All of these improvements increase the capacity of those segments of the transportation system affected by new development. The results of the transportation

modeling analysis summarized in this report demonstrates that new development will benefit from these improvements by improving service above levels that would occur if these improvements were not completed.

Relationship between need for facility and type of project

Each residential and non-residential development project described in [Section 2](#) will add to the incremental need for transportation facilities by increasing the amount of demand on the transportation system. The transportation improvements outlined in [Section 3](#) are required to minimize the degradation in current levels of service caused by new development.

Relationship between amount of fees and cost of or portion of facility attributed to development upon which fee is imposed

[Section 5](#) of this report describes the basis for allocating improvement costs to development. Construction of necessary transportation improvements will directly serve residential and non-residential development within the unincorporated portions of Sacramento County and will directly benefit development in those areas.

The fee that the developer pays for a new residential unit or commercial building varies by the “fee district” that it is located in. For each of the roadway improvement projects, the number of new vehicle trips traveling to or from each fee district, estimated by SACOG’s regional travel demand model, was used to determine each district’s cost responsibility for the improvements. The costs of transit, walkway and bikeway improvements on roadways that would be congested in 2050 with the maximum lanes allowed under the General Plan. New development’s “fair share” of those improvements is based on the estimated 2017 to 2050 growth in each district as a percent of total 2050 development levels in unincorporated Sacramento County.

As described in [Section 5](#), for existing deficiencies (roadways that currently operate at LOS F), the cost of the improvement that is allocated to the SCTDF/TIF Program is equal to the percent of total cost that is needed to return the roadway to existing congestion levels. This allocation is equal to the percentage of the total change in volume/capacity (v/c) ratio (due to the improvement) that is needed to return the v/c ratio to current levels.

As discussed in [Section 6](#), to allocate costs to various types of developments, each development type is assigned a “dwelling unit equivalent” or “DUE” rate. DUEs are numerical measures of how the trip-making characteristics of a land use compare to a single-family residential unit.

DUE’s were developed by comparing both the trip generation and trip length characteristics of various land uses to those of the single-family residential units. Since roadway needs are primarily based on traffic flows and conditions during the peak hour on an average weekday, the DUE’s reflect the relative trip generation for the peak hour. Also considered in the calculation of DUE’s are “percent new” trips. The DUE rates were thus based on estimates of the average vehicle-miles of travel (VMT) generated during the peak hour for each general land use type.

The total SCTDF/TIF cost responsibility for each fee district was divided by the estimated growth in dwelling unit equivalents (DUEs) in that district to define the cost per DUE for each district. App



Appendix A: Summary of Roadway and Intersection Level of Service Analysis

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
1	16th St	Kasser Rd	Elverta Rd	2	4	2	4	403	29,920	29,517	0.02	A	0.83	D
2	16th St	Elverta Rd	Q St	2	4	2	4	1,945	32,470	30,525	0.11	A	0.90	E
3	16th St	Q St	Elkhorn Blvd		4	4	4		23,830	23,830			0.66	B
4	16th St	Elkhorn Blvd	E St	2	4	2	4	7,365	21,400	14,035	0.41	A	0.59	A
5	16th St	E St	Sac City Limits	2	4	2	4	10,690	21,210	10,520	0.59	A	0.59	A
6	47th St	Franklin Blvd	SR-99	6	6		6	39,144	44,020	4,876	0.72	C	0.82	D
7	47th St	SR-99	Stockton Blvd	4	4+SG	4+SG	4	38,115	49,760	11,645	1.06	F	1.38	F
8	65th St Expwy	Florin Rd	Stockton Blvd	4	4		4	15,039	12,660	-2,379	0.42	A	0.35	A
9	65th St Expwy	Stockton Blvd	Sac City Limits	4	4		4	18,728	20,170	1,442	0.52	A	0.56	A
10	Airbase Drive	Watt Ave	Madison Ave	4	4		4	13,458	25,810	12,352	0.37	A	0.72	C
11	Alta Arden Expwy	Ethan Way	Howe Ave	4	4		6	21,893	26,590	4,697	0.61	B	0.74	C
12	Alta Arden Expwy	Howe Ave	Fulton Ave	4	4		6	17,358	20,760	3,402	0.48	A	0.58	A
13	Alta Arden Expwy	Fulton Ave	Watt Ave	4	4		4	12,145	14,360	2,215	0.34	A	0.40	A
14	Alta Florin Rd	Power Inn Rd	Florin Perkins Rd		4	4	4		33,110	33,110			0.92	E
15	Antelope Rd	Watt Ave	Walerga Rd	4	4		4	20,072	34,960	14,888	0.56	A	0.97	E
16	Antelope Rd	Walerga Rd	Elverta Rd	3	4	1	4	23,731	27,190	3,459	0.88	D	0.76	C
17	Antelope Rd	Elverta Rd	Don Julio Blvd		6	4	4		44,410	44,410			0.82	D
18	Antelope Rd	Don Julio Blvd	Antelope No Rd	4	6	2	6	37,493	56,440	18,947	1.04	F	1.05	F
19	Antelope Rd	Antelope North Rd	Roseville Rd	6	6		6	42,911	65,510	22,599	0.79	C	1.21	F
20	Antelope Rd	Roseville Rd	Daly Ave	5	6	1	6	40,571	58,030	17,459	0.90	E	1.07	F
21	Antelope Rd North	Antelope Rd	Melbury Way	4	4		4	10,156	19,200	9,044	0.28	A	0.53	A
22	Antelope Rd North	Melbury Way	Placer Co Line	2	4	2	4	7,418	19,200	11,782	0.41	A	0.53	A
23	Arden Way	Ethan Way	Howe Ave	6	6		6	39,884	46,750	6,866	0.74	C	0.87	D
24	Arden Way	Howe Ave	Fulton Ave	4	4		4	28,397	32,520	4,123	0.79	C	0.90	E
25	Arden Way	Fulton Ave	Watt Ave	4	4		4	26,234	27,760	1,526	0.73	C	0.77	C
26	Arden Way	Watt Ave	Eastern Ave	4	4		4	20,665	23,710	3,045	0.57	A	0.66	B

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Lev		
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		Facility Type
											Vol/Cap	LOS	
27	Arden Way	Eastern Ave	Fair Oaks Blvd	4	4		4	15,820	17,760	1,940	0.44	A	Arterial M
28	Auburn Blvd	Watt Ave	Winding Wy	4	4		6	19,112	26,050	6,938	0.53	A	Arterial M
29	Auburn Blvd	Winding Wy	I-80 Ramps	4	6	2	6	33,118	48,660	15,542	0.92	E	Arterial M
30	Auburn Blvd	I-80 Ramps	Myrtle Ave	4	6/SGS	6/SGS	6	34,122	51,370	17,248	0.95	E	Arterial M
31	Auburn Blvd	Myrtle Ave	Madison Ave	4	4		6	23,353	32,150	8,797	0.65	B	Arterial M
32	Auburn Blvd	Madison Ave	Manzanita Ave	4	4		6	22,168	25,750	3,582	0.62	B	Arterial M
33	Bradshaw Rd	Folsom Blvd	US 50	6	6		6	20,592	26,860	6,268	0.38	A	Arterial M
34	Bradshaw Rd	US 50	Lincoln Village Dr	6	6		6	52,590	82,090	29,500	0.97	E	Arterial M
35	Bradshaw Rd	Lincoln Village Dr	Old Placerville Rd	6	6		6	42,787	73,940	31,153	0.79	C	Arterial M
36	Bradshaw Rd	Old Placerville Rd	Goethe Rd	6	6		6	38,984	70,860	31,876	0.72	C	Arterial M
37	Bradshaw Rd	Goethe Rd	Collector WJ-8	4	6	2	6	28,651	57,640	28,989	0.80	C	Arterial M
38	Bradshaw Rd	Collector WJ-8	Kiefer Blvd	4	6	2	6	28,651	55,450	26,799	0.80	C	Arterial M
39	Bradshaw Rd	Kiefer Blvd	Collector WJ-9	4	6	2	6	30,726	51,520	20,794	0.85	D	Arterial M
40	Bradshaw Rd	Collector WJ-9	Mayhew Rd	4	6	2	6	30,726	50,500	19,774	0.85	D	Arterial M
41	Bradshaw Rd	Mayhew Rd	Jackson Rd	4	6	2	6	30,726	43,090	12,364	0.85	D	Arterial M
42	Bradshaw Rd	Jackson Rd	Rock Creek Pkwy	4	6	2	6	22,871	45,910	23,039	0.64	B	Arterial M
43	Bradshaw Rd	Rock Creek Pkwy	Collector WJ-10	4	6	2	6	22,871	50,620	27,749	0.64	B	Arterial M
44	Bradshaw Rd	Collector WJ-10	Collector WJ-11	4	6	2	6	22,871	46,280	23,409	0.64	B	Arterial M
45	Bradshaw Rd	Collector WJ-11	Elder Creek Rd	4	6	2	6	22,871	42,230	19,359	0.64	B	Arterial M
46	Bradshaw Rd	Elder Creek Rd	Florin Rd	4	6	2	6	22,265	43,930	21,665	0.62	B	Arterial M
47	Bradshaw Rd	Florin Rd	Gerber Rd	4	6	2	6	22,883	43,160	20,277	0.64	B	Arterial M
48	Bradshaw Rd	Gerber Rd	Calvine Rd	4	6	2	6	16,984	32,610	15,626	0.47	A	Arterial M
49	Calvine Rd	Power Inn Rd	Auberry Dr	6	6		6	43,693	46,990	3,297	0.81	D	Arterial M
50	Calvine Rd	Auberry Dr	Elk Grove Florin Rd	4	6	2	6	42,062	50,180	8,118	1.17	F	Arterial M
51	Calvine Rd	Elk Grove Florin Rd	Waterman Rd	4	6	2	6	31,069	35,180	4,111	0.86	D	Arterial M
52	Calvine Rd	Waterman Rd	Bradshaw Rd	4	6	2	6	16,015	15,680	-335	0.44	A	Arterial M

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
53	Calvine Rd	Bradshaw Rd	Vineyard Rd	4	6	2	6	12,395	15,950	3,555	0.34	A	0.30	A
54	Calvine Rd	Vineyard Rd	Excelsior Rd	2	4	2	6	6,036	10,630	4,594	0.34	A	0.30	A
55	Calvine Rd	Excelsior Rd	Grant Line Rd	2	4	2	6	4,377	10,560	6,183	0.24	A	0.29	A
56	Chrysanthu Blvd	Grant Line Rd	Town Center Blvd		4	4	4		14,450	14,450			0.40	A
57	College Oak Dr	Winding Wy	Madison Ave	4	4		4	14,229	21,560	7,331	0.40	A	0.60	A
58	Cypress Ave	Edison Ave	Walnut Ave	2	4+SG	4+SG	4	13,895	29,890	15,995	0.77	C	0.83	D
59	Cypress Ave	Walnut Ave	Manzanita Ave	2	4+SG	4+SG	4	16,439	33,010	16,571	0.91	E	0.92	E
60	Dewey Dr	Greenback Ln	Madison Ave	4	4		4	21,597	23,590	1,993	0.60	A	0.66	B
61	Dewey Dr	Madison Ave	Winding Wy	4	4		4	10,795	15,580	4,785	0.30	A	0.43	A
62	Don Julio	North Loop Blvd	Antelope Rd	2	4	2	4	20,219	25,240	5,021	1.12	F	0.70	C
63	Don Julio	Antelope Rd	Elkhorn Blvd	4	4		4	23,895	32,110	8,215	0.66	B	0.89	D
64	Don Julio	Elkhorn Blvd	Walerga Rd	2	2		4	7,257	6,740	-517	0.40	A	0.37	A
65	Don Julio	Walerga Rd	Watt Ave	4	4		4	8,841	10,730	1,889	0.25	A	0.30	A
66	Douglas Rd	Mather Blvd	Zinfandel Rd	2	4	2	4	6,635	33,400	26,765	0.37	A	0.93	E
67	Douglas Rd	Zinfandel Rd	R Cordova Limits	2	6	4	6	8,369	50,360	41,991	0.46	A	0.93	E
68	Douglas Rd Ext	Mather Rd	Kiefer Blvd		4	4	4		20,280	20,280			0.56	A
69	Douglas Rd Ext	Kiefer Blvd	Rock Creek Pkwy		4	4	4		37,390	37,390			1.04	F
70	Douglas Rd Ext	Rock Creek Pkwy	Excelsior Rd		4	4	4		28,160	28,160			0.78	C
71	Dry Creek Rd	U St	Q St	2	2		2	946	1,270	324	0.05	A	0.07	A
72	Dry Creek Rd	Q St	Curved Bridge Rd	2	2		2	3,709	3,510	-199	0.21	A	0.20	A
73	Dry Creek Rd	Curved Bridge Rd	Elkhorn Blvd	2	2		2	6,758	5,870	-888	0.38	A	0.33	A
74	Dry Creek Rd	Elkhorn Blvd	E St	2	2		2	7,360	14,400	7,040	0.41	A	0.80	D
75	Dry Creek Rd	E St	Sac City Limits	2	2		2	5,092	13,890	8,798	0.28	A	0.77	C
76	Eagles Nest Rd	Kiefer Blvd	N Bridgewater Dr	2	4/SG	4/SG	4	740	11,220	10,480	0.04	A	0.62	A
77	Eagles Nest Rd	N Bridgewater Dr	S Bridgewater Dr	2	4/SG	4/SG	4	740	11,620	10,880	0.04	A	0.65	A
78	Eagles Nest Rd	S Bridgewater Dr	Jackson Rd	2	4/SG	4/SG	4	740	13,130	12,390	0.04	A	0.73	A

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
79	Eagles Nest Rd	Jackson Rd	Florin Rd	2	2		2	517	7,140	6,623	0.03	A	0.40	A
80	Eagles Nest Rd	Florin Rd	Grant Line Rd	2	2		2	189	2,870	2,681	0.01	A	0.16	A
81	Eastern Ave	Fair Oaks Blvd	Arden Wy	4	4		4	16,043	21,340	5,297	0.45	A	0.59	A
82	Eastern Ave	Arden Wy	El Camino Ave	4	4		4	19,705	25,410	5,705	0.55	A	0.71	C
83	Eastern Ave	El Camino Ave	Marconi Ave	4	4		4	19,300	25,160	5,860	0.54	A	0.70	B
84	Eastern Ave	Marconi Ave	Whitney Ave	4	4		4	12,658	17,280	4,622	0.35	A	0.48	A
85	Eastern Ave	Whitney Ave	Edison Ave	2	2		4	6,558	9,690	3,132	0.36	A	0.54	A
87	Easton Valley Pkwy	Hazel Ave	Glenborough Dr		4	4	6		15,190	15,190			0.42	A
88	Easton Valley Pkwy	Glenborough Dr	Prairie City Rd		4	4	6		17,360	17,360			0.48	A
89	El Camino Ave	Howe Ave	Fulton Ave	4	4		4	26,084	29,720	3,636	0.72	C	0.83	D
90	El Camino Ave	Fulton Ave	Morse Av	4	4		4	23,574	26,840	3,266	0.65	B	0.75	C
91	El Camino Ave	Morse Av	Watt Ave	4	4		4	19,321	20,430	1,109	0.54	A	0.57	A
92	El Camino Ave	Watt Ave	Eastern Ave	4	4		4	17,138	20,020	2,882	0.48	A	0.56	A
93	El Camino Ave	Eastern Ave	Walnut Ave	4	4		4	16,874	18,570	1,696	0.47	A	0.52	A
94	El Camino Ave	Walnut Ave	Fair Oaks Blvd	4	4		4	11,738	12,470	732	0.33	A	0.35	A
95	El Centro Rd	Arena Blvd	San Juan Ave	2	2		4	4,664	13,150	8,486	0.26	A	0.73	C
96	El Centro Rd	San Juan Ave	El Camino Ave	2	4	2	4	10,024	25,020	14,996	0.56	A	0.70	B
97	Elder Creek Rd	South Watt Ave	Hedge Ave	2	6	4	6	5,576	48,290	42,714	0.31	A	0.89	D
98	Elder Creek Rd	Hedge Ave	Mayhew Rd	2	6	4	6	5,797	34,280	28,483	0.32	A	0.63	B
99	Elder Creek Rd	Mayhew Rd	Bradshaw Rd	2	4	2	6	5,355	31,060	25,705	0.30	A	0.86	D
100	Elder Creek Rd	Bradshaw Rd	Vineyard Rd	2	4	2	6	2,158	31,560	29,402	0.12	A	0.88	D
101	Elder Creek Rd	Vineyard Rd	Excelsior Rd	2	4	2	6	2,158	25,980	23,822	0.12	A	0.72	C
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	2	6	4	6	22,960	52,420	29,460	1.28	F	0.97	E
103	Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	4	6	2	6	31,841	60,930	29,089	0.88	D	1.13	F
104	Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	4	6	2	6	36,561	61,290	24,729	1.02	F	1.14	F
105	Elkhorn Blvd	Metro Air Pkwy	Greenbrier	2	4	2	6	2,563	21,180	18,617	0.14	A	0.59	A

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
106	Elkhorn Blvd	Greenbrier	SR 99	2	6	4	6	2,563	40,170	37,607	0.14	A	0.74	C
107	Elkhorn Blvd	SR 99	E Commerce Way	2	6	4	6	18,727	38,820	20,093	1.04	F	0.72	C
108	Elkhorn Blvd	E Commerce Way	Natomas Blvd	2	4	2	6	17,342	27,120	9,778	0.96	E	0.75	C
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	2	6	4	6	19,034	42,880	23,846	1.06	F	0.79	C
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	2	6	4	6	17,538	46,350	28,812	0.97	E	0.86	D
111	Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	4	4		6	12,882	27,770	14,888	0.36	A	0.77	C
112	Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	4	6	2	6	19,118	40,830	21,712	0.53	A	0.76	C
113	Elkhorn Blvd	Dry Creek Rd	16th St	4	6	2	6	24,181	43,570	19,389	0.67	B	0.81	D
114	Elkhorn Blvd	16th St	24th St	4	6	2	6	22,471	41,620	19,149	0.62	B	0.77	C
115	Elkhorn Blvd	24th St	Watt Ave	4	6	2	6	25,738	45,380	19,642	0.71	C	0.84	D
116	Elkhorn Blvd	Watt Ave	Walegra Rd	4	6	2	6	25,949	41,310	15,361	0.72	C	0.77	C
117	Elkhorn Blvd	Walegra Rd	Don Julio Blvd	4	6	2	6	35,050	46,580	11,530	0.97	E	0.86	D
118	Elkhorn Blvd	Don Julio Blvd	Roseville Rd	6	6		6	54,560	70,280	15,720	1.01	F	1.30	F
119	Elkhorn Blvd	Roseville Rd	I-80	6	6		6	54,186	66,140	11,954	1.00	F	1.22	F
120	Elsie Ave	Stockton Blvd	Power Inn Rd	4	4		4	25,974	33,380	7,406	0.72	C	0.93	E
121	Elsie Ave	Power Inn Rd	Cottonwood Ln	2	2		4	9,063	12,130	3,067	0.50	A	0.67	B
122	Elverta Rd	Power Line Rd	SR 99	2	4	2	4	1,348	20,020	18,672	0.07	A	0.56	A
123	Elverta Rd	SR 99	E Commerce Way	2	6	4	6	7,586	51,410	43,824	0.42	A	0.95	E
124	Elverta Rd	Rio Linda Blvd	Elverta SP W Limit	2	6	4	6	8,194	42,950	34,756	0.46	A	0.80	C
125	Elverta Rd	Elverta SP W Limit	Elverta SP E Limit	2	6	4	6	10,555	39,230	28,675	0.59	A	0.73	C
126	Elverta Rd	Elverta SP E Limit	Watt Ave	2	6	4	6	16,147	34,770	18,623	0.90	D	0.64	B
127	Elverta Rd	Watt Ave	Walerga Rd	6	6		6	16,568	21,370	4,802	0.31	A	0.40	A
131	Excelsior Rd	Douglas Rd Ext	Collector WJ-1	2	4	2	4	3,716	26,870	23,154	0.21	A	0.75	C
132	Excelsior Rd	Collector WJ-1	Collector WJ-2	2	4	2	4	3,716	24,810	21,094	0.21	A	0.69	B
133	Excelsior Rd	Collector WJ-2	Jackson Rd	2	4	2	4	3,716	25,210	21,494	0.21	A	0.70	C
134	Excelsior Rd	Jackson Rd	Collector WJ-6	2	6	4	6	5,075	37,160	32,085	0.28	A	0.69	B

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
135	Excelsior Rd	Collector WJ-6	Elder Creek Rd	2	6	4	6	5,075	36,130	31,055	0.28	A	0.67	B
136	Excelsior Rd	Elder Creek Rd	Florin Rd	2	4	2	6	4,203	26,370	22,167	0.23	A	0.73	C
137	Excelsior Rd	Florin Rd	Gerber Rd	2	2		6	5,423	13,010	7,587	0.30	A	0.72	C
138	Excelsior Rd	Gerber Rd	Calvine Rd	2	2		4	4,229	7,520	3,291	0.23	A	0.42	A
139	Fair Oaks Blvd	Howe Ave	Fulton Ave	6	4		6	30,410	33,930	3,520	0.56	A	0.94	E
140	Fair Oaks Blvd	Fulton Ave	Watt Ave	4	4		4	27,702	32,800	5,098	0.77	C	0.91	E
141	Fair Oaks Blvd	Watt Ave	Eastern Ave	4	4		4	43,077	51,050	7,973	1.20	F	1.42	F
142	Fair Oaks Blvd	Eastern Ave	Arden Wy	4	4		4	30,953	34,470	3,517	0.86	D	0.96	E
143	Fair Oaks Blvd	Arden Wy	El Camino Ave	4	4		4	26,576	29,070	2,494	0.74	C	0.81	D
144	Fair Oaks Blvd	El Camino Ave	Marconi Ave	4	SGS	SGS	SGS	28,669	31,020	2,351	0.80	C	0.86	D
145	Fair Oaks Blvd	Marconi Ave	Engle Rd	4	SGS	SGS	SGS	36,881	36,540	-341	1.02	F	1.02	F
146	Fair Oaks Blvd	Engle Rd	Manzanita Ave	4	SGS	SGS	SGS	41,534	41,360	-174	1.15	F	1.15	F
147	Fair Oaks Blvd	Manzanita Ave	Marshall Ave	4	SGS	SGS	SGS	29,859	39,130	9,271	0.83	D	1.09	F
148	Fair Oaks Blvd	Marshall Ave	San Juan Ave	4	4		4	30,145	37,530	7,385	0.84	D	1.04	F
149	Fair Oaks Blvd	San Juan Ave	Bannister Rd	4	4		4	38,135	48,880	10,745	1.06	F	1.36	F
150	Fair Oaks Blvd	Bannister Rd	Sunrise Blvd	4	4		4	34,889	45,170	10,281	0.97	E	1.25	F
151	Fair Oaks Blvd	Sunset Ave	Madison Ave	2	2		4	15,295	15,830	535	0.85	D	0.88	D
152	Fair Oaks Blvd	Madison Ave	Greenback Ln	4	4		4	19,429	25,560	6,131	0.54	A	0.71	C
153	Fair Oaks Blvd	Greenback Ln	Woodmore Oaks	4	4		4	17,588	20,620	3,032	0.49	A	0.57	A
154	Florin Rd	Franklin Blvd	Bowling Dr	6	6+SG		6	41,294	45,750	4,456	0.76	C	0.76	C
155	Florin Rd	Bowling Dr	SR-99	6	6+SG		6	60,421	67,170	6,749	1.12	F	1.12	F
156	Florin Rd	SR-99	65th St	6	6+SG		6	68,304	85,850	17,546	1.26	F	1.43	F
157	Florin Rd	65th St	Stockton Blvd	6	6		6	34,150	56,390	22,240	0.63	B	1.04	F
158	Florin Rd	Stockton Blvd	Power Inn Rd	4	6	2	6	27,495	53,660	26,165	0.76	C	0.99	E
159	Florin Rd	Power Inn Rd	Florin Perkins Rd	4	4		4	21,595	34,890	13,295	0.60	A	0.97	E
160	Florin Rd	Florin Perkins Rd	S. Watt Ave	4	6	2	6	14,163	39,570	25,407	0.39	A	0.73	C

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
161	Florin Rd	S. Watt Ave	Hedge Ave	2	4	2	6	7,718	24,690	16,972	0.43	A	0.69	B
162	Florin Rd	Hedge Ave	Waterman Rd	2	4	2	6	6,312	27,920	21,608	0.35	A	0.78	C
163	Florin Rd	Waterman Rd	Bradshaw Rd	2	6	4	6	6,317	29,030	22,713	0.35	A	0.54	A
164	Florin Rd	Bradshaw Rd	Vineyard Rd	2	4	2	6	3,478	29,000	25,522	0.19	A	0.81	D
165	Florin Rd	Vineyard Rd	Excelsior Rd	2	4	2	6	3,835	24,500	20,665	0.21	A	0.68	B
166	Florin Rd	Excelsior Rd	Eagles Nest Rd	2	4	2	6	3,835	18,930	15,095	0.21	A	0.53	A
167	Florin Rd	Eagles Nest Rd	Sunrise Blvd	2	4	2	6	3,835	18,640	14,805	0.21	A	0.52	A
168	Folsom Blvd	Watt Ave	Mayhew Rd	4	4		4	26,374	35,560	9,186	0.73	C	0.99	E
169	Folsom Blvd	Mayhew Rd	Bradshaw Rd	4	4		4	20,248	27,410	7,162	0.56	A	0.76	C
170	Folsom Blvd	Bradshaw Rd	Horn Rd	4	4		4	20,084	25,560	5,476	0.56	A	0.71	C
171	Folsom Blvd	Hazel Ave	Aerojet Rd	4	4		4	14,990	28,160	13,170	0.42	A	0.78	C
172	Folsom Blvd	Aerojet Rd	US 50	4	4		4	13,876	19,320	5,444	0.39	A	0.54	A
173	Franklin Blvd	41st St	47th St	4	4		4	15,881	21,200	5,319	0.44	A	0.59	A
174	Franklin Blvd	47th Ave	Florin Rd	4	4		4	22,334	25,370	3,036	0.62	B	0.70	C
175	Franklin Blvd	Florin Rd	East Pkwy	4	4		6	25,734	27,330	1,596	0.71	C	0.76	C
176	Fruitridge Rd	MLK Jr Blvd	Stockton Blvd	4	4		4	31,354	39,370	8,016	0.87	D	1.09	F
177	Fruitridge Rd	South Watt Ave	Hedge Ave	2	4	2	4	2,890	18,640	15,750	0.16	A	0.52	A
178	Fruitridge Rd	Hedge Ave	Collector WJ-12	2	4	2	4	1,790	21,650	19,860	0.10	A	0.60	B
179	Fruitridge Rd	Collector WJ-12	Mayhew Rd	2	4	2	4	1,790	19,310	17,520	0.10	A	0.54	A
180	Fulton Ave	Edison Ave	Marconi Ave	4	4		4	26,947	34,990	8,043	0.75	C	0.97	E
181	Fulton Ave	Marconi Ave	El Camino Ave	4	4		4	32,575	40,250	7,675	0.90	E	1.12	F
182	Fulton Ave	El Camino Ave	Alta Arden Expwy	4	4		4	32,704	39,510	6,806	0.91	E	1.10	F
183	Fulton Ave	Alta Arden Expwy	Arden Wy	4	4		4	27,525	35,310	7,785	0.76	C	0.98	E
184	Fulton Ave	Arden Wy	Fair Oaks Blvd	4	4		4	27,821	40,100	12,279	0.77	C	1.11	F
185	Garfield Ave	Greenback Ln	Auburn Blvd	4	4		4	29,161	30,340	1,179	0.81	D	0.84	D
186	Garfield Ave	Auburn Blvd	Madison Ave	4	4		4	19,105	23,250	4,145	0.53	A	0.65	B

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
187	Garfield Ave	Madison Ave	Winding Wy	4	4		4	19,595	21,660	2,065	0.54	A	0.60	B
188	Gerber Rd	Stockton Blvd	Power Inn Rd	4	4		4	21,589	33,140	11,551	0.60	A	0.92	E
189	Gerber Rd	Power Inn Rd	Elk Grove - Florin Rd	4	4		4	21,015	36,340	15,325	0.58	A	1.01	F
190	Gerber Rd	Elk Grove - Florin Rd	Waterman Rd	2	4	2	4	10,448	28,940	18,492	0.58	A	0.80	D
191	Gerber Rd	Waterman Rd	Bradshaw Rd	2	4	2	4	9,585	13,370	3,785	0.53	A	0.37	A
192	Gerber Rd	Bradshaw Rd	Vineyard Rd	2	4	2	4	6,755	19,210	12,455	0.38	A	0.53	A
193	Gerber Rd	Vineyard Rd	Excelsior Rd	2	4	2	4	3,934	7,200	3,266	0.22	A	0.20	A
194	Glenborough	Folsom Blvd	Easton Valley Pkwy		4	4	4		12,390	12,390			0.34	A
195	Grant Line Rd	White Rock Rd	Douglas Rd	2	4	2	4E	7,189	56,170	48,981	0.42	D	1.04	F
196	Grant Line Rd	Douglas Rd	Chrysanthy Blvd	2	4	2	4E	6,143	68,800	62,657	0.31	C	1.27	F
197	Grant Line Rd	Chrysanthy Blvd	Kiefer Blvd	2	4	2	4E	6,143	58,780	52,637	0.31	C	1.09	F
198	Grant Line Rd	Kiefer Blvd	R Cordova Pkwy	2	4	2	4E	5,758	50,160	44,402	0.29	C	0.93	E
199	Grant Line Rd	R Cordova Pkwy	Jackson Rd	2	4	2	4E	5,758	53,430	47,672	0.29	C	0.99	E
200	Grant Line Rd	Jackson Rd	Sunrise Blvd	2	4	2	4E	14,720	34,720	20,000	0.74	E	0.64	B
201	Grant Line Rd	Sunrise Blvd	Eagles Nest Rd	2	4	2	4E	14,812	48,340	33,528	0.74	E	0.90	D
202	Grant Line Rd	Eagles Nest Rd	Calvine Rd	2	4	2	4E	14,812	46,280	31,468	0.74	E	0.86	D
203	Grant Line Rd	Bond Rd	Elk Grove Blvd	2	4	2	4	12,390	37,430	25,040	0.69	B	0.94	E
204	Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	2	4	2	6	9,340	28,140	18,800	0.52	A	0.70	C
205	Grant Line Rd	Bradshaw Rd	Waterman Rd	2	4	2	6	16,060	45,000	28,940	0.89	D	1.13	F
206	Greenback Lane	I-80	Garfield Ave	6	6		6	74,450	88,460	14,010	1.38	F	1.64	F
207	Greenback Lane	Garfield Ave	Citrus Heights Limits	6	6		6	56,648	69,510	12,862	1.05	F	1.29	F
208	Greenback Lane	Fair Oaks Blvd	Kenneth Ave	4	6	2	6	34,197	42,800	8,603	0.95	E	0.79	C
209	Greenback Lane	Kenneth Ave	Hazel Ave	4	6	2	6	31,915	42,370	10,455	0.89	D	0.78	C
210	Greenback Lane	Hazel Ave	Filbert Ave	4	4		4	29,151	33,270	4,119	0.81	D	0.92	E
211	Greenback Lane	Filbert Ave	Main Ave	4	4		4	26,223	30,310	4,087	0.73	C	0.84	D
212	Greenback Lane	Main Ave	Madison Ave	4	4		4	22,613	26,460	3,847	0.63	B	0.74	C

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
213	Greenback Lane	Madison Ave	Folsom Limits	4	4		4	38,255	45,630	7,375	1.06	F	1.27	F
214	Hazel Ave	Placer County Line	Oak Ave	4	6	2	6	35,529	63,270	27,741	0.99	E	1.17	F
215	Hazel Ave	Oak Ave	Central Ave	4	6	2	6	35,878	57,900	22,022	1.00	E	1.07	F
216	Hazel Ave	Central Ave	Greenback Ln	4	6	2	6	37,273	60,800	23,527	1.04	F	1.13	F
217	Hazel Ave	Greenback Ln	Pershing Ave	4	6	2	6	37,548	65,560	28,012	1.04	F	1.21	F
218	Hazel Ave	Pershing Ave	Madison Ave	4	6	2	6	39,376	67,780	28,404	1.09	F	1.26	F
219	Hazel Ave	Madison Ave	Sunset Ave	4	6	2	6	46,572	85,940	39,368	1.29	F	1.59	F
220	Hazel Ave	Sunset Ave	Winding Wy	6	6		6	49,302	91,320	42,018	0.91	E	1.69	F
221	Hazel Ave	Winding Wy	Curragh Downs Dr	6	6		6	46,987	94,020	47,033	0.87	D	1.74	F
222	Hazel Ave	Curragh Downs Dr	Gold Country Blvd	6	6		6	49,373	94,020	44,647	0.91	E	1.74	F
223	Hazel Ave	Gold Country Blvd	US 50	6	6		6	44,440	91,230	46,790	0.82	D	1.69	F
224	Hazel Ave	Folsom Blvd	Easton Valley Pkwy		6	6	6		34,690	34,690			0.64	B
225	Hillsdale Blvd	Madison Ave	Walerga Rd	4	4		4	32,322	38,060	5,738	0.90	D	1.06	F
226	Hillsdale Blvd	Walerga Rd	Elkhorn Blvd	4	4		4	19,679	20,710	1,031	0.55	A	0.58	A
228	Howe Ave	Auburn Blvd	Marconi Ave	2	2		2	4,152	2,640	-1,512	0.23	A	0.15	A
229	Howe Ave	Marconi Ave	El Camino Ave	4	4		4	16,757	24,530	7,773	0.47	A	0.68	B
230	Howe Ave	El Camino Ave	Alta Arden Expwy	4	4		4	25,918	34,730	8,812	0.72	C	0.96	E
231	Howe Ave	Alta Arden Expwy	Arden Wy	6	6		6	31,554	38,120	6,566	0.58	A	0.71	C
232	Howe Ave	Arden Wy	Hurley Wy	6	6		6	39,471	48,090	8,619	0.73	C	0.89	D
233	Howe Ave	Hurley Wy	Fair Oaks Blvd	6	6		6	52,047	64,750	12,703	0.96	E	1.20	F
234	Jackson Rd	14th Ave	Rock Creek Pkwy	2	4	2	4	10,414	65,340	54,926	0.58	A	1.82	F
235	Jackson Rd	Rock Creek Pkwy	Aspen 1 Driveway	2	4	2	4	10,414	56,610	46,196	0.58	A	1.57	F
236	Jackson Rd	Aspen 1 Driveway	South Watt Ave	2	4	2	4	10,414	56,610	46,196	0.58	A	1.57	F
237	Jackson Rd	South Watt Ave	Hedge Ave	2	6	4	6	17,060	69,040	51,980	0.95	E	1.28	F
238	Jackson Rd	Hedge Ave	Collector WJ-3	2	6	4	6	12,616	59,250	46,634	0.70	C	1.10	F
239	Jackson Rd	Collector WJ-3	Mayhew Rd	2	6	4	6	12,616	58,210	45,594	0.70	C	1.08	F

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
240	Jackson Rd	Mayhew Rd	Bradshaw Rd	2	6	4	6	14,996	61,930	46,934	0.83	D	1.15	F
241	Jackson Rd	Bradshaw Rd	Collector WJ-4	2	6	4	6	13,030	56,950	43,920	0.72	C	1.05	F
242	Jackson Rd	Collector WJ-4	Happy Lane	2	6	4	6	13,030	57,220	44,190	0.72	C	1.06	F
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	2	6	4	6	13,030	39,320	26,290	0.72	C	0.73	C
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	2	6	4	6	13,030	38,970	25,940	0.72	C	0.72	C
245	Jackson Rd	Collector WJ-5	Collector WJ-6	2	6	4	6	13,030	36,700	23,670	0.72	C	0.68	B
246	Jackson Rd	Collector WJ-6	Excelsior Rd	2	6	4	6	13,030	37,080	24,050	0.72	C	0.69	B
247	Jackson Rd	Excelsior Rd	Collector JT-3	2	6	4	6	10,478	61,900	51,422	0.58	A	1.15	F
248	Jackson Rd	Collector JT-3	Tree View Lane	2	6	4	6	10,478	46,250	35,772	0.58	A	0.86	D
249	Jackson Rd	Tree View Lane	Collector JT-4	2	6	4	6	10,478	41,900	31,422	0.58	A	0.78	C
250	Jackson Rd	Collector JT-4	Eagles Nest Rd	2	6	4	6	10,478	38,490	28,012	0.58	A	0.71	C
251	Jackson Rd	Eagles Nest Rd	Rockbridge Drive	2	6	4	6	9,976	38,960	28,984	0.55	A	0.72	C
252	Jackson Rd	Rockbridge Drive	Sunrise Blvd	2	6	4	6	9,976	39,980	30,004	0.55	A	0.74	C
253	Jackson Rd	Sunrise Blvd	Grant Line Rd	2	6	4	6	13,306	53,510	40,204	0.58	D	0.99	E
254	Jackson Rd	Grant Line Rd	Sloughhouse Rd	2	2		4	14,960	23,370	8,410	0.65	E	1.02	F
255	Jackson Rd	Sloughhouse Rd	Dillard Rd	2	2		4	14,960	23,150	8,190	0.65	E	1.01	F
256	Jackson Rd	Dillard Rd	Stonehouse Rd	2	2		4	13,300	15,280	1,980	0.58	D	0.67	E
257	Jackson Rd	Stonehouse Rd	Amador Co Line	2	2		2	8,500	9,820	1,320	0.37	D	0.43	D
258	Keifer Blvd	South Watt Ave	Mayhew Rd	4	4		4	18,668	35,100	16,432	0.52	A	0.98	E
259	Keifer Blvd	Mayhew Rd	Bradshaw Rd	4	4		4	9,274	44,630	35,356	0.26	A	1.24	F
260	Keifer Blvd	Bradshaw Rd	Collector WJ-14	2	6	4	6	4,618	50,670	46,052	0.26	A	0.94	E
261	Keifer Blvd	Collector WJ-14	Routier Ext	2	6	4	6	4,618	49,120	44,502	0.26	A	0.91	E
262	Keifer Blvd	Routier Ext	Happy Lane	2	6	4	6	4,618	50,690	46,072	0.26	A	0.94	E
263	Keifer Blvd	Happy Lane	Collector WJ-15		6	6	6		63,530	63,530			1.18	F
264	Keifer Blvd	Collector WJ-15	Douglas Rd Ext		6	6	6		63,530	63,530			1.18	F
265	Keifer Blvd	Douglas Rd Ext	Excelsior Rd		4	4	6		32,180	32,180			0.89	D

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
266	Keifer Blvd	Excelsior Rd	Tree View Lane		4	4	4		30,450	30,450			0.85	D
267	Keifer Blvd	Tree View Lane	Eagles Nest Rd		4	4	4		35,460	35,460			0.99	E
268	Keifer Blvd	Eagles Nest Rd	W Collector MS-1	2	4	2	4	656	26,790	26,134	0.04	A	0.74	C
269	Keifer Blvd	W Collector MS-1	Northbridge Drive	2	4	2	4	656	24,860	24,204	0.04	A	0.69	B
270	Keifer Blvd	Northbridge Drive	E Collector MS-1	2	4	2	4	656	26,230	25,574	0.04	A	0.73	C
271	Keifer Blvd	E Collector MS-1	Sunrise Blvd	2	4	2	4	656	32,640	31,984	0.04	A	0.91	E
272	Kenneth Ave	Oak Ave	Central Ave	2	2		4	6,193	8,440	2,247	0.34	A	0.47	A
273	Kenneth Ave	Central Ave	Greenback Ln	2	2		4	10,221	12,610	2,389	0.57	A	0.70	C
274	Kenneth Ave	Greenback Ln	Madison Ave	2	2		4	9,142	9,930	788	0.51	A	0.55	A
275	Lone Tree Rd	Meister Way	Elkhorn Blvd	2	2		4	100	13,180	13,080	0.01	A	0.73	C
276	Lone Tree Rd	Elkhorn Blvd	Elverta Rd	2	2		4	100	17,900	17,800	0.01	A	0.99	E
277	Madison Ave	Airbase Dr	Hillsdale Blvd	5	5		6	27,775	31,610	3,835	0.77	C	0.88	D
278	Madison Ave	Hillsdale Blvd	I-80	6	6		6	51,165	61,330	10,165	0.95	E	1.14	F
279	Madison Ave	I-80	Auburn Blvd	6	6/SG	SGS	6	57,721	69,330	11,609	1.07	F	1.16	f
280	Madison Ave	Auburn Blvd	Garfield Ave	6	6		6	49,327	55,980	6,653	0.91	E	1.04	F
281	Madison Ave	Garfield Ave	Manzanita Ave	6	6		6	55,020	62,050	7,030	1.02	F	1.15	F
282	Madison Ave	Manzanita Ave	Dewey Dr	6	6		6	49,621	57,530	7,909	0.92	E	1.07	F
283	Madison Ave	Dewey Dr	San Juan Ave	6	6		6	51,418	62,450	11,032	0.95	E	1.16	F
284	Madison Ave	San Juan Ave	Sunrise Blvd	6	6		6	49,022	60,770	11,748	0.91	E	1.13	F
285	Madison Ave	Sunrise Blvd	Fair Oaks Blvd	4	6	2	6	38,692	49,600	10,908	1.07	F	0.92	E
286	Madison Ave	Fair Oaks Blvd	Kenneth Ave	4	6	2	6	36,414	53,620	17,206	1.01	F	0.99	E
287	Madison Ave	Kenneth Ave	Hazel Ave	4	6	2	6	36,414	52,910	16,496	1.01	F	0.98	E
288	Madison Ave	Hazel Ave	Main Ave	4	4		6	25,928	29,360	3,432	0.72	C	0.82	D
289	Madison Ave	Main Ave	Greenback Ln	4	4		6	21,138	24,870	3,732	0.59	A	0.69	B
290	Main Ave	Oak Ave	Greenback Ln	2	2		4	8,130	9,530	1,400	0.45	A	0.53	A
291	Main Ave	Greenback Ln	Madison Ave	2	2		4	8,313	9,100	787	0.46	A	0.51	A

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
292	Manzanita Ave	Fair Oaks Blvd	Cypress Ave	4	SGS	SGS	SGS	32,441	45,080	12,639	0.90	E	1.25	F
293	Manzanita Ave	Cypress Ave	Winding Wy	4	4		4	28,068	31,450	3,382	0.78	C	0.87	D
294	Manzanita Ave	Winding Wy	Madison Ave	4	4		4	26,084	29,370	3,286	0.72	C	0.82	D
295	Manzanita Ave	Madison Ave	Auburn Blvd	4	4		4	16,211	18,610	2,399	0.45	A	0.52	A
296	Marconi Ave	Edison Ave	Howe Ave	4	4		4	22,339	31,630	9,291	0.62	B	0.88	D
297	Marconi Ave	Howe Ave	Fulton Ave	4	4		4	19,487	20,450	963	0.54	A	0.57	A
298	Marconi Ave	Fulton Ave	Watt Ave	4	4		4	25,403	25,790	387	0.71	C	0.72	C
299	Marconi Ave	Watt Ave	Eastern Ave	4	4		4	19,697	19,650	-47	0.55	A	0.55	A
300	Marconi Ave	Eastern Ave	Walnut Ave	4	4		4	23,137	24,730	1,593	0.64	B	0.69	B
301	Marconi Ave	Walnut Ave	Fair Oaks Blvd	4	4		4	13,298	13,740	442	0.37	A	0.38	A
302	Mather Blvd	Femoyer St	Douglas Rd	2	2		2	4,373	13,890	9,517	0.24	A	0.77	C
303	Mayhew Rd	Folsom Blvd	Goethe Rd	2	2		2	6,977	16,610	9,633	0.39	A	0.92	E
304	Mayhew Rd	Goethe Rd	Kiefer Blvd	2	2		2	6,593	14,320	7,727	0.44	A	0.95	E
305	Mayhew Rd	Happy Lane	Bradshaw Rd		6	6	4		42,870	42,870			0.79	C
306	Mayhew Rd	Bradshaw Rd	Jackson Rd		6	6	4		55,220	55,220			1.02	F
307	Mayhew Rd	Jackson Rd	Rock Creek Pkwy	2	6	4	4	1,616	55,790	54,174	0.09	A	1.03	F
308	Mayhew Rd	Rock Creek Pkwy	Fruitridge Rd	2	6	4	4	1,616	54,830	53,214	0.09	A	1.02	F
309	Mayhew Rd	Fruitridge Rd	Collector WJ-13		4	4	4		30,030	30,030			0.83	D
310	Mayhew Rd	Collector WJ-13	Elder Creek Rd		4	4	4		45,240	45,240			1.26	F
311	Metro Air Pkwy	I-5	Elkhorn Blvd	2	6	4	4		46,970	46,970			0.87	D
312	Metro Air Pkwy	Elkhorn Blvd	Elverta Rd	2	6	4	4		23,840	23,840			0.44	A
313	MLK Blvd	Fruitridge Rd	SR 99	2	4	2	4	17,943	22,100	4,157	1.00	E	0.61	B
314	MLK Blvd	SR 99	Franklin Rd	2	4	2	4	17,943	24,910	6,967	1.00	E	0.69	B
315	North Loop Rd	Grant Line Rd	Town Center Blvd		4	4	4		24,470	24,470			0.68	B
316	North Loop Rd	Town Center Blvd	Street D		4	4	4		26,700	26,700			0.74	C
317	Oak Ave	Kenneth Ave	Hazel Ave	2	2		4	9,171	9,970	799	0.51	A	0.55	A

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
318	Oak Ave	Hazel Ave	Main Ave	2	4/SG	4/SG	4	8,993	18,000	9,007	0.50	A	1.00	E
319	Oak Ave	Main Ave	Folsom CL	2	4/SG	4/SG	4	8,697	18,000	9,303	0.48	A	1.00	E
320	Old Placerville Rd	Bradshaw Rd	Granby Dr	4	4		6	15,800	22,490	6,690	0.44	A	0.62	B
321	Old Placerville Rd	Granby Dr	Happy Lane	2	4	2	6	15,800	21,540	5,740	0.88	D	0.60	A
322	Old Placerville Rd	Happy Lane	Routier Rd	2	4	2	6	15,800	21,220	5,420	0.88	D	0.59	A
323	Old Placerville Rd	Routier Rd	R Cordova CL	4	4		6	10,710	33,140	22,430	0.30	A	0.92	E
324	Pasadena Ave	Cypress Ave	Winding Wy	2	4/SG	4/SG	4	16,889	32,250	15,361	0.94	E	0.90	D
325	Power Inn Rd	Sacramento City Limits	Florin Rd	4	4		4	29,342	49,550	20,208	0.82	D	1.38	F
326	Power Inn Rd	Florin Rd	Gerber Rd	4	4		4	29,827	39,330	9,503	0.83	D	1.09	F
327	Power Inn Rd	Gerber Rd	Elsie Ave	4	4		4	33,229	46,030	12,801	0.92	E	1.28	F
328	Power Inn Rd	Elsie Ave	Stockton Blvd	4	4		4	18,803	28,500	9,697	0.52	A	0.79	C
329	Power Inn Rd	Stockton Blvd	Calvine Rd	6	6		4	33,326	43,980	10,654	0.62	B	0.81	D
330	Prarie City Rd	US 50	Easton Valley Pkwy	2	6	4	6	7,245	40,580	33,335	0.40	A	0.75	C
331	Prarie City Rd	Easton Valley Pkwy	White Rock Rd	2	4	2	6	7,245	29,930	22,685	0.40	A	0.83	D
332	Rio Linda Blvd	Elverta Rd	U Street	2	2		4	3,524	8,660	5,136	0.20	A	0.48	A
333	Rio Linda Blvd	U Street	Elkhorn Blvd	2	2		4	9,910	15,170	5,260	0.55	A	0.84	D
334	Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	2	4	2	4	11,688	20,850	9,162	0.65	B	0.58	A
335	Rio Linda Blvd	Marysville Blvd	Sac City Limits	2	4	2	4	15,152	35,400	20,248	0.84	D	0.98	E
336	Roseville Rd	Winona Wy	Watt Ave	4	4		4	18,706	28,460	9,754	0.52	A	0.79	C
337	Roseville Rd	Watt Ave	Airbase Dr	4	4		4	22,350	33,960	11,610	0.62	B	0.94	E
338	Roseville Rd	Airbase Dr	Palm Ave	2	4	2	4	17,269	37,180	19,911	0.96	E	1.03	F
339	Roseville Rd	Palm Ave	Walerga Rd	2	4	2	4	16,655	35,700	19,045	0.93	E	0.99	E
340	Roseville Rd	Walerga Rd	Elkhorn Blvd	2	4	2	4	13,388	20,920	7,532	0.74	C	0.58	A
341	Roseville Rd	Elkhorn Blvd	Antelope Rd	2	4	2	4	19,606	26,280	6,674	1.09	F	0.73	C
342	Roseville Rd	Antelope Rd	Placer Co Line	2	4	2	4	13,533	23,710	10,177	0.75	C	0.66	B
343	South Watt Ave	Folsom Blvd	Kiefer Blvd	6	6		6	40,920	80,080	39,160	0.76	C	1.48	F

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
344	South Watt Ave	Kiefer Blvd	Jackson Rd	5	6	1	6	32,415	71,680	39,265	0.90	E	1.33	F
345	South Watt Ave	Jackson Rd	Rock Creek Pkwy	2	6	4	6	25,832	59,170	33,338	1.44	F	1.10	F
346	South Watt Ave	Rock Creek Pkwy	Fruitridge Rd	2	6	4	6	25,832	61,930	36,098	1.44	F	1.15	F
347	South Watt Ave	Fruitridge Rd	Elder Creek Rd	2	6	4	6	25,832	64,760	38,928	1.44	F	1.20	F
348	South Watt Ave	Elder Creek Rd	Florin Rd	2	6	4	6	19,069	58,160	39,091	1.06	F	1.08	F
349	San Juan Ave	Madison Ave	Sunset Ave	4	4		4	28,893	31,490	2,597	0.80	D	0.87	D
350	San Juan Ave	Sunset Ave	Winding Wy	4	4		4	27,502	32,780	5,278	0.76	C	0.91	E
351	San Juan Ave	Winding Wy	Lincoln Ave	4	4		4	21,691	21,020	-671	0.60	B	0.58	A
352	San Juan Ave	Lincoln Ave	Fair Oaks Blvd	4	4		4	19,966	17,230	-2,736	0.55	A	0.48	A
353	Stockton Blvd	65th Ave	Florin Rd	4	6	2	6	29,402	31,240	1,838	0.82	D	0.58	A
354	Stockton Blvd	Florin Rd	Gerber Rd	4	6	2	6	28,760	35,980	7,220	0.80	C	0.67	B
355	Stockton Blvd	Gerber Rd	Elsie Ave	4	6	2	6	36,051	51,030	14,979	1.00	F	0.95	E
356	Stockton Blvd	Elsie Ave	SR-99	4	6	2	6	38,231	40,270	2,039	1.06	F	0.75	C
357	Stockton Blvd	SR-99	Power Inn Rd	2	2		2	10,338	11,260	922	0.57	A	0.63	B
358	Sunrise Blvd	Madison Ave	Sunset Ave	6	6		6	49,108	55,930	6,822	0.91	E	1.04	F
359	Sunrise Blvd	Sunset Ave	Winding Wy	6	6		6	53,641	60,550	6,909	0.99	E	1.12	F
360	Sunrise Blvd	Winding Wy	Fair Oaks Blvd	6	6		6	56,467	66,210	9,743	1.05	F	1.23	F
361	Sunrise Blvd	Fair Oaks Blvd	Gold Country Blvd	6	6		6	86,549	109,080	22,531	1.60	F	2.02	F
362	Sunrise Blvd	Gold Country Blvd	Coloma Rd	6	6+SG	6+SG	6	74,563	90,730	16,167	1.38	F	1.51	F
363	Sunrise Blvd	Douglas Rd	Keifer Blvd	5	6	1	6	21,878	45,730	23,852	0.61	B	0.85	D
364	Sunrise Blvd	Keifer Blvd	Jackson Rd	2	6	4	6	16,894	36,310	19,416	0.94	E	0.67	B
365	Sunrise Blvd	Jackson Rd	Florin Rd	2	6	4	6	11,181	37,180	25,999	0.56	D	0.69	B
366	Sunrise Blvd	Florin Rd	Grant Line Rd	2	4	2	6	7,752	18,800	11,048	0.39	D	0.52	A
367	Sunset Ave	San Juan Ave	Sunrise Blvd	2	2		4	9,076	13,660	4,584	0.50	A	0.76	C
368	Sunset Ave	Sunrise Blvd	Fair Oaks Blvd	2	2		4	12,347	13,080	733	0.69	B	0.73	C
369	Tree View Rd	Kiefer Blvd	Jackson Rd		4	4	4		10,660	10,660			0.30	A

