RESOLUTION 2022 - 162

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN
ADOPTING THE CITY OF LINCOLN PUBLIC FACILITIES ELEMENT PROGRAM
NEXUS STUDY, DATED JUNE 10, 2022 FOR ALL NEW DEVELOPMENT
WITHIN THE CITY OF LINCOLN

- **WHEREAS**, the City Council of the City of Lincoln has adopted Ordinance No. 517B, imposing and charging Public Facility Fees; and
- WHEREAS, the City Council adopted Resolution 1989-22 establishing a Public Facilities Fee for new development; and
- WHEREAS, the City Council adopted Resolution No. 98-61 establishing Public Facility Fees based upon the Lincoln Public Facilities Plan which set forth the impacts of future development on public facilities and the need for new or expanded services and their costs; and
- WHEREAS, the City Council adopted Resolution 2000-40 amending Resolution 98-61; and
- **WHEREAS**, the City Council adopted Resolution 2001-157 amending Resolution 2000-40; and
- **WHEREAS,** the City Council adopted Resolution 2002-201 amending Resolution 2001-157; and
- **WHEREAS**, the City Council adopted Resolution 2006-183 amending Resolution 2002-201; and
- **WHEREAS**, the City Council adopted Resolution 2012-024 amending Resolution 2006-183; and
- **WHEREAS**, the City Council adopted Resolution 2014-085 authorizing the Annual Adjustment of 5.05% to the PFE Fees; and
- WHEREAS, a study entitled *City of Lincoln Public Facilities Element Fee Program Nexus Study Update, dated June 10, 2022,* was commissioned with the intent of producing a comprehensive update of the Public Facility Element Fees last updated in 2012; and
- WHEREAS, the proposed fees do not exceed the estimated costs required to construct projects to serve new development within our community; and
- **WHEREAS**, the City of Lincoln includes the adoption of a capital improvement plan annually as a part of its annual budget that includes Public Facilities Element facility improvements; and
- **WHEREAS**, members of the development community have actively participated in the preparation of the Public Facilities Element Fee Program Nexus Study Update; and
- WHEREAS, the Nexus Study proposed to implement fees for two geographic areas, Area No. 1 and Area No. 2; and

WHEREAS, the exception to the Area No. 1 and Area No. 2 delineation is Village 1, which shall pay the Area No. 1 Community Services – Fire PFE fee; and,

WHEREAS, the City has published notice of the June 28, 2022 public hearing in the Lincoln News Messenger on May 26, 2022 in accordance with the provisions of AB602; and.

WHEREAS, the City Council of the City of Lincoln finds as follows:

- a) The purpose of this fee is to finance public facilities to reduce the impacts of the anticipated population growth caused by new development within Lincoln.
- b) The public facility fees collected pursuant to this resolution shall be used to finance only the public facilities described or identified in the Public Facilities Element Master Improvement List, Appendix B, and incorporated by reference.
- c) After considering the study, staff reports and testimony received at the public hearing, the Council approves the Public Facility Fees and further finds that new development in Lincoln will generate additional population growth and will be benefited by the identified public facilities.
- d) There is a need in this impact area for public facilities which need to be expanded or have not been constructed and which existing facilities will not be able to support. Therefore, new development must contribute its fair share towards these facility costs and said public facilities are consistent with the City's General Plan.
- e) The Public Facilities Fees are consistent with the City's General Plan and, pursuant to Government Code Section 65913.2, the City has considered the effects of the fees with respect to the City's housing needs as established in the Housing Element of the General Plan.
- f) The facts and evidence presented establish that: (1) there is a need for the described public facilities and the types of development for which the corresponding fee is charged; (2) there is a reasonable relationship between the fees' use and the type of development for which the fee is charged; and (3) there is a reasonable relationship between the amount of the fee and the cost or portion of the costs of the public facility attributed to the type of development. These reasonable relationships or nexus are described in more detail in the Public Facilities Element Fee Program Nexus Study Update, incorporated by this reference.
- g) The cost estimates set forth in the Public Facilities Element Fee Program Nexus Study Update are reasonable cost estimates for constructing the facilities set forth in the Public Facilities Element Master Improvements List, and Appendix A of the fees expected to be generated by new development will not exceed the total of these costs.
- **NOW, THEREFORE**, it is hereby resolved by the City Council of the City of Lincoln adopts the City of Lincoln Public Facilities Element Fee Program Nexus Study Update, dated June 10, 2022

PASSED AND ADOPTED this 28th day of June, 2022, by the following roll call

vote:

AYES: COUNCILMEMBERS: Karleskint, Silhi, Joiner, Lauritsen, Andreatta

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

Holly Andreatta, Mayor

ATTEST:

Gwen Scanlon, City Clerk



CITY OF LINCOLN

PUBLIC FACILITIES ELEMENT FEE PROGRAM NEXUS STUDY UPDATE

DRAFT REPORT

June 10, 2022

CITY OF LINCOLN

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- Appendix B Detailed Infrastructure Facility Cost Estimates
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- Appendix E Lincoln Public Facilities Element Implementation Plan and Policies
- Appendix F Current City of Lincoln Impact Fee Schedules

EXECUTIVE SUMMARY

PURPOSE OF STUDY

As new development occurs within the City of Lincoln (City), new infrastructure and community services facilities will be required to meet the demands from future development. Backbone infrastructure and community services facilities will be funded through the City's Public Facilities Element Fee Program (the "PFE Fee Program"), which will contain separate fee categories for each type of infrastructure and community services facility. The PFE Fee Program will apply to all future growth within the City's 2050 General Plan boundary. The infrastructure and community services facility impact fees categories incorporated in this report include:

Infrastructure Fees

- Transportation Fee
- Wastewater Fee
- Water Fee
- Drainage Fee

Community Services Fees

- Fire Fee
- Police Fee
- Administration Facility Fee
- Library Fee
- Solid Waste Fee
- Parks and Recreation Fee

The City retained Goodwin Consulting Group to assist it with the update of the PFE Fee Program, which will be established by the Lincoln City Council through the adoption of this PFE Fee Program Nexus Study Update ("Nexus Study"). The PFE Fee Program is compliant with the requirements set forth in the Mitigation Fee Act, also known as AB 1600, and ensures that a rational nexus exists between future development in the City and the use and need for the proposed infrastructure and community services facilities. This Nexus Study demonstrates that a reasonable relationship exists between the updated PFE fees and the cost of the facilities attributable to each land use type on which the fees are imposed.

PFE FEE AREAS NOS. 1 AND 2

The 2050 General Plan was updated in 2008 but was not incorporated into the last update of the PFE Fee Program in 2012. Instead, the 2012 PFE Program nexus study incorporated the 1988 General Plan areas and land uses.

With this current update of the PFE Fee Program, this Nexus Study applies the land uses and development areas in the 2050 General Plan. As a result, the PFE Fee Program is divided into two separate fee areas; see Appendix C for a map of the two fee areas in the City.

PFE Area No. 1 includes undeveloped properties within the existing City and existing development areas such as Twelve Bridges, Village 7, the Lincoln Aircenter, Lincoln 270, as well as other developments that have either began development or are in the pipeline. These developments are in the City's existing PFE Fee Program area.

PFE Area No. 2 includes areas that are currently not in the City's existing PFE Fee Program and includes the following future development areas within the City's General Plan boundary:

- Village 1
- Village 2
- Village 3
- Village 4
- Village 5
- Village 6
- SUD A
- SUD B
- SUD C

While some infrastructure and community services facilities incorporated in this Nexus Study have been developed specifically to serve either PFE Area No. 1 or 2, other infrastructure and community services facilities are citywide and will serve both fee areas.

FACILITIES AND COSTS INCLUDED IN THE PFE FEE PROGRAM

Various types of infrastructure and community services facilities will be required to serve future development in the City. The City has identified the necessary infrastructure and their costs and these are presented in detail in Appendices A and B in this report. Table ES-1 below summarizes the total cost for each infrastructure and community service facility category that will be funded through the PFE Fee Program.

Table ES-1
Facilities Cost Summary

Facility Type	Total Cost	PFE Fee Acct Balances & Other Funding Sources	Area 1 PFE Fee Program Cost	Area 2 PFE Fee Program Cost	Total PFE Fee Program Cost
Transportation	\$681,004,000	(\$2,710,000)	\$126,301,000	\$551,993,000	\$678,294,000
Wastewater	\$326,951,000	(\$3,428,000)	\$40,039,000	\$283,484,000	\$323,523,000
Wastewater Treatment	\$417,376,000	\$0	\$74,727,901	\$342,648,099	\$417,376,000
Water - Transmission	\$73,098,000	(\$4,183,000)	\$18,122,733	\$50,792,267	\$68,915,000
Water - Storage	\$49,816,000	\$0	\$8,587,000	\$41,229,000	\$49,816,000
Drainage - Area 1 North of Ravine	\$6,309,000	\$0	\$6,309,000	\$0	\$6,309,000
Drainage - Area 1 South of Ravine	\$1,408,000	\$0	\$1,408,000	\$0	\$1,408,000
Drainage - Area 2	\$1,626,000	\$0	\$0	\$1,626,000	\$1,626,000
Drainage - Citywide	\$35,090,000	(\$849,000)	\$5,872,984	\$28,368,016	\$34,241,000
Fire	\$45,164,000	\$0	\$9,342,866	\$35,821,134	\$45,164,000
Police	\$48,516,000	\$0	\$7,605,000	\$40,911,000	\$48,516,000
Administration	\$45,991,000	\$0	\$7,745,318	\$38,245,682	\$45,991,000
Library	\$51,368,000	\$0	\$0	\$51,368,000	\$51,368,000
Solid Waste	\$23,393,000	\$0	\$3,813,000	\$19,580,000	\$23,393,000
Parks and Trails - Area 1	\$40,391,000	\$0	\$40,391,000	\$0	\$40,391,000
Neighborhood Parks - Area 2	\$133,348,000	\$0	\$0	\$133,348,000	\$133,348,000
Regional Parks - Area 2	\$145,927,000	\$0	\$0	\$145,927,000	\$145,927,000
Trails - Area 2	\$24,919,000	\$0	\$0	\$24,919,000	\$24,919,000
Park Recreation Facilities	\$33,941,000	\$0	\$5,320,000	\$28,621,000	\$33,941,000
Total	\$2,185,636,000	(\$11,170,000)	\$355,584,802	\$1,818,881,198	\$2,174,466,000

SUMMARY OF THE UPDATED PFE FEE SCHEDULE

The following Tables ES-2 through ES-5 summarize the fees for each component in the PFE Fee Program in Areas Nos. 1 and 2. Each fee includes a 2.5% charge to fund the City's administrative costs associated with fee collection, administration, accounting, and to fund future updates of the PFE Fee Program. Based on the City's past experience with administering the PFE Fee Program, the 2.5% charge should adequately fund these program administrative expenses.

Table ES-2 PFE Fee Summary for Residential Land Uses

Fee Component	Very Low Density	Low Density	Medium Density	High Density	High Density 12 Bridges	Age Qualified Low Density	Age Qualified Medium Density	Age Qualified High Density
	Per Unit							
Transportation	\$6,477	\$6,477	\$4,663	\$4,663	\$4,663	\$6,477	\$4,663	\$4,663
Wastewater ¹	\$5,801	\$4,568	\$4,568	\$3,654	\$3,654	\$3,289	\$3,289	\$3,289
Wastewater - Treatment ²	\$9,778	\$7,699	\$7,699	\$6,159	\$6,159	\$5,543	\$5,543	\$5,543
Water - Transmission	\$4,800	\$1,920	\$1,920	\$1,920	\$1,920	\$1,920	\$1,920	\$1,920
Water - Storage	\$2,560	\$1,024	\$1,024	\$1,024	\$1,024	\$1,024	\$1,024	\$1,024
Drainage - Area 1 North of Ravine ³	\$3,510	\$2,700	\$1,890	\$648	\$0	\$2,700	\$1,890	\$648
Drainage - Area 1 South of Ravine ³	\$344	\$264	\$185	\$63	\$63	\$264	\$185	\$63
Drainage - Area No. 1 4	\$997	\$767	\$537	\$184	\$184	\$767	\$537	\$184
Fire	\$691	\$691	\$691	\$497	\$497	\$691	\$691	\$497
Police	\$803	\$803	\$803	\$578	\$578	\$803	\$803	\$578
Administration	\$1,103	\$1,103	\$1,103	\$794	\$794	\$1,103	\$1,103	\$794
Solid Waste	\$682	\$682	\$682	\$491	\$491	\$682	\$682	\$491
Parks and Trails - Area 1	\$5,754	\$5,754	\$5,754	\$4,143	\$4,143	\$5,754	\$5,754	\$4,143
Park Recreation Facilities	\$758	\$758	\$758	\$546	\$546	\$758	\$758	\$546
Total - North of Ravine Total - South of Ravine	\$43,715 \$40,548	\$34,947 \$32,511	\$32,093 \$30,388	\$25,303 \$24,718	N/A \$24,718	\$31,512 \$29,076	\$28,658 \$26,953	\$24,322 \$23,737

 $^{^{\}rm 1}$ Includes was tewater collection and non-potable water facilities costs.

 $^{^2}$ The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development in PFE Area 1 north of the Auburn Ravine will be subject to the Drainage - North of Auburn Ravine fee while development south of the Auburn Ravine will be subject to the Drainage - South of Auburn Ravine fee.

 $^{^{\}rm 4}$ All development in PFE Area No. 1 shall be subject to this Drainage fee.

