



Atascadero City Council

Staff Report - Community Development Department

Del Rio Road / US 101 Interchange Project Update

RECOMMENDATION:

Council receive and file update on Del Rio Road Interchange Project.

REPORT IN BRIEF:

As part of the review and approval of the Walmart / Annex Project, it was determined that the Del Rio Interchange (Interchange) would have to be improved in order to accommodate the traffic expected from both the Walmart and the Annex projects. In order to mitigate the traffic impacts caused by the Walmart/Annex Project, Walmart and the Annex were conditioned to pay their fair share of the expected costs to improve the Del Rio Interchange.

Knowing that the Caltrans process can often be long and difficult, Council directed staff to begin work on the interchange in spite of the lawsuit pending at the time. On November 27, 2012 the Council approved a contract with Wallace group to provide initial engineering and environmental services for the Del Rio Road Interchange Project (Interchange Project). The services to be provided include transportation planning, preparation of Caltrans Project Study Report, design exceptions, fact sheets roundabout design analysis, plans, reports, preliminary cost estimates, drainage / storm water design and associated environmental services.

With the resolution of the Walmart / Annex litigation, there have been many inquiries as to the status of the Del Rio Interchange Project, the process and timeline for the Interchange Project, and if there is any updated information on the Interchange Project. This staff report is intended to review the background of the Del Rio Interchange Project and review the process for the Interchange Project. While it is still very early in the process (Wallace Group is preparing to complete and submit the first phase of the Interchange Project to Caltrans) the staff report also contains information regarding the consultants latest Interchange Project time frame estimates and cost estimates.

BACKGROUND:

Del Rio Road / US 101 Interchange facility constraints

During the review phase on the Walmart/Annex Project, the City analyzed the project's impact on the Del Rio Road / US 101 Interchange. Preliminary traffic analysis indicated the traffic capacity of the interchange would need to be expanded to accommodate the Walmart / Annex project at build out.

The City and applicant's engineer reviewed options to increase the interchange capacity. The primary constrain at the interchange is the two lane width of the overcrossing bridge. Because the bridge only has width for two lanes, a dedicated center turn lane for left turn moves at the ramp head intersections is not possible. Without dedicated left turn lanes at the existing ramp head signals, the capacity of the interchange cannot be increased.

This same two lane constraint exists at all six of the freeway overcrossing bridges in Atascadero. This issue was analyzed by a City consultant in the 2008 *Interchange Operational Improvement Study* (W-Trans). The City study, which was reviewed by Caltrans, analyzed two options to increase capacity on two lane bridge interchanges:

1. Widen the bridge to accommodate three full lanes.
2. Convert the signalized ramp head intersections to roundabouts that function efficiently with a two lane bridge.

The 2008 study recommended roundabouts as the preferred option for the Del Rio Road / US 101 Interchange.



**Table 13
Del Rio Road Interchange Options**

Intersection	Existing	Interim	Future
Del Rio Road/US 101 SB Ramps			
Signalized	○ ✓	◐	◐
Roundabout (Combined with Ramona Road)	○	○ ✓	○ ✓
Del Rio Road/US 101 NB Ramps			
Signalized	◐ ✓	◐	◐
Roundabout	○	○ ✓	○ ✓
Del Rio Road/Ramona Road			
Stop Controlled – Southbound Approach	○ ✓	○	○
All-Way Stop	●	●	●
Signalized	●	●	●
Roundabout	Combined with US 101 SB Ramps. See Above ✓		

- Notes: ○ – Intersection would operate acceptably with this traffic control
 ◐ – Intersection would barely operate acceptably with this traffic control
 ● – Intersection would operate unacceptably with this traffic control
 ✓ – Existing Traffic Control
 ✓ – Recommended Traffic Control

Del Rio Road / US 101 Interchange Cost Estimates

In 2009, W-Trans recommended that \$3.75 million be used as a “very preliminary planning-level discussion” number for the Del Rio Road / US 101 Interchange roundabout costs. Refer to following memo excerpt (Attachment 1):

memorandum

Date: August 24, 2009

To: Mr. Russ Thompson, P.E. From: Zack Matley
Mr. David Athey, P.E.

Project: ATA007

Subject: Del Rio Road Interchange Area Options



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Excerpt from Page 5

Mr. Russ Thompson, P.E.

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August 24, 2009

Roundabout Costs

While cost estimates have not been developed for the two options presented in this memo, the *Interchange Operational Study* includes cost estimates for similar roundabout layouts at freeway ramps to the south. The two Del Rio Road freeway ramp roundabouts would be similar (though not identical) to the two ramp roundabouts at Santa Rosa Road. The estimated cost for the two Santa Rosa Road interchange roundabouts is \$2.98 million. A roundabout designed by W-Trans at a freeway ramp intersection in Grass Valley received a low construction bid of \$1.43 million in June 2008. While it is impossible to make a direct comparison one roundabout to another, the Grass Valley bid does provide some anecdotal evidence of cost.

For very preliminary planning-level discussions, \$3.75 million may be an appropriate cost estimate to construct the two freeway ramp roundabouts at the Del Rio Road interchange. This estimate would be approximately 25 percent higher than the estimate developed for the Santa Rosa Road interchange and the Grass Valley construction bid.

The roundabout at El Camino Real would be larger and more complex than the two interchange roundabouts. The cost of the roundabout will also be contingent on the availability of land on three of the intersection corners, as well as the ultimate roadway cross sections chosen by the City for north El Camino Real and east Del Rio Road. Based on recent planning-level estimates developed by W-Trans for a similar-sized roundabout in Santa Rosa, a rough estimate of \$2.5 million may be appropriate for discussion purposes.

Separate from the City's 2008 study, the applicant's engineer (EDA) also reviewed options to increase interchange capacity. EDA determined that widening the bridge was cost prohibitive and recommended roundabouts as a more cost effective approach. The following table was provided by EDA to the City with a preliminary estimated the roundabout costs at \$4.5 million (Attachment 2).

	Southbound Roundabout Cost	Northbound Roundabout Cost
AC Pavement	\$379,051.30	\$240,017.04
Sidewalk	\$18,577.78	\$28,844.44
Truck Apron	\$49,944.44	\$33,833.33
C&G	\$82,500.00	\$63,750.00
Vertical Curb	\$24,000.00	\$24,000.00
Islands	\$9,777.78	\$9,777.78
Landscaping	\$36,600.00	\$19,200.00
Earthwork	\$135,000.00	\$135,000.00
Striping	\$9,900.00	\$9,900.00
Traffic Control	\$70,000.00	\$70,000.00
Drainage	\$100,000.00	\$100,000.00
Retaining Walls	\$93,750.00	\$93,750.00
EC/WPC	\$49,500.00	\$49,500.00
<i>Subtotal 1</i>	\$1,058,601	\$877,573
Minor Items (10%)	\$105,860	\$87,757
<i>Subtotal 2</i>	\$1,164,461	\$965,330
Roadway Mobilization (10%)	\$116,446	\$96,533
<i>Subtotal 3</i>	\$1,280,908	\$1,061,863
Supplemental (10%)	\$128,091	\$106,186
<i>Subtotal 4</i>	\$1,408,998	\$1,168,049
ROW	\$200,000	\$30,000
<i>Subtotal 5</i>	\$1,608,998	\$1,198,049
Contingency (30%)	\$482,699	\$359,415
Design Services	\$425,000	\$425,000
Subtotals	\$2,516,698	\$1,982,464
Total	\$4,499,162	

The City Engineer required EDA submit an official signed cost estimate prior to project hearings. That final “preliminary opinion of probable cost” was submitted on June 18, 2012 and estimated the interchange cost at \$4.4 million (Attachment 3).

DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN

	Southbound Roundabout Cost	Northbound Roundabout Cost
AC Pavement	\$392,649	\$248,627
Sidewalk	\$18,578	\$28,844
Truck Apron	\$49,944	\$33,833
Curb&Gutter	\$82,500	\$63,750
Vertical Curb	\$26,000	\$24,000
Islands	\$9,778	\$9,778
Landscaping	\$42,700	\$22,400
Earthwork	\$160,000	\$160,000
Striping	\$10,000	\$10,000
Traffic Control	\$70,000	\$70,000
Drainage	\$100,000	\$100,000
Retaining Walls	\$100,000	\$100,000
E&W Pollution Ctl	\$50,000	\$50,000
<i>Subtotal 1</i>	\$1,112,149	\$921,233
Minor Items (10%)	\$111,215	\$92,123
<i>Subtotal 2</i>	\$1,223,364	\$1,013,356
Roadway Mobilization (10%)	\$122,336	\$101,336
<i>Subtotal 3</i>	\$1,345,700	\$1,114,691
Supplemental (10%)	\$134,570	\$111,469
<i>Subtotal 4</i>	\$1,480,270	\$1,226,161
ROW	\$100,000	\$15,000
<i>Subtotal 5</i>	\$1,580,270	\$1,241,161
Contingency (30%)	\$474,081	\$372,348
Design Services	\$375,000	\$375,000
Subtotals	\$2,429,351	\$1,988,509
Total	\$4,417,860	



Del Rio Road / US 101 Interchange Conditions of Approval

Based on the multiple cost estimates in the \$4 to \$5 million range, staff prepared conditions of approval to require the Walmart / Annex project to pay their fair share of the estimated Interchange improvement costs. The City hired Resource Cost Specialist (RCS) to prepare a fair share cost model for the Walmart / Annex project. The fair share model looked at all the of the project's circulation impacts and mitigation costs. The fair share model used \$4.5 million to calculate the project's fair share costs.

RCS Fair Share Model – 3/13/12

RCS

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Circulation System Del Rio/SR-101 and El Camino Real Area Fee Proportional Cost Summary.