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
370	University Blvd	Grant Line Rd	Town Center Blvd		4	4	4		29,980	29,980			0.83	D
371	University Blvd	Town Center Blvd	Street A		4	4	4		31,510	31,510			0.88	D
372	Vineyard Rd	Jackson Rd	Rock Creek Pkwy		4	4	4		29,900	29,900			0.83	D
373	Vineyard Rd	Rock Creek Pkwy	Elder Creek Rd		4	4	4		25,150	25,150			0.70	B
374	Vineyard Rd	Elder Creek Rd	Florin Rd		4	4	4		14,340	14,340			0.40	A
375	Vineyard Rd	Florin Rd	Gerber Rd		2	4	4		10,450	10,450			0.58	A
376	Vineyard Rd	Gerber Rd	Calvine Rd	2	2		2	5,515	10,980	5,465	0.31	A	0.61	B
377	Vintage Park Rd	Elk Grove Florin Rd	Waterman Rd	4	4		4	6,284	9,510	3,226	0.17	A	0.26	A
378	Vintage Park Rd	Waterman Rd	Bradshaw Rd	4	4		4	6,284	8,270	1,986	0.17	A	0.23	A
379	Walerga Rd	Placer County Line	Elverta Rd	4	4		4	20,783	34,640	13,857	0.58	A	0.96	E
380	Walerga Rd	Elverta Rd	Antelope Rd	4	4		4	37,163	38,160	997	1.03	F	1.06	F
381	Walerga Rd	Antelope Rd	Elkhorn Blvd	4	4		4	31,619	44,440	12,821	0.88	D	1.23	F
382	Walerga Rd	Elkhorn Blvd	Don Julio Blvd	4	4		4	18,751	31,050	12,299	0.52	A	0.86	D
383	Walerga Rd	Don Julio Blvd	Hillsdale	4	4		4	20,776	36,650	15,874	0.58	A	1.02	F
384	Walnut Ave	Winding Wy	Whitney Ave	4	4		4	22,720	31,370	8,650	0.63	B	0.87	D
385	Walnut Ave	Whitney Ave	Marconi Ave	4	4		4	18,550	25,470	6,920	0.52	A	0.71	C
386	Walnut Ave	Marconi Ave	El Camino Ave	4	4		4	16,379	21,360	4,981	0.45	A	0.59	A
387	Walnut Ave	El Camino Ave	Fair Oaks Blvd	2	2		4	10,935	15,110	4,175	0.61	B	0.84	D
388	Waterman Rd	Elder Creek Rd	Florin Rd		4	4	4		33,360	33,360			0.93	E
389	Waterman Rd	Florin Rd	Gerber Rd		4	4	4		45,860	45,860			1.27	F
390	Waterman Rd	Gerber Rd	Vintage Park Dr		4	4	4		23,170	23,170			0.64	B
391	Waterman Rd	Vintage Park Dr	Calvine Rd	4	4		4	9,394	19,870	10,476	0.26	A	0.55	A
392	Watt Ave	Placer County Line	Elverta Rd	4	6	2	6	9,899	36,580	26,681	0.27	A	0.68	B
393	Watt Ave	Elverta Rd	"U" St/Antelope Rd	4	6	2	6	24,880	52,590	27,710	0.69	B	0.97	E
394	Watt Ave	"U" St/Antelope Rd	Elkhorn Blvd	4	6	Couplet	6	28,365	43,400	15,035	0.79	C	0.72	C
395	Watt Ave	Elkhorn Blvd	Don Julio Blvd	4	6	Couplet	6	35,500	57,400	21,900	0.99	E	0.96	E

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
396	Watt Ave	Don Julio Blvd	Airbase Dr	6	6	Couplet	6	40,305	47,110	6,805	0.75	C	0.79	C
397	Watt Ave	Airbase Dr	Roseville Rd	6	6+SG	SGS	6	44,895	55,440	10,545	0.83	D	1.03	F
398	Watt Ave	Roseville Rd	I-80	6	6+SG	SGS	6	51,847	64,600	12,753	0.96	E	1.20	F
399	Watt Ave	I-80	Longview Dr	6	6		6	54,121	68,430	14,309	1.00	F	1.27	F
400	Watt Ave	Longview Dr	Auburn Blvd	6	6		6	50,086	63,080	12,994	0.93	E	1.17	F
401	Watt Ave	Auburn Ave	Edison Ave	6	6		6	54,894	65,840	10,946	1.02	F	1.22	F
402	Watt Ave	Edison Ave	Marconi Ave	6	6		6	48,374	58,160	9,786	0.90	D	1.08	F
403	Watt Ave	Marconi Ave	El Camino Ave	6	6		6	48,598	59,320	10,722	0.90	D	1.10	F
404	Watt Ave	El Camino Ave	Arden Wy	6	6		6	49,804	64,220	14,416	0.92	E	1.19	F
405	Watt Ave	Arden Wy	Fair Oaks Blvd	4	4		4	52,983	65,480	12,497	1.47	F	1.82	F
406	Watt Ave	Fair Oaks Blvd	Highway 50	8	8		8	101,321	134,870	33,549	1.27	F	1.69	F
407	Watt Ave	Highway 50	Folsom Blvd	8	8		8	65,242	109,040	43,798	0.82	D	1.36	F
408	White Rock Rd	R Cordova Pkwy	Americanos Blvd	2	4	2	6	2,490	33,310	30,820	0.15	B	0.93	E
409	White Rock Rd	Americanos Blvd	Grant Line Rd	2	4	2	6	2,490	24,310	21,820	0.15	B	0.68	B
410	White Rock Rd	Grant Line Rd	Prairie City Rd	4	6	2	6	9,400	56,760	47,360	0.26	A	0.53	B
411	White Rock Rd	Prairie City Rd	Scott Rd (W)	2	4	2	4	10,190	56,340	46,150	0.57	A	0.94	C
412	White Rock Rd	Scott Rd (W)	Scott Rd (E)	2	4	2	4	10,019	57,170	47,151	0.56	A	0.95	C
413	White Rock Rd	Scott Rd (E)	El Dorado Co Line	2	4	2	4	8,343	23,700	15,357	0.46	A	0.40	A
414	Whitney Ave	Watt Ave	Eastern Ave	4	4		4	8,263	11,500	3,237	0.23	A	0.32	A
415	Whitney Ave	Eastern Ave	Walnut Ave	4	4		4	7,378	9,540	2,162	0.20	A	0.27	A
416	Winding Way	Auburn Blvd	Pasadena Ave	2	4/SG	SGS	4	18,303	36,010	17,707	1.02	F	1.00	F
417	Winding Way	Pasadena Ave	College Oak Dr	2	4/SG	SGS	4	11,132	12,420	1,288	0.62	B	0.35	A
418	Winding Way	College Oak Dr	Garfield Ave	2	4/SG	SGS	4	17,940	24,620	6,680	1.00	E	0.68	B
419	Winding Way	Garfield Ave	Manzanita Ave	4	4		4	21,171	26,860	5,689	0.59	A	0.75	C
420	Winding Way	Manzanita Ave	Dewey Dr	4	4		4	20,036	23,670	3,634	0.56	A	0.66	B
421	Winding Way	Dewey Dr	San Juan Ave	4	4		4	16,457	24,870	8,413	0.46	A	0.69	B

Table A-1
Roadway Segment LOS Analysis

Segment				Lanes				Daily Volume			Level of Service			
No	Rdway	From	To	2017	2050	2050-17	GP	2017	2050	Change	2017		2050	
											Vol/Cap	LOS	Vol/Cap	LOS
422	Zinfandel Dr	City Limit	Douglas Rd	2	6	4	6	7,595	46,130	38,535	0.42	A	0.85	D
423	Zinfandel Dr	Douglas Rd	Collector MS-2	2	4	2	4	2,848	12,450	9,602	0.16	A	0.35	A
424	Zinfandel Dr	Collector MS-2	Collector MS-3		4	4	4		9,950	9,950			0.28	A
425	Zinfandel Dr	Collector MS-3	Collector MS-4		4	4	4		9,780	9,780			0.27	A
426	Zinfandel Dr	Collector MS-4	Kiefer Blvd		4	4	4		9,720	9,720			0.27	A
1003	Meister Way	Elkhorn Blvd	Metro Air Pkwy		4	4	4		18,040	18,040			0.50	A
1004	Meister Way	Metro Air Pkwy	Lone Tree Rd		4	4	4		18,040	18,040			0.50	A
1005	Routier RdExt	Old Placerville	Happy Lane		4	4	4		39,610	39,610			1.10	F
1006	Routier RdExt	Happy Lane	Kiefer Blvd		4	4	4		38,890	38,890			1.08	F
1007	Routier RdExt	Kiefer Blvd	Mayhew Rd		4	4	4		41,690	41,690			1.16	F
1008	French Rd	Florin Rd	Gerber Rd	2	4	2	4	18,000	21,120	3,120	1.00	E	0.59	A
1009	`	University Blvd	Kiefer Blvd	2	4	2	4	6,143	57,490	51,347	0.34	A	1.60	F
1017	Franklin Rd	Big Horn Blvd	Sacramento CL	4	4		4	22,450	24,520	2,070	0.62	B	0.68	B
1019	Elverta Rd	E Commerce	East Levee Rd	2	6	4	6	7,080	50,900	43,820	0.39	A	0.94	E
1020	Elverta Rd	East Levee Rd	Rio Linda Blvd	2	6	4	6	7,080	48,830	41,750	0.39	A	0.90	E
1021	E Commerce	Elkhorn Blvd	Elverta Rd		4	4			29,920	29,920			0.83	D

Future roadway segment

Roadway segment operating at LOS F

Source: DKS Associates, 2018

Table A-2
Existing and 2050 Intersection Levels of Service

Intersection		Existing					2050 (with SCTDF Improvements)				
		Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)		LOS	Delay (sec)	LOS	Delay (sec)
12	Watt Ave & Folsom Blvd.	Signal	E	66.2	E	71.9	Signal	D	39.4	D	41.7
14	S. Watt Ave & Kiefer Blvd.	Signal	E	56.0	E	75.9	Signal	F	83.2	E	73.3
16	S. Watt Ave & Jackson Rd	Signal	E	62.5	E	66.4	Signal	F	130.1	F	102.6
17	S. Watt Ave & Fruitridge Rd	Signal	D	38.1	D	41.7	Signal	D	44.0	D	49.6
18	S. Watt Ave & Elder Creek Rd	Signal	E	62.7	E	68.8	Signal	F	160.8	F	116.5
20	S. Watt Ave. & Florin Rd	Signal	D	54.7	D	51.8	Signal	F	103.5	F	101.9
21	Elk Grove Florin Rd & Gerber Rd	Signal	D	49.1	E	64.6	Signal	E	59.3	E	78.2
23	Hedge Ave & Jackson Rd	Signal	D	35.1	D	37.3	Signal	D	53.3	C	24.1
24	Hedge Ave & Fruitridge Rd	All-way stop	B	13.6	A	9.4	All-way stop	C	34.3	D	36.5
25	Hedge Ave & Elder Creek Rd	All-way stop	C	15.9	B	11.6	Signal	E	76.1	E	79.5
27	Hedge Ave & Florin Rd	All-way stop	B	12.9	B	11.1	Signal	A	9.9	A	6.1
28	Mayhew Rd & Kiefer Blvd	Signal	D	48.6	D	51.1	Signal	E	68.2	E	62.4
29	Mayhew Rd & Jackson Rd	Two-way stop					Signal	E	64.5	E	61.7
30	Mayhew Rd & Fruitridge Rd	Two-way stop					Signal	B	18.5	B	18.8
31	Mayhew Rd & Elder Creek Rd	Future Intersection					Signal	E	68.5	D	43.3
32	Woodring Dr & Zinfandel Dr	Two-way stop					Roundabout	A	8.7	B	10.4
33	Bradshaw Rd & Folsom Blvd.	Signal	E	56.7	D	49.9	Signal	C	25.5	C	22.4
34	Bradshaw Rd & US 50 WB Ramps	Signal	B	15.9	B	15.2	Signal	B	11.1	B	12.2
35	Bradshaw Rd & US 50 EB Ramps	Signal	C	24.4	B	16.0	Signal	D	54.7	D	39.5
36	Bradshaw Rd & Old Placerville Rd	Signal	D	45.9	D	52.0	Signal	F	98.6	E	76.4
37	Bradshaw Rd & Kiefer Blvd	Signal	D	45.7	E	66.2	Signal	F	117.3	F	113.1
38	Bradshaw Rd & Jackson Rd	Signal	E	73.1	E	59.4	Signal	F	172.2	F	161.0
39	Bradshaw Rd & Elder Creek Rd	Signal	D	36.8	D	36.1	Signal	E	66.1	D	49.4
40	Bradshaw Rd & Florin Rd	Signal	D	38.1	D	53.6	Signal	F	85.3	E	72.8
41	Bradshaw Rd & Gerber Rd	Signal	E	72.2	D	49.9	Signal	F	80.6	D	49.7
43	Happy Lane & Kiefer Blvd	Uncontrolled					Signal	F	139.2	E	67.8

Table A-2
Existing and 2050 Intersection Levels of Service

Intersection		Existing				2050 (with SCTDF Improvements)					
		Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)		LOS	Delay (sec)	LOS	Delay (sec)
44	Excelsior Rd & Kiefer Blvd	Future Intersection				Signal	A	9.9	B	14.0	
45	Excelsior Rd & Jackson Rd	Signal	D	36.7	D	40.3	Signal	F	106.9	F	144.6
46	Excelsior Rd & Elder Creek Rd	Two-way stop					Signal	F	81.2	E	58.8
47	Excelsior Rd & Florin Rd	All-way stop	C	24.9	B	12.5	Signal	D	48.4	E	73.1
48	Excelsior Rd & Gerber Rd	All-way stop	B	14.0	B	10.6	Signal	B	11.7	B	11.7
52	Mather Blvd & Douglas Rd	All-way stop	E	39.3	C	15.5	Signal	E	55.8	D	36.5
58	Zinfandel Dr & Douglas Rd	Signal	E	55.5	D	54.2	Signal	E	62.1	E	66.9
59	Eagles Nest Rd/Zinfandel Dr & Kiefer Blvd	Free Turn					Signal	D	42.5	D	39.2
60	Eagles Nest Rd & Jackson Rd	Two-way stop					Signal	E	69.6	E	63.7
61	Eagles Nest Rd & Florin Rd	Two-way stop					Signal	E	69.6	D	49.1
69	Sunrise Blvd & Kiefer Blvd	Signal	D	53.6	C	27.0	Signal	F	113.3	E	70.7
70	Sunrise Blvd & Jackson Rd	Signal	E	57.0	D	47.2	Signal	D	53.7	D	52.9
71	Sunrise Blvd & Florin Rd	Signal	B	11.3	D	48.3	Signal	C	22.9	D	45.9
72	Sunrise Blvd & Grant Line Rd	Signal	D	43.2	D	40.7	High Capacity At-grade				
73	Hazel Ave & US 50 WB Off-ramp	Signal	C	31.2	D	41.4	Signal	F	149.4	F	105.3
74	Hazel Ave & US 50 EB Ramps	Signal	C	20.6	C	29.9	Signal	B	17.6	F	81.4
75	Hazel Ave & Folsom Blvd	Signal	D	51.7	D	46.7	Grade Separation				
76	Prairie City Rd & White Rock Rd	Signal	B	19.2	B	15.0	High Capacity At-grade				
77	Grant Line Rd & White Rock Rd	Signal	B	10.9	B	11.2					
78	Grant Line Rd & Douglas Rd	All-way stop	C	15.2	B	12.3					
79	Grant Line Rd & Kiefer Blvd	All-way stop	B	11.4	B	10.5					
80	Grant Line Rd & Jackson Rd	Signal	E	74.0	E	78.9					
81	Watt Ave & US-50 EB Ramps	Signal	B	13.0	B	14.9	Signal	C	33.1	B	18.8
82	Watt Ave & US-50 WB Ramps	Signal	C	32.9	C	28.6	Signal	E	67.2	E	61.2
83	Mayhew Rd & Folsom Blvd.	Signal	B	19.8	C	20.1	Signal	B	19.8	C	20.4
84	65th Street Expy & Fruitridge Rd	Signal	C	31.2	D	35.3	Signal	D	46.0	D	46.2

Table A-2
Existing and 2050 Intersection Levels of Service

Intersection		Existing					2050 (with SCTDF Improvements)				
		Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)		LOS	Delay (sec)	LOS	Delay (sec)
86	Power Inn Rd & Florin Rd	Signal	D	36.3	D	45.9	Signal	E	57.1	D	47.1
87	Florin Perkins Rd & Florin Rd	Signal	D	36.7	C	32.5	Signal	E	60.6	F	111.6
88	Bradshaw Rd & Calvine Rd	Signal	C	30.5	D	36.9	Signal	D	37.0	C	25.0
89	Vineyard Rd & Calvine Rd	Signal	C	30.8	C	34.9	Signal	B	18.6	B	19.5
90	Excelsior Rd & Calvine Rd	All-way stop	C	16.6	B	13.0	All-way stop	C	21.0	B	17.9
91	Grant Line Rd & Eagles Nest Rd	Signal	D	51.7	D	46.5	High Capacity At-grade				
92	Grant Line Rd & Calvine Rd	Signal	C	21.4	C	24.0					
96	Jackson Rd & 14th Ave	Future Intersection					Signal	F	119.3	E	57.0
106	Rancho Cordova Pkwy & Grant Line Rd	Future Intersection					Signal	D	38.4	B	14.8
111	Grant Line Rd & Chrysanthy Blvd	Future Intersection					High Capacity At-grade				
112	Hazel Ave & Easton Valley Pkwy	Future Intersection					Signal	B	10.2	A	6.1
303	Vineyard Rd & Jackson Rd	Future Intersection					Signal	E	77.4	D	54.7
318	Bradshaw Rd & Mayhew Rd	Future Intersection					Signal	F	85.0	F	80.4
325	Douglas Rd & Kiefer Blvd	Future Intersection					Signal	F	128.4	F	103.7
327	Vineyard Rd & Elder Creek Rd	Future Intersection					Round	C	34.6	C	28.1
328	Vineyard Rd & Florin Rd	Future Intersection					Signal	C	29.1	C	29.6
329	Routier Ext & Kiefer Boulevard	Future Intersection					Signal	D	48.4	E	63.2
330	Happy Ln/Happy Lane & Routier Ext	Future Intersection					Signal	E	79.6	E	79.3
331	Routier Ext/Routier Rd & Old Placerville Road	Future Intersection					Signal	D	47.2	C	32.3
401	Tree View Lane & Jackson Rd	Future Intersection					Signal	D	37.7	B	12.5
406	Tree View Lane & Kiefer Blvd	Future Intersection					Signal	B	10.8	B	13.2
701	Rio Linda Blvd & Elkhorn Blvd	Signal	E	55.7	E	65.5	Signal	C	34.6	D	42.7
702	Rio Linda Blvd & W Elverta Rd	AWSC	B	13.1	D	27.4	AWSC	A	9.8	B	13.2
703	Power Inn Rd & Calvine Rd	Signal	E	66.7	F	88.7	Signal	F	113.2	F	133.5
704	Power Inn Rd & Elsie Ave	Signal	D	46.8	D	38.6	Signal	E	56.8	D	51.6
705	Power Inn Rd & Gerber Rd	Signal	D	42.3	D	51.1	Signal	E	57.0	E	75.7

Table A-2
Existing and 2050 Intersection Levels of Service

Intersection		Existing					2050 (with SCTDF Improvements)				
		Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)		LOS	Delay (sec)	LOS	Delay (sec)
706	Howe Ave & Fair Oaks Blvd	Signal	D	40.2	E	62.8	Signal	D	40.7	E	69.0
707	Howe Ave & Arden Way	Signal	D	47.9	F	84.8	Signal	E	62.5	E	66.4
708	Howe Ave & Alta Arden Expy	Signal	C	26.1	D	47.5	Signal	C	32.8	D	54.5
709	Howe Ave & El Camino Ave	Signal	D	37.8	E	63.2	Signal	D	38.6	E	79.8
710	Howe Ave & Marconi Ave	Signal	B	17.8	D	37.1	Signal	D	40.4	E	59.8
711	Howe Ave & Edison Ave	AWSC	A	9.5	B	12.6	AWSC	A	9.1	B	13.5
712	Munroe St & Fair Oaks Blvd	Signal	E	59.5	E	57.8	Signal	E	66.3	F	120.2
713	Fulton Ave & Arden Way	Signal	E	59.7	E	62.6	Signal	E	64.2	E	78.7
714	Fulton Ave & Alta Arden Expy	Signal	C	27.4	D	39.8	Signal	C	33.5	D	52.5
715	Fulton Ave & El Camino Ave	Signal	E	55.7	F	80.5	Signal	D	46.5	F	91.4
716	Fulton Ave & Marconi Ave	Signal	D	37.2	D	47.3	Signal	D	40.6	D	51.3
717	Fulton Ave & Edison Ave	Signal	D	36.4	D	36.1	Signal	D	51.7	F	91.2
718	Eastern Ave & Fair Oaks Blvd	Signal	C	29.8	D	46.9	Signal	D	35.9	C	25.0
719	Eastern Ave & Arden Way	Signal	E	56.5	E	62.1	Signal	E	60.4	E	66.0
720	Eastern Ave & El Camino Ave	Signal	D	42.5	E	56.7	Signal	D	48.4	D	49.0
721	Eastern Ave & Marconi Ave	Signal	D	43.7	E	74.5	Signal	D	46.7	D	41.3
722	Eastern Ave & Whitney Ave	Signal	C	33.6	C	23.8	Signal	D	37.1	C	31.3
723	Fair Oaks Blvd & Walnut Ave	Signal	C	24.3	B	15.6	Signal	C	33.0	D	38.7
724	Walnut Ave & El Camino Ave	Signal	C	30.2	C	30.2	Signal	C	34.8	D	39.5
725	Walnut Ave & Marconi Ave	Signal	C	33.6	C	33.6	Signal	C	33.7	D	35.7
726	Walnut Ave & Whitney Ave	Signal	C	30.7	C	25.9	Signal	C	31.4	D	36.6
727	Walnut Ave & Cypress Ave	Signal	D	52.2	D	44.9	Signal	E	78.2	F	83.9
728	Walnut Ave & Winding Way	Signal	E	71.5	E	57.4	Signal	C	27.4	C	29.6
729	Daly Ave/Roseville Rd & Antelope Rd	Signal	C	32.7	E	68.5	Signal	E	72.3	F	186.4
730	Fair Oaks Blvd & Arden Way	Signal	C	34.6	D	45.4	Signal	D	38.9	E	59.4
731	Fair Oaks Blvd & El Camino Ave	Signal	C	25.7	C	28.9	Signal	C	27.3	C	34.2

Table A-2
Existing and 2050 Intersection Levels of Service

Intersection		Existing					2050 (with SCTDF Improvements)				
		Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)		LOS	Delay (sec)	LOS	Delay (sec)
732	Fair Oaks Blvd & Marconi Ave	Signal	D	38.7	D	39.7	Signal	D	42.2	D	51.5
733	Fair Oaks Blvd & Manzanita Ave	Signal	C	28.9	D	38.5	Signal	D	43.6	E	79.5
734	Manzanita Ave & Cypress Ave	Signal	E	65.0	D	36.6	Signal	E	68.0	F	112.4
735	Manzanita Ave & Winding Way	Signal	D	44.8	D	38.1	Signal	E	64.7	D	46.5
736	Manzanita Ave & Madison Ave	Signal	D	50.3	D	50.5	Signal	E	59.6	E	60.7
737	Manzanita Ave & Auburn Blvd	Signal	B	16.1	C	21.5	Signal	D	38.5	C	31.5
738	Walerga Rd & Don Julio Blvd	Signal	C	28.7	C	21.5	Signal	D	39.7	C	32.3
739	Walerga Rd & Elkhorn Blvd	Signal	D	53.5	E	56.0	Signal	D	46.9	E	55.6
740	Walerga Rd & Antelope Rd	Signal	D	35.8	D	44.0	Signal	F	154.9	E	69.9
741	Walerga Rd & Elverta Rd	Signal	D	47.1	D	41.1	Signal	D	49.2	E	60.1
742	Don Julio Blvd & Antelope Rd	Signal	F	81.2	E	67.0	Signal	F	94.6	F	88.7
743	Auburn Blvd & Madison Ave	Signal	E	55.5	E	60.9	Signal	E	63.6	E	74.1
744	Garfield Ave & Cypress Ave	Signal	D	43.5	D	42.1	Signal	F	103.1	E	63.1
745	Garfield Ave & Winding Way	Signal	D	39.5	D	36.6	Signal	D	36.9	C	34.1
746	Garfield Ave & Madison Ave	Signal	E	56.5	D	44.5	Signal	E	60.5	D	49.7
747	Garfield Ave & Auburn Blvd	Signal	D	36.2	D	43.3	Signal	D	53.8	E	67.8
748	Garfield Ave/Verner Ave & Greenback Ln	Signal	C	30.8	D	36.9	Signal	D	41.4	E	70.5
749	Winding Way & Dewey Dr	Signal	C	20.8	B	15.3	Signal	D	35.3	B	17.2
750	Dewey Dr & Madison Ave	Signal	E	60.9	D	45.5	Signal	F	82.2	E	72.2
751	San Juan Ave & Fair Oaks Blvd	Signal	D	44.9	D	41.5	Signal	D	38.6	D	35.3
752	San Juan Ave & Winding Way	Signal	C	27.8	C	26.9	Signal	D	46.7	D	45.7
753	San Juan Ave & Sunset Ave	Signal	C	25.2	C	28.4	Signal	D	38.9	C	25.3
754	San Juan Ave & Madison Ave	Signal	E	62.3	E	60.7	Signal	D	49.9	F	83.4
755	Fair Oaks Blvd & Madison Ave	Signal	C	35.0	D	40.5	Signal	C	34.6	E	78.1
756	Fair Oaks Blvd & Greenback Ln	Signal	D	44.1	D	49.1	Signal	E	74.3	E	79.8
757	Kenneth Ave & Madison Ave	Signal	C	34.0	C	32.8	Signal	D	45.4	E	60.9

Table A-2
Existing and 2050 Intersection Levels of Service

Intersection		Existing					2050 (with SCTDF Improvements)				
		Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)		LOS	Delay (sec)	LOS	Delay (sec)
758	Kenneth Ave & Greenback Ln	Signal	E	58.8	E	65.9	Signal	E	56.6	E	70.0
759	Main Ave & Madison Ave	Signal	C	28.1	C	30.1	Signal	C	28.4	C	34.1
760	Main Ave & Greenback Ln	Signal	C	32.9	C	32.7	Signal	D	37.3	D	36.2
761	Main Ave & Oak Ave	AWSC	C	15.4	C	17.6	Signal	C	23.0	C	22.7
762	Elk Grove-Florin Rd & Calvine Rd	Signal	E	67.8	F	113.1	Signal	F	96.1	F	185.5
763	Watt Ave & Fair Oaks Blvd	Signal	F	89.6	F	92.9	Signal	F	159.1	F	146.8
764	Watt Ave & Arden Way	Signal	E	68.4	D	51.1	Signal	E	62.6	E	61.1
765	Watt Ave & Alta Arden Expy	Signal	B	17.1	C	21.4	Signal	C	25.2	B	18.6
766	Watt Ave & El Camino Ave	Signal	D	38.6	D	54.3	Signal	D	44.9	E	65.4
767	Watt Ave & Marconi Ave	Signal	D	48.8	D	54.6	Signal	D	49.6	E	60.3
768	Watt Ave & Whitney Ave	Signal	C	28.9	C	26.0	Signal	C	31.6	D	43.6
769	Watt Ave & Edison Ave	Signal	D	36.4	C	28.0	Signal	D	41.2	C	30.0
770	Watt Ave & Roseville Rd	Signal	E	61.0	D	50.5	Signal	D	55.9	F	80.9
771	Watt Ave & Airbase Dr	Signal	B	17.6	B	19.0	Signal	B	19.8	B	19.9
772	Watt Ave & Don Julio Blvd	Signal	C	22.8	C	20.6	Signal	C	22.8	C	20.6
773	Watt Ave & Elkhorn Blvd	Signal	D	47.5	D	45.0	Signal	F	96.8	E	71.6
774	Watt Ave & Antelope Rd	Signal	D	44.7	D	40.6	Signal	E	69.0	F	231.6
775	Watt Ave & Elverta Rd	Signal	C	33.7	C	34.0	Signal	E	64.6	D	50.3
776	Roseville Rd/Madison Ave	Signal	B	13.1	C	34.9	Signal	F	118.8	F	428.4
777	Bradshaw Rd & Calvine Rd	Signal	C	33.4	C	29.7	Signal	C	30.4	C	31.7
778	Fair Oaks Blvd & Sunrise Blvd	Signal	F	475.4	F	263.2	Signal	F	440.1	F	412.7
779	Sunrise Blvd & Sunset Ave	Signal	D	36.5	D	42.3	Signal	D	35.5	D	39.1
780	Sunrise Blvd & Madison Ave	Signal	E	63.6	F	108.8	Signal	E	59.2	F	111.4
781	Hazel Ave & Sunset Ave	Signal	C	31.1	F	81.3	Signal	D	54.9	E	68.5
782	Hazel Ave & Madison Ave	Signal	D	51.8	F	83.7	Signal	F	99.8	F	123.1
783	Hazel Ave & Greenback Ln	Signal	D	54.3	F	81.3	Signal	D	49.1	F	89.6

Table A-2
Existing and 2050 Intersection Levels of Service

Intersection		Existing					2050 (with SCTDF Improvements)				
		Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)		LOS	Delay (sec)	LOS	Delay (sec)
784	Hazel Ave & Oak Ave	Signal	E	65.5	F	84.7	Signal	E	62.9	E	67.5
785	Franklin Blvd & Hood Franklin Rd	AWSC	C	15.6	C	16.0	AWSC	C	15.8	C	15.9
786	Franklin Blvd & Florin Rd	Signal	D	54.4	D	45.7	Signal	D	46.8	D	49.4
787	Franklin Blvd & MLK Jr Blvd	Signal	A	8.5	A	9.9	Signal	A	9.3	B	12.5
788	Franklin Blvd & 47th Ave	Signal	D	37.2	D	39.1	Signal	D	51.3	E	58.9
789	Franklin Blvd & Fruitridge Rd	Signal	D	40.2	D	38.5	Signal	D	45.6	D	48.1
790	MLK Jr Blvd & Fruitridge Rd	Signal	C	34.4	D	41.2	Signal	E	63.4	F	94.7
791	Stockton Blvd & Elsie Ave	Signal	E	76.9	F	81.8	Signal	F	121.8	F	196.6
792	Stockton Blvd & Gerber Rd	Signal	C	29.9	C	28.6	Signal	E	56.5	E	72.1
793	Stockton Blvd & Florin Rd	Signal	D	51.0	D	47.7	Signal	D	48.9	E	73.6
794	Stockton Blvd & 65th St	Signal	C	28.3	D	36.3	Signal	C	28.8	D	45.7
795	Florin Rd & 65th St	Signal	B	11.9	B	13.6	Signal	A	9.6	B	12.7
796	Dillard Rd & Jackson Rd	Signal	B	16.4	B	15.2	Signal	B	17.7	B	12.6
797	Watt Ave & Auburn Blvd	Signal	E	70.9	D	50.6	Signal	E	68.5	E	74.1
798	Hazel Ave & Gold Country Blvd	Signal	C	21.7	C	22.1	Signal	C	21.8	C	22.1
799	Auburn Blvd & Winding Way	Signal	B	15.7	C	26.3	Signal	B	16.1	C	28.0
800	Greenback Ln & Madison Ave	Signal	D	54.2	D	38.0	Signal	D	52.4	D	52.9
801	Sunrise Blvd & Gold Country Blvd	Signal	C	23.7	F	175.8	Signal	E	61.2	F	199.1
802	Sunrise Blvd & Coloma Rd	Signal	F	90.4	F	108.1	Signal	F	149.8	F	197.7
803	Sunrise Blvd & Zinfandel Dr	Signal	F	91.6	E	71.4	Signal	F	89.8	E	71.4
804	16th St & Elkhorn Blvd	Signal	B	16.2	B	18.5	Signal	D	40.7	D	48.4
805	Franklin Blvd & Bilby Rd	AWSC	C	21.8	B	12.1	AWSC	C	21.8	B	12.1
806	Bruceville Rd & Bilby Rd	Signal	A	9.2	A	8.2	Signal	A	9.2	A	8.2
807	Bruceville Rd & Kammerer Rd	TWSC	C	20.1	C	17.5	TWSC	C	19.7	C	17.1

Notes: Gray shading are intersections operating at LOS F; See Appendix H for assumed 2050 intersection lane geometry

Source: DKS Associates, 2018



Appendix B: Summary of Cost Estimates for Roadway Segment and Intersection Improvements

Table B-1

Segment No.		Roadway	Segment Cross Roads		Distance (Feet)	Distance (miles)	SCTDF Prepared Cost Estimate						Costs By Other Funding Source
SCTDF	Jackson		From	To			Roadway + E&M	Frontage + E&M	Subtotal Capital Cost	ROW, Utility Relocation and Env. Mit. Costs for Roadway	ROW, Utility Relocation and Env. Mit. Costs for Frontage	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
COMBINED PROGRAMMING COSTS							\$1,565,392,900	\$606,873,300	\$1,908,028,600	\$161,616,696	\$147,735,139	\$2,217,380,435	\$199,464,078
											TOTAL COMBINED COSTS:	\$2,416,844,513	
1		16th St	Kasser Rd	Elverta Rd	4780	0.905	\$7,988,400	\$0	\$7,988,400	\$748,620	\$0	\$8,737,020	
2A		16th St	Elverta Rd	Elverta SP S Limits	3010	0.570	\$5,133,300	\$0	\$5,133,300	\$434,605	\$0	\$5,567,905	
2B		16th St	Elverta SP S Limits	Q St	2460	0.466	\$6,435,500	\$1,884,300	\$8,319,800	\$439,230	\$292,100	\$9,051,130	
3		16th St	Q St	Elkhorn Blvd	3500	0.663	\$13,668,100	\$2,280,900	\$15,949,000	\$1,145,000	\$355,500	\$17,449,500	
4		16th St	Elkhorn Blvd	E St	3830	0.725	\$6,476,400	\$3,032,300	\$9,508,700	\$1,269,140	\$1,530,800	\$12,308,640	
5		16th St	E St	Sacramento City Limits	2640	0.500	\$4,252,600	\$2,079,500	\$6,332,100	\$866,920	\$1,054,800	\$8,253,820	
7		47th St	SR-99	Stockton Blvd	5860	1.110	\$16,316,800	\$4,623,600	\$20,940,400	\$2,615,320	\$2,341,400	\$25,897,120	
14		Alta Florin Rd	Power Inn Rd	Florin Perkins Rd	5260	0.996	\$11,674,100	\$4,143,400	\$15,817,500	\$4,766,280	\$2,101,500	\$22,685,280	
16		Antelope Rd	Walegra Rd	Elverta Rd									\$373,279 APFFP
17		Antelope Rd	Elverta Rd	Don Julio Blvd	780	0.148	\$2,006,600	\$628,300	\$2,634,900	\$875,870	\$312,300	\$3,823,070	
18		Antelope Rd	Don Julio Blvd	Antelope North Rd	1300	0.246	\$3,341,400	\$1,026,800	\$4,368,200	\$461,575	\$519,500	\$5,349,275	
20		Antelope Rd	Roseville Rd	Daly Ave									\$87,061 APFFP
22		Antelope Rd North	Melbury Way	Placer Co Line									\$8,717,786 APFFP
29		Auburn Blvd	Winding Wy	I-80 Ramps									\$3,000,000 SacDOT
30		Auburn Blvd	I-80 Ramps	Myrtle Ave	4700	0.890	\$12,376,100	\$3,718,500	\$16,094,600	\$463,700	\$2,442,400	\$19,000,700	
37	5.1	Bradshaw Road	Goethe Road	Collector WJ-8	1550	0.294	\$2,261,300	\$624,000	\$2,885,300	\$672,250	\$310,250	\$3,867,800	
38	5.2	Bradshaw Road	Collector WJ-8	Kiefer Boulevard	425	0.080	\$622,200	\$169,800	\$792,000	\$184,475	\$85,125	\$1,061,600	
39	6.1	Bradshaw Road	Kiefer Boulevard	Collector WJ-9	820	0.155	\$1,150,400	\$315,500	\$1,465,900	\$142,420	\$48,800	\$1,657,120	
40	6.2	Bradshaw Road	Collector WJ-9	Mayhew Road	820	0.155	\$1,150,400	\$315,500	\$1,465,900	\$123,970	\$48,800	\$1,638,670	
41	6.3	Bradshaw Road	Mayhew Road	Jackson Road	820	0.155	\$1,075,400	\$0	\$1,075,400	\$124,860	\$0	\$1,200,260	
42	7.1	Bradshaw Road	Jackson Road	Rock Creek Parkway	650	0.123	\$1,525,700	\$0	\$1,525,700	\$124,150	\$0	\$1,649,850	
43	7.2	Bradshaw Road	Rock Creek Parkway	Collector WJ-10	650	0.123	\$1,525,700	\$0	\$1,525,700	\$124,150	\$0	\$1,649,850	
44	7.3	Bradshaw Road	Collector WJ-10	Collector WJ-11	650	0.123	\$1,525,700	\$0	\$1,525,700	\$124,150	\$0	\$1,649,850	
45	7.4	Bradshaw Road	Collector WJ-11	Elder Creek Road	650	0.123	\$1,525,700	\$0	\$1,525,700	\$124,150	\$0	\$1,649,850	
46	8	Bradshaw Road	Elder Creek Road	Florin Road	4330	0.820	\$10,152,700	\$0	\$10,152,700	\$380,300	\$0	\$10,533,000	
47	9	Bradshaw Road	Florin Road	Gerber Road	4330	0.820	\$10,156,200	\$0	\$10,156,200	\$380,500	\$0	\$10,536,700	
48	10	Bradshaw Road	Gerber Road	Calvine Road	9560	1.811	\$24,544,100	\$0	\$24,544,100	\$919,300	\$0	\$25,463,400	
50		Calvine Rd	Auberry Dr	Elk Grove Florin Rd	7680	1.455	\$22,599,000	\$6,048,600	\$28,647,600	\$846,500	\$3,989,900	\$33,484,000	
51		Calvine Rd	Elk Grove Florin Rd	Waterman Rd	4240	0.803	\$11,042,100	\$1,679,500	\$12,721,600	\$2,020,660	\$847,400	\$15,589,660	
52	11	Calvine Rd	Waterman Rd	Bradshaw Rd	4280	0.811	\$11,144,500	\$1,693,400	\$12,837,900	\$2,039,620	\$855,300	\$15,732,820	
53	12	Calvine Rd	Bradshaw Rd	Vineyard Rd	4780	0.905	\$11,959,700	\$0	\$11,959,700	\$1,817,470	\$0	\$13,777,170	
54	13	Calvine Rd	Vineyard Rd	Excelsior Rd	4780	0.905	\$8,362,300	\$0	\$8,362,300	\$313,300	\$0	\$8,675,600	
55		Calvine Rd	Excelsior Rd	Grant Line Rd	4810	0.911	\$6,886,000	\$3,790,800	\$10,676,800	\$258,000	\$2,498,900	\$13,433,700	
56		Chrysanthy Blvd	Grant Line Rd	Town Center Blvd	650	0.123	\$1,089,100	\$0	\$1,089,100	\$40,900	\$0	\$1,130,000	
58		Cypress Ave	Edison Ave	Walnut Ave	2240	0.424	\$1,974,700	\$1,787,200	\$3,761,900	\$74,000	\$1,164,600	\$5,000,500	
59		Cypress Ave	Walnut Ave	Manzanita Ave	4130	0.782	\$3,937,000	\$3,258,600	\$7,195,600	\$147,500	\$2,145,900	\$9,489,000	
62		Don Julio	North Loop Blvd	Antelope Rd									\$2,377,699 APFFP
66	15	Douglas Rd	Mather Blvd	Zinfandel Rd	5643	1.069	\$8,092,700	\$0	\$8,092,700	\$859,036	\$0	\$8,951,736	
67	16	Douglas Rd	Zinfandel Rd	Rancho Cordova Limits	1586	0.300	\$3,276,000	\$0	\$3,276,000	\$357,528	\$0	\$3,633,528	
68	128	Douglas Rd Ext	Mather Rd	Kiefer Boulevard	10600	2.008	\$19,047,700	\$8,046,300	\$27,094,000	\$2,950,100	\$1,255,500	\$31,299,600	
69	301	Douglas Rd Ext	Kiefer Boulevard	Rock Creek Parkway	1340	0.254	\$2,241,500	\$0	\$2,241,500	\$366,740	\$0	\$2,608,240	
70	300	Douglas Rd Ext	Rock Creek Parkway	Excelsior Road	370	0.070	\$619,200	\$0	\$619,200	\$101,370	\$0	\$720,570	
76	19.1	Eagles Nest Road	Kiefer Boulevard	N Bridgewater Drive	1240	0.235	\$784,100	\$0	\$784,100	\$101,420	\$0	\$885,520	
77	19.2	Eagles Nest Road	N Bridgewater Drive	S Bridgewater Drive	1240	0.235	\$784,100	\$0	\$784,100	\$101,420	\$0	\$885,520	
78	19.3	Eagles Nest Road	S Bridgewater Drive	Jackson Road	1240	0.235	\$784,100	\$0	\$784,100	\$101,420	\$0	\$885,520	
87		Easton Valley Pkwy	Hazel Ave	Glenborough Dr	8390	1.589	\$14,021,300	\$0	\$14,021,300	\$525,200	\$0	\$14,546,500	
88		Easton Valley Pkwy	Glenborough Dr	Prairie City Rd	8800	1.667	\$14,704,700	\$0	\$14,704,700	\$550,800	\$0	\$15,255,500	
96		El Centro Rd	San Juan Ave	El Camino Ave	3960	0.750	\$5,148,800	\$2,998,300	\$8,147,100	\$192,900	\$627,200	\$8,967,200	
97	25	Elder Creek Road	South Watt Avenue	Hedge Avenue	1110	0.210	\$2,708,400	\$0	\$2,708,400	\$522,190	\$0	\$3,230,590	
98	26	Elder Creek Road	Hedge Avenue	Mayhew Road	4280	0.811	\$10,436,900	\$0	\$10,436,900	\$2,409,020	\$0	\$12,845,920	
99	27	Elder Creek Road	Mayhew Road	Bradshaw Road	1640	0.311	\$2,851,700	\$0	\$2,851,700	\$106,900	\$0	\$2,958,600	
100	28.1	Elder Creek Road	Bradshaw Road	Vineyard Road	4280	0.811	\$7,154,000	\$0	\$7,154,000	\$458,460	\$0	\$7,612,460	
101	28.2	Elder Creek Road	Vineyard Road	Excelsior Road	4280	0.811	\$7,255,400	\$0	\$7,255,400	\$271,800	\$0	\$7,527,200	
102	29	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	4280	0.811	\$10,038,100	\$0	\$10,038,100	\$376,000	\$0	\$10,414,100	
103		Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	5420	1.027	\$13,584,100	\$0	\$13,584,100	\$1,259,570	\$0	\$14,843,670	
104		Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	4180	0.792	\$11,402,900	\$3,290,700	\$14,693,600	\$1,006,130	\$1,669,900	\$17,369,630	
105		Elkhorn Blvd	Metro Air Parkway	Greenbrier West Boundary	4700	0.890	\$7,905,000	\$0	\$7,905,000	\$296,200	\$0	\$8,201,200	
106		Elkhorn Blvd	Greenbrier West Boundary	SR 99	2700	0.511	\$4,563,800	\$0	\$4,563,800	\$171,000	\$0	\$4,734,800	
107		Elkhorn Blvd	SR 99	East Commerce Way	1200	0.227	\$2,929,000	\$0	\$2,929,000	\$276,000	\$0	\$3,205,000	
108		Elkhorn Blvd	East Commerce Way	Natomas Boulevard	6600	1.250	\$11,773,900	\$0	\$11,773,900	\$441,000	\$0	\$12,214,900	
109		Elkhorn Blvd	Natomas Boulevard	E Levee Rd	6442	1.220	\$17,285,800	\$0	\$17,285,800	\$647,500	\$0	\$17,933,300	

Table B-1

Segment No.		Roadway	Segment Cross Roads		Distance (Feet)	Distance (miles)	SCTDF Prepared Cost Estimate						Costs By Other Funding Source
SCTDF	Jackson		From	To			Roadway + E&M	Frontage + E&M	Subtotal Capital Cost	ROW, Utility Relocation and Env. Mit. Costs for Roadway	ROW, Utility Relocation and Env. Mit. Costs for Frontage	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
110		Elkhorn Blvd	E Levee Rd	Marysville Blvd	5140	0.973	\$15,051,800	\$4,065,000	\$19,116,800	\$1,370,780	\$2,054,100	\$22,541,680	
111		Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	2570	0.487	\$6,606,900	\$2,033,300	\$8,640,200	\$247,500	\$1,335,500	\$10,223,200	
112		Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	4750	0.900	\$12,562,900	\$3,751,000	\$16,313,900	\$470,700	\$2,468,000	\$19,252,600	
113		Elkhorn Blvd	Dry Creek Rd	16th St	2620	0.496	\$6,734,200	\$2,065,800	\$8,800,000	\$1,851,155	\$1,046,900	\$11,698,055	
114		Elkhorn Blvd	16th St	24th St	5100	0.966	\$13,230,600	\$4,038,800	\$17,269,400	\$3,372,100	\$2,038,400	\$22,679,900	
115		Elkhorn Blvd	24th St	Watt Ave	6420	1.216	\$16,920,300	\$5,077,500	\$21,997,800	\$2,473,130	\$2,565,600	\$27,036,530	
116		Elkhorn Blvd	Watt Ave	Walegra Rd	4860	0.920	\$13,385,400	\$3,851,200	\$17,236,600	\$1,174,510	\$1,942,500	\$20,353,610	
117		Elkhorn Blvd	Walegra Rd	Don Julio Blvd	3050	0.578	\$8,136,400	\$2,405,900	\$10,542,300	\$304,800	\$1,584,700	\$12,431,800	
122		Elverta Rd	Power Line Rd	SR 99									\$7,467,568 MAP PFFP
123		Elverta Rd	SR 99	East Commerce Way	1426	0.270	\$3,344,800	\$0	\$3,344,800	\$304,363	\$0	\$3,649,163	
124		Elverta Rd	Rio Linda Blvd	Elverta SP W Limits	8610	1.631	\$20,288,200	\$6,003,900	\$26,292,100	\$2,034,280	\$999,900	\$29,326,280	
125		Elverta Rd	Elverta SP W Limits	Elverta SP E Limits	7420	1.405	\$19,477,000	\$0	\$19,477,000	\$1,326,810	\$0	\$20,803,810	
126		Elverta Rd	Elverta SP E Limits	Watt Ave	2140	0.405	\$5,339,300	\$1,628,100	\$6,967,400	\$295,230	\$253,600	\$7,516,230	
131	30.2	Excelsior Road	Douglas Road Ext	Collector WJ-1/Collector JT-1	1000	0.189	\$1,673,900	\$0	\$1,673,900	\$62,800	\$0	\$1,736,700	
132	30.3	Excelsior Road	Collector WJ-1/Collector JT-1	Collector WJ-2/Collector JT-2	1000	0.189	\$1,673,900	\$0	\$1,673,900	\$62,800	\$0	\$1,736,700	
133	30.4	Excelsior Road	Collector WJ-2/Collector JT-2	Jackson Road	500	0.095	\$837,200	\$0	\$837,200	\$31,500	\$0	\$868,700	
134	31.1	Excelsior Road	Jackson Road	Collector WJ-6	460	0.087	\$1,166,800	\$194,400	\$1,361,200	\$218,140	\$92,500	\$1,671,840	
135	31.2	Excelsior Road	Collector WJ-6	Elder Creek Road	460	0.087	\$1,230,100	\$194,400	\$1,424,500	\$177,990	\$92,500	\$1,694,990	
136	32	Excelsior Road	Elder Creek Road	Florin Road	4330	0.820	\$7,735,300	\$1,644,400	\$9,379,700	\$618,880	\$256,550	\$10,255,130	
144		Fair Oaks Blvd	El Camino Ave	Marconi Ave	2614	0.495	\$6,718,200	\$2,062,100	\$8,780,300	\$1,121,509	\$1,044,480	\$10,946,289	
145		Fair Oaks Blvd	Marconi Ave	Engle Rd									\$11,276,000 TIPG
146		Fair Oaks Blvd	Engle Rd	Manzanita Ave	1920	0.364	\$5,535,500	\$1,519,500	\$7,055,000	\$207,400	\$997,800	\$8,260,200	
147		Fair Oaks Blvd	Manzanita Ave	Marshall Ave	5280	1.000	\$13,865,500	\$4,157,300	\$18,022,800	\$2,032,120	\$2,109,400	\$22,164,320	
154		Florin Rd	Franklin Blvd	Bowling Dr	1114	0.211	\$3,194,100	\$904,700	\$4,098,800	\$119,700	\$579,860	\$4,798,360	
155		Florin Rd	Bowling Dr	SR 99	1776	0.336	\$5,719,900	\$1,424,900	\$7,144,800	\$214,300	\$923,740	\$8,282,840	
156		Florin Rd	SR-99	65th St	1280	0.242	\$3,970,000	\$1,013,100	\$4,983,100	\$148,800	\$665,200	\$5,797,100	
158	36	Florin Rd	Stockton Blvd	Power Inn Rd	4700	0.890	\$12,675,400	\$3,718,500	\$16,393,900	\$2,603,900	\$1,878,400	\$20,876,200	
160	38	Florin Rd	Florin Perkins Rd	S. Watt Ave	4244	0.804	\$10,349,700	\$0	\$10,349,700	\$2,310,232	\$0	\$12,659,932	
161	39	Florin Rd	S. Watt Ave	Hedge Avenue	630	0.119	\$1,097,300	\$0	\$1,097,300	\$198,385	\$0	\$1,295,685	
162	40	Florin Rd	Hedge Avenue	Waterman Rd	3310	0.627	\$7,947,400	\$0	\$7,947,400	\$1,123,545	\$0	\$9,070,945	
163	41	Florin Rd	Waterman Rd	Bradshaw Road	2680	0.508	\$6,834,800	\$0	\$6,834,800	\$1,470,040	\$0	\$8,304,840	
164	42.1	Florin Rd	Bradshaw Road	Vineyard Road	4280	0.811	\$7,440,000	\$0	\$7,440,000	\$1,029,840	\$0	\$8,469,840	
165	42.2	Florin Rd	Vineyard Rd	Excelsior Rd	4280	0.811	\$7,899,700	\$1,693,400	\$9,593,100	\$1,443,040	\$855,300	\$11,891,440	
166	43	Florin Rd	Excelsior Rd	Eagles Nest Rd	9560	1.811	\$17,178,800	\$7,251,200	\$24,430,000	\$1,370,060	\$1,132,100	\$26,932,160	
167	43	Florin Rd	Eagles Nest Rd	Sunrise Blvd	4280	0.811	\$7,692,900	\$3,254,700	\$10,947,600	\$613,480	\$507,200	\$12,068,280	
177	48	Fruitridge Road	South Watt Avenue	Hedge Avenue	1140	0.216	\$1,981,600	\$0	\$1,981,600	\$379,820	\$0	\$2,361,420	
178	49.1	Fruitridge Road	Hedge Avenue	Collector WJ-12	1670	0.316	\$3,005,000	\$0	\$3,005,000	\$745,630	\$0	\$3,750,630	
179	49.2	Fruitridge Road	Collector WJ-12	Mayhew Road	1670	0.316	\$2,954,400	\$0	\$2,954,400	\$743,630	\$0	\$3,698,030	
190		Gerber Rd	Elk Grove - Florin Rd	Waterman Rd	3600	0.682	\$2,484,300	\$0	\$2,484,300	\$725,000	\$0	\$3,209,300	
191A		Gerber Rd	Waterman Rd	Bradshaw Rd	4270	0.809	\$5,644,600	\$0	\$5,644,600	\$211,500	\$0	\$5,856,100	
191B		Gerber Rd	Waterman Rd	Bradshaw Rd	800	0.152	\$2,947,300	\$0	\$2,947,300	\$110,500	\$0	\$3,057,800	
192		Gerber Rd	Bradshaw Rd	Vineyard Rd	4330	0.820	\$8,076,900	\$0	\$8,076,900	\$1,062,415	\$0	\$9,139,315	
193		Gerber Rd	Vineyard Rd	Excelsior Rd	4270	0.809	\$7,830,800	\$1,690,200	\$9,521,000	\$1,437,760	\$853,350	\$11,812,110	
194		Glenborough Dr	Folsom Blvd	Easton Valley Pkwy	5400	1.023	\$12,933,800	\$0	\$12,933,800	\$484,500	\$0	\$13,418,300	
195	50	Grant Line Rd	White Rock Rd	Douglas Rd	13100	2.481	\$20,084,800	\$9,928,500	\$30,013,300	\$1,600,525	\$1,551,000	\$33,164,825	
196	51.1	Grant Line Rd	Douglas Road	Chrysanthy Boulevard	6710	1.271	\$12,059,500	\$5,092,600	\$17,152,100	\$451,700	\$1,063,100	\$18,666,900	
197	51.2	Grant Line Rd	Chrysanthy Boulevard	University Boulevard	2620	0.496	\$4,814,200	\$1,986,300	\$6,800,500	\$180,400	\$415,100	\$7,396,000	
198	52.1	Grant Line Rd	Kiefer Boulevard	Rancho Cordova Pkwy	3620	0.686	\$5,638,300	\$2,755,900	\$8,394,200	\$364,145	\$429,100	\$9,187,445	
199	52.2	Grant Line Rd	Rancho Cordova Pkwy	Jackson Road	3620	0.686	\$5,758,400	\$2,865,800	\$8,624,200	\$683,585	\$1,446,800	\$10,754,585	
200	53	Grant Line Rd	Jackson Rd	Sunrise Blvd	7190	1.362	\$13,438,300	\$5,670,200	\$19,108,500	\$503,400	\$3,735,600	\$23,347,500	
201	54	Grant Line Rd	Sunrise Blvd	Eagles Nest Rd	5230	0.991	\$7,999,500	\$3,964,800	\$11,964,300	\$520,668	\$619,200	\$13,104,168	
202	54	Grant Line Rd	Eagles Nest Rd	Calvine Rd	8290	1.570	\$14,896,300	\$6,283,900	\$21,180,200	\$558,000	\$1,313,200	\$23,051,400	
203		Grant Line Rd	Bond Rd	Elk Grove Blvd	6600	1.250	\$10,549,000	\$5,195,900	\$15,744,900	\$395,200	\$3,428,700	\$19,568,800	
204		Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	4500	0.852	\$7,158,400	\$3,558,600	\$10,717,000	\$268,200	\$2,338,400	\$13,323,600	
205		Grant Line Rd	Bradshaw Rd	Waterman Rd	6758	1.280	\$9,801,400	\$5,328,800	\$15,130,200	\$5,929,363	\$2,700,308	\$23,759,871	
208		Greenback Lane	Fair Oaks Blvd	Kenneth Ave	4090	0.775	\$10,808,100	\$3,232,400	\$14,040,500	\$3,089,985	\$1,634,500	\$18,764,985	
209		Greenback Lane	Kenneth Ave	Hazel Ave	4333	0.821	\$12,031,100	\$3,420,400	\$15,451,500	\$2,493,615	\$1,731,336	\$19,676,451	
214		Hazel Avenue	Placer County Line	Oak Ave	5308	1.005	\$14,597,000	\$4,203,900	\$18,800,900	\$1,822,047	\$2,121,460	\$22,744,407	
215		Hazel Avenue	Oak Ave	Central Ave	4780	0.905	\$12,645,900	\$3,770,900	\$16,416,800	\$2,064,245	\$1,909,900	\$20,390,945	
216		Hazel Avenue	Central Ave	Greenback Ln	2140	0.405	\$5,500,000	\$1,693,400	\$7,193,400	\$918,085	\$855,300	\$8,966,785	
217		Hazel Avenue	Greenback Ln	Pershing Ave	2330	0.441	\$5,990,600	\$1,847,200	\$7,837,800	\$892,045	\$931,400	\$9,661,245	
218		Hazel Avenue	Pershing Ave	Madison Ave	2000	0.379	\$5,141,000	\$1,600,800	\$6,741,800	\$858,200	\$800,000	\$8,400,000	
219		Hazel Avenue	Madison Ave	Sunset Ave									\$16,919,000 TIPG
224		Hazel Avenue	Folsom Blvd	Easton Valley Pkwy	2543	0.482	\$6,534,300	\$2,015,300	\$8,549,600	\$2,855,190	\$1,016,410	\$12,421,200	

