

II SUMMARY OF IMPROVEMENT COSTS

This section provides programmatic level cost estimates for near term and long term improvements.

11.1 Near Term Improvement Costs

The following costs for improvements NT-1 through NT-4 are based on Caltrans Construction Cost data for 2002 and include some provisions land acquisition if needed. The costs are designed primarily as a planning to assist the County in assessing a traffic impact fee on new development. Prior to construction, a much more detailed engineers estimate should be prepared to more accurately determine final costs for these improvements. Table 11.1 shows the summary of near term cost estimates.

TABLE 11.1 NEAR TERM COST ESTIMATES		
Improvement	Description	Cost ^{1,2}
NT-1	Signalize Hillgate at Putnam/Wildwood and 5 th Street (coordinated system with advance detectors)	\$750,000
NT-2	Widen Hillgate east of Putnam for WB left turn lane (minor)	\$150,000
NT-3	Modify approaches to Hall/Putnam for exclusive lanes	\$200,000
NT-4	Widen approaches to Hillgate/Wildwood Road	\$200,000
NT-5	Widen approaches to Almond/Hillgate	\$200,000
SUB-TOTAL NEAR TERM COSTS		\$1,500,000
Environmental (12%)		\$180,000
Preliminary Engineering (10%)		\$150,000
Construction Engineering (15%)		\$225,000
SUB-TOTAL INCLUDING PROJECT DEVELOPMENT COSTS		\$2,055,000
Contingency (25%)		\$514,000
GRAND TOTAL NEAR TERM COSTS		\$2,569,000
Note:		
1) All costs are planning level estimates and should be updated with engineering estimates prior to construction.		
2) Costs are in 2004 dollars and include minor land-acquisition or relocation costs.		

11.2 Long-Term Improvement Costs

The following costs for long-term improvements LT-1 through LT-4 are based on Caltrans Construction Cost data for 2002 and include some provisions for some land acquisition if needed. However, more so than near-term estimates, these costs are designed to be used only as a planning tool to assist the County in assessing a traffic impact fee on new development.

Factors that may affect these costs include:

- Actual land costs for right of way
- Petroleum costs for asphalt concrete
- Modified design standards for construction

Prior to construction, a much more detailed engineers estimate should be prepared to more accurately determine final costs for these improvements. Table 11.2 shows the long term improvement cost estimates.

TABLE 11.2 LONG-TERM COST ESTIMATES		
Improvement	Description	Cost ^{1,2}
LT-1	Interchange improvements at northern interchange	\$1,000,000
LT-2	Reconstruct interchange at Hillgate/I-5	\$20,000,000
LT-3	Construct new interchange south of Hillgate on I-5	\$20,000,000
LT-4	Widen Hillgate to 6 lanes from Almond to east of 5 th Street (note: separate from interchange improvements)	\$1,500,000
LT-5	Construct new roadways (approximately 12 new lane-miles)	\$5,250,000
LT-6	Additional bicycle and pedestrian improvements	\$700,000
LT-7	Additional transit improvements	\$300,000
LT-8	Additional analysis and evaluation	\$500,000
SUB-TOTAL LONG TERM COSTS		\$49,250,000
<i>Environmental (12%)</i>		<i>\$5,910,000</i>
<i>Preliminary Engineering (10%)</i>		<i>\$4,925,000</i>
<i>Construction Engineering (15%)</i>		<i>\$7,388,000</i>
SUB-TOTAL INCLUDING PROJECT DEVELOPMENT COSTS		\$67,473,000
<i>Contingency (25%)</i>		<i>\$16,868,000</i>
GRAND TOTAL LONG TERM COSTS		\$84,341,000
Note:		
1) All costs are planning level estimates and should be updated with engineering estimates prior to construction.		
2) Costs are in 2004 dollars and include minor land-acquisition or relocation costs.		

All onsite improvements that would ordinarily be required for a developer to construct are not included. Those improvements should be funded as a part of the project development process and not be considered off-site improvements.