Walmart Commercial 129,560 SF - @ 8909.97 daily trip-miles @ \$162/trip mile)	\$1,443,414
Walmart Parcel Attached Residential 44 Units @ \$3,684 per Unit	\$162,096
Walmart Commercial Contribution towards ST-41 Del Rio/SR-101	\$1,159,923
Walmart Attached Dwellings Contribution Towards ST-41 Del Rio/SR-101	\$43,355
Walmart Sub-total	\$2,808,788
Less Credit for Contiguous improvements on Schedule 5.1 @ 60.5% and 100%	-\$333,912
Walmart Total	\$2,474,876

Walmart 10,000 S.F. - 10,000 square feet @ \$9.371 per square Foot	\$93,710
Walmart 10,000 Square Foot Outlier Commercial Building to ST-41 (no credits)	\$89,520
Walmart 10,000 S.F Outlier Building Total	\$183,230

Annex Commercial - 120,900 square feet @ \$9.371 per square Foot	\$1,132,954
Annex Detached Residential Six Units @ \$5,597 per Unit	\$33,582
Annex Commercial Contribution Towards ST-41 Del Rio/SR-101	\$1,082,861
Annex Detached Dwellings Contribution Towards ST-41 Del Rio/SR-101	\$12,440
Annex Sub-total	\$2,261,837
Less Credit for Contiguous improvements on Schedule 5.1 @ 60.5% and 100%	-\$32,549
Annex Total	\$2,229,288

Walmart Total	\$2,474,876
Walmart 10,000 S.F. Building	\$183,230
"The Annex" total	\$2,229,288
Total Project Circulation Fee	\$4,887,394

Walmart Credit Detail	
ST-12, El Camino Real frontage (San Anselmo to Del Rio)	\$82,400
ST-25, El Camino Real/East San Anselmo Road Intersections	\$352,140
ST-26, El Camino Real/Del Rio Road Intersection	\$117,380
Sub-Total Credits	\$551,920
Percentage Rate of DIFs adopted	60.5%
Total Credit	\$333,912

The Annex Credit Detail	
ST-13, El Camino Real frontage (Del Rio to Santa Cruz)	\$53,800
Sub-Total Credits	\$53,800
Percentage Rate of DIFs adopted	60.5%
Total Credit	\$32,549

RCS Fair Share Model Interchange cost assumptions – 3/13/12

RCS

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Schedule 5.1

City of Atascadero (Wal-Mart Calculation)
Allocation of Project Cost Estimates
Circulation System Improvements

Line #	Description	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development		Construction Needs Generated by Local Development	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-33	Llano Road at Graves Creek	\$352,140	0.00%	\$0	100.00%	\$352,140	0.00%	\$0
ST-34	El Camino Real/State Route 41/US 101	\$15,259,400	100.00%	\$15,259,400	0.00%	\$0	0.00%	\$0
ST-35	State Route 41, US 101 to San Gabriel	\$2,347,600	40.00%	\$939,040	60.00%	\$1,408,560	0.00%	\$0
ST-36	Santa Barbara Road/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-37	Santa Rosa Road/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-38	Curbanil Avenue/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-38	Traffic Way/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-40	San Anselmo Road/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-41	Del Rio Road/US 101 (2)	\$4,500,000	0.00%	\$0	0.00%	\$0	100.00%	\$4,500,000
ST-42	US 101 Operational Improvements	\$8,803,500	60.00%	\$5,282,100	40.00%	\$3,521,400	0.00%	\$0
ST-43	City-wide Safety Improvement Program	\$1,173,900	50.00%	\$586,950	50.00%	\$586,950	0.00%	\$0
ST-44	City-wide Traffic-Calmng Project Program	\$352,140	50.00%	\$176,070	50.00%	\$176,070	0.00%	\$0
ST-45	City-wide Dial-a-Ride Program	\$234,760	50.00%	\$117,380	50.00%	\$117,380	0.00%	\$0
ST-46	City-wide Park-and-Ride Expansion	\$117,380	50.00%	\$58,690	50.00%	\$58,690	0.00%	\$0
ST-47	City-wide Safe Routes to School	\$234,760	100.00%	\$234,760	0.00%	\$0	0.00%	\$0
ST-48	City-wide Arterial/Collector Road Maintenance Program	\$11,738,000	100.00%	\$11,738,000	0.00%	\$0	0.00%	\$0
ST-49	City-wide Intersection Improvement Program	\$586,900	50.00%	\$293,450	50.00%	\$293,450	0.00%	\$0
ST-50	City-wide Bikeway Improvement Program	\$1,790,700	50.00%	\$895,350	50.00%	\$895,350	0.00%	\$0
ST-51	Curbanil Avenue/Salinas River Bridge Bikeway	\$352,140	50.00%	\$176,070	50.00%	\$176,070	0.00%	\$0
ST-52	City of Atascadero to Templon Bicycle Route	\$234,760	50.00%	\$117,380	50.00%	\$117,380	0.00%	\$0
SUB-TOTAL ESTIMATED NEW PROJECT COSTS		\$110,616,770	34.75%	\$38,441,960	61.18%	\$67,674,810	11.71%	\$4,500,000
LESS: Transportation-related Impact Fee Fund Balance		(\$1,209,788)	0.00%	\$0	100.00%	(\$1,209,788)	0.00%	\$0
SUB-TOTAL ADJUSTMENTS		(\$1,209,788)	0.00%	\$0	100.00%	(\$1,209,788)	0.00%	\$0
Total - Transportation-related Capital Project Needs		\$109,406,982	35.14%	\$38,441,960	60.75%	\$66,465,022	11.71%	\$4,500,000
					Forward to Schedule 5.2		Forward to Schedule 5.4	

NOTES:

- These projects will be constructed all or in part by WalMart. WalMart would receive a credit for these expenses against their City-wide Circulation System Development Impact Fee
- This Project would be segregated as a separate DIF area per Schedule 5.4.

**\$4,500,000 Del Rio Road /
US 101 interchange
improvement cost**

Traffic Impact Fee Summary

Walmart Store

Special Interchange Fee ⁴	\$1,159,923
Standard Traffic Impact Fee	\$1,443,414
Street Improvement Credits	<\$333,912>
Walmart Total.....	\$2,269,425

Annex Stores / Walmart Outlots/

Annex single-family residential / Walmart multi-family residential

Special Interchange Fee	\$1,228,176
Standard Traffic Impact Fee	\$1,422,342
Street Improvement Credits	<\$32,529>
Annex Total.....	\$2,617,969

Total Developer Traffic Fees..... \$4,887,394

Fair fee summary PowerPoint slide presented to City Council

Traffic Mitigation Requirements

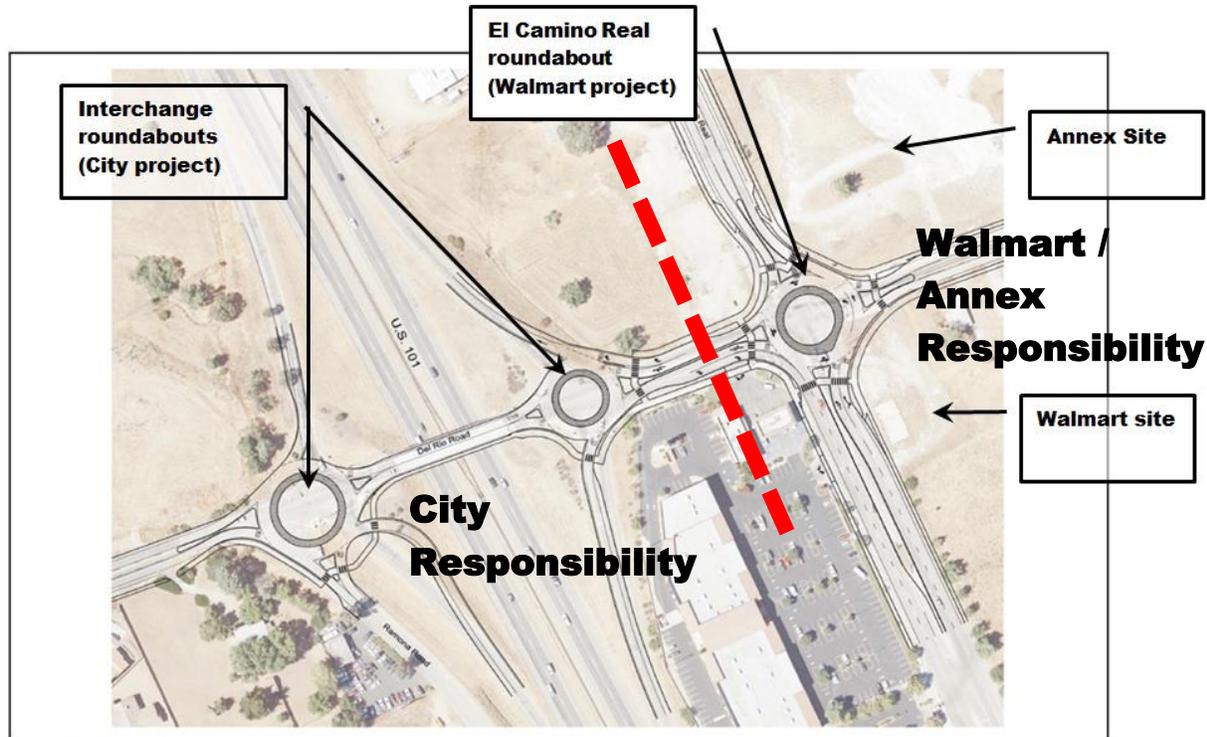
The project EIR thoroughly analyzed the traffic impacts that would result from the construction of the Walmart and Annex developments. The EIR identified a series of traffic circulation improvements that would be required. Except for the Del Rio Road / US 101 Interchange improvements, the project applicant will be responsible for all of the circulation mitigation improvements. The traffic mitigation measures for the project will include the following:

Walmart / Annex required improvements:

-
- a third roundabout at El Camino Real / Del Rio Road
 - a new signal at El Camino Real / New Public Roadway (serving Walmart)
 - a new signal light at El Camino Real / San Anselmo Road (North)
 - improve 0.5 mile of El Camino Real as an 4-lane arterial
 - improve 1,000 lineal feet of Del Rio Road as multi-lane collector
 - amenities including an enhanced transit stop, Class II bike lanes, street landscaping, and sidewalks

City improvements (Developer Fair Share contribution):

- Del Rio Road / US 101 interchange roundabouts



Source: w-trans, February 2012.



Exhibit 3.11-6
Mitigation With Roundabouts

The project is conditioned to provide the following improvements and traffic impact fee payments:

- Fair Share of the estimated Interchange Project costs
- Payment of standard City Traffic Impact Fees (TIF)
- Early payment of TIF fees
- Construction of frontage improvements
- Construction of offsite circulation improvements
- Requirement that both Walmart and the Annex would participate in their fair share of overruns with up to \$200,000 more to be contributed by each.
- Walmart's payment of City traffic impact fee for the Del Rio Road / US 101 Interchange roundabouts to be paid in progress payments in the following amounts:

1. Payment of \$250,000 when the Walmart entitlements are final;
2. Payment of \$600,000 due at the time of grading permit and

3. Payment for the balance due at time of building permit. Timing and amount of other City traffic impact fees to be paid in amounts and times as set forth in the Improvement Agreement.

The Traffic Impact fees to be paid by the Annex are due prior to the issuance of each building permit as required by the EIR mitigation measures (MM TRANS-d1 and 1e).