Table B-1

Segment No.		Roadway	Segment Cross Roads		Distance (Feet)	Distance (miles)	SCTDF Prepared Cost Estimate						Costs By Other Funding Source
SCTDF	Jackson		From	To			Roadway + E&M	Frontage + E&M	Subtotal Capital Cost	ROW, Utility Relocation and Env. Mit. Costs for Roadway	ROW, Utility Relocation and Env. Mit. Costs for Frontage	Combined Capital Cost + ROW Cost	Combined Cost Provided by Other Sources
234	66.2	Jackson Rd	14th Avenue	Rock Creek Parkway	30	0.006	\$78,700	\$25,100	\$103,800	\$14,370	\$6,550	\$124,720	
235	66.3	Jackson Rd	Rock Creek Parkway	Aspen 1 Driveway	530	0.100	\$1,345,000	\$217,500	\$1,562,500	\$251,370	\$106,250	\$1,920,120	
236	66.4	Jackson Rd	Aspen 1 Driveway	South Watt Avenue	530	0.100	\$1,345,000	\$217,500	\$1,562,500	\$251,370	\$106,250	\$1,920,120	
237	67	Jackson Rd	South Watt Avenue	Hedge Avenue	1490	0.282	\$3,778,800	\$591,300	\$4,370,100	\$430,760	\$297,850	\$5,098,710	
238	68.1	Jackson Rd	Hedge Avenue	Collector WJ-3	1825	0.346	\$4,625,900	\$729,700	\$5,355,600	\$527,350	\$365,025	\$6,247,975	
239	68.2	Jackson Rd	Collector WJ-3	Mayhew Road	1825	0.346	\$4,625,900	\$729,700	\$5,355,600	\$527,350	\$365,025	\$6,247,975	
240	69	Jackson Rd	Mayhew Road	Bradshaw Road	1770	0.335	\$4,319,700	\$0	\$4,319,700	\$161,900	\$0	\$4,481,600	
241	70.1	Jackson Rd	Bradshaw Road	Collector WJ-4	870	0.165	\$2,122,300	\$0	\$2,122,300	\$248,280	\$0	\$2,370,580	
242	70.2	Jackson Rd	Collector WJ-4	Happy Lane	1370	0.259	\$3,342,800	\$0	\$3,342,800	\$391,080	\$0	\$3,733,880	
243	70.3	Jackson Rd	Happy Lane	Rock Creek Parkway	1370	0.259	\$3,342,800	\$0	\$3,342,800	\$391,080	\$0	\$3,733,880	
244	70.4	Jackson Rd	Rock Creek Parkway	Collector WJ-5	1770	0.335	\$4,382,900	\$0	\$4,382,900	\$507,580	\$0	\$4,890,480	
245	70.5	Jackson Rd	Collector WJ-5	Collector WJ-6	870	0.165	\$2,122,300	\$0	\$2,122,300	\$248,280	\$0	\$2,370,580	
246	70.6	Jackson Rd	Collector WJ-6	Excelsior Road	870	0.165	\$2,122,300	\$0	\$2,122,300	\$248,280	\$0	\$2,370,580	
247	71.1	Jackson Rd	Excelsior Road	Collector JT-3	1770	0.335	\$4,488,600	\$711,400	\$5,200,000	\$511,580	\$354,150	\$6,065,730	
248	71.2	Jackson Rd	Collector JT-3	Tree View Lane	1770	0.335	\$4,615,200	\$711,400	\$5,326,600	\$516,380	\$354,150	\$6,197,130	
249	71.3	Jackson Rd	Tree View Lane	Collector JT-4	1770	0.335	\$4,615,200	\$711,400	\$5,326,600	\$516,380	\$354,150	\$6,197,130	
250	71.4	Jackson Rd	Collector JT-4	Eagles Nest Road	1770	0.335	\$4,551,800	\$711,400	\$5,263,200	\$513,880	\$354,150	\$6,131,230	
251	72.1	Jackson Rd	Eagles Nest Road	Rockbridge Drive	1750	0.331	\$4,265,900	\$663,500	\$4,929,400	\$159,900	\$173,750	\$5,263,050	
252	72.2	Jackson Rd	Rockbridge Drive	Sunrise Boulevard	1750	0.331	\$4,265,900	\$663,500	\$4,929,400	\$159,900	\$173,750	\$5,263,050	
253	73	Jackson Rd	Sunrise Boulevard	Grant Line Road	4650	0.881	\$11,487,400	\$3,543,400	\$15,030,800	\$700,000	\$551,300	\$16,282,100	
260	77.1	Kiefer Blvd	Bradshaw Road	Collector WJ-14	350	0.066	\$1,154,800	\$0	\$1,154,800	\$43,300	\$0	\$1,198,100	
261	77.2	Kiefer Blvd	Collector WJ-14	Router Ext	350	0.066	\$855,600	\$0	\$855,600	\$32,200	\$0	\$887,800	
262	77.3	Kiefer Blvd	Router Ext	Happy Lane	350	0.066	\$822,600	\$0	\$822,600	\$59,075	\$0	\$881,675	
263	305	Kiefer Blvd	Happy Lane	Collector WJ-15	350	0.066	\$822,600	\$0	\$822,600	\$59,075	\$0	\$881,675	
264	306	Kiefer Blvd	Collector WJ-15	Douglas Road Ext	1840	0.348	\$4,314,200	\$0	\$4,314,200	\$309,820	\$0	\$4,624,020	
265	307	Kiefer Blvd	Douglas Road Ext	Excelsior Road	2800	0.530	\$4,680,200	\$0	\$4,680,200	\$175,400	\$0	\$4,855,600	
266	410	Kiefer Blvd	Excelsior Road	Tree View Lane	3100	0.587	\$5,180,900	\$201,900	\$5,382,800	\$194,200	\$271,200	\$5,848,200	
267	200	Kiefer Blvd	Tree View Lane	Eagles Nest Road	4300	0.814	\$7,186,600	\$0	\$7,186,600	\$269,200	\$0	\$7,455,800	
268	78.1	Kiefer Blvd	Eagles Nest Road	W Collector MS-1	350	0.066	\$587,200	\$0	\$587,200	\$22,000	\$0	\$609,200	
269	78.2	Kiefer Blvd	W Collector MS-1	Northbridge Drive	350	0.066	\$587,200	\$0	\$587,200	\$43,875	\$0	\$631,075	
270	78.3	Kiefer Blvd	Northbridge Drive	E Collector MS-1	350	0.066	\$610,900	\$0	\$610,900	\$97,375	\$0	\$708,275	
271	78.4	Kiefer Blvd	E Collector MS-1	Sunrise Boulevard	350	0.066	\$1,876,800	\$0	\$1,876,800	\$164,200	\$0	\$2,041,000	
279		Madison Ave	J-80	Auburn Blvd	3096	0.586	\$9,522,400	\$2,463,600	\$11,986,000	\$356,700	\$1,609,440	\$13,952,140	
285		Madison Ave	Sunrise Blvd	Fair Oaks Blvd									\$7,264,300 TIPG
286		Madison Ave	Fair Oaks Blvd	Kenneth Ave									\$11,367,850 TIPG
287		Madison Ave	Kenneth Ave	Hazel Ave									\$11,367,850 TIPG
292		Manzanita Ave	Fair Oaks Blvd	Cypress Ave	1050	0.199	\$2,700,900	\$834,400	\$3,535,300	\$101,200	\$545,800	\$4,182,300	
305	308	Mayhew Road	Happy Lane	Bradshaw Road	940	0.178	\$2,294,300	\$0	\$2,294,300	\$355,310	\$0	\$2,649,610	
306	309	Mayhew Road	Bradshaw Road	Jackson Road	1500	0.284	\$3,785,700	\$0	\$3,785,700	\$821,400	\$0	\$4,607,100	
307	89.1	Mayhew Road	Jackson Road	Rock Creek Parkway	110	0.021	\$260,100	\$0	\$260,100	\$23,605	\$0	\$283,705	
308	89.2	Mayhew Road	Rock Creek Parkway	Fruitridge Road	110	0.021	\$260,100	\$0	\$260,100	\$23,605	\$0	\$283,705	
309	310	Mayhew Road	Fruitridge Road	Collector WJ-13	650	0.123	\$1,140,000	\$0	\$1,140,000	\$42,800	\$0	\$1,182,800	
310	311	Mayhew Road	Collector WJ-13	Elder Creek Road	2600	0.492	\$4,347,400	\$0	\$4,347,400	\$162,900	\$0	\$4,510,300	
311		Metro Air Parkway	J-5	Elkhorn Blvd									\$5,308,947 MAP PFFP
312		Metro Air Parkway	Elkhorn Blvd	Elverta Rd									\$7,988,775 MAP PFFP
313		MLK Blvd	Fruitridge Rd	SR 99	1800	0.341	\$3,366,100	\$1,440,900	\$4,807,000	\$508,700	\$720,000	\$6,035,700	
314		MLK Blvd	SR 99	Franklin Rd	4800	0.909	\$9,868,700	\$3,784,800	\$13,653,500	\$1,389,700	\$1,917,800	\$16,961,000	
315		North Loop Rd	Grant Line Rd	Town Center Blvd	3370	0.638	\$5,637,000	\$0	\$5,637,000	\$211,200	\$0	\$5,848,200	
316		North Loop Rd	Town Center Blvd	Street D	4500	0.852	\$7,524,500	\$0	\$7,524,500	\$281,900	\$0	\$7,806,400	
318		Oak Ave	Hazel Ave	Main Ave	5700	1.080	\$4,758,000	\$4,489,600	\$9,247,600	\$178,300	\$2,961,200	\$12,387,100	
319		Oak Ave	Main Ave	Folsom City Limits	1580	0.299	\$1,236,800	\$1,267,200	\$2,504,000	\$46,400	\$821,700	\$3,372,100	
321	91	Old Placerville Rd	Granby Dr	Happy Lane	1820	0.345	\$3,402,300	\$1,453,400	\$4,855,700	\$127,500	\$946,300	\$5,929,500	
322	92	Old Placerville Rd	Happy Lane	Router Rd	800	0.152	\$1,497,300	\$640,500	\$2,137,800	\$56,200	\$416,000	\$2,610,000	
324		Pasadena Ave	Cypress Ave	Winding Wy	1220	0.231	\$1,069,400	\$974,500	\$2,043,900	\$367,160	\$487,900	\$2,898,960	
330		Prairie City Rd	US 50	Easton Valley Pkwy	3520	0.667	\$9,889,800	\$0	\$9,889,800	\$653,860	\$0	\$10,543,660	
331		Prairie City Rd	Easton Valley Pkwy	White Rock Rd	6540	1.239	\$10,001,800	\$4,957,900	\$14,959,700	\$374,700	\$1,036,000	\$16,370,400	
334		Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	3340	0.633	\$4,517,400	\$2,652,200	\$7,169,600	\$1,002,630	\$1,335,200	\$9,507,430	
335		Rio Linda Blvd	Marysville Blvd	Sacramento City Limits	1735	0.329	\$5,219,100	\$1,370,000	\$6,589,100	\$628,383	\$693,350	\$7,910,833	
338		Roseville Rd	Airbase Dr	Palm Ave	2780	0.527	\$3,759,300	\$2,199,600	\$5,958,900	\$885,940	\$1,111,100	\$7,955,940	
339		Roseville Rd	Palm Ave	Walerga Rd	4475	0.848	\$6,051,400	\$3,541,700	\$9,593,100	\$1,426,000	\$1,788,450	\$12,807,550	
340		Roseville Rd	Walerga Rd	Elkhorn Blvd	6120	1.159	\$8,274,800	\$4,823,400	\$13,098,200	\$310,000	\$3,179,500	\$16,587,700	
341		Roseville Rd	Elkhorn Blvd	Antelope Rd	6150	1.237	\$12,205,800	\$5,150,500	\$17,356,300	\$457,200	\$3,393,190	\$21,206,690	
342		Roseville Rd	Antelope Rd	Placer Co Line	6370	1.206	\$8,132,000	\$2,508,700	\$10,640,700	\$304,700	\$2,036,850	\$12,982,250	
344	97	South Watt Avenue	Kiefer Boulevard	Jackson Road	2100	0.398	\$5,696,500	\$1,667,300	\$7,363,800	\$2,369,150	\$839,500	\$10,572,450	

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Segment No.		Roadway	Segment Cross Roads		Distance (Feet)	Distance (miles)	SCTDF Prepared Cost Estimate						Costs By Other Funding Source
SCTDF	Jackson		From	To			Roadway + E&M	Frontage + E&M	Subtotal Capital Cost	ROW, Utility Relocation and Env. Mit. Costs for Roadway	ROW, Utility Relocation and Env. Mit. Costs for Frontage	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
345	98.1	South Watt Avenue	Jackson Road	Rock Creek Parkway	1475	0.279	\$3,659,900	\$562,800	\$4,222,700	\$239,344	\$87,575	\$4,549,619	
346	98.2	South Watt Avenue	Rock Creek Parkway	Fruitridge Road	1475	0.279	\$3,740,200	\$585,200	\$4,325,400	\$140,200	\$471,875	\$4,937,475	
347	99	South Watt Avenue	Fruitridge Road	Elder Creek Road	4300	0.814	\$10,488,500	\$0	\$10,488,500	\$392,900	\$0	\$10,881,400	
348	100	South Watt Avenue	Elder Creek Road	Florin Road	4400	0.833	\$10,733,400	\$0	\$10,733,400	\$402,000	\$0	\$11,135,400	
353		Stockton Blvd	65th Ave	Florin Rd	750	0.142	\$2,228,100	\$608,300	\$2,836,400	\$201,250	\$300,400	\$3,338,050	
354		Stockton Blvd	Florin Rd	Gerber Rd	4600	0.871	\$12,717,700	\$3,624,700	\$16,342,400	\$476,400	\$2,389,800	\$19,208,600	
355		Stockton Blvd	Gerber Rd	Elsie Ave	1820	0.345	\$4,978,100	\$1,453,400	\$6,431,500	\$186,500	\$946,300	\$7,564,300	
356		Stockton Blvd	Elsie Ave	SR-99	1340	0.254	\$3,445,000	\$1,081,000	\$4,526,000	\$129,200	\$697,100	\$5,352,300	
362		Sunrise Blvd	Gold Country Blvd	Coloma Rd	3600	0.682	\$5,934,200	\$2,852,300	\$8,786,500	\$222,300	\$1,870,900	\$10,879,700	
363	105	Sunrise Blvd	Douglas Rd	Kiefer Blvd	11824	2.239	\$8,443,800	\$4,658,600	\$13,102,400	\$316,300	\$3,780,820	\$17,199,520	
364	106	Sunrise Blvd	Kiefer Blvd	Jackson Rd	6200	1.174	\$13,178,600	\$4,715,100	\$17,893,700	\$493,700	\$982,700	\$19,370,100	
365	107	Sunrise Blvd	Jackson Rd	Florin Rd	2340	0.443	\$4,975,600	\$1,782,000	\$6,757,600	\$374,870	\$277,400	\$7,409,870	
366	108	Sunrise Blvd	Florin Rd	Grant Line Rd	3180	0.602	\$5,715,900	\$2,422,800	\$8,138,700	\$214,200	\$504,200	\$8,857,100	
369	414	Tree View Rd	Kiefer Blvd	Jackson Rd	5700	1.080	\$9,910,200	\$0	\$9,910,200	\$371,200	\$0	\$10,281,400	
370		University Blvd	Grant Line Rd	Town Center Blvd	2170	0.411	\$3,629,900	\$0	\$3,629,900	\$136,000	\$0	\$3,765,900	
371		University Blvd	Town Center Blvd	Street A	3500	0.663	\$5,852,400	\$0	\$5,852,400	\$219,300	\$0	\$6,071,700	
372	304	Vineyard Rd	Jackson Road	Rock Creek Parkway	790	0.150	\$1,373,800	\$0	\$1,373,800	\$129,315	\$0	\$1,503,115	
373	319	Vineyard Road	Rock Creek Parkway	Elder Creek Road	2620	0.496	\$4,380,600	\$0	\$4,380,600	\$164,200	\$0	\$4,544,800	
374	320	Vineyard Road	Elder Creek Road	Florin Road	4270	0.809	\$7,137,800	\$0	\$7,137,800	\$687,995	\$0	\$7,825,795	
375	145	Vineyard Road	Florin Road	Gerber Road	4280	0.811	\$4,098,100	\$0	\$4,098,100	\$153,500	\$0	\$4,251,600	
376		Vineyard Rd	Gerber Rd	Calvine Rd		0.000							\$2,861,497 FVPFPF
388		Waterman Rd	Elder Creek Rd	Florin Rd	4420	0.837	\$7,683,400	\$0	\$7,683,400	\$3,925,560	\$0	\$11,608,960	
389		Waterman Rd	Florin Rd	Gerber Rd	4875	0.923	\$14,613,000	\$0	\$14,613,000	\$4,559,525	\$0	\$19,172,525	
390		Waterman Rd	Gerber Rd	Vintage Park Dr	5340	1.011	\$9,881,900	\$0	\$9,881,900	\$3,480,750	\$0	\$13,362,650	
392A		Watt Avenue	Placer County Line	1000 R.S. County Line	1000	0.189	\$2,935,100	\$800,500	\$3,735,600		\$400,000	\$4,809,600	
392B		Watt Avenue	1000 R.S. County Line	Elverta Rd									\$1,000,000 SacDOT
393		Watt Avenue	Elverta Rd	"U" St/Antelope Rd	4060	0.769	\$5,334,500	\$3,212,200	\$8,546,700	\$199,900	\$2,109,800	\$10,856,400	
394		Watt Avenue	"U" St/Antelope Rd	Elkhorn Blvd	4210	0.797	\$11,417,400	\$3,338,700	\$14,756,100	\$427,700	\$2,188,100	\$17,371,900	
395		Watt Avenue	Elkhorn Blvd	Don Julio Blvd	3160	0.598	\$8,782,500	\$2,506,200	\$11,288,700	\$329,000	\$1,642,400	\$13,260,100	
396		Watt Avenue	Don Julio Blvd	Airbase Dr	5410	1.025	\$15,398,500	\$4,270,900	\$19,669,400	\$1,426,170	\$2,161,700	\$23,257,270	
397		Watt Avenue	Airbase Dr	Roseville Rd									\$5,000,000 SacDOT
398		Watt Avenue	Roseville Rd	I-80									\$7,132,000 TIPG
408	116.2	White Rock Road	Rancho Cordova Pkwy	Americanos Boulevard	12440	2.356	\$21,159,200	\$9,428,200	\$30,587,400	\$792,500	\$1,970,400	\$33,350,300	
409	116.3	White Rock Road	Americanos Boulevard	Grant Line Road	6806	1.289	\$12,230,000	\$5,153,800	\$17,383,800	\$458,200	\$1,077,980	\$18,919,980	
410	117	White Rock Road	Grant Line Road	Prairie City Road	5900	1.117	\$9,116,000	\$4,470,900	\$13,586,900	\$816,450	\$698,500	\$15,101,850	
411		White Rock Rd	Prairie City Rd	Scott Rd (W)	2133	0.404	\$3,834,600	\$1,624,100	\$5,458,700	\$143,700	\$338,190	\$5,940,590	
412		White Rock Rd	Scott Rd (W)	Scott Rd (E)	8170	1.547	\$14,682,100	\$6,208,300	\$20,890,400	\$550,000	\$1,294,800	\$22,735,200	
413		White Rock Rd	Scott Rd (E)	El Dorado Co Line	11300	2.140	\$20,356,000	\$8,569,800	\$28,925,800	\$1,875,550	\$1,338,000	\$32,139,350	
416		Winding Way	Auburn Blvd	Pasadena Ave	3000	0.568	\$2,647,100	\$2,372,000	\$5,019,100	\$99,200	\$1,558,900	\$6,677,200	
417		Winding Way	Pasadena Ave	College Oak Dr	1800	0.341	\$1,459,200	\$1,440,900	\$2,900,100	\$54,700	\$936,000	\$3,890,800	
418		Winding Way	College Oak Dr	Garfield Ave	3900	0.739	\$3,401,900	\$3,078,300	\$6,480,200	\$127,500	\$2,026,400	\$8,634,100	
422	122	Zinfandel Dr	City Limit	Douglas Road	2890	0.547	\$7,244,000	\$2,211,500	\$9,455,500	\$712,125	\$343,000	\$10,510,625	
423	123.1	Zinfandel Dr	Douglas Road	Collector MS-2	5500	1.042	\$9,936,200	\$4,163,000	\$14,099,200	\$938,700	\$651,000	\$15,688,900	
424	123.2	Zinfandel Dr	Collector MS-2	Collector MS-3	1000	0.189	\$1,765,800	\$385,400	\$2,151,200	\$169,200	\$59,500	\$2,379,900	
425	123.3	Zinfandel Dr	Collector MS-3	Collector MS-4	200	0.038	\$406,500	\$77,500	\$484,000	\$35,900	\$12,000	\$531,900	
426	123.4	Zinfandel Dr	Collector MS-4	Kiefer Boulevard	2200	0.417	\$3,980,400	\$833,700	\$4,814,100	\$375,800	\$130,300	\$5,320,200	
1003		Meister Way	Elkhorn Blvd	Metro Air Pkwy									\$779,923 MAP PFPF
1004		Meister Way	Metro Air Parkway	Lone Tree Rd									\$3,119,693 MAP PFPF
1005	317	Routier Road Ext	Old Placerville	Happy Lane	4800	0.909	\$8,344,800	\$0	\$8,344,800	\$4,263,100	\$0	\$12,607,900	
1006	318	Routier Road Ext	Happy Lane	Kiefer Blvd	2070	0.392	\$3,601,600	\$0	\$3,601,600	\$1,838,610	\$0	\$5,440,210	
1007	319	Routier Road Ext	Kiefer Blvd	Mayhew Rd	3090	0.585	\$5,167,200	\$0	\$5,167,200	\$845,690	\$0	\$6,012,890	
1008		French Road	Florin Rd	Gerber Rd									\$9,524,000 FVPFPF
1009		Grant Line Rd	University Boulevard	Kiefer Boulevard	5480	1.038	\$9,631,500	\$0	\$9,631,500	\$360,800	\$0	\$9,992,300	
1010		Kammerer	Lent Ranch Rd	Bruceville Rd									\$14,700,000 City of Elk Grove
1011		Kammerer	Bruceville Rd	I-5									\$55,300,000 City of Elk Grove
1012		Grant Line Rd	Calvine Rd	Elk Grove City Limits									\$6,530,850 SacDOT
1019		Elverta Rd	East Commerce Way	E Levee Rd	6706	1.270	\$17,197,600	\$0	\$17,197,600	\$0	\$0	\$17,197,600	
1020		Elverta Rd	E Levee Rd	Rio Linda Blvd	12461	2.360	\$31,451,900	\$0	\$31,451,900	\$0	\$0	\$31,451,900	
1021		East Commerce Way	Elkhorn Blvd	Elverta Rd	11616	2.200	\$22,076,900	\$0	\$22,076,900	\$0	\$0	\$22,076,900	
COMBINED PROGRAMING COSTS							\$1,565,392,900	\$342,635,700	\$1,908,028,600	\$161,616,696	\$147,735,139	\$2,217,380,435	\$199,464,078
												TOTAL COMBINED COSTS:	\$2,416,844,513

Table B-2

Intersection No.	N. Leg	S. Leg	E. Leg	W. Leg	SCTDF Prepared Cost Estimate					Costs By Other Funding Source
					Construction Cost (With 15% Contingency)	Engineering and Management Costs	Subtotal Capital Cost	R/W, Utility Relocation and Env. Mit. Costs	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
COMBINED PROGRAMING COSTS					\$346,177,699	\$115,974,300	\$462,151,999	\$141,131,105	\$603,283,104	\$178,131,100
TOTAL COMBINED COSTS:							\$781,414,204			
12	Watt Ave	South Watt Ave	Folsom Blvd	Folsom Blvd	\$2,447,000	\$820,000	\$3,267,000	\$122,300	\$3,389,300	
14	South Watt Ave	South Watt Ave	Kiefer Blvd	Kiefer Blvd	\$3,211,000	\$1,075,000	\$4,286,000	\$160,500	\$4,446,500	
16	South Watt Ave	South Watt Ave	Jackson Rd	Jackson Rd	\$4,606,000	\$1,543,200	\$6,149,200	\$1,731,850	\$7,881,050	
17	South Watt Ave	South Watt Ave	Fruitridge Rd	Fruitridge Rd	\$4,062,000	\$1,360,800	\$5,422,800	\$1,353,450	\$6,776,250	
18	South Watt Ave	South Watt Ave	Elder Creek Rd	Elder Creek Rd						\$4,834,000 FVPFFP
20	South Watt Ave	Elk Grove Florin Rd	Florin Rd	Florin Rd						\$4,395,000 FVPFFP
21	Elk Grove Florin Rd	Elk Grove Florin Rd	Gerber Rd	Gerber Rd						\$1,442,000 FVPFFP
23	Hedge Ave	Hedge Ave	Jackson Rd	Jackson Rd	\$1,543,250	\$517,100	\$2,060,350	\$709,200	\$2,769,550	
24	Hedge Ave	Hedge Ave	Fruitridge Rd	Fruitridge Rd	\$834,250	\$278,900	\$1,113,150	\$738,450	\$1,851,600	
25	Hedge Ave	Hedge Ave	Elder Creek Rd	Elder Creek Rd	\$1,032,250	\$345,800	\$1,378,050	\$748,350	\$2,126,400	
27	Hedge Ave	Hedge Ave	Florin Rd	Florin Rd						\$2,664,000 FVPFFP
28	Mayhew Rd	Mayhew Rd	Kiefer Blvd	Kiefer Blvd	\$1,825,000	\$611,200	\$2,436,200	\$91,300	\$2,527,500	
29	Mayhew Rd	Mayhew Rd	Jackson Rd	Jackson Rd	\$3,917,710	\$1,312,500	\$5,230,210	\$1,905,760	\$7,135,970	
30	Mayhew Rd	Mayhew Rd	--	Fruitridge Rd	\$1,785,250	\$597,800	\$2,383,050	\$958,925	\$3,341,975	
31	Mayhew Rd	Waterman Rd	Elder Creek Rd	Elder Creek Rd	\$3,053,000	\$1,022,500	\$4,075,500	\$1,793,200	\$5,868,700	
32	Zinfandel Dr	Zinfandel Dr	--	Woodring Dr	\$1,264,175	\$423,500	\$1,687,675	\$756,950	\$2,444,625	
36	Bradshaw Rd	Bradshaw Rd	Old Placerville Rd	Old Placerville Rd	\$2,552,000	\$855,000	\$3,407,000	\$127,600	\$3,534,600	
37	Bradshaw Rd	Bradshaw Rd	Kiefer Blvd	Kiefer Blvd	\$4,679,000	\$1,566,400	\$6,245,400	\$1,226,600	\$7,472,000	
38	Bradshaw Rd	Bradshaw Rd	Jackson Rd	Jackson Rd	\$4,396,000	\$1,472,800	\$5,868,800	\$1,721,650	\$7,590,450	
39	Bradshaw Rd	Bradshaw Rd	Elder Creek Rd	Elder Creek Rd	\$4,591,000	\$1,538,800	\$6,129,800	\$1,731,550	\$7,861,350	
40	Bradshaw Rd	Bradshaw Rd	Florin Rd	Florin Rd						\$778,000 NVSPFFP
41	Bradshaw Rd	Bradshaw Rd	Gerber Rd	Gerber Rd						\$6,309,000 NVSPFFP
42	--	Happy Ln	Old Placerville Rd	Old Placerville Rd	\$2,195,750	\$734,600	\$2,930,350	\$854,550	\$3,784,900	
43	Happy Ln	--	Kiefer Blvd	Kiefer Blvd	\$2,278,250	\$762,700	\$3,040,950	\$1,302,650	\$4,343,600	
44	Excelsior Rd	Excelsior Rd	Kiefer Blvd	Kiefer Blvd	\$2,163,000	\$724,800	\$2,887,800	\$1,424,950	\$4,312,750	
45	Excelsior Rd	Excelsior Rd	Jackson Rd	Jackson Rd	\$7,431,000	\$2,489,000	\$9,920,000	\$1,873,750	\$11,793,750	
46	Excelsior Rd	Excelsior Rd	--	Elder Creek Rd	\$1,540,250	\$515,900	\$2,056,150	\$821,750	\$2,877,900	
47	Excelsior Rd	Excelsior Rd	Florin Rd	Florin Rd	\$2,287,000	\$765,400	\$3,052,400	\$913,050	\$3,965,450	

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Intersection No.	N. Leg	S. Leg	E. Leg	W. Leg	SCTDF Prepared Cost Estimate					Costs By Other Funding Source
					Construction Cost (With 15% Contingency)	Engineering and Management Costs	Subtotal Capital Cost	R/W, Utility Relocation and Env. Mit. Costs	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
COMBINED PROGRAMING COSTS					\$346,177,699	\$115,974,300	\$462,151,999	\$141,131,105	\$603,283,104	\$178,131,100
TOTAL COMBINED COSTS:							\$781,414,204			
48	Excelsior Rd	Excelsior Rd	Gerber Rd	Gerber Rd						\$3,340,000 NVSPFFP
52	Mather Field Rd	Mather Field Rd	Douglas Rd	Driveway	\$1,860,625	\$623,100	\$2,483,725	\$840,750	\$3,324,475	
58	Zinfandel Dr	Zinfandel Dr	Douglas Rd	Douglas Rd	\$4,101,000	\$1,374,000	\$5,475,000	\$1,480,125	\$6,955,125	
59	Zinfandel Dr	Eagles Nest Rd	Kiefer Blvd	Kiefer Blvd	\$3,011,360	\$1,008,000	\$4,019,360	\$1,963,760	\$5,983,120	
60	Eagles Nest Rd	Eagles Nest Rd	Jackson Rd	Jackson Rd	\$2,996,260	\$1,004,600	\$4,000,860	\$1,120,450	\$5,121,310	
61	Eagles Nest Rd	Eagles Nest Rd	Florin Rd	Florin Rd	\$2,376,000	\$795,900	\$3,171,900	\$118,800	\$3,290,700	
69	Sunrise Blvd	Sunrise Blvd	Kiefer Blvd	Kiefer Blvd	\$5,990,500	\$2,007,800	\$7,998,300	\$1,191,250	\$9,189,550	
70	Sunrise Blvd	Sunrise Blvd	Jackson Rd	Jackson Rd	\$8,134,250	\$2,724,000	\$10,858,250	\$1,848,625	\$12,706,875	
71	Sunrise Blvd	Sunrise Blvd	--	Florin Rd	\$1,232,250	\$412,800	\$1,645,050	\$806,350	\$2,451,400	
72	Sunrise Blvd	Sheldon Lake Dr	Grant Line Rd	Grant Line Rd	\$2,769,000	\$927,300	\$3,696,300	\$937,250	\$4,633,550	
75	Hazel Ave	Hazel Ave	Folsom Blvd	Folsom Blvd						\$83,402,000 TIPG
76	Prairie City Rd	--	White Rock Rd	White Rock Rd	\$2,684,750	\$899,200	\$3,583,950	\$1,105,575	\$4,689,525	
77	Grant Line Rd	Grant Line Rd	--	White Rock Rd	\$2,634,750	\$882,900	\$3,517,650	\$811,700	\$4,329,350	
78	Grant Line Rd	Grant Line Rd	--	Douglas Rd	\$2,811,750	\$942,100	\$3,753,850	\$1,195,225	\$4,949,075	
79	Grant Line Rd	Grant Line Rd	Kiefer Blvd	Kiefer Blvd	\$3,923,000	\$1,314,700	\$5,237,700	\$1,730,625	\$6,968,325	
80	Grant Line Rd	Grant Line Rd	Jackson Rd	Jackson Rd	\$5,029,000	\$1,684,800	\$6,713,800	\$2,003,500	\$8,717,300	
86	Power Inn Rd	Power Inn Rd	Florin Rd	Florin Rd	\$3,418,000	\$1,145,100	\$4,563,100	\$905,400	\$5,468,500	
87	Florin-Perkins	Florin Perkins Rd	Florin Rd	Florin Rd						\$473,000 FVPFFP
88	Bradshaw Rd	Bradshaw Rd	Calvine Rd	Calvine Rd	\$3,761,500	\$1,259,800	\$5,021,300	\$1,213,575	\$6,234,875	
90	Excelsior Rd	Excelsior Rd	Calvine Rd	Calvine Rd						\$1,635,000 FVPFFP
91	Grant Line Rd	Grant Line Rd	Sloughhouse Rd	Eagles Nest Rd	\$2,974,000	\$996,800	\$3,970,800	\$1,238,825	\$5,209,625	
92	Grant Line Rd	Grant Line Rd	--	Calvine Rd	\$2,350,750	\$787,900	\$3,138,650	\$987,125	\$4,125,775	
96	14th Ave	--	Jackson Rd	Jackson Rd	\$1,830,935	\$613,700	\$2,444,635	\$1,020,180	\$3,464,815	
97	Rock Creek Pkwy	Rock Creek Pkwy	Jackson Rd	Jackson Rd	\$963,230	\$322,800	\$1,286,030	\$1,248,130	\$2,534,160	
106	Rancho Cordova Pkw	--	Grant Line Rd	Grant Line Rd	\$1,738,875	\$582,900	\$2,321,775	\$1,049,000	\$3,370,775	
111	Grant Line Rd	Grant Line Rd	Chrysanthy Blvd	Chrysanthy Blvd	\$3,213,625	\$1,077,100	\$4,290,725	\$1,912,075	\$6,202,800	
112	Hazel Ave	Hazel Ave	Easton Valley Pkwy	Easton Valley Pkwy	\$1,784,000	\$597,700	\$2,381,700	\$887,950	\$3,269,650	

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Intersection No.	N. Leg	S. Leg	E. Leg	W. Leg	SCTDF Prepared Cost Estimate					Costs By Other Funding Source
					Construction Cost (With 15% Contingency)	Engineering and Management Costs	Subtotal Capital Cost	R/W, Utility Relocaiton and Env. Mit. Costs	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
COMBINED PROGRAMING COSTS					\$346,177,699	\$115,974,300	\$462,151,999	\$141,131,105	\$603,283,104	\$178,131,100
TOTAL COMBINED COSTS:							\$781,414,204			
200	Excelsior Rd	Excelsior Rd	Collector JT-1	Collector WJ-1	\$1,015,250	\$340,300	\$1,355,550	\$1,284,050	\$2,639,600	
201	Excelsior Rd	Excelsior Rd	Collector JT-2	Collector WJ-2	\$1,015,250	\$340,300	\$1,355,550	\$1,284,050	\$2,639,600	
202	W Collector MS-1	--	Kiefer Blvd	Kiefer Blvd	\$807,825	\$270,500	\$1,078,325	\$1,092,975	\$2,171,300	
203	--	Northbridge Dr	Kiefer Blvd	Kiefer Blvd	\$745,875	\$249,900	\$995,775	\$999,300	\$1,995,075	
204	E Collector MS-1	--	Kiefer Blvd	Kiefer Blvd	\$763,875	\$256,000	\$1,019,875	\$1,000,200	\$2,020,075	
300	--	Collector WJ-3	Jackson Rd	Jackson Rd	\$835,875	\$280,000	\$1,115,875	\$1,003,800	\$2,119,675	
301	Collector WJ-4	Collector WJ-4	Jackson Rd	Jackson Rd	\$1,304,250	\$437,900	\$1,742,150	\$1,483,450	\$3,225,600	
303	Vineyard Rd	Vineyard Rd	Jackson Rd	Jackson Rd	\$1,979,250	\$663,300	\$2,642,550	\$1,517,250	\$4,159,800	
304	Collector WJ-5	Collector WJ-5	Jackson Rd	Jackson Rd	\$1,259,250	\$422,100	\$1,681,350	\$1,231,500	\$2,912,850	
305	Collector WJ-6	Collector WJ-6	Jackson Rd	Jackson Rd	\$1,259,250	\$422,100	\$1,681,350	\$1,231,500	\$2,912,850	
306	Excelsior Rd	Excelsior Rd	--	Collector WJ-6	\$781,990	\$262,200	\$1,044,190	\$962,940	\$2,007,130	
307	S Watt Ave	S Watt Ave	Rock Creek Pkwy	--	\$1,599,875	\$536,000	\$2,135,875	\$1,217,750	\$3,353,625	
310/311	Mayhew Rd	Mayhew Rd	Rock Creek Pkwy	Rock Creek Pkwy	\$1,453,960	\$486,500	\$1,940,460	\$1,448,810	\$3,389,270	
312	Bradshaw Rd	Bradshaw Rd	--	Rock Creek Pkwy	\$1,669,475	\$558,800	\$2,228,275	\$971,500	\$3,199,775	
314	Vineyard Rd	Vineyard Rd	--	Rock Creek Pkwy	\$538,500	\$180,500	\$719,000	\$1,289,500	\$2,008,500	
315	Douglas Rd	Douglas Rd	Vineyard Rd	Vineyard Rd	\$1,056,875	\$353,900	\$1,410,775	\$1,523,550	\$2,934,325	
316	Bradshaw Rd	Bradshaw Rd	Collector WJ-8	--	\$1,570,875	\$526,600	\$2,097,475	\$966,500	\$3,063,975	
317	Bradshaw Rd	Bradshaw Rd	Collector WJ-9	--	\$1,525,875	\$510,700	\$2,036,575	\$964,300	\$3,000,875	
318	Bradshaw Rd	Bradshaw Rd	Mayhew Rd	Mayhew Rd	\$4,246,250	\$1,422,400	\$5,668,650	\$2,207,150	\$7,875,800	
319	Bradshaw Rd	Bradshaw Rd	Collector WJ-10	--	\$1,640,875	\$549,400	\$2,190,275	\$1,094,875	\$3,285,150	
320	Bradshaw Rd	Bradshaw Rd	--	Collector WJ-11	\$1,331,465	\$446,200	\$1,777,665	\$908,440	\$2,686,105	
321	Collector WJ-12	Collector WJ-12	Fruitridge Rd	Fruitridge Rd	\$843,250	\$282,600	\$1,125,850	\$1,275,450	\$2,401,300	
322	Mayhew Rd	Mayhew Rd	--	Collector WJ-13	\$845,585	\$282,900	\$1,128,485	\$952,910	\$2,081,395	
323	Collector WJ-14	Collector WJ-14	Kiefer Blvd	Kiefer Blvd	\$1,259,250	\$422,100	\$1,681,350	\$1,231,500	\$2,912,850	
324	Collector WJ-15	--	Kiefer Blvd	Kiefer Blvd	\$1,608,375	\$538,700	\$2,147,075	\$1,870,375	\$4,017,450	
325	Shopping Ctr Dwy	Douglas Rd	Kiefer Blvd	Kiefer Blvd	\$2,684,250	\$899,200	\$3,583,450	\$2,132,325	\$5,715,775	
327	Vineyard Rd	Vineyard Rd	Elder Creek Rd	Elder Creek Rd	\$2,910,000	\$974,500	\$3,884,500	\$2,045,000	\$5,929,500	

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COMBINED PROGRAMING COSTS					\$346,177,699	\$115,974,300	\$462,151,999	\$141,131,105	\$603,283,104	\$178,131,100
TOTAL COMBINED COSTS:							\$781,414,204			
328	Vineyard Rd	Vineyard Rd	Florin Rd	Florin Rd						\$2,543,000 NVSPFFP
329	Routier Ext	Routier Ext	Kiefer Blvd	Kiefer Blvd	\$4,279,500	\$1,433,400	\$5,712,900	\$3,001,100	\$8,714,000	
330	Happy Ln	Happy Ln	Routier Ext	Routier Ext	\$2,068,000	\$692,700	\$2,760,700	\$2,271,150	\$5,031,850	
331	Routier Rd	Routier ext	Old Placerville Rd	Old Placerville Rd	\$4,146,500	\$1,389,400	\$5,535,900	\$1,616,150	\$7,152,050	
400	Collector JT-3	--	Jackson Rd	Jackson Rd	\$1,787,875	\$598,900	\$2,386,775	\$1,361,275	\$3,748,050	
401	Tree View Ln	--	Jackson Rd	Jackson Rd	\$1,992,250	\$667,400	\$2,659,650	\$1,135,725	\$3,795,375	
402	Collector JT-4	--	Jackson Rd	Jackson Rd	\$943,665	\$316,300	\$1,259,965	\$1,002,340	\$2,262,305	
406	--	Tree View Ln	Kiefer Blvd	Kiefer Blvd	\$2,071,250	\$694,100	\$2,765,350	\$1,916,625	\$4,681,975	
407	--	HS/MS DWY	Kiefer Blvd	Kiefer Blvd	\$1,071,500	\$359,100	\$1,430,600	\$1,262,250	\$2,692,850	
500	Rockbridge Dr	--	Jackson Rd	Jackson Rd	\$1,104,875	\$370,900	\$1,475,775	\$1,017,200	\$2,492,975	
501	Eagles Nest Rd	Eagles Nest Rd	N Bridgewater Dr	--	\$791,285	\$265,300	\$1,056,585	\$940,310	\$1,996,895	
502	Eagles Nest Rd	Eagles Nest Rd	S Bridgewater Dr	S Bridgewater Dr	\$988,470	\$332,000	\$1,320,470	\$1,257,270	\$2,577,740	
600	Zinfandel Dr	Zinfandel Dr	Collector MS-2	--	\$690,875	\$231,500	\$922,375	\$987,250	\$1,909,625	
601	Zinfandel Dr	Zinfandel Dr	Collector MS-3	--	\$830,875	\$278,400	\$1,109,275	\$1,512,250	\$2,621,525	
602	Zinfandel Dr	Zinfandel Dr	Collector MS-4	--	\$830,875	\$278,400	\$1,109,275	\$1,512,250	\$2,621,525	
701	Rio Linda Blvd	Rio Linda Blvd	Elkhorn Blvd	Elkhorn Blvd	\$4,339,550	\$1,453,200	\$5,792,750	\$1,533,550	\$7,326,300	
702	--	Rio Linda Blvd	Elverta Rd	Elverta Rd	\$1,635,239	\$548,000	\$2,183,239	\$826,550	\$3,009,789	
703	Power Inn Rd	Power Inn Rd	Calvine Rd	Calvine Rd	\$5,097,005	\$1,708,000	\$6,805,005	\$730,000	\$7,535,005	
727	Walnut Ave	Walnut Ave	Cypress Ave	Cypress Ave	\$3,603,715	\$1,206,300	\$4,810,015	\$978,850	\$5,788,865	
728	--	Walnut Ave	Winding Way	Winding Way	\$2,358,525	\$790,600	\$3,149,125	\$118,000	\$3,267,125	
729	Roseville Rd	Daly Ave	Antelope Rd	Antelope Rd	\$3,994,145	\$1,337,700	\$5,331,845	\$998,650	\$6,330,495	
738	Walegra Rd	Walegra Rd	Don Julio Blvd	Don Julio Blvd	\$3,366,015	\$1,128,200	\$4,494,215	\$675,675	\$5,169,890	
739	Walegra Rd	Walegra Rd	Elkhorn Blvd	Elkhorn Blvd	\$3,984,045	\$1,335,200	\$5,319,245	\$933,700	\$6,252,945	
740	Walegra Rd	Walegra Rd	Antelope Rd	Antelope Rd	\$2,887,365	\$966,400	\$3,853,765	\$144,300	\$3,998,065	

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					Construction Cost (With 15% Contingency)	Engineering and Management Costs	Subtotal Capital Cost	R/W, Utility Relocation and Env. Mit. Costs	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
COMBINED PROGRAMING COSTS					\$346,177,699	\$115,974,300	\$462,151,999	\$141,131,105	\$603,283,104	\$178,131,100
TOTAL COMBINED COSTS:							\$781,414,204			
741	Walegra Rd	Walegra Rd	Elverta Rd	Elverta Rd						\$399,164 APFFP
742	Don Julio Blvd	Don Julio Blvd	Antelope Rd	Antelope Rd	\$3,682,095	\$1,233,500	\$4,915,595	\$1,333,850	\$6,249,445	
743	Don Julio Blvd	Don Julio Blvd	Elkhorn Blvd	Elkhorn Blvd						\$317,756 APFFP
744	Garfield Ave	Garfield Ave	Cypress Ave	Cypress Ave	\$2,223,464	\$745,100	\$2,968,564	\$909,950	\$3,878,514	
754	San Juan Ave	San Juan Ave	Madison Ave	Madison Ave	\$4,204,445	\$1,409,200	\$5,613,645	\$210,100	\$5,823,745	
755	Fair Oaks Blvd	Fair Oaks Blvd	Madison Ave	Madison Ave	\$4,408,245	\$1,476,200	\$5,884,445	\$1,245,575	\$7,130,020	
756	Fair Oaks Blvd	Fair Oaks Blvd	Greenback Ln	Greenback Ln	\$3,712,745	\$1,244,200	\$4,956,945	\$692,675	\$5,649,620	
757	Kenneth Ave	Kenneth Ave	Madison Ave	Madison Ave	\$2,734,544	\$915,400	\$3,649,944	\$870,700	\$4,520,644	
758	Kenneth Ave	Kenneth Ave	Greenback Ln	Greenback Ln	\$2,647,144	\$887,000	\$3,534,144	\$866,300	\$4,400,444	
761	Main Ave	Main Ave	Oak Ave	Oak Ave	\$1,333,600	\$446,300	\$1,779,900	\$66,700	\$1,846,600	
762	Elk Grove-Florin Rd	Elk Grove-Florin Rd	Calvine Rd	Calvine Rd	\$3,493,775	\$1,170,100	\$4,663,875	\$908,900	\$5,572,775	
770	Watt Ave	Watt Ave	Roseville Rd	Roseville Rd	\$16,984,045	\$5,691,000	\$22,675,045	\$850,000	\$23,525,045	
771	Watt Ave	Watt Ave	Airbase Dr	Airbase Dr	\$5,062,545	\$1,696,800	\$6,759,345	\$1,019,375	\$7,778,720	
772A	34th Street	34th Street	Don Julio Blvd	--	\$2,583,250	\$865,500	\$3,448,750	\$841,575	\$4,290,325	
772B	Watt Ave	Watt Ave	Don Julio Blvd	Don Julio Blvd	\$2,342,750	\$785,100	\$3,127,850	\$883,575	\$4,011,425	
773A	34th Street	34th Street	Elkhorn Blvd	Elkhorn Blvd	\$4,124,050	\$1,381,800	\$5,505,850	\$774,000	\$6,279,850	
773B	Watt Ave	Watt Ave	Elkhorn Blvd	Elkhorn Blvd	\$3,684,750	\$1,234,700	\$4,919,450	\$752,200	\$5,671,650	
774A	Sullivan Drive	34th Street	U St	U St	\$2,882,250	\$966,000	\$3,848,250	\$776,350	\$4,624,600	
774B	Watt Ave	Watt Ave	U St	Antelope Rd	\$3,237,000	\$1,084,200	\$4,321,200	\$161,800	\$4,483,000	
775	Watt Ave	Watt Ave	Elverta Rd	Elverta Rd	\$4,284,475	\$1,435,600	\$5,720,075	\$948,700	\$6,668,775	
780	Sunrise Blvd	Sunrise Blvd	Madison Ave	Madison Ave	\$5,087,575	\$1,704,600	\$6,792,175	\$730,000	\$7,522,175	
781	Hazel Ave	Hazel Ave	Sunset Ave	Sunset Ave	\$3,137,544	\$1,051,700	\$4,189,244	\$890,900	\$5,080,144	
782	Hazel Ave	Hazel Ave	Madison Ave	Madison Ave	\$4,868,775	\$1,631,000	\$6,499,775	\$1,495,400	\$7,995,175	
783	Hazel Ave	Hazel Ave	Greenback Ln	Greenback Ln	\$4,662,375	\$1,561,800	\$6,224,175	\$1,485,200	\$7,709,375	
784	Hazel Ave	Hazel Ave	Oak Ave	Oak Ave	\$3,259,094	\$1,092,100	\$4,351,194	\$897,000	\$5,248,194	
790	MLK Jr Blvd	MLK Jr Blvd	Fruitridge Rd	Fruitridge Rd	\$3,274,715	\$1,097,300	\$4,372,015	\$962,450	\$5,334,465	

