

Department of Transportation

Ron Vicari
Director

**Office of the County Executive**

David Villanueva
County Executive

Community Services Agency

David Defanti
Deputy County Executive

County of Sacramento**REQUEST FOR PROJECT SCOPE CHANGE**

Date: January 30, 2026

To: Sharon Bertozzi
Division of Local Assistance
LPP Program Manager
Caltrans

Project Name: Hazel Avenue/ US 50 Interchange

Approved Project Description

Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements from Folsom Boulevard to the American River Parkway.

Approved Project Limits

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50

Provide the approved scope, and explain the proposed change (to scope, cost, or schedule):Approved Scope (LPP-C Grant)

The US 50 Interchanges are comprised of safety and operational improvements to three existing interchanges. The Hazel Avenue Interchange consists of modifying the eastbound off ramp, eastbound on ramp, and westbound loop on ramp; grade-separating Hazel Avenue over Folsom Boulevard and the Gold Line; and constructing a Class I path along Hazel Avenue connecting the Hazel Avenue Gold Line station to the American River Parkway. The Aerojet Road

Interchange off ramp is improved through the construction of a viaduct to separate traffic from the Hazel Avenue off ramp and improvements to the Aerojet Road and Folsom Boulevard intersection. Lastly, the Folsom Boulevard Interchange eastbound off ramp is improved with the lengthening of a deceleration lane.

Specifically, the Project components consist of:

- Ramp improvements to the Hazel Avenue, Aerojet Road, and Folsom Boulevard interchanges
- Hazel Avenue grade separation over Folsom Boulevard and the Gold Line
- Class I path on Hazel Avenue crossing US 50 connecting to the Hazel Light Rail station
- Sidewalks along Folsom Boulevard connecting to the Hazel Light Rail station

Proposed Change

The overall scope of the project remains unchanged. The County, however, proposes to divide the project into two separate construction contracts. Segment 1 will include all components that possess independent utility and does not require the acquisition of additional right-of-way, for which the County intends to seek construction allocation. The County remains committed to delivering Segment 2 upon the successful completion of the right-of-way acquisition phase.

Cost: (Segment 1) (\$1,000s)

Phase	Programmed		Proposed		Cost Expended to Date			Change		
	Value	FY	Value	FY	Expended	% Expended	% Completed	Value	%	FY
PA&ED	\$ 5,505	15	\$ 5,505	15	\$ 5,505	100%	100%	0	0	0
PS&E	\$ 6,707	22	\$ 4,495	22	\$ 3,295	75%	75%	- \$2,212	-33%	0
R/W	\$16,959									
CON	\$ 75,794	26	\$ 35,624	26	0	0	0	- \$40,170	-53%	0
Con(Cap)										
R/W(Cap)										
Total	\$ 104,965		\$ 45,624		\$ 8,800			- \$59,341	-57%	0

The Project Approval and Environmental Document (PA&ED) was completed for the entire project in conjunction with Segment 1. All right-of-way activities and associated costs are planned to be addressed under Segment 2. The Plans, Specifications, and Estimates (PS&E) phase remains on schedule to support construction delivery in alignment with the Local Partnership Program – Competitive (LPP-C) delivery milestones.

Cost: (Segment 2)(\$1,000s)

Phase	Programmed		Proposed		Cost Expended to Date			Change		
	Value	FY	Value	FY	Expended	% Expended	% Completed	Value	%	FY
PA&ED	0		0				100%			
PS&E	0		\$3,400	22	0	0	0			
R/W	0		\$17,100	23	\$ 332	2%	5%			
CON	0		\$121,488	29	0	0	0			
Con(Cap)										
R/W(Cap)										
Total	0		\$ 141,988		0	0	0			

Since the initial cost estimate was developed at the 20% design milestone in 2022, the projected construction cost for Segment 2 has increased to \$105 million, an increase of 60.29%. This escalation is the result of several converging factors, including market volatility, regional cost trends, and the natural evolution of the project's design.

At the time of the original estimate, the project was in its early conceptual phase. Many design elements were undefined, and cost projections relied heavily on broad assumptions and industry-standard contingencies. As the design has progressed, the scope has been refined and detailed, allowing for more accurate quantity takeoffs, specification development, and identification of site-specific constraints. This increased design maturity has led to a more realistic and comprehensive cost estimate that better reflects the actual requirements for construction.

In parallel, external market conditions have significantly impacted construction pricing. The Caltrans Construction Cost Index has shown a marked increase since 2022, indicating statewide inflation in material, labor, and equipment costs. These trends are consistent with broader economic pressures affecting public infrastructure projects across California.

Locally, Sacramento County has experienced its own surge in construction costs. Factors such as labor shortages, supply chain disruptions, and heightened demand for public works have contributed to elevated bid prices and reduced contractor availability. These regional dynamics have directly influenced the cost environment in which this project will be delivered. Additionally, regulatory updates and refined risk assessments have introduced new compliance requirements and adjusted contingency allocations. These changes ensure the

project remains aligned with current standards and is adequately prepared for potential construction challenges.