The Del Rio Road / US 101 Interchange mitigation conditions are as follows:

Walmart portion - Del Rio Road / US 101 interchange mitigation condition

City of Atascadero
Resolution No. 2012-046
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<p>Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)</p>	<p>Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final Inspection FO: Final Occupancy</p>	<p>Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney</p>
<p>20. Prior to the issuance of any permits or recordation of any final maps, for the Walmart portion of the project the applicant shall enter into an Improvement Agreement with the City of Atascadero. At a minimum, the Improvement Agreement shall include the following:</p> <ul style="list-style-type: none"> a. Timing and amount of City traffic impact fee for the Del Rio Interchange roundabouts to be paid in progress payments in the following amounts: (1) Payment of \$250,000 when the Walmart entitlements are final; (2) Payment of \$600,000 due at the time of grading permit and (3) Payment for the balance due at time of building permit. Timing and amount of other City traffic impact fees to be paid in amounts and times as set forth in the Improvement Agreement. b. Provisions for Walmart relating to its proportional share for the roundabouts at the Del Rio 101 Interchange. In the event of a cost overrun above the \$4.5 million estimated costs for these roundabouts, then Walmart will pay to the City its proportional share of the overrun up to a maximum of \$200,000. In the event of a cost underrun below the \$4.5 million estimated cost for these roundabouts, then Walmart will receive a credit or refund for its proportional share of the underrun up to a maximum of \$200,000. c. Requirements and timing of all off-site circulation improvements. d. The provisions in the Improvement Agreement shall be consistent with the applicable mitigation required in the certified Final Environmental Impact Report. 	<p>Prior to GP / BP / FM</p>	<p>PS / CE</p>

Annex portion - Del Rio Road / US 101 interchange mitigation condition

City of Atascadero
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<p>Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)</p>	<p>Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final Inspection FO: Final Occupancy</p>	<p>Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney</p>
<p>21. Prior to the issuance of any permits or recordation of any final maps, for the Annex portion of the project the applicant shall enter into an Improvement Agreement with the City of Atascadero. At a minimum, the Improvement Agreement shall include the following:</p> <ul style="list-style-type: none"> a. Timing and amount of City traffic impact fees to be paid. b. Provisions for the Annex relating to its proportional share for the roundabouts at the Del Rio 101 Interchange. In the event of a cost overrun above the \$4.5 million estimated costs for these roundabouts, the Annex will pay to the City its proportional share of the overrun up to a maximum of \$200,000. In the event of a cost underrun below the \$4.5 million estimated cost for these roundabouts, then the Annex will then receive a credit or refund for its proportional share of the underrun up to a maximum of \$200,000. c. Requirements and timing of all off-site circulation improvements. d. The provisions in the Improvement Agreement shall be consistent with the applicable mitigation required in the certified Final Environmental Impact Report. 	<p>Prior to GP / BP / FM</p>	<p>PS / CE</p>

Traffic Mitigation Timing

Currently, there is existing capacity in the Del Rio Road / US 101 Interchange for additional commercial development. The EIR determined the interchange could accommodate the traffic from the Walmart store, but any development from the Annex portion of the project would trigger the need for the interchange improvements. The Final EIR included a mitigation measure that would allow the opening of the Walmart store prior the interchange improvements, but requires the interchange improvements to be in place prior to the opening of any Annex buildings.

FEIR Revised Interchange Mitigation Measures

MM TRANS-1d Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single-lane modern roundabout with a minimum 150-foot-long, right-turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.

MM TRANS-1e Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the construction of a five-legged, single-lane modern roundabout at the intersection of Del Rio Road/US 101 Southbound Ramps that incorporates Ramona Road as the fifth approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share cost methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.

CALTRANS APPROVAL PROCESS:

Caltrans delivers, or approves projects by others within state right of way, through a defined project delivery process that is outlined in the state Project Development Procedures Manual (PDPM). Projects such as the Del Rio Road / US 101 Interchange Project require an encroachment permit from Caltrans both for the design efforts and the actual construction. The process used to obtain the required permits from Caltrans can be summarized into 4 major phases (see “Attachment – Summary of Project Delivery Phases”):

- **Phase 1 - Project Initiation Document (PID) Phase:** includes a Project Study Report (PSR) and now includes the Intersection Control Evaluation (ICE) process.
- **Phase 2 - Project Approval and Environmental Document (PAED) Phase;** includes a Project Report and Environmental document specific to the interchange improvements. Caltrans approval of these documents constitutes “Project Approval” by Caltrans which allows Caltrans to review/approve the final design.
- **Phase 3 - Plans, Specification and Estimate (PS&E) Phase:** Design package to allow advertisement for construction and application of the required encroachment permit.
- **Phase 4 - Construction Phase:** Contractor can obtain encroachment permit and construct within Caltrans right of way.

These phases are typically conducted sequentially and dependent on the complexity of a project each phase may take two (2) or more years to complete. Using the typical sequential process the construction phase could be expected to begin in the 2020 year. In order to expedite the process the consultants have planned to overlap portions of phases 1, 2 and 3 with the goal to go to construction in mid to late 2017. Phase 4 cannot be overlapped as it is dependent on the finalization of Phase 3.

The risk of the overlapping approach is that there may be potential project changes required by Caltrans review in areas where the consultant has begun work on the next phase. This may mean that the consultant will have to re-perform certain areas of work. The benefit to the overlapping of phases is it allows the schedule to be expedited. Having a project further along in the process improves its’ competitive standing for funding through the Regional Transportation Plan (RTP) administered by the San Luis Obispo Council of Governments (SLOCOG). Expediting the project also helps the City define the requirement that allows the Walmart project phases to proceed.

The City must approve a “Planline” for the preliminary design of the US 101 roundabouts and the roundabout at the intersection of Del Rio Road with El Camino Real in order to coordinate construction with the Walmart project. Further, before Walmart can open for business the roundabout at the intersection of Del Rio and El Camino Real must be built. If the construction of the roundabouts cannot be conducted simultaneously, then the roundabout at Del Rio and El Camino must conform to the final approved design for Caltrans to minimize any removal of newly constructed road improvements once the interchange roundabouts are constructed. Expediting the project delivery schedule helps the City define the planline, improves coordination between projects and potentially reduces traffic impacts related to construction.

Currently the City has authorized a contract with the consultants for all of Phase 1 and the first part of Phase 2. As of September 2014 the Wallace Group (Wallace)

consultant team has received Caltrans approval of the Intersection Control Evaluation (ICE) document which eliminates the need for a separate Roundabout Concept Approval Report (RCAR). Wallace expects to submit a Draft PID (the Draft Project Study Report) to Caltrans within the month. This is the key step toward obtaining a Caltrans permit for the interchange construction project. To accelerate the process and accurately estimate costs, the consultants have moved forward with preliminary design details as part of Phase 1. Although this refined, three dimension design work is typically developed in Phase 2 (PAED), staff and the consultant determined this work needed to be accelerated. The environmental studies and Project Report work will begin as soon as the City provides the additional budget authorization for that Phase to proceed.

ATTACHMENT - SUMMARY OF PROJECT DELIVERY PHASES



CALTRANS SUBMITTAL AND ESTIMATED PROJECT COSTS:

Caltrans has a defined set of phases and documents required to approve a project and a cost estimating procedure for the planning phase and preliminary design phase prior to final design phase. As part of the PID process, a Draft Project Study Report (PSR), which includes a preliminary cost estimate, is ready to submit to Caltrans for first review. The Caltrans cost estimating procedure for a PSR uses a systemized format to identify major items of work such as earthwork, paving, drainage features, and structures and then adds anticipated right of way costs to generate an overall estimated construction cost. Percentage contingencies are included within this format for minor items not defined prior to final design and an overall contingency is applied to reflect the early nature of the details.

The current planning level estimates produced by the Wallace Group consultant team for the PSR include a greater level of detail than typically available because the consultants are overlapping the planning phase with the preliminary design phase. For instance, survey mapping and right of way limits are now included in the layout concepts and much of the early vertical design work is proceeding. The current roundabout layouts are more refined, consider the vertical changes needed to the approaches and therefore the amount of earthwork to construct those approaches and their associated right of way impacts are also better known. Caltrans criteria is being applied for bridge modifications to accommodate sidewalk and shoulder improvements and those costs are included. The current cost projections being prepared by Wallace Group for submittal to Caltrans estimate the construction costs for the two roundabouts to be about \$9 million dollars. Design, permitting, inspection, environmental document preparation, materials testing and other "soft" costs are currently expected to add an additional \$3 million to the cost of the Interchange Project. This is a significant increase from the previous estimates. Major contributing factors to the increase are listed below;

1. Increased costs for importing fill soil to the site
2. Increased right of way costs
3. Increased costs for widening bridge to accommodate Caltrans required sidewalk improvements
4. Increased contingencies
5. Original estimates provided by EDA and others did not include costs for design, inspection, environmental document preparation, permitting, materials testing and other "soft" costs.

It should be noted that these costs though refined are still preliminary and subject to change. For instance, potential cost savings may be realized in earthwork and right of way costs. The Walmart project will require removal of a large amount of soil. Excess material being excavated from the Walmart site might be available to be used to build the approach embankments that could result in significant cost reductions and benefit both the Walmart and interchange projects. Right-of-way impacts could also be reduced by negotiation and further future refinements. The current estimate is intended to be a

conservative estimate in line with Caltrans procedures for cost estimate submittals at this first phase of design. The estimate contains significant contingencies for both Caltrans potential changes and other unknown items.

INTERCHANGE FUNDING:

What does the estimated increased cost mean for the Project? During the review process for the Walmart/Annex project, the City looked at potential funding for the Interchange Project.

Although the Interchange Project was originally expected to be paid for with City Traffic Impact Fees Only, there is the potential for funding from SLOCOG. While SLOCOG funding is not guaranteed nor granted at this time, we believe that the Del Rio Interchange Project may score high on the next round of RTP Funding to be approved in December of next year for the following reasons:

- The US 101/Del Rio Road Interchange has been identified as a critical part of the infrastructure investment needed to implement the City of Atascadero's key policies and long term planning which is a part of the regions long term planning for Sustainable Communities and Quality of Life in San Luis Obispo County. The adopted City of Atascadero's Climate Action Plan (CAP) identified Transportation as the leading factor of Green House Gas emissions, approximately 43% of the City's 2005 baseline emissions. The SLOCOG RTP includes a Sustainable Community Strategy (SCS) and state law requires each region include the SCS as part of the RTP. GHG emission reduction is a key part of that strategy and this project is a key component for the City's contribution for the regional strategy.
- The Interchange Project allows the interchange to service traffic needs for the reduction of Vehicle Miles Traveled (VMT) using US 101: Reducing Vehicle Miles Traveled (VMT) is an integral part of SCS efforts for the RTP and retail shopping retention is also a critical part of the City of Atascadero's CAP as well as its long term Economic Development planning. The City's CAP documents a plan to reduce overall Daily VMT by almost 232,000 miles external to the City. Hence, it is logical to consider the local retail development and necessary interchange improvements as a holistic overall strategy to reduce VMT.
- The US 101/Del Rio Road Interchange project will include existing key priorities of the RTP, such as Park & Ride lots, transit stops and potential Travel Demand Management strategies to encourage the reduction of VMT using US 101: As part of the proposed improvements potential Park & Ride facilities, transit and Ride Share or other Transportation Demand

Management strategies would be pursued. This is a high priority for the region to reduce VMT on US 101.