Table B-2

Intersection No.	N. Leg	S. Leg	E. Leg	W. Leg	SCTDF Prepared Cost Estimate					Costs By Other Funding Source
					Construction Cost (With 15% Contingency)	Engineering and Management Costs	Subtotal Capital Cost	R/W, Utility Relocaiton and Env. Mit. Costs	Combined Capital Cost + R/W Cost	Combined Cost Provided by Other Sources
COMBINED PROGRAMING COSTS					\$346,177,699	\$115,974,300	\$462,151,999	\$141,131,105	\$603,283,104	\$178,131,100
							TOTAL COMBINED COSTS:		\$781,414,204	
791	Stockton Blvd	Stockton Blvd	Elsie Ave	Mack Rd	\$3,327,787	\$1,114,800	\$4,442,587	\$876,400	\$5,318,987	
792	Stockton Blvd	Stockton Blvd	Gerber Rd	Driveway	\$1,846,773	\$619,000	\$2,465,773	\$733,800	\$3,199,573	
793	Stockton Blvd	Stockton Blvd	Florin Rd	Florin Rd	\$5,015,175	\$1,679,400	\$6,694,575	\$984,000	\$7,678,575	
804	16th St	16th St	Elkhorn Blvd	Elkhorn Blvd	\$4,246,845	\$1,422,400	\$5,669,245	\$1,787,650	\$7,456,895	
809	Waterman Rd	Waterman Rd	Florin Rd	Florin Rd						\$2,830,000 FVPFFP
810	Waterman Rd	Waterman Rd	Gerber Rd	Gerber Rd						\$1,860,000 NVSPFFP
811	Waterman Rd	Waterman Rd	Vintage Park Dr	Vintage Park Dr						\$164,735 FVPFFP
812	Waterman Rd	Waterman Rd	Calvine Rd	Calvine Rd						\$2,676,000 FVPFFP
813	Vineyard Rd	Vineyard Rd	Gerber Rd	Gerber Rd						\$3,327,000 FD
815	Metro Airpark	--	I-5 Interchange	I-5 Interchange						\$43,057,390 MAP PFFP
816	SR 99	SR 99	Elkhorn Blvd	Elkhorn Blvd						\$11,684,055 MAP PFFP
817	16th Street	16th Street	Elverta Rd	Elverta Rd	\$2,984,000	\$999,700	\$3,983,700	\$1,322,940	\$5,306,640	
818	Grant Line Rd	Grant Line Rd	University Blvd	--	\$2,142,250	\$717,100	\$2,859,350	\$1,245,090	\$4,104,440	
COMBINED PROGRAMING COSTS					\$346,177,699	\$115,974,300	\$462,151,999	\$141,131,105	\$603,283,104	\$178,131,100
							TOTAL COMBINED COSTS:		\$781,414,204	

Table B-3
Assumed Cost of Phasing 2 to 6 Lane Widening Projects for SCTDF Update

No ¹	Roadway	Segment		Estimated Construction Cost	Cost of Phasing (20%)	Total Project Cost
		From	To			
67	Douglas Rd	Zinfandel Rd	Rancho Cordova CL	\$3,633,528	\$726,706	\$4,360,234
97	Elder Creek Rd	South Watt Ave	Hedge Ave	\$3,230,590	\$646,118	\$3,876,708
98	Elder Creek Rd	Hedge Ave	Mayhew Rd	\$12,845,920	\$2,569,184	\$15,415,104
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	\$10,414,100	\$2,082,820	\$12,496,920
107	Elkhorn Blvd	SR 99	East Commerce Way	\$3,205,000	\$641,000	\$3,846,000
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	\$17,933,300	\$3,586,660	\$21,519,960
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	\$22,541,680	\$4,508,336	\$27,050,016
123	Elverta Rd	SR 99	E Commerce Way	\$3,649,163	\$729,833	\$4,378,996
124	Elverta Rd	Rio Linda Blvd	Elverta SP W Limit	\$29,326,280	\$5,865,256	\$35,191,536
125	Elverta Rd	Elverta SP W Limit	Elverta SP E Limit	\$20,803,810	\$4,160,762	\$24,964,572
126	Elverta Rd	Elverta SP E Limit	Watt Ave	\$7,516,230	\$1,503,246	\$9,019,476
134	Excelsior Rd	Jackson Rd	Collector WJ-6	\$1,671,840	\$334,368	\$2,006,208
135	Excelsior Rd	Collector WJ-6	Elder Creek Rd	\$1,694,990	\$338,998	\$2,033,988
163	Florin Rd	Waterman Rd	Bradshaw Rd	\$8,304,840	\$1,660,968	\$9,965,808
237	Jackson Rd	South Watt Ave	Hedge Ave	\$5,098,710	\$1,019,742	\$6,118,452
238	Jackson Rd	Hedge Ave	Collector WJ-3	\$6,247,975	\$1,249,595	\$7,497,570
239	Jackson Rd	Collector WJ-3	Mayhew Rd	\$6,247,975	\$1,249,595	\$7,497,570
240	Jackson Rd	Mayhew Rd	Bradshaw Rd	\$4,481,600	\$896,320	\$5,377,920
241	Jackson Rd	Bradshaw Rd	Collector WJ-4	\$2,370,580	\$474,116	\$2,844,696
242	Jackson Rd	Collector WJ-4	Happy Lane	\$3,733,880	\$746,776	\$4,480,656
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	\$3,733,880	\$746,776	\$4,480,656
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	\$4,890,480	\$978,096	\$5,868,576
245	Jackson Rd	Collector WJ-5	Collector WJ-6	\$2,370,580	\$474,116	\$2,844,696
246	Jackson Rd	Collector WJ-6	Excelsior Road	\$2,370,580	\$474,116	\$2,844,696
247	Jackson Rd	Excelsior Road	Collector JT-3	\$6,065,730	\$1,213,146	\$7,278,876
248	Jackson Rd	Collector JT-3	Tree View Lane	\$6,197,130	\$1,239,426	\$7,436,556
249	Jackson Rd	Tree View Lane	Collector JT-4	\$6,197,130	\$1,239,426	\$7,436,556
250	Jackson Rd	Collector JT-4	Eagles Nest Rd	\$6,131,230	\$1,226,246	\$7,357,476
251	Jackson Rd	Eagles Nest Rd	Rockbridge Dr	\$5,263,050	\$1,052,610	\$6,315,660
252	Jackson Rd	Rockbridge Dr	Sunrise Blvd	\$5,263,050	\$1,052,610	\$6,315,660
253	Jackson Rd	Sunrise Blvd	Grant Line Rd	\$16,282,100	\$3,256,420	\$19,538,520
260	Keifer Blvd	Bradshaw Road	Collector WJ-14	\$1,198,100	\$239,620	\$1,437,720
261	Keifer Blvd	Collector WJ-14	Routier Ext	\$887,800	\$177,560	\$1,065,360
262	Keifer Blvd	Routier Ext	Happy Lane	\$881,675	\$176,335	\$1,058,010
307	Mayhew Rd	Jackson Rd	Rock Creek Pkwy	\$283,705	\$56,741	\$340,446
308	Mayhew Rd	Rock Creek Pkwy	Fruitridge Rd	\$283,705	\$56,741	\$340,446
330	Prairie City Rd	US 50	Easton Valley Pkwy	\$10,543,660	\$2,108,732	\$12,652,392
345	South Watt Ave	Jackson Rd	Rock Creek Pkwy	\$4,549,619	\$909,924	\$5,459,543
346	South Watt Ave	Rock Creek Pkwy	Fruitridge Rd	\$4,937,475	\$987,495	\$5,924,970
347	South Watt Ave	Fruitridge Rd	Elder Creek Rd	\$10,881,400	\$2,176,280	\$13,057,680

Table B-3
Assumed Cost of Phasing 2 to 6 Lane Widening Projects for SCTDF Update

No ¹	Roadway	Segment		Estimated Construction Cost	Cost of Phasing (20%)	Total Project Cost
		From	To			
348	South Watt Ave	Elder Creek Rd	Florin Rd	\$11,135,400	\$2,227,080	\$13,362,480
364	Sunrise Blvd	Keifer Blvd	Jackson Rd	\$19,370,100	\$3,874,020	\$23,244,120
365	Sunrise Blvd	Jackson Rd	Florin Rd	\$7,409,870	\$1,481,974	\$8,891,844
422	Zinfandel Dr	City Limit	Douglas Rd	\$10,510,625	\$2,102,125	\$12,612,750
1019	Elverta Rd	E Commerce	East Levee Rd	\$17,197,600	\$3,439,520	\$20,637,120
1020	Elverta Rd	East Levee Rd	Rio Linda Blvd	\$31,451,900	\$6,290,380	\$37,742,280
TOTAL				\$371,239,565	\$74,247,913	\$445,487,478

1 See Figure 1 for roadway segment locations



Appendix C: Cost Allocation for Roadway and Intersection Improvements

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
1	16th St	Kasser Rd	Elverta Rd	28.40%	0.40%	0.03%	0.29%	0.00%	0.95%	48.76%	21.17%	100.00%
2	16th St	Elverta Rd	Q St	25.97%	0.81%	0.02%	0.52%	0.01%	0.10%	36.63%	35.95%	100.00%
3	16th St	Q St	Elkhorn Blvd	23.30%	0.57%	0.00%	0.46%	0.01%	0.12%	47.83%	27.72%	100.00%
4	16th St	Elkhorn Blvd	E St	30.04%	0.62%	0.04%	0.45%	0.01%	0.13%	23.18%	45.54%	100.00%
5	16th St	E St	Sacramento CL	28.64%	0.94%	0.01%	0.80%	0.01%	0.19%	24.26%	45.15%	100.00%
7	47th St	SR-99	Stockton Blvd	0.27%	0.13%	0.34%	24.42%	0.19%	0.11%	17.84%	56.69%	100.00%
14	Alta Florin Rd	Power Inn Rd	Florin Perkins Rd	0.08%	0.46%	0.19%	35.82%	0.18%	0.07%	19.06%	44.14%	100.00%
16	Antelope Rd	Walerga Rd	Elverta Rd	27.60%	0.17%	0.00%	0.00%	0.00%	3.41%	4.86%	63.97%	100.00%
17	Antelope Rd	Elverta Rd	Don Julio Blvd	23.70%	0.71%	0.14%	0.04%	0.00%	2.25%	6.82%	66.34%	100.00%
18	Antelope Rd	Don Julio Blvd	Antelope North Rd	24.93%	0.24%	0.13%	0.01%	0.00%	2.89%	7.33%	64.46%	100.00%
20	Antelope Rd	Roseville Rd	Daly Ave	23.41%	0.70%	0.15%	0.15%	0.00%	2.24%	8.51%	64.84%	100.00%
22	Antelope Rd North	Melbury Way	Placer Co Line	39.23%	2.39%	0.10%	1.05%	0.02%	0.15%	8.34%	48.73%	100.00%
29	Auburn Blvd	Winding Wy	I-80 Ramps	3.46%	7.12%	0.55%	0.79%	0.01%	0.97%	4.05%	83.06%	100.00%
30	Auburn Blvd	I-80 Ramps	Myrtle Ave	2.12%	15.08%	0.03%	0.54%	0.03%	0.17%	5.65%	76.38%	100.00%
37	Bradshaw Rd	Goethe Rd	Collector WJ-8	0.27%	2.95%	2.02%	49.98%	0.11%	0.64%	10.66%	33.38%	100.00%
38	Bradshaw Rd	Collector WJ-8	Kiefer Blvd	0.26%	2.97%	2.13%	54.67%	0.12%	0.62%	11.45%	27.77%	100.00%
39	Bradshaw Rd	Kiefer Blvd	Collector WJ-9	0.05%	3.23%	1.40%	54.11%	0.12%	0.03%	6.70%	34.36%	100.00%
40	Bradshaw Rd	Collector WJ-9	Mayhew Rd	0.03%	3.16%	1.40%	54.67%	0.12%	0.03%	6.70%	33.89%	100.00%
41	Bradshaw Rd	Mayhew Rd	Jackson Rd	0.05%	2.21%	0.88%	61.20%	0.25%	0.04%	9.12%	26.25%	100.00%
42	Bradshaw Rd	Jackson Rd	Rock Creek Pkwy	0.18%	1.80%	0.63%	61.45%	0.28%	0.13%	8.66%	26.87%	100.00%
43	Bradshaw Rd	Rock Creek Pkwy	Collector WJ-10	0.25%	1.68%	0.49%	61.91%	0.28%	0.24%	8.02%	27.13%	100.00%
44	Bradshaw Rd	Collector WJ-10	Collector WJ-11	0.19%	1.59%	0.46%	60.61%	0.32%	0.23%	8.75%	27.84%	100.00%
45	Bradshaw Rd	Collector WJ-11	Elder Creek Rd	0.15%	1.60%	0.47%	59.17%	0.36%	0.13%	9.50%	28.63%	100.00%
46	Bradshaw Rd	Elder Creek Rd	Florin Rd	0.14%	1.40%	0.39%	61.56%	0.37%	0.11%	8.55%	27.49%	100.00%
47	Bradshaw Rd	Florin Rd	Gerber Rd	0.08%	1.24%	0.29%	56.31%	0.48%	0.08%	9.56%	31.94%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
48	Bradshaw Rd	Gerber Rd	Calvine Rd	0.05%	0.94%	0.37%	53.03%	0.50%	0.11%	8.01%	36.98%	100.00%
50	Calvine Rd	Auberry Dr	Elk Grove Florin Rd	0.21%	0.10%	1.51%	25.72%	0.17%	0.30%	15.63%	56.36%	100.00%
51	Calvine Rd	Elk Grove Florin Rd	Waterman Rd	0.15%	0.14%	2.25%	21.65%	0.25%	0.26%	13.08%	62.21%	100.00%
52	Calvine Rd	Waterman Rd	Bradshaw Rd	0.17%	0.04%	3.82%	20.64%	0.38%	0.27%	16.97%	57.71%	100.00%
53	Calvine Rd	Bradshaw Rd	Vineyard Rd	0.08%	0.00%	7.74%	17.93%	0.63%	0.07%	28.87%	44.68%	100.00%
54	Calvine Rd	Vineyard Rd	Excelsior Rd	0.06%	0.16%	6.38%	19.06%	0.95%	0.05%	23.63%	49.69%	100.00%
55	Calvine Rd	Excelsior Rd	Grant Line Rd	0.05%	0.01%	9.35%	14.69%	0.76%	0.02%	34.12%	41.02%	100.00%
56	Chrysanthy Blvd	Grant Line Rd	Town Center Blvd	0.09%	0.23%	88.62%	5.76%	0.09%	0.09%	0.00%	5.11%	100.00%
58	Cypress Ave	Edison Ave	Walnut Ave	4.44%	6.96%	1.11%	0.05%	0.02%	1.12%	6.44%	79.86%	100.00%
59	Cypress Ave	Walnut Ave	Manzanita Ave	2.70%	12.92%	1.37%	0.63%	0.02%	0.56%	5.23%	76.57%	100.00%
62	Don Julio	North Loop Blvd	Antelope Rd	14.41%	1.34%	0.13%	0.35%	0.01%	0.23%	2.37%	81.16%	100.00%
66	Douglas Rd	Mather Blvd	Zinfandel Dr	0.02%	0.42%	6.38%	61.74%	0.09%	0.08%	16.64%	14.62%	100.00%
67	Douglas Rd	Zinfandel Dr	Rancho Cordova CL	0.18%	0.65%	17.05%	28.86%	0.29%	0.58%	38.89%	13.50%	100.00%
68	Douglas Rd Ext	Mather Rd	Kiefer Blvd	0.05%	0.60%	2.02%	75.20%	0.02%	0.05%	6.27%	15.80%	100.00%
69	Douglas Rd Ext	Kiefer Blvd	Rock Creek Pkwy	0.22%	1.04%	0.37%	76.16%	0.42%	0.36%	3.39%	18.04%	100.00%
70	Douglas Rd Ext	Rock Creek Pkwy	Excelsior Rd	0.27%	1.27%	0.38%	73.99%	0.57%	0.42%	3.26%	19.85%	100.00%
76	Eagles Nest Rd	Kiefer Blvd	N Bridgewater Dr	0.03%	0.31%	0.09%	67.88%	0.46%	0.03%	16.10%	15.10%	100.00%
77	Eagles Nest Rd	N Bridgewater Dr	S Bridgewater Dr	0.03%	0.27%	0.09%	69.02%	0.47%	0.02%	15.32%	14.79%	100.00%
78	Eagles Nest Rd	S Bridgewater Dr	Jackson Rd	0.02%	0.10%	1.10%	71.73%	0.52%	0.03%	12.42%	14.09%	100.00%
87	Easton Valley Pkwy	Hazel Ave	Glenborough Dr	0.15%	0.62%	73.09%	1.86%	0.05%	0.13%	3.73%	20.38%	100.00%
88	Easton Valley Pkwy	Glenborough Dr	Prairie City Rd	0.00%	0.03%	78.53%	0.40%	0.08%	0.00%	5.45%	15.52%	100.00%
96	El Centro Rd	San Juan Ave	El Camino Ave	6.72%	0.10%	0.08%	0.85%	0.02%	7.80%	65.10%	19.31%	100.00%
97	Elder Creek Rd	South Watt Ave	Hedge Ave	0.20%	0.30%	0.93%	71.64%	0.17%	0.22%	4.12%	22.42%	100.00%
98	Elder Creek Rd	Hedge Ave	Mayhew Rd	0.09%	0.18%	1.39%	71.71%	0.24%	0.06%	5.97%	20.37%	100.00%
99	Elder Creek Rd	Mayhew Rd	Bradshaw Rd	0.01%	0.00%	1.67%	75.87%	0.27%	0.01%	5.40%	16.76%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
100	Elder Creek Rd	Bradshaw Rd	Vineyard Rd	0.02%	0.02%	1.95%	78.34%	0.26%	0.03%	5.24%	14.15%	100.00%
101	Elder Creek Rd	Vineyard Rd	Excelsior Rd	0.06%	0.12%	2.44%	80.52%	0.24%	0.09%	4.70%	11.83%	100.00%
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	0.11%	0.96%	0.00%	46.17%	0.23%	0.09%	16.02%	36.42%	100.00%
103	Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	0.04%	0.66%	0.00%	37.62%	0.23%	0.12%	15.49%	45.84%	100.00%
104	Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	0.01%	0.70%	0.03%	40.85%	0.32%	0.03%	20.91%	37.16%	100.00%
105	Elkhorn Blvd	Metro Air Pkwy	Greenbrier W Limits	20.92%	0.14%	0.09%	0.56%	0.01%	39.93%	15.71%	22.64%	100.00%
106	Elkhorn Blvd	Greenbrier W Limits	SR 99	25.20%	0.11%	0.06%	0.65%	0.02%	44.80%	12.05%	17.11%	100.00%
107	Elkhorn Blvd	SR 99	E Commerce Way	53.41%	0.09%	0.06%	0.50%	0.03%	18.57%	10.23%	17.09%	100.00%
108	Elkhorn Blvd	E. Commerce Way	Natomas Blvd	47.51%	0.19%	0.02%	0.12%	0.01%	14.92%	12.42%	24.80%	100.00%
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	36.94%	0.75%	0.00%	0.01%	0.00%	5.64%	15.10%	41.55%	100.00%
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	37.66%	1.18%	0.01%	0.03%	0.00%	5.36%	13.01%	42.75%	100.00%
111	Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	29.78%	0.25%	0.01%	0.06%	0.00%	6.52%	12.18%	51.20%	100.00%
112	Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	26.24%	0.21%	0.02%	0.03%	0.00%	5.24%	20.11%	48.15%	100.00%
113	Elkhorn Blvd	Dry Creek Rd	16th St	21.10%	0.21%	0.03%	0.02%	0.00%	5.39%	24.18%	49.07%	100.00%
114	Elkhorn Blvd	16th St	24th St	24.68%	0.25%	0.06%	0.01%	0.00%	5.35%	9.50%	60.14%	100.00%
115	Elkhorn Blvd	24th St	Watt Ave	27.38%	0.80%	0.11%	0.32%	0.01%	3.15%	4.48%	63.76%	100.00%
116	Elkhorn Blvd	Watt Ave	Walegra Rd	19.72%	1.08%	0.25%	0.21%	0.00%	2.57%	6.33%	69.83%	100.00%
117	Elkhorn Blvd	Walegra Rd	Don Julio Blvd	18.26%	1.43%	0.43%	0.18%	0.00%	2.42%	8.56%	68.73%	100.00%
122	Elverta Rd	Power Line Rd	SR 99	34.62%	0.03%	0.00%	0.00%	0.00%	49.29%	9.94%	6.11%	100.00%
123	Elverta Rd	SR 99	Rio Linda Blvd	57.90%	0.08%	0.05%	0.35%	0.02%	12.92%	17.33%	11.36%	100.00%
124	Elverta Rd	Rio Linda Blvd	Elverta SP W Limit	58.62%	0.41%	0.04%	0.16%	0.01%	4.56%	8.33%	27.88%	100.00%
125	Elverta Rd	Elverta SP W Limit	Elverta SP E Limit	41.85%	0.44%	0.09%	0.06%	0.00%	5.73%	8.12%	43.70%	100.00%
126	Elverta Rd	Elverta SP E Limit	Watt Ave	37.77%	0.43%	0.09%	0.04%	0.00%	4.68%	9.65%	47.33%	100.00%
131	Excelsior Rd	Douglas Rd Ext	Collector WJ-1	0.26%	1.19%	0.36%	74.20%	0.57%	0.40%	3.24%	19.78%	100.00%
132	Excelsior Rd	Collector WJ-1	Collector WJ-2	0.16%	0.95%	0.40%	76.30%	0.57%	0.21%	3.03%	18.37%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
133	Excelsior Rd	Collector WJ-2	Jackson Rd	0.09%	0.82%	0.63%	75.34%	0.68%	0.15%	3.50%	18.79%	100.00%
134	Excelsior Rd	Jackson Rd	Collector WJ-6	0.05%	0.21%	2.25%	78.38%	0.42%	0.06%	4.25%	14.39%	100.00%
135	Excelsior Rd	Collector WJ-6	Elder Creek Rd	0.05%	0.19%	2.24%	77.92%	0.43%	0.06%	4.39%	14.72%	100.00%
136	Excelsior Rd	Elder Creek Rd	Florin Rd	0.12%	0.42%	0.09%	75.45%	0.79%	0.18%	0.88%	22.07%	100.00%
144	Fair Oaks Blvd	El Camino Ave	Marconi Ave	0.02%	6.83%	0.04%	8.06%	0.00%	0.00%	7.83%	77.23%	100.00%
145	Fair Oaks Blvd	Marconi Ave	Engle Rd	0.18%	7.70%	0.07%	5.77%	0.00%	0.06%	6.26%	79.96%	100.00%
146	Fair Oaks Blvd	Engle Rd	Manzanita Ave	0.18%	7.63%	0.35%	4.03%	0.00%	0.00%	4.51%	83.29%	100.00%
147	Fair Oaks Blvd	Manzanita Ave	Marshall Ave	1.91%	12.38%	1.79%	0.59%	0.01%	0.32%	4.76%	78.24%	100.00%
154	Florin Rd	Franklin Blvd	Bowling Dr	0.07%	0.09%	0.44%	15.42%	0.48%	0.05%	30.75%	52.71%	100.00%
155	Florin Rd	Bowling Dr	SR-99	0.13%	0.23%	0.37%	13.80%	0.35%	0.04%	27.44%	57.64%	100.00%
156	Florin Rd	SR-99	65th St	0.43%	0.16%	0.27%	24.47%	0.21%	0.35%	13.47%	60.64%	100.00%
158	Florin Rd	Stockton Blvd	Power Inn Rd	0.35%	0.07%	0.49%	37.59%	0.15%	0.35%	6.32%	54.67%	100.00%
160	Florin Rd	Florin Perkins Rd	S. Watt Ave	0.16%	0.12%	1.04%	63.16%	0.15%	0.25%	3.16%	31.96%	100.00%
161	Florin Rd	S. Watt Ave	Hedge Ave	0.17%	0.04%	2.27%	58.84%	0.25%	0.24%	4.09%	34.10%	100.00%
162	Florin Rd	Hedge Ave	Waterman Rd	0.16%	0.07%	2.23%	61.09%	0.23%	0.22%	3.79%	32.21%	100.00%
163	Florin Rd	Waterman Rd	Bradshaw Rd	0.11%	0.14%	2.86%	65.57%	0.26%	0.13%	3.24%	27.69%	100.00%
164	Florin Rd	Bradshaw Rd	Vineyard Rd	0.12%	0.15%	3.47%	69.10%	0.29%	0.13%	3.21%	23.53%	100.00%
165	Florin Rd	Vineyard Rd	Excelsior Rd	0.03%	0.00%	4.62%	67.74%	0.41%	0.01%	3.79%	23.40%	100.00%
166	Florin Rd	Excelsior Rd	Eagles Nest Rd	0.01%	0.02%	5.94%	58.44%	0.48%	0.00%	4.36%	30.75%	100.00%
167	Florin Rd	Eagles Nest Rd	Sunrise Blvd	0.00%	0.01%	7.40%	54.57%	0.59%	0.00%	5.43%	32.01%	100.00%
177	Fruitridge Rd	South Watt Ave	Hedge Ave	0.11%	0.23%	1.44%	62.69%	0.19%	0.18%	16.27%	18.89%	100.00%
178	Fruitridge Rd	Hedge Ave	Collector WJ-12	0.08%	0.33%	1.54%	62.75%	0.18%	0.18%	20.35%	14.58%	100.00%
179	Fruitridge Rd	Collector WJ-12	Mayhew Rd	0.04%	0.40%	1.62%	63.27%	0.19%	0.08%	20.20%	14.21%	100.00%
190	Gerber Rd	Elk Grove-Florin Rd	Waterman Rd	0.12%	0.31%	0.37%	58.92%	0.06%	0.25%	2.41%	37.55%	100.00%
191	Gerber Rd	Waterman Rd	Bradshaw Rd	0.10%	0.17%	0.43%	60.25%	0.09%	0.23%	0.35%	38.38%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
192	Gerber Rd	Bradshaw Rd	Vineyard Rd	0.15%	0.25%	0.97%	66.86%	0.13%	0.18%	0.34%	31.12%	100.00%
193	Gerber Rd	Vineyard Rd	Excelsior Rd	0.00%	0.01%	3.31%	50.13%	0.22%	0.00%	0.59%	45.74%	100.00%
194	Glenborough Dr	Folsom Blvd	Easton Valley Pkwy	0.17%	0.73%	70.29%	1.17%	0.01%	0.09%	0.48%	27.06%	100.00%
195	Grant Line Rd	White Rock Rd	Douglas Rd	0.02%	0.14%	26.72%	18.43%	0.75%	0.00%	41.55%	12.39%	100.00%
196	Grant Line Rd	Douglas Rd	Chrysanthy Blvd	0.06%	0.17%	43.12%	16.15%	0.72%	0.06%	29.23%	10.48%	100.00%
197	Grant Line Rd	Chrysanthy Blvd	Kiefer Blvd	0.04%	0.10%	34.86%	22.67%	0.95%	0.05%	28.81%	12.54%	100.00%
198	Grant Line Rd	Kiefer Blvd	Rancho Cordova Pkwy	0.00%	0.05%	23.68%	27.38%	1.28%	0.01%	32.00%	15.60%	100.00%
199	Grant Line Rd	Rancho Cordova Pkwy	Jackson Rd	0.01%	0.05%	19.62%	28.17%	1.49%	0.03%	33.25%	17.39%	100.00%
200	Grant Line Rd	Jackson Rd	Sunrise Blvd	0.00%	0.03%	16.17%	2.58%	1.15%	0.00%	59.22%	20.85%	100.00%
201	Grant Line Rd	Sunrise Blvd	Eagles Nest Rd	0.02%	0.16%	10.06%	8.72%	0.98%	0.00%	53.47%	26.59%	100.00%
202	Grant Line Rd	Eagles Nest Rd	Calvine Rd	0.01%	0.13%	10.00%	10.36%	1.12%	0.00%	59.18%	19.20%	100.00%
203	Grant Line Rd	Bond Rd	Elk Grove Blvd	0.00%	0.15%	7.86%	18.52%	1.37%	0.00%	57.62%	14.48%	100.00%
204	Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	0.00%	0.19%	8.02%	18.22%	1.53%	0.00%	57.59%	14.45%	100.00%
205	Grant Line Rd	Bradshaw Rd	Waterman Rd	0.01%	0.74%	4.38%	27.49%	3.04%	0.01%	37.48%	26.85%	100.00%
208	Greenback Lane	Fair Oaks Blvd	Kenneth Ave	2.72%	7.66%	0.74%	0.22%	0.00%	0.34%	23.46%	64.86%	100.00%
209	Greenback Lane	Kenneth Ave	Hazel Ave	3.06%	6.04%	1.22%	0.39%	0.01%	0.35%	32.52%	56.42%	100.00%
214	Hazel Ave	Placer CL	Oak Ave	0.00%	3.72%	5.61%	4.05%	0.07%	0.00%	51.60%	34.95%	100.00%
215	Hazel Ave	Oak Ave	Central Ave	0.04%	5.24%	5.70%	4.81%	0.08%	0.01%	40.99%	43.14%	100.00%
216	Hazel Ave	Central Ave	Greenback Ln	0.00%	4.15%	6.47%	5.47%	0.09%	0.00%	46.56%	37.27%	100.00%
217	Hazel Ave	Greenback Ln	Pershing Ave	0.37%	4.22%	6.86%	5.49%	0.08%	0.04%	42.58%	40.35%	100.00%
218	Hazel Ave	Pershing Ave	Madison Ave	0.32%	4.20%	7.21%	5.81%	0.09%	0.01%	42.06%	40.31%	100.00%
219	Hazel Ave	Madison Ave	Sunset Ave	0.81%	4.34%	7.44%	5.21%	0.07%	0.00%	37.83%	44.29%	100.00%
224	Hazel Ave	Atlanta St	Easton Valley Pkwy	0.56%	2.91%	23.92%	1.17%	0.00%	0.09%	42.14%	29.22%	100.00%
234	Jackson Rd	14th Ave	Rock Creek Pkwy	0.48%	0.09%	1.17%	56.32%	0.38%	1.13%	17.49%	22.93%	100.00%
235	Jackson Rd	Rock Creek Pkwy	Aspen 1 Driveway	0.54%	0.16%	1.38%	63.30%	0.45%	1.20%	9.65%	23.32%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
236	Jackson Rd	Aspen 1 Driveway	South Watt Ave	0.54%	0.16%	1.38%	63.30%	0.45%	1.20%	9.65%	23.32%	100.00%
237	Jackson Rd	South Watt Ave	Hedge Ave	0.86%	1.04%	1.54%	62.04%	0.53%	0.95%	6.56%	26.47%	100.00%
238	Jackson Rd	Hedge Ave	Collector WJ-3	0.78%	0.91%	1.62%	58.19%	0.55%	0.87%	6.69%	30.38%	100.00%
239	Jackson Rd	Collector WJ-3	Mayhew Rd	0.83%	0.98%	1.78%	61.00%	0.59%	0.90%	7.24%	26.68%	100.00%
240	Jackson Rd	Mayhew Rd	Bradshaw Rd	0.53%	0.62%	2.02%	63.50%	0.54%	0.59%	5.45%	26.75%	100.00%
241	Jackson Rd	Bradshaw Rd	Collector WJ-4	0.58%	1.00%	2.88%	64.20%	0.71%	0.77%	8.28%	21.57%	100.00%
242	Jackson Rd	Collector WJ-4	Happy Lane	0.57%	0.96%	2.94%	65.00%	0.70%	0.76%	8.16%	20.91%	100.00%
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	0.59%	0.96%	3.07%	64.15%	0.73%	0.79%	8.51%	21.20%	100.00%
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	0.54%	0.66%	4.42%	63.78%	0.97%	0.71%	11.07%	17.85%	100.00%
245	Jackson Rd	Collector WJ-5	Collector WJ-6	0.56%	0.65%	4.95%	61.47%	1.08%	0.73%	12.30%	18.25%	100.00%
246	Jackson Rd	Collector WJ-6	Excelsior Rd	0.50%	0.55%	4.87%	63.87%	1.03%	0.63%	11.48%	17.07%	100.00%
247	Jackson Rd	Excelsior Rd	Collector JT-3	0.31%	0.55%	4.73%	64.09%	1.00%	0.42%	11.34%	17.55%	100.00%
248	Jackson Rd	Collector JT-3	Tree View Lane	0.33%	0.57%	6.63%	57.39%	1.28%	0.51%	14.63%	18.67%	100.00%
249	Jackson Rd	Tree View Lane	Collector JT-4	0.33%	0.60%	7.93%	53.30%	1.48%	0.53%	16.50%	19.32%	100.00%
250	Jackson Rd	Collector JT-4	Eagles Nest Rd	0.35%	0.61%	8.68%	49.96%	1.62%	0.54%	17.98%	20.26%	100.00%
251	Jackson Rd	Eagles Nest Rd	Rockbridge Dr	0.34%	0.59%	8.96%	49.65%	1.64%	0.52%	17.76%	20.54%	100.00%
252	Jackson Rd	Rockbridge Dr	Sunrise Blvd	0.32%	0.56%	9.41%	49.81%	1.64%	0.50%	17.21%	20.54%	100.00%
253	Jackson Rd	Sunrise Blvd	Grant Line Rd	0.23%	0.45%	10.16%	40.49%	2.43%	0.35%	20.85%	25.04%	100.00%
260	Kiefer Blvd	Bradshaw Rd	Collector WJ-14	0.62%	2.52%	2.17%	49.47%	0.14%	0.92%	11.37%	32.79%	100.00%
261	Kiefer Blvd	Collector WJ-14	Routier Ext	0.65%	2.65%	2.56%	48.67%	0.15%	1.01%	12.50%	31.81%	100.00%
262	Kiefer Blvd	Routier Ext	Happy Lane	0.63%	2.56%	2.54%	50.22%	0.15%	0.98%	13.78%	29.13%	100.00%
263	Kiefer Blvd	Happy Lane	Collector WJ-15	0.47%	2.00%	2.35%	55.76%	0.25%	0.74%	12.15%	26.29%	100.00%
264	Kiefer Blvd	Collector WJ-15	Douglas Rd Ext	0.47%	2.00%	2.35%	55.76%	0.25%	0.74%	12.15%	26.29%	100.00%
265	Kiefer Blvd	Douglas Rd Ext	Excelsior Rd	0.58%	2.15%	3.58%	52.35%	0.00%	0.94%	15.88%	24.52%	100.00%
266	Kiefer Blvd	Excelsior Rd	Tree View Lane	0.55%	2.02%	3.89%	53.14%	0.01%	0.86%	16.46%	23.07%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
267	Kiefer Blvd	Tree View Lane	Eagles Nest Rd	0.38%	1.62%	4.05%	59.02%	0.02%	0.63%	14.82%	19.45%	100.00%
268	Kiefer Blvd	Eagles Nest Rd	W Collector MS-1	0.43%	1.69%	4.92%	54.94%	0.00%	0.72%	17.82%	19.47%	100.00%
269	Kiefer Blvd	W Collector MS-1	Northbridge Dr	0.44%	1.71%	5.59%	53.27%	0.01%	0.70%	19.22%	19.06%	100.00%
270	Kiefer Blvd	Northbridge Dr	E Collector MS-1	0.40%	1.60%	5.55%	55.81%	0.01%	0.63%	18.00%	18.00%	100.00%
271	Kiefer Blvd	E Collector MS-1	Sunrise Blvd	0.30%	1.29%	6.60%	58.58%	0.09%	0.50%	14.85%	17.80%	100.00%
279	Madison Ave	I-80	Auburn Blvd	5.37%	12.07%	0.21%	0.05%	0.01%	0.53%	4.10%	77.66%	100.00%
285	Madison Ave	Sunrise Blvd	Fair Oaks Blvd	1.83%	9.97%	1.65%	0.02%	0.00%	0.30%	8.88%	77.34%	100.00%
286	Madison Ave	Fair Oaks Blvd	Kenneth Ave	2.32%	7.95%	3.71%	0.24%	0.00%	0.20%	15.11%	70.48%	100.00%
287	Madison Ave	Kenneth Ave	Hazel Ave	1.92%	8.37%	3.08%	0.43%	0.00%	0.17%	13.98%	72.06%	100.00%
292	Manzanita Ave	Fair Oaks Blvd	Cypress Ave	2.13%	11.41%	1.17%	3.02%	0.01%	0.33%	7.88%	74.06%	100.00%
305	Mayhew Rd	Happy Lane	Bradshaw Rd	0.01%	0.23%	0.09%	56.86%	0.13%	0.01%	23.51%	19.16%	100.00%
306	Mayhew Rd	Bradshaw Rd	Jackson Rd	0.05%	1.13%	0.73%	57.25%	0.03%	0.01%	16.14%	24.66%	100.00%
307	Mayhew Rd	Jackson Rd	Rock Creek Pkwy	0.04%	0.97%	1.26%	58.08%	0.10%	0.01%	15.87%	23.67%	100.00%
308	Mayhew Rd	Rock Creek Pkwy	Fruitridge Rd	0.02%	0.91%	1.15%	57.82%	0.10%	0.01%	16.42%	23.58%	100.00%
309	Mayhew Rd	Fruitridge Rd	Collector WJ-13	0.02%	1.13%	0.66%	58.98%	0.03%	0.02%	11.46%	27.69%	100.00%
310	Mayhew Rd	Collector WJ-13	Elder Creek Rd	0.02%	0.92%	0.66%	61.75%	0.05%	0.02%	10.31%	26.27%	100.00%
311	Metro Air Pkwy	I-5	Elkhorn Blvd	2.16%	0.31%	0.33%	3.07%	0.08%	61.61%	25.37%	7.08%	100.00%
312	Metro Air Pkwy	Elkhorn Blvd	Elverta Rd	9.31%	0.24%	0.34%	2.33%	0.08%	51.93%	27.28%	8.49%	100.00%
313	MLK Blvd	Fruitridge Rd	SR 99	0.34%	0.57%	0.06%	4.09%	0.24%	0.06%	52.59%	42.05%	100.00%
314	MLK Blvd	SR 99	Franklin Rd	0.31%	0.57%	0.12%	10.17%	0.19%	0.04%	31.63%	56.97%	100.00%
315	North Loop Rd	Grant Line Rd	Town Center Blvd	0.22%	0.64%	91.55%	0.84%	0.00%	0.21%	0.00%	6.54%	100.00%
316	North Loop Rd	Town Center Blvd	Street D	0.11%	0.37%	90.42%	3.19%	0.07%	0.09%	0.00%	5.74%	100.00%
318	Oak Ave	Hazel Ave	Main Ave	1.83%	3.37%	1.96%	0.13%	0.01%	0.30%	54.82%	37.59%	100.00%
320	Old Placerville Rd	Bradshaw Rd	Granby Dr	3.88%	5.71%	4.71%	0.12%	0.01%	0.48%	20.42%	64.68%	100.00%
321	Old Placerville Rd	Granby Dr	Happy Lane	0.23%	2.63%	0.74%	31.95%	0.06%	0.07%	6.78%	57.53%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
322	Old Placerville Rd	Happy Lane	Routier Rd	0.00%	1.58%	0.13%	40.44%	0.11%	0.00%	14.35%	43.39%	100.00%
324	Pasadena Ave	Cypress Ave	Winding Wy	4.81%	8.73%	0.99%	0.04%	0.02%	1.20%	6.49%	77.72%	100.00%
330	Prairie City Rd	US 50	Easton Valley Pkwy	0.28%	1.15%	26.44%	7.44%	0.42%	0.14%	44.36%	19.77%	100.00%
331	Prairie City Rd	Easton Valley Pkwy	White Rock Rd	0.21%	0.75%	31.09%	9.86%	0.55%	0.03%	35.65%	21.85%	100.00%
334	Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	23.86%	1.24%	0.02%	0.35%	0.01%	0.28%	17.59%	56.65%	100.00%
335	Rio Linda Blvd	Marysville Blvd	Sacramento CL	33.89%	2.47%	0.02%	0.37%	0.01%	0.21%	16.87%	46.16%	100.00%
338	Roseville Rd	Airbase Dr	Palm Ave	13.90%	1.07%	0.00%	4.02%	0.02%	0.00%	9.60%	71.37%	100.00%
339	Roseville Rd	Palm Ave	Walerga Rd	14.17%	1.12%	0.00%	4.23%	0.02%	0.00%	10.52%	69.93%	100.00%
340	Roseville Rd	Walerga Rd	Elkhorn Blvd	16.33%	3.32%	0.00%	2.25%	0.01%	0.00%	11.14%	66.94%	100.00%
341	Roseville Rd	Elkhorn Blvd	Antelope Rd	16.03%	2.71%	0.00%	1.07%	0.02%	0.13%	8.41%	71.63%	100.00%
342	Roseville Rd	Antelope Rd	Placer Co Line	14.61%	1.89%	0.00%	0.88%	0.02%	1.22%	20.93%	60.47%	100.00%
344	South Watt Ave	Kiefer Blvd	Jackson Rd	0.95%	3.11%	0.37%	39.90%	0.16%	0.29%	5.19%	50.03%	100.00%
345	South Watt Ave	Jackson Rd	Rock Creek Pkwy	0.64%	2.46%	0.11%	41.82%	0.05%	0.49%	8.39%	46.04%	100.00%
346	South Watt Ave	Rock Creek Pkwy	Fruitridge Rd	0.51%	2.27%	0.11%	36.60%	0.07%	0.32%	14.80%	45.33%	100.00%
347	South Watt Ave	Fruitridge Rd	Elder Creek Rd	0.36%	1.54%	0.14%	36.04%	0.16%	0.23%	23.87%	37.66%	100.00%
348	South Watt Ave	Elder Creek Rd	Florin Rd	0.12%	1.05%	0.02%	44.31%	0.19%	0.05%	15.98%	38.27%	100.00%
353	Stockton Blvd	65th Ave	Florin Rd	0.02%	0.31%	0.17%	12.84%	0.15%	0.00%	30.41%	56.10%	100.00%
354	Stockton Blvd	Florin Rd	Gerber Rd	0.11%	0.24%	0.10%	12.95%	0.17%	0.09%	23.61%	62.71%	100.00%
355	Stockton Blvd	Gerber Rd	Elsie Ave	0.06%	0.23%	0.07%	14.77%	0.29%	0.11%	31.04%	53.42%	100.00%
356	Stockton Blvd	Elsie Ave	SR-99	0.00%	0.23%	0.14%	5.86%	0.60%	0.00%	47.48%	45.69%	100.00%
362	Sunrise Blvd	Gold Country Blvd	Coloma Rd	1.94%	5.96%	1.23%	5.84%	0.06%	0.06%	36.68%	48.24%	100.00%
363	Sunrise Blvd	Douglas Rd	Kiefer Blvd	0.12%	0.77%	1.44%	29.69%	1.30%	0.13%	45.44%	21.10%	100.00%
364	Sunrise Blvd	Kiefer Blvd	Jackson Rd	0.03%	0.38%	1.15%	29.65%	2.16%	0.00%	38.44%	28.20%	100.00%
365	Sunrise Blvd	Jackson Rd	Florin Rd	0.01%	0.19%	4.98%	37.30%	0.68%	0.00%	27.37%	29.47%	100.00%
366	Sunrise Blvd	Florin Rd	Grant Line Rd	0.03%	0.38%	1.60%	17.29%	0.74%	0.01%	50.54%	29.42%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
369	Tree View Rd	Kiefer Blvd	Jackson Rd	0.14%	0.36%	1.29%	88.23%	0.11%	0.19%	0.00%	9.68%	100.00%
370	University Blvd	Grant Line Rd	Town Center Blvd	0.11%	0.30%	85.76%	7.19%	0.17%	0.11%	0.00%	6.36%	100.00%
371	University Blvd	Town Center Blvd	Street A	0.09%	0.25%	88.02%	6.00%	0.14%	0.10%	0.00%	5.40%	100.00%
372	Vineyard Rd	Jackson Road	Rock Creek Pkwy	0.24%	0.68%	0.58%	77.77%	0.12%	0.44%	1.26%	18.92%	100.00%
373	Vineyard Rd	Rock Creek Pkwy	Elder Creek Rd	0.24%	0.69%	0.11%	76.47%	0.16%	0.46%	1.10%	20.77%	100.00%
374	Vineyard Rd	Elder Creek Rd	Florin Rd	0.18%	0.68%	0.16%	68.81%	0.30%	0.37%	0.61%	28.90%	100.00%
375	Vineyard Rd	Florin Rd	Gerber Rd	0.05%	0.35%	0.69%	63.38%	0.39%	0.19%	0.80%	34.14%	100.00%
376	Vineyard Road	Gerber Rd	Calvine Rd	0.08%	0.56%	0.50%	40.22%	0.59%	0.31%	1.15%	56.59%	100.00%
388	Waterman Rd	Elder Creek Rd	Florin Rd	0.03%	0.82%	0.63%	62.90%	0.08%	0.01%	9.75%	25.78%	100.00%
389	Waterman Rd	Florin Rd	Gerber Rd	0.06%	0.74%	0.41%	60.07%	0.10%	0.07%	10.98%	27.58%	100.00%
390	Waterman Rd	Gerber Rd	Vintage Park Dr	0.01%	0.86%	0.31%	49.36%	0.19%	0.01%	16.86%	32.40%	100.00%
392	Watt Ave	Placer CL	Elverta Rd	16.04%	2.84%	0.16%	2.43%	0.01%	0.57%	21.11%	56.84%	100.00%
393	Watt Ave	Elverta Rd	Antelope Rd	19.17%	3.04%	0.23%	2.40%	0.01%	1.37%	15.77%	58.02%	100.00%
394	Watt Ave	Antelope Rd	Elkhorn Blvd	19.24%	2.43%	0.12%	2.41%	0.02%	0.06%	10.75%	64.97%	100.00%
395	Watt Ave	Elkhorn Blvd	Don Julio Blvd	16.39%	2.21%	0.00%	3.09%	0.03%	0.32%	8.83%	69.14%	100.00%
396	Watt Ave	Don Julio Blvd	Airbase Dr	15.56%	1.93%	0.01%	2.67%	0.03%	0.26%	7.74%	71.81%	100.00%
397	Watt Ave	Airbase Dr	Roseville Rd	14.05%	2.40%	0.06%	2.79%	0.02%	0.06%	5.98%	74.64%	100.00%
398	Watt Ave	Roseville Rd	I-80	12.12%	2.66%	0.06%	5.39%	0.03%	0.07%	4.74%	74.93%	100.00%
408	White Rock Rd	R Cordova Limits	Americanos Blvd	0.52%	1.61%	2.91%	0.22%	0.03%	0.43%	78.01%	16.27%	100.00%
409	White Rock Rd	Americanos Blvd	Grant Line Rd	0.01%	0.04%	2.25%	7.05%	0.05%	0.01%	85.17%	5.41%	100.00%
410	White Rock Rd	Grant Line Rd	Prairie City Rd	0.02%	0.11%	18.76%	16.15%	0.56%	0.00%	54.18%	10.21%	100.00%
411	White Rock Rd	Prairie City Rd	Scott Rd (W)	0.01%	0.03%	13.23%	17.69%	0.51%	0.00%	58.12%	10.41%	100.00%
412	White Rock Rd	Scott Rd (W)	Scott Rd (E)	0.00%	0.00%	13.13%	17.82%	0.51%	0.00%	58.65%	9.89%	100.00%
413	White Rock Rd	Scott Rd (E)	El Dorado Co Line	0.00%	0.00%	9.22%	13.83%	0.39%	0.00%	69.42%	7.13%	100.00%
416	Winding Way	Auburn Blvd	Pasadena Ave	4.00%	11.09%	0.80%	0.07%	0.02%	1.13%	5.22%	77.68%	100.00%

Table C-1
Percent Use of Roadway Segments

Segment				Percent use of Roadway in 2050								
#	Roadway	From	To	From New Development by SCTDF District							From Existing Uses	Total
				1	2	3	4	5	6	Thru Trips		
417	Winding Way	Pasadena Ave	College Oak Dr	0.47%	23.35%	0.02%	0.10%	0.02%	0.47%	0.14%	75.43%	100.00%
418	Winding Way	College Oak Dr	Garfield Ave	0.44%	18.99%	0.46%	1.94%	0.00%	0.14%	0.10%	77.93%	100.00%
422	Zinfandel Dr	City Limit	Douglas Rd	0.25%	0.72%	14.50%	35.20%	0.34%	0.70%	36.08%	12.21%	100.00%
423	Zinfandel Dr	Douglas Rd	Collector MS-2	0.12%	0.51%	0.61%	74.55%	0.22%	0.24%	8.76%	14.98%	100.00%
424	Zinfandel Dr	Collector MS-2	Collector MS-3	0.03%	0.36%	0.30%	73.25%	0.29%	0.05%	11.81%	13.90%	100.00%
425	Zinfandel Dr	Collector MS-3	Collector MS-4	0.04%	0.31%	0.78%	72.62%	0.33%	0.01%	11.72%	14.20%	100.00%
426	Zinfandel Dr	Collector MS-4	Kiefer Blvd	0.06%	0.41%	0.00%	72.87%	0.27%	0.05%	11.45%	14.90%	100.00%
1003	Meister Way	Elkhorn Blvd	Metro Air Pkwy	15.57%	0.00%	0.00%	0.00%	0.00%	29.11%	21.82%	33.49%	100.00%
1004	Meister Way	Metro Air Pkwy	Lone Tree Rd	6.14%	0.10%	0.03%	0.60%	0.01%	66.60%	15.90%	10.62%	100.00%
1005	Routier Ext	Old Placerville Rd	Happy Lane	0.00%	0.29%	0.09%	59.06%	0.22%	0.00%	21.88%	18.45%	100.00%
1006	Routier Ext	Happy Lane	Kiefer Blvd	0.01%	0.23%	0.05%	54.75%	0.11%	0.00%	23.07%	21.78%	100.00%
1007	Routier Ext	Kiefer Blvd	Mayhew	0.00%	0.20%	0.06%	55.29%	0.12%	0.00%	25.13%	19.20%	100.00%
1008	French Rd	Florin Rd	Gerber Rd	0.07%	0.21%	0.18%	26.68%	0.05%	0.07%	8.38%	64.37%	100.00%
1009	Grant Line Rd	University Blvd	Kiefer Blvd	0.02%	0.17%	39.15%	38.37%	1.52%	0.01%	0.03%	20.72%	100.00%
1010	Kammerer Rd	Lent Ranch Rd	Bruceville Rd	0.63%	0.55%	5.31%	39.65%	3.88%	1.09%	10.69%	38.20%	100.00%
1011	Kammerer Rd	Bruceville Rd	I-5	1.40%	0.20%	4.80%	34.56%	2.80%	3.01%	20.73%	32.49%	100.00%
1012	Grant Line Rd	Calvine Rd	Elk Grove limits	0.01%	0.13%	10.00%	10.36%	1.12%	0.00%	59.18%	19.20%	100.00%
1019	Elverta Rd	E Commerce	Natomas Blvd	62.14%	0.48%	0.01%	0.24%	0.02%	9.99%	4.02%	23.11%	100.00%
1020	Elverta Rd	Natomas Blvd	Rio Linda Blvd	59.04%	0.77%	0.02%	0.17%	0.01%	5.36%	2.65%	31.98%	100.00%
1021	E Commerce	Elkhorn Blvd	Elverta Rd	81.62%	0.05%	0.04%	0.39%	0.02%	8.07%	3.83%	5.99%	100.00%