Table ES-3 PFE Fee Summary for Non-Residential Land Uses

	N	Public/Other			
Fee Component	Commercial	Business & Professional	Industrial	Schools	Public Facilities
Component	Commercial	1101035101141	THURST INI	Schools	1 deliteres
	Per	r 1,000 Bldg S	<u>F</u>	Per	Acre
Transportation	\$28,887	\$12,695	\$3,951	\$0	\$0
Wastewater ¹	\$2,467	\$2,467	\$2,923	\$31,974	\$31,974
Wastewater - Treatment ²	\$4,158	\$4,158	\$4,927	\$53,894	\$53,894
Water - Transmission	\$768	\$768	\$922	\$14,401	\$14,401
Water - Storage	\$410	\$410	\$491	\$7,679	\$7,679
Drainage - Area 1 North of Ravine ³	\$1,323	\$1,323	\$1,593	\$10,801	\$17,282
Drainage - Area 1 South of Ravine ³	\$130	\$130	\$156	\$1,058	\$1,692
Drainage - Area No. 1 4	\$376	\$376	\$452	\$3,067	\$4,906
Fire	\$463	\$463	\$463	\$0	\$0
Police	\$538	\$538	\$538	\$0	\$0
Administration	\$265	\$265	\$397	\$0	\$0
Solid Waste	\$48	\$48	\$55	\$0	\$0
Parks and Trails - Area 1	\$1,381	\$1,381	\$2,072	\$0	\$0
Park Recreation Facilities	\$182	\$182	\$273	\$0	\$0
Total - North of Ravine	\$41,264	\$25,072	\$19,058	\$121,816	\$130,137
Total - South of Ravine	\$40,071	\$23,878	\$17,620	\$112,072	\$114,547

 $^{^{\}rm 1}$ Includes was tewater collection and non-potable water facilities costs.

² The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development in PFE Area 1 north of the Auburn Ravine will be subject to the Drainage - North of Auburn Ravine fee while development sorth of the Auburn Ravine will be subject to the Drainage - South of Auburn Ravine fee.

⁴ All development in PFE Area No. 1 shall be subject to this Drainage fee.

Table ES-4 PFE Fee Summary for <u>Residential</u> Land Uses

Fee Component	Very Low Density	Low Density	Medium Density	High Density	Age Qualified Low Density	Age Qualified Medium Density	Age Qualified High Density
•	·		•	Per Unit			•
Transportation	\$4,838	\$4,838	\$3,483	\$3,483	\$4,838	\$3,483	\$3,483
Wastewater ¹	\$8,090	\$6,370	\$6,370	\$5,096	\$4,586	\$4,586	\$4,586
Wastewater - Treatment ²	\$9,778	\$7,699	\$7,699	\$6,159	\$5,543	\$5,543	\$5,543
Water - Transmission	\$2,875	\$1,150	\$1,150	\$1,150	\$1,150	\$1,150	\$1,150
Water - Storage	\$2,334	\$933	\$933	\$933	\$933	\$933	\$933
Drainage	\$1,054	\$811	\$567	\$195	\$811	\$567	\$195
Fire	\$862	\$862	\$862	\$620	\$862	\$862	\$620
Police	\$892	\$892	\$892	\$642	\$892	\$892	\$642
Administration	\$1,103	\$1,103	\$1,103	\$794	\$1,103	\$1,103	\$794
Library	\$1,482	\$1,482	\$1,482	\$1,067	\$1,482	\$1,482	\$1,067
Solid Waste	\$665	\$665	\$665	\$479	\$665	\$665	\$479
Neighborhood Parks - Area 2 ³	\$3,847	\$3,847	\$3,847	\$2,770	\$3,847	\$3,847	\$2,770
Regional Parks - Area 2	\$4,210	\$4,210	\$4,210	\$3,031	\$4,210	\$4,210	\$3,031
Trails - Area 2 3	\$719	\$719	\$719	\$518	\$719	\$719	\$518
Park Recreation Facilities	\$826	\$826	\$826	\$595	\$826	\$826	\$595
Total	\$43,574	\$36,407	\$34,809	\$27,533	\$32,468	\$30,870	\$26,407

 $^{^{\}rm 1}$ Includes was tewater collection and non-potable water facilities costs.

² The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development within Area 2 will construct its own parks and trails and receive a fee credit against their parks and trails fees.

Table ES-5
PFE Fee Summary for Non-Residential Land Uses

Area No. 2

	No	on-Residentia	<u> </u>	Public	/Other
Fee Component	Commercial	Business & Professional	Industrial	Schools	Public Facilities
	Pei	· 1,000 Bldg S	F	Per	Acre
Transportation	\$21,576	\$9,482	\$2,951	\$0	\$0
Wastewater ¹	\$3,440	\$3,440	\$4,077	\$44,588	\$44,588
Wastewater - Treatment ²	\$4,158	\$4,158	\$4,927	\$53,894	\$53,894
Water - Transmission	\$460	\$460	\$552	\$8,625	\$8,625
Water - Storage	\$373	\$373	\$448	\$7,001	\$7,001
Drainage	\$397	\$397	\$478	\$3,242	\$5,188
Fire	\$577	\$577	\$577	\$0	\$0
Police	\$598	\$598	\$598	\$0	\$0
Administration	\$265	\$265	\$397	\$0	\$0
Library	\$356	\$356	\$534	\$0	\$0
Solid Waste	\$47	\$47	\$53	\$0	\$0
Neighborhood Parks - Area 2 ³	\$923	\$923	\$1,385	\$0	\$0
Regional Parks - Area 2	\$1,010	\$1,010	\$1,516	\$0	\$0
Trails - Area 2 ³	\$173	\$173	\$259	\$0	\$0
Park Recreation Facilities	\$198	\$198	\$297	\$0	\$0
Total	\$34,550	\$22,456	\$19,049	\$117,350	\$119,296

 $^{^{\}rm 1}$ Includes was tewater collection and non-potable water facilities costs.

FEE ADJUSTMENTS

The fees may be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities or costs, or changes in demographics or the land use plan. In addition to such adjustments, the fees will be inflated each year by the change in the San Francisco Construction Cost Index (CCI), as reported in the *Engineering News Record*, or other construction cost inflation index chosen by the City.

² The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development within Area 2 will construct its own parks and trails and receive a fee credit against their parks and trails fees.

I. Introduction

The City of Lincoln is located approximately 25 miles north of the city of Sacramento and is in Placer County. Incorporated in 1890, the City has grown to a current population of more than 51,000. Corresponding to this population growth, it is estimated that there are approximately 8,600 private jobs in the City.

Increased population and employment in the City will lead to increased demand on public infrastructure and services and will ultimately impact infrastructure and the facilities required to provide such services. Where backbone infrastructure and community services facilities are inadequate, permitting development is contrary to the responsibility of local government to protect the public's health, safety, and welfare. Consequently, the City has planned for the construction of backbone infrastructure and community services facilities that will adequately serve its current and future development.

Funding for these facilities may come from several sources, including the City's Public Facilities Element Fee Program, federal and state programs, existing revenues in the impact fee funds, and other funding sources. The Public Facilities Element Fees ("PFE Fees") discussed in this report will apply to all future growth within the development areas included in the City's 2050 General Plan boundary. The 2050 General Plan was updated in 2008, but this General Plan was not incorporated into the last update of the PFE Fee Program in 2012. The 2012 PFE Program nexus study incorporated the 1988 General Plan land uses. With this current update of the PFE Fee Program, this Nexus Study incorporates the land uses and development areas in the 2050 General Plan. As a result, the PFE Fee Program is divided into two distinct fee areas.

PFE FEE AREAS NOS. 1 AND 2

PFE Area No. 1 includes undeveloped properties in the existing City and existing development areas such as Twelve Bridges, Village 7, the Lincoln Aircenter, Lincoln 270, as well as other developments that have either began development or are in the pipeline. These developments are in the current PFE Fee Program fee area.

PFE Area No. 2 includes the following future development areas within the General Plan boundary:

- Village 1
- Village 2
- Village 3

- Village 4
- Village 5
- Village 6
- SUD A
- SUD B
- SUD C

While some infrastructure and community services facilities in this Nexus Study have been developed specifically to serve either PFE Area No. 1 or 2, other infrastructure or community services facilities are citywide and will serve both fee areas. This Nexus Study allocates all infrastructure and community services facilities based on a proportionate fair-share methodology that meets the nexus requirements incorporated in the Mitigation Fee Act.

PURPOSE OF STUDY

As new development occurs within the City, new infrastructure and community services facilities will be required to meet the demands of future development. The City has updated these facilities and improvements since the PFE Fee Program was last updated in 2012. Infrastructure and community services facilities include wastewater collection, treatment, and non-potable water, drainage, water, transportation, parks, trails, and recreation, administration buildings, fire, police, library, and solid waste facilities. These facilities will be funded through the PFE Fee Program, which will contain separate fee categories for each type of infrastructure and community services facility.

Goodwin Consulting Group, Inc. has prepared this Public Facilities Element Fee Program Nexus Study Update to update the City's current PFE Fee Program (2012 Nexus Study), which was adopted by the City in March 2012. The updated PFE Fee Program is compliant with the regulations set forth in the Mitigation Fee Act, also commonly referred to as AB 1600, and ensures that a rational nexus exists between future development in the City and the use and need of the proposed infrastructure and community services facilities. This Nexus Study demonstrates that a reasonable relationship exists between the PFE Fee to be levied on each type of land use and the cost of the facilities attributable to that land use.

IMPACT FEE NEXUS REQUIREMENTS (AB 1600)

Assembly Bill (AB) 1600, which was enacted by the State of California in 1987, created Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all

public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project:

- 1. Identify the purpose of the fee.
- 2. Identify the use to which the fee is to be put.
- 3. Determine how there is a reasonable relationship between:
 - A. The fee's use and the type of development project on which the fee is imposed.
 - B. The need for the public facility and the type of development project on which the fee is imposed.
 - C. The amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

As stated above, the purpose of this Nexus Study is to demonstrate that all fee components of the updated PFE Fee Program comply with the Mitigation Fee Act. The assumptions, methodologies, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees and the development on which the fees will be levied are summarized in subsequent sections of this report.

ASSEMBLY BILL 602

On September 28, 2021, Assembly Bill 602 was signed into law and became effective starting January 1, 2022. The law establishes additional procedural and transparency requirements on public agencies when establishing new fees or increasing existing development impact fees. AB 602 amends Government Code Sections 65940.1 and 66019 and adds Government Code Section 66016.5 and Health and Safety Code Section 50466.5. Below are some of the most significant requirements imposed by AB 602:

New Requirements For Nexus Studies

- When applicable, the nexus study shall identify the existing level of service (LOS) for the public facility; identify the proposed new level of service, and explain why the new level of service is appropriate
- If a nexus study supports an increase to existing fee, the public agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fee revenue collected under the original fee

- Large jurisdictions, for example, counties that have a population greater than 250,000 residents, must adopt a capital improvement plan as a part of the nexus study
- Nexus studies adopted after 07/01/22, shall calculate a fee imposed on a housing development that is proportionate to the square footage of the proposed units of the development or the nexus study must make findings that an alternative fee calculation methodology creates a reasonable relationship between the fee charged and the burden posed by the development
- This section of the impact fee requirements does not apply to any fees or charges pursuant to Government Code Section 60013, which includes water and sewer connection fees and capacity charges

New Transparency Requirements For Public Agencies

- Fees must be posted to the public agency's website within 30 days of any change in the fees
- Public agencies must post to their website the current and five previous annual impact fee accounting reports that are required pursuant to Government Code Section 66006
- Public agencies must post to their website all nexus studies, cost of service studies, or equivalent studies that were conducted on or after January 1, 2018

New Nexus Study Procedural Requirements

- Nexus studies must be updated at least every 8 years, from the period beginning on January 1, 2022
- Nexus studies and impact fees must be adopted at a public hearing with at least a 30 day notice (this is an increase from the current 10 days)
- Members of the public may submit evidence that the nexus findings in the nexus study are insufficient; the public agency must consider all such evidence

ORGANIZATION OF REPORT

The remainder of this report has been organized into the following sections:

Section II	Provides an explanation of the fee methodologies used to calculate the various individual fee components of the PFE Fee Program
Section III	Summarizes the demographic and land use assumptions used in the detailed calculations and in the application of the PFE Fee Program
Section IV	Summarizes backbone infrastructure and community services facilities costs included in the PFE Fee Program
Sections V-XIV	Summarizes the detailed calculations for transportation, wastewater, water, drainage, fire, police, administration, library, solid waste, and park and recreation fees
Section XV	Provides a summary of the individual fee components calculated in this Nexus Study
Section XVI	Addresses future fee adjustments, fee implementation, annual administrative duties, fee credits or reimbursements, and other relevant items

II. FEE METHODOLOGY

When impact fees are calculated, an analysis must be presented in enough detail to demonstrate that a logical, thorough consideration was applied in the process of determining how the fees relate to the impacts from new development. Findings must be made to ensure that there is a reasonable relationship between the fee and the development on which the impact fee will be levied. Following is a discussion of the two methods used in this report to calculate the individual fees in the PFE Fee Program.

PLAN-BASED FEE METHODOLOGY

The plan-based fee methodology is used for infrastructure and community services facilities that must be designed based on future demand projections and/or the geographic location of anticipated growth. For example, the need for transportation improvements depends specifically on the future area that will be served. An analysis of existing facilities, geographic constraints, and current levels of service must be completed in order to identify future facility needs. This information is analyzed in conjunction with a projection of the amount and location of future development in order to determine the adequacy of existing facilities and the demand for new improvements that will be required. The steps to calculate a PFE Fee component under the plan-based fee methodology include the following:

- **Step 1** Determine the future development, by land use category, anticipated within the City's 2050 General Plan boundary, and specifically in Area Nos. 1 and 2.
- **Step 2** Determine facilities needed to serve the anticipated growth in Area Nos. 1 and 2 and determined the cost of these facilities.
- **Step 3** Subtract expected revenues that will be available from alternative funding sources, if any, to determine the net facilities cost that will be allocated to future development.
- Select the applicable equivalent dwelling unit (EDU) factor that will be used to allocate facilities costs based on a reasonable relationship basis; apply EDU factors to each of the land uses based on their expected level of service demand.

- Step 5 Calculate the total EDUs that will be generated from future development in Areas Nos. 1 and 2 for all land use categories by multiplying each land use type by its EDU factor and taking the sum of the EDUs. Subtract the EDUs for any developments that have fee credits.
- Step 6 Divide the total EDUs in Areas Nos. 1 and 2 for each land use category by the total EDUs for all future land uses to determine each land use's percentage share of the total EDUs.
- Step 7 Multiply each land use's percentage share of the total EDUs by the applicable infrastructure or facilities costs in Areas Nos. 1 and 2 to determine the cost attributable to each land use category in each area.
- Step 8 Divide the cost attributable to each land use category by the quantity (i.e., units or building square feet) of each land use type in Areas Nos. 1 and 2 to determine the fee for each residential or non-residential land use category.