- The US 101/Del Rio Road Interchange project is consistent with overall system planning by other agencies in the County for increasing land use density in urban areas and decreasing sprawl that results in more trips using US 101: Integrating Land Use Planning with Transportation infrastructure investment has rightly been a key influencer of investment planning and priorities for other agencies within the county such as the now constructed SLO County Willow Road Interchange that was funded by a combination of developer fees, regional and state transportation dollars. The Prado Road interchange is another local interchange project that is key to local priorities and countywide priorities that will certainly require a combination of funding sources.
- Funding is a key issue for the RTP and the US 101/Del Rio Road Interchange project has substantial matching funds, matches regional priorities and is viable in the near term: While overall reduction of Vehicle Miles Traveled (VMT), particularly on US 101, is an integral part of the big picture for our County. Like us, the County must leverage funding sources and those projects that have funding and match regional transportation goals are best suited to be included in the RTP.
- Benefit Cost quantification is one part of the overall decision process: The 101 Mobility Study quantified Benefit/Cost ratios for projects using primarily Safety benefit and Delay Reduction benefits as key contributors. Safety benefits typically yield the highest monetized benefit value (i.e. dollar value) but the consultants reported that the last 3 year accident history was very small and that is what is used to forecast future accident reduction with the improvements. Due to the current low accident history even the much improved safety conditions of the improvements did not yield any monetized safety benefit for the project. However, qualitatively it is reasonable to assume that the existing facility with greater demand would result in more incidents and it is well documented that the proposed roundabouts have a positive safety benefit. Not only was this limitation reported by the consultants but also the fact that there were generally other “Ancillary Benefits” for all projects that could not be monetized but would have some policy consistency or other measures that should be considered by decision makers.

As detailed above, there may well never again be such an ideal combination of project timing, funding match, and regional needs as exists right now. The combination maximizes the City’s potential to successfully be awarded SLOCOG funding that could potentially fund half of the project. Strategic delays in the project’s momentum will likely affect the City’s competitive advantage.

What could additional SLOCOG funds mean to the City? Similar interchange improvement projects such as Los Osos Valley Road Interchange Project and the Willow Road Interchange Project were funded at the 50% level. In other words, the local jurisdiction provides 50% of the funding and SLOCOG provides 50% of the funding. Like all jurisdictions, SLOCOG funding is continuing to get tighter and tighter, so below is a table showing what potential funding could look like at a couple of different funding levels (Assuming the high end project cost estimate of \$12 million)

101 @ Del Rio Interchange Project				
	Current Project Budget	SLOCOG 50% Match/ Local 50% Match	SLOCOG 45% Match/ Local 55% Match	SLOCOG 40% Match/ Local 60% Match
Walmart Traffic Impact Fees	\$ 2,474,876	\$ 2,674,876	\$ 2,674,876	\$ 2,674,876
Walmart Outlier Building Traffic Impact Fees	183,230	183,230	183,230	183,230
Annex Traffic Impact Fees	2,229,288	2,429,288	2,429,288	2,429,288
Other Traffic Impact Fees	268,126	712,606	1,312,606	1,912,606
Local Match	5,155,520	6,000,000	6,600,000	7,200,000
SLOCOG Contribution	-	6,000,000	5,400,000	4,800,000
Capital Project Budgeted Amount	\$ 5,155,520	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000

Assuming the high end project estimate of \$12 million, the above funding level table indicates that the local match could potentially be \$7.2 million. Almost \$5.3 million of that amount would come from the Walmart and Annex developers. The remaining \$1.9 million would need to be funded from the other developers within the City.

Just over \$360,000 of this \$1.9 million has already been spent on the Project during the three fiscal years spanning from 2011-2012 through 2013-2014. The preliminary estimate of the ending fund balance for the Circulation Impact Fees Fund (also called the “traffic impact fund”) is about \$1,060,000 as of June 30, 2014 (this balance already accounts for the \$360,000 in expenditures).

The current estimated fund balance of \$1,060,000 in the traffic impact fund would cover all but \$500,000 of the original \$1.9 million in project costs. The remaining \$500,000 would be covered by future impact fee revenues. For fiscal year 2013-2014, traffic impact fee revenue projections are \$363,700. The table below details potential project funding assuming the most conservative scenario (high end project budget and a 60% local match):

	Project Expenditures
FY 2011-12 Project Expenditures	\$ (13,420)
FY 2012-13 Project Expenditures	(116,301)
FY 2013-14 Project Expenditures	<u>(230,279)</u>
Sub-total of already expended funds	(360,000)
Maximum Other TIF Fee Match (from above table)	<u>1,912,606</u>
Remainder of future expenses to fund	\$ 1,552,606
Estimated TIF Fund Balance @ 6/30/14	<u>1,060,000</u>
Unfunded TIF match	<u><u>\$ 492,606</u></u>

By utilizing the traffic impact fees, there is no expected impact on the General Fund. The traffic impact fees fund will carry a negative balance until such time as sufficient revenues are collected to make up the difference notated. Cash flow will need to be supplemented by another City fund. In accordance with City policies, the loaning fund will charge the impact fund a reasonable interest rate based on interest rates earned on the City's investment portfolio. Interfund loans are not an uncommon practice and are a good solution to cash flow needs.

CONCLUSION:

While there is a lot of new and background information provided in this report, there is no action required by the Council at this time. Wallace Group has remaining funds in their current contract to complete the PID/PSR submittal to Caltrans.

Although, the project cost estimates have significantly increased, opportunities for outside funding have also improved. The best chance for the City to secure outside funding from SLOCOG relies on the City moving forward with the PID/PSR submittal at this time.

In January, it is expected that the City Council will consider the award of Phase 2 (of the Wallace Group contract for the Del Rio Interchange Project. Prior to commitment of the construction funds (sometime in 2017), the City Council will have several approval opportunities to decide whether to move forward and fund the Interchange Project.

At this time, the City should continue to move forward with the permitting process while working with SLOCOG on additional funding opportunities. As the project moves through the Caltrans permitting process, more accurate cost estimates will emerge and outside funding opportunities will come into focus. In the future, this will provide the City Council with a clear picture of the actual City financial obligation prior to authorizing construction of the project.

ITEM NUMBER:
DATE:

C-2
09/23/14

ATTACHMENTS:

1. August 24, 2009 W-Trans Memo to Russ Thompson
2. EDA Preliminary Roundabout cost estimate
3. EDA's Opinion of Probable Cost (6/18/2012)
4. RCS Fair Share Model

Attachment 1: August 24, 2009 W-Trans Memo to Russ Thompson

memorandum

Date: August 24, 2009

To: **Mr. Russ Thompson, P.E.** From: Zack Matley
Mr. David Athey, P.E.

Project: ATA007

Subject: Del Rio Road Interchange Area Options



Whitlock & Weinberger
Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice (707) 542-9500
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W-Trans has completed an assessment of how the Del Rio Road corridor could be expected to perform in the future with the use of roundabouts versus traffic signals. This analysis builds upon the work conducted for the City of Atascadero by W-Trans in the 2008 *Interchange Operational Improvement Study*. The 2008 study included an operational evaluation of the Del Rio Road interchange, though excluded concept roundabout layouts given the uncertainties of potential commercial development in the area.

For the purposes of this analysis, the year 2025 traffic volumes used in the 2008 study were updated to include preliminary estimates of the potential traffic that would be generated by a proposed Walmart Supercenter and The Annex, both of which would be located to the east of U.S. 101 near the intersection of Del Rio Road and El Camino Real. For this preliminary analysis it was assumed that the Walmart would be 142,810 square feet, and the combined Walmart retail pads and The Annex space 135,000 square feet. After applying a 15 percent reduction to account for "pass by" trips, the combined development is estimated to generate about 1,322 new p.m. peak hour trips.

Existing Operation and Constraints

The *Interchange Operational Study* indicates that the intersections along the Del Rio Road corridor between Ramona Road and El Camino Real currently operate acceptably at LOS C or better during peak hours. The corridor is constrained, however, by the especially short spacing between intersections. Ramona Road and the U.S. 101 South Ramps intersections are separated by about 30 feet. Approximately 275 feet of vehicle storage space exists between the two freeway ramp intersections, with about 250 feet of storage between the U.S. 101 North Ramps and El Camino Real intersections. The two-lane configuration of the existing freeway overpass is also a constraint since adding new lanes would require construction of a new bridge structure.

The existing levels of service are shown in Table 1.

Table 1
Intersection Level of Service – Existing Peak Hour Conditions

Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
Del Rio Road/US 101 Southbound Ramps	21.2	C	21.8	C
Del Rio Road/US 101 Northbound Ramps	16.3	B	20.0	B
Del Rio Road/El Camino Real	32.1	C	29.1	C

Note: Delay in average number of seconds per vehicle; LOS = Level of Service

Future Operation and Queuing

If no modifications are made to the Del Rio Road corridor, the intersections at the U.S. 101 freeway ramps and El Camino Real would be expected to operate unacceptably at LOS E or F. Vehicle queues between intersections would extend at least twice as long as the available storage on the overpass and up to eight times longer than the available storage between the northbound ramps and El Camino Real.

W-Trans developed two potential schemes to accommodate the 2025 traffic volumes (including Walmart and The Annex). One option would be to install roundabouts at the two freeway ramp intersections as recommended in the *Interchange Operational Study*, in addition to a roundabout at Del Rio Road/El Camino Real. The other option would be to widen the Del Rio Road freeway overpass and adjacent street segments, and modify the existing signals. An iterative process was used to develop each of the options, considering both intersection operation and projected queues. In most cases the addition of new lanes was triggered by queuing rather than level of service deficiencies. Exhibits showing the approximate size and layout of the two options are enclosed. Note that the exhibits are very conceptual in nature and should be considered "sketch level" at this time.

The projected delays and levels of service for the "no change" condition and for each of the two options are compared in Table 2, and a summary of the projected p.m. peak hour queues is shown in Table 3. Calculation sheets are enclosed for your reference.

**Table 2
Summary of Future PM Peak Hour Level of Service Calculations**

	Existing (no change)		Option 1: Three Roundabouts		Option 2: Widening with Signals	
	Delay	LOS	Delay	LOS	Delay	LOS
Del Rio Road/US 101 South Ramps	68.5	E	15.0	B	24.2	C
Del Rio Road/US 101 North Ramps	100.6	F	12.3	B	17.5	B
Del Rio Road/El Camino Real	160.9	F	20.3	C	30.6	C

Notes: Delay is measured in average seconds of delay per vehicle, LOS = Level of Service

**Table 3
Del Rio Road Queuing Comparison - Year 2025 PM Peak Hour**

	Overpass Segment (275' Storage Length)				Freeway to ECR Segment (225' Storage Length)			
	Westbound at US 101 South		Eastbound at US 101 North		Westbound at US 101 North		Eastbound at ECR	
	Critical Lane	95% Length	Critical Lane	95% Length	Critical Lane	95% Length	Critical Lane	95% Length
No Change	thru- left	650	thru- left	375	thru- right	1,800	thru- left	1,500
Option 1: Three Roundabouts	shared lane	112	shared lane	89	thru	108	thru- left	198
Option 2: Widening with Signals	left	175	thru	125	right	225	right	225

Notes: Queue lengths are in feet and represent the 95th percentile confidence level for maximum queues (maximum queues should be accommodated within this length 95 percent of the time)

Roundabout Option

The *Interchange Operational Study* identifies roundabouts as the preferred long-range solution for the two U.S. 101 freeway ramps, with a signal remaining at the El Camino Real intersection. With the current updated traffic volume projections, however, it was determined that there could be substantial challenges in transitioning from a roundabout intersection at the U.S. 101 South Ramps to a signalized intersection at El Camino Real because of the short distance and differences in the number of approach and departure lanes. The eastern side of the roundabout would need three lanes (one departure lane and one approach lane that flares to two lanes at the roundabout), while the western side of the El Camino Real signal would need seven lanes (two departure lanes and five approach lanes). With only 225 feet separating the

Mr. Russ Thompson, P.E.