Source: DKS Associates, 2018

Table C-2
Percent Use of Intersections

			Percent use of Roadway in 2050								
No	Roadway 1	Roadway 2	From New Development by SCTDF District						Thru Trips	From Existing Uses	Total
			1	2	3	4	5	6			
12	South Watt Ave	Folsom Blvd	0.91%	4.03%	0.58%	27.93%	0.08%	0.36%	9.74%	56.37%	100%
14	South Watt Ave	Kiefer Blvd	0.95%	2.78%	0.49%	39.05%	0.10%	0.38%	7.29%	48.94%	100%
16	South Watt Ave	Jackson Rd	0.77%	1.71%	0.82%	51.96%	0.31%	0.75%	7.59%	36.10%	100%
17	South Watt Ave	Fruitridge Rd	0.33%	1.46%	0.54%	42.85%	0.13%	0.24%	18.87%	35.58%	100%
18	South Watt Ave	Elder Creek Rd	0.19%	0.85%	0.56%	52.19%	0.21%	0.14%	13.46%	32.39%	100%
20	South Watt Ave	Florin Rd	0.14%	0.62%	0.72%	50.95%	0.21%	0.13%	10.83%	36.41%	100%
21	Elk Grove-Florin Rd	Gerber Rd	0.08%	0.62%	0.10%	44.18%	0.17%	0.19%	12.54%	42.12%	100%
23	Hedge Ave	Jackson Rd	0.81%	0.97%	1.36%	60.12%	0.50%	0.89%	6.38%	28.96%	100%
24	Hedge Ave	Fruitridge Rd	0.12%	0.31%	1.28%	60.17%	0.15%	0.19%	15.87%	21.90%	100%
25	Hedge Ave	Elder Creek Rd	0.19%	0.28%	1.02%	71.88%	0.17%	0.20%	4.49%	21.77%	100%
27	Hedge Ave	Florin Rd	0.15%	0.06%	2.19%	61.63%	0.23%	0.21%	4.19%	31.33%	100%
28	Mayhew Rd	Kiefer Blvd	0.44%	3.24%	1.29%	37.42%	0.07%	0.23%	7.58%	49.74%	100%
29	Mayhew Rd	Jackson Rd	0.42%	1.01%	1.60%	58.02%	0.36%	0.46%	12.88%	25.26%	100%
30	Mayhew Rd	Fruitridge Rd	0.01%	0.88%	1.18%	58.25%	0.10%	0.01%	16.48%	23.08%	100%
31	Mayhew Rd	Elder Creek Rd	0.02%	0.52%	1.20%	65.08%	0.15%	0.01%	9.38%	23.63%	100%
32	Zinfandel Dr	Woodring Dr	0.12%	0.52%	0.91%	74.64%	0.22%	0.24%	8.35%	15.00%	100%
36	Bradshaw Rd	Old Placerville Rd	0.29%	3.01%	1.79%	44.40%	0.09%	0.56%	10.36%	39.51%	100%
37	Bradshaw Rd	Kiefer Blvd	0.33%	2.99%	1.89%	50.45%	0.12%	0.47%	9.03%	34.71%	100%
38	Bradshaw Rd	Jackson Rd	0.42%	1.48%	1.77%	61.12%	0.52%	0.50%	9.11%	25.09%	100%
39	Bradshaw Rd	Elder Creek Rd	0.09%	0.92%	1.13%	66.19%	0.33%	0.08%	7.93%	23.33%	100%
40	Bradshaw Rd	Florin Rd	0.11%	0.91%	1.57%	60.32%	0.39%	0.11%	7.67%	28.92%	100%
41	Bradshaw Rd	Gerber Rd	0.07%	0.99%	0.55%	57.71%	0.42%	0.07%	7.69%	32.51%	100%
42	Happy Lane	Old Placerville Rd	0.13%	1.65%	0.55%	42.44%	0.11%	0.04%	12.25%	42.81%	100%
43	Happy Lane	Kiefer Blvd	0.47%	2.00%	2.52%	55.83%	0.25%	0.74%	11.87%	26.32%	100%
44	Excelsior Rd	Kiefer Blvd	0.52%	1.91%	3.06%	56.17%	0.01%	0.83%	13.96%	23.53%	100%
45	Excelsior Rd	Jackson Rd	0.26%	0.52%	3.45%	68.90%	0.83%	0.34%	8.70%	17.00%	100%
46	Excelsior Rd	Elder Creek Rd	0.04%	0.17%	2.17%	77.12%	0.45%	0.06%	4.58%	15.41%	100%
47	Excelsior Rd	Florin Rd	0.01%	0.09%	4.76%	61.83%	0.65%	0.00%	4.36%	28.28%	100%
48	Excelsior Rd	Gerber Rd	0.01%	0.21%	1.68%	64.69%	0.88%	0.00%	1.63%	30.91%	100%
52	Mather Blvd	Douglas Rd	0.02%	0.41%	7.28%	60.79%	0.09%	0.08%	16.93%	14.39%	100%
58	Zinfandel Dr	Douglas Rd	0.16%	0.61%	11.83%	43.77%	0.25%	0.47%	29.32%	13.57%	100%
59	Zinfandel Dr	Kiefer Blvd	0.31%	1.30%	3.14%	61.33%	0.11%	0.49%	15.04%	18.29%	100%
60	Zinfandel Dr	Jackson Rd	0.28%	0.48%	6.84%	53.66%	1.41%	0.42%	17.37%	19.53%	100%
61	Eagles Nest Rd	Florin Rd	0.00%	0.01%	5.53%	56.62%	0.60%	0.00%	9.74%	27.51%	100%
69	Sunrise Blvd	Kiefer Blvd	0.18%	0.90%	5.15%	40.44%	1.03%	0.25%	30.14%	21.92%	100%
70	Sunrise Blvd	Jackson Rd	0.17%	0.40%	7.61%	39.68%	1.79%	0.24%	24.76%	25.35%	100%
71	Sunrise Blvd	Florin Rd	0.01%	0.18%	6.66%	36.36%	0.65%	0.00%	26.80%	29.33%	100%
72	Sunrise Blvd	Grant Line Rd	0.01%	0.16%	11.94%	8.07%	0.96%	0.00%	55.32%	23.54%	100%

Table C-2
Percent Use of Intersections

			Percent use of Roadway in 2050								
No	Roadway 1	Roadway 2	From New Development by SCTDF District							From	Total
			1	2	3	4	5	6	Thru Trips	Existing Uses	
75	Hazel Ave	US 50/Folsom Blvd	0.65%	3.67%	20.53%	2.13%	0.03%	0.08%	38.67%	34.24%	100%
76	Prairie City Rd	White Rock Rd	0.02%	0.13%	25.38%	14.53%	0.51%	0.00%	49.10%	10.33%	100%
77	Grant Line Rd	White Rock Rd	0.02%	0.11%	25.82%	14.59%	0.53%	0.00%	49.72%	9.21%	100%
78	Grant Line Rd	Douglas Rd	0.08%	0.24%	44.67%	14.24%	0.62%	0.08%	30.05%	10.01%	100%
79	Grant Line Rd	Kiefer Blvd	0.02%	0.12%	26.96%	26.80%	1.07%	0.01%	30.33%	14.69%	100%
80	Grant Line Rd	Jackson Rd	0.09%	0.22%	13.80%	25.37%	3.04%	0.16%	31.72%	25.61%	100%
86	Power Inn Rd	Florin Rd	0.22%	0.31%	0.40%	31.87%	0.22%	0.24%	19.72%	47.02%	100%
87	Florin-Perkins Rd	Florin Rd	0.17%	0.15%	0.83%	48.87%	0.11%	0.29%	6.46%	43.12%	100%
88	Bradshaw Rd	Calvine Rd	0.06%	0.91%	2.19%	45.07%	0.77%	0.10%	17.34%	33.55%	100%
90	Excelsior Rd	Calvine Rd	0.03%	0.20%	4.94%	38.58%	1.17%	0.01%	19.66%	35.40%	100%
91	Grant Line Rd	Sloughhouse Rd	0.01%	0.13%	11.42%	10.15%	1.07%	0.00%	58.34%	18.87%	100%
92	Grant Line Rd	Calvine Rd	0.01%	0.13%	11.49%	10.05%	1.06%	0.00%	58.85%	18.42%	100%
96	14th Ave	Jackson Rd	0.48%	0.09%	1.10%	56.36%	0.38%	1.13%	17.46%	22.98%	100%
97	Rock Creek Pkwy	Jackson Rd	0.52%	0.53%	1.07%	51.91%	0.35%	1.00%	18.92%	25.70%	100%
106	Grant Line Rd	Rancho C Pkwy	0.01%	0.05%	20.87%	26.14%	1.38%	0.02%	35.28%	16.26%	100%
111	Grant Line Rd	Chrysanthy Blvd	0.05%	0.12%	40.55%	17.91%	0.75%	0.05%	29.93%	10.64%	100%
112	Hazel Ave	Easton Valley Pkwy	0.27%	1.10%	69.96%	3.28%	0.01%	0.23%	5.70%	19.45%	100%
200	Excelsior Rd	Collector WJ-1	0.23%	1.06%	0.56%	75.86%	0.53%	0.35%	2.74%	18.68%	100%
201	Excelsior Rd	Collector WJ-2	0.08%	0.79%	0.71%	77.27%	0.59%	0.13%	2.86%	17.57%	100%
202	Kiefer Blvd	W Collector MS-1	0.42%	1.68%	4.93%	55.67%	0.00%	0.71%	17.15%	19.42%	100%
203	Kiefer Blvd	Northbridge Dr	0.40%	1.60%	5.31%	56.87%	0.01%	0.64%	17.08%	18.10%	100%
204	Kiefer Blvd	E Collector MS-1	0.30%	1.23%	5.96%	60.98%	0.08%	0.47%	13.08%	17.90%	100%
300	Jackson Rd	Collector WJ-3	0.84%	0.98%	1.63%	61.00%	0.59%	0.93%	7.35%	26.68%	100%
301	Jackson Rd	Collector WJ-4	0.56%	0.96%	2.72%	65.16%	0.69%	0.75%	8.29%	20.86%	100%
302	Jackson Rd	Vineyard Rd	0.45%	0.74%	2.63%	68.70%	0.60%	0.62%	7.42%	18.84%	100%
304	Jackson Rd	Collector WJ-5	0.54%	0.66%	4.30%	63.16%	1.00%	0.73%	11.75%	17.86%	100%
305	Jackson Rd	Collector WJ-6	0.53%	0.61%	4.51%	63.47%	1.02%	0.68%	11.85%	17.34%	100%
306	Excelsior Rd	Collector WJ-6	0.05%	0.20%	2.18%	78.69%	0.41%	0.06%	4.21%	14.20%	100%
307	Rock Creek Pkwy	South Watt Ave	0.55%	2.09%	0.11%	42.18%	0.06%	0.44%	12.60%	41.96%	100%
310	Rock Creek Pkwy	Mayhew Rd	0.09%	0.90%	1.16%	60.09%	0.10%	0.11%	14.46%	23.09%	100%
312	Rock Creek Pkwy	Bradshaw Rd	0.25%	1.66%	0.50%	62.42%	0.27%	0.24%	7.89%	26.78%	100%
314	Rock Creek Pkwy	Vineyard Rd	0.23%	0.65%	0.86%	77.33%	0.13%	0.43%	1.49%	18.89%	100%
315	Rock Creek Pkwy	Douglas Rd	0.21%	0.98%	0.84%	76.60%	0.40%	0.34%	3.22%	17.41%	100%
316	Bradshaw Rd	Collector WJ-8	0.26%	2.89%	2.05%	50.11%	0.11%	0.63%	10.35%	33.60%	100%
317	Bradshaw Rd	Collector WJ-9	0.04%	3.13%	1.45%	55.01%	0.12%	0.03%	6.50%	33.71%	100%
318	Bradshaw Rd	Mayhew Rd	0.02%	1.80%	0.94%	55.43%	0.14%	0.02%	14.68%	26.96%	100%
319	Bradshaw Rd	Rock Creek Pkwy	0.22%	1.48%	0.46%	64.83%	0.27%	0.21%	7.15%	25.39%	100%
320	Bradshaw Rd	Collector WJ-11	0.17%	1.50%	0.49%	61.70%	0.31%	0.20%	8.31%	27.32%	100%

Table C-2
Percent Use of Intersections

			Percent use of Roadway in 2050								
No	Roadway 1	Roadway 2	From New Development by SCTDF District							From Existing Uses	Total
			1	2	3	4	5	6	Thru Trips		
321	Fruitridge Rd	Collector WJ-12	0.08%	0.33%	1.62%	63.85%	0.18%	0.17%	19.57%	14.20%	100%
322	Mayhew Rd	Collector WJ-13	0.02%	0.92%	0.66%	61.46%	0.04%	0.02%	10.74%	26.15%	100%
323	Kiefer Blvd	Collector WJ-14	0.61%	2.48%	2.35%	50.17%	0.15%	0.91%	10.94%	32.39%	100%
324	Kiefer Blvd	Collector WJ-15	0.61%	2.48%	2.35%	50.17%	0.15%	0.91%	10.94%	32.39%	100%
325	Kiefer Blvd	Douglas Rd	0.37%	1.57%	2.45%	62.74%	0.20%	0.58%	9.75%	22.34%	100%
327	Vineyard Rd	Elder Creek Rd	0.10%	0.30%	1.62%	74.79%	0.26%	0.18%	4.10%	18.64%	100%
328	Vineyard Rd	Florin Rd	0.04%	0.16%	3.48%	63.56%	0.41%	0.09%	3.75%	28.51%	100%
329	Routier Ext	Kiefer Blvd	0.34%	1.47%	1.51%	51.44%	0.14%	0.52%	18.89%	25.69%	100%
330	Happy Lane	Routier Ext	0.00%	0.24%	0.45%	59.22%	0.23%	0.00%	19.24%	20.62%	100%
331	Routier Rd	Old Placerville Rd	0.00%	0.79%	0.24%	49.68%	0.16%	0.00%	20.10%	29.02%	100%
400	Jackson Rd	Collector JT-3	0.31%	0.54%	4.70%	64.50%	0.99%	0.41%	11.22%	17.32%	100%
401	Jackson Rd	Tree View Lane	0.33%	0.56%	6.94%	56.42%	1.36%	0.52%	15.15%	18.72%	100%
402	Jackson Rd	Collector JT-4	0.33%	0.60%	7.70%	53.35%	1.49%	0.53%	16.62%	19.38%	100%
406	Kiefer Blvd	Tree View Lane	0.44%	1.76%	3.57%	58.32%	0.00%	0.69%	14.48%	20.74%	100%
407	Kiefer Blvd	HS/MS Dwy	0.39%	1.63%	3.95%	59.37%	0.02%	0.63%	14.45%	19.56%	100%
500	Jackson Rd	Rockbridge Dr	0.32%	0.56%	8.45%	52.39%	1.56%	0.48%	16.50%	19.74%	100%
501	Eagles Nest Rd	N Bridgewater Dr	0.03%	0.29%	0.21%	69.95%	0.45%	0.02%	14.36%	14.69%	100%
502	Eagles Nest Rd	S Bridgewater Dr	0.02%	0.20%	0.90%	75.80%	0.40%	0.03%	9.63%	13.01%	100%
600	Zinfandel Dr	Collector MS-2	0.12%	0.52%	0.77%	74.81%	0.21%	0.24%	8.16%	15.18%	100%
601	Zinfandel Dr	Collector MS-3	0.04%	0.37%	0.81%	74.27%	0.27%	0.04%	9.15%	15.06%	100%
602	Zinfandel Dr	Collector MS-4	0.06%	0.38%	0.61%	74.00%	0.27%	0.04%	9.26%	15.37%	100%
701	Rio Linda Blvd	Elkhorn Blvd	28.62%	0.61%	0.02%	0.13%	0.01%	4.43%	14.87%	51.32%	100%
702	Rio Linda Bl	Elverta Rd	52.67%	0.53%	0.03%	0.07%	0.01%	5.72%	9.44%	31.52%	100%
703	Power Inn Rd	Calvine Rd	0.24%	0.16%	0.66%	13.97%	0.21%	0.25%	26.90%	57.61%	100%
727	Walnut Ave	Cypress Ave	2.19%	13.12%	0.74%	1.48%	0.01%	0.50%	2.91%	79.04%	100%
728	Walnut Ave	Winding Wy	0.44%	18.98%	0.49%	1.93%	0.00%	0.14%	0.14%	77.88%	100%
729	Roseville Rd	Antelope Rd	23.13%	1.38%	0.18%	0.48%	0.01%	1.84%	8.71%	64.27%	100%
738	Walerga Rd	Don Julio Blvd	10.77%	5.96%	0.00%	2.14%	0.02%	0.05%	7.75%	73.31%	100%
739	Walerga Rd	Elkhorn Blvd	16.47%	3.23%	0.37%	1.04%	0.01%	1.64%	9.33%	67.92%	100%
740	Walerga Rd	Antelope Rd	15.68%	3.69%	0.17%	1.34%	0.01%	0.83%	7.98%	70.29%	100%
741	Walerga Rd	Elverta Rd	18.30%	2.85%	0.12%	1.09%	0.01%	1.32%	10.09%	66.22%	100%
742	Don Julio Bl	Antelope Rd	20.79%	1.02%	0.22%	0.17%	0.00%	2.03%	5.98%	69.78%	100%
743	Don Julio Bl	Elkhorn Blvd	15.07%	1.46%	0.39%	0.17%	0.00%	2.94%	8.72%	71.25%	100%
744	Garfield Ave	Cypress Ave	2.65%	12.77%	1.53%	0.62%	0.02%	0.55%	5.09%	76.77%	100%
754	San Juan Ave	Madison Ave	2.05%	7.93%	0.99%	0.88%	0.02%	0.25%	12.81%	75.07%	100%
755	Fair Oaks Blvd	Madison Ave	2.07%	8.19%	4.10%	0.68%	0.00%	0.18%	15.26%	69.53%	100%
756	Fair Oaks Bl	Greenback Ln	3.22%	5.38%	2.71%	0.21%	0.00%	0.27%	37.04%	51.17%	100%
757	Kenneth Ave	Madison Ave	2.15%	7.66%	5.52%	0.55%	0.01%	0.16%	16.13%	67.81%	100%

Table C-2
Percent Use of Intersections

			Percent use of Roadway in 2050								
No	Roadway 1	Roadway 2	From New Development by SCTDF District							From Existing Uses	Total
			1	2	3	4	5	6	Thru Trips		
758	Kenneth Ave	Greenback Ln	2.57%	6.40%	2.27%	0.66%	0.01%	0.29%	29.36%	58.43%	100%
761	Main Ave	Oak Ave	1.58%	4.49%	2.57%	0.17%	0.00%	0.24%	48.23%	42.70%	100%
762	Elk Grove-Florin Rd	Calvine Rd	0.07%	0.47%	1.03%	33.01%	0.28%	0.14%	17.93%	47.07%	100%
770	Watt Ave	Roseville Rd	12.88%	1.86%	0.01%	4.48%	0.03%	0.04%	10.20%	70.49%	100%
771	Watt Ave	Airbase Dr	17.22%	2.17%	0.15%	2.04%	0.01%	0.03%	5.09%	73.29%	100%
772	Watt Ave	Don Julio Blvd	14.00%	2.05%	0.01%	2.56%	0.02%	0.15%	9.38%	71.83%	100%
773	Watt Ave	Elkhorn Blvd	20.06%	1.40%	0.14%	1.44%	0.01%	2.41%	9.37%	65.16%	100%
774	Watt Ave	Antelope Rd	19.40%	2.71%	0.29%	2.25%	0.01%	0.97%	13.59%	60.78%	100%
775	Watt Ave	Elverta Rd	26.16%	1.96%	0.21%	1.53%	0.01%	2.67%	14.18%	53.27%	100%
777	Bradshaw Rd	Calvine Rd	0.05%	0.94%	0.37%	53.03%	0.50%	0.11%	8.01%	36.98%	100%
780	Sunrise Blvd	Madison Ave	1.87%	6.22%	1.56%	3.77%	0.04%	0.16%	30.71%	55.66%	100%
781	Hazel Ave	Sunset Ave	0.88%	4.89%	10.19%	4.84%	0.06%	0.01%	34.48%	44.64%	100%
782	Hazel Ave	Madison Ave	0.99%	5.68%	7.27%	3.74%	0.05%	0.07%	30.78%	51.42%	100%
783	Hazel Ave	Greenback Ln	1.39%	4.50%	5.93%	3.36%	0.05%	0.15%	40.53%	44.08%	100%
784	Hazel Ave	Oak Ave	0.65%	3.87%	6.48%	3.46%	0.06%	0.11%	48.84%	36.53%	100%
790	MLK Rd	Fruitridge Rd	0.60%	0.41%	0.12%	7.32%	0.19%	0.20%	52.70%	38.46%	100%
791	Stockton Blvd	Elsie Ave	0.11%	0.19%	0.07%	17.95%	0.30%	0.17%	26.80%	54.41%	100%
792	Stockton Blvd	Gerber Rd	0.08%	0.23%	0.08%	17.17%	0.26%	0.14%	30.07%	51.98%	100%
793	Stockton Blvd	Florin Rd	0.28%	0.19%	0.32%	26.62%	0.16%	0.27%	18.49%	53.67%	100%
804	16th St	Elkhorn Blvd	24.58%	0.38%	0.04%	0.19%	0.00%	3.37%	23.33%	48.10%	100%
809	Waterman Rd	Florin Road	0.08%	0.43%	1.53%	61.08%	0.18%	0.10%	8.04%	28.55%	100%
810	Waterman Rd	Gerber Road	0.04%	0.63%	0.49%	53.39%	0.11%	0.09%	10.56%	34.68%	100%
811	Waterman Rd	Vintage Park Dr	0.00%	0.00%	0.00%	70.00%	10.00%	20.00%	0.00%	0.00%	100%
812	Waterman Rd	Calvine Rd	0.10%	0.47%	2.26%	35.13%	0.33%	0.17%	19.51%	42.03%	100%
813	Vineyard Road	Gerber Road	0.04%	0.27%	1.47%	57.05%	0.37%	0.14%	1.02%	39.65%	100%
815	Metro Airpark	I-5 Interchange	1.05%	0.37%	0.43%	3.67%	0.09%	60.58%	26.10%	7.69%	100%
816	Elkhorn Blvd	SR 99 Interchange	45.24%	0.10%	0.11%	0.80%	0.03%	27.37%	11.04%	15.32%	100%
817	Elverta Rd	16th St	42.41%	0.54%	0.08%	0.23%	0.00%	3.56%	21.08%	32.08%	100%
818	Grant Line Rd	University Blvd	0.04%	0.15%	41.06%	21.49%	0.85%	0.05%	24.14%	12.22%	100%

Source: DKS Associates 2018

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
1	16th St	Kasser Rd	Elverta Rd	94.44%	1.31%	0.11%	0.95%	0.01%	3.16%	100.00%
2	16th St	Elverta Rd	Q St	94.71%	2.94%	0.08%	1.89%	0.02%	0.36%	100.00%
3	16th St	Q St	Elkhorn Blvd	95.30%	2.33%	0.00%	1.87%	0.02%	0.48%	100.00%
4	16th St	Elkhorn Blvd	E St	96.03%	1.98%	0.12%	1.42%	0.02%	0.43%	100.00%
5	16th St	E St	Sacramento CL	93.63%	3.06%	0.03%	2.62%	0.03%	0.63%	100.00%
7	47th St	SR-99	Stockton Blvd	1.08%	0.53%	1.32%	95.90%	0.75%	0.42%	100.00%
14	Alta Florin Rd	Power Inn Rd	Florin Perkins Rd	0.21%	1.24%	0.51%	97.36%	0.49%	0.18%	100.00%
16	Antelope Rd	Walerga Rd	Elverta Rd	88.52%	0.53%	0.01%	0.01%	0.00%	10.93%	100.00%
17	Antelope Rd	Elverta Rd	Don Julio Blvd	88.31%	2.64%	0.53%	0.14%	0.00%	8.38%	100.00%
18	Antelope Rd	Don Julio Blvd	Antelope North Rd	88.39%	0.87%	0.47%	0.02%	0.00%	10.24%	100.00%
20	Antelope Rd	Roseville Rd	Daly Ave	87.86%	2.61%	0.56%	0.56%	0.01%	8.40%	100.00%
22	Antelope Rd North	Melbury Way	Placer Co Line	91.38%	5.57%	0.23%	2.44%	0.04%	0.35%	100.00%
29	Auburn Blvd	Winding Wy	I-80 Ramps	26.81%	55.20%	4.30%	6.11%	0.09%	7.49%	100.00%
30	Auburn Blvd	I-80 Ramps	Myrtle Ave	11.82%	83.89%	0.18%	3.01%	0.15%	0.94%	100.00%
37	Bradshaw Rd	Goethe Rd	Collector WJ-8	0.48%	5.27%	3.61%	89.30%	0.20%	1.15%	100.00%
38	Bradshaw Rd	Collector WJ-8	Kiefer Blvd	0.43%	4.88%	3.51%	89.95%	0.20%	1.03%	100.00%
39	Bradshaw Rd	Kiefer Blvd	Collector WJ-9	0.08%	5.47%	2.38%	91.81%	0.20%	0.06%	100.00%
40	Bradshaw Rd	Collector WJ-9	Mayhew Rd	0.05%	5.31%	2.35%	92.02%	0.21%	0.05%	100.00%
41	Bradshaw Rd	Mayhew Rd	Jackson Rd	0.07%	3.42%	1.37%	94.68%	0.39%	0.06%	100.00%
42	Bradshaw Rd	Jackson Rd	Rock Creek Pkwy	0.27%	2.80%	0.97%	95.32%	0.43%	0.20%	100.00%
43	Bradshaw Rd	Rock Creek Pkwy	Collector WJ-10	0.39%	2.59%	0.75%	95.47%	0.43%	0.37%	100.00%
44	Bradshaw Rd	Collector WJ-10	Collector WJ-11	0.29%	2.51%	0.73%	95.59%	0.51%	0.37%	100.00%
45	Bradshaw Rd	Collector WJ-11	Elder Creek Rd	0.24%	2.59%	0.75%	95.64%	0.58%	0.21%	100.00%
46	Bradshaw Rd	Elder Creek Rd	Florin Rd	0.21%	2.19%	0.61%	96.25%	0.58%	0.17%	100.00%
47	Bradshaw Rd	Florin Rd	Gerber Rd	0.14%	2.12%	0.50%	96.28%	0.83%	0.14%	100.00%
48	Bradshaw Rd	Gerber Rd	Calvine Rd	0.10%	1.71%	0.68%	96.40%	0.91%	0.20%	100.00%
50	Calvine Rd	Auberry Dr	Elk Grove Florin Rd	0.74%	0.37%	5.39%	91.81%	0.62%	1.08%	100.00%
51	Calvine Rd	Elk Grove Florin Rd	Waterman Rd	0.61%	0.58%	9.12%	87.63%	1.00%	1.06%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
52	Calvine Rd	Waterman Rd	Bradshaw Rd	0.65%	0.14%	15.11%	81.51%	1.51%	1.08%	100.00%
53	Calvine Rd	Bradshaw Rd	Vineyard Rd	0.29%	0.01%	29.24%	67.80%	2.39%	0.25%	100.00%
54	Calvine Rd	Vineyard Rd	Excelsior Rd	0.23%	0.61%	23.91%	71.47%	3.57%	0.20%	100.00%
55	Calvine Rd	Excelsior Rd	Grant Line Rd	0.21%	0.02%	37.58%	59.07%	3.04%	0.07%	100.00%
56	Chrysanthy Blvd	Grant Line Rd	Town Center Blvd	0.10%	0.24%	93.40%	6.07%	0.10%	0.10%	100.00%
58	Cypress Ave	Edison Ave	Walnut Ave	32.40%	50.82%	8.07%	0.35%	0.14%	8.21%	100.00%
59	Cypress Ave	Walnut Ave	Manzanita Ave	14.83%	71.00%	7.53%	3.46%	0.11%	3.07%	100.00%
62	Don Julio	North Loop Blvd	Antelope Rd	87.49%	8.11%	0.79%	2.14%	0.04%	1.42%	100.00%
66	Douglas Rd	Mather Blvd	Zinfandel Dr	0.03%	0.61%	9.28%	89.82%	0.14%	0.12%	100.00%
67	Douglas Rd	Zinfandel Dr	Rancho Cordova CL	0.38%	1.37%	35.81%	60.62%	0.60%	1.22%	100.00%
68	Douglas Rd Ext	Mather Rd	Kiefer Blvd	0.06%	0.76%	2.59%	96.49%	0.03%	0.06%	100.00%
69	Douglas Rd Ext	Kiefer Blvd	Rock Creek Pkwy	0.28%	1.33%	0.47%	96.93%	0.54%	0.45%	100.00%
70	Douglas Rd Ext	Rock Creek Pkwy	Excelsior Rd	0.35%	1.65%	0.49%	96.23%	0.74%	0.55%	100.00%
76	Eagles Nest Rd	Kiefer Blvd	N Bridgewater Dr	0.04%	0.46%	0.13%	98.66%	0.66%	0.04%	100.00%
77	Eagles Nest Rd	N Bridgewater Dr	S Bridgewater Dr	0.04%	0.38%	0.13%	98.75%	0.67%	0.03%	100.00%
78	Eagles Nest Rd	S Bridgewater Dr	Jackson Rd	0.03%	0.13%	1.50%	97.60%	0.70%	0.04%	100.00%
87	Easton Valley Pkwy	Hazel Ave	Glenborough Dr	0.19%	0.81%	96.31%	2.45%	0.07%	0.17%	100.00%
88	Easton Valley Pkwy	Glenborough Dr	Prairie City Rd	0.01%	0.04%	99.35%	0.50%	0.09%	0.00%	100.00%
96	El Centro Rd	San Juan Ave	El Camino Ave	43.15%	0.67%	0.54%	5.48%	0.12%	50.05%	100.00%
97	Elder Creek Rd	South Watt Ave	Hedge Ave	0.27%	0.41%	1.26%	97.52%	0.23%	0.30%	100.00%
98	Elder Creek Rd	Hedge Ave	Mayhew Rd	0.13%	0.24%	1.88%	97.35%	0.32%	0.08%	100.00%
99	Elder Creek Rd	Mayhew Rd	Bradshaw Rd	0.02%	0.00%	2.14%	97.47%	0.35%	0.01%	100.00%
100	Elder Creek Rd	Bradshaw Rd	Vineyard Rd	0.02%	0.02%	2.42%	97.18%	0.32%	0.03%	100.00%
101	Elder Creek Rd	Vineyard Rd	Excelsior Rd	0.07%	0.15%	2.92%	96.47%	0.28%	0.10%	100.00%
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	0.22%	2.02%	0.00%	97.09%	0.49%	0.18%	100.00%
103	Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	0.10%	1.71%	0.00%	97.29%	0.59%	0.31%	100.00%
104	Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	0.02%	1.66%	0.06%	97.42%	0.76%	0.08%	100.00%
105	Elkhorn Blvd	Metro Air Pkwy	Greenbrier W Limits	33.93%	0.23%	0.14%	0.90%	0.02%	64.77%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
106	Elkhorn Blvd	Greenbrier W Limits	SR 99	35.57%	0.15%	0.09%	0.92%	0.02%	63.24%	100.00%
107	Elkhorn Blvd	SR 99	E Commerce Way	73.49%	0.13%	0.08%	0.69%	0.04%	25.56%	100.00%
108	Elkhorn Blvd	E,Commerce Way	Natomas Blvd	75.68%	0.30%	0.04%	0.20%	0.02%	23.77%	100.00%
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	85.22%	1.73%	0.00%	0.03%	0.00%	13.02%	100.00%
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	85.13%	2.68%	0.01%	0.06%	0.00%	12.12%	100.00%
111	Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	81.32%	0.67%	0.02%	0.17%	0.01%	17.81%	100.00%
112	Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	82.65%	0.66%	0.08%	0.10%	0.01%	16.51%	100.00%
113	Elkhorn Blvd	Dry Creek Rd	16th St	78.87%	0.77%	0.12%	0.09%	0.01%	20.14%	100.00%
114	Elkhorn Blvd	16th St	24th St	81.30%	0.83%	0.19%	0.03%	0.01%	17.63%	100.00%
115	Elkhorn Blvd	24th St	Watt Ave	86.21%	2.51%	0.34%	1.00%	0.02%	9.90%	100.00%
116	Elkhorn Blvd	Watt Ave	Walegra Rd	82.74%	4.53%	1.04%	0.90%	0.02%	10.78%	100.00%
117	Elkhorn Blvd	Walegra Rd	Don Julio Blvd	80.37%	6.29%	1.91%	0.77%	0.02%	10.65%	100.00%
122	Elverta Rd	Power Line Rd	SR 99	41.24%	0.04%	0.00%	0.00%	0.00%	58.71%	100.00%
123	Elverta Rd	SR 99	Rio Linda Blvd	81.20%	0.11%	0.07%	0.49%	0.02%	18.12%	100.00%
124	Elverta Rd	Rio Linda Blvd	Elverta SP W Limit	91.90%	0.64%	0.06%	0.24%	0.01%	7.15%	100.00%
125	Elverta Rd	Elverta SP W Limit	Elverta SP E Limit	86.87%	0.91%	0.19%	0.13%	0.00%	11.90%	100.00%
126	Elverta Rd	Elverta SP E Limit	Watt Ave	87.80%	1.01%	0.21%	0.09%	0.01%	10.88%	100.00%
131	Excelsior Rd	Douglas Rd Ext	Collector WJ-1	0.33%	1.55%	0.47%	96.39%	0.74%	0.52%	100.00%
132	Excelsior Rd	Collector WJ-1	Collector WJ-2	0.20%	1.21%	0.52%	97.08%	0.73%	0.27%	100.00%
133	Excelsior Rd	Collector WJ-2	Jackson Rd	0.11%	1.06%	0.81%	96.96%	0.88%	0.19%	100.00%
134	Excelsior Rd	Jackson Rd	Collector WJ-6	0.07%	0.25%	2.76%	96.33%	0.51%	0.08%	100.00%
135	Excelsior Rd	Collector WJ-6	Elder Creek Rd	0.07%	0.23%	2.77%	96.32%	0.53%	0.08%	100.00%
136	Excelsior Rd	Elder Creek Rd	Florin Rd	0.15%	0.55%	0.12%	97.93%	1.02%	0.24%	100.00%
144	Fair Oaks Blvd	El Camino Ave	Marconi Ave	0.14%	45.70%	0.24%	53.91%	0.01%	0.00%	100.00%
145	Fair Oaks Blvd	Marconi Ave	Engle Rd	1.33%	55.87%	0.48%	41.87%	0.01%	0.45%	100.00%
146	Fair Oaks Blvd	Engle Rd	Manzanita Ave	1.49%	62.55%	2.88%	33.06%	0.02%	0.00%	100.00%
147	Fair Oaks Blvd	Manzanita Ave	Marshall Ave	11.26%	72.84%	10.54%	3.45%	0.05%	1.86%	100.00%
154	Florin Rd	Franklin Blvd	Bowling Dr	0.42%	0.51%	2.65%	93.21%	2.91%	0.30%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
155	Florin Rd	Bowling Dr	SR-99	0.89%	1.53%	2.47%	92.46%	2.37%	0.28%	100.00%
156	Florin Rd	SR-99	65th St	1.65%	0.62%	1.04%	94.53%	0.82%	1.34%	100.00%
158	Florin Rd	Stockton Blvd	Power Inn Rd	0.90%	0.19%	1.27%	96.36%	0.38%	0.91%	100.00%
160	Florin Rd	Florin Perkins Rd	S. Watt Ave	0.24%	0.18%	1.61%	97.35%	0.23%	0.39%	100.00%
161	Florin Rd	S. Watt Ave	Hedge Ave	0.28%	0.06%	3.67%	95.20%	0.40%	0.38%	100.00%
162	Florin Rd	Hedge Ave	Waterman Rd	0.25%	0.11%	3.48%	95.45%	0.37%	0.34%	100.00%
163	Florin Rd	Waterman Rd	Bradshaw Rd	0.16%	0.20%	4.14%	94.93%	0.38%	0.19%	100.00%
164	Florin Rd	Bradshaw Rd	Vineyard Rd	0.16%	0.21%	4.73%	94.32%	0.40%	0.18%	100.00%
165	Florin Rd	Vineyard Rd	Excelsior Rd	0.04%	0.01%	6.35%	93.03%	0.56%	0.02%	100.00%
166	Florin Rd	Excelsior Rd	Eagles Nest Rd	0.02%	0.03%	9.16%	90.06%	0.74%	0.00%	100.00%
167	Florin Rd	Eagles Nest Rd	Sunrise Blvd	0.00%	0.02%	11.82%	87.22%	0.94%	0.00%	100.00%
177	Fruitridge Rd	South Watt Ave	Hedge Ave	0.17%	0.35%	2.22%	96.69%	0.29%	0.28%	100.00%
178	Fruitridge Rd	Hedge Ave	Collector WJ-12	0.13%	0.51%	2.37%	96.43%	0.28%	0.27%	100.00%
179	Fruitridge Rd	Collector WJ-12	Mayhew Rd	0.06%	0.61%	2.46%	96.46%	0.29%	0.12%	100.00%
190	Gerber Rd	Elk Grove-Florin Rd	Waterman Rd	0.21%	0.52%	0.62%	98.13%	0.11%	0.42%	100.00%
191	Gerber Rd	Waterman Rd	Bradshaw Rd	0.16%	0.28%	0.70%	98.33%	0.14%	0.37%	100.00%
192	Gerber Rd	Bradshaw Rd	Vineyard Rd	0.22%	0.36%	1.42%	97.55%	0.18%	0.26%	100.00%
193	Gerber Rd	Vineyard Rd	Excelsior Rd	0.00%	0.02%	6.17%	93.41%	0.40%	0.00%	100.00%
194	Glenborough Dr	Folsom Blvd	Easton Valley Pkwy	0.23%	1.01%	97.01%	1.61%	0.01%	0.13%	100.00%
195	Grant Line Rd	White Rock Rd	Douglas Rd	0.05%	0.30%	58.00%	40.01%	1.64%	0.00%	100.00%
196	Grant Line Rd	Douglas Rd	Chrysanthy Blvd	0.10%	0.29%	71.52%	26.79%	1.19%	0.10%	100.00%
197	Grant Line Rd	Chrysanthy Blvd	Kiefer Blvd	0.06%	0.16%	59.43%	38.65%	1.62%	0.08%	100.00%
198	Grant Line Rd	Kiefer Blvd	Rancho Cordova Pkwy	0.01%	0.09%	45.19%	52.26%	2.44%	0.01%	100.00%
199	Grant Line Rd	Rancho Cordova Pkwy	Jackson Rd	0.02%	0.10%	39.75%	57.06%	3.03%	0.05%	100.00%
200	Grant Line Rd	Jackson Rd	Sunrise Blvd	0.00%	0.14%	81.13%	12.94%	5.78%	0.00%	100.00%
201	Grant Line Rd	Sunrise Blvd	Eagles Nest Rd	0.11%	0.79%	50.47%	43.72%	4.89%	0.02%	100.00%
202	Grant Line Rd	Eagles Nest Rd	Calvine Rd	0.05%	0.60%	46.25%	47.89%	5.20%	0.01%	100.00%
203	Grant Line Rd	Bond Rd	Elk Grove Blvd	0.00%	0.53%	28.17%	66.39%	4.91%	0.00%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
204	Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	0.00%	0.69%	28.70%	65.15%	5.45%	0.00%	100.00%
205	Grant Line Rd	Bradshaw Rd	Waterman Rd	0.02%	2.08%	12.27%	77.07%	8.54%	0.02%	100.00%
208	Greenback Lane	Fair Oaks Blvd	Kenneth Ave	23.28%	65.57%	6.35%	1.86%	0.04%	2.91%	100.00%
209	Greenback Lane	Kenneth Ave	Hazel Ave	27.67%	54.60%	11.03%	3.51%	0.05%	3.14%	100.00%
214	Hazel Ave	Placer CL	Oak Ave	0.00%	27.65%	41.72%	30.13%	0.51%	0.00%	100.00%
215	Hazel Ave	Oak Ave	Central Ave	0.24%	33.00%	35.91%	30.33%	0.49%	0.03%	100.00%
216	Hazel Ave	Central Ave	Greenback Ln	0.01%	25.64%	40.01%	33.80%	0.54%	0.00%	100.00%
217	Hazel Ave	Greenback Ln	Pershing Ave	2.18%	24.71%	40.21%	32.17%	0.50%	0.23%	100.00%
218	Hazel Ave	Pershing Ave	Madison Ave	1.81%	23.82%	40.86%	32.97%	0.49%	0.05%	100.00%
219	Hazel Ave	Madison Ave	Sunset Ave	4.54%	24.28%	41.61%	29.16%	0.39%	0.02%	100.00%
224	Hazel Ave	Atlanta St	Easton Valley Pkwy	1.94%	10.16%	83.53%	4.07%	0.01%	0.30%	100.00%
234	Jackson Rd	14th Ave	Rock Creek Pkwy	0.81%	0.15%	1.97%	94.53%	0.64%	1.90%	100.00%
235	Jackson Rd	Rock Creek Pkwy	Aspen 1 Driveway	0.81%	0.24%	2.05%	94.43%	0.67%	1.79%	100.00%
236	Jackson Rd	Aspen 1 Driveway	South Watt Ave	0.81%	0.24%	2.05%	94.43%	0.67%	1.79%	100.00%
237	Jackson Rd	South Watt Ave	Hedge Ave	1.29%	1.56%	2.30%	92.64%	0.79%	1.43%	100.00%
238	Jackson Rd	Hedge Ave	Collector WJ-3	1.24%	1.45%	2.58%	92.47%	0.88%	1.38%	100.00%
239	Jackson Rd	Collector WJ-3	Mayhew Rd	1.26%	1.49%	2.69%	92.30%	0.90%	1.36%	100.00%
240	Jackson Rd	Mayhew Rd	Bradshaw Rd	0.78%	0.91%	2.98%	93.65%	0.80%	0.87%	100.00%
241	Jackson Rd	Bradshaw Rd	Collector WJ-4	0.83%	1.42%	4.11%	91.53%	1.01%	1.10%	100.00%
242	Jackson Rd	Collector WJ-4	Happy Lane	0.80%	1.35%	4.15%	91.64%	0.99%	1.07%	100.00%
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	0.83%	1.37%	4.36%	91.28%	1.03%	1.12%	100.00%
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	0.76%	0.93%	6.22%	89.73%	1.36%	1.00%	100.00%
245	Jackson Rd	Collector WJ-5	Collector WJ-6	0.81%	0.94%	7.13%	88.52%	1.55%	1.05%	100.00%
246	Jackson Rd	Collector WJ-6	Excelsior Rd	0.70%	0.78%	6.82%	89.40%	1.44%	0.88%	100.00%
247	Jackson Rd	Excelsior Rd	Collector JT-3	0.44%	0.78%	6.66%	90.13%	1.40%	0.59%	100.00%
248	Jackson Rd	Collector JT-3	Tree View Lane	0.49%	0.86%	9.94%	86.04%	1.92%	0.76%	100.00%
249	Jackson Rd	Tree View Lane	Collector JT-4	0.52%	0.94%	12.35%	83.06%	2.31%	0.82%	100.00%
250	Jackson Rd	Collector JT-4	Eagles Nest Rd	0.57%	0.99%	14.06%	80.89%	2.62%	0.87%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
251	Jackson Rd	Eagles Nest Rd	Rockbridge Dr	0.55%	0.95%	14.52%	80.48%	2.65%	0.84%	100.00%
252	Jackson Rd	Rockbridge Dr	Sunrise Blvd	0.52%	0.91%	15.12%	80.01%	2.64%	0.80%	100.00%
253	Jackson Rd	Sunrise Blvd	Grant Line Rd	0.43%	0.82%	18.77%	74.83%	4.49%	0.65%	100.00%
260	Kiefer Blvd	Bradshaw Rd	Collector WJ-14	1.12%	4.50%	3.89%	88.60%	0.24%	1.65%	100.00%
261	Kiefer Blvd	Collector WJ-14	Routier Ext	1.17%	4.76%	4.59%	87.40%	0.27%	1.81%	100.00%
262	Kiefer Blvd	Routier Ext	Happy Lane	1.10%	4.49%	4.46%	87.97%	0.26%	1.72%	100.00%
263	Kiefer Blvd	Happy Lane	Collector WJ-15	0.77%	3.24%	3.81%	90.56%	0.41%	1.20%	100.00%
264	Kiefer Blvd	Collector WJ-15	Douglas Rd Ext	0.77%	3.24%	3.81%	90.56%	0.41%	1.20%	100.00%
265	Kiefer Blvd	Douglas Rd Ext	Excelsior Rd	0.98%	3.60%	6.01%	87.83%	0.01%	1.57%	100.00%
266	Kiefer Blvd	Excelsior Rd	Tree View Lane	0.91%	3.34%	6.43%	87.89%	0.01%	1.43%	100.00%
267	Kiefer Blvd	Tree View Lane	Eagles Nest Rd	0.58%	2.46%	6.17%	89.79%	0.04%	0.95%	100.00%
268	Kiefer Blvd	Eagles Nest Rd	W Collector MS-1	0.68%	2.69%	7.85%	87.62%	0.01%	1.15%	100.00%
269	Kiefer Blvd	W Collector MS-1	Northbridge Dr	0.71%	2.78%	9.05%	86.32%	0.01%	1.13%	100.00%
270	Kiefer Blvd	Northbridge Dr	E Collector MS-1	0.63%	2.49%	8.67%	87.21%	0.02%	0.99%	100.00%
271	Kiefer Blvd	E Collector MS-1	Sunrise Blvd	0.44%	1.91%	9.80%	86.98%	0.13%	0.74%	100.00%
279	Madison Ave	I-80	Auburn Blvd	29.43%	66.20%	1.14%	0.25%	0.05%	2.93%	100.00%
285	Madison Ave	Sunrise Blvd	Fair Oaks Blvd	13.27%	72.38%	11.97%	0.16%	0.03%	2.19%	100.00%
286	Madison Ave	Fair Oaks Blvd	Kenneth Ave	16.07%	55.18%	25.73%	1.64%	0.02%	1.36%	100.00%
287	Madison Ave	Kenneth Ave	Hazel Ave	13.73%	59.94%	22.03%	3.04%	0.03%	1.23%	100.00%
292	Manzanita Ave	Fair Oaks Blvd	Cypress Ave	11.79%	63.17%	6.46%	16.74%	0.03%	1.81%	100.00%
305	Mayhew Rd	Happy Lane	Bradshaw Rd	0.02%	0.39%	0.16%	99.19%	0.22%	0.01%	100.00%
306	Mayhew Rd	Bradshaw Rd	Jackson Rd	0.08%	1.90%	1.23%	96.71%	0.05%	0.02%	100.00%
307	Mayhew Rd	Jackson Rd	Rock Creek Pkwy	0.06%	1.61%	2.09%	96.05%	0.17%	0.02%	100.00%
308	Mayhew Rd	Rock Creek Pkwy	Fruitridge Rd	0.03%	1.52%	1.92%	96.37%	0.16%	0.01%	100.00%
309	Mayhew Rd	Fruitridge Rd	Collector WJ-13	0.03%	1.86%	1.09%	96.93%	0.05%	0.03%	100.00%
310	Mayhew Rd	Collector WJ-13	Elder Creek Rd	0.03%	1.46%	1.03%	97.39%	0.07%	0.03%	100.00%
311	Metro Air Pkwy	I-5	Elkhorn Blvd	3.20%	0.46%	0.49%	4.55%	0.11%	91.20%	100.00%
312	Metro Air Pkwy	Elkhorn Blvd	Elverta Rd	14.49%	0.37%	0.52%	3.63%	0.12%	80.86%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
313	MLK Blvd	Fruitridge Rd	SR 99	6.43%	10.63%	1.13%	76.26%	4.45%	1.09%	100.00%
314	MLK Blvd	SR 99	Franklin Rd	2.72%	4.98%	1.07%	89.27%	1.64%	0.33%	100.00%
315	North Loop Rd	Grant Line Rd	Town Center Blvd	0.24%	0.69%	97.95%	0.90%	0.00%	0.22%	100.00%
316	North Loop Rd	Town Center Blvd	Street D	0.12%	0.39%	95.94%	3.38%	0.07%	0.10%	100.00%
318	Oak Ave	Hazel Ave	Main Ave	24.11%	44.41%	25.78%	1.66%	0.08%	3.96%	100.00%
319	Oak Ave	Main Ave	Folsom CL	26.02%	38.31%	31.60%	0.79%	0.07%	3.21%	100.00%
321	Old Placerville Rd	Granby Dr	Happy Lane	0.64%	7.38%	2.09%	89.54%	0.16%	0.19%	100.00%
322	Old Placerville Rd	Happy Lane	Routier Rd	0.00%	3.73%	0.30%	95.71%	0.25%	0.00%	100.00%
324	Pasadena Ave	Cypress Ave	Winding Wy	30.43%	55.28%	6.29%	0.27%	0.12%	7.62%	100.00%
330	Prairie City Rd	US 50	Easton Valley Pkwy	0.79%	3.19%	73.71%	20.74%	1.18%	0.39%	100.00%
331	Prairie City Rd	Easton Valley Pkwy	White Rock Rd	0.50%	1.76%	73.15%	23.21%	1.30%	0.07%	100.00%
334	Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	92.63%	4.82%	0.06%	1.35%	0.05%	1.09%	100.00%
335	Rio Linda Blvd	Marysville Blvd	Sacramento CL	91.66%	6.69%	0.05%	1.00%	0.03%	0.57%	100.00%
338	Roseville Rd	Airbase Dr	Palm Ave	73.07%	5.63%	0.00%	21.15%	0.13%	0.02%	100.00%
339	Roseville Rd	Palm Ave	Walerga Rd	72.50%	5.73%	0.00%	21.64%	0.11%	0.01%	100.00%
340	Roseville Rd	Walerga Rd	Elkhorn Blvd	74.51%	15.15%	0.00%	10.27%	0.06%	0.01%	100.00%
341	Roseville Rd	Elkhorn Blvd	Antelope Rd	80.30%	13.59%	0.00%	5.36%	0.08%	0.67%	100.00%
342	Roseville Rd	Antelope Rd	Placer Co Line	78.51%	10.15%	0.00%	4.71%	0.09%	6.53%	100.00%
344	South Watt Ave	Kiefer Blvd	Jackson Rd	2.11%	6.95%	0.83%	89.09%	0.36%	0.66%	100.00%
345	South Watt Ave	Jackson Rd	Rock Creek Pkwy	1.40%	5.39%	0.24%	91.78%	0.11%	1.07%	100.00%
346	South Watt Ave	Rock Creek Pkwy	Fruitridge Rd	1.28%	5.69%	0.26%	91.81%	0.17%	0.79%	100.00%
347	South Watt Ave	Fruitridge Rd	Elder Creek Rd	0.95%	4.00%	0.36%	93.68%	0.42%	0.59%	100.00%
348	South Watt Ave	Elder Creek Rd	Florin Rd	0.27%	2.30%	0.04%	96.86%	0.42%	0.10%	100.00%
353	Stockton Blvd	65th Ave	Florin Rd	0.13%	2.32%	1.24%	95.20%	1.09%	0.02%	100.00%
354	Stockton Blvd	Florin Rd	Gerber Rd	0.83%	1.76%	0.76%	94.71%	1.26%	0.68%	100.00%
355	Stockton Blvd	Gerber Rd	Elsie Ave	0.40%	1.51%	0.47%	95.06%	1.87%	0.69%	100.00%
356	Stockton Blvd	Elsie Ave	SR-99	0.01%	3.34%	2.01%	85.83%	8.80%	0.01%	100.00%
362	Sunrise Blvd	Gold Country Blvd	Coloma Rd	12.84%	39.52%	8.12%	38.73%	0.41%	0.38%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
363	Sunrise Blvd	Douglas Rd	Kiefer Blvd	0.36%	2.30%	4.32%	88.73%	3.90%	0.39%	100.00%
364	Sunrise Blvd	Kiefer Blvd	Jackson Rd	0.08%	1.14%	3.43%	88.87%	6.47%	0.00%	100.00%
365	Sunrise Blvd	Jackson Rd	Florin Rd	0.03%	0.43%	11.55%	86.42%	1.57%	0.01%	100.00%
366	Sunrise Blvd	Florin Rd	Grant Line Rd	0.13%	1.88%	8.00%	86.29%	3.68%	0.03%	100.00%
369	Tree View Rd	Kiefer Blvd	Jackson Rd	0.16%	0.40%	1.43%	97.68%	0.12%	0.21%	100.00%
370	University Blvd	Grant Line Rd	Town Center Blvd	0.11%	0.32%	91.58%	7.68%	0.18%	0.12%	100.00%
371	University Blvd	Town Center Blvd	Street A	0.09%	0.27%	93.04%	6.34%	0.15%	0.10%	100.00%
372	Vineyard Rd	Jackson Road	Rock Creek Pkwy	0.30%	0.86%	0.72%	97.42%	0.15%	0.55%	100.00%
373	Vineyard Rd	Rock Creek Pkwy	Elder Creek Rd	0.31%	0.88%	0.15%	97.87%	0.20%	0.59%	100.00%
374	Vineyard Rd	Elder Creek Rd	Florin Rd	0.25%	0.96%	0.23%	97.61%	0.43%	0.53%	100.00%
375	Vineyard Rd	Florin Rd	Gerber Rd	0.07%	0.54%	1.07%	97.43%	0.60%	0.29%	100.00%
376	Vineyard Road	Gerber Rd	Calvine Rd	0.16%	0.48%	1.48%	97.28%	0.49%	0.18%	100.07%
388	Waterman Rd	Elder Creek Rd	Florin Rd	0.04%	1.27%	0.98%	97.57%	0.12%	0.02%	100.00%
389	Waterman Rd	Florin Rd	Gerber Rd	0.09%	1.21%	0.66%	97.77%	0.16%	0.11%	100.00%
390	Waterman Rd	Gerber Rd	Vintage Park Dr	0.02%	1.69%	0.62%	97.29%	0.37%	0.02%	100.00%
392	Watt Ave	Placer CL	Elverta Rd	72.76%	12.87%	0.71%	11.02%	0.05%	2.59%	100.00%
393	Watt Ave	Elverta Rd	Antelope Rd	73.14%	11.60%	0.87%	9.14%	0.04%	5.22%	100.00%
394	Watt Ave	Antelope Rd	Elkhorn Blvd	79.24%	10.02%	0.49%	9.92%	0.08%	0.26%	100.00%
395	Watt Ave	Elkhorn Blvd	Don Julio Blvd	74.38%	10.02%	0.00%	14.02%	0.14%	1.45%	100.00%
396	Watt Ave	Don Julio Blvd	Airbase Dr	76.10%	9.41%	0.03%	13.06%	0.14%	1.25%	100.00%
397	Watt Ave	Airbase Dr	Roseville Rd	72.47%	12.38%	0.32%	14.40%	0.10%	0.32%	100.00%
398	Watt Ave	Roseville Rd	I-80	59.63%	13.10%	0.29%	26.52%	0.13%	0.33%	100.00%
408	White Rock Rd	Rancho Cordova Limits	Americanos Blvd	9.16%	28.14%	50.92%	3.79%	0.44%	7.54%	100.00%
409	White Rock Rd	Americanos Blvd	Grant Line Rd	0.10%	0.43%	23.88%	74.87%	0.58%	0.14%	100.00%
410	White Rock Rd	Grant Line Rd	Prairie City Rd	0.05%	0.31%	52.69%	45.36%	1.58%	0.01%	100.00%
411	White Rock Rd	Prairie City Rd	Scott Rd (W)	0.03%	0.09%	42.05%	56.22%	1.62%	0.00%	100.00%
412	White Rock Rd	Scott Rd (W)	Scott Rd (E)	0.00%	0.00%	41.73%	56.63%	1.63%	0.00%	100.00%
413	White Rock Rd	Scott Rd (E)	El Dorado Co Line	0.00%	0.00%	39.33%	58.99%	1.68%	0.00%	100.00%