The plan-based fee methodology was used to calculate the full cost allocation, or a portion of the cost allocation for the transportation, water, wastewater, drainage, and recreation components of the PFE Fee Program.

STANDARD-BASED FEE METHODOLOGY

The standard-based fee methodology is used when a consistent level of service standard is to be applied to new development regardless of future demand projections or the geographic location of anticipated growth. The level of service standard used in calculating the impact fee under this method may be based on an existing service standard or a higher preferred standard identified in the General Plan or other City planning document. The steps to calculate a fee under the standard-based fee methodology include the following:

- Step 1 Define the required level of service standard (e.g., park acres per 1,000 residents, building square feet per employee, etc.) expressed in terms of residents, employees, or other standard appropriate for the type of facility for which the fee is being calculated.
- Step 2 Estimate the future growth and the additional facilities required by multiplying the applicable facility service standard by the future growth.

- **Step 3** Determine a facility cost based on current costs; reduce the facility cost by subtracting existing fee fund revenue or alternative funding sources, if applicable. Calculate the net cost of the required additional facilities.
- Step 4 Select the applicable EDU factor that will be used to allocate facility costs on a reasonably related basis; apply EDU factors to each land use based on their expected service demand.
- Step 5 Calculate the total EDUs that will be generated from future development for all land use categories by multiplying each land use type by its EDU factor and taking the sum of the EDUs. Subtract the EDUs for any developments that have fee credits.
- Step 6 Divide the total EDUs for each land use category by the total EDUs for all future land uses to determine each land use's percentage share of the total EDUs.
- **Step 7** Multiply each land use's percentage share of the total EDUs by the applicable infrastructure or facilities cost to determine the cost attributable to each land use category.
- **Step 8** Divide the cost attributable to each land use category by the quantity (i.e., units or building square feet) of each land use type to determine the applicable fee for each residential and non-residential land use category.

The standard-based fee methodology was used to calculate the full or portion of the cost allocation for parks, administration facilities, police, fire, library, and solid waste fee components of the PFE Fee Program. Additional details of the calculation of each fee component in the PFE Fee Program are included in Sections V through XIV of this report.

III. POPULATION AND LAND USES

POPULATION

Table A-5 in Appendix A presents existing and future estimates for the City's resident and employment populations. As of January 2022, the California Department of Finance estimates that the City's population was 51,252. A demographics research firm estimates that there were approximately 8,600 private jobs in the City as of 2022.

Based on the City's tracking data, PFE Area No. 1 has a total of 5,716 housing units and 6.7 million square feet of non-residential building space remaining to be developed. PFE Area No. 2 is planned for an estimated remaining 29,883 housing units and 28.1 million square feet of building space. At buildout of PFE Areas Nos. 1 and 2, the City will have over 130,000 residents and over 95,000 jobs.

LAND USE CATEGORIES

The Mitigation Fee Act requires that a reasonable relationship exist between the need for public facilities and the type of development on which an impact fee is imposed. The need for public facilities is related to the level of service demanded, which varies in proportion to the number of residents or employees generated by a particular land use type. Therefore, land use categories have been defined to distinguish between relative impacts on infrastructure and community services facilities. All fees in the PFE Fee Program have been calculated on a per-dwelling unit basis for residential land use categories and per 1,000 square feet of building space for non-residential land use categories.

The following land use categories are identified for purposes of the PFE Fee Program:

<u>Very Low Density</u>: includes single family detached homes on very large lots

with a density range of 0.1 to 2 units per acre.

<u>Low Density</u>: includes single family detached homes with a density range

of 2 to 5 dwelling units per acre.

Medium Density: includes higher density single family uses, such as duplexes,

triplexes, and condominiums at specified densities; and lower density multi-family development. Density ranges

from 6 to 12 dwelling units per acre.

High Density: includes intense multi-family residential land uses, such as

apartment complexes. Density ranges from 13 to 20

dwelling units per acre.

<u>Commercial</u>: includes retail and service businesses at neighborhood and

community commercial centers.

Business & Professional: includes areas designated for office-type commercial

development projects as opposed to retail, service, and

wholesale type commercial activities.

<u>Industrial</u>: includes areas appropriate for manufacturing, general

industrial, and warehousing uses.

The City will make the final determination as to which land use category a particular development will be assigned. If the City determines that no land use category adequately corresponds to the development in question, it may then determine applicable ad hoc impact fees.

LAND USE ADJUSTMENTS

Table A-6 in Appendix A identifies the City's estimated remaining future residential units and non-residential acreage for each development area included in the PFE Fee Program. The City has entered into development agreements with certain development areas that have already or will contribute or construct specific infrastructure or community services facilities. As a result, these development areas have received fee credits against their PFE Fee obligation. The outstanding credits for each fee component of the PFE Fee Program are presented in Table A-7 of Appendix A. The corresponding units that are allotted the fee credits are excluded from the calculation of the PFE Fees as are the costs of the facilities that are associated with these fee credits.

EQUIVALENT DWELLING UNIT (EDU) FACTORS

Future development within the City will create demand for additional backbone infrastructure and community services facilities. For purposes of the PFE Fee, demand is measured by a set of existing Equivalent Dwelling Unit (EDU) factors. An Equivalent Dwelling Unit (EDU) is a factor that quantifies the impacts on various facility types from different types of land uses relative to the impacts from a single family unit. A Single Family Low Density unit is assigned an EDU factor of 1.0 and the EDU factor for each of the other land use categories is determined based on the anticipated impact or service demand expected for each land use category relative to the impact or service demand for a Single Family Low Density unit. Table A-9 in Appendix A presents the City's existing EDU factors incorporated in the calculation of each PFE Fee. These EDU factors are derived from service demand factors presented in the Lincoln Public Facilities Plan prepared in 1988, the Lincoln General Plan Public Facilities Element Volume II prepared in 1990 and are also based on input and adjustments over the years from the City's engineers.

IV. FACILITIES COST SUMMARY

Various types of infrastructure and community services facilities will be required to serve the future development included in the PFE Fee Program. Facilities cost estimates have been prepared by the City staff and these facilities are detailed in Appendices A and B of this report. Table IV-1 below summarizes the costs included in the PFE Fee Program by facility type; costs have also been allocated to Areas Nos. 1 and 2 based on the proportionate benefit that will be received by each fee area.

Table IV-1
PFE Fee Program Cost Summary

Facility Type	Total Cost	PFE Fee Acct Balances & Other Funding Sources	Area 1 PFE Fee Program Cost	Area 2 PFE Fee Program Cost	Total PFE Fee Program Cost
Transportation	\$681,004,000	(\$2,710,000)	\$126,301,000	\$551,993,000	\$678,294,000
Wastewater	\$326,951,000	(\$3,428,000)	\$40,039,000	\$283,484,000	\$323,523,000
Wastewater Treatment	\$417,376,000	\$0	\$74,727,901	\$342,648,099	\$417,376,000
Water - Transmission	\$73,098,000	(\$4,183,000)	\$18,122,733	\$50,792,267	\$68,915,000
Water - Storage	\$49,816,000	\$0	\$8,587,000	\$41,229,000	\$49,816,000
Drainage - Area 1 North of Ravine	\$6,309,000	\$0	\$6,309,000	\$0	\$6,309,000
Drainage - Area 1 South of Ravine	\$1,408,000	\$0	\$1,408,000	\$0	\$1,408,000
Drainage - Area 2	\$1,626,000	\$0	\$0	\$1,626,000	\$1,626,000
Drainage - Citywide	\$35,090,000	(\$849,000)	\$5,872,984	\$28,368,016	\$34,241,000
Fire	\$45,164,000	\$0	\$9,342,866	\$35,821,134	\$45,164,000
Police	\$48,516,000	\$0	\$7,605,000	\$40,911,000	\$48,516,000
Administration	\$45,991,000	\$0	\$7,745,318	\$38,245,682	\$45,991,000
Library	\$51,368,000	\$0	\$0	\$51,368,000	\$51,368,000
Solid Waste	\$23,393,000	\$0	\$3,813,000	\$19,580,000	\$23,393,000
Parks and Trails - Area 1	\$40,391,000	\$0	\$40,391,000	\$0	\$40,391,000
Neighborhood Parks - Area 2	\$133,348,000	\$0	\$0	\$133,348,000	\$133,348,000
Regional Parks - Area 2	\$145,927,000	\$0	\$0	\$145,927,000	\$145,927,000
Trails - Area 2	\$24,919,000	\$0	\$0	\$24,919,000	\$24,919,000
Park Recreation Facilities	\$33,941,000	\$0	\$5,320,000	\$28,621,000	\$33,941,000
Total	\$2,185,636,000	(\$11,170,000)	\$355,584,802	\$1,818,881,198	\$2,174,466,000

The PFE Fee Program is anticipated to fund approximately \$2.2 billion in infrastructure and community services facilities costs. In some cases, developers will construct facilities and receive fee credits. Details of how these costs are allocated amongst future development are presented in the following sections of this report.

V. TRANSPORTATION FEE

This section of the report addresses the nexus requirements related to the calculation of the transportation fee and also summarizes the required transportation facilities, estimated costs, and updated PFE Fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the transportation fee is to fund transportation facilities costs attributable to the impact from new development.

Identify the use of the fee. The transportation fee will be used to fund the construction of transportation-related facilities identified by the City as necessary to serve new development. These facilities are summarized in Table A-10 of Appendix A and presented in greater detail in Table B-1 of Appendix B.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee revenue to fund construction of transportation-related facilities ensures that the transportation system will have sufficient capacity to serve new residential and non-residential development within the City.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New transportation facilities will be needed as new residential and non-residential development will generate residents and employees who will generate additional trips on the City's roads and increase the impact on existing facilities. The City has identified the roadways and facilities that are necessary to serve future development and keep the transportation system at an acceptable level of service.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The transportation facilities identified by the City and presented in this report are necessary to serve future development in the City. Facilities costs are allocated to future development based on EDU rates for each type of land use categories that were developed in City planning and engineering documents. The allocated costs translate into fees that are calculated on a proportionate basis to the impacts that will be created by residential and nonresidential development.

LEVEL OF SERVICE

The City's transportation infrastructure included in this Nexus Study will allow the City to maintain its current LOS D throughout all future areas of the City. An LOS D is defined as a situation approaching unstable traffic flow; speeds slightly decrease as traffic volume slightly increases. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. The LOS D is commonly adopted by public agencies since a higher level would be prohibitively expensive to construct and maintain and a lower LOS would result is significant traffic congestion.

REQUIRED FACILITIES AND ESTIMATED COSTS

Transportation facilities include new roadways, roadway widenings, road reconstruction, traffic signals, overcrossings, bridges, and interchanges in PFE Area Nos. 1 and 2. The total estimated cost of roadway improvements is approximately \$681.0 million, as shown in the Table V-1 below. After application of the \$2.7 million balance in the transportation fee fund, the net cost allocated to future development in PFE Area Nos. 1 and 2 is reduced to \$678.3 million. Table B-1 in the Appendix provides the detail of the specific roadway facilities, costs, and the cost allocation to Areas Nos. 1 and 2 based on the impact from each of these areas. Based on the allocation of transportation EDUs, PFE Area No. 1 is allocated approximately \$128.5 million and PFE Area No. 2 is allocated \$552.5 million of the total \$681.0 million cost.

Table V-1
Transportation Projects and Costs

Summary of Transportation Projects	Cost Allocated to Area No. 1	Cost Allocated to Area No. 2	Total Cost
PFE AREA NO. 1 - ROADWAYS	\$56,446,858	\$48,177,076	\$104,623,934
PFE AREA NO. 1 - STREET RECONSTRUCTION & TRAFFIC SIGNALS	\$20,688,944	\$6,740,498	\$27,429,442
PFE AREA NO. 1 - INTERCHANGES	\$8,757,169	\$0	\$8,757,169
PFE AREA NO. 1 - ROADWAY WIDENING & TRAFFIC SIGNALS	\$42,580,896	\$8,042,464	\$50,623,360
PFE AREA NO. 2 - TRAFFIC SIGNALS & INTERSECTIONS	\$0	\$79,843,440	\$79,843,440
PFE AREA NO. 2 - ROAD IMPROVEMENTS	\$0	\$229,099,128	\$229,099,128
PFE AREA NO. 2 - OVERCROSSINGS & BRIDGES	\$0	\$63,865,411	\$63,865,411
PFE AREA NO. 2 - INTERCHANGES	\$0	\$116,762,247	\$116,762,247
Transportation Projects Total:	\$128,473,867	\$552,530,264	\$681,004,131

TRANSPORTATION FEE COMPONENTS

Tables A-11 and A-12 in Appendix A show the calculation of the critical and non-critical components of the transportation fee. Tables V-2 and V-3 below summarize the fees for PFE Areas Nos. 1 and 2 and identify the components of the transportation fee for each land use category. The resulting transportation fees, including the 2.5% administration fee, are shown on the following pages.

Table V-2 Transportation Fees

Land	Non- Critical	Critical	2.50% Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per U	J nit	
Very Low Density	\$4,577	\$1,742	\$158	\$6,477
Low Density	\$4,577	\$1,742	\$158	\$6,477
Medium Density	\$3,296	\$1,254	\$114	\$4,663
High Density	\$3,296	\$1,254	\$114	\$4,663
High Density - Twelve Bridges	\$3,296	\$1,254	\$114	\$4,663
Age Qualified - Low Density	\$4,577	\$1,742	\$158	\$6,477
Age Qualified - Medium Density	\$3,296	\$1,254	\$114	\$4,663
Age Qualified - High Density	\$3,296	\$1,254	\$114	\$4,663
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$20,415	\$7,768	\$705	\$28,887
Business & Professional	\$8,972	\$3,414	\$310	\$12,695
Industrial	\$2,792	\$1,062	\$96	\$3,951
Percent of Total Fee	70.67%	26.89%	2.44%	100.00%

Table V-3 Transportation Fees

Area No. 2

	Non-		2.50%	
Land	Critical	Critical	Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per	Unit	
Very Low Density	\$4,690	\$29	\$118	\$4,838
Low Density	\$4,690	\$29	\$118	\$4,838
Medium Density	\$3,377	\$21	\$85	\$3,483
High Density	\$3,377	\$21	\$85	\$3,483
Age Qualified - Low Density	\$4,690	\$29	\$118	\$4,838
Age Qualified - Medium Density	\$3,377	\$21	\$85	\$3,483
Age Qualified - High Density	\$3,377	\$21	\$85	\$3,483
Non-Residential		Per 1,000) Bldg SF	
Commercial	\$20,919	\$130	\$526	\$21,576
Business & Professional	\$9,193	\$57	\$231	\$9,482
Industrial	\$2,861	\$18	\$72	\$2,951
Percent of Total Fee	96.96%	0.60%	2.44%	100.00%

Important Notice Regarding Non-Residential Fees

The City's transportation fees are levied pursuant to Municipal Code 18.91.080, which states "The traffic mitigation fee for non-residential land uses shall be determined by applying the City's Transportation Public Facility Fee per EDU to the most recent tables adopted by the South Placer Regional Transportation Authority (SPRTA) for the City of Lincoln, using the unit of measure and the DUE per unit for the applicable category as determined by the City."