Schedule: (Segment 1) LPP-C Funding

Project will meet program delivery schedule

	Current Milestone Date	Proposed Milestone Date	Change (Months)	Current Allocation Date	Proposed Allocation Date	Change (Months)
PA&ED						
PS&E	2/28/2025	4/2026	0			
R/W						
CON	4/2026*	4/2026*	0	6/2026	6/2026	0

*Construction Milestone Dates are referring to when the agency is ready to allocate/ ready to list

Schedule: (Segment 2)

Critical path is right of way. The Milestone dates are completion dates for PS&E and R/W; delivery date for CON.

	Current Milestone Date	Proposed Milestone Date	Change (Months)	Current Allocation Date	Proposed Allocation Date	Change (Months)
PA&ED						
PS&E		4/2029				
R/W		4/2029				
CON		4/2029*				

*Construction Milestone Dates are referring to when the agency is ready to allocate/ ready to list

ADDITIONAL REQUIRED ELEMENTS:

1. The reason for the proposed scope change:

In June 2023, \$15 million was programmed through the Local Partnership Program and the Road Repair and Accountability Act of 2017 for the construction of the Hazel Avenue/U.S. 50 Interchange Project. In May 2025, the County of Sacramento (County) requested a 12-month time extension for allocation of the Construction phase in order to complete right-of-way acquisitions. That extension was granted with a deadline of June 30, 2026.

The County has made substantial progress on the critical path tasks related to right-of-way acquisition. However, due to the complexity of the process, right-of-way certification will not be achievable by the June 2026 deadline.

In response, the County proposes to divide the project into two separate construction contracts. Segment 1 will include all components that have independent utility and do not require right-of-way acquisition, for which the County intends to request construction allocation.

The County remains fully committed to delivering Segment 2 upon completion of the right-of-way phase.

2. The impact the proposed scope change would have on the overall cost of the project;

Segmenting the Hazel Avenue / US 50 Interchange project introduces several cost considerations, but the overall financial impact to the project is expected to be minimal. While segmenting can lead to certain increases—such as repeated mobilization and demobilization, exposure to inflation for the deferred segment, and the need for temporary infrastructure and conforms—these effects are expected to be limited in scale. There would likely be a minimal increase to administrative overhead as the contractor manages separate schedules and resources for each phase.

A common concern with segmenting is the potential loss of economies of scale. A single continuous construction effort typically benefits from bulk material procurement, consolidated labor deployment, and efficient equipment use. While segmenting does disrupt some of these efficiencies, the expected loss is not anticipated to materially change the total cost of project delivery. If the project was constructed in one segment, the work would likely span four construction seasons while the sum of the two segments will span the same duration. Unit costs may increase modestly, but the magnitude of these changes remains small compared to the overall construction value.

Importantly, segmenting the work will provide meaningful financial and strategic advantages. Segmenting enables more manageable cash flow, allowing expenditures to be aligned with budget cycles and available funding. It also provides an opportunity to refine design elements based on lessons learned in the initial phase, which can partially offset any minor cost increases. Additionally, a segmented approach may position the project to pursue supplemental funding sources that favor incremental delivery. As a result, phasing introduces greater flexibility and risk mitigation with negligible impact on the overall cost of the project.

Despite the associated cost implications, the right-of-way acquisition phase for this project is not expected to meet the stringent delivery milestone set by the

LPP-C program. Nevertheless, the County remains committed to utilizing all available resources and authority to advance the project and deliver meaningful improvements to the community.

As seen in the table below, the cost to segment the project has little impact on the overall project's cost - under \$2 million dollars.

Segment 1 Engineer's Estimate (ATT 4a):	\$28,499,414
Segment 2 Engineer's Estimate (ATT 4b):	\$97,190,360
Combined Construction (Segments 1&2) (ATT 4c):	\$123,805,552
Separate Construction (Segments 1&2)	\$125,689,774
Original Engineer's Estimate - Baseline Agreement (ATT 3):	\$65,981,000

The numbers in the above table are from the Engineer's Estimate and are an estimate of the construction cost based on bid items. While constructing the segments together would provide cost savings, the additional cost of separating the projects is relatively minimal. The County's request can be accommodated without significant financial impact, and the approach may offer benefits such as improved scheduling flexibility and reduced risk associated with managing a single large project.

3. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);

The overall project scope remains unchanged. This request is to segment the project. At completion of Segment 2, the project will provide the same benefits as proposed in the original project application. The table of outputs and outcomes is below.