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intersections, much of the storage space needed for the signal would ultimately be consumed by tapers and lane transitions. For this reason it was determined that the use of roundabouts at the U.S. 101 freeway ramps may also necessitate the use of a roundabout at the El Camino Real intersection.

A single-lane roundabout incorporating Ramona Road would work effectively at the U.S. 101 South Ramps intersection. A single-lane roundabout with an exclusive westbound right turn lane would be necessary at the U.S. 101 North Ramps intersection. A partial multi-lane roundabout would be required at El Camino Real. The northbound El Camino Real approach would effectively be converted to a left turn lane and a through-right turn lane. The eastern half of the roundabout would include dual circulating lanes to accommodate the exclusive left turn lane. The western half of the roundabout would include single circulating lanes. On the eastbound Del Rio Road approach, a continuous right turn lane onto southbound Del Rio Road would be provided. This roundabout configuration provides maximum efficiency, and also creates an effective transition to a three-lane El Camino Real roadway section to the north of Del Rio Road.

Widening with Signals Option

With the use of traffic signals, the short spacing between intersections on the corridor necessitates the use of additional lanes in order to store queued vehicles. Without these additional lanes, traffic would back up from one intersection into the next, creating congestion and a potential "gridlock" situation. The U.S. 101 freeway overpass would need to be widened to accommodate five travel lanes, and the roadway segment between the southbound ramps and El Camino Real would require seven travel lanes. El Camino Real could maintain its existing cross section to the south of Del Rio Road, but would require a five- to six-lane section to the north. The segment of Del Rio Road to the east of El Camino Real would need to include five lanes.

In order to achieve acceptable levels of service, both U.S. 101 offramps would need to be widened to three lanes as they approach Del Rio Road. Accommodating full access to and from Ramona Road would be a design challenge that would require further study. Ramona Road would either need to be restricted to right turns in and right turns out, or incorporated into the signalization scheme with a separate signal phase.

Comparison of Options

The roundabout option would provide superior operational and queuing performance in comparison to the signalized option. Using roundabouts at the three intersections would also require no widening of the U.S. 101 overpass to accommodate vehicle storage or achieve acceptable levels of service, and would consume less space overall along the Del Rio Road corridor. Note that the City may still wish to widen the Del Rio Road overpass slightly in the future in order to accommodate bicycle lanes and, if needed, a new sidewalk on the north side the street.

The use of a roundabout at the El Camino Real intersection may also allow the north and east legs of this intersection to be three-lane sections instead of five-lane sections. This could potentially result in a substantial cost savings to both the City and the developers of adjacent properties.

An exhibit showing a comparison of the approximate "footprints" needed by the roundabout option versus the signalized option is enclosed.

Mr. Russ Thompson, P.E.

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Roundabout Costs

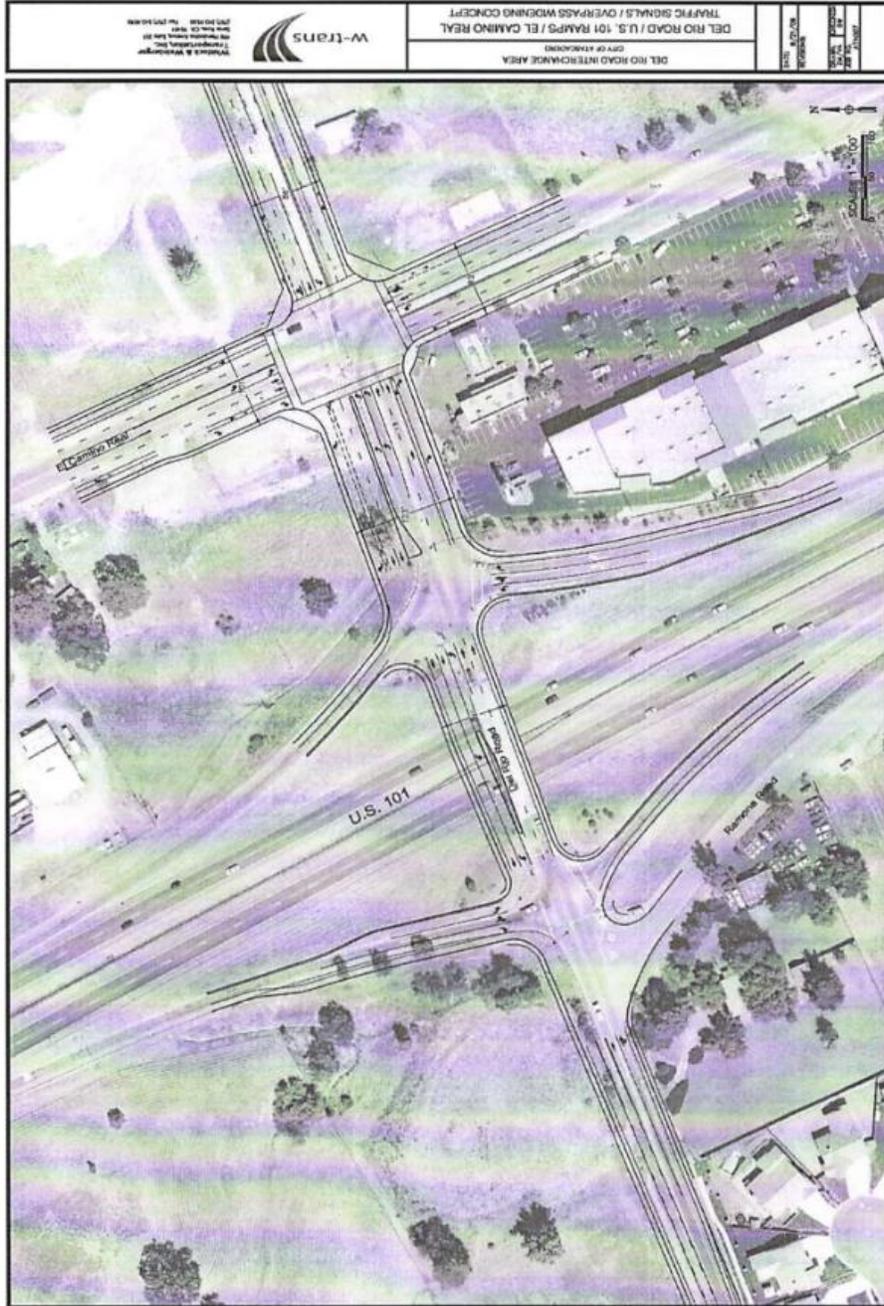
While cost estimates have not been developed for the two options presented in this memo, the *Interchange Operational Study* includes cost estimates for similar roundabout layouts at freeway ramps to the south. The two Del Rio Road freeway ramp roundabouts would be similar (though not identical) to the two ramp roundabouts at Santa Rosa Road. The estimated cost for the two Santa Rosa Road interchange roundabouts is \$2.98 million. A roundabout designed by W-Trans at a freeway ramp intersection in Grass Valley received a low construction bid of \$1.43 million in June 2008. While it is impossible to make a direct comparison one roundabout to another, the Grass Valley bid does provide some anecdotal evidence of cost.

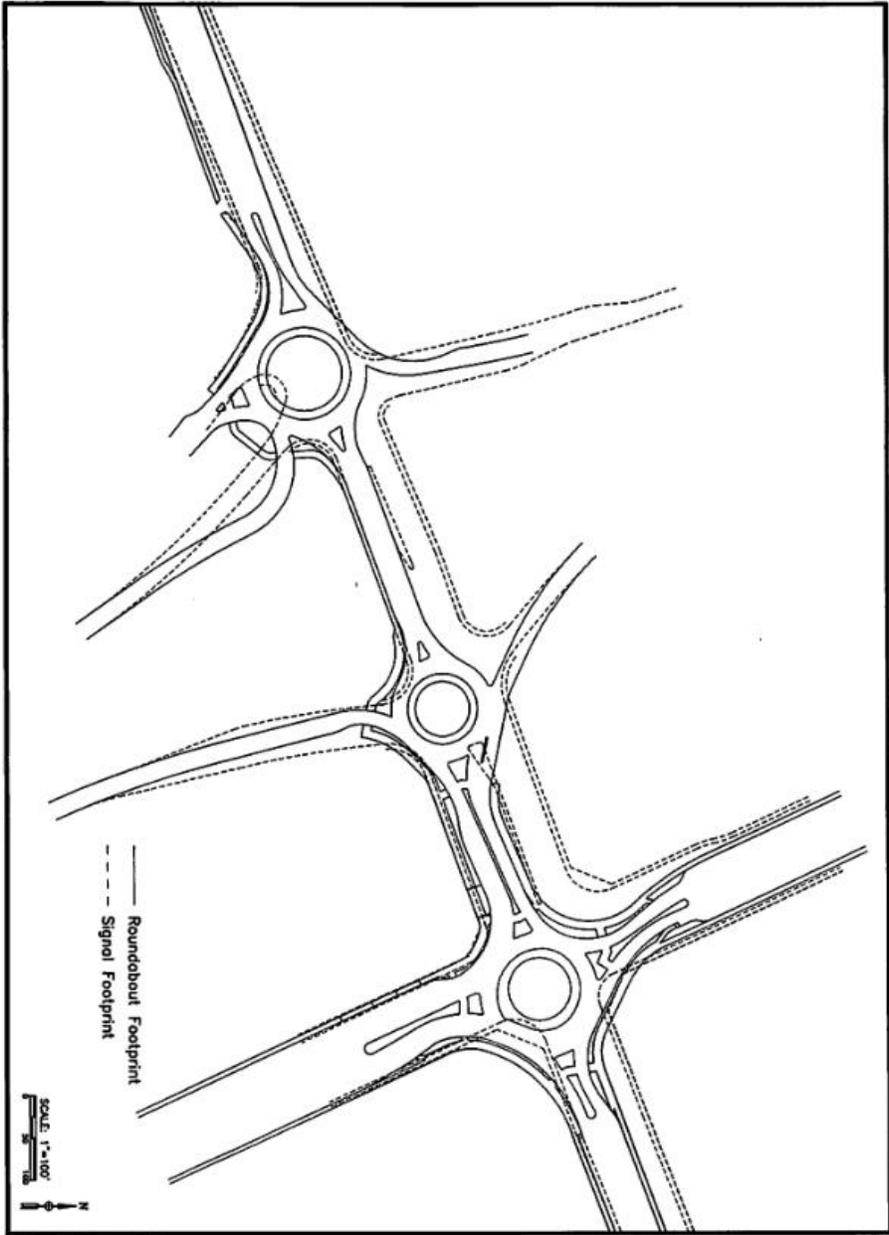
For very preliminary planning-level discussions, \$3.75 million may be an appropriate cost estimate to construct the two freeway ramp roundabouts at the Del Rio Road interchange. This estimate would be approximately 25 percent higher than the estimate developed for the Santa Rosa Road interchange and the Grass Valley construction bid.