The transportation fee rates for nonresidential land uses shown in Tables V-2 and V-3 are average fee rates and <u>not</u> the actual fee rates that the City will apply to non-residential development. As stated in the City's Municipal Code, the actual rates for non-residential development will be determined by multiplying the City's transportation fee per EDU, which is calculated in this Nexus Study as \$6,477 for PFE Area No. 1 and \$4,838 for PFE Area No. 2, by the current Dwelling Unit Equivalent (DUE) rates adopted by SPRTA.

FEE COMPARISON

Tables A-1 and A-2 in Appendix A show that the proposed transportation fees for PFE Areas No. 1 and 2 are higher than the City's current transportation fees. Pursuant to AB 602, if a fee study supports increasing an existing fee, the local agency shall review the assumptions of the fee study that supported the original or prior fee and evaluate the amount of fees collected under the original or prior fee.

This Nexus Study and City staff support increasing the current transportation fees that were adopted by the City Council in 2012. Since 2012, the transportation fees have been increased only 5% over the last ten years. City staff have reviewed transportation fee revenue collected over the years and determined that an increase to the transportation fees will be necessary to maintain the City's adopted LOS D within the future development areas.

VI. WASTEWATER FEE

This section of the report addresses the nexus requirements as they relate to the calculation of the wastewater fee. It also summarizes the required wastewater collection, non-potable water, and wastewater treatment facilities, the estimated costs, and the updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the wastewater fee is to fund wastewater collection, non-potable water, and wastewater treatment facilities that are attributable to the impact from new development.

Identify the use of the fee. The wastewater fee will be used to fund the fair share portion of the cost of constructing of wastewater collection, non-potable water, and treatment facilities that have been identified by the City as necessary to serve new development. These facilities are identified specifically in Tables B-2 and B-3 of Appendix B and in Appendix D.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to construct the wastewater collection, non-potable water, and treatment facilities that have been identified by the City as necessary to serve new development will ensure that such facilities will be available and have the capacity to serve new residential and non-residential development within the City.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New wastewater facilities will be needed as new residential and non-residential development will generate additional residents and employees and increase the impact placed on existing facilities. The City has identified the facilities shown in Appendices B and D as those that are necessary to serve future development.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The wastewater facilities identified by the City and presented in this report are necessary to serve future development in the City by buildout of the current General Plan area. Facilities costs are allocated to future development based on EDUs that were developed in City planning and engineering documents. The allocated costs translate into fees that are calculated on a fair-share basis to residential and nonresidential development. Future fee revenue will be sufficient to fund construction of these facilities.

WASTEWATER COLLECTION AND NON-POTABLE FACILITIES

Tables B-2 and B-3 in Appendix B identify the wastewater collection and non-potable water facilities that will be required to serve future development in PFE Area Nos. 1 and 2. These facilities include collection pipes, force mains, storage ponds, and booster pump stations located throughout the City. Costs also include reimbursements for constructed facilities that have been oversized. The total cost of these facilities is approximately \$327.0 million. After deducting the \$3.4 million balance in the wastewater fee fund, the remaining cost of these facilities is approximately \$323.5 million.

WASTEWATER COLLECTION AND NON-POTABLE WATER FEE

Tables A-13 and A-14 in Appendix A shows the costs and allocation for the wastewater collection and non-potable water facility costs. Table IV-1 on the following page reflects that \$323.5 million is allocated to future development in Areas Nos. 1 and 2 based on the City's determination of benefit to each area. PFE Area No. 1 is allocated approximately \$40.0 million and PFE Area No. 2 is allocated \$283.4 million.

WASTEWATER TREATMENT AND RECLAMATION FACILITY (WWTRF)

Appendix D of this report includes the supporting documentation and fee calculation for expansion of the City's existing WWTRF. The technical memorandum that was produced by Stantec Consulting Services in 2017 discusses the future expansion of the City's existing WWTRF from its current 5.9 million gallons per day (MGD) capacity to eventually 16.2 MGD. The cost of the 10.3 MGD expansion is estimated to be \$215 million in 2017 dollars.

WWTRF CONNECTION FEE

To determine the WWTRF connection fee, the \$215 million facility expansion cost is divided by the 10.3 MGD to produce a cost of \$20.87 per gallon per day. Multiplying the \$20.87 cost by 215 gallons per day, which is the rate equal to 1.0 EDU, generates a cost per EDU of \$4,488. This cost per EDU is then multiplied by the anticipated 55,566 EDUs of future development citywide to arrive at a total WWTRF cost of \$249.4 million in 2017 dollars. Inflating this cost to 2022 dollars using the ENR Construction Cost Index for San Francisco produces a total cost of \$325.3 million. Since the expansion of the WWTRF will be debt financed, a debt financing cost of \$92.1 million is added and the total WWTRF cost comes to \$417.4 million. Table A-16 in Appendix A shows the cost allocation for the WWTRF facility. In total, the WWTRF connection fee comes to \$7,511, not including the 2.5% administration fee, per EDU. This fee will be applied to all future development in PFE Areas Nos. 1 and 2.

Tables VI-1 and VI-2 show the fee components for wastewater collection and non-potable water facilities for Areas Nos. 1 and 2, respectively. The WWTRF fees that will apply to both, Areas Nos 1 and 2, are presented in Table VI-3. Lastly, Tables VI-4 and VI-5 show the total combined wastewater fees for Areas Nos. 1 and 2, including the collections, non-potable, and the WWTRF connection fee components.

Table VI-1
Wastewater Fees – Collections and Non-Potable

<u>Area No. 1</u>

	Non-		2.50%	
Land	Critical	Critical	Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per	Unit	
Very Low Density	\$5,660	\$0	\$141	\$5,801
Low Density	\$4,456	\$0	\$111	\$4,568
Medium Density	\$4,456	\$0	\$111	\$4,568
High Density	\$3,565	\$0	\$89	\$3,654
High Density - Twelve Bridges	\$3,565	\$0	\$89	\$3,654
Age Qualified - Low Density	\$3,209	\$0	\$80	\$3,289
Age Qualified - Medium Density	\$3,209	\$0	\$80	\$3,289
Age Qualified - High Density	\$3,209	\$0	\$80	\$3,289
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$2,406	\$0	\$60	\$2,467
Business & Professional	\$2,406	\$0	\$60	\$2,467
Industrial	\$2,852	\$0	\$71	\$2,923
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

Table VI-2
Wastewater Fees – Collections and Non-Potable

Area No. 2

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee
Residential	Per Unit			
Very Low Density	\$7,892	\$0	\$197	\$8,090
Low Density	\$6,214	\$0	\$155	\$6,370
Medium Density	\$6,214	\$0	\$155	\$6,370
High Density	\$4,971	\$0	\$124	\$5,096
Age Qualified - Low Density	\$4,474	\$0	\$112	\$4,586
Age Qualified - Medium Density	\$4,474	\$0	\$112	\$4,586
Age Qualified - High Density	\$4,474	\$0	\$112	\$4,586
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$3,356	\$0	\$84	\$3,440
Business & Professional	\$3,356	\$0	\$84	\$3,440
Industrial	\$3,977	\$0	\$99	\$4,077
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

Table VI-3 Wastewater Fees – WWTRF Connection Fee

Areas Nos. 1 and 2

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee
Residential	Per Unit			
Very Low Density	\$0	\$9,539	\$238	\$9,778
Low Density	\$0	\$7,511	\$188	\$7,699
Medium Density	\$0	\$7,511	\$188	\$7,699
High Density	\$0	\$6,009	\$150	\$6,159
High Density - Twelve Bridges	\$0	\$6,009	\$150	\$6,159
Age Qualified - Low Density	\$0	\$5,408	\$135	\$5,543
Age Qualified - Medium Density	\$0	\$5,408	\$135	\$5,543
Age Qualified - High Density	\$0	\$5,408	\$135	\$5,543
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$0	\$4,056	\$101	\$4,158
Business & Professional	\$0	\$4,056	\$101	\$4,158
Industrial	\$0	\$4,807	\$120	\$4,927
Percent of Total Fee	0.00%	97.56%	2.44%	100.00%

Table VI-4
Total Wastewater Fees – Collections, Non-Potable and WWTRF Connection Fee

<u>Area No. 1</u>

	Non-		2.50%	
Land Use	Critical Fee	Critical Fee	Admin. Surcharge	Total Fee
Very Low Density	\$5,660	\$9,539	\$380	\$15,579
Low Density	\$4,456	\$7,511	\$299	\$12,267
Medium Density	\$4,456	\$7,511	\$299	\$12,267
High Density	\$3,565	\$6,009	\$239	\$9,813
High Density - Twelve Bridges	\$3,565	\$6,009	\$239	\$9,813
Age Qualified - Low Density	\$3,209	\$5,408	\$215	\$8,832
Age Qualified - Medium Density	\$3,209	\$5,408	\$215	\$8,832
Age Qualified - High Density	\$3,209	\$5,408	\$215	\$8,832
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$2,406	\$4,056	\$162	\$6,624
Business & Professional	\$2,406	\$4,056	\$162	\$6,624
Industrial	\$2,852	\$4,807	\$191	\$7,85 1
Percent of Total Fee	36.33%	61.23%	2.44%	100.00%

Table VI-5
Total Wastewater Fees – Collections, Non-Potable and WWTRF Connection Fee

<u>Area No. 2</u>

Land Use	Non-		2.50%		
	Critical	Critical	Admin.	Total	
	Fee	Fee	Surcharge	Fee	
Residential	Per Unit				
Very Low Density	\$7,892	\$9,539	\$436	\$17,867	
Low Density	\$6,214	\$7,511	\$343	\$14,069	
Medium Density	\$6,214	\$7,511	\$343	\$14,069	
High Density	\$4,971	\$6,009	\$275	\$11,255	
Age Qualified - Low Density	\$4,474	\$5,408	\$247	\$10,130	
Age Qualified - Medium Density	\$4,474	\$5,408	\$247	\$10,130	
Age Qualified - High Density	\$4,474	\$5,408	\$247	\$10,130	
Non-Residential		Per 1,000	Bldg SF		
Commercial	\$3,356	\$4,056	\$185	\$7,597	
Business & Professional	\$3,356	\$4,056	\$185	\$7,597	
Industrial	\$3,977	\$4,807	\$220	\$9,004	
Percent of Total Fee	44.17%	53.39%	2.44%	100.00%	

Important Notice Regarding Non-Residential Fees

The City's wastewater fees are levied pursuant to Municipal Code 13.12.050, which identifies the factors for types of services. The wastewater fee rates for non-residential land uses shown in the preceding tables are average fee rates and <u>not</u> the actual fees that the City will apply to non-residential development.

VII. WATER CONNECTION FEE

This section of the report addresses the nexus requirements related to the calculation of the water fee and also summarizes the required water facilities, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the water fee is to fund water facilities that are attributable to the impact from new development in the City by build out of the General Plan area.

Identify the use of the fee. The water fee will be used to fund construction of water facilities that have been identified by the City as necessary to serve new development. These facilities are summarized in detail in Table B-4 of Appendix B.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of fee revenue to fund construction of water facilities that the City has identified as necessary to serve new development ensures that these facilities will available to serve new residential and non-residential development within the City through build out of the General Plan area.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New water facilities will be needed as new residential and non-residential development will generate additional residents and employees who will increase the demand on the existing water facilities. The City has identified the facilities presented in Appendix B as necessary to increase the capacity of the water system to serve future development.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The water facilities identified by the City and presented in this report are necessary to serve future development in the City. Facilities costs are allocated to future development based on EDUs that were developed in City planning and engineering documents. The allocated costs translate into fees that are calculated on a fair-share basis that is proportionate to the impact from future residential and nonresidential development.

REQUIRED FACILITIES AND ESTIMATED COSTS

Table B-4 in Appendix B identifies the water facilities, which include water wells, transmission pipelines, SCADA system, and four water storage tank facilities. In all, approximately \$122.9 million is required to construct water facilities to serve future development. Transmission and well facilities costs total approximately \$73.1 million; however, the balance in the water fee fund, approximately \$4.2 million, will be applied to reduce the net cost to \$68.9 million. It is assumed that \$3.4 million of the total \$4.2 million associated with PFE Area No. 1 will prioritize funding the critical water facilities, and thereby partially funding the critical water facilities identified in Table B-4.

The storage facilities costs total approximately \$49.8 million and include construction of four storage tanks with a total capacity of 20.0 million gallons.

WATER CONNECTION FEE COMPONENTS

Tables A-17 through A-20 in Appendix A show the costs and allocation for the water costs. For critical water transmission facilities, Table 18 shows that the entire \$4.0 million in costs are allocated to future development in PFE Area No. 1. For non-critical water transmission facilities, Table 19 shows that \$10.4 million in costs are allocated to future development in PFE Area No. 1 and \$33.2 million are allocated to PFE Area No. 2 based on the City's determination of benefit for each area. Transmission facilities that have a citywide benefit, totaling \$21.3 million, are proportionately allocated to both Areas Nos. 1 and 2 based on the total EDUs in each of the areas.

For water storage facilities, Table A-20 shows that \$8.6 million in facilities costs are allocated to future development in PFE Area No. 1 and \$41.2 million is allocated to PFE Area No. 2 based on the City's determination of benefit for each of the Areas.