Original Project Outputs:

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	3
Bridge / Tunnel	New bridges/tunnels	SQFT	19,190
Bridge / Tunnel	Modified / Improved interchanges	SQFT	35,100
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.74

Segment 1 Project Outputs:

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	New bridges/tunnels	SQFT	19,190
Operational Improvement	Interchange modifications	EA	2
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.36

Segment 2 Project Outputs:

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1
Bridge / Tunnel	Modified / Improved interchanges	SQFT	35,100
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.38

The performance indicators and measures are not changing, the following data is based on the completion of the entire project: Hazel Ave/US 50 Interchange- Segment 1 (PPNO 6222), Hazel Ave/US 50 Interchange- Segment 2 (PPNO 6222A), and Gold Line Light Rail Platform Modifications - Phase 2 (PPNO LP008).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	5,741,943	5,751,463	-9,520
			VMT per Capita	47.03	47.11	-0.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-47.52	0	-47.52
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	2.92	-2.92
			Level of Transit Delay (if required)	% "On-time"	97.8	95.6
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0406	0	0.0406
			PM 10 Tons	0.0414	0	0.0414
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-885	0	-885
			Tons	-2.37	0	-2.37
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0592	0	0.0592
			Tons	-28.4	0	-28.4
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-3.4	0	-3.4
			Tons	-0.852	0.8549	-0.0029
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1	1	0
			Number	0.0575	0.0575	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	14.75	14.8	-0.05
			Number	0.852	0.8549	-0.0029
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,662	0	1,662
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.03	0	1.03
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	21,563,969	21,586,218	-22,249
			Number	23,060,450	23,106,897	-46,447

4. An explanation of the methodology used to develop estimates;

Cost estimates for transportation roadway projects involves a structured methodology that accounts for the scope, complexity, and risks of the project. Quantity takeoffs are based on the topographic surveys and AutoCAD design of

the proposed improvements. Unit costs are based on Sacramento County historical bid data and Caltrans contract cost data.

5. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

Sacramento Transportation Authority (STA) was the lead nominating agency for the LPCP application. Kevin Bewsey, the Executive Director of STA, has provided a letter of concurrence for the proposed segmentation plan. The concurrence letter is included as Attachment 6.

6. Does this scope change require revalidation of your environmental document? (Yes/No) If yes, what is the actual/estimated date of revalidation?

It has been determined that while the timing of construction has changed due to the segmenting plan, the Environmental Impact Report is still valid and requires no supplemental or subsequent EIR. The Environmental Assessment (EA) requires revalidation due to the amount of time passed since the last action. The County expects to have NEPA revalidation in place by March 2026, prior to the construction allocation request.

7. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

Since the overall project scope remains unchanged and the only change is the timing to deliver the various improvements, the County is not planning a robust public outreach process. The proposal to segment the project will be discussed during the negotiation process with the various property owners that require acquisition. Since Segment 1 can be constructed without any right-of-way acquisitions, public opposition is not anticipated.

REQUIRED Attachments: (check boxes of attached required documents)

- ATT 1 - Original plan – Ultimate Project
- ATT 2 - Segmented plans with highlighting
- ATT 3 - Original Detailed Engineer's Est.
- ATT 4a – Eng Estimate – Segment 1
- ATT 4b - Eng Estimate – Segment 2
- ATT 4c - Eng Estimate – Ultimate Project
- ATT 5a - Proposed ePPR - Segment 1
- ATT 5b - Proposed ePPR - Segment 2
- ATT 5c - original ePPR for LPP-C Baseline agreement
- ATT 6 - Written Concurrence by Lead Nominating Agency, STA

Required revisions to the Project's Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits:

Proposed changes to the Project Description:

The overall project remains unchanged. The project will be segmented to meet funding deadlines.

Segment 1 Project Description:

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Widen the existing Hazel Avenue overcrossing of U.S. Highway 50 (PM 15.5/17.2), modify the existing westbound on and off ramp to accommodate a shared use path to improve the multi-modal connection through the corridor, construct a retaining wall at the existing eastbound loop on-ramp to increase shoulder width and clear recovery zone, and construct a portion of a transition auxiliary lane on U.S. Highway 50 between Alder Pond and Folsom Boulevard eastbound off-ramp.

Segment 2 Project Description:

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements from Folsom Boulevard to the American River Parkway.

Proposed changes to the Project Limits:

The overall project limits remain unchanged. The project will be segmented to meet funding deadlines.

For Federally Funded Projects: N/A

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed at application approved):

PA&ED: _____ PS&E: _____ R/W: _____ CON: 6/2025 CON-NI: _____

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

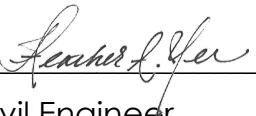
PA&ED: _____ PS&E: _____ R/W: _____ CON: 6/2026 CON-NI: _____

Explanation for milestone changes:

County requested a 12-month time extension for the Construction phase allocation to complete right of way acquisitions. That extension was granted with a deadline of June 30, 2026.

Local Agency Certification:

I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. You may direct any questions to Heather Yee at (916) 874-9182.

Signature: 

Title: Senior Civil Engineer

Date: January 30, 2026

Agency/Commission: County of Sacramento, Department of Transportation