The roundabout at El Camino Real would be larger and more complex than the two interchange roundabouts. The cost of the roundabout will also be contingent on the availability of land on three of the intersection corners, as well as the ultimate roadway cross sections chosen by the City for north El Camino Real and east Del Rio Road. Based on recent planning-level estimates developed by W-Trans for a similar-sized roundabout in Santa Rosa, a rough estimate of \$2.5 million may be appropriate for discussion purposes.

Enclosures: Three (3) Layout Exhibits
Level of Service and Queuing Calculations







DATE: 07/23/14	PROJECT: DEL RIO ROAD INTERCHANGE AREA		Widdich & Widdich Transportation, Inc. 400 Riverside Plaza, Suite 200 San Jose, CA 95128 (408) 551-0020 Fax: (408) 551-0099
DESIGNED BY: WTW	CITY OF ASCADORO		
DRAWN BY: WTW	DEL RIO ROAD / U.S. 101 RAMPS / EL CAMINO REAL		
CHECKED BY: WTW	TRAFFIC SIGNALS / OVERPASS WIDENING CONCEPT		
APPROVED BY: WTW			

Attachment 2: EDA Preliminary Roundabout cost estimate

	Southbound Roundabout Cost	Northbound Roundabout Cost
AC Pavement	\$379,051.30	\$240,017.04
Sidewalk	\$18,577.78	\$28,844.44
Truck Apron	\$49,944.44	\$33,833.33
C&G	\$82,500.00	\$63,750.00
Vertical Curb	\$24,000.00	\$24,000.00
Islands	\$9,777.78	\$9,777.78
Landscaping	\$36,600.00	\$19,200.00
Earthwork	\$135,000.00	\$135,000.00
Striping	\$9,900.00	\$9,900.00
Traffic Control	\$70,000.00	\$70,000.00
Drainage	\$100,000.00	\$100,000.00
Retaining Walls	\$93,750.00	\$93,750.00
EC/WPC	\$49,500.00	\$49,500.00
<i>Subtotal 1</i>	\$1,058,601	\$877,573
Minor Items (10%)	\$105,860	\$87,757
<i>Subtotal 2</i>	\$1,164,461	\$965,330
Roadway Mobilization (10%)	\$116,446	\$96,533
<i>Subtotal 3</i>	\$1,280,908	\$1,061,863
Supplemental (10%)	\$128,091	\$106,186
<i>Subtotal 4</i>	\$1,408,998	\$1,168,049
ROW	\$200,000	\$30,000
<i>Subtotal 5</i>	\$1,608,998	\$1,198,049
Contingency (30%)	\$482,699	\$359,415
Design Services	\$425,000	\$425,000
Subtotals	\$2,516,698	\$1,982,464
Total	\$4,499,162	

Southbound Roundabout Calculations

AC Pavement

	51,800 sf		<i>Assume:</i>	0.7 ft HMA (Type A) 2 ft C12 AB	
		Cubic Yards	Tons	Unit Cost	Cost
HMA		1343	2720	\$90 /ton	\$244,755.00
AB		3837	-	\$35 /cy	\$134,296.30
				Total Cost	= \$379,051.30

Sidewalk

	3,800 sf		<i>Assume:</i>	0.33 ft thick	
		Cubic Feet	Cubic Yards	Unit Cost	Total Cost
		1254	46	\$400 /cy	\$18,577.78

Truck Apron

	3,100 sf		<i>Assume:</i>	0.87 ft thick	
		Cubic Feet	Cubic Yards	Unit Cost	Total Cost
		2697	100	\$500 /cy	\$49,944.44

C&G

	3,300 lf				
		Linear Feet	Unit Cost	Total Cost	
		3300	\$25 /lf	\$82,500.00	

Vertical Curb

	1,200 lf				
		Linear Feet	Unit Cost	Total Cost	
		1200	\$20 /lf	\$24,000.00	

Islands

	2,000 sf		<i>Assume:</i>	0.33 ft thick	
		Cubic Feet	Cubic Yards	Unit Cost	Total Cost
		660	24	\$400 /cy	\$9,777.78

Landscaping

	6,100 sf				
		Square Feet	Unit Cost	Total Cost	
		6100	\$6 /sf	\$36,600.00	

Earthwork

\$135,000.00

PDS
\$9,900.00

SC&TH
\$70,000.00

Drainage
\$100,000.00

EC/WPC
\$49,500.00

Retaining Walls
1,250 lf

Linear Feet	Unit Cost	Total Cost
1250	\$75 /lf	\$93,750.00

	Subtotal from above = \$1,058,601
+	Minor Items - 10% = \$105,860
	\$1,164,461
+	Roadway Mobil. - 10% = \$116,446.1
	\$1,280,908
+	Supplemental - 10% = \$128,090.8
	\$1,408,998
+	ROW = \$200,000
	\$1,608,998
	Contingency - 30% = \$482,699
+	Design Services = \$425,000
	TOTAL = \$2,516,698

Northbound Roundabout Calculations

AC Pavement

	32,800 sf		<i>Assume:</i>	0.7 ft HMA (Type A) 2 ft C12 AB	
		Cubic Yards	Tons	Unit Cost	Cost
HMA		850	1722	\$90 /ton	\$154,980.00
AB		2430	-	\$35 /cy	\$85,037.04
				Total Cost	= \$240,017.04

Sidewalk

	5,900 sf		<i>Assume:</i>	0.33 ft thick	
		Cubic Feet	Cubic Yards	Unit Cost	Total Cost
		1947	72	\$400 /cy	\$28,844.44

Truck Apron

	2,100 sf		<i>Assume:</i>	0.87 ft thick	
		Cubic Feet	Cubic Yards	Unit Cost	Total Cost
		1827	68	\$500 /cy	\$33,833.33

C&G

	2,550 lf				
		Liner Feet	Unit Cost	Total Cost	
		2550	\$25 /lf	\$63,750.00	

Vertical Curb

	1,200 lf				
		Linear Feet	Unit Cost	Total Cost	
		1200	\$20 /lf	\$24,000.00	

Islands

	2,000 sf		<i>Assume:</i>	0.33 ft thick	
		Cubic Feet	Cubic Yards	Unit Cost	Total Cost
		660	24	\$400 /cy	\$9,777.78

Landscaping

	3,200 sf				
		Square Feet	Unit Cost	Total Cost	
		3200	\$6 /sf	\$19,200.00	

Earthwork

\$135,000.00

PDS
\$9,900.00

SC&TH
\$70,000.00

Drainage
\$100,000.00

EC/WPC
\$49,500.00

Retaining Walls
1,250 lf

Linear Feet	Unit Cost	Total Cost
1250	\$75 /lf	\$93,750.00

	Subtotal from above =	\$877,573
+	Minor Items - 10% =	\$87,757
		\$965,330
+	Roadway Mobil. - 10% =	\$96,533.0
		\$1,061,863
+	Supplemental - 10% =	\$106,186.3
		\$1,168,049
+	ROW =	\$30,000
		\$1,198,049
	Contingency - 30% =	\$359,415
+	Design Services =	\$425,000
	TOTAL =	\$1,982,464

Attachment 3: EDA's Opinion of Probable Cost (6/18/2012)

DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN - PRELIMINARY OPINION OF PROBABLE COSTS FOR INTERCHANGE IMPROVEMENTS AT DEL RIO / HIGHWAY 101

	Southbound Roundabout Cost	Northbound Roundabout Cost
AC Pavement	\$392,649	\$248,627
Sidewalk	\$18,578	\$28,844
Truck Apron	\$49,944	\$33,833
Curb&Gutter	\$82,500	\$63,750
Vertical Curb	\$26,000	\$24,000
Islands	\$9,778	\$9,778
Landscaping	\$42,700	\$22,400
Earthwork	\$160,000	\$160,000
Striping	\$70,000	\$70,000
Drainage	\$100,000	\$100,000
Retaining Walls	\$50,000	\$50,000
E&W Pollution Ctl	\$1,112,149	\$921,233
Subtotal 1	\$1,111,215	\$921,123
Minor Items (10%)	\$111,121	\$92,112
Subtotal 2	\$1,222,336	\$1,013,235
Roadway Mobilization (10%)	\$122,234	\$101,323
Subtotal 3	\$1,344,570	\$1,114,691
Supplemental (10%)	\$134,457	\$111,469
Subtotal 4	\$1,480,270	\$1,226,161
ROW	\$100,000	\$100,000
Subtotal 5	\$1,580,270	\$1,326,161
Contingency (30%)	\$474,081	\$372,348
Design Services	\$375,000	\$375,000
Subtotal 6	\$2,429,351	\$1,988,509
Total	\$4,437,860	

Southbound Roundabout Calculations					
AC Pavement	32,800 sf	Assume:	0.7 ft HMA (Type A)	2 ft C12 AB	Cost
	Cubic Yards	Tons	Unit Cost		
HMA	850	1722	\$95 /ton	\$163,590	
AB	2430	-	\$35 /cy	\$85,037	
			Total Cost		\$248,627
Sidewalk	5,900 lf	Assume:	0.33 ft thick		
	Cubic Feet	Cubic Yards	Unit Cost		
	1947	72	\$400 /cy		\$28,844
Truck Apron	2,100 sf	Assume:	0.87 ft thick		
	Cubic Feet	Cubic Yards	Unit Cost		
	1827	68	\$500 /cy		\$33,833
C&G	2,550 lf	Unit Cost			\$63,750
	Linear Feet	Unit Cost			\$25 /lf
Vertical Curb	1,200 lf	Unit Cost			\$24,000
	Linear Feet	Unit Cost			\$20 /lf
Islands	2,000 sf	Assume:	0.33 ft thick		
	Cubic Feet	Cubic Yards	Unit Cost		
	660	24	\$400 /cy		\$9,778
Landscaping	3,200 sf	Unit Cost			\$22,400
	Square Feet	Unit Cost			\$7 /sf
Earthwork		Cubic Yards	Unit Cost		\$160,000
		20000	\$8.00 /cy		
Delineation and Striping					\$10,000.00
Traffic Control Drainage					\$70,000.00
EC/WPC					\$100,000.00
Retaining Walls		Linear Feet	Unit Cost		\$50,000.00
		2500	\$40 /lf		\$100,000
Add Caltrans cost estimating factors for concept-level designs					
Subtotal from above =					\$921,233
Minor Items @ 10% =					\$92,123
Mobilization @ 10% =					\$101,336
Supplemental @ 10% =					\$114,691
Right of Way Costs =					\$1,226,161
Contingency @ 30% =					\$1,241,161
Design Services/Process =					\$375,000
TOTAL =					\$1,988,509