Tables VII-1 and VII-2 on the following pages show the fee components for the water fees for PFE Areas Nos. 1 and 2, respectively, including the 2.5% administration charge.

Table VII-1 Water Fees – Transmission and Storage

Area No. 1

	Non-		2.50%		
Land	Critical	Critical	Admin.	Total	
Use	Fee	Fee	Surcharge	Fee	
Residential	Per Unit				
Very Low Density	\$6,244	\$937	\$180	\$7,360	
Low Density	\$2,498	\$375	\$72	\$2,944	
Medium Density	\$2,498	\$375	\$72	\$2,944	
High Density	\$2,498	\$375	\$72	\$2,944	
High Density - Twelve Bridges	\$2,498	\$375	\$72	\$2,944	
Age Qualified - Low Density	\$2,498	\$375	\$72	\$2,944	
Age Qualified - Medium Density	\$2,498	\$375	\$72	\$2,944	
Age Qualified - High Density	\$2,498	\$375	\$72	\$2,944	
Non-Residential		Per 1,000) Bldg SF		
Commercial	\$999	\$150	\$29	\$1,178	
Business & Professional	\$999	\$150	\$29	\$1,178	
Industrial	\$1,199	\$180	\$34	\$1,413	
Percent of Total Fee	84.83%	12.73%	2.44%	100.00%	

Table VII-2
Water Fees – Transmission and Storage

<u>Area No. 2</u>

	Non-		2.50%	
Land	Critical	Critical	Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential	Per Unit			
Very Low Density	\$5,082	\$0	\$127	\$5,209
Low Density	\$2,033	\$0	\$51	\$2,084
Medium Density	\$2,033	\$0	\$51	\$2,084
High Density	\$2,033	\$0	\$51	\$2,084
Age Qualified - Low Density	\$2,033	\$0	\$51	\$2,084
Age Qualified - Medium Density	\$2,033	\$0	\$51	\$2,084
Age Qualified - High Density	\$2,033	\$0	\$51	\$2,084
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$813	\$0	\$20	\$833
Business & Professional	\$813	\$0	\$20	\$833
Industrial	\$976	\$0	\$24	\$1,000
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

Important Notice Regarding Non-Residential Fees

The City's water fees are levied pursuant to Municipal Code 13.04.160, which specifies information to allow the City to evaluate and calculate the required water connection. The water fee rates for non-residential land uses shown in the preceding tables are average fee rates and <u>not</u> the actual fees that the City will apply to non-residential development.

VIII. DRAINAGE FEE

This section of the report addresses the nexus requirements related to the calculation of the drainage fee. It also summarizes the required drainage facilities, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the drainage fee is to fund drainage facilities that are attributable to the impact from new development.

Identify the use of the fee. The drainage fee will be used to fund the construction of drainage facilities identified by the City as necessary to serve new development. These facilities are identified in Table B-5 of Appendix B.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to construct the drainage facilities that have been identified by the City as necessary to serve new development will ensure that such facilities will be available and have the capacity to serve new residential and non-residential development within the City by build out of the General Plan area.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New drainage facilities will be needed as new residential and non-residential development will generate additional water runoff. The City has identified the drainage facilities shown in Table B-5 in Appendix B as necessary to serve future development.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The drainage facilities identified by the City and presented in this report are necessary to serve future development in the City. Facilities costs are allocated to future development based on EDU factors that were developed and presented in City planning and engineering documents. The allocated costs translate into fees that are calculated on a proportionate basis to the impact that will be created by future residential and nonresidential development.

The City's drainage infrastructure included in this Nexus Study will allow the City to prevent a 100-year flood event in PFE Areas Nos. 1 and 2. This LOS for drainage facilities has remained the same since the current drainage fees were implemented by the City in 2012.

REQUIRED FACILITIES AND ESTIMATED COSTS

Table B-5 in Appendix B identifies the drainage facilities required to serve future development in the City. The total cost of these facilities is approximately \$44.4 million. Drainage facilities are segregated into four categories: (i) facilities that will serve future development in PFE Area No. 1 that is north of the Auburn Ravine, (ii) facilities that will serve future development in PFE Area No. 1 that is south of the Auburn Ravine, (iii) facilities that will serve all future development in PFE Area No. 2, and (iv) facilities that will serve to all future development throughout the City.

The total cost of drainage facilities that will specifically serve future development Area 1 north of the Auburn Ravine is approximately \$6.3 million and includes costs for drainage improvements along the Markham Ravine, O Street, and 7th Street, as well as reimburse costs for drainage facilities that have been oversized. Facilities required to serve future development in Area 1 south of the Auburn Ravine total approximately \$1.4 million and include reimbursement costs for drainage facilities that have been constructed already.

Drainage facilities specific to Area No. 2 include the Village 1 Ingram Slough dam with an estimated cost of \$1.6 million. Finally, citywide drainage facilities, totaling approximately \$35.1 million, include construction of phases 1 and 2 of the 320-acre Lakeview Farms reclaimed water storage pond, stream restoration projects, and other drainage improvements that will serve all new development in the City. The existing fund balance of \$0.8 million is applied to this cost to reduce the overall cost of these facilities to approximately \$34.2 million.

DRAINAGE FEE COMPONENT

Tables A-21 through A-24 show the calculation of the drainage fee component of the PFE Fee Program. The \$6.3 million cost for critical and noncritical facilities located Area No. 1, north of the Auburn Ravine is allocated to future development planned for north of the Auburn Ravine. Similarly, the \$1.4 million for critical facilities located in Area 1, south of the Auburn Ravine is allocated to remaining development south of the Auburn Ravine. Area 2 is allocated \$1.6 million for drain facilities that specifically benefit this area. Finally, critical and noncritical citywide drainage facilities totaling \$34.2 million will benefit all future development in the City so this cost is allocated proportionately to all remaining development within the PFE Program boundary based

on the remaining EDUs in each area. The resulting drainage fees, including the City's 2.5% administration charge, are presented in Tables VIII-1 through VIII-3 on the following pages.

Table VIII-1 Drainage Fees

Area No. 1 - North of Auburn

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee
Residential		Per	Unit	
Very Low Density	\$3,407	\$990	\$110	\$4,507
Low Density	\$2,621	\$762	\$85	\$3,467
Medium Density	\$1,834	\$533	\$59	\$2,427
High Density	\$629	\$183	\$20	\$832
Age Qualified - Low Density	\$2,621	\$762	\$85	\$3,467
Age Qualified - Medium Density	\$1,834	\$533	\$59	\$2,427
Age Qualified - High Density	\$629	\$183	\$20	\$832
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$1,284	\$373	\$41	\$1,699
Business & Professional	\$1,284	\$373	\$41	\$1,699
Industrial	\$1,546	\$449	\$50	\$2,046
Percent of Total Fee	75.59%	21.97%	2.44%	100.00%

Table VIII-2 Drainage Fees

Area No. 1 - South of Auburn

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee
Residential	Per Unit			
Very Low Density	\$155	\$1,153	\$33	\$1,340
Low Density	\$119	\$887	\$25	\$1,031
Medium Density	\$83	\$621	\$18	\$722
High Density	\$29	\$213	\$6	\$247
High Density - Twelve Bridges	\$29	\$213	\$6	\$247
Age Qualified - Low Density	\$119	\$887	\$25	\$1,031
Age Qualified - Medium Density	\$83	\$621	\$18	\$722
Age Qualified - High Density	\$29	\$213	\$6	\$247
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$58	\$435	\$12	\$505
Business & Professional	\$58	\$435	\$12	\$505
Industrial	\$70	\$523	\$15	\$608
Percent of Total Fee	11.53%	86.03%	2.44%	100.00%

Table VIII-3 Drainage Fees

Area No. 2

T 1	Non-	<i>C</i> '': 1	2.50%	T 4 1
Land Use	Critical Fee	Critical Fee	Admin.	Total Fee
Use	ree	гее	Surcharge	гее
Residential		Per	Unit	
Very Low Density	\$210	\$818	\$26	\$1,054
Low Density	\$162	\$629	\$20	\$811
Medium Density	\$113	\$440	\$14	\$567
High Density	\$39	\$151	\$5	\$195
Age Qualified - Low Density	\$162	\$629	\$20	\$811
Age Qualified - Medium Density	\$113	\$440	\$14	\$567
Age Qualified - High Density	\$39	\$151	\$5	\$195
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$79	\$308	\$10	\$397
Business & Professional	\$79	\$308	\$10	\$397
Industrial	\$95	\$371	\$12	\$478
Percent of Total Fee	19.96%	77.60%	2.44%	100.00%

FEE COMPARISON

Tables A-1 and A-2 in Appendix A show that the proposed drainage fees for Area No. 1 North of Auburn Ravine are higher than the City's current drainage fees. However, the proposed drainage fees for Area No.1 South of the Auburn Ravine and for Area No. 2 are lower than the City's current drainage fees. Pursuant to AB 602, if a fee study supports increasing an existing fee, the local agency shall review the assumptions of the fee study that supported the original or prior fee and evaluate the amount of fees collected under the original or prior fee.

This Nexus Study and City staff support increasing the current drainage fees for Area 1 North of the Auburn Ravine that were adopted by the City Council in 2012. Since 2012, the drainage fees for this area have been increased only 5% over the last ten years. City staff have reviewed drainage fee revenue collected over the years and determined that an increase to the fees will be necessary to maintain the City's LOS within the future development areas.

IX. FIRE IMPACT FEE

This section of the report addresses the nexus requirements related to the calculation of the fire fees and also summarizes the required facilities, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the fire fee is to fund fire facilities costs attributable to the impact from new development.

Identify the use of the fee. The fire fee will be used to fund the fair share portion of fire stations, fire vehicles and equipment for development in Areas Nos. 1 and 2. These facilities are identified in Tables A-25 and A-26 of Appendix A.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to purchase or construct the fire facilities identified by the City to serve new development ensures that such facilities will be available as new development occurs in the City.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. Fire facilities will be needed as new residential and non-residential development will generate additional residents and employees and increase the demand placed on existing facilities. The City has identified the facilities shown in Tables A-25 and A-26 of Appendix A as necessary to serve future development.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The fire facilities and vehicles identified by the City and presented in this report are necessary to serve future development in the City. Facilities costs are allocated to future development based on EDUs that were developed in City planning documents. The allocated costs translate into fees that are calculated on a proportionate fair-share basis to residential and nonresidential development.

The City's fire department level of service is based on response time. For Area No. 1, the City's fire department has determined that the existing fire Stations 33, 34, and 35 can provide adequate coverage and response times to all of Area No. 1 and Village 1. The total building size of the three stations is approximately 31,500 square feet.

For Area No. 2, the fire department estimates that it will require 0.66 firefighters per 1,000 residents. Based on this standard and the estimated build out population for Area No. 2, the City will need approximately 3.1 additional fire stations, totaling 34,204 building square feet to adequately serve this area. Fire station construction has progressed over the recent decades to ensure better safety for first responders, including additional areas for equipment decontamination, appropriate ventilation for firefighting personal protective equipment, and separation between the apparatus bay and the living quarters. In addition, as service delivery has expanded from firefighting only to also providing emergency medical services response (paramedic services and ambulances), space is required for apparatus and personnel. For these reasons, additional space is required as compared to the smaller-sized stations from years past.

REQUIRED FACILITIES AND ESTIMATED COSTS

PFE Area No. 1

Table A-25 in Appendix A shows the City's existing three fire stations and vehicles and equipment that will meet the fire service demands for existing and future development within PFE Area No. 1 and the Village 1 development in PFE Area No. 2. Village 1 was first included in this fire service area as part of the fire fee calculation in the 2012 Nexus Study. At the time, City staff and fire department personnel determined that existing fire facilities could provide fire protection services to future development in Village 1. Thus Village 1 was included in the fee calculation for the existing fire service area, which is now referred to in this Nexus Study as PFE Area No. 1.

The fire stations and most apparatus shown in Table A-25 have been already constructed or purchased by the City. However, the City has outstanding debt for some of these facilities that must be repaid. A fair-share allocation of the value of these facilities to future development will allow the City to retire the debt through future fee revenue.

The total cost of the fire department's facilities and apparatus is based on the actual costs of the fire stations and the replacement costs of vehicles and equipment and is calculated at approximately \$27.2 million. This total cost is allocated between existing and future development

in PFE Area No. 1 and Village 1 using the number of persons served. Based on a persons served allocation, 34% of the cost, or approximately \$9.2 million, is allocated to future development.

PFE Area No. 2

The City has not conducted a fire facilities needs analysis to determine the number of fire stations, vehicles, and apparatus that will be required to service future development in PFE Area No. 2, excluding the Village 1 area. Therefore, a standard based analysis, similar to the one used in the City's 2006 Nexus Study, was conducted to determine the estimated number of fire stations and vehicles. Table A-26 in Appendix A shows the calculation of the facilities assuming that the City will need 0.66 firefighters per 1,000 residents and also assuming 12 firefighters per 11,000 square foot fire station. Based on these assumptions, the City will need 34,204 square feet building square footage, which translates to 3.1 fire stations and a total stations cost of \$29.8 million. The vehicles and apparatus cost is estimated at \$5.8 million. In total, \$35.5 million in fire facilities cost is allocated to Area 2, excluding Village 1. Additionally, a \$0.4 million cost for an emergency medical response vehicle is allocated to all new development citywide.

FIRE FEE COMPONENT

Table A-27 in Appendix A shows the calculations of the separate fire fees for Areas Nos. 1 and 2 based on the applicable EDU factor for each land use category. The resulting fire fees, including the City's 2.5% administration charge, for future development within Areas Nos. 1 and 2 are shown in Tables IX-1 and IX-2 on the following pages.