Table C-3
Percent Cost Obligation of Roadway Segments

Segment				Percent Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
416	Winding Way	Auburn Blvd	Pasadena Ave	23.37%	64.85%	4.66%	0.40%	0.13%	6.59%	100.00%
417	Winding Way	Pasadena Ave	College Oak Dr	1.94%	95.57%	0.07%	0.41%	0.08%	1.94%	100.00%
418	Winding Way	College Oak Dr	Garfield Ave	2.01%	86.44%	2.07%	8.81%	0.02%	0.64%	100.00%
422	Zinfandel Dr	City Limit	Douglas Rd	0.48%	1.39%	28.04%	68.07%	0.66%	1.35%	100.00%
423	Zinfandel Dr	Douglas Rd	Collector MS-2	0.16%	0.67%	0.80%	97.76%	0.28%	0.32%	100.00%
424	Zinfandel Dr	Collector MS-2	Collector MS-3	0.04%	0.48%	0.41%	98.61%	0.39%	0.06%	100.00%
425	Zinfandel Dr	Collector MS-3	Collector MS-4	0.05%	0.41%	1.05%	98.03%	0.44%	0.02%	100.00%
426	Zinfandel Dr	Collector MS-4	Kiefer Blvd	0.08%	0.55%	0.00%	98.94%	0.36%	0.06%	100.00%
1003	Meister Way	Elkhorn Blvd	Metro Air Pkwy	34.85%	0.00%	0.00%	0.00%	0.00%	65.15%	100.00%
1004	Meister Way	Metro Air Pkwy	Lone Tree Rd	8.35%	0.14%	0.04%	0.81%	0.02%	90.63%	100.00%
1005	Routier Ext	Old Placerville Rd	Happy Lane	0.00%	0.48%	0.16%	98.99%	0.37%	0.00%	100.00%
1006	Routier Ext	Happy Lane	Kiefer Blvd	0.02%	0.42%	0.08%	99.27%	0.21%	0.00%	100.00%
1007	Routier Ext	Kiefer Blvd	Mayhew	0.00%	0.36%	0.11%	99.31%	0.21%	0.00%	100.00%
1008	French Rd	Florin Rd	Gerber Rd	0.25%	0.77%	0.65%	97.89%	0.19%	0.25%	100.00%
1009	Grant Line Rd	University Blvd	Kiefer Blvd	0.03%	0.21%	49.40%	48.43%	1.92%	0.02%	100.00%
1010	Kammerer Rd	Lent Ranch Rd	Bruceville Rd	1.24%	1.07%	10.39%	77.59%	7.59%	2.13%	100.00%
1011	Kammerer Rd	Bruceville Rd	I-5	2.98%	0.43%	10.26%	73.90%	5.99%	6.44%	100.00%
1012	Grant Line Rd	Calvine Rd	Elk Grove limits	0.05%	0.60%	46.25%	47.89%	5.20%	0.01%	100.00%
1019	Elverta Rd	E Commerce	Natomas Blvd	85.27%	0.66%	0.01%	0.32%	0.02%	13.71%	100.00%
1020	Elverta Rd	Natomas Blvd	Rio Linda Blvd	90.32%	1.18%	0.03%	0.26%	0.02%	8.20%	100.00%
1021	E Commerce	Elkhorn Blvd	Elverta Rd	90.50%	0.05%	0.04%	0.43%	0.02%	8.95%	100.00%

Source: DKS Associates, 2018

Table C-4
Percent Cost Obligation of Intersections

			Percent Obligation by SCTDF District						
No	Roadway 1	Roadway 2	1	2	3	4	5	6	Total
12	South Watt Ave	Folsom Blvd	2.69%	11.89%	1.72%	82.41%	0.24%	1.05%	100.00%
14	South Watt Ave	Kiefer Blvd	2.17%	6.35%	1.13%	89.24%	0.23%	0.87%	100.00%
16	South Watt Ave	Jackson Rd	1.36%	3.04%	1.46%	92.26%	0.55%	1.33%	100.00%
17	South Watt Ave	Fruitridge Rd	0.72%	3.20%	1.18%	94.08%	0.29%	0.52%	100.00%
18	South Watt Ave	Elder Creek Rd	0.35%	1.58%	1.04%	96.38%	0.38%	0.26%	100.00%
20	South Watt Ave	Florin Rd	0.26%	1.18%	1.36%	96.55%	0.39%	0.25%	100.00%
21	South Watt Ave	Gerber Rd	0.17%	1.38%	0.22%	97.42%	0.38%	0.42%	100.00%
23	Hedge Ave	Jackson Rd	1.25%	1.51%	2.11%	92.98%	0.78%	1.38%	100.00%
24	Hedge Ave	Fruitridge Rd	0.19%	0.51%	2.06%	96.69%	0.24%	0.31%	100.00%
25	Hedge Ave	Elder Creek Rd	0.26%	0.38%	1.38%	97.48%	0.23%	0.27%	100.00%
27	Hedge Ave	Florin Rd	0.24%	0.10%	3.40%	95.58%	0.35%	0.33%	100.00%
28	Mayhew Rd	Kiefer Blvd	1.03%	7.59%	3.02%	87.66%	0.16%	0.53%	100.00%
29	Mayhew Rd	Jackson Rd	0.68%	1.63%	2.58%	93.79%	0.58%	0.74%	100.00%
30	Mayhew Rd	Fruitridge Rd	0.02%	1.45%	1.96%	96.39%	0.16%	0.02%	100.00%
31	Mayhew Rd	Elder Creek Rd	0.03%	0.78%	1.79%	97.14%	0.23%	0.02%	100.00%
32	Zinfandel Dr	Woodring Dr	0.16%	0.67%	1.19%	97.38%	0.28%	0.32%	100.00%
36	Bradshaw Rd	Old Placerville Rd	0.58%	6.00%	3.58%	88.56%	0.17%	1.11%	100.00%
37	Bradshaw Rd	Kiefer Blvd	0.59%	5.32%	3.36%	89.68%	0.21%	0.83%	100.00%
38	Bradshaw Rd	Jackson Rd	0.63%	2.25%	2.69%	92.89%	0.78%	0.76%	100.00%
39	Bradshaw Rd	Elder Creek Rd	0.13%	1.34%	1.64%	96.29%	0.49%	0.11%	100.00%
40	Bradshaw Rd	Florin Rd	0.17%	1.44%	2.48%	95.13%	0.61%	0.17%	100.00%
41	Bradshaw Rd	Gerber Rd	0.12%	1.65%	0.92%	96.49%	0.70%	0.12%	100.00%
42	Happy Lane	Old Placerville Rd	0.29%	3.68%	1.23%	94.46%	0.25%	0.09%	100.00%
43	Happy Lane	Kiefer Blvd	0.76%	3.23%	4.07%	90.32%	0.41%	1.20%	100.00%
44	Excelsior Rd	Kiefer Blvd	0.83%	3.05%	4.90%	89.87%	0.02%	1.33%	100.00%
45	Excelsior Rd	Jackson Rd	0.35%	0.69%	4.64%	92.73%	1.11%	0.46%	100.00%
46	Excelsior Rd	Elder Creek Rd	0.05%	0.21%	2.72%	96.38%	0.56%	0.08%	100.00%
47	Excelsior Rd	Florin Rd	0.02%	0.14%	7.07%	91.80%	0.97%	0.01%	100.00%
48	Excelsior Rd	Gerber Rd	0.01%	0.30%	2.49%	95.90%	1.30%	0.00%	100.00%
52	Mather Blvd	Douglas Rd	0.03%	0.60%	10.60%	88.52%	0.14%	0.12%	100.00%
58	Zinfandel Dr	Douglas Rd	0.28%	1.07%	20.72%	76.65%	0.44%	0.83%	100.00%
59	Zinfandel Dr	Kiefer Blvd	0.46%	1.94%	4.71%	91.98%	0.16%	0.74%	100.00%
60	Zinfandel Dr	Jackson Rd	0.44%	0.77%	10.84%	85.05%	2.24%	0.67%	100.00%
61	Eagles Nest Rd	Florin Rd	0.00%	0.01%	8.81%	90.23%	0.95%	0.00%	100.00%
69	Sunrise Blvd	Kiefer Blvd	0.37%	1.87%	10.73%	84.36%	2.15%	0.52%	100.00%
70	Sunrise Blvd	Jackson Rd	0.34%	0.81%	15.25%	79.53%	3.58%	0.49%	100.00%
71	Sunrise Blvd	Florin Rd	0.03%	0.41%	15.19%	82.89%	1.48%	0.01%	100.00%
72	Sunrise Blvd	Grant Line Rd	0.05%	0.76%	56.47%	38.16%	4.56%	0.01%	100.00%
75	Hazel Ave	US 50/Folsom Blvd	2.40%	13.55%	75.79%	7.88%	0.10%	0.28%	100.00%
76	Prairie City Rd	White Rock Rd	0.05%	0.31%	62.57%	35.82%	1.25%	0.00%	100.00%

Table C-4
Percent Cost Obligation of Intersections

			Percent Obligation by SCTDF District						
No	Roadway 1	Roadway 2	1	2	3	4	5	6	Total
77	Grant Line Rd	White Rock Rd	0.04%	0.26%	62.88%	35.53%	1.29%	0.01%	100.00%
78	Grant Line Rd	Douglas Rd	0.14%	0.40%	74.53%	23.76%	1.03%	0.14%	100.00%
79	Grant Line Rd	Kiefer Blvd	0.03%	0.21%	49.04%	48.75%	1.94%	0.02%	100.00%
80	Grant Line Rd	Jackson Rd	0.22%	0.51%	32.33%	59.44%	7.12%	0.37%	100.00%
86	Power Inn Rd	Florin Rd	0.66%	0.94%	1.21%	95.83%	0.65%	0.71%	100.00%
87	Florin-Perkins Rd	Florin Rd	0.33%	0.30%	1.64%	96.94%	0.22%	0.57%	100.00%
88	Bradshaw Rd	Calvine Rd	0.13%	1.85%	4.45%	91.78%	1.58%	0.21%	100.00%
90	Excelsior Rd	Calvine Rd	0.06%	0.45%	10.99%	85.86%	2.61%	0.02%	100.00%
91	Grant Line Rd	Sloughhouse Rd	0.05%	0.56%	50.14%	44.53%	4.72%	0.01%	100.00%
92	Grant Line Rd	Calvine Rd	0.05%	0.55%	50.53%	44.19%	4.67%	0.01%	100.00%
96	14th Ave	Jackson Rd	0.81%	0.15%	1.85%	94.64%	0.64%	1.90%	100.00%
97	Rock Creek Pkwy	Jackson Rd	0.94%	0.96%	1.93%	93.73%	0.62%	1.81%	100.00%
106	Grant Line Rd	Rancho C Pkwy	0.01%	0.10%	43.05%	53.94%	2.84%	0.05%	100.00%
111	Grant Line Rd	Chrysanthy Blvd	0.08%	0.21%	68.22%	30.14%	1.26%	0.09%	100.00%
112	Hazel Ave	Easton Valley Pkwy	0.35%	1.47%	93.47%	4.38%	0.02%	0.31%	100.00%
200	Excelsior Rd	Collector WJ-1	0.29%	1.35%	0.71%	96.53%	0.67%	0.45%	100.00%
201	Excelsior Rd	Collector WJ-2	0.10%	1.00%	0.89%	97.11%	0.74%	0.16%	100.00%
202	Kiefer Blvd	W Collector MS-1	0.67%	2.65%	7.77%	87.77%	0.01%	1.13%	100.00%
203	Kiefer Blvd	Northbridge Dr	0.62%	2.47%	8.20%	87.72%	0.01%	0.98%	100.00%
204	Kiefer Blvd	E Collector MS-1	0.43%	1.78%	8.64%	88.36%	0.11%	0.68%	100.00%
300	Jackson Rd	Collector WJ-3	1.27%	1.49%	2.48%	92.47%	0.89%	1.40%	100.00%
301	Jackson Rd	Collector WJ-4	0.80%	1.36%	3.84%	91.98%	0.97%	1.05%	100.00%
302	Jackson Rd	Vineyard Rd	0.61%	1.01%	3.56%	93.18%	0.81%	0.83%	100.00%
304	Jackson Rd	Collector WJ-5	0.77%	0.93%	6.11%	89.74%	1.42%	1.03%	100.00%
305	Jackson Rd	Collector WJ-6	0.74%	0.86%	6.36%	89.63%	1.44%	0.96%	100.00%
306	Excelsior Rd	Collector WJ-6	0.06%	0.25%	2.68%	96.44%	0.50%	0.08%	100.00%
307	Rock Creek Pkwy	South Watt Ave	1.21%	4.61%	0.24%	92.83%	0.14%	0.96%	100.00%
310	Rock Creek Pkwy	Mayhew Rd	0.15%	1.44%	1.85%	96.22%	0.16%	0.17%	100.00%
312	Rock Creek Pkwy	Bradshaw Rd	0.38%	2.54%	0.77%	95.54%	0.42%	0.36%	100.00%
314	Rock Creek Pkwy	Vineyard Rd	0.29%	0.82%	1.08%	97.11%	0.17%	0.54%	100.00%
315	Rock Creek Pkwy	Douglas Rd	0.26%	1.23%	1.05%	96.52%	0.51%	0.42%	100.00%
316	Bradshaw Rd	Collector WJ-8	0.47%	5.16%	3.66%	89.39%	0.19%	1.12%	100.00%
317	Bradshaw Rd	Collector WJ-9	0.06%	5.24%	2.43%	92.01%	0.20%	0.05%	100.00%
318	Bradshaw Rd	Mayhew Rd	0.04%	3.08%	1.62%	95.00%	0.23%	0.03%	100.00%
319	Bradshaw Rd	Rock Creek Pkwy	0.33%	2.19%	0.68%	96.10%	0.39%	0.31%	100.00%
320	Bradshaw Rd	Collector WJ-11	0.27%	2.33%	0.76%	95.85%	0.49%	0.32%	100.00%
321	Fruitridge Rd	Collector WJ-12	0.12%	0.50%	2.45%	96.40%	0.27%	0.25%	100.00%
322	Mayhew Rd	Collector WJ-13	0.03%	1.45%	1.04%	97.38%	0.07%	0.03%	100.00%
323	Kiefer Blvd	Collector WJ-14	1.08%	4.37%	4.14%	88.52%	0.27%	1.61%	100.00%
324	Kiefer Blvd	Collector WJ-15	1.08%	4.37%	4.14%	88.52%	0.27%	1.61%	100.00%

Table C-4
Percent Cost Obligation of Intersections

			Percent Obligation by SCTDF District						
No	Roadway 1	Roadway 2	1	2	3	4	5	6	Total
325	Kiefer Blvd	Douglas Rd	0.54%	2.32%	3.61%	92.38%	0.30%	0.85%	100.00%
327	Vineyard Rd	Elder Creek Rd	0.13%	0.39%	2.10%	96.80%	0.34%	0.24%	100.00%
328	Vineyard Rd	Florin Rd	0.06%	0.23%	5.14%	93.82%	0.61%	0.14%	100.00%
329	Routier Ext	Kiefer Blvd	0.61%	2.66%	2.72%	92.82%	0.25%	0.95%	100.00%
330	Happy Lane	Routier Ext	0.00%	0.40%	0.74%	98.46%	0.38%	0.00%	100.00%
331	Routier Rd	Old Placerville Rd	0.00%	1.56%	0.48%	97.65%	0.31%	0.00%	100.00%
400	Jackson Rd	Collector JT-3	0.43%	0.76%	6.58%	90.26%	1.39%	0.58%	100.00%
401	Jackson Rd	Tree View Lane	0.49%	0.85%	10.49%	85.32%	2.06%	0.79%	100.00%
402	Jackson Rd	Collector JT-4	0.52%	0.94%	12.02%	83.36%	2.33%	0.83%	100.00%
406	Kiefer Blvd	Tree View Lane	0.68%	2.72%	5.51%	90.02%	0.01%	1.06%	100.00%
407	Kiefer Blvd	HS/MS Dwy	0.59%	2.47%	5.98%	89.97%	0.04%	0.96%	100.00%
500	Jackson Rd	Rockbridge Dr	0.50%	0.88%	13.26%	82.17%	2.45%	0.76%	100.00%
501	Eagles Nest Rd	N Bridgewater Dr	0.04%	0.41%	0.29%	98.58%	0.64%	0.03%	100.00%
502	Eagles Nest Rd	S Bridgewater Dr	0.03%	0.26%	1.17%	97.98%	0.52%	0.04%	100.00%
600	Zinfandel Dr	Collector MS-2	0.15%	0.68%	1.01%	97.58%	0.28%	0.31%	100.00%
601	Zinfandel Dr	Collector MS-3	0.05%	0.49%	1.07%	97.99%	0.35%	0.05%	100.00%
602	Zinfandel Dr	Collector MS-4	0.08%	0.51%	0.82%	98.18%	0.36%	0.06%	100.00%
701	Rio Linda Blvd	Elkhorn Blvd	84.65%	1.80%	0.06%	0.37%	0.02%	13.10%	100.00%
702	Rio Linda Bl	Elverta Rd	89.23%	0.91%	0.05%	0.12%	0.01%	9.69%	100.00%
703	Power Inn Rd	Calvine Rd	1.53%	1.01%	4.28%	90.21%	1.37%	1.60%	100.00%
727	Walnut Ave	Cypress Ave	12.16%	72.73%	4.09%	8.18%	0.05%	2.78%	100.00%
728	Walnut Ave	Winding Wy	2.01%	86.32%	2.21%	8.80%	0.02%	0.64%	100.00%
729	Roseville Rd	Antelope Rd	85.59%	5.10%	0.68%	1.79%	0.03%	6.82%	100.00%
738	Walerga Rd	Don Julio Blvd	56.83%	31.46%	0.02%	11.31%	0.09%	0.29%	100.00%
739	Walerga Rd	Elkhorn Blvd	72.39%	14.19%	1.60%	4.57%	0.04%	7.21%	100.00%
740	Walerga Rd	Antelope Rd	72.16%	17.00%	0.77%	6.17%	0.05%	3.84%	100.00%
741	Walerga Rd	Elverta Rd	77.24%	12.02%	0.52%	4.61%	0.03%	5.58%	100.00%
742	Don Julio Bl	Antelope Rd	85.78%	4.19%	0.91%	0.71%	0.01%	8.40%	100.00%
743	Don Julio Bl	Elkhorn Blvd	75.22%	7.27%	1.93%	0.87%	0.02%	14.69%	100.00%
744	Garfield Ave	Cypress Ave	14.62%	70.39%	8.44%	3.41%	0.11%	3.03%	100.00%
754	San Juan Ave	Madison Ave	16.88%	65.46%	8.16%	7.25%	0.16%	2.09%	100.00%
755	Fair Oaks Blvd	Madison Ave	13.60%	53.80%	26.97%	4.45%	0.03%	1.15%	100.00%
756	Fair Oaks Bl	Greenback Ln	27.30%	45.61%	23.00%	1.82%	0.02%	2.26%	100.00%
757	Kenneth Ave	Madison Ave	13.40%	47.72%	34.40%	3.46%	0.03%	0.98%	100.00%
758	Kenneth Ave	Greenback Ln	21.09%	52.47%	18.64%	5.38%	0.07%	2.36%	100.00%
761	Main Ave	Oak Ave	17.48%	49.52%	28.36%	1.93%	0.05%	2.66%	100.00%
762	Elk Grove-Florin Rd	Calvine Rd	0.21%	1.33%	2.95%	94.31%	0.81%	0.39%	100.00%
770	Watt Ave	Roseville Rd	66.74%	9.65%	0.04%	23.23%	0.15%	0.19%	100.00%
771	Watt Ave	Airbase Dr	79.65%	10.03%	0.67%	9.44%	0.05%	0.16%	100.00%
772	Watt Ave	Don Julio Blvd	74.51%	10.93%	0.05%	13.61%	0.10%	0.80%	100.00%

Table C-4
Percent Cost Obligation of Intersections

			Percent Obligation by SCTDF District						
No	Roadway 1	Roadway 2	1	2	3	4	5	6	Total
773	Watt Ave	Elkhorn Blvd	78.77%	5.51%	0.56%	5.65%	0.03%	9.47%	100.00%
774	Watt Ave	Antelope Rd	75.72%	10.56%	1.12%	8.77%	0.05%	3.77%	100.00%
775	Watt Ave	Elverta Rd	80.38%	6.03%	0.66%	4.70%	0.02%	8.21%	100.00%
777	Bradshaw Rd	Calvine Rd	0.10%	1.71%	0.68%	96.40%	0.91%	0.20%	100.00%
780	Sunrise Blvd	Madison Ave	13.76%	45.65%	11.48%	27.66%	0.29%	1.16%	100.00%
781	Hazel Ave	Sunset Ave	4.23%	23.44%	48.81%	23.19%	0.30%	0.03%	100.00%
782	Hazel Ave	Madison Ave	5.54%	31.92%	40.82%	21.00%	0.29%	0.41%	100.00%
783	Hazel Ave	Greenback Ln	9.05%	29.27%	38.53%	21.85%	0.34%	0.97%	100.00%
784	Hazel Ave	Oak Ave	4.43%	26.47%	44.31%	23.67%	0.40%	0.72%	100.00%
790	MLK Rd	Fruitridge Rd	6.82%	4.69%	1.34%	82.76%	2.16%	2.24%	100.00%
791	Stockton Blvd	Elsie Ave	0.58%	1.01%	0.39%	95.51%	1.58%	0.93%	100.00%
792	Stockton Blvd	Gerber Rd	0.42%	1.26%	0.43%	95.66%	1.43%	0.79%	100.00%
793	Stockton Blvd	Florin Rd	1.02%	0.67%	1.14%	95.62%	0.57%	0.98%	100.00%
804	16th St	Elkhorn Blvd	86.06%	1.33%	0.13%	0.65%	0.02%	11.81%	100.00%
809	Waterman Rd	Florin Road	0.13%	0.68%	2.41%	96.33%	0.29%	0.16%	100.00%
810	Waterman Rd	Gerber Road	0.07%	1.15%	0.90%	97.51%	0.21%	0.16%	100.00%
811	Waterman Rd	Vintage Park Dr	0.00%	0.00%	0.00%	70.00%	10.00%	20.00%	100.00%
812	Waterman Rd	Calvine Rd	0.26%	1.22%	5.89%	91.35%	0.85%	0.44%	100.00%
813	Vineyard Road	Gerber Road	0.06%	0.45%	2.47%	96.15%	0.62%	0.24%	100.00%
815	Metro Airpark	I-5 Interchange	1.59%	0.56%	0.66%	5.55%	0.14%	91.51%	100.00%
816	Elkhorn Blvd	SR 99 Interchange	61.43%	0.13%	0.15%	1.09%	0.05%	37.16%	100.00%
817	Elverta Rd	16th St	90.56%	1.16%	0.16%	0.50%	0.01%	7.61%	100.00%
818	Grant Line Rd	University Blvd	0.07%	0.23%	64.52%	33.77%	1.33%	0.07%	100.00%

DKS Associates, 2018

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
1	16th St	Kasser Rd	Elverta Rd	\$4,125,807	\$57,435	\$4,790	\$41,631	\$622	\$138,226	\$4,368,510
2	16th St	Elverta Rd	Q St	\$6,922,870	\$214,792	\$5,628	\$138,378	\$1,453	\$26,396	\$7,309,518
3	16th St	Q St	Elkhorn Blvd	\$8,314,670	\$203,692	\$0	\$162,789	\$1,823	\$41,776	\$8,724,750
4	16th St	Elkhorn Blvd	E St	\$11,820,050	\$243,611	\$14,260	\$175,195	\$2,713	\$52,811	\$12,308,640
5	16th St	E St	Sacramento CL	\$7,727,779	\$252,903	\$2,064	\$216,524	\$2,571	\$51,979	\$8,253,820
7	47th St	SR-99	Stockton Blvd	\$106,549	\$51,995	\$131,052	\$9,492,080	\$74,707	\$41,496	\$9,897,879
14	Alta Florin Rd	Power Inn Rd	Florin Perkins Rd	\$48,249	\$281,853	\$116,780	\$22,086,104	\$111,654	\$40,640	\$22,685,280
16	Antelope Rd	Walerga Rd	Elverta Rd	\$251,198	\$1,504	\$23	\$14	\$0	\$31,027	\$283,766
17	Antelope Rd	Elverta Rd	Don Julio Blvd	\$2,566,428	\$76,613	\$15,535	\$3,976	\$80	\$243,659	\$2,906,291
18	Antelope Rd	Don Julio Blvd	Antelope North Rd	\$3,594,579	\$35,317	\$19,296	\$844	\$14	\$416,458	\$4,066,509
20	Antelope Rd	Roseville Rd	Daly Ave	\$76,495	\$2,274	\$491	\$486	\$6	\$7,309	\$87,061
22	Antelope Rd North	Melbury Way	Placer Co Line	\$7,966,021	\$485,228	\$19,847	\$212,795	\$3,058	\$30,838	\$8,717,786
29	Auburn Blvd	Winding Wy	I-80 Ramps	\$268,140	\$552,037	\$42,985	\$61,093	\$874	\$74,871	\$1,000,000
30	Auburn Blvd	I-80 Ramps	Myrtle Ave	\$858,504	\$6,092,072	\$13,259	\$218,917	\$11,077	\$68,238	\$7,262,068
37	Bradshaw Rd	Goethe Rd	Collector WJ-8	\$14,159	\$154,839	\$106,146	\$2,625,704	\$5,779	\$33,667	\$2,940,294
38	Bradshaw Rd	Collector WJ-8	Kiefer Blvd	\$3,491	\$39,415	\$28,319	\$725,899	\$1,628	\$8,274	\$807,026
39	Bradshaw Rd	Kiefer Blvd	Collector WJ-9	\$1,058	\$68,944	\$29,933	\$1,156,598	\$2,461	\$746	\$1,259,740
40	Bradshaw Rd	Collector WJ-9	Mayhew Rd	\$654	\$66,177	\$29,335	\$1,146,299	\$2,594	\$655	\$1,245,714
41	Bradshaw Rd	Mayhew Rd	Jackson Rd	\$640	\$31,236	\$12,491	\$863,933	\$3,599	\$536	\$912,435
42	Bradshaw Rd	Jackson Rd	Rock Creek Pkwy	\$3,448	\$35,106	\$12,166	\$1,195,509	\$5,423	\$2,561	\$1,254,213
43	Bradshaw Rd	Rock Creek Pkwy	Collector WJ-10	\$4,831	\$32,542	\$9,449	\$1,197,418	\$5,341	\$4,633	\$1,254,213
44	Bradshaw Rd	Collector WJ-10	Collector WJ-11	\$3,685	\$31,492	\$9,157	\$1,198,868	\$6,366	\$4,645	\$1,254,213
45	Bradshaw Rd	Collector WJ-11	Elder Creek Rd	\$2,974	\$32,428	\$9,461	\$1,199,518	\$7,241	\$2,592	\$1,254,213
46	Bradshaw Rd	Elder Creek Rd	Florin Rd	\$17,152	\$175,029	\$48,550	\$7,706,659	\$46,412	\$13,365	\$8,007,167
47	Bradshaw Rd	Florin Rd	Gerber Rd	\$11,242	\$169,612	\$39,795	\$7,711,990	\$66,352	\$10,988	\$8,009,980
48	Bradshaw Rd	Gerber Rd	Calvine Rd	\$19,321	\$331,218	\$131,884	\$18,659,582	\$175,688	\$39,537	\$19,357,229
50	Calvine Rd	Auberry Dr	Elk Grove Florin Rd	\$60,379	\$29,713	\$437,286	\$7,454,801	\$49,962	\$87,729	\$8,119,870
51	Calvine Rd	Elk Grove Florin Rd	Waterman Rd	\$47,686	\$45,029	\$711,060	\$6,830,275	\$77,842	\$82,938	\$7,794,830

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
52	Calvine Rd	Waterman Rd	Bradshaw Rd	\$51,493	\$11,119	\$1,188,285	\$6,412,123	\$118,748	\$84,642	\$7,866,410
53	Calvine Rd	Bradshaw Rd	Vineyard Rd	\$20,317	\$953	\$2,014,560	\$4,670,731	\$164,462	\$17,562	\$6,888,585
54	Calvine Rd	Vineyard Rd	Excelsior Rd	\$10,038	\$26,557	\$1,037,360	\$3,100,219	\$154,949	\$8,677	\$4,337,800
55	Calvine Rd	Excelsior Rd	Grant Line Rd	\$14,349	\$1,470	\$2,524,373	\$3,967,448	\$204,404	\$4,806	\$6,716,850
56	Chrysanthy Blvd	Grant Line Rd	Town Center Blvd	\$1,082	\$2,759	\$1,055,391	\$68,551	\$1,096	\$1,121	\$1,130,000
58	Cypress Ave	Edison Ave	Walnut Ave	\$619,291	\$971,295	\$154,323	\$6,728	\$2,639	\$156,916	\$1,911,191
59	Cypress Ave	Walnut Ave	Manzanita Ave	\$537,854	\$2,575,079	\$273,004	\$125,353	\$4,003	\$111,403	\$3,626,696
62	Don Julio	Antelope Rd	Elkhorn Blvd	\$827,910	\$76,775	\$7,479	\$20,296	\$420	\$13,444	\$946,324
66	Douglas Rd	Mather Blvd	Zinfandel Dr	\$2,374	\$54,615	\$830,825	\$8,040,622	\$12,272	\$11,029	\$8,951,736
67	Douglas Rd	Zinfandel Dr	Rancho Cordova	\$16,381	\$59,913	\$1,561,374	\$2,643,214	\$26,346	\$53,006	\$4,360,234
68	Douglas Rd Ext	Mather Rd	Kiefer Blvd	\$19,753	\$239,067	\$811,821	\$30,201,924	\$8,846	\$18,189	\$31,299,600
69	Douglas Rd Ext	Kiefer Blvd	Rock Creek Pkwy	\$7,418	\$34,571	\$12,156	\$2,528,196	\$14,052	\$11,848	\$2,608,240
70	Douglas Rd Ext	Rock Creek Pkwy	Excelsior Rd	\$2,492	\$11,865	\$3,522	\$693,414	\$5,304	\$3,974	\$720,570
76	Eagles Nest Rd	Kiefer Blvd	N Bridgewater Dr	\$390	\$4,051	\$1,190	\$873,670	\$5,883	\$335	\$885,520
77	Eagles Nest Rd	N Bridgewater Dr	S Bridgewater Dr	\$347	\$3,376	\$1,115	\$874,472	\$5,927	\$283	\$885,520
78	Eagles Nest Rd	S Bridgewater Dr	Jackson Rd	\$265	\$1,189	\$13,249	\$864,255	\$6,221	\$341	\$885,520
87	Easton Valley Pkwy	Hazel Ave	Glenborough Dr	\$28,042	\$118,332	\$14,009,971	\$356,082	\$9,572	\$24,502	\$14,546,500
88	Easton Valley Pkwy	Glenborough Dr	Prairie City Rd	\$811	\$6,203	\$15,156,935	\$76,602	\$14,477	\$472	\$15,255,500
96	El Centro Rd	San Juan Ave	El Camino Ave	\$3,869,312	\$59,777	\$48,587	\$491,307	\$10,562	\$4,487,656	\$8,967,200
97	Elder Creek Rd	South Watt Ave	Hedge Ave	\$10,594	\$15,825	\$48,918	\$3,780,590	\$9,043	\$11,738	\$3,876,708
98	Elder Creek Rd	Hedge Ave	Mayhew Rd	\$19,669	\$37,175	\$290,334	\$15,006,462	\$49,287	\$12,177	\$15,415,104
99	Elder Creek Rd	Mayhew Rd	Bradshaw Rd	\$545	\$144	\$63,425	\$2,883,832	\$10,218	\$436	\$2,958,600
100	Elder Creek Rd	Bradshaw Rd	Vineyard Rd	\$1,457	\$1,712	\$184,397	\$7,397,693	\$24,634	\$2,566	\$7,612,460
101	Elder Creek Rd	Vineyard Rd	Excelsior Rd	\$5,614	\$11,121	\$219,917	\$7,261,424	\$21,424	\$7,700	\$7,527,200
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	\$6,072	\$54,722	\$24	\$2,635,611	\$13,308	\$4,877	\$2,714,614
103	Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	\$10,989	\$192,624	\$203	\$10,978,239	\$66,909	\$35,165	\$11,284,130
104	Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	\$2,544	\$219,634	\$8,370	\$12,863,226	\$99,933	\$10,653	\$13,204,360
105	Elkhorn Blvd	Power Line Rd	Metro Air Pkwy	\$2,782,577	\$18,732	\$11,744	\$74,155	\$1,938	\$5,312,054	\$8,201,200

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
106	Elkhorn Blvd	Metro Air Pkwy	SR 99	\$260,590	\$1,118	\$646	\$6,716	\$168	\$463,276	\$732,515
107	Elkhorn Blvd	SR 99	E Commerce Way	\$1,096,711	\$1,927	\$1,254	\$10,304	\$633	\$381,420	\$1,492,248
108	Elkhorn Blvd	E. Commerce Way	Natomas Blvd	\$4,622,351	\$18,163	\$2,154	\$12,154	\$1,000	\$1,451,628	\$6,107,450
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	\$7,647,302	\$155,089	\$166	\$2,847	\$222	\$1,168,197	\$8,973,823
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	\$23,027,298	\$723,969	\$3,607	\$15,970	\$689	\$3,278,483	\$27,050,016
111	Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	\$8,313,593	\$68,402	\$1,982	\$17,636	\$631	\$1,820,955	\$10,223,200
112	Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	\$15,913,001	\$126,790	\$14,550	\$19,323	\$1,284	\$3,177,652	\$19,252,600
113	Elkhorn Blvd	Dry Creek Rd	16th St	\$9,226,279	\$90,446	\$14,001	\$10,403	\$1,240	\$2,355,686	\$11,698,055
114	Elkhorn Blvd	16th St	24th St	\$18,439,222	\$188,422	\$42,963	\$7,069	\$3,121	\$3,999,103	\$22,679,900
115	Elkhorn Blvd	24th St	Watt Ave	\$23,309,523	\$679,600	\$92,439	\$271,054	\$6,041	\$2,677,873	\$27,036,530
116	Elkhorn Blvd	Watt Ave	Walegra Rd	\$16,840,143	\$921,814	\$210,988	\$182,356	\$3,448	\$2,194,861	\$20,353,610
117	Elkhorn Blvd	Walegra Rd	Don Julio Blvd	\$9,991,553	\$781,498	\$236,982	\$95,926	\$2,068	\$1,323,773	\$12,431,800
122	Elverta Rd	Power Line Rd	SR 99	\$3,079,935	\$2,931	\$14	\$108	\$2	\$4,384,578	\$7,467,568
123	Elverta Rd	SR 99	Rio Linda Blvd	\$3,555,582	\$4,904	\$2,937	\$21,336	\$963	\$793,273	\$4,378,996
124	Elverta Rd	Rio Linda Blvd	Elverta SP W Limit	\$32,340,625	\$224,654	\$21,702	\$85,687	\$3,757	\$2,515,111	\$35,191,536
125	Elverta Rd	Elverta SP W Limit	Elverta SP E Limit	\$16,265,011	\$169,717	\$35,671	\$24,057	\$578	\$2,228,538	\$18,723,572
126	Elverta Rd	Elverta SP E Limit	Watt Ave	\$3,275,429	\$37,541	\$7,820	\$3,521	\$202	\$405,963	\$3,730,476
131	Excelsior Rd	Douglas Rd Ext	Collector WJ-1	\$5,766	\$26,891	\$8,127	\$1,674,088	\$12,856	\$8,973	\$1,736,700
132	Excelsior Rd	Collector WJ-1	Collector WJ-2	\$3,480	\$21,015	\$8,947	\$1,685,910	\$12,605	\$4,743	\$1,736,700
133	Excelsior Rd	Collector WJ-2	Jackson Rd	\$976	\$9,187	\$7,046	\$842,253	\$7,608	\$1,629	\$868,700
134	Excelsior Rd	Jackson Rd	Collector WJ-6	\$1,308	\$5,096	\$55,380	\$1,932,612	\$10,240	\$1,571	\$2,006,208
135	Excelsior Rd	Collector WJ-6	Elder Creek Rd	\$1,325	\$4,716	\$56,350	\$1,959,109	\$10,855	\$1,632	\$2,033,988
136	Excelsior Rd	Elder Creek Rd	Florin Rd	\$15,425	\$56,032	\$11,872	\$10,042,714	\$104,904	\$24,183	\$10,255,130
144	Fair Oaks Blvd	El Camino Ave	Marconi Ave	\$5,788	\$1,911,834	\$9,986	\$2,255,508	\$555	\$0	\$4,183,672
145	Fair Oaks Blvd	Marconi Ave	Engle Rd	\$67,536	\$2,843,014	\$24,548	\$2,130,536	\$288	\$23,078	\$5,089,000
146	Fair Oaks Blvd	Engle Rd	Manzanita Ave	\$47,094	\$1,974,685	\$90,850	\$1,043,754	\$650	\$15	\$3,157,048
147	Fair Oaks Blvd	Manzanita Ave	Marshall Ave	\$954,055	\$6,170,021	\$892,781	\$292,481	\$4,093	\$157,772	\$8,471,203
154	Florin Rd	Franklin Blvd	Bowling Dr	\$7,679	\$9,433	\$48,655	\$1,709,348	\$53,301	\$5,517	\$1,833,933

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
155	Florin Rd	Bowling Dr	SR-99	\$28,284	\$48,378	\$78,264	\$2,927,061	\$74,911	\$8,805	\$3,165,701
156	Florin Rd	SR-99	65th St	\$36,497	\$13,746	\$23,105	\$2,094,560	\$18,119	\$29,625	\$2,215,652
158	Florin Rd	Stockton Blvd	Power Inn Rd	\$188,701	\$38,664	\$264,347	\$20,116,185	\$78,891	\$189,412	\$20,876,200
160	Florin Rd	Florin Perkins Rd	S. Watt Ave	\$30,455	\$22,860	\$203,733	\$12,323,942	\$29,274	\$49,668	\$12,659,932
161	Florin Rd	S. Watt Ave	Hedge Ave	\$3,634	\$803	\$47,600	\$1,233,499	\$5,174	\$4,975	\$1,295,685
162	Florin Rd	Hedge Ave	Waterman Rd	\$22,688	\$9,526	\$315,995	\$8,658,515	\$33,169	\$31,052	\$9,070,945
163	Florin Rd	Waterman Rd	Bradshaw Rd	\$15,673	\$19,484	\$413,006	\$9,460,490	\$37,790	\$19,365	\$9,965,808
164	Florin Rd	Bradshaw Rd	Vineyard Rd	\$13,627	\$17,654	\$400,784	\$7,988,601	\$34,104	\$15,069	\$8,469,840
165	Florin Rd	Vineyard Rd	Excelsior Rd	\$4,462	\$645	\$755,291	\$11,062,819	\$66,435	\$1,788	\$11,891,440
166	Florin Rd	Excelsior Rd	Eagles Nest Rd	\$4,360	\$7,531	\$2,465,944	\$24,254,244	\$199,445	\$637	\$26,932,160
167	Florin Rd	Eagles Nest Rd	Sunrise Blvd	\$0	\$2,033	\$1,426,674	\$10,526,409	\$113,164	\$0	\$12,068,280
177	Fruitridge Rd	South Watt Ave	Hedge Ave	\$2,047	\$4,134	\$26,160	\$1,141,639	\$3,423	\$3,307	\$1,180,710
178	Fruitridge Rd	Hedge Ave	Collector WJ-12	\$4,850	\$19,057	\$88,949	\$3,616,900	\$10,646	\$10,227	\$3,750,630
179	Fruitridge Rd	Collector WJ-12	Mayhew Rd	\$2,250	\$22,458	\$91,142	\$3,567,274	\$10,644	\$4,263	\$3,698,030
190	Gerber Rd	Elk Grove-Florin Rd	Waterman Rd	\$6,658	\$16,648	\$19,880	\$3,149,305	\$3,381	\$13,429	\$3,209,300
191	Gerber Rd	Waterman Rd	Bradshaw Rd	\$14,631	\$25,287	\$62,637	\$8,765,220	\$12,747	\$33,378	\$8,913,900
192	Gerber Rd	Bradshaw Rd	Vineyard Rd	\$20,328	\$33,088	\$129,427	\$8,915,604	\$16,698	\$24,170	\$9,139,315
193	Gerber Rd	Vineyard Rd	Excelsior Rd	\$35	\$1,906	\$728,858	\$11,033,882	\$47,377	\$52	\$11,812,110
194	Glenborough Dr	Folsom Blvd	Easton Valley Pkwy	\$30,682	\$135,683	\$13,017,481	\$215,833	\$1,412	\$17,210	\$13,418,300
195	Grant Line Rd	White Rock Rd	Douglas Rd	\$7,294	\$47,992	\$9,156,816	\$6,315,912	\$258,194	\$249	\$15,786,457
196	Grant Line Rd	Douglas Rd	Chrysanthy Blvd	\$6,723	\$18,726	\$4,672,839	\$1,750,326	\$77,972	\$6,828	\$6,533,415
197	Grant Line Rd	Chrysanthy Blvd	Kiefer Blvd	\$1,650	\$4,225	\$1,538,328	\$1,000,482	\$41,868	\$2,047	\$2,588,600
198	Grant Line Rd	Kiefer Blvd	Rancho C Pkwy	\$196	\$3,049	\$1,452,993	\$1,680,487	\$78,460	\$420	\$3,215,606
199	Grant Line Rd	Rancho C Pkwy	Jackson Rd	\$599	\$3,622	\$1,496,360	\$2,147,626	\$113,875	\$2,024	\$3,764,105
200	Grant Line Rd	Jackson Rd	Sunrise Blvd	\$0	\$23,595	\$13,259,470	\$2,115,627	\$944,558	\$0	\$16,343,250
201	Grant Line Rd	Sunrise Blvd	Eagles Nest Rd	\$9,649	\$72,261	\$4,629,848	\$4,010,609	\$448,861	\$1,690	\$9,172,918
202	Grant Line Rd	Eagles Nest Rd	Calvine Rd	\$8,824	\$96,747	\$7,462,676	\$7,727,314	\$839,078	\$1,342	\$16,135,980
203	Grant Line Rd	Bond Rd	Elk Grove Blvd	\$0	\$36,463	\$1,929,716	\$4,546,799	\$336,099	\$3	\$6,849,080

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
204	Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	\$0	\$32,402	\$1,338,137	\$3,038,341	\$254,376	\$3	\$4,663,260
205	Grant Line Rd	Bradshaw Rd	Waterman Rd	\$1,733	\$173,296	\$1,020,325	\$6,409,435	\$709,849	\$1,317	\$8,315,955
208	Greenback Lane	Fair Oaks Blvd	Kenneth Ave	\$3,320,938	\$9,353,168	\$905,636	\$264,933	\$5,681	\$414,750	\$14,265,106
209	Greenback Lane	Kenneth Ave	Hazel Ave	\$4,138,935	\$8,166,534	\$1,649,298	\$525,585	\$7,558	\$470,091	\$14,958,001
214	Hazel Ave	Placer CL	Oak Ave	\$41	\$4,780,288	\$7,212,897	\$5,209,621	\$87,393	\$16	\$17,290,255
215	Hazel Ave	Oak Ave	Central Ave	\$36,864	\$5,115,559	\$5,566,504	\$4,701,855	\$75,265	\$5,111	\$15,501,158
216	Hazel Ave	Central Ave	Greenback Ln	\$467	\$1,747,975	\$2,727,392	\$2,303,748	\$36,877	\$75	\$6,816,533
217	Hazel Ave	Greenback Ln	Pershing Ave	\$160,027	\$1,814,692	\$2,953,423	\$2,362,723	\$36,398	\$17,196	\$7,344,460
218	Hazel Ave	Pershing Ave	Madison Ave	\$115,616	\$1,521,253	\$2,608,994	\$2,105,478	\$31,204	\$3,118	\$6,385,664
219	Hazel Ave	Madison Ave	Sunset Ave	\$88,634	\$473,912	\$812,184	\$569,109	\$7,698	\$463	\$1,952,000
224	Hazel Ave	Atlanta St	Easton Valley Pkwy	\$240,949	\$1,261,812	\$10,374,853	\$505,652	\$650	\$37,284	\$12,421,200
234	Jackson Rd	14th Ave	Rock Creek Pkwy	\$507	\$93	\$1,228	\$58,947	\$401	\$1,185	\$62,360
235	Jackson Rd	Rock Creek Pkwy	Aspen 1 Driveway	\$7,796	\$2,323	\$19,719	\$906,584	\$6,470	\$17,167	\$960,060
236	Jackson Rd	Aspen 1 Driveway	South Watt Ave	\$7,796	\$2,323	\$19,719	\$906,584	\$6,470	\$17,167	\$960,060
237	Jackson Rd	South Watt Ave	Hedge Ave	\$78,638	\$95,449	\$140,562	\$5,668,346	\$48,224	\$87,232	\$6,118,452
238	Jackson Rd	Hedge Ave	Collector WJ-3	\$93,282	\$108,977	\$193,258	\$6,932,911	\$65,755	\$103,387	\$7,497,570
239	Jackson Rd	Collector WJ-3	Mayhew Rd	\$94,582	\$111,705	\$201,416	\$6,920,575	\$67,460	\$101,832	\$7,497,570
240	Jackson Rd	Mayhew Rd	Bradshaw Rd	\$41,979	\$49,171	\$160,121	\$5,036,553	\$43,112	\$46,984	\$5,377,920
241	Jackson Rd	Bradshaw Rd	Collector WJ-4	\$23,647	\$40,416	\$116,985	\$2,603,628	\$28,700	\$31,319	\$2,844,696
242	Jackson Rd	Collector WJ-4	Happy Lane	\$35,953	\$60,562	\$186,019	\$4,105,947	\$44,212	\$47,963	\$4,480,656
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	\$37,323	\$61,502	\$195,415	\$4,089,780	\$46,231	\$50,404	\$4,480,656
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	\$44,491	\$54,866	\$364,756	\$5,265,941	\$80,066	\$58,455	\$5,868,576
245	Jackson Rd	Collector WJ-5	Collector WJ-6	\$23,120	\$26,786	\$202,738	\$2,518,028	\$44,223	\$29,801	\$2,844,696
246	Jackson Rd	Collector WJ-6	Excelsior Rd	\$19,786	\$22,062	\$194,031	\$2,543,035	\$40,867	\$24,915	\$2,844,696
247	Jackson Rd	Excelsior Rd	Collector JT-3	\$32,021	\$56,509	\$484,697	\$6,560,758	\$101,983	\$42,909	\$7,278,876
248	Jackson Rd	Collector JT-3	Tree View Lane	\$36,524	\$63,679	\$739,152	\$6,398,274	\$142,480	\$56,447	\$7,436,556
249	Jackson Rd	Tree View Lane	Collector JT-4	\$38,644	\$69,639	\$918,658	\$6,176,463	\$172,034	\$61,117	\$7,436,556
250	Jackson Rd	Collector JT-4	Eagles Nest Rd	\$41,814	\$72,891	\$1,034,677	\$5,951,506	\$192,830	\$63,759	\$7,357,476