Northbound Roundabout Calculations					
AC Pavement	51,800 sf	Assume:	0.7 ft HMA (Type A)	2 ft C12 AB	Cost
	Cubic Yards	Tons	Unit Cost		
HMA	1343	2720	\$95 /ton	\$258,353	
AB	3837	-	\$35 /cy	\$134,296	
			Total Cost		\$392,649
Sidewalk	3,800 lf	Assume:	0.33 ft thick		
	Cubic Feet	Cubic Yards	Unit Cost		
	1254	46	\$400 /cy		\$18,578
Truck Apron	3,100 sf	Assume:	0.87 ft thick		
	Cubic Feet	Cubic Yards	Unit Cost		
	2697	100	\$500 /cy		\$49,944
C&G	3,300 lf	Unit Cost			\$82,500
	Linear Feet	Unit Cost			\$25 /lf
Vertical Curb	1,300 lf	Unit Cost			\$26,000
	Linear Feet	Unit Cost			\$20 /lf
Islands	2,000 sf	Assume:	0.33 ft thick		
	Cubic Feet	Cubic Yards	Unit Cost		
	660	24	\$400 /cy		\$9,778
Landscaping	6,100 sf	Unit Cost			\$42,700
	Square Feet	Unit Cost			\$7 /sf
Earthwork		Cubic Yards	Unit Cost		\$160,000
		20000	\$8.00 /cy		
Delineation and Striping					\$10,000
Traffic Control Drainage					\$70,000
EC/WPC					\$100,000
Retaining Walls		SF	Unit Cost		\$50,000
		2500	\$40 /lf		\$100,000
Add Caltrans cost estimating factors for concept-level designs					
Subtotal from above =					\$1,112,149
Minor Items @ 10% =					\$111,215
Mobilization @ 10% =					\$122,364
Supplemental @ 10% =					\$134,570
Right of Way Costs =					\$1,480,270
Contingency @ 30% =					\$1,580,270
Design Services/Process =					\$474,081
TOTAL =					\$2,429,351



Attachment 4: RCS Fair Share Model

To: Brian Pierik, City Attorney
From: Scott Thorpe, RCS, LCC
Date: March 13, 2012
RE: **Proportional Share of Circulation System Improvement**

As requested, Revenue & Cost Specialists (RCS) has reviewed the existing traffic and zoning data near the Del Rio/SR-101 and El Camino Real area to identify the proportional cost to be attributed to the 129,560 square foot Walmart Store, the 120,900 square foot (The) Annex development and the associated residential components. The two developments are located in the vicinity of Del Rio and El Camino Real near US 101.

There are three types of circulation improvements that need to be addressed for the project:

1. Circulation improvement projects contiguous to the proposed private developments that are needed for practical access to the private development. These are often identified during the planning review process and are required as that development's *conditions of approval*. These projects may be included in #2 as well, and consist of the following Circulation System Improvement Projects:
 - ST-12 El Camino Real frontage (San Anselmo – Del Rio)
 - ST-13 El Camino Real frontage (Del Rio to Santa Cruz)
 - ST-26 El Camino Real / Del Rio Road intersection
2. Circulation projects throughout the City that would be constructed to mitigate the impact on existing (and currently adequate) street segments and intersections by the added traffic demands of the proposed developments. These projects are dealt with through a citywide development impact fee schedule. These projects consist primarily of the following Circulation System Improvement Projects:
 - ST-25 El Camino Real / East San Anselmo Road intersection
3. Circulation improvement projects that are not contiguous but because they are nearby will likely be significantly impacted. They too must be addressed in some manner for the nearby private development to be successful or even allowed to move forward. These projects consist primarily of the following Circulation System Improvement Projects:
 - ST-41 Del Rio Road / US 101 interchange

Conditions of Approval Projects.

This review and subsequent calculation assumes that Walmart and The Annex will be required to build certain improvements as *conditions of approval* and these costs would not vary. As a *condition of approval*, these construction costs would be borne by the developer and dedicated to the City upon inspection and acceptance. They are not part of this calculation beyond applying

RCS

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the credit received for the developer costs of construction incurred by any project included on Schedule 5.1 of the original DIF calculation.

Note:

The City limited adoption of the Circulation Development Impact Fees at 60.5% of the amount fee that would have fully funded the City's circulation needs. As a result, the City is limited to applying DIF credits to that same 60.5%. Thus, if a developer incurred costs of \$100,000 in constructing a project on Schedule 5.1, then that developer could expect to receive a credit of \$60,500 ($\$100,000 \times 60.5\%$). The City cannot offer credits at an amount greater than what is being collected.

The required improvements for the Walmart / Annex project are identified on Schedule 5.1 (attached). The value of the DIF improvements is calculated as follows:

- \$82,400 of ST-12
- \$53,800 of ST-13
- \$352,140 of ST-25
- \$117,380 for ST-26

These improvements would be credited against any Citywide DIF payment per Schedule 5.3. The fee value of four DIF projects total \$605,720, but that figure is reduced to \$366,461 when the 60.5% limitation is applied. The Walmart development would receive \$333,912 of the credit for constructing ST-12, ST-25 and ST-26 (or 60.5% of \$551,920). The Annex development would receive \$32,549 of the credit for constructing ST-13 (or 60.5% of \$53,800).

Circulation Impacts Throughout the City Projects.

The cost of the circulation improvements required throughout the City is calculated using a generic commercial land-uses impact fee category within the Circulation Development Impact Fee schedule. However, in the case of Walmart, the specific use is known and the adopted general use Commercial Impact Fee of \$9.371 per square foot would not be as accurate. Thus, RCS recommends the application of the average trip-mile rate of \$162.00 per daily trip-mile to the more specific ITE land-use rate for a "Free Standing Discount Superstore." The average per daily trip-mile rate of \$162.00 per additional daily trip-mile on Schedule 5.2 should be applied to the *Free Standing Discount Superstore* Institute of Traffic Engineers (ITE) classification.

Schedule 5.2 identifies that the ITE category of *Free Standing Discount Superstore* generates 49.21 daily trip-ends per 1,000 square feet of building. After applying the demand-reducing factors of *pass-by* and *diverted* trip-ends and the *lower trip distance*, the City could expect some 8,909.97 additional daily trip-miles throughout the City as a result of the additional 129,560 square feet of *Free Standing Discount Superstore*. NOTE: Schedule 5.2 indicates a total of 8,910 trip-miles but it is actually 8,909.97, rounded. When the average \$162.00 per trip-mile rate is applied to the 8,909.97 additional trip-miles, the result is a Citywide Circulation Impact Fee of \$1,443,414. While the \$1,443,414 impact cost is the result of a more complicated calculation, for purposes of adding or deleting square feet from the proposed 129,560 square feet, the average of \$11.14 per square foot would be accurate. . The \$1,443,414 Circulation Development Impact Fee would be reduced by the previously referenced credit of \$333,912. The 44 attached dwelling units potentially to be built on the Walmart parcel are not a major factor to this discussion, but are included in the summary calculation.

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Separation of ST-41, the Del Rio/SR-101 project from other DIF projects on Schedule 5.1

Capital improvements described as ST-041, Del Rio/SR-101 also need to be addressed. This project is integral to movement of the fairly high volume traffic demand expected along Del Rio near the north and south SR-101 freeway access/egress points. The existing configuration serves the demand from the nearby existing development well and has capacity for some, but not all, of the additional demand that can be expected at General Plan build-out. No one development can lay claim to any remaining excess capacity, nor should existing residents/businesses be expected to contribute to more public capital improvements.

Upon review of the development proposal and other factors such as traffic peak demand between 4:00 P.M. and 6:00 P.M., the following cost distribution is recommended as a reasonable proportional distribution of the required financial contribution.

Attachments: Schedules of Calculations

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Circulation System Del Rio/SR-101 and El Camino Real Area Fee Proportional Cost Summary.

Walmart Commercial 129,560 SF - @ 8909.97 daily trip-miles @ \$162/trip mile)	\$1,443,414
Walmart Parcel Attached Residential 44 Units @ \$3,684 per Unit	\$162,096
Walmart Commercial Contribution towards ST-41 Del Rio/SR-101	\$1,159,923
Walmart Attached Dwellings Contribution Towards ST-41 Del Rio/SR-101	\$43,355
Walmart Sub-total	\$2,808,788
Less Credit for Contiguous improvements on Schedule 5.1 @ 60.5% and 100%	-\$333,912
Walmart Total	\$2,474,876

Walmart 10,000 S.F. - 10,000 square feet @ \$9.371 per square Foot	\$93,710
Walmart 10,000 Square Foot Outlier Commercial Building to ST-41 (no credits)	\$89,520
Walmart 10,000 S.F Outlier Building Total	\$183,230

Annex Commercial - 120,900 square feet @ \$9.371 per square Foot	\$1,132,954
Annex Detached Residential Six Units @ \$5,597 per Unit	\$33,582
Annex Commercial Contribution Towards ST-41 Del Rio/SR-101	\$1,082,861
Annex Detached Dwellings Contribution Towards ST-41 Del Rio/SR-101	\$12,440
Annex Sub-total	\$2,261,837
Less Credit for Contiguous improvements on Schedule 5.1 @ 60.5% and 100%	-\$32,549
Annex Total	\$2,229,288

Walmart Total	\$2,474,876
Walmart 10,000 S.F. Building	\$183,230
"The Annex" total	\$2,229,288
Total Project Circulation Fee	\$4,887,394

Walmart Credit Detail	
ST-12, El Camino Real frontage (San Anselmo to Del Rio)	\$82,400
ST-25, El Camino Real/East San Anselmo Road Intersections	\$352,140
ST-26, El Camino Real/Del Rio Road Intersection	\$117,380
Sub-Total Credits	\$551,920
Percentage Rate of DIFs adopted	60.5%
Total Credit	\$333,912

The Annex Credit Detail	
ST-13, El Camino Real frontage (Del Rio to Santa Cruz)	\$53,800
Sub-Total Credits	\$53,800
Percentage Rate of DIFs adopted	60.5%
Total Credit	\$32,549

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Schedule 5.1

City of Atascadero (Wal-Mart Calculation)
Allocation of Project Cost Estimates
Circulation System Improvements