Table IX-1 Fire Fees Area No. 1

	Non-		2.50%	
Land	Critical	Critical	Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per	Unit	
Very Low Density	\$674	\$0	\$17	\$691
Low Density	\$674	\$0	\$17	\$691
Medium Density	\$674	\$0	\$17	\$691
High Density	\$485	\$0	\$12	\$497
High Density - Twelve Bridges	\$485	\$0	\$12	\$497
Age Qualified - Low Density	\$674	\$0	\$17	\$691
Age Qualified - Medium Density	\$674	\$0	\$17	\$691
Age Qualified - High Density	\$485	\$0	\$12	\$497
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$452	\$0	\$11	\$463
Business & Professional	\$452	\$0	\$11	\$463
Industrial	\$452	\$0	\$11	\$463
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

Table IX-2 Fire Fees Area No. 2

Land	Non- Critical	Critical	2.50% Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per	Unit	
Very Low Density	\$841	\$0	\$21	\$862
Low Density	\$841	\$0	\$21	\$862
Medium Density	\$841	\$0	\$21	\$862
High Density	\$605	\$0	\$15	\$620
Age Qualified - Low Density	\$841	\$0	\$21	\$862
Age Qualified - Medium Density	\$841	\$0	\$21	\$862
Age Qualified - High Density	\$605	\$0	\$15	\$620
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$563	\$0	\$14	\$577
Business & Professional	\$563	\$0	\$14	\$577
Industrial	\$563	\$0	\$14	\$577
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

FEE COMPARISON

The proposed fire fees for Areas No. 1 and 2 are higher than the City's current fire fees. This Nexus Study and City staff support increasing the current fire fees for Area No. 1 and 2 since these fees have been increased only 5% over the last ten years. City staff have reviewed the fire fee revenue collected over the years and determined that an increase to the fees will be necessary to fund fire facilities within these future development areas.

X. POLICE FEE

This section of the report addresses the nexus requirements related to the calculation of the police fee and also summarizes the required facilities, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the police fee is to fund the fair share portion of police facilities, vehicles, and equipment costs attributable to the impact from new development.

Identify the use of the fee. The police fee will be used to fund the purchase or construction of police station facilities, vehicles, and equipment identified by the City to serve new development. These facilities are identified in Table A-28 of Appendix A.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to purchase or construct the police facilities identified by the City to serve new development ensures that these facilities will be available as development occurs within the City.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New police personnel will need to be hired and expanded facilities will be needed as new residential and non-residential development generate additional residents and employees and increase the demand for police services and facilities. Additional police personnel require additional police station space and additional vehicles and equipment.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The police station, vehicles, and equipment identified by the City and presented in this report are necessary to serve future development in the City. Facilities costs are allocated between existing and future development based on EDUs that were developed in City planning documents. The allocated costs translate into fees that are calculated on a fair-share basis to residential and nonresidential development.

The City's Police department level of service is based on the number of police personnel per 1,000 residents. The police department's goal for LOS is 0.85 sworn officers and 0.34 non-sworn officers per 1,000 residents for a total 1.19 police personnel per 1,000 residents. Currently the City has 0.77 sworn officers and 0.39 non-sworn officers per 1,000 residents for a total 1.16 police personnel per 1,000 residents. It is the City's goal to attain the 1.19 police personnel per 1,000 residents LOS so this Nexus Study applies this LOS to calculate the police facilities, costs, and the police fees.

REQUIRED FACILITIES AND ESTIMATED COSTS

Table A-28 in Appendix A shows the police facilities, vehicles, and equipment required to meet the demands of future development within the City. Based on the facility standards determined by the City, the City will need 73,690 square foot of station space by build out of the General Plan area. Future development's share of the 73,690 square feet of space is 44,720 square feet based on the proportion of existing to future residents by build out. The value of the 44,720 square feet is estimated to cost approximately \$34.3 million. The estimated cost of debt financing will add \$6.9 million to this cost. Vehicle and equipment costs are estimated at \$3.6 million and \$0.9 million, respectively. Lastly, an animal shelter serving future development in Areas Nos. 1 and 2 has an estimated cost of \$2.8 million. The fair share total cost for the police station, vehicles and equipment, and the animal shelter facility that is allocated to new development is approximately \$48.5 million. Of this amount, \$7.6 million is allocated to PFE Area No. 1 and \$40.9 million is allocated to PFE Area No. 2 based on a ratio of the future resident population in the two areas.

POLICE FEE COMPONENT

Table A-29 in Appendix A shows the calculation of the police fee for Area No. 1 and Area No. 2 based on the applicable EDU factor for each land use category. The resulting police fees, including the City's 2.5% administration charge, are shown in Tables X-1 and X-2 on the following pages.

Table X-1 Police Fees <u>Area No. 1</u>

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee
Residential	Per Unit			
Very Low Density	\$784	\$0	\$20	\$803
Low Density	\$784	\$0	\$20	\$803
Medium Density	\$784	\$0	\$20	\$803
High Density	\$564	\$0	\$14	\$578
High Density - Twelve Bridges	\$564	\$0	\$14	\$578
Age Qualified - Low Density	\$784	\$0	\$20	\$803
Age Qualified - Medium Density	\$784	\$0	\$20	\$803
Age Qualified - High Density	\$564	\$0	\$14	\$578
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$525	\$0	\$13	\$538
Business & Professional	\$525	\$0	\$13	\$538
Industrial	\$525	\$0	\$13	\$538
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

Table X-2 Police Fees Area No. 2

Land Use	Non- Critical	Critical	2.50% Admin.	Total		
Residential	Fee Fee Surcharge Fee Per Unit					
Very Low Density	\$871	\$0	\$22	\$892		
Low Density	\$871	\$0	\$22	\$892		
Medium Density	\$871	\$0	\$22	\$892		
High Density	\$627	\$0	\$16	\$642		
Age Qualified - Low Density	\$871	\$0	\$22	\$892		
Age Qualified - Medium Density	\$871	\$0	\$22	\$892		
Age Qualified - High Density	\$627	\$0	\$16	\$642		
Non-Residential	Per 1,000 Bldg SF					
Commercial	\$583	\$0	\$15	\$598		
Business & Professional	\$583	\$0	\$15	\$598		
Industrial	\$583	\$0	\$15	\$598		
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%		

FEE COMPARISON

The proposed police fees for Areas No. 1 and 2 are higher than the City's current police fees. This Nexus Study and City staff support increasing the current police fees for Area No. 1 and 2 since these fees have been increased only 5% over the last ten years. City staff have reviewed the police fee revenue collected over the years and determined that an increase to the fees will be necessary to fund police facilities within these future development areas.

XI. ADMINISTRATION FACILITIES FEE

This section of the report addresses the nexus requirements related to the calculation of the administration facilities fee and also summarizes the required facilities, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the administration facilities fee is to fund City administration facilities costs attributable to the impact from new development.

Identify the use of the fee. The administration facilities fee will be used to fund the construction of administration building space that has been identified by the City to serve new development. This facility is presented in Table A-30 of Appendix A.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to construct the administration facilities to serve new development ensures that such facilities will be available and have enough capacity to serve new residential and non-residential development within the City.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New administration facilities will be needed as new residential and non-residential development will generate additional residents and employees and increase the demand placed on existing facilities. The City has identified the facilities as necessary to serve future development.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The administration facilities identified by the City and presented in this report are necessary to serve future development in the City. Facilities costs are allocated to future development based on EDUs that were developed in City planning documents. The allocated costs translate into fees that are calculated on a fair-share basis to residential and nonresidential development.

In calculating the amount of administrative building space required to serve future development, the City estimates that the City's administrative personnel will grow at a rate of 2.0 employees per 1,000 new residents.

REQUIRED FACILITIES AND ESTIMATED COSTS

In determining the amount of building space that will be needed for future administration personnel, City staff estimates that the City will need an additional 2.0 employees per 1,000 residents. This assumes that the 2.0 per 1,000 employees are administration staff and do not include police, fire, library, recreation, or public works personnel. Each new administration employee will require, on average, 350 square feet of building space. Based on these assumptions, the City will need 91,257 square feet of administration building space at build out of Areas Nos. 1 and 2. Based on a construction cost of \$691 per square foot, the building facility will have a value of approximately \$63.1 million. Future development's share of this building space is 55,381 square feet based on the ratio of existing and future residents, and with an estimated value of \$38.3 million. Assuming that the facility will be debt financed, this will add \$7.7 million to the cost for a total cost of \$46.0 million that is allocated to future development in PFE Areas Nos. 1 and 2.

ADMINISTRATION FACILITIES FEE COMPONENT

Table A-31 in Appendix A shows the calculation of the administration fee component of the PFE Fee Program. The \$46.0 million cost is allocated to future development in Areas Nos. 1 and 2 based on the applicable EDU factor for each land use category. The resulting administration facilities fees, including the City's 2.5% administration charge, are shown in Table XI-1 on the following page.

Table XI-1 Administration Fees

Areas Nos. 1 and 2

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee
Residential	Per Unit			
Very Low Density	\$1,077	\$0	\$27	\$1,103
Low Density	\$1,077	\$0	\$27	\$1,103
Medium Density	\$1,077	\$0	\$27	\$1,103
High Density	\$775	\$0	\$19	\$794
High Density - Twelve Bridges	\$775	\$0	\$19	\$794
Age Qualified - Low Density	\$1,077	\$0	\$27	\$1,103
Age Qualified - Medium Density	\$1,077	\$0	\$27	\$1,103
Age Qualified - High Density	\$775	\$0	\$19	\$794
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$258	\$0	\$6	\$265
Business & Professional	\$258	\$0	\$6	\$265
Industrial	\$388	\$0	\$10	\$397
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

FEE COMPARISON

The proposed administration fees for Areas No. 1 and 2 are higher than the City's current administration fees. This Nexus Study and City staff support increasing the current administration fees for Area No. 1 and 2 since these fees have been increased only 5% over the last ten years. City staff have reviewed the administration fee revenue collected over the years and determined that an increase to the fees will be necessary to fund administration facilities within these future development areas.

XII. LIBRARY FEE – AREA NO. 2

This section of the report addresses the nexus requirements related to the calculation of the library fee and also summarizes the required facilities, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the library fee is to fund library facilities costs attributable to the impact from new development in PFE Area No. 2.

Identify the use of the fee. The library fee will be used to fund the construction of library facilities that have been identified by the City to serve new development. These facilities are presented in Table A-32 of Appendix A.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to construct the library facilities to serve new development in PFE Area No. 2 ensures that such facilities will be available and have enough capacity to serve new residential and non-residential development within PFE Area No. 2.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New library facilities will be needed as new residential and non-residential development will generate additional residents and employees and increase the demand placed on existing facilities. The City has identified the facilities shown in Table A-32 of Appendix A as necessary to serve future development.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The library facilities identified by the City and presented in this report are necessary to serve future development in PFE Area No. 2. Facilities costs are allocated to future development based on EDUs that were developed in City planning documents. The allocated costs translate into fees that are calculated on a fair-share basis to residential and nonresidential development.

In calculating the amount of library space required to serve future development in Area No. 2, the City assumes an LOS of 0.7 building square feet per resident.

REQUIRED FACILITIES AND ESTIMATED COSTS

The City has an existing 40,000 square foot library that serves PFE Area No. 1 and as a result, the City no longer charges a library fee on development in Area No. 1. For PFE Area No. 2, the City has not conducted a library facilities needs analysis to determine the number or size of library facilities, however, the City's General Plan identifies a level of service of 0.7 square feet of building space per 1,000 residents for library facilities. Table A-32 in Appendix A shows that based on a build out population of 66,714, the City will need 46,700 square feet of library space. Based on a construction cost of \$1,006 per square foot and \$94 per square foot for book collections, the facility is estimated to cost approximately \$51.4 million.

LIBRARY FACILITIES FEE COMPONENT

Table A-33 in Appendix A shows the calculation of the library fee. The \$51.4 million cost is allocated to future development in PFE Area No. 2 based on the applicable EDU factor for each land use category. The resulting library facilities fees, including the City's 2.5% administration charge, are presented in Table X11-1 on the following page.

Table XII-1 Library Fees <u>Area No. 2</u>

	Non-		2.50%	
Land	Critical	Critical	Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per	Unit	
Very Low Density	\$1,446	\$0	\$36	\$1,482
Low Density	\$1,446	\$0	\$36	\$1,482
Medium Density	\$1,446	\$0	\$36	\$1,482
High Density	\$1,041	\$0	\$26	\$1,067
Age Qualified - Low Density	\$1,446	\$0	\$36	\$1,482
Age Qualified - Medium Density	\$1,446	\$0	\$36	\$1,482
Age Qualified - High Density	\$1,041	\$0	\$26	\$1,067
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$347	\$0	\$9	\$356
Business & Professional	\$347	\$0	\$9	\$356
Industrial	\$521	\$0	\$13	\$534
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

FEE COMPARISON

The City no longer collects a library fee in Area No. 1. The proposed library fees for Area No. 2 are based on a LOS of 0.70 building square feet per resident. The City's current LOS for library facility space in Area No. 1 is 0.78 square feet per 1,000 residents.

XIII. SOLID WASTE FEE

This section of the report addresses the nexus requirements related to the calculation of the solid waste fee and also summarizes the required maintenance vehicles, equipment, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the solid waste fee is to fund solid waste vehicles and equipment costs attributable to the impact from new development

Identify the use of the fee. The solid waste fee will be used to fund the purchase of solid waste vehicles and equipment identified by the City to serve new development. These items are identified in Table A-34 of Appendix A.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to purchase the solid waste vehicles and equipment to serve new development ensures that such items will be available to serve new areas of the City when development occurs there.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. New solid waste vehicles and equipment will be needed as new residential and non-residential development will generate additional residents and employees and increase the demand placed on existing vehicles and equipment. The City has identified the vehicles and equipment and the level of service standards presented in Table A-34 as necessary to serve future development.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The solid waste vehicles and equipment identified by the City and presented in this report are necessary to serve future development in the City. Costs are allocated to future development based on EDUs that were developed in City planning documents. The allocated costs translate into fees that are calculated on a fair-share basis to residential and nonresidential development.

The LOS for various solid waste vehicles are presented in Table A-34 in Appendix A.

REQUIRED FACILITIES AND ESTIMATED COSTS

Table A-34 in Appendix A shows the solid waste vehicles and equipment as well as levels of service for each type of vehicle and equipment required to meet the impacts from future development in the City. Maintenance vehicles include side loader trucks, front-end/read loaders, roll-off trucks, leaf trucks, street sweepers, vactors, backhoes, large truck binds, and 90-gallon waste containers.

Based on the City's level of service standards, solid waste vehicles and equipment totaling approximately \$3.8 million will be needed to serve future in Area 1. For PFE Area No. 2, solid waste vehicles and equipment totaling approximately \$19.6 million will be needed to serve this area in the future.