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
251	Jackson Rd	Eagles Nest Rd	Rockbridge Dr	\$35,012	\$60,263	\$917,048	\$5,082,569	\$167,552	\$53,214	\$6,315,660
252	Jackson Rd	Rockbridge Dr	Sunrise Blvd	\$32,796	\$57,213	\$954,633	\$5,053,432	\$166,867	\$50,719	\$6,315,660
253	Jackson Rd	Sunrise Blvd	Grant Line Rd	\$42,282	\$80,432	\$1,833,859	\$7,310,459	\$438,884	\$63,343	\$9,769,260
260	Kiefer Blvd	Bradshaw Rd	Collector WJ-14	\$16,065	\$64,758	\$55,909	\$1,273,812	\$3,516	\$23,660	\$1,437,720
261	Kiefer Blvd	Collector WJ-14	Routier Ext	\$12,496	\$50,683	\$48,936	\$931,086	\$2,919	\$19,240	\$1,065,360
262	Kiefer Blvd	Routier Ext	Happy Lane	\$11,656	\$47,466	\$47,151	\$930,747	\$2,797	\$18,194	\$1,058,010
263	Kiefer Blvd	Happy Lane	Collector WJ-15	\$6,756	\$28,588	\$33,631	\$798,473	\$3,620	\$10,608	\$881,675
264	Kiefer Blvd	Collector WJ-15	Douglas Rd Ext	\$35,430	\$149,934	\$176,380	\$4,187,659	\$18,984	\$55,633	\$4,624,020
265	Kiefer Blvd	Douglas Rd Ext	Excelsior Rd	\$47,648	\$174,801	\$291,696	\$4,264,697	\$320	\$76,437	\$4,855,600
266	Kiefer Blvd	Excelsior Rd	Tree View Lane	\$53,261	\$195,203	\$375,902	\$5,139,775	\$630	\$83,430	\$5,848,200
267	Kiefer Blvd	Tree View Lane	Eagles Nest Rd	\$43,615	\$183,770	\$459,885	\$6,694,711	\$2,672	\$71,147	\$7,455,800
268	Kiefer Blvd	Eagles Nest Rd	W Collector MS-1	\$4,157	\$16,387	\$47,834	\$533,786	\$43	\$6,993	\$609,200
269	Kiefer Blvd	W Collector MS-1	Northbridge Dr	\$4,487	\$17,513	\$57,137	\$544,750	\$52	\$7,136	\$631,075
270	Kiefer Blvd	Northbridge Dr	E Collector MS-1	\$4,435	\$17,660	\$61,400	\$617,681	\$107	\$6,991	\$708,275
271	Kiefer Blvd	E Collector MS-1	Sunrise Blvd	\$9,022	\$39,078	\$200,016	\$1,775,199	\$2,635	\$15,050	\$2,041,000
279	Madison Ave	I-80	Auburn Blvd	\$1,192,917	\$2,683,543	\$46,124	\$10,153	\$2,146	\$118,880	\$4,053,762
285	Madison Ave	Sunrise Blvd	Fair Oaks Blvd	\$625,007	\$3,408,991	\$563,601	\$7,598	\$1,392	\$103,100	\$4,709,688
286	Madison Ave	Fair Oaks Blvd	Kenneth Ave	\$1,184,327	\$4,066,953	\$1,896,533	\$120,961	\$1,465	\$99,917	\$7,370,156
287	Madison Ave	Kenneth Ave	Hazel Ave	\$1,012,024	\$4,417,995	\$1,623,347	\$224,367	\$2,136	\$90,286	\$7,370,156
292	Manzanita Ave	Fair Oaks Blvd	Cypress Ave	\$188,396	\$1,009,825	\$103,210	\$267,634	\$547	\$28,864	\$1,598,475
305	Mayhew Rd	Happy Lane	Bradshaw Rd	\$460	\$10,426	\$4,361	\$2,628,200	\$5,831	\$332	\$2,649,610
306	Mayhew Rd	Bradshaw Rd	Jackson Rd	\$3,737	\$87,567	\$56,894	\$4,455,437	\$2,456	\$1,008	\$4,607,100
307	Mayhew Rd	Jackson Rd	Rock Creek Pkwy	\$218	\$5,465	\$7,105	\$327,006	\$586	\$66	\$340,446
308	Mayhew Rd	Rock Creek Pkwy	Fruitridge Rd	\$90	\$5,159	\$6,532	\$328,075	\$545	\$44	\$340,446
309	Mayhew Rd	Fruitridge Rd	Collector WJ-13	\$372	\$22,059	\$12,925	\$1,146,455	\$615	\$375	\$1,182,800
310	Mayhew Rd	Collector WJ-13	Elder Creek Rd	\$1,198	\$65,630	\$46,663	\$4,392,365	\$3,213	\$1,231	\$4,510,300
311	Metro Air Pkwy	I-5	Elkhorn Blvd	\$169,650	\$24,160	\$25,793	\$241,372	\$6,068	\$4,841,904	\$5,308,947
312	Metro Air Pkwy	Elkhorn Blvd	Elverta Rd	\$1,157,948	\$29,860	\$41,691	\$289,657	\$9,983	\$6,459,636	\$7,988,775

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
313	MLK Blvd	Fruitridge Rd	SR 99	\$388,035	\$641,535	\$68,468	\$4,603,023	\$268,738	\$65,901	\$6,035,700
314	MLK Blvd	SR 99	Franklin Rd	\$460,554	\$844,061	\$182,181	\$15,140,666	\$277,965	\$55,573	\$16,961,000
315	North Loop Rd	Grant Line Rd	Town Center Blvd	\$13,770	\$40,316	\$5,728,530	\$52,438	\$0	\$13,145	\$5,848,200
316	North Loop Rd	Town Center Blvd	Street D	\$9,246	\$30,601	\$7,489,102	\$264,158	\$5,753	\$7,541	\$7,806,400
318	Oak Ave	Hazel Ave	Main Ave	\$1,141,483	\$2,102,718	\$1,220,681	\$78,402	\$3,577	\$187,489	\$4,734,350
319	Oak Ave	Main Ave	Folsom CL	\$335,354	\$493,806	\$407,284	\$10,125	\$867	\$41,381	\$1,288,817
321	Old Placerville Rd	Granby Dr	Happy Lane	\$37,965	\$437,614	\$123,790	\$5,309,429	\$9,456	\$11,245	\$5,929,500
322	Old Placerville Rd	Happy Lane	Routier Rd	\$98	\$97,437	\$7,931	\$2,497,904	\$6,604	\$26	\$2,610,000
324	Pasadena Ave	Cypress Ave	Winding Wy	\$337,147	\$612,485	\$69,673	\$2,965	\$1,338	\$84,375	\$1,107,983
330	Prairie City Rd	US 50	Easton Valley Pkwy	\$49,916	\$202,095	\$4,662,974	\$1,311,926	\$74,505	\$24,780	\$6,326,196
331	Prairie City Rd	Easton Valley Pkwy	White Rock Rd	\$40,940	\$144,298	\$5,987,724	\$1,899,493	\$106,779	\$5,966	\$8,185,200
334	Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	\$8,806,481	\$458,352	\$5,668	\$128,391	\$4,696	\$103,842	\$9,507,430
335	Rio Linda Blvd	Marysville Blvd	Sacramento CL	\$4,761,606	\$347,635	\$2,745	\$51,794	\$1,368	\$29,684	\$5,194,833
338	Roseville Rd	Airbase Dr	Palm Ave	\$5,813,652	\$447,658	\$20	\$1,682,780	\$10,153	\$1,677	\$7,955,940
339	Roseville Rd	Palm Ave	Walerga Rd	\$9,286,089	\$733,444	\$8	\$2,772,044	\$14,123	\$1,841	\$12,807,550
340	Roseville Rd	Walerga Rd	Elkhorn Blvd	\$12,359,845	\$2,512,426	\$182	\$1,703,341	\$10,226	\$1,680	\$16,587,700
341	Roseville Rd	Elkhorn Blvd	Antelope Rd	\$8,667,841	\$1,466,407	\$459	\$578,682	\$8,281	\$72,535	\$10,794,205
342	Roseville Rd	Antelope Rd	Placer Co Line	\$10,191,871	\$1,318,283	\$24	\$611,917	\$12,080	\$848,075	\$12,982,250
344	South Watt Ave	Kiefer Blvd	Jackson Rd	\$169,981	\$558,457	\$66,651	\$7,160,149	\$29,077	\$52,842	\$8,037,157
345	South Watt Ave	Jackson Rd	Rock Creek Pkwy	-\$4,898	-\$18,853	-\$855	-\$320,927	-\$401	-\$3,733	-\$349,666
346	South Watt Ave	Rock Creek Pkwy	Fruitridge Rd	\$53	\$236	\$11	\$3,811	\$7	\$33	\$4,151
347	South Watt Ave	Fruitridge Rd	Elder Creek Rd	\$84,889	\$358,210	\$32,110	\$8,387,976	\$37,770	\$52,680	\$8,953,634
348	South Watt Ave	Elder Creek Rd	Florin Rd	\$27,705	\$234,010	\$4,336	\$9,838,736	\$42,913	\$10,433	\$10,158,132
353	Stockton Blvd	65th Ave	Florin Rd	\$4,221	\$77,301	\$41,487	\$3,177,690	\$36,524	\$828	\$3,338,050
354	Stockton Blvd	Florin Rd	Gerber Rd	\$159,719	\$338,821	\$145,686	\$18,191,703	\$242,285	\$130,386	\$19,208,600
355	Stockton Blvd	Gerber Rd	Elsie Ave	\$26,718	\$100,486	\$31,594	\$6,335,228	\$124,313	\$45,809	\$6,664,148
356	Stockton Blvd	Elsie Ave	SR-99	\$97	\$27,152	\$16,391	\$698,238	\$71,620	\$52	\$813,550
362	Sunrise Blvd	Gold Country Blvd	Coloma Rd	\$202,923	\$624,592	\$128,397	\$612,125	\$6,537	\$5,963	\$1,580,536

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
363	Sunrise Blvd	Douglas Rd	Kiefer Blvd	\$62,434	\$395,454	\$742,467	\$15,261,903	\$670,169	\$67,092	\$17,199,520
364	Sunrise Blvd	Kiefer Blvd	Jackson Rd	\$7,001	\$96,337	\$290,460	\$7,515,445	\$546,835	\$121	\$8,456,200
365	Sunrise Blvd	Jackson Rd	Florin Rd	\$1,937	\$29,320	\$780,503	\$5,841,497	\$105,917	\$390	\$6,759,563
366	Sunrise Blvd	Florin Rd	Grant Line Rd	\$8,650	\$126,771	\$538,547	\$5,809,941	\$247,501	\$1,740	\$6,733,151
369	Tree View Rd	Kiefer Blvd	Jackson Rd	\$16,349	\$41,498	\$146,803	\$10,043,046	\$12,568	\$21,135	\$10,281,400
370	University Blvd	Grant Line Rd	Town Center Blvd	\$4,288	\$12,123	\$3,448,862	\$289,113	\$6,893	\$4,621	\$3,765,900
371	University Blvd	Town Center Blvd	Street A	\$5,713	\$16,150	\$5,649,339	\$385,159	\$9,182	\$6,156	\$6,071,700
372	Vineyard Rd	Jackson Road	Rock Creek Pkwy	\$4,562	\$12,870	\$10,864	\$1,464,309	\$2,233	\$8,277	\$1,503,115
373	Vineyard Rd	Rock Creek Pkwy	Elder Creek Rd	\$14,146	\$40,147	\$6,676	\$4,447,943	\$9,261	\$26,627	\$4,544,800
374	Vineyard Rd	Elder Creek Rd	Florin Rd	\$19,636	\$75,458	\$17,725	\$7,638,498	\$33,330	\$41,149	\$7,825,795
375	Vineyard Rd	Florin Rd	Gerber Rd	\$3,054	\$23,070	\$45,357	\$4,142,231	\$25,514	\$12,375	\$4,251,600
376	Vineyard Road	Gerber Rd	Calvine Rd	\$5,139	\$38,236	\$33,763	\$2,723,326	\$40,033	\$20,999	\$2,861,497
388	Waterman Rd	Elder Creek Rd	Florin Rd	\$4,631	\$147,884	\$113,621	\$11,326,432	\$13,764	\$2,628	\$11,608,960
389	Waterman Rd	Florin Rd	Gerber Rd	\$17,435	\$231,659	\$127,220	\$18,745,239	\$30,227	\$20,746	\$19,172,525
390	Waterman Rd	Gerber Rd	Vintage Park Dr	\$2,483	\$226,123	\$82,507	\$13,000,131	\$49,246	\$2,160	\$13,362,650
392	Watt Ave	Placer CL	Elverta Rd	\$4,227,209	\$747,835	\$41,041	\$640,297	\$2,742	\$150,476	\$5,809,600
393	Watt Ave	Elverta Rd	Antelope Rd	\$7,939,896	\$1,258,983	\$94,094	\$992,711	\$3,846	\$566,870	\$10,856,400
394	Watt Ave	Antelope Rd	Elkhorn Blvd	\$10,463,980	\$1,323,274	\$64,313	\$1,310,150	\$10,046	\$34,324	\$13,206,086
395	Watt Ave	Elkhorn Blvd	Don Julio Blvd	\$7,497,283	\$1,009,634	\$199	\$1,412,926	\$13,612	\$146,648	\$10,080,303
396	Watt Ave	Don Julio Blvd	Airbase Dr	\$13,455,460	\$1,664,565	\$4,664	\$2,308,599	\$25,504	\$221,341	\$17,680,133
397	Watt Ave	Airbase Dr	Roseville Rd	\$1,052,805	\$179,847	\$4,719	\$209,236	\$1,505	\$4,626	\$1,452,739
398	Watt Ave	Roseville Rd	I-80	\$759,373	\$166,877	\$3,742	\$337,709	\$1,592	\$4,198	\$1,273,490
408	White Rock Rd	R Cordova Limits	Americanos Blvd	\$1,527,609	\$4,693,111	\$8,491,079	\$632,324	\$73,996	\$1,257,032	\$16,675,150
409	White Rock Rd	Americanos Blvd	Grant Line Rd	\$19,338	\$81,941	\$4,518,004	\$14,165,862	\$109,201	\$25,635	\$18,919,980
410	White Rock Rd	Grant Line Rd	Prairie City Rd	\$5,052	\$32,273	\$5,570,393	\$4,795,298	\$167,335	\$944	\$10,571,295
411	White Rock Rd	Prairie City Rd	Scott Rd (W)	\$528	\$1,847	\$874,214	\$1,169,002	\$33,614	\$1	\$2,079,207
412	White Rock Rd	Scott Rd (W)	Scott Rd (E)	\$17	\$87	\$3,320,838	\$4,506,525	\$129,846	\$6	\$7,957,320
413	White Rock Rd	Scott Rd (E)	El Dorado Co Line	\$69	\$328	\$4,423,748	\$6,635,309	\$189,295	\$23	\$11,248,773

Table C-5
Cost Obligation of Roadway Segments

Segment				Cost Obligation by SCTDF District						
#	Roadway	From	To	1	2	3	4	5	6	Total
416	Winding Way	Auburn Blvd	Pasadena Ave	\$596,444	\$1,654,959	\$118,952	\$10,190	\$3,314	\$168,168	\$2,552,026
417	Winding Way	Pasadena Ave	College Oak Dr	\$28,818	\$1,421,113	\$1,009	\$6,086	\$1,198	\$28,840	\$1,487,064
418	Winding Way	College Oak Dr	Garfield Ave	\$66,364	\$2,852,609	\$68,378	\$290,722	\$729	\$21,150	\$3,299,953
422	Zinfandel Dr	City Limit	Douglas Rd	\$30,091	\$87,780	\$1,768,477	\$4,292,957	\$41,815	\$85,254	\$6,306,375
423	Zinfandel Dr	Douglas Rd	Collector MS-2	\$24,902	\$105,858	\$125,594	\$15,338,199	\$44,300	\$50,047	\$15,688,900
424	Zinfandel Dr	Collector MS-2	Collector MS-3	\$1,031	\$11,494	\$9,682	\$2,346,805	\$9,383	\$1,505	\$2,379,900
425	Zinfandel Dr	Collector MS-3	Collector MS-4	\$269	\$2,199	\$5,610	\$521,407	\$2,334	\$81	\$531,900
426	Zinfandel Dr	Collector MS-4	Kiefer Blvd	\$4,330	\$29,258	\$37	\$5,263,706	\$19,412	\$3,457	\$5,320,200
1003	Meister Way	Elkhorn Blvd	Metro Air Pkwy	\$271,786	\$28	\$6	\$0	\$0	\$508,103	\$779,923
1004	Meister Way	Metro Air Pkwy	Lone Tree Rd	\$260,626	\$4,282	\$1,393	\$25,335	\$539	\$2,827,518	\$3,119,693
1005	Routier Ext	Old Placerville Rd	Happy Lane	\$27	\$61,122	\$19,880	\$12,480,073	\$46,797	\$0	\$12,607,900
1006	Routier Ext	Happy Lane	Kiefer Blvd	\$1,059	\$22,698	\$4,471	\$5,400,647	\$11,238	\$97	\$5,440,210
1007	Routier Ext	Kiefer Blvd	Mayhew	\$179	\$21,921	\$6,373	\$5,971,680	\$12,699	\$39	\$6,012,890
1008	French Rd	Florin Rd	Gerber Rd	\$23,591	\$73,129	\$62,277	\$9,323,169	\$18,282	\$23,552	\$9,524,000
1009	Grant Line Rd	University Blvd	Kiefer Blvd	\$2,633	\$21,148	\$4,936,330	\$4,838,935	\$191,581	\$1,673	\$9,992,300
1010	Kammerer Rd	Lent Ranch Rd	Bruceville Rd	\$70,696	\$60,971	\$592,189	\$4,422,350	\$432,350	\$121,444	\$5,700,000
1011	Kammerer Rd	Bruceville Rd	I-5	\$205,930	\$29,701	\$707,808	\$5,099,004	\$413,035	\$444,523	\$6,900,000
1012	Grant Line Rd	Calvine Rd	Elk Grove limits	\$1,250	\$13,705	\$1,057,151	\$1,094,639	\$118,863	\$190	\$2,285,798
1019	Elverta Rd	E Commerce	Natomas Blvd	\$17,598,243	\$135,503	\$1,693	\$66,993	\$4,605	\$2,830,083	\$20,637,120
1020	Elverta Rd	Natomas Blvd	Rio Linda Blvd	\$34,086,992	\$444,208	\$12,286	\$97,272	\$6,194	\$3,095,328	\$37,742,280
1021	E Commerce	Elkhorn Blvd	Elverta Rd	\$19,980,499	\$11,168	\$9,822	\$94,591	\$5,175	\$1,975,644	\$22,076,900
			Total	\$460,900,117	\$119,911,302	\$239,314,065	\$907,819,851	\$14,502,842	\$78,072,662	\$1,820,520,839

Source: DKS Associates, 2018

Table C-6									
Cost Allocation of Intersections									
Intersection			Cost Obligation by SCTDF District						
No	NS Roadway	EW Roadway	1	2	3	4	5	6	Total
12	South Watt Ave	Folsom Blvd	\$52,024	\$229,765	\$33,308	\$1,592,432	\$4,572	\$20,305	\$1,932,405
14	South Watt Ave	Kiefer Blvd	\$73,484	\$214,746	\$38,187	\$3,016,460	\$7,837	\$29,507	\$3,380,221
16	South Watt Ave	Jackson Rd	\$61,190	\$136,719	\$65,577	\$4,145,616	\$24,628	\$59,639	\$4,493,370
17	South Watt Ave	Fruitridge Rd	\$37,267	\$165,012	\$60,978	\$4,846,480	\$14,925	\$26,629	\$5,151,293
18	South Watt Ave	Elder Creek Rd	\$12,923	\$57,944	\$38,273	\$3,541,880	\$14,078	\$9,699	\$3,674,798
20	South Watt Ave	Florin Rd	\$8,788	\$39,536	\$45,346	\$3,225,906	\$13,137	\$8,358	\$3,341,071
21	South Watt Ave	Gerber Rd	\$1,902	\$15,084	\$2,453	\$1,067,955	\$4,189	\$4,623	\$1,096,206
23	Hedge Ave	Jackson Rd	\$34,577	\$41,685	\$58,406	\$2,575,165	\$21,499	\$38,218	\$2,769,550
24	Hedge Ave	Fruitridge Rd	\$3,597	\$9,355	\$38,211	\$1,790,228	\$4,428	\$5,780	\$1,851,600
25	Hedge Ave	Elder Creek Rd	\$5,463	\$8,174	\$29,416	\$2,072,713	\$4,940	\$5,693	\$2,126,400
27	Hedge Ave	Florin Rd	\$6,379	\$2,683	\$90,636	\$2,546,255	\$9,316	\$8,732	\$2,664,000
28	Mayhew Rd	Kiefer Blvd	\$25,944	\$191,957	\$76,422	\$2,215,548	\$4,132	\$13,497	\$2,527,500
29	Mayhew Rd	Jackson Rd	\$48,721	\$116,420	\$184,041	\$6,692,763	\$41,400	\$52,624	\$7,135,970
30	Mayhew Rd	Fruitridge Rd	\$711	\$48,551	\$65,456	\$3,221,183	\$5,309	\$765	\$3,341,975
31	Mayhew Rd	Elder Creek Rd	\$1,975	\$45,661	\$105,288	\$5,701,122	\$13,366	\$1,288	\$5,868,700
32	Zinfandel Dr	Woodring Dr	\$3,864	\$16,425	\$29,083	\$2,380,614	\$6,874	\$7,765	\$2,444,625
36	Bradshaw Rd	Old Placerville Rd	\$7,787	\$80,631	\$48,061	\$1,189,758	\$2,326	\$14,935	\$1,343,498
37	Bradshaw Rd	Kiefer Blvd	\$33,721	\$302,399	\$190,896	\$5,093,952	\$11,989	\$47,244	\$5,680,200
38	Bradshaw Rd	Jackson Rd	\$36,494	\$129,918	\$155,004	\$5,359,996	\$45,251	\$43,583	\$5,770,246
39	Bradshaw Rd	Elder Creek Rd	\$7,868	\$80,016	\$98,034	\$5,754,345	\$29,091	\$6,829	\$5,976,184
40	Bradshaw Rd	Florin Rd	\$1,022	\$8,498	\$14,646	\$562,642	\$3,598	\$1,028	\$591,434
41	Bradshaw Rd	Gerber Rd	\$5,544	\$79,099	\$43,938	\$4,627,925	\$33,696	\$5,888	\$4,796,090
42	Happy Lane	Old Placerville Rd	\$11,097	\$139,135	\$46,690	\$3,575,072	\$9,621	\$3,285	\$3,784,900
43	Happy Lane	Kiefer Blvd	\$33,193	\$140,467	\$176,797	\$3,923,238	\$17,785	\$52,120	\$4,343,600
44	Excelsior Rd	Kiefer Blvd	\$35,939	\$131,675	\$211,381	\$3,875,708	\$655	\$57,393	\$4,312,750
45	Excelsior Rd	Jackson Rd	\$41,576	\$81,762	\$547,505	\$10,936,739	\$131,499	\$54,669	\$11,793,750
46	Excelsior Rd	Elder Creek Rd	\$1,481	\$5,969	\$78,196	\$2,773,807	\$16,180	\$2,267	\$2,877,900

Table C-6
Cost Allocation of Intersections

Intersection			Cost Obligation by SCTDF District						
No	NS Roadway	EW Roadway	1	2	3	4	5	6	Total
47	Excelsior Rd	Florin Rd	\$732	\$5,449	\$280,370	\$3,640,126	\$38,488	\$286	\$3,965,450
48	Excelsior Rd	Gerber Rd	\$464	\$10,184	\$83,085	\$3,202,922	\$43,334	\$12	\$3,340,000
52	Mather Blvd	Douglas Rd	\$869	\$19,989	\$352,284	\$2,942,806	\$4,491	\$4,036	\$3,324,475
58	Zinfandel Dr	Douglas Rd	\$19,451	\$74,744	\$1,441,261	\$5,331,341	\$30,935	\$57,394	\$6,955,125
59	Zinfandel Dr	Kiefer Blvd	\$27,383	\$116,241	\$281,906	\$5,503,430	\$9,854	\$44,305	\$5,983,120
60	Zinfandel Dr	Jackson Rd	\$22,402	\$39,349	\$555,237	\$4,355,541	\$114,626	\$34,156	\$5,121,310
61	Eagles Nest Rd	Florin Rd	\$0	\$481	\$289,832	\$2,969,148	\$31,239	\$0	\$3,290,700
69	Sunrise Blvd	Kiefer Blvd	\$12,767	\$65,324	\$374,949	\$2,946,651	\$74,936	\$18,312	\$3,492,939
70	Sunrise Blvd	Jackson Rd	\$24,362	\$58,570	\$1,104,903	\$5,762,077	\$259,476	\$35,418	\$7,244,807
71	Sunrise Blvd	Florin Rd	\$500	\$7,571	\$283,011	\$1,544,781	\$27,587	\$101	\$1,863,550
72	Sunrise Blvd	Grant Line Rd	\$1,622	\$26,626	\$1,989,061	\$1,343,983	\$160,798	\$326	\$3,522,416
75	Hazel Ave	US 50/Folsom Blvd	\$1,110,749	\$6,271,968	\$35,080,124	\$3,645,148	\$47,056	\$130,557	\$46,285,601
76	Prairie City Rd	White Rock Rd	\$1,267	\$7,710	\$1,540,353	\$881,822	\$30,848	\$1	\$2,462,001
77	Grant Line Rd	White Rock Rd	\$1,252	\$7,919	\$1,905,498	\$1,076,687	\$38,954	\$236	\$3,030,545
78	Grant Line Rd	Douglas Rd	\$2,391	\$6,869	\$1,291,067	\$411,620	\$17,850	\$2,379	\$1,732,176
79	Grant Line Rd	Kiefer Blvd	\$681	\$5,150	\$1,196,077	\$1,189,045	\$47,389	\$572	\$2,438,914
80	Grant Line Rd	Jackson Rd	\$10,067	\$23,253	\$1,479,719	\$2,720,532	\$325,970	\$17,042	\$4,576,583
86	Power Inn Rd	Florin Rd	\$35,881	\$51,509	\$66,261	\$5,240,337	\$35,722	\$38,790	\$5,468,500
87	Florin-Perkins Rd	Florin Rd	\$1,551	\$1,442	\$7,747	\$458,508	\$1,056	\$2,696	\$473,000
88	Bradshaw Rd	Calvine Rd	\$3,072	\$43,836	\$105,459	\$2,175,097	\$37,387	\$5,020	\$2,369,870
90	Excelsior Rd	Calvine Rd	\$501	\$3,666	\$89,854	\$701,928	\$21,349	\$202	\$817,500
91	Grant Line Rd	Sloughhouse Rd	\$2,630	\$28,947	\$2,611,912	\$2,319,955	\$245,780	\$400	\$5,209,625
92	Grant Line Rd	Calvine Rd	\$1,579	\$17,044	\$1,563,440	\$1,367,461	\$144,567	\$240	\$3,094,331
96	14th Ave	Jackson Rd	\$14,101	\$2,580	\$32,037	\$1,639,612	\$11,140	\$32,938	\$1,732,408
97	Rock Creek Pkwy	Jackson Rd	\$11,945	\$12,200	\$24,426	\$1,187,632	\$7,918	\$22,959	\$1,267,080
106	Grant Line Rd	Rancho C Pkwy	\$252	\$1,603	\$725,640	\$909,132	\$47,909	\$851	\$1,685,388
111	Grant Line Rd	Chrysanthy Blvd	\$2,465	\$6,429	\$2,115,913	\$934,718	\$39,035	\$2,839	\$3,101,400

Table C-6
Cost Allocation of Intersections

Intersection			Cost Obligation by SCTDF District						
No	NS Roadway	EW Roadway	1	2	3	4	5	6	Total
112	Hazel Ave	Easton Valley Pkwy	\$11,598	\$48,173	\$3,056,102	\$143,130	\$593	\$10,053	\$3,269,650
200	Excelsior Rd	Collector WJ-1	\$7,647	\$35,554	\$18,646	\$2,548,133	\$17,711	\$11,909	\$2,639,600
201	Excelsior Rd	Collector WJ-2	\$2,720	\$26,283	\$23,510	\$2,563,258	\$19,491	\$4,339	\$2,639,600
202	Kiefer Blvd	W Collector MS-1	\$14,534	\$57,512	\$168,783	\$1,905,840	\$168	\$24,463	\$2,171,300
203	Kiefer Blvd	Northbridge Dr	\$12,282	\$49,336	\$163,498	\$1,750,056	\$260	\$19,643	\$1,995,075
204	Kiefer Blvd	E Collector MS-1	\$8,728	\$35,947	\$174,566	\$1,784,935	\$2,236	\$13,663	\$2,020,075
300	Jackson Rd	Collector WJ-3	\$26,854	\$31,636	\$52,523	\$1,960,064	\$18,834	\$29,763	\$2,119,675
301	Jackson Rd	Collector WJ-4	\$25,645	\$43,828	\$123,915	\$2,966,857	\$31,390	\$33,965	\$3,225,600
302	Jackson Rd	Vineyard Rd	\$25,552	\$41,846	\$148,112	\$3,875,936	\$33,628	\$34,726	\$4,159,800
304	Jackson Rd	Collector WJ-5	\$22,459	\$27,216	\$177,963	\$2,613,847	\$41,350	\$30,016	\$2,912,850
305	Jackson Rd	Collector WJ-6	\$21,657	\$25,158	\$185,350	\$2,610,890	\$41,880	\$27,915	\$2,912,850
306	Excelsior Rd	Collector WJ-6	\$1,265	\$4,927	\$53,701	\$1,935,655	\$10,062	\$1,520	\$2,007,130
307	Rock Creek Pkwy	South Watt Ave	\$40,725	\$154,535	\$8,181	\$3,113,186	\$4,695	\$32,304	\$3,353,625
310	Rock Creek Pkwy	Mayhew Rd	\$5,138	\$48,921	\$62,749	\$3,261,102	\$5,467	\$5,894	\$3,389,270
312	Rock Creek Pkwy	Bradshaw Rd	\$12,053	\$81,177	\$24,531	\$3,057,119	\$13,335	\$11,561	\$3,199,775
314	Rock Creek Pkwy	Vineyard Rd	\$5,779	\$16,383	\$21,633	\$1,950,476	\$3,330	\$10,899	\$2,008,500
315	Rock Creek Pkwy	Douglas Rd	\$7,671	\$36,084	\$30,902	\$2,832,350	\$14,876	\$12,442	\$2,934,325
316	Bradshaw Rd	Collector WJ-8	\$10,989	\$120,180	\$85,276	\$2,082,146	\$4,506	\$26,131	\$2,329,228
317	Bradshaw Rd	Collector WJ-9	\$1,478	\$119,546	\$55,473	\$2,098,876	\$4,640	\$1,245	\$2,281,260
318	Bradshaw Rd	Mayhew Rd	\$2,448	\$184,331	\$96,924	\$5,687,524	\$13,918	\$2,024	\$5,987,168
319	Bradshaw Rd	Rock Creek Pkwy	\$8,122	\$54,716	\$17,031	\$2,399,875	\$9,831	\$7,790	\$2,497,365
320	Bradshaw Rd	Collector WJ-11	\$5,492	\$47,516	\$15,483	\$1,957,137	\$9,909	\$6,434	\$2,041,972
321	Fruitridge Rd	Collector WJ-12	\$2,867	\$12,112	\$58,863	\$2,314,937	\$6,477	\$6,044	\$2,401,300
322	Mayhew Rd	Collector WJ-13	\$553	\$30,284	\$21,724	\$2,026,784	\$1,483	\$568	\$2,081,395
323	Kiefer Blvd	Collector WJ-14	\$31,489	\$127,348	\$120,692	\$2,578,431	\$7,935	\$46,955	\$2,912,850
324	Kiefer Blvd	Collector WJ-15	\$43,430	\$175,641	\$166,461	\$3,556,214	\$10,944	\$64,760	\$4,017,450
325	Kiefer Blvd	Douglas Rd	\$30,895	\$132,413	\$206,232	\$5,280,502	\$17,219	\$48,514	\$5,715,775

Table C-6
Cost Allocation of Intersections

Intersection			Cost Obligation by SCTDF District						
No	NS Roadway	EW Roadway	1	2	3	4	5	6	Total
327	Vineyard Rd	Elder Creek Rd	\$7,792	\$22,887	\$124,626	\$5,740,047	\$19,995	\$14,153	\$5,929,500
328	Vineyard Rd	Florin Rd	\$1,563	\$5,862	\$130,822	\$2,385,894	\$15,404	\$3,454	\$2,543,000
329	Routier Ext	Kiefer Blvd	\$53,534	\$231,530	\$236,831	\$8,088,251	\$21,428	\$82,427	\$8,714,000
330	Happy Lane	Routier Ext	\$219	\$20,270	\$37,309	\$4,954,562	\$19,266	\$223	\$5,031,850
331	Routier Rd	Old Placerville Rd	\$69	\$55,758	\$17,131	\$3,491,956	\$11,098	\$12	\$3,576,025
400	Jackson Rd	Collector JT-3	\$16,076	\$28,541	\$246,450	\$3,383,169	\$52,116	\$21,700	\$3,748,050
401	Jackson Rd	Tree View Lane	\$18,719	\$32,416	\$398,166	\$3,238,206	\$77,996	\$29,872	\$3,795,375
402	Jackson Rd	Collector JT-4	\$11,788	\$21,159	\$272,020	\$1,885,825	\$52,781	\$18,732	\$2,262,305
406	Kiefer Blvd	Tree View Lane	\$31,908	\$127,449	\$257,765	\$4,214,906	\$273	\$49,674	\$4,681,975
407	Kiefer Blvd	HS/MS Dwy	\$15,784	\$66,507	\$161,008	\$2,422,835	\$967	\$25,748	\$2,692,850
500	Jackson Rd	Rockbridge Dr	\$12,397	\$21,833	\$330,503	\$2,048,396	\$61,001	\$18,845	\$2,492,975
501	Eagles Nest Rd	N Bridgewater Dr	\$789	\$8,187	\$5,860	\$1,968,600	\$12,781	\$678	\$1,996,895
502	Eagles Nest Rd	S Bridgewater Dr	\$765	\$6,657	\$30,150	\$2,525,753	\$13,361	\$1,053	\$2,577,740
600	Zinfandel Dr	Collector MS-2	\$2,927	\$12,900	\$19,221	\$1,863,390	\$5,289	\$5,898	\$1,909,625
601	Zinfandel Dr	Collector MS-3	\$1,321	\$12,753	\$27,933	\$2,568,865	\$9,222	\$1,430	\$2,621,525
602	Zinfandel Dr	Collector MS-4	\$2,017	\$13,311	\$21,385	\$2,573,746	\$9,505	\$1,561	\$2,621,525
701	Rio Linda Blvd	Elkhorn Blvd	\$6,201,456	\$132,030	\$4,540	\$27,112	\$1,130	\$960,033	\$7,326,300
702	Rio Linda Bl	Elverta Rd	\$2,685,539	\$27,242	\$1,553	\$3,473	\$371	\$291,611	\$3,009,789
703	Power Inn Rd	Calvine Rd	\$115,278	\$76,036	\$322,247	\$6,797,343	\$103,431	\$120,671	\$7,535,005
727	Walnut Ave	Cypress Ave	\$703,965	\$4,210,501	\$236,684	\$473,531	\$2,998	\$161,187	\$5,788,865
728	Walnut Ave	Winding Wy	\$65,610	\$2,820,195	\$72,271	\$287,419	\$720	\$20,910	\$3,267,125
729	Roseville Rd	Antelope Rd	\$5,418,032	\$323,148	\$43,108	\$113,006	\$1,589	\$431,612	\$6,330,495
738	Walerga Rd	Don Julio Blvd	\$2,938,079	\$1,626,675	\$848	\$584,730	\$4,708	\$14,851	\$5,169,890
739	Walerga Rd	Elkhorn Blvd	\$4,526,297	\$887,002	\$100,359	\$286,048	\$2,584	\$450,655	\$6,252,945
740	Walerga Rd	Antelope Rd	\$2,884,970	\$679,801	\$30,797	\$246,844	\$2,027	\$153,627	\$3,998,065
741	Walerga Rd	Elverta Rd	\$308,302	\$47,962	\$2,088	\$18,416	\$111	\$22,285	\$399,164
742	Don Julio Bl	Antelope Rd	\$5,360,904	\$261,848	\$56,912	\$44,092	\$907	\$524,783	\$6,249,445

Table C-6**Cost Allocation of Intersections**

Intersection			Cost Obligation by SCTDF District						
No	NS Roadway	EW Roadway	1	2	3	4	5	6	Total
743	Don Julio Bl	Elkhorn Blvd	\$239,012	\$23,093	\$6,143	\$2,770	\$66	\$46,672	\$317,756
744	Garfield Ave	Cypress Ave	\$567,115	\$2,730,240	\$327,302	\$132,172	\$4,221	\$117,464	\$3,878,514
754	San Juan Ave	Madison Ave	\$373,699	\$1,448,961	\$180,677	\$160,556	\$3,473	\$46,234	\$2,213,600
755	Fair Oaks Blvd	Madison Ave	\$552,684	\$2,187,080	\$1,096,468	\$180,775	\$1,246	\$46,919	\$4,065,171
756	Fair Oaks Bl	Greenback Ln	\$586,154	\$979,540	\$493,909	\$39,012	\$327	\$48,474	\$2,147,415
757	Kenneth Ave	Madison Ave	\$460,635	\$1,639,977	\$1,182,246	\$118,774	\$1,128	\$33,825	\$3,436,585
758	Kenneth Ave	Greenback Ln	\$705,451	\$1,755,238	\$623,425	\$179,807	\$2,220	\$79,068	\$3,345,209
761	Main Ave	Oak Ave	\$322,774	\$914,505	\$523,612	\$35,555	\$987	\$49,167	\$1,846,600
762	Elk Grove-Florin Rd	Calvine Rd	\$5,751	\$37,190	\$82,077	\$2,627,794	\$22,661	\$10,914	\$2,786,388
770	Watt Ave	Roseville Rd	\$11,935,376	\$1,724,998	\$7,668	\$4,154,660	\$27,654	\$33,340	\$17,883,695
771	Watt Ave	Airbase Dr	\$4,709,822	\$592,930	\$39,738	\$558,436	\$3,155	\$9,287	\$5,913,368
772	Watt Ave	Don Julio Blvd	\$4,702,319	\$690,083	\$3,375	\$858,649	\$6,376	\$50,174	\$6,310,975
773	Watt Ave	Elkhorn Blvd	\$7,156,516	\$500,869	\$51,232	\$513,077	\$3,180	\$860,635	\$9,085,508
774	Watt Ave	Antelope Rd	\$5,242,601	\$731,329	\$77,713	\$607,088	\$3,807	\$261,042	\$6,923,580
775	Watt Ave	Elverta Rd	\$4,074,905	\$305,614	\$33,340	\$238,234	\$1,059	\$416,439	\$5,069,590
777	Bradshaw Rd	Calvine Rd	\$0	\$0	\$0	\$0	\$0	\$0	\$0
780	Sunrise Blvd	Madison Ave	\$786,607	\$2,610,321	\$656,722	\$1,581,880	\$16,400	\$66,414	\$5,718,343
781	Hazel Ave	Sunset Ave	\$163,484	\$905,111	\$1,884,895	\$895,574	\$11,769	\$1,082	\$3,861,916
782	Hazel Ave	Madison Ave	\$336,977	\$1,940,275	\$2,481,281	\$1,276,481	\$17,729	\$25,174	\$6,077,917
783	Hazel Ave	Greenback Ln	\$530,115	\$1,715,435	\$2,258,014	\$1,280,602	\$19,885	\$56,602	\$5,860,652
784	Hazel Ave	Oak Ave	\$176,719	\$1,056,165	\$1,767,892	\$944,317	\$15,768	\$28,806	\$3,989,667
790	MLK Rd	Fruitridge Rd	\$363,660	\$250,364	\$71,370	\$4,414,685	\$115,115	\$119,271	\$5,334,465
791	Stockton Blvd	Elsie Ave	\$30,984	\$53,467	\$20,653	\$5,080,377	\$84,056	\$49,451	\$5,318,987
792	Stockton Blvd	Gerber Rd	\$13,417	\$40,322	\$13,840	\$3,060,830	\$45,794	\$25,369	\$3,199,573
793	Stockton Blvd	Florin Rd	\$78,463	\$51,266	\$87,459	\$7,342,425	\$44,002	\$74,960	\$7,678,575
804	16th St	Elkhorn Blvd	\$6,417,516	\$99,436	\$9,580	\$48,839	\$1,204	\$880,321	\$7,456,895
809	Waterman Rd	Florin Road	\$3,781	\$19,108	\$68,308	\$2,726,032	\$8,160	\$4,611	\$2,830,000

Table C-6
Cost Allocation of Intersections

Intersection			Cost Obligation by SCTDF District						
No	NS Roadway	EW Roadway	1	2	3	4	5	6	Total
810	Waterman Rd	Gerber Road	\$1,329	\$21,387	\$16,735	\$1,813,643	\$3,873	\$3,033	\$1,860,000
811	Waterman Rd	Vintage Park Dr	\$0	\$0	\$0	\$115,315	\$16,474	\$32,947	\$164,735
812	Waterman Rd	Calvine Rd	\$6,825	\$32,646	\$157,583	\$2,444,524	\$22,680	\$11,743	\$2,676,000
813	Vineyard Road	Gerber Road	\$1,991	\$14,920	\$82,325	\$3,198,889	\$20,746	\$8,130	\$3,327,000
815	Metro Airpark	I-5 Interchange	\$676,555	\$236,352	\$279,306	\$2,359,779	\$59,314	\$38,907,085	\$42,518,390
816	Elkhorn Blvd	SR 99 Interchange	\$7,177,193	\$15,209	\$17,175	\$127,103	\$5,471	\$4,341,905	\$11,684,055
817	Elverta Rd	16th St	\$4,805,772	\$61,645	\$8,744	\$26,423	\$398	\$403,657	\$5,306,640
818	Grant Line Rd	University Blvd	\$2,733	\$9,421	\$2,648,387	\$1,386,166	\$54,792	\$2,942	\$4,104,440
Total			\$96,890,567	\$48,379,497	\$85,230,256	\$348,330,458	\$3,886,431	\$52,140,810	\$634,858,017

Source: DKS Associates, 2018



Appendix D: ITS Improvements and Costs

SCTDF Segment	Roadway	Segment	Fee District	Distance (Miles)	Lanes			Number of Major Intersections		Major Intersections	ITS Cost	CMS Cost	Total ITS Cost
					2017	2050 SCTDF	Added by SCTDF	LOS A-D	LOS E-F				
16-20	Antelope Rd	Walerga Rd to Citrus Hieghts CL	1	3.27	6	6		1	4	5	\$ 4,450,000		\$ 4,450,000
34-36	Bradshaw Rd	US 50 to Goethe Rd	4	0.75	6	6		1	3.5	4.5	\$ 4,005,000	\$ 630,000	\$ 4,635,000
37-38	Bradshaw Rd	Goethe Rd to Kiefer Blvd	4	0.74	4	6	2	0.5	1	1.5	\$ 1,335,000		\$ 1,335,000
102-104	Elk Grove-Florin Rd	Florin Rd to Calvine Rd	4	3.00	4	6	2	2	1	3	\$ 2,670,000		\$ 2,670,000
118-119	Elkhorn Blvd	Walerga Rd to I-80	1	7.00	6	6		2	2	4	\$ 3,560,000		\$ 3,560,000
141	Fair Oaks Blvd	Watt Ave to Eastern Ave	2	1.12	4	4		1	1	2	\$ 1,780,000		\$ 1,780,000
145-150	Fair Oaks Blvd	Marconi Ave to Sunrise Blvd	2	4.50	4	4		2	2	4	\$ 3,560,000		\$ 3,560,000
155-157	Florin Rd	SR 99 to Excelsior Rd	4	8.00	6	6	CRT	3	5	8	\$ 7,120,000	\$ 630,000	\$ 7,750,000
176	Fruitridge Rd	SR 99 to Stockton Blvd	4	1.35	4	4		1	1	2	\$ 1,780,000	\$ 630,000	\$ 2,410,000
181-184	Fulton Ave	Marconi Ave to Fair Oaks Blvd	2	3.02	4	4		3	3	6	\$ 5,340,000		\$ 5,340,000
206-207	Greenback Ln	I-80 to Citrus Height Limits	2	0.53	6	6		1	1	2	\$ 1,780,000	\$ 630,000	\$ 2,410,000
214-221	Hazel Ave	Placer County Line to Curragh Downs Dr	2	5.28	4	6	2	1	4	5	\$ 4,450,000		\$ 4,450,000
222-223	Hazel Ave	Curragh Downs Dr to US 50	2	0.95	6	6		1	2	3	\$ 2,670,000	\$ 630,000	\$ 3,300,000
233	Howe Ave	Hurley Wy to Fair Oaks Bl	2	1.02	6	6		1	1	2	\$ 1,780,000		\$ 1,780,000
234-247	Jackson Rd	Sacramento CL to Excelsior Rd	4	4.15	2	6	4	1	4	5	\$ 4,450,000		\$ 4,450,000
260-265	Keifer Blvd	Bradshaw Rd to Excelsior Rd	4	2.06	0	6	6	0.5	1.5	2	\$ 1,780,000		\$ 1,780,000
278	Madison Ave	Roseville Rd to I-80	1	1.09	6	6		1	2	3	\$ 2,670,000	\$ 630,000	\$ 3,300,000
279	Madison Ave	I-80 to Auburn Blvd	2	0.71	6	6	CRT	2	1	3	\$ 2,670,000	\$ 630,000	\$ 3,300,000
280-284	Madison Ave	Auburn Blvd to Sunrise Blvd	2	4.08	6	6		2	3	5	\$ 4,450,000		\$ 4,450,000
325-327	Power Inn Rd	Sacramento City Limits to Elsie Rd	4	2.02	4	4		2	1	3	\$ 2,670,000		\$ 2,670,000
343-344	South Watt Ave	US 50 to Jackson Rd	4	1.04	5-6	6	1	1	1.5	2.5	\$ 2,225,000	\$ 630,000	\$ 2,855,000
345-348	South Watt Ave	Jackson Rd to Florin Rd	4	3.00	2	6	4	1	2.5	3.5	\$ 3,115,000		\$ 3,115,000
358-362	Sunrise Blvd	Madison Ave to US 50	2	3.24	6	6		2	3	5	\$ 4,450,000	\$ 630,000	\$ 5,080,000
363	Sunrise Blvd	Douglas Rd to Kiefer Rd	4	3.68	5	6	1		2	2	\$ 1,780,000		\$ 1,780,000
380-381	Walerga Rd	Elverta Rd to Elkhorn Rd	1	1.32	4	4		1	2	3	\$ 2,670,000		\$ 2,670,000
396-398	Watt Ave	Palm Street to I-80	1	1.40	6	6		1	1	2	\$ 1,780,000	\$ 630,000	\$ 2,410,000
399-406	Watt Ave	I-80 to US 50	2	6.02	6	6		4	4	8	\$ 7,120,000	\$ 1,260,000	\$ 8,380,000
	Total			74.34				39	60	99	\$ 88,110,000	\$ 7,560,000	\$ 95,670,000

Source: DKS Associates 2018



Appendix E: Bikeway and Walkway Improvements

Table E-1
New Class II Bike Lanes on SCTDF Widened Roadways

SCTDF Roadway Segment				Class II Bike Lane (miles)		
No	Roadway	From	To	2017	2050	Added
2	16th St	Elverta Rd	Q St	-	1.13	1.13
4	16th St	Elkhorn Blvd	E St	-	0.83	0.83
5	16th St	E St	Sacramento City Limits	-	0.50	0.50
7	47th St	SR-99	Stockton Blvd	-	1.10	1.10
18	Antelope Rd	Don Julio Blvd	Antelope North Rd	0.43	0.43	
22	Antelope Rd North	Melbury Way	Placer Co Line	-	1.17	1.17
29	Auburn Blvd	Winding Wy	I-80 Ramps	-	0.17	0.17
30	Auburn Blvd	I-80 Ramps	Myrtle Ave	-	0.89	0.89
37	Bradshaw Road	Goethe Road	Collector WJ-8	-	0.32	0.32
38	Bradshaw Road	Collector WJ-8	Kiefer Boulevard	0.44	0.44	
39	Bradshaw Road	Kiefer Boulevard	Collector WJ-9	-	0.47	0.47
40	Bradshaw Road	Collector WJ-9	Mayhew Road	0.30	0.30	
41	Bradshaw Road	Mayhew Road	Jackson Road	-	0.25	0.25
42	Bradshaw Road	Jackson Road	Rock Creek Parkway	-	0.24	0.24
43	Bradshaw Road	Rock Creek Pkwy	Collector WJ-10	-	0.31	0.31
44	Bradshaw Road	Collector WJ-10	Collector WJ-11	0.41	0.41	
45	Bradshaw Road	Collector WJ-11	Elder Creek Road	-	0.28	0.28
46	Bradshaw Road	Elder Creek Road	Florin Road	-	1.01	1.01
47	Bradshaw Road	Florin Road	Gerber Road	-	1.01	1.01
48	Bradshaw Road	Gerber Road	Calvine Road	2.00	2.00	0.00
50	Calvine Rd	Auberry Dr	Elk Grove Florin Rd	0.65	1.27	0.61
51	Calvine Rd	Elk Grove Florin Rd	Waterman Rd	1.00	1.00	
52	Calvine Rd	Waterman Rd	Bradshaw Rd	1.01	1.01	
53	Calvine Rd	Bradshaw Rd	Vineyard Rd	1.01	1.01	
54	Calvine Rd	Vineyard Rd	Excelsior Rd	-	1.01	1.01
55	Calvine Rd	Excelsior Rd	Grant Line Rd	-	1.12	1.12
58	Cypress Ave	Edison Ave	Walnut Ave	0.52	0.53	0.01
59	Cypress Ave	Walnut Ave	Manzanita Ave	0.97	0.97	
62	Don Julio	Placer County Line	Antelope Rd	1.02	1.03	0.01
64	Don Julio	Elkhorn Blvd	Walerga Rd	0.66	0.81	0.15
66	Douglas Rd	Mather Blvd	Zinfandel Rd	-	1.25	1.25
67	Douglas Rd	Zinfandel Rd	Rancho Cordova Limits	-	0.98	0.98
96	El Centro Rd	San Juan Ave	El Camino Ave	-	0.66	0.66
97	Elder Creek Road	South Watt Ave	Hedge Avenue	-	0.40	0.40
98	Elder Creek Road	Hedge Avenue	Mayhew Road	-	1.01	1.01
99	Elder Creek Road	Mayhew Road	Bradshaw Road	-	0.50	0.50
100	Elder Creek Road	Bradshaw Road	Vineyard Road	-	0.99	0.99
101	Elder Creek Road	Vineyard Road	Excelsior Road	-	1.01	1.01
102	Elk Grove-Florin Rd	Florin Rd	Gerber Rd	1.00	1.00	
103	Elk Grove-Florin Rd	Gerber Rd	Vintage Park Dr	-	1.13	1.13

Table E-1
New Class II Bike Lanes on SCTDF Widened Roadways

SCTDF Roadway Segment				Class II Bike Lane (miles)		
No	Roadway	From	To	2017	2050	Added
104	Elk Grove-Florin Rd	Vintage Park Dr	Calvine Rd	0.87	0.87	
105	Elkhorn Blvd	Power Line Rd	Metro Air Parkway	1.07	1.07	
106	Elkhorn Blvd	Metro Air Pkwy	SR 99	-	0.89	0.89
107	Elkhorn Blvd	SR 99	East Commerce Way	-	0.35	0.35
108	Elkhorn Blvd	E Commerce Way	Natomas Boulevard	-	1.32	1.32
109	Elkhorn Blvd	Natomas Blvd	E Levee Rd	-	1.16	1.16
110	Elkhorn Blvd	E Levee Rd	Marysville Blvd	-	0.98	0.98
111	Elkhorn Blvd	Marysville Blvd	Rio Linda Blvd	0.59	0.59	0.00
112	Elkhorn Blvd	Rio Linda Blvd	Dry Creek Rd	1.00	1.00	
113	Elkhorn Blvd	Dry Creek Rd	16th St	0.59	0.60	0.01
114	Elkhorn Blvd	16th St	24th St	1.05	1.05	
115	Elkhorn Blvd	24th St	Watt Ave	1.50	1.50	
116	Elkhorn Blvd	Watt Ave	Walegra Rd	1.05	1.13	0.08
123	Elverta Rd	SR 99	Rio Linda Blvd	-	4.11	4.11
124	Elverta Rd	Rio Linda Blvd	16th St	-	1.84	1.84
125	Elverta Rd	16th St	28th St	-	1.53	1.53
126	Elverta Rd	28th St	Watt Ave	-	0.48	0.48
131	Excelsior Road	Douglas Road Ext	Collector WJ-1	-	0.13	0.13
132	Excelsior Road	Collector WJ-1	Collector WJ-2	-	0.51	0.51
133	Excelsior Road	Collector WJ-2	Jackson Road	-	0.22	0.22
134	Excelsior Road	Jackson Road	Collector WJ-6	-	0.13	0.13
135	Excelsior Road	Collector WJ-6	Elder Creek Road	-	0.43	0.43
136	Excelsior Road	Elder Creek Road	Florin Road	-	1.01	1.01
158	Florin Rd	Stockton Blvd	Power Inn Rd	0.82	1.09	0.27
160	Florin Rd	Florin Perkins Rd	S. Watt Ave	-	0.99	0.99
161	Florin Rd	S. Watt Ave	Hedge Avenue	-	0.52	0.52
162	Florin Rd	Hedge Avenue	Waterman Rd	-	0.86	0.86
163	Florin Rd	Waterman Rd	Bradshaw Road	-	0.64	0.64
164	Florin Rd	Bradshaw Road	Vineyard Road	-	1.00	1.00
165	Florin Rd	Vineyard Rd	Excelsior Rd	-	1.01	1.01
166	Florin Rd	Excelsior Rd	Eagles Nest Rd	-	2.00	2.00
167	Florin Rd	Eagles Nest Rd	Sunrise Blvd	-	1.01	1.01
177	Fruitridge Road	South Watt Ave	Hedge Avenue	-	0.40	0.40
178	Fruitridge Road	Hedge Avenue	Collector WJ-12	-	0.38	0.38
179	Fruitridge Road	Collector WJ-12	Mayhew Road	-	0.63	0.63
190	Gerber Rd	Elk Grove-Florin Rd	Waterman Rd	-	1.00	1.00
191	Gerber Rd	Waterman Rd	Bradshaw Rd	-	1.01	1.01
192	Gerber Rd	Bradshaw Rd	Vineyard Rd	-	1.01	1.01
193	Gerber Rd	Vineyard Rd	Excelsior Rd	-	1.01	1.01
203	Grant Line Rd	Bond Rd	Elk Grove Blvd	-	1.30	1.30