Line #	Description	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development		Construction Needs Generated by Local Development	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-01	San Anselmo Road: US 101 to Monterey Road	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-02	Via Road: Ensenada Avenue to Mercedes Avenue and Traffic Way	\$2,347,600	50.00%	\$1,173,800	50.00%	\$1,173,800	0.00%	\$0
ST-03	Curbaril Avenue: El Camino Real to U.S. 101	\$586,900	0.00%	\$0	100.00%	\$586,900	0.00%	\$0
ST-04	Santa Barbara: El Camino Real to U.S. 101	\$1,173,800	0.00%	\$0	100.00%	\$1,173,800	0.00%	\$0
ST-05	Santa Cruz Road: El Camino Real to Carrizo Road	\$1,408,570	100.00%	\$1,408,570	0.00%	\$0	0.00%	\$0
ST-06	El Camino Real: Construct Santa Barbara Road to Via Camino	\$1,173,800	0.00%	\$0	100.00%	\$1,173,800	0.00%	\$0
ST-07	El Camino Real: Via Camino to Santa Rosa Road	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-08	El Camino Real: Santa Rosa Road to Curbaril Avenue	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-09	El Camino Real: Curbaril Avenue to State Route 41	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-10	El Camino Real: State Route 41 to Rosario Avenue	\$586,900	0.00%	\$0	100.00%	\$586,900	0.00%	\$0
ST-11	El Camino Real: Rosario Avenue to San Anselmo Road	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-12	El Camino Real: San Anselmo Road to Del Rio Road (1)	\$549,520	0.00%	\$0	100.00%	\$549,520	0.00%	\$0
ST-13	El Camino Real: Del Rio Road to Santa Cruz Road (1)	\$1,333,800	0.00%	\$0	100.00%	\$1,333,800	0.00%	\$0
ST-14	Santa Ysabel: Curbaril Avenue to State Route 41	\$1,760,700	0.00%	\$0	100.00%	\$1,760,700	0.00%	\$0
ST-15	Traffic Way: Olinde Avenue to San Jacinto Avenue	\$234,760	0.00%	\$0	100.00%	\$234,760	0.00%	\$0
ST-16	Extend Carmelita Avenue to Morro Road	\$234,760	0.00%	\$0	100.00%	\$234,760	0.00%	\$0
ST-17	Halcon Road-Via Camino-Santa Barbara Road from the Woodlands	\$1,173,800	0.00%	\$0	100.00%	\$1,173,800	0.00%	\$0
ST-18	Traffic Way/Ardilla Road/Santa Lucia Road	\$1,173,800	0.00%	\$0	100.00%	\$1,173,800	0.00%	\$0
ST-19	El Camino Real/Santa Barbara Road	\$352,140	0.00%	\$0	100.00%	\$352,140	0.00%	\$0
ST-20	El Camino Real/Santa Rosa Road	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-21	El Camino Real/Junipero Avenue	\$234,760	0.00%	\$0	100.00%	\$234,760	0.00%	\$0
ST-22	El Camino Real/Curbaril Avenue	\$234,760	0.00%	\$0	100.00%	\$234,760	0.00%	\$0
ST-23	El Camino Real/Traffic Way	\$234,760	0.00%	\$0	100.00%	\$234,760	0.00%	\$0
ST-24	El Camino Real/West San Anselmo Road	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-25	El Camino Real/East San Anselmo Road (1)	\$352,140	0.00%	\$0	100.00%	\$352,140	0.00%	\$0
ST-26	El Camino Real/Del Rio Road (1)	\$117,380	0.00%	\$0	100.00%	\$117,380	0.00%	\$0
ST-27	El Camino Real/San Ramon Road	\$352,140	0.00%	\$0	100.00%	\$352,140	0.00%	\$0
ST-28	El Camino Real/Pueblo Avenue	\$234,760	0.00%	\$0	100.00%	\$234,760	0.00%	\$0
ST-29	Santa Lucia Road at Graves Creek Bridges	\$489,520	0.00%	\$0	100.00%	\$489,520	0.00%	\$0
ST-30	Garcia Road at Graves Creek	\$489,520	0.00%	\$0	100.00%	\$489,520	0.00%	\$0
ST-31	Lewis Avenue at Atascadero Creek	\$2,347,600	0.00%	\$0	100.00%	\$2,347,600	0.00%	\$0
ST-32	Santa Cruz Road, west of San Ramon over Graves Creek	\$1,525,940	0.00%	\$0	100.00%	\$1,525,940	0.00%	\$0

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Schedule 5.1

City of Atascadero (Wal-Mart Calculation)
Allocation of Project Cost Estimates
Circulation System Improvements

Line #	Description	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development		Construction Needs Generated by Local Development	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-33	Liano Road at Graves Creek	\$352,140	0.00%	\$0	100.00%	\$352,140	0.00%	\$0
ST-34	El Camino Real/State Route 41/US 101	\$15,259,400	100.00%	\$15,259,400	0.00%	\$0	0.00%	\$0
ST-35	State Route 41, US 101 to San Gabriel	\$2,347,900	40.00%	\$939,040	60.00%	\$1,408,860	0.00%	\$0
ST-36	Santa Barbara Road/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-37	Santa Rosa Road/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-38	Curbanil Avenue/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-39	Traffic Way/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-40	San Anselmo Road/US 101	\$8,216,600	0.00%	\$0	100.00%	\$8,216,600	0.00%	\$0
ST-41	Del Rio Road/US 101 (2)	\$4,500,000	0.00%	\$0	0.00%	\$0	100.00%	\$4,500,000
ST-42	US 101 Operational Improvements	\$8,503,500	60.00%	\$5,102,100	40.00%	\$3,401,400	0.00%	\$0
ST-43	City-wide Safety Improvement Program	\$1,173,900	50.00%	\$586,950	50.00%	\$586,950	0.00%	\$0
ST-44	City-wide Traffic-Calming Project Program	\$352,140	50.00%	\$176,070	50.00%	\$176,070	0.00%	\$0
ST-45	City-wide Dial-a-Ride Program	\$234,760	50.00%	\$117,380	50.00%	\$117,380	0.00%	\$0
ST-46	City-wide Park-and-Ride Expansion	\$117,380	50.00%	\$58,690	50.00%	\$58,690	0.00%	\$0
ST-47	City-wide Safe Routes to School	\$234,760	100.00%	\$234,760	0.00%	\$0	0.00%	\$0
ST-48	City-wide Arterial/Collector Road Maintenance Program	\$11,738,000	100.00%	\$11,738,000	0.00%	\$0	0.00%	\$0
ST-49	City-wide Intersection Improvement Program	\$293,900	50.00%	\$146,950	50.00%	\$146,950	0.00%	\$0
ST-50	City-wide Bikeway Improvement Program	\$1,790,700	50.00%	\$895,350	50.00%	\$895,350	0.00%	\$0
ST-51	Curbanil Avenue/Salinas River Bridge Bikeway	\$352,140	50.00%	\$176,070	50.00%	\$176,070	0.00%	\$0
ST-52	City of Atascadero to Templeton Bicycle Route	\$234,760	50.00%	\$117,380	50.00%	\$117,380	0.00%	\$0
SUB-TOTAL ESTIMATED NEW PROJECT COSTS		\$110,616,770	34.75%	\$38,441,960	61.18%	\$67,674,810	11.71%	\$4,500,000
LESS: Transportation-related Impact Fee Fund Balance		(\$1,209,788)	0.00%	\$0	100.00%	(\$1,209,788)	0.00%	\$0
SUB-TOTAL ADJUSTMENTS		(\$1,209,788)	0.00%	\$0	100.00%	(\$1,209,788)	0.00%	\$0
Total - Transportation-related Capital Project Needs		\$109,406,982	35.14%	\$38,441,960	60.75%	\$66,465,022	11.71%	\$4,500,000
						Forward to Schedule 5.2		Forward to Schedule 5.4

NOTES:

- These projects will be constructed all or in part by WalMart. WalMart would receive a credit for these expenses against their City-wide Circulation System Development Impact Fee
- This Project would be segregated as a separate DIF area per Schedule 5.4.

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Schedule 5.2
Calculation of "Free-standing Superstore" Traffic Demands
Circulation System Improvements

Trip-ends Adjustment Calculation Land Use	Daily Total Trip-ends	Percent of Diverted Trip-ends	Diverted Trip-ends % Adjustment	Diverted Trip-ends Percent	Percent of Pass-by Trip-ends (1)	Combined Diverted and Pass-by TE's	Remaining TE's % as Adjustment %	Adjusted Trip Rate, Adjustment % X Total Trips	Average Trip Length	Trip-ends X 0.5 X Length
Single Family Detached	9.55	11.0	0.50	5.5	3.0	8.5	91.50%	8.74	7.9	34.5
Multiple Family	6.28	11.0	0.50	5.5	3.0	8.5	91.50%	5.75	7.9	22.7
Mobile Home	4.81	11.0	0.50	5.5	3.0	8.5	91.50%	4.40	7.9	17.4
Commercial Lodging	6.04	38.0	0.50	19.0	4.0	23.0	77.00%	4.65	7.5	17.7
Commercial	504.17	40.0	0.50	20.0	15.0	35.0	65.00%	327.71	4.3	704.6
Free-standing Superstore	49.21	40.0	0.50	20.0	15.0	35.0	65.00%	31.99	4.3	68.8
Office	179.40	19.0	0.50	9.5	4.0	13.5	85.50%	155.18	8.8	662.8
Industrial	80.81	19.0	0.50	9.5	2.0	11.5	86.50%	71.52	9.0	321.8

(1) Pass-by trips adjusted at 100%.

	Walmart Square Feet	Per 1,000 Feet	Thousands of Square Feet	Trip-ends per 1,000 SF	Total Trip-ends			
	129,560	1,000	129.56	49.21	6,375.65			
Actual Walmart (49.21KSF)	6,375.65	40.0	0.50	20.0	15.0	35.0	65.00%	4,144.17
Trip-miles per average week-day, based upon 129,560 square feet.								4.3
								8,910.0
DIF per average Trip-mile								\$162.00
Total Walmart DIF payment								\$1,443,414

Schedule 5.3

City of Alascadero (Wal-Mart Calculation)
Community Financial Commitment or Equity-based Impact Fees
Circulation System Improvements

Proposed Land Use	Developed		Trip-mile Generation Rate - Day	Existing Daily Trips-miles	Percentage of Existing Trips-miles	Allocation of Infrastructure "Equity"	Distribution of "Equity" per Acre	Average Units or Square Feet/Acre	Current Financial Commitment per Unit or Square Foot
	Acres	Units							
SFR>2.5 Acres/Unit	3,640	2,538	34.50	87,561	15.79%	\$14,204,505	\$3,902	0.70	\$5,597 per Unit
SFR>1.5 to 2.5 Acres/Unit	551	513	34.50	17,699	3.18%	\$2,871,204	\$5,211	0.93	\$5,597 per Unit
SFR>1.0 to 1.5 Acres/Unit	1,307	2,104	34.50	72,588	13.06%	\$11,775,524	\$9,010	1.61	\$5,597 per Unit
SFR>0.5 to 1.0 Acres/Unit	454	1,271	34.50	43,850	7.89%	\$7,113,527	\$15,669	2.80	\$5,597 per Unit
Medium Density Residential	256	1,414	34.50	48,783	8.78%	\$7,913,779	\$30,874	5.52	\$5,597 per Unit
High Density Residential	300	2,954	22.70	64,786	11.66%	\$10,509,851	\$35,039	9.51	\$3,684 per Unit
Mobile Homes	55	600	17.40	10,440	1.88%	\$1,693,620	\$30,793	10.91	\$2,622 per Unit
Tourist-Commercial Lodging	6	322	17.70	5,599	1.03%	\$924,515	\$154,096	53.67	\$2,871 per Unit
Commercial	248	3,024,806	704.60	174,741	31.44%	\$28,347,203	\$114,303	12,197	\$9,371 per S.F.
Office	24	386,813	682.60	16,387	2.95%	\$2,658,367	\$110,795	16,117	\$6,673 per S.F.
Manufacturing/Industrial	41	657,261	321.80	13,194	2.37%	\$2,140,385	\$52,205	20,908	\$2,497 per S.F.
TOTAL	6,882	---	---	555,728	100.00%	\$90,152,480	in Total Equity in Current Circulation System		
							\$48,529,470 in Equity in General Plan Streets		
							\$39,674,440 in Equity in General Plan Bridges		
							\$1,602,237 in Equity in General Plan Signals		
							\$346,333 in Traffic Impact Fee Fund Balance		

ALTERNATIVE FEE METHODOLOGY	\$555,728	\$90,152,480	\$162.00 /Daily Mile
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