SOLID WASTE FEE COMPONENT

Table A-35 in Appendix A shows the calculation of the solid waste fees for PFE Areas Nos. 1 and 2. The \$3.8 million and \$19.6 million costs are allocated to future development in Areas No. 1 and 2, respectively, based on the applicable EDU factor for each land use category. The resulting solid waste fees for each area, including the City's 2.5% administration charge, are presented in Tables XIII-1 and XIII-2 on the following pages.

Table XIII-1 Solid Waste Fees <u>Area No. 1</u>

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee
Residential	Per Unit			
Very Low Density	\$665	\$0	\$17	\$682
Low Density	\$665	\$0	\$17	\$682
Medium Density	\$665	\$0	\$17	\$682
High Density	\$479	\$0	\$12	\$491
High Density - Twelve Bridges	\$479	\$0	\$12	\$491
Age Qualified - Low Density	\$665	\$0	\$17	\$682
Age Qualified - Medium Density	\$665	\$0	\$17	\$682
Age Qualified - High Density	\$479	\$0	\$12	\$491
Non-Residential	Per 1,000 Bldg SF			
Commercial	\$47	\$0	\$1	\$48
Business & Professional	\$47	\$0	\$1	\$48
Industrial	\$53	\$0	\$1	\$55
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

Table XIII-2 Solid Waste Fees <u>Area No. 2</u>

Land Use	Non- Critical Fee	Critical Fee	2.50% Admin. Surcharge	Total Fee	
Residential		Per	Unit		
Very Low Density	\$649	\$0	\$16	\$665	
Low Density	\$649	\$0	\$16	\$665	
Medium Density	\$649	\$0	\$16	\$665	
High Density	\$467	\$0	\$12	\$479	
Age Qualified - Low Density	\$649	\$0	\$16	\$665	
Age Qualified - Medium Density	\$649	\$0	\$16	\$665	
Age Qualified - High Density	\$467	\$0	\$12	\$479	
Non-Residential		Per 1,000	Bldg SF		
Commercial	\$45	\$0	\$1	\$47	
Business & Professional	\$45	\$0	\$1	\$47	
Industrial	\$52	\$0	\$1	\$53	
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%	

FEE COMPARISON

The proposed solid waste fees for Areas No. 1 and No. 2 are lower than the City's current fees. City staff have reviewed the administration fee revenue collected over the years and determined that a reduction of the fees is appropriate.

XIV. PARK AND RECREATION FEE

This section of the report addresses the nexus requirements related to the calculation of the parks and recreation fee and also summarizes the required facilities, estimated costs, and updated fees.

NEXUS TEST

Identify the purpose of the fee. The purpose of the parks and recreation fee is to fund park and recreation facilities attributable to the impact from new development.

Identify the use of the fee. The parks and recreation fee will be used to fund the construction of park and recreation facilities that have been identified by the City to serve new development. These park and recreation facilities are identified in Tables A-36, A-38, and A-42 of Appendix A.

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The use of the fee to construct the park and recreation facilities ensures that these facilities will be available to serve new residential and non-residential development within the City.

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. Park and recreation facilities will be needed as new residential and non-residential development will generate additional residents and employees and increase the demand placed on existing park and recreation facilities. The City has identified the facilities and levels of service presented in Tables A-36, A-38, and A-42 of Appendix A as necessary to serve future development and maintain the City's required level of service.

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The park and recreation facilities identified by the City and presented in this report are necessary to serve future development in the City. Facilities costs are allocated to future development based on EDUs that were developed in City planning documents. The allocated costs translate into fees that are calculated on a fair-share basis to residential and nonresidential development.

City staff have identified park LOS standards as follows

:

- 3.0 acres of neighborhood parks per 1,000 residents, plus
- 3.0 acres of regional parks per 1,000 residents, and
- 1.5 miles of trails per 2,500 residents

The parks development plan for the remaining development in Area No. 1 is shown in Table A-36 in Appendix A. The plan, which includes a total of 55.2 acres of new park land, is less than the LOS standard of 6.0 per 1,000 residents standard. Additionally, the development plan also includes 5.5 miles of new trails, which is also less than the LOS standard of 1.5 miles per 2,500 residents.

The parks development plan for Area No. 2 is shown in Table A-38. The plan includes a total of 200 acres of new neighborhood parks, 200 acres of new regional parks, and 40 miles of trails, all based on the City's LOS standards.

REQUIRED FACILITIES AND ESTIMATED COSTS

PFE Area No. 1

Park and trails facilities costs included in the PFE Fee Program for PFE Area No. 1 are estimated to total approximately \$40.4 million for Area No. 1. This total cost is calculated based on developing the remaining 55.2 acres of parks planned in PFE Area No. 1 and 5.5 miles of trails. For parks, this represents approximately 4.5 acres per thousand residents based on an estimated 12,402 future residents in PFE Area No. 1. This is lower than the City's total level of service standard for parks, which is 3.0 acres of neighborhood parks and 3.0 acres of regional parks per 1,000 residents.

PFE Area No. 2

Table A-38 of Appendix A shows the calculation of the required parks and trails for PFE Area No. 2 based on the City's level of service standards. The service standards include 3.0 acres of neighborhood parks per 1,000 residents, 3.0 acres of regional parks per 1,000 residents, and 1.5 miles of trails per 2,500 residents. Based on these standards, Area No. 2 will require 200 acres of neighborhood parks at a total cost of \$133.3 million, 200 acres of regional parks at a total cost of \$145.9 million, and 40.0 miles of trails with a total cost of \$24.9 million. The City expects to enter into development agreements with developers in PFE Area No. 2 to have them construct their own parks and trails and receive fee credits from the City in return.

Recreation Facilities

Table A-42 identifies the recreational facilities required to serve future development in PFE Areas Nos. 1 and 2 at build out. Facilities include a future aquatic center, a swimming pool, one community center, and two indoor basketball courts. The City currently has one swimming pool, one indoor basketball court, and one community center. The total estimated value of all future recreation facilities is \$33.9 million.

PARKS AND RECREATION FEE COMPONENT

Tables A-37, A-39 to A-41 in Appendix A show the calculation of the park and trails fee components for PFE Areas Nos. 1 and 2. Table A-43 shows the calculation of the recreation fee component for both areas. PFE Area No. 1 is subject to both, the parks and recreation fee components. PFE Area No. 2 will also be subject to the parks and recreation fee components; however, if the developer chooses to construct neighborhood parks, a credit will be applied toward their neighborhood park fee component. The resulting park and recreation fees for future development, including the City's 2.5% administration charge, are shown in Tables XIV-1 through XIV-5 on the following pages.

Table XIV- 1
Parks, Trails, and Recreation Fees
<u>Area No. 1</u>

	Non-		2.50%	
Land	Critical	Critical	Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per	Unit	
Very Low Density	\$6,353	\$0	\$159	\$6,512
Low Density	\$6,353	\$0	\$159	\$6,512
Medium Density	\$6,353	\$0	\$159	\$6,512
High Density	\$4,574	\$0	\$114	\$4,689
High Density - Twelve Bridges	\$4,574	\$0	\$114	\$4,689
Age Qualified - Low Density	\$6,353	\$0	\$159	\$6,512
Age Qualified - Medium Density	\$6,353	\$0	\$159	\$6,512
Age Qualified - High Density	\$4,574	\$0	\$114	\$4,689
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$1,525	\$0	\$38	\$1,563
Business & Professional	\$1,525	\$0	\$38	\$1,563
Industrial	\$2,287	\$0	\$57	\$2,344
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

Table XIV- 2 Neighborhood Parks Fees

Area No. 2 1

	Non-		2.50%		
Land	Critical	Critical	Admin.	Total	
Use	Fee	Fee	Surcharge	Fee	
Residential		Per	U nit		
Very Low Density	\$3,753	\$0	\$94	\$3,847	
Low Density	\$3,753	\$0	\$94	\$3,847	
Medium Density	\$3,753	\$0	\$94	\$3,847	
High Density	\$2,702	\$0	\$68	\$2,770	
Age Qualified - Low Density	\$3,753	\$0	\$94	\$3,847	
Age Qualified - Medium Density	\$3,753	\$0	\$94	\$3,847	
Age Qualified - High Density	\$2,702	\$0	\$68	\$2,770	
Non-Residential		Per 1,000	Bldg SF		
Commercial	\$901	\$0	\$23	\$923	
Business & Professional	\$901	\$0	\$23	\$923	
Industrial	\$1,351	\$0	\$34	\$1,385	
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%	

^{1.} Development in Area No. 2 will construct their parks and receive a credit against their park fee.

Table XIV- 3 Regional Parks Fees <u>Area No. 2</u>

Land	Non-	C-itiaal	2.50%	Total	
Land	Critical	Critical	Admin.	Total	
Use	Fee	Fee	Surcharge	Fee	
Residential		Per	Unit		
Very Low Density	\$4,107	\$0	\$103	\$4,210	
Low Density	\$4,107	\$0	\$103	\$4,210	
Medium Density	\$4,107	\$0	\$103	\$4,210	
High Density	\$2,957	\$0	\$74	\$3,031	
Age Qualified - Low Density	\$4,107	\$0	\$103	\$4,210	
Age Qualified - Medium Density	\$4,107	\$0	\$103	\$4,210	
Age Qualified - High Density	\$2,957	\$0	\$74	\$3,031	
Non-Residential		Per 1,000	Bldg SF		
Commercial	\$986	\$0	\$25	\$1,010	
Business & Professional	\$986	\$0	\$25	\$1,010	
Industrial	\$1,479	\$0	\$37	\$1,510	
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%	

Table XIV- 4
Trail Fees
Area No. 2 1

Land Use	Non- Critical Fee	Critical Fee		
Residential		Per	Unit	
Very Low Density	\$701	\$0	\$18	\$719
Low Density	\$701	\$0	\$18	\$719
Medium Density	\$701	\$0	\$18	\$719
High Density	\$505	\$0	\$13	\$518
Age Qualified - Low Density	\$701	\$0	\$18	\$719
Age Qualified - Medium Density	\$701	\$0	\$18	\$719
Age Qualified - High Density	\$505	\$0	\$13	\$518
Non-Residential		Per 1,000	Bldg SF	
Commercial	\$168	\$0	\$4	\$173
Business & Professional	\$168	\$0	\$4	\$173
Industrial	\$253	\$0	\$6	\$259
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

^{1.} Development in Area No. 2 will construct their trails and receive a credit against their trails fee.

Table XIV- 5
Recreation Fees
Area No. 2 ¹

Land	Non- Critical	Critical	2.50% Admin.	Total
Use	Fee	Fee	Surcharge	Fee
Residential		Per	Unit	
Very Low Density	\$806	\$0	\$20	\$826
Low Density	\$806	\$0	\$20	\$826
Medium Density	\$806	\$0	\$20	\$826
High Density	\$580	\$0	\$15	\$595
Age Qualified - Low Density	\$806	\$0	\$20	\$826
Age Qualified - Medium Density	\$806	\$0	\$20	\$826
Age Qualified - High Density	\$580	\$0	\$15	\$595
Non-Residential		Per 1,00	0 Bldg SF	
Commercial	\$193	\$0	\$5	\$198
Business & Professional	\$193	\$0	\$5	\$198
Industrial	\$290	\$0	\$7	\$297
Percent of Total Fee	97.56%	0.00%	2.44%	100.00%

^{1.} Development in Area No. 2 will construct their neighborhood parks and will pay only the recreaton fee and regional park fee.

FEE COMPARISON

The proposed parks and recreation fees for Areas No. 1 and 2 are higher than the City's current fees. This Nexus Study and City staff support increasing the current fees for Area No. 1 and 2 since these fees have been increased only 5% over the last ten years. City staff have reviewed the parks and recreation fee revenue collected over the years and determined that an increase to the fees will be necessary to fund parks, recreation and trails facilities within these future development areas.

XV. FEE SUMMARY

Tables XV-1 through XV-4 below summarize the fees for each fee component in the PFE Fee Program. Each fee includes a 2.5% charge to fund the City's administrative costs associated with fee collection, administration, accounting, and future updates of the PFE Fee Program. Based on the City's past experience administering the PFE Fee Program, the 2.5% charge should be adequate to fund these administrative expenses.

Table XV-1
Fee Summary for <u>Residential</u> Land Uses

Area No. 1

Fee Component	Very Low Density	Low Density	Medium Density	High Density	High Density 12 Bridges	Age Qualified Low Density	Age Qualified Medium Density	Age Qualified High Density
	Per Unit							
Transportation	\$6,477	\$6,477	\$4,663	\$4,663	\$4,663	\$6,477	\$4,663	\$4,663
Wastewater ¹	\$5,801	\$4,568	\$4,568	\$3,654	\$3,654	\$3,289	\$3,289	\$3,289
Wastewater - Treatment ²	\$9,778	\$7,699	\$7,699	\$6,159	\$6,159	\$5,543	\$5,543	\$5,543
Water - Transmission	\$4,800	\$1,920	\$1,920	\$1,920	\$1,920	\$1,920	\$1,920	\$1,920
Water - Storage	\$2,560	\$1,024	\$1,024	\$1,024	\$1,024	\$1,024	\$1,024	\$1,024
Drainage - Area 1 North of Ravine ³	\$3,510	\$2,700	\$1,890	\$648	\$0	\$2,700	\$1,890	\$648
Drainage - Area 1 South of Ravine ³	\$344	\$264	\$185	\$63	\$63	\$264	\$185	\$63
Drainage - Area No. 1 4	\$997	\$767	\$537	\$184	\$184	\$767	\$537	\$184
Fire	\$691	\$691	\$691	\$497	\$497	\$691	\$691	\$497
Police	\$803	\$803	\$803	\$578	\$578	\$803	\$803	\$578
Administration	\$1,103	\$1,103	\$1,103	\$794	\$794	\$1,103	\$1,103	\$794
Solid Waste	\$682	\$682	\$682	\$491	\$491	\$682	\$682	\$491
Parks and Trails - Area 1	\$5,754	\$5,754	\$5,754	\$4,143	\$4,143	\$5,754	\$5,754	\$4,143
Park Recreation Facilities	\$758	\$758	\$758	\$546	\$546	\$758	\$758	\$546
Total - North of Ravine Total - South of Ravine	\$43,715 \$40,548	\$34,947 \$32,511	\$32,093 \$30,388	\$25,303 \$24,718	N/A \$24,718	\$31,512 \$29,076	\$28,658 \$26,953	\$24,322 \$23,737

¹ Includes wastewater collection and non-potable water facilities costs.