Table E-1
New Class II Bike Lanes on SCTDF Widened Roadways

SCTDF Roadway Segment				Class II Bike Lane (miles)		
No	Roadway	From	To	2017	2050	Added
204	Grant Line Rd	Elk Grove Blvd	Bradshaw Rd	-	0.83	0.83
205	Grant Line Rd	Bradshaw Rd	Waterman Rd	-	1.57	1.57
208	Greenback Lane	Fair Oaks Blvd	Kenneth Ave	-	0.97	0.97
209	Greenback Lane	Kenneth Ave	Hazel Ave	-	1.01	1.01
214	Hazel Avenue	Placer County Line	Oak Ave	1.15	1.51	0.35
215	Hazel Avenue	Oak Ave	Central Ave	-	1.00	1.00
216	Hazel Avenue	Central Ave	Greenback Ln	-	0.48	0.48
217	Hazel Avenue	Greenback Ln	Pershing Ave	-	0.40	0.40
218	Hazel Avenue	Pershing Ave	Madison Ave	0.47	0.59	0.12
219	Hazel Avenue	Madison Ave	Sunset Ave	0.74	0.74	
228	Howe Ave	Auburn Blvd	Marconi Ave	-	0.44	0.44
234	Jackson Rd	14th Avenue	Rock Creek Parkway	-	0.09	0.09
235	Jackson Rd	Rock Creek Pkwy	Aspen 1 Driveway	-	0.08	0.08
236	Jackson Rd	Aspen 1 Driveway	South Watt Avenue	-	0.08	0.08
237	Jackson Rd	South Watt Ave	Hedge Avenue	-	0.47	0.47
238	Jackson Rd	Hedge Avenue	Collector WJ-3	-	0.54	0.54
239	Jackson Rd	Collector WJ-3	Mayhew Road	-	0.70	0.70
240	Jackson Rd	Mayhew Road	Bradshaw Road	-	0.35	0.35
241	Jackson Rd	Bradshaw Road	Collector WJ-4	-	0.21	0.21
242	Jackson Rd	Collector WJ-4	Happy Lane	-	0.32	0.32
243	Jackson Rd	Happy Lane	Rock Creek Pkwy	-	0.33	0.33
244	Jackson Rd	Rock Creek Pkwy	Collector WJ-5	-	0.61	0.61
245	Jackson Rd	Collector WJ-5	Collector WJ-6	-	0.37	0.37
246	Jackson Rd	Collector WJ-6	Excelsior Road	-	0.29	0.29
247	Jackson Rd	Excelsior Road	Collector JT-3	-	0.43	0.43
248	Jackson Rd	Collector JT-3	Tree View Lane	-	0.58	0.58
249	Jackson Rd	Tree View Lane	Collector JT-4	-	0.76	0.76
250	Jackson Rd	Collector JT-4	Eagles Nest Road	-	0.38	0.38
251	Jackson Rd	Eagles Nest Road	Rockbridge Drive	-	0.46	0.46
252	Jackson Rd	Rockbridge Drive	Sunrise Boulevard	-	0.55	0.55
253	Jackson Rd	Sunrise Boulevard	Grant Line Road	-	1.02	1.02
260	Keifer Blvd	Bradshaw Road	Collector WJ-14	0.21	0.21	
261	Keifer Blvd	Collector WJ-14	Routier Ext	-	0.16	0.16
262	Keifer Blvd	Routier Ext	Happy Lane	-	0.31	0.31
268	Keifer Blvd	Eagles Nest Road	W Collector MS-1	-	0.25	0.25
269	Keifer Blvd	W Collector MS-1	Northbridge Drive	-	0.32	0.32
270	Keifer Blvd	Northbridge Drive	E Collector MS-1	-	0.21	0.21
271	Keifer Blvd	E Collector MS-1	Sunrise Boulevard	-	0.28	0.28
285	Madison Ave	Sunrise Blvd	Fair Oaks Blvd	-	0.54	0.54
286	Madison Ave	Fair Oaks Blvd	Kenneth Ave	0.65	0.97	0.31

Table E-1
New Class II Bike Lanes on SCTDF Widened Roadways

SCTDF Roadway Segment				Class II Bike Lane (miles)		
No	Roadway	From	To	2017	2050	Added
287	Madison Ave	Kenneth Ave	Hazel Ave	1.00	1.00	
307	Mayhew Road	Jackson Road	Rock Creek Pkwy	-	0.24	0.24
308	Mayhew Road	Rock Creek Pkwy	Fruitridge Road	-	0.18	0.18
311	Metro Air Pkwy	I-5	Elkhorn Blvd	0.25	0.77	0.52
312	Metro Air Pkwy	Elkhorn Blvd	Elverta Rd	2.23	2.23	
313	MLK Blvd	Fruitridge Rd	SR 99	-	0.25	0.25
314	MLK Blvd	SR 99	Franklin Rd	1.04	1.04	
318	Oak Ave	Hazel Ave	Main Ave	0.24	1.27	1.03
319	Oak Ave	Main Ave	Folsom City Limits	-	0.38	0.38
321	Old Placerville Rd	Granby Dr	Happy Lane	-	0.29	0.29
322	Old Placerville Rd	Happy Lane	Routier Rd	-	0.33	0.33
324	Pasadena Ave	Cypress Ave	Winding Wy	-	0.25	0.25
329	Power Inn Rd	Stockton Blvd	Calvine Rd	0.21	0.21	
330	Prarie City Rd	US 50	Easton Valley Pkwy	-	0.33	0.33
331	Prarie City Rd	Easton Valley Pkwy	White Rock Rd	-	1.57	1.57
334	Rio Linda Blvd	Elkhorn Blvd	Marysville Blvd	-	0.72	0.72
335	Rio Linda Blvd	Marysville Blvd	Sacramento City Limits	-	0.52	0.52
338	Roseville Rd	Airbase Dr	Palm Ave	0.51	0.65	0.13
339	Roseville Rd	Palm Ave	Walerga Rd	0.86	0.86	
340	Roseville Rd	Walerga Rd	Elkhorn Blvd	0.90	0.90	
341	Roseville Rd	Elkhorn Blvd	Antelope Rd	0.38	1.48	1.10
342	Roseville Rd	Antelope Rd	Placer Co Line	-	1.33	1.33
344	South Watt Ave	Kiefer Boulevard	Jackson Road	0.58	0.58	
345	South Watt Ave	Jackson Road	Rock Creek Parkway	-	0.42	0.42
346	South Watt Ave	Rock Creek Parkway	Fruitridge Road	0.51	0.51	
347	South Watt Ave	Fruitridge Road	Elder Creek Road	1.00	1.00	
348	South Watt Ave	Elder Creek Road	Florin Road	1.02	1.02	
353	Stockton Blvd	65th Ave	Florin Rd	0.34	0.34	
354	Stockton Blvd	Florin Rd	Gerber Rd	1.06	1.06	
355	Stockton Blvd	Gerber Rd	Elsie Ave	0.54	0.54	
356	Stockton Blvd	Elsie Ave	SR-99	-	0.37	0.37
363	Sunrise Blvd	Douglas Rd	Keifer Blvd	1.88	2.32	0.44
364	Sunrise Blvd	Keifer Blvd	Jackson Rd	-	1.34	1.34
365	Sunrise Blvd	Jackson Rd	Florin Rd	-	0.67	0.67
366	Sunrise Blvd	Florin Rd	Grant Line Rd	-	0.80	0.80
392	Watt Avenue	Placer County Line	Elverta Rd	0.98	1.00	0.02
393	Watt Avenue	Elverta Rd	"U" St/Antelope Rd	0.96	0.99	0.03
394	Watt Avenue	"U" St/Antelope Rd	Elkhorn Blvd	0.95	1.20	0.25
408	White Rock Rd	Rancho Cordova Pkwy	Americanos Boulevard	-	2.20	2.20
409	White Rock Rd	Americanos Boulevard	Grant Line Road	-	1.30	1.30

Table E-1
New Class II Bike Lanes on SCTDF Widened Roadways

SCTDF Roadway Segment				Class II Bike Lane (miles)		
No	Roadway	From	To	2017	2050	Added
416	Winding Way	Auburn Blvd	Pasadena Ave	-	0.58	0.58
417	Winding Way	Pasadena Ave	College Oak Dr	-	0.37	0.37
418	Winding Way	College Oak Dr	Garfield Ave	0.27	0.85	0.58
422	Zinfandel Dr	City Limit	Douglas Road	-	0.64	0.64
423	Zinfandel Dr	Douglas Road	Collector MS-2	-	1.22	1.22
369	Tree View Rd	Kiefer Blvd	Jackson Rd	-	1.25	1.25
Total				40.93	131.55	90.59

See Figure 3 for roadway segments widening in SCTDF

Source: DKS Associates, 2018

Table E-2
New Class II Bike Lanes and Sidewalks on New Roadways Funded by SCTDF

SCTDF Roadway Segment				Miles of New Bike Lanes (both sides)	Excluded Frontage on # Sides	Miles of New Sidewalk (one side)
No	Roadway	From	To			
3	16th St	Q St	Elkhorn Blvd	0.67		1.34
14	Alta Florin Rd	Power Inn Rd	Florin Perkins Rd	0.99		1.99
17	Antelope Rd	Elverta Rd	Don Julio Blvd	0.34		0.68
68	Douglas Rd Ext	Mather Rd	Kiefer Boulevard	2.09		4.18
69	Douglas Rd Ext	Kiefer Boulevard	Rock Creek Pkwy	0.29	2	
70	Douglas Rd Ext	Rock Creek Pkwy	Excelsior Road	0.39	2	
87	Easton Valley Pkwy	Hazel Ave	Glenborough Dr	1.60	2	
88	Easton Valley Pkwy	Glenborough Dr	Prairie City Rd	1.68	2	
117	Elkhorn Blvd	Walegra Rd	Don Julio Blvd	0.68		1.36
224	Hazel Avenue	Folsom Blvd	Easton Valley Pkwy	0.64		1.28
263	Keifer Blvd	Happy Lane	Collector WJ-15	0.47	2	
264	Keifer Blvd	Collector WJ-15	Douglas Road Ext	0.56	2	
265	Keifer Blvd	Douglas Road Ext	Excelsior Road	0.72	2	
266	Keifer Blvd	Excelsior Road	Tree View Lane	0.78	2	
267	Keifer Blvd	Tree View Lane	Eagles Nest Rd	1.01	2	
305	Mayhew Road	Happy Lane	Bradshaw Road	0.31	2	
306	Mayhew Road	Bradshaw Road	Jackson Road	0.40	2	
309	Mayhew Road	Fruitridge Road	Collector WJ-13	0.31	2	
310	Mayhew Road	Collector WJ-13	Elder Creek Rd	0.68	2	
372	Vineyard Rd	Jackson Road	Rock Creek Pkwy	0.29	2	
373	Vineyard Road	Rock Creek Pkwy	Elder Creek Rd	0.74	2	
374	Vineyard Road	Elder Creek Rd	Florin Road	1.04	2	
375	Vineyard Road	Florin Road	Gerber Road	1.00		2.01
388	Waterman Rd	Elder Creek Rd	Florin Rd	1.05	2	
389	Waterman Rd	Florin Rd	Gerber Rd	1.10	2	
390	Waterman Rd	Gerber Rd	Vintage Park Dr	1.22	2	
424	Zinfandel Dr	Collector MS-2	Collector MS-3	0.37	1	0.37
425	Zinfandel Dr	Collector MS-3	Collector MS-4	0.23	1	0.23
426	Zinfandel Dr	Collector MS-4	Kiefer Boulevard	0.61	1	0.61
56	Chrysanthy Blvd	Grant Line Rd	Town Center Blvd	0.22	1	0.22
315	North Loop Rd	Grant Line Rd	Town Center Blvd	0.64	1	0.64
316	North Loop Rd	Town Center Blvd	Street D	0.85	1	0.85
370	University Blvd	Grant Line Rd	Town Center Blvd	0.41	1	0.41
371	University Blvd	Town Center Blvd	Street A	0.67	1	0.67
1003	Meister Way	Elkhorn Blvd	Metro Air Pkwy	0.49		0.99
1004	Meister Way	Metro Air Pkwy	Lone Tree Rd	0.46		0.92
1005	Routier Road Ext	Old Placerville	Happy Lane	1.05		2.10
1006	Routier Road Ext	Happy Lane	Kiefer Blvd	0.59		1.18
1007	Routier Road Ext	Kiefer Blvd	Mayhew Rd	0.71		1.42
Total				28.34		23.45

See Figure 3 for New roadway segments
Source: DKS Associates, 2018

Table E-3
**Added Class II Bike Lanes on SCTDF Roadways Operating at Future LOS F
and Already at Maximum Allowable Traffic Lanes**

SCTDF Roadway Segment				Class II Bike Lanes (miles)		
No	Roadway	From	To	2017	2050	Added
19	Antelope Rd	Antelope North Rd	Roseville Rd	0.00	0.35	0.35
20	Antelope Rd	Roseville Rd	Daly Ave	0.00	0.37	0.37
118	Elkhorn Blvd	Don Julio Blvd	Roseville Rd	0.26	0.33	0.07
119	Elkhorn Blvd	Roseville Rd	I-80	0.48	0.68	0.20
141	Fair Oaks Blvd	Watt Ave	Eastern Ave	1.11	1.11	0.00
148	Fair Oaks Blvd	Marshall Ave	San Juan Ave	0.00	0.96	0.96
149	Fair Oaks Blvd	San Juan Ave	Bannister Rd	0.25	0.25	0.00
150	Fair Oaks Blvd	Bannister Rd	Sunrise Blvd	0.55	0.92	0.37
157	Florin Rd	65th St	Stockton Blvd	0.00	0.49	0.49
176	Fruitridge Rd	MLK Jr Blvd	Stockton Blvd	0.00	1.10	1.10
181	Fulton Ave	Marconi Ave	El Camino Ave	0.00	0.51	0.51
182	Fulton Ave	El Camino Ave	Alta Arden Expwy	0.00	0.74	0.74
184	Fulton Ave	Arden Wy	Munroe St	0.79	1.50	0.70
189	Gerber Rd	Power Inn Rd	Elk Grove - Florin Rd	0.00	1.99	1.99
207	Greenback Lane	Garfield Ave	Citrus Heights Limits	0.35	0.35	0.00
213	Greenback Lane	Madison Ave	American River Canyon	0.24	0.24	0.00
223	Hazel Avenue	Gold Country Blvd	US 50	0.00	0.19	0.19
225	Hillsdale Blvd	Madison Ave	Walerga Rd	0.00	0.94	0.94
233	Howe Ave	Hurley Wy	Fair Oaks Blvd	0.00	0.95	0.95
259	Kiefer Blvd	Mayhew Road	Bradshaw Road	0.00	0.50	0.50
278	Madison Ave	Hillsdale Blvd	I-80	0.00	0.24	0.24
280	Madison Ave	Auburn Blvd	Garfield Ave	0.00	0.52	0.52
281	Madison Ave	Garfield Ave	Manzanita Ave	0.00	0.53	0.53
282	Madison Ave	Manzanita Ave	Dewey Dr	0.00	1.08	1.08
283	Madison Ave	Dewey Dr	San Juan Ave	0.00	0.88	0.88
284	Madison Ave	San Juan Ave	Sunrise Blvd	0.00	1.09	1.09
325	Power Inn Rd	Sacramento City Limits	Florin Rd	0.00	0.50	0.50
326	Power Inn Rd	Florin Rd	Gerber Rd	0.99	0.99	0.00
327	Power Inn Rd	Gerber Rd	Elsie Ave	0.00	0.50	0.50
343	South Watt Avenue	Folsom Boulevard	Kiefer Boulevard	0.46	0.46	0.00
358	Sunrise Blvd	Madison Ave	Sunset Ave	0.00	0.83	0.83
359	Sunrise Blvd	Sunset Ave	Winding Wy	0.00	0.63	0.63
360	Sunrise Blvd	Winding Wy	Fair Oaks Blvd	0.00	0.26	0.26
361	Sunrise Blvd	Fair Oaks Blvd	Gold Country Blvd	0.00	0.90	0.90
380	Walerga Rd	Elverta Rd	Antelope Rd	0.00	0.67	0.67
401	Watt Avenue	Auburn Ave	Edison Ave	0.00	0.21	0.21
402	Watt Avenue	Edison Ave	Marconi Ave	0.00	1.12	1.12
403	Watt Avenue	Marconi Ave	El Camino Ave	0.00	0.51	0.51

Table E-3

**Added Class II Bike Lanes on SCTDF Roadways Operating at Future LOS F
and Already at Maximum Allowable Traffic Lanes**

SCTDF Roadway Segment				Class II Bike Lanes (miles)		
No	Roadway	From	To	2017	2050	Added
404	Watt Avenue	El Camino Ave	Arden Wy	0.00	1.01	1.01
405	Watt Avenue	Arden Wy	Fair Oaks Blvd	1.00	1.50	0.50
406	Watt Avenue	Fair Oaks Blvd	Highway 50	0.00	0.68	0.68
407	Watt Avenue	Highway 50	Folsom Blvd	0.00	0.15	0.15
Total				6.50	29.76	23.26

See Figure 3 for New roadway segments

Source: DKS Associates, 2018



Appendix F: Shoulder Improvements

Table F-1
Rural Shoulder Improvement Analysis for SCTDF Update

No ¹	Roadway	Segment		Daily Volume ²		Miles	Shoulder Warranted (Miles)		Significant Creek/ Canal Bridges	Total Cost ³	Cost Allocated to Growth ⁴		Notes
		From	To	2017	2050		2017	2050			Percent	Cost	
427	Alta Mesa Rd	Dillard Rd	Arno Rd	1,152	2,000	5.6		5.6		\$11,286,240	42.1%	\$4,752,698	
428	Alta Mesa Rd	Arno Rd	Twin Cities Rd	1,922	2,000	2.7		2.7	1	\$5,441,580	1.4%	\$78,136	TIPG has Fed/SB1 funding for bridge
429	Arno Rd	SR 99	Valensin Rd	2,067	2,100	1.6	1.6	1.6		\$3,224,640	0.9%	\$27,568	
430	Boessow Rd	Galt City Limits	Cherokee Ln	4,570	4,600	1.0	1.0	1.0		\$1,665,600	0.6%	\$9,787	
431	Bordon Rd	Twin Cities Rd	Alta Mesa Rd	1,556	1,550	1.3							
432	Bordon Rd	Alta Mesa Rd	Clay Station Rd	395	410	3.0							
433	Bruceville Rd	Kammerer Rd	Lambert Rd	2,471	2,500	3.5	3.5	3.5		\$5,829,600	1.1%	\$65,522	
434	Bruceville Rd	Lambert Rd	Twin Cities Rd	1,969	2,000	2.1		2.1		\$3,497,760	1.5%	\$52,955	
435	Clay Station Rd	Dillard Rd	Stable Gate Rd (S)	2,826	3,270	1.6	1.6	1.6	1	\$2,664,960	11.3%	\$300,100	shoulders
436	Clay Station Rd	Stable Gate Rd (S)	Twin Cities Rd	1,025	1,480	5.7							
437	Clay Station Rd	Twin Cities Rd	Bordon Rd	616	620	3.6							
438	Clay Station Rd	Bordon Rd	Simmerhorn Rd	979	980	2.0							
439	Christensen Rd	Twin Cities Rd	New Hope Rd	2,304	2,880	3.0	3.0	3.0	1	\$6,046,200	3.4%	\$204,834	Bridge has width for shoulders
440	Dillard Rd	Jackson Rd	Clay Station Rd	4,584	8,350	5.0	5.0	5.0	2	\$10,077,000	44.1%	\$4,439,362	Bridges have shoulders
441	Dillard Rd	Clay Station Road	Green Rd	4,361	4,860	1.7	1.7	1.7	1	\$3,426,180	10.2%	\$349,483	Bridge has shoulders
442	Dillard Rd	Green Rd	Wilton Rd	4,227	4,800	1.8	1.8	1.8		\$3,627,720	11.9%	\$431,379	
443	Dillard Rd	Wilton Rd	SR-99	5,188	5,300	5.8	5.8	5.8	1	\$11,689,320	1.5%	\$173,720	Bridge has shoulders
444	Eschinger Rd	Bruceville Rd	SR-99	715	715	4.4							
446	Franklin Blvd	Hood Franklin Rd	Lambert Rd	1,157	1,240	3.9							
447	Franklin Blvd	Lambert Rd	Twin Cities Rd	1,875	1,650	2.1							
448	Green Rd	Wilton Rd	Dillard Rd	4,114	4,780	2.5	2.5	2.5		\$5,038,500	13.9%	\$702,017	


Table F-1
Rural Shoulder Improvement Analysis for SCTDF Update

No ¹	Roadway	Segment		Daily Volume ²		Miles	Shoulder Warranted (Miles)		Significant Creek/ Canal Bridges	Total Cost ³	Cost Allocated to Growth ⁴		Notes
		From	To	2017	2050		2017	2050			Percent	Cost	
449	Hood Franklin	SR 160	I-5	1,700	2,610	2.3		2.3	1	\$3,830,880	19.1%	\$731,095	Bridge has shoulders
450	Ione Rd	Jackson Rd	Amador County	2,733	2,740	6.1	6.1	6.1	2	\$10,160,160	0.3%	\$25,957	\$689K RF, \$4,391K Fed
453	Lambert Rd	Point Pleasant Rd	Franklin Rd	640	420	1.0							
454	Lambert Rd	Franklin Rd	Bruceville Rd	1,477	1,240	1.5							
455	Mckenzie Rd	Arno Rd	Twin Cities Rd	1,452	1,950	2.4							
456	New Hope Rd	San Joaquin Co	Christensen Rd	1,651	3,460	4.9		4.9	2	\$8,161,440	7.8%	\$635,515	TIPG bridge \$174K RF, \$4,683K Fed, 841 SB1
457	New Hope Rd	Christensen Rd	Galt City Limits	1,348	2,530	1.0		1.0		\$1,665,600	7.3%	\$121,588	
458	Riley Rd	Dillard Rd	Arno Rd	581	980	2.6					0.0%		
459	Scott Rd	White Rock Rd	Latrobe Rd	2,874	3,400	7.9	7.9	7.9	3	\$13,158,240	15.3%	\$2,016,216	Bridges have shoulders
460	Simmerhorn Rd	Galt City Limits	Cherokee Ln	4,078	4,520	1.7	1.7	1.7		\$2,831,520	5.1%	\$143,225	
461	Simmerhorn Rd	Cherokee Ln	Alta Mesa Rd	1,552	1,780	2.0							
462	Simmerhorn Rd	Alta Mesa Rd	Clay Station Rd	634	640	3.0							
463	Stonehouse Rd	Latobe Rd	Jackson Rd	2,519	3,188	1.5	1.5	1.5		\$2,498,400	19.1%	\$476,467	
464	Twin Cities Rd	River Rd	I-5	5,856	8,010	4.3	4.3	4.3	1	\$8,666,220	5.7%	\$498,219	TIPG bridge \$391K RF, \$2,729k SB1, \$14,860k Fed
465	Twin Cities Rd	I-5	Franklin Rd	4,376	6,380	1.0	1.0	1.0		\$2,015,400	3.7%	\$75,125	
466	Twin Cities Rd	Franklin Rd	SR 99	7,782	10,580	7.0	7.0	7.0	4	\$14,107,800	4.5%	\$633,342	Bridges have shoulders
467	Twin Cities Rd	SR 99	Marengo Rd	10,500	14,990	1.6	1.6	1.6		\$3,224,640	13.1%	\$423,486	

Table F-1
Rural Shoulder Improvement Analysis for SCTDF Update

No ¹	Roadway	Segment		Daily Volume ²		Miles	Shoulder Warranted (Miles)		Significant Creek/ Canal Bridges	Total Cost ³	Cost Allocated to Growth ⁴		Notes
		From	To	2017	2050		2017	2050			Percent	Cost	
468	Twin Cities Rd	Marengo Rd	Bordon Rd	5,200	10,050	1.7	1.7	1.7		\$3,426,180	45.9%	\$1,571,691	
469	Twin Cities Rd	Bordon Rd	Alta Mesa Rd	4,500	4,730	1.6	1.6	1.6	1	\$3,224,640	3.4%	\$109,875	
470	Twin Cities Rd	Alta Mesa Rd	Clay Station Rd	3,600	3,970	4.2	4.2	4.2	3	\$8,464,680	6.1%	\$514,420	
471	Twin Cities Rd	Clay Station Rd	Amador County	5,800	5,870	8.5	8.5	8.5		\$17,130,900	0.6%	\$102,425	
472	Valensin Rd	Arno Rd	Colony Rd	1,746	1,750	3.0							
473	Walmart Rd	Dillard Rd	Alta Mesa Rd	1,354	1,580	3.7							
474	Wilton Rd	Grant Line Rd	Green Rd	10,200	12,100	2.0			2				Has shoulders except on bridges
475	Wilton Rd	Green Rd	Dillard Rd	6,000	6,200	1.1		1.1	2	\$2,216,940	2.7%	\$59,720	
						141.5	74.6	94.3		\$178,298,940	11.06%	\$19,725,926	

1 See Figure X for roadway segment locations

2 Shoulder warranted (ADT > 2,000 ADT) shaded grey ==> 

3 Not including bridge cost funded by other sources

4 Cost allocation based traffic growth (2017 to 2050) as a percent of total 2047 traffic volume

Source: DKS Associates, 2018

Table F-2
Cost Obligation - Shoulder Improvements on Rural Roads

No	Roadway	Segment		Cost Obligation by SCTDF District						
		From	To	1	2	3	4	5	6	Total
427	Alta Mesa Rd	Dillard Rd	Arno Rd	\$8,088	\$93,531	\$240,596	\$2,800,910	\$1,586,731	\$22,842	\$4,752,698
428	Alta Mesa Rd	Arno Rd	Twin Cities Rd	\$1	\$859	\$18	\$35,041	\$42,213	\$2	\$78,136
429	Arno Rd	SR 99	Valensin Rd	\$42	\$231	\$2,572	\$16,061	\$8,605	\$57	\$27,568
434	Bruceville Rd	Lambert Rd	Twin Cities Rd	\$620	\$168	\$347	\$3,963	\$47,717	\$141	\$52,955
435	Clay Station Rd	Dillard Rd	Stable Gate Rd	\$13	\$3,651	\$62,321	\$78,674	\$155,442	\$0	\$300,100
439	Christensen Rd	Twin Cities Rd	New Hope Rd	\$3,857	\$22	\$2,169	\$8,786	\$184,266	\$5,734	\$204,834
440	Dillard Rd	Jackson Rd	Clay Station Rd	\$10,567	\$35,083	\$391,732	\$964,657	\$3,021,902	\$15,421	\$4,439,362
441	Dillard Rd	Clay Station Road	Green Rd	\$37	\$2,594	\$59,573	\$93,473	\$192,001	\$1,806	\$349,483
442	Dillard Rd	Green Rd	Wilton Rd	\$0	\$7,928	\$21,869	\$256,866	\$144,716	\$0	\$431,379
443	Dillard Rd	Wilton Rd	SR-99	\$727	\$1,348	\$12,590	\$93,488	\$64,395	\$1,172	\$173,720
448	Green Rd	Wilton Rd	Dillard Rd	\$3,063	\$10,473	\$0	\$436,182	\$246,837	\$5,463	\$702,017
449	Hood Franklin	SR 160	I-5	\$7,231	\$2,941	\$19,262	\$185,857	\$510,100	\$5,704	\$731,095
450	Ione Rd	Jackson Rd	Amador Co Line	\$148	\$577	\$1,066	\$15,399	\$8,310	\$457	\$25,957
456	New Hope Rd	San Joaquin Co Line	Christensen Rd	\$46,412	\$420	\$32	\$705	\$505,043	\$82,902	\$635,515
457	New Hope Rd	Christensen Rd	Galt City Limits	\$8,368	\$8	\$481	\$1,943	\$95,837	\$14,952	\$121,588
459	Scott Rd	White Rock Rd	Latrobe Rd	\$15,639	\$54,566	\$1,055,820	\$890,162	\$0	\$30	\$2,016,216
460	Simmerhorn Rd	Galt City Limits	Cherokee Ln	\$1,225	\$916	\$1,484	\$109,410	\$29,309	\$882	\$143,225
463	Stonehouse Rd	Latrobe Rd	Jackson Rd	\$0	\$31	\$373,089	\$86,459	\$16,888	\$0	\$476,467
464	Twin Cities Rd	River Rd	I-5	\$46,846	\$18,398	\$26,150	\$167,755	\$200,414	\$38,655	\$498,219
465	Twin Cities Rd	I-5	Franklin Rd	\$11,603	\$53	\$0	\$5	\$36,889	\$26,575	\$75,125
466	Twin Cities Rd	Franklin Rd	SR 99	\$56,331	\$2,124	\$8,533	\$50,837	\$387,619	\$127,897	\$633,342
467	Twin Cities Rd	SR 99	Marengo Rd	\$2,257	\$2,917	\$99	\$56,763	\$357,455	\$3,995	\$423,486
468	Twin Cities Rd	Marengo Rd	Bordon Rd	\$2,429	\$1,815	\$16,546	\$44,198	\$1,502,280	\$4,423	\$1,571,691
469	Twin Cities Rd	Bordon Rd	Alta Mesa Rd	\$542	\$344	\$10,648	\$12,490	\$84,793	\$1,057	\$109,875
470	Twin Cities Rd	Alta Mesa Rd	Clay Station Rd	\$483	\$4,358	\$13,644	\$482,003	\$12,403	\$1,530	\$514,420
471	Twin Cities Rd	Clay Station Road	Amador Co Line	\$202	\$2,045	\$8,578	\$50,293	\$39,662	\$1,644	\$102,425
475	Wilton Rd	Green Rd	Dillard Rd	\$101	\$845	\$3,021	\$40,327	\$15,246	\$180	\$59,720
Total				\$226,887	\$248,632	\$2,333,695	\$7,003,247	\$9,549,892	\$363,393	\$19,725,926

Source: DKS Associates, 2018

Appendix G: Detailed Land Use Categories and DUE Rates

This report documents the calculation of fees per Dwelling Unit Equivalent (DUE) for each fee district based on general land use categories (single family, multi-family, retail, office, and industrial). When a developer gets a building permit and pays fees, a more specific land use is known and the number of DUEs for some specific land use will be based on specific DUE rates for that category. The SCTDF/TIF Program has a specific list of land use types that have specific fee rates.

[Table G-1](#) provides the specific land use categories and corresponding DUE rates that, as of April 2019, were being used to implement the fee program. The DUE rates are based on estimates of the average vehicle-miles of travel (VMT) generated during the PM peak hour for each land use type. The 2010 SCTDF Program DUE rates were updated for the 2019 SCTDF/TIF Program update to reflect the latest trip generation data from the Institute of Transportation Engineers.

The County may decide to expand or modify the list of specific DUE rates shown in [Table G-1](#). References for the County to use to define the land uses included in each DUE category include (1) the Institute of Transportation Engineers' definitions of the land use categories that have trip generation data that can be used to estimate VMT and (2) the County's zoning ordinance.

DUE Rates for Single-Family Dwelling Units by Square Footage Categories

"Impact Fees & Housing Affordability – A Guidebook for Practitioners" prepared for the US Department of Housing and Urban Development (HUD) has looked at the relationship between various characteristics of a dwelling unit (i.e. square footage, bed rooms, etc.) and its impact on facilities, including roadways. Their research suggests that trip generation can be estimated by categories of the dwelling unit size (i.e. ranges of square footage) using the following relationships:

- The average number of person per household for square footage categories that were estimated from the American Housing Survey
- The average vehicle trips by household size categories (i.e. persons in the household) from national or regional household travel surveys

The American Housing Survey (AHS), which is conducted by the Bureau of the Census for HUD, collects data on the Nation's housing, including apartments, single-family homes, mobile homes, vacant housing units, household characteristics, income, housing and neighborhood quality, housing costs, equipment and fuels, size of housing unit, and recent movers. National data are collected in odd numbered years, and data for each of 47 selected Metropolitan Areas are collected about every six years. The national sample covers an average 55,000 housing units. Each metropolitan area sample covers 4,100 or more housing units.

Table G-1
DUE Rates for Detailed Land Use Categories - 2019 SCTDF Program Update

Land Use			PM Pk Hr Trip Rate per Unit	Unit	ITE Code	Trip Length (miles)	% New Trips	VMT per Unit	DUE per Unit
Residential	Single Family	less than 1,200 s.f.	0.87	DU	See Notes	5.0	100	4.35	0.88
		1,200 to 2,499 s.f.	0.99	DU	210	5.0	100	4.95	1.00
		2,500 s.f. or more	1.16	DU	See Notes	5.0	100	5.80	1.17
	Multi-Family		0.56	DU	220	5.0	100	2.80	0.57
	Secondary Unit		0.30	DU	251	5.0	100	1.50	0.30
	Age Restricted		0.26	DU	252	5.0	100	1.30	0.26
Commercial	General Commercial	175,000 s.f. or less	5.43	KSF	820	1.8	55	5.38	1.09
		more than 175,000 sq ft	3.81	KSF	820	3.0	66	7.54	1.52
	Car Sales (new and used)		3.75	KSF	841	2.4	76	6.84	1.38
	Gas Station		14.03	Fueling Pos.	944	1.9	20	5.33	1.08
Lodging	Hotel/Motel		0.60	Room	310	6.4	71	2.73	0.55
	Extended Stay Hotel/Motel		0.32	Room	312	6.4	71	1.45	0.29
Office	General Office		1.15	KSF	710	4.5	92	4.76	0.96
Industrial/ Agriculture	General Industrial		0.63	KSF	110	5.1	92	2.96	0.60
	Warehousing		0.19	KSF	150	5.1	92	0.89	0.18
	Mini Warehouse/Self Storage		1.95	100 Storage Units/Spaces	151	5.1	92	9.15	1.85
	High Cube	Fulfillment Center	1.37	KSF	155	5.1	92	6.43	1.30
		Parcel Hub	0.64	KSF	156	5.1	92	3.00	0.61
	Greenhouses		0.06	KSF	See Notes	5.1	92	0.28	0.06
Miscellaneous	Church/Religious Center		0.49	KSF	560	3.9	90	1.72	0.35
	Day Care Center		11.12	KSF	565	2.0	30	6.67	1.35
	Convalescent Hospital		0.59	KSF	620	2.8	75	1.24	0.25
	Congregate Care		0.18	DU	253	2.8	74	0.37	0.08
	Assisted Living		0.48	KSF	254	2.8	74	0.99	0.20
	Golf Course		2.91	Hole	430	7.1	90	18.59	3.76
	Private Schools		1.16	KSF	536	4.3	80	3.99	0.81

Source: DKS Associates, 2019



For the 2008 SCTDF update, DKS used AHS data from the Sacramento metropolitan area to determine the average number of residents in single-family dwelling units by square-footage categories. The AHS does not provide data on square footage for multi-family dwelling units.

SACOG has conducted household travel surveys in its six-county region to collect detailed data on household characteristics and travel behavior. DKS used data from SACOG's 2000 Household Travel Survey, which involved nearly 4,000 household, to estimate the number of vehicle trips by categories of persons in the household. This information was then combined with the estimated average number of residents in single-family dwelling units by square-footage categories (from AHS) to estimate vehicle trips for square footage categories.

The data indicates that for housing sizes between about 1,200 and 2,500 square feet, the trip rate for a single family unit is generally within five percent of the average trip rate. In this range use of the average trip rate from ITE Trip Generation report is appropriate. For single-family units less than 1,200 square feet, the data indicates that a trip rate that is 88 percent of the average rate is warranted while units more than 2,500 square feet, a trip rate that is 117 percent of the average rate is appropriate.

Based on AHS data from the Sacramento region, there was about 20 percent of the single-family units that are less than 1,200 square feet and about 17 percent that more than 2,500 square feet.

Fee Rates for Detailed Land Use Categories

[Tables G-2](#) and [G-3](#) show the SCTDF and Transit Impact Fee (TIF) fee rates that would result from the detailed land use categories and DUE rates in [Table G-1](#). These draft land use categories and fee rates may be modified before Sacramento County implements the updated SCTDF and TIF programs.

Table G-2**SCTDF Program Fee Rates for Detailed Land Use Categories - 2019 SCTDF/TIF Program Update¹**

Land Use			DUE Rate	Unit	SCTDF Update Fees by District					
					1	2	3	4	5	6
Residential	Single Family	less than 1,200 s.f.	0.88	DU	\$13,943.27	\$14,082.95	\$17,359.37	\$15,233.40	\$10,684.46	\$6,964.57
		1,200 to 2,499 s.f.	1.00	DU	\$15,844.62	\$16,003.35	\$19,726.56	\$17,310.68	\$12,141.43	\$7,914.29
		2,500 s.f. or more	1.17	DU	\$18,538.21	\$18,723.92	\$23,080.08	\$20,253.50	\$14,205.48	\$9,259.72
	Multi-Family		0.57	DU	\$9,031.43	\$9,121.91	\$11,244.14	\$9,867.09	\$6,920.62	\$4,511.14
	Accessory/Secondary Unit		0.30	DU	\$4,753.39	\$4,801.00	\$5,917.97	\$5,193.21	\$3,642.43	\$2,374.29
	Age Restricted		0.26	DU	\$4,119.60	\$4,160.87	\$5,128.91	\$4,500.78	\$3,156.77	\$2,057.71
Commercial	General	175,000 s.f. or less	0.00109	SF	\$17.27	\$17.44	\$21.50	\$18.87	\$13.23	\$8.63
	Commercial	more than 175,000 sq ft	0.00152	SF	\$24.08	\$24.33	\$29.98	\$26.31	\$18.45	\$12.03
	Car Sales (new and used)		0.00138	SF	\$21.87	\$22.08	\$27.22	\$23.89	\$16.76	\$10.92
	Gas Station		1.08	Fueling Pos.	\$17,112.19	\$17,283.62	\$21,304.68	\$18,695.54	\$13,112.75	\$8,547.43
Lodging	Hotel/Motel		0.55	Room	\$8,714.54	\$8,801.84	\$10,849.61	\$9,520.88	\$6,677.79	\$4,352.86
	Extended Stay Hotel/Motel		0.29	Room	\$4,594.94	\$4,640.97	\$5,720.70	\$5,020.10	\$3,521.02	\$2,295.14
Office	General Office		0.00096	SF	\$15.21	\$15.36	\$18.94	\$16.62	\$11.66	\$7.60
Industrial/ Agriculture	General Industrial		0.00060	SF	\$9.51	\$9.60	\$11.84	\$10.39	\$7.28	\$4.75
	Warehousing		0.00018	SF	\$2.85	\$2.88	\$3.55	\$3.12	\$2.19	\$1.42
	Mini Warehouse/Self Storage		0.0185	Unit/Space	\$293	\$296	\$365	\$320	\$225	\$146
	High Cube Center/Hub		0.00061	SF	\$9.67	\$9.76	\$12.03	\$10.56	\$7.41	\$4.83
	Commercial Agricultural Building		0.00006	SF	\$0.95	\$0.96	\$1.18	\$1.04	\$0.73	\$0.47
Miscellaneous	Religious Center		0.00035	SF	\$5.55	\$5.60	\$6.90	\$6.06	\$4.25	\$2.77
	Day Care Center		0.00135	SF	\$21.39	\$21.60	\$26.63	\$23.37	\$16.39	\$10.68
	Convalescent Hospital		0.00025	SF	\$3.96	\$4.00	\$4.93	\$4.33	\$3.04	\$1.98
	Congregate Care		0.08	DU	\$1,268	\$1,280	\$1,578	\$1,385	\$971	\$633
	Golf Course		3.76	Hole	\$59,576	\$60,173	\$74,172	\$65,088	\$45,652	\$29,758
	Private Schools		0.00081	SF	\$12.83	\$12.96	\$15.98	\$14.02	\$9.83	\$6.41

Notes:

¹ Nexus Study analysis based on 2017 cost data. Rates for 2019 SCTDF/TIF Program were adjusted for 2017 to 2018 inflation (6.4%). Rates do not include administration fee

Source: DKS Associates, 2019

Table G-3**Transit Impact Fee (TIF) Rates for Detailed Land Use Categories - 2019 SCTDF/TIF Program Update¹**

Land Use			DUE Rate	Unit	SCTDF Update Fees by District					
					1	2	3	4	5	6
Residential	Single Family	less than 1,200 s.f.	0.88	DU	\$940.14	\$940.14	\$940.14	\$940.14	\$89.24	\$940.14
		1,200 to 2,499 s.f.	1.00	DU	\$1,068.34	\$1,068.34	\$1,068.34	\$1,068.34	\$101.41	\$1,068.34
		2,500 s.f. or more	1.17	DU	\$1,249.96	\$1,249.96	\$1,249.96	\$1,249.96	\$118.65	\$1,249.96
	Multi-Family		0.57	DU	\$608.95	\$608.95	\$608.95	\$608.95	\$57.80	\$608.95
	Accessory/Secondary Unit		0.30	DU	\$320.50	\$320.50	\$320.50	\$320.50	\$30.42	\$320.50
	Age Restricted		0.26	DU	\$277.77	\$277.77	\$277.77	\$277.77	\$26.37	\$277.77
Commercial	General Commercial	175,000 s.f. or less	0.00109	SF	\$1.16	\$1.16	\$1.16	\$1.16	\$0.11	\$1.16
		more than 175,000 sq ft	0.00152	SF	\$1.62	\$1.62	\$1.62	\$1.62	\$0.15	\$1.62
	Car Sales (new and used)		0.00138	SF	\$1.47	\$1.47	\$1.47	\$1.47	\$0.14	\$1.47
	Gas Station		1.08	Fueling Pos.	\$1,153.81	\$1,153.81	\$1,153.81	\$1,153.81	\$109.52	\$1,153.81
Lodging	Hotel/Motel		0.55	Room	\$587.59	\$587.59	\$587.59	\$587.59	\$55.78	\$587.59
	Extended Stay Hotel/Motel		0.29	Room	\$309.82	\$309.82	\$309.82	\$309.82	\$29.41	\$309.82
Office	General Office		0.00096	SF	\$1.03	\$1.03	\$1.03	\$1.03	\$0.10	\$1.03
Industrial/ Agriculture	General Industrial		0.00060	SF	\$0.64	\$0.64	\$0.64	\$0.64	\$0.06	\$0.64
	Warehousing		0.00018	SF	\$0.19	\$0.19	\$0.19	\$0.19	\$0.02	\$0.19
	Mini Warehouse/Self Storage		0.0185	Units/Space	\$20	\$20	\$20	\$20	\$2	\$20
	High Cube Center/Hub		0.00061	SF	\$0.65	\$0.65	\$0.65	\$0.65	\$0.06	\$0.65
	Commercial Agricultural Building		0.00006	SF	\$0.06	\$0.06	\$0.06	\$0.06	\$0.01	\$0.06
Miscellaneous	Religious Center		0.00035	SF	\$0.37	\$0.37	\$0.37	\$0.37	\$0.04	\$0.37
	Day Care Center		0.00135	SF	\$1.44	\$1.44	\$1.44	\$1.44	\$0.14	\$1.44
	Convalescent Hospital		0.00025	SF	\$0.27	\$0.27	\$0.27	\$0.27	\$0.03	\$0.27
	Congregate Care		0.08	DU	\$85	\$85	\$85	\$85	\$8	\$85
	Golf Course		3.76	Hole	\$4,017	\$4,017	\$4,017	\$4,017	\$381	\$4,017
	Private Schools		0.00081	SF	\$0.87	\$0.87	\$0.87	\$0.87	\$0.08	\$0.87

Notes:

¹ Nexus Study analysis based on 2017 cost data. Rates for 2019 SCTDF/TIF Program were adjusted for 2017 to 2018 inflation (6.4%). Rates do not include administration fee

Source: DKS Associates, 2019



Appendix H: Development Assumptions

Table H-1
Assumed 2017 Development in SCTDF/TIF Program

District	Fee District	Residential			Non-Residential								
		Single Family	Multi-Family	Total	Retail		Office/Medical		Indust/Other		Educ	Total	
					Jobs	KSF	Jobs	KSF	Jobs	KSF	Jobs	Jobs	KSF
1	Antelope	9,919	1,193	11,112	538	269	224	67	1,144	915	1,297	3,203	1,251
	Elverta	20	0	20	0	0	0	0	20	16	0	20	16
	North Precinct	0	0	0	0	0	0	0	10	8	0	10	8
	Remainder	25,744	5,980	31,724	5,586	2,793	6,913	2,074	19,971	15,977	1,732	34,202	20,844
2	2	76,505	32,552	109,057	18,691	9,346	30,326	9,098	49,980	39,984	7,217	106,214	58,427
3	Cordova Hills	0	0	0	0	0	0	0	0	0	0	0	0
	Easton/Glenborough	0	0	0	24	12	477	143	0	0	0	501	155
	Remainder	9	0	9	1	0	16	5	2,827	2,262	5	2,849	2,267
4	Vineyard	8,070	515	8,585	733	367	204	61	962	769	1,759	3,658	1,197
	North Vineyard	455	209	664	125	63	17	5	0	0	0	143	68
	Mather	1,204	0	1,204	30	15	975	292	458	366	6	1,469	674
	Florin-Vineyard	464	46	510	970	485	0	0	500	400	0	1,470	885
	West Jackson	116	13	129	101	50	427	128	35	28	0	563	206
	Jackson Township	37	0	37	0	0	22	7	0	0	263	285	7
	NewBridge	6	0	6	4	2	33	10	0	0	63	100	12
	Mather South	0	0	0	1	0	32	10	0	0	15	48	10
5	5	5,650	350	6,000	773	387	2,072	622	3,732	2,986	437	7,015	3,994
6	Metro Airpark	3	0	3	0	0	0	0	0	0	0	0	0
	6	305	0	305	231	116	423	127	3,746	2,997	0	4,400	3,239
Total		158,587	49,506	208,094	33,581	16,790	49,796	14,939	106,356	85,085	14,723	204,456	116,814

Table H-2
Assumed 2050 Development in SCTDF/TIF Program

District	Fee District	Residential			Non-Residential								
		Single Family	Multi-Family	Total	Retail		Office/Medical		Indust/Other		Educ	Total	
					Jobs	KSF	Jobs	KSF	Jobs	KSF	Jobs	Jobs	KSF
1	Antelope	11,389	1,566	12,955	538	269	1,655	496	1,144	915	1,297	4,634	1,680
	Elverta	4,110	840	4,950	330	165	190	57	0	0	100	620	222
	North Precinct	13,360	7,117	20,477	5,119	2,500	1,433	500	0	0	853	7,406	3,000
	Remainder	27,590	6,682	34,272	6,413	3,206	15,501	4,650	31,113	24,890	1,877	54,904	32,747
2	2	82,912	38,692	121,604	19,689	9,845	35,581	10,674	50,320	40,256	7,507	113,097	60,775
3	Cordova Hills	5,340	2,660	8,000	1,897	949	903	271	1,263	1,010	528	4,591	2,230
	Easton/Glenborough	2,286	2,597	4,883	2,876	1,438	9,964	2,989	0	0	203	13,044	4,427
	Remainder	270	161	431	113	56	281	84	3,390	2,712	5	3,789	2,853
4	Vineyard	11,551	1,562	13,113	790	395	239	72	1,024	820	1,922	3,975	1,286
	North Vineyard	4,944	1,119	6,063	656	328	309	93	21	17	126	1,112	437
	Mather	1,430	68	1,498	124	62	1,803	541	945	756	550	3,422	1,359
	Florin-Vineyard	8,850	1,069	9,919	4,037	2,019	521	156	14,462	11,570	0	19,020	13,744
	West Jackson	9,167	5,834	15,001	10,588	5,294	5,411	1,623	12,498	9,998	713	29,210	16,916
	Jackson Township	3,848	2,366	6,214	3,455	1,728	1,880	564	0	0	502	5,837	2,292
	NewBridge	1,965	1,883	3,848	858	429	612	184	0	0	63	1,533	613
	Mather South	2,741	811	3,552	413	207	1,400	420	403	322	126	2,342	949
4	32,911	15,913	48,824	6,273	3,137	10,656	3,197	25,043	20,034	2,432	44,404	26,368	
5	5	6,628	1,607	8,235	1,353	676	2,072	622	4,370	3,496	536	8,331	4,794
6	Metro Airpark	3	0	3	10,950	5,475	7,513	2,254	17,068	13,654	0	35,531	21,383
	6	320	0	320	231	115	423	127	3,746	2,997	0	4,400	3,239
Total		231,614	92,548	324,162	76,702	38,291	98,348	29,574	166,810	133,448	19,341	361,201	201,314

Table H-3**Assumed Growth in SCTDF/TIF Program**

District	Fee District	Residential			Non-Residential								
		Single Family	Multi-Family	Total	Retail		Office/Medical		Indust/Other		Educ	Total	
					Jobs	KSF	Jobs	KSF	Jobs	KSF	Jobs	Jobs	KSF
1	Antelope	1,471	372	1,843	0	0	1,431	429	0	0	0	1,431	429
	Elverta	4,090	840	4,930	330	165	190	57	-20	-16	100	600	206
	North Precinct	13,360	7,117	20,477	5,119	2,500	1,433	500	-10	-8	853	7,396	2,992
	Remainder	1,846	702	2,548	826	413	8,589	2,577	11,142	8,914	145	20,702	11,903
2	All	6,407	6,140	12,547	998	499	5,255	1,576	340	272	290	6,883	2,348
3	Cordova Hills	5,340	2,660	8,000	1,897	949	903	271	1,263	1,010	528	4,591	2,230
	Easton/Glenborough	2,286	2,597	4,883	2,852	1,426	9,487	2,846	0	0	203	12,543	4,272
	Remainder	261	161	422	112	56	265	80	563	450	0	941	586
4	Vineyard	3,481	1,047	4,528	56	28	35	11	63	50	163	317	89
	North Vineyard	4,489	910	5,399	530	265	292	88	21	17	126	969	370
	Mather	226	68	294	94	47	828	249	487	390	544	1,953	685
	Florin-Vineyard	8,386	1,023	9,409	3,067	1,534	521	156	13,962	11,170	0	17,550	12,859
	West Jackson	9,051	5,821	14,872	10,487	5,244	4,984	1,495	12,463	9,970	713	28,647	16,709
	Jackson Township	3,811	2,366	6,177	3,455	1,728	1,858	557	0	0	239	5,552	2,285
	NewBridge	1,959	1,883	3,842	854	427	579	174	0	0	0	1,433	601
	Mather South	2,741	811	3,552	412	206	1,368	410	403	322	111	2,294	939
	Remainder	2,829	7,266	10,095	502	251	3,021	906	2,071	1,657	504	6,097	2,814
5	All	978	1,257	2,235	579	290	0	0	638	510	99	1,316	800
6	Metro Airpark	0	0	0	10,950	5,475	7,513	2,254	17,068	13,654	0	35,531	21,383
	Remainder	15	0	15	0	0	0	0	0	0	0	0	0
Total		73,027	43,041	116,068	43,121	21,501	48,552	14,636	60,454	48,363	4,618	156,746	84,500

Source: DKS 2018



Appendix I: Roadway Project Cost Estimates

This appendix, prepared by Mark Thomas, is separately-bound and contains the following:

- SCTDF Unit Cost and Estimate Assumption Memo
- Segment and Frontage Estimates – detailed estimates for each SCTDF roadway segment improvement
- Intersection Estimates – detailed estimates for each SCTDF intersection improvement
- General Cost per Mile estimates – estimates for various improvement types (shoulders, regional trails, frontage, etc.) used to estimate the costs of some SCTDF elements

Appendix I (November 2019) exceeds 1500 pages. Due to its size it has been made available on the Sacramento County Website at:

<https://sacdot.saccounty.net/Pages/DevelopmentFees.aspx>