² The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development in PFE Area 1 north of the Auburn Ravine will be subject to the Drainage - North of Auburn Ravine fee while development south of the Auburn Ravine will be subject to the Drainage - South of Auburn Ravine fee.

⁴ All development in PFE Area No. 1 shall be subject to this Drainage fee.

Table XV-2
PFE Fee Summary for Non-Residential Land Uses

Area No. 1

	N	on-Residential	Public/Other		
Fee Component	Commercial	Business & Professional	Industrial	Schools	Public Facilities
Component		r 1,000 Bldg S			Acre
Transportation	\$28,887	\$12,695	\$3,951	\$0	\$0
Wastewater ¹	\$2,467	\$2,467	\$2,923	\$31,974	\$31,974
Wastewater - Treatment ²	\$4,158	\$4,158	\$4,927	\$53,894	\$53,894
Water - Transmission	\$768	\$768	\$922	\$14,401	\$14,401
Water - Storage	\$410	\$410	\$491	\$7,679	\$7,679
Drainage - Area 1 North of Ravine ³	\$1,323	\$1,323	\$1,593	\$10,801	\$17,282
Drainage - Area 1 South of Ravine ³	\$130	\$130	\$156	\$1,058	\$1,692
Drainage - Area No. 1 4	\$376	\$376	\$452	\$3,067	\$4,906
Fire	\$463	\$463	\$463	\$0	\$0
Police	\$538	\$538	\$538	\$0	\$0
Administration	\$265	\$265	\$397	\$0	\$0
Solid Waste	\$48	\$48	\$55	\$0	\$0
Parks and Trails - Area 1	\$1,381	\$1,381	\$2,072	\$0	\$0
Park Recreation Facilities	\$182	\$182	\$273	\$0	\$0
Total - North of Ravine	\$41,264	\$25,072	\$19,058	\$121,816	\$130,137
Total - South of Ravine	\$40,071	\$23,878	\$17,620	\$112,072	\$114,547

¹ Includes wastewater collection and non-potable water facilities costs.

 $^{^2}$ The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development in PFE Area 1 north of the Auburn Ravine will be subject to the Drainage - North of Auburn Ravine fee while development sorth of the Auburn Ravine will be subject to the Drainage - South of Auburn Ravine fee.

⁴ All development in PFE Area No. 1 shall be subject to this Drainage fee.

Table XV-3 PFE Fee Summary for Residential Land Uses

Area No. 2

Fee Component	Very Low Density	Low Density	Medium Density	High Density	Age Qualified Low Density	Age Qualified Medium Density	Age Qualified High Density
- Component	20113103	2 charej	20115103	2 0 115 103	2 charty	2 0 115 103	<u> </u>
				Per Unit			
Transportation	\$4,838	\$4,838	\$3,483	\$3,483	\$4,838	\$3,483	\$3,483
Wastewater ¹	\$8,090	\$6,370	\$6,370	\$5,096	\$4,586	\$4,586	\$4,586
Wastewater - Treatment ²	\$9,778	\$7,699	\$7,699	\$6,159	\$5,543	\$5,543	\$5,543
Water - Transmission	\$2,875	\$1,150	\$1,150	\$1,150	\$1,150	\$1,150	\$1,150
Water - Storage	\$2,334	\$933	\$933	\$933	\$933	\$933	\$933
Drainage	\$1,054	\$811	\$567	\$195	\$811	\$567	\$195
Fire	\$862	\$862	\$862	\$620	\$862	\$862	\$620
Police	\$892	\$892	\$892	\$642	\$892	\$892	\$642
Administration	\$1,103	\$1,103	\$1,103	\$794	\$1,103	\$1,103	\$794
Library	\$1,482	\$1,482	\$1,482	\$1,067	\$1,482	\$1,482	\$1,067
Solid Waste	\$665	\$665	\$665	\$479	\$665	\$665	\$479
Neighborhood Parks - Area 2 ³	\$3,847	\$3,847	\$3,847	\$2,770	\$3,847	\$3,847	\$2,770
Regional Parks - Area 2	\$4,210	\$4,210	\$4,210	\$3,031	\$4,210	\$4,210	\$3,031
Trails - Area 2 3	\$719	\$719	\$719	\$518	\$719	\$719	\$518
Park Recreation Facilities	\$826	\$826	\$826	\$595	\$826	\$826	\$595
Total	\$43,574	\$36,407	\$34,809	\$27,533	\$32,468	\$30,870	\$26,407

 $^{^{\}rm l}$ Includes was tewater collection and non-potable water facilities costs.

² The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development within Area 2 will construct its own parks and trails and receive a fee credit against their parks and trails fees.

Table XV-4 PFE Fee Summary for Non-Residential Land Uses

Area No. 2

	No	n-Residentia	<u>l</u>	Public	e/Other
Fee Component	Commercial	Business & Professional	Industrial	Schools	Public Facilities
	Per	· 1,000 Bldg S	SF.	Per	Acre
Transportation	\$21,576	\$9,482	\$2,951	\$0	\$0
Wastewater ¹	\$3,440	\$3,440	\$4,077	\$44,588	\$44,588
Wastewater - Treatment ²	\$4,158	\$4,158	\$4,927	\$53,894	\$53,894
Water - Transmission	\$460	\$460	\$552	\$8,625	\$8,625
Water - Storage	\$373	\$373	\$448	\$7,001	\$7,001
Drainage	\$397	\$397	\$478	\$3,242	\$5,188
Fire	\$577	\$577	\$577	\$0	\$0
Police	\$598	\$598	\$598	\$0	\$0
Administration	\$265	\$265	\$397	\$0	\$0
Library	\$356	\$356	\$534	\$0	\$0
Solid Waste	\$47	\$47	\$53	\$0	\$0
Neighborhood Parks - Area 2 ³	\$923	\$923	\$1,385	\$0	\$0
Regional Parks - Area 2	\$1,010	\$1,010	\$1,516	\$0	\$0
Trails - Area 2 ³	\$173	\$173	\$259	\$0	\$0
Park Recreation Facilities	\$198	\$198	\$297	\$0	\$0
Total	\$34,550	\$22,456	\$19,049	\$117,350	\$119,296

 $^{^{\}rm 1}$ Includes was tewater collection and non-potable water facilities costs.

² The wastewater treatment fee shown in this table is an updated WWTRF fee that is proposed for adoption as part of this Nexus Study.

³ Development within Area 2 will construct its own parks and trails and receive a fee credit against their parks and trails fees.

XVI. ONGOING ADMINISTRATION OF THE PFE FEE PROGRAM

FEE STUDY UPDATES AND FEE ADJUSTMENTS

The PFE Fee may be adjusted in future years to reflect revised facility standards, receipt of funding from alternative sources (i.e., state or federal grants), revised costs, or changes in demographics or the land use plan. It is recommended that the City consider updating the fee study if circumstances have materially been affected by events such as those listed above.

The fee categories summarized in the prior section may not be applicable to specialized development projects in the City. For example, development of a cemetery, golf course, or stadium would not fall under any of the fee categories in this study. For specialized development projects, the City will review the impacts and decide on an applicable ad hoc fee.

FEE IMPLEMENTATION

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting. At least ten days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting and a general explanation of the matter are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur for ten days in a newspaper regularly published once a week or more. The City may then adopt the new fees at the second reading.

INFLATION ADJUSTMENTS

All fees calculated in this report are reflected in year 2022 dollars. In addition to the periodic adjustments mentioned earlier, the fees should be inflated each year by the change in the San Francisco Construction Cost Index (CCI), as reported in the *Engineering News Record*, or other construction cost inflation index chosen by the City.

ASSEMBLY BILL 602

On September 28, 2021, Assembly Bill 602 was signed into law and became effective starting January 1, 2022. The law establishes additional procedural and transparency requirements on public agencies when establishing new fees or increasing existing development impact fees. AB 602 amends Government Code Sections 65940.1 and 66019 and adds Government Code Section 66016.5 and Health and Safety Code Section 50466.5. Below are some of the most significant requirements imposed by AB 602:

New Requirements For Nexus Studies

- When applicable, the nexus study shall identify the existing level of service (LOS) for the public facility; identify the proposed new level of service, and explain why the new level of service is appropriate
- If a nexus study supports an increase to existing fee, the public agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fee revenue collected under the original fee
- Large jurisdictions, for example, counties that have a population greater than 250,000 residents, must adopt a capital improvement plan as a part of the nexus study
- Nexus studies adopted after 07/01/22, shall calculate a fee imposed on a housing development that is proportionate to the square footage of the proposed units of the development or the nexus study must make findings that an alternative fee calculation methodology creates a reasonable relationship between the fee charged and the burden posed by the development
- This section of the impact fee requirements does not apply to any fees or charges pursuant to Government Code Section 60013, which includes water and sewer connection fees and capacity charges

New Transparency Requirements For Public Agencies

- Fees must be posted to the public agency's website within 30 days of any change in the fees
- Public agencies must post to their website the current and five previous annual impact fee accounting reports that are required pursuant to Government Code Section 66006
- Public agencies must post to their website all nexus studies, cost of service studies, or equivalent studies that were conducted on or after January 1, 2018

New Nexus Study Procedural Requirements

- Nexus studies must be updated at least every 8 years, from the period beginning on January 1, 2022
- Nexus studies and impact fees must be adopted at a public hearing with at least a 30 day notice (this is an increase from the current 10 days)
- Members of the public may submit evidence that the nexus findings in the nexus study are insufficient; the public agency must consider all such evidence

FEE PROGRAM ADMINISTRATIVE REQUIREMENTS

The Government Code requires the City to report every year and every fifth year certain financial information regarding the fees. The City must make available within 180 days after the last day of each fiscal year the following information from the prior fiscal year:

- 1. A brief description of the type of fee in the account or fund
- 2. The amount of the fee
- 3. The beginning and ending balance in the account or fund
- 4. The amount of the fee collected and the interest earned
- 5. An identification of each public improvement for which fees were expended and the amount of expenditures
- 6. An identification of an approximate date by which time construction on the improvement will commence if it is determined that sufficient funds exist to complete the project
- 7. A description of each interfund transfer or loan made from the account and when it will be repaid
- 8. Identification of any refunds made once it is determined that sufficient monies have been collected to fund all fee-related projects

The City must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

- 1. Identify the purpose to which the fee is to be put
- 2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged
- 3. Identify all sources and amounts of funding anticipated to complete financing any incomplete improvements
- 4. Designate the approximate dates on which funding in item (3) above is expected to be deposited into the fee account

As with the annual disclosure, the five-year report must be made public within 180 days after the end of the City's fiscal year and must be reviewed at the next regularly scheduled public meeting. The City must make these findings; otherwise, the law requires that the City refund the money on a prorated basis to the then current record owners of the development project.

FEE CREDITS OR REIMBURSEMENTS

The City may provide fee credits or possibly reimbursements to developers who dedicate land or construct facilities. Fee credits or reimbursements will be based upon estimated costs as shown in an applicable improvement plan, subject to periodic inflation adjustments, except for drainage projects which will be based on the actual cost paid by the developer. Specific information on fee credits and reimbursement is included in the City of Lincoln Public Facilities Element Implementation Plan and Policies which is included in this report in Appendix E.

ASSEMBLY BILL NO. 1483 REPORTING REQUIREMENT

On October 9, 2019, Governor Gavin Newsom signed Assembly Bill No. 1483, adding Section 65940.1 to the California Government Code (GC). As it relates to development impact fees, a city, county, or special district that has an internet website shall make the following available on its website:

 A current schedule of fees, exactions, or affordability requirements imposed by the city, county or special district, including any dependent special district applicable to a proposed housing development project, which shall be presented in a manner that clearly identifies the fees, exactions, or affordability requirements that apply to each parcel

- The current and five previous annual fee reports or the current and five previous annual financial reports, that were required pursuant to subdivision (b) of Section 66006 and subdivision (d) of Section 66013 of the GC
- An archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by the public agency on or after January 1, 2018. A cost of service study means the data provided to the public pursuant to subdivision (a) of Section 66016 of the GC

Assembly Bill No. 1483 defines a housing development project as consisting of (a) residential units only; or (b) mixed-use developments consisting of residential and non-residential land uses with at least two-thirds of the square footage designated for residential use; or (c) transitional housing or supportive housing. Assembly Bill No. 1483 also requires a city, county, or special district to update this information on their website within 30 days of any changes made to the information.

APPENDIX A

Public Facilities Element Fee Program Calculations

Table A-1
Fee Comparison of City's Current and Proposed Fees - Area No. 1 (Includes 2.5% City Administration Fee)

					nage		Total	
	_			North of	South of		North of	South of
	Trans-	Waste-		Auburn	Auburn	Community	Auburn	Auburn
	portation ¹	water 2	Water	Ravine	Ravine	Services ³	Ravine	Ravine
		Pro	nosed Fees	- PFE Area N	lo 1 ⁴			
Land Use		110	poscu i ccs	- II L Alca II	0. 1			
Residential			Fee p	er Unit			(per	<u>Unit)</u>
Very Low Density	\$6,477	\$15,579	\$7,360	\$4,507	\$1,340	\$9,792	\$43,715	\$40,548
Low Density	\$6,477	\$12,267	\$2,944	\$3,467	\$1,031	\$9,792	\$34,947	\$32,511
Medium Density	\$4,663	\$12,267	\$2,944	\$2,427	\$722	\$9,792	\$32,093	\$30,388
High Density	\$4,663	\$9,813	\$2,944	\$832	\$247	\$7,050	\$25,303	\$24,718
High Density - Twelve Bridges	\$4,663	\$9,813	\$2,944	\$184	\$247	\$7,050	na	\$24,718
Age Qualified - Low Density	\$6,477	\$8,832	\$2,944	\$3,467	\$1,031	\$9,792	\$31,512	\$29,076
Age Qualified - Medium Density	\$4,663	\$8,832	\$2,944	\$2,427	\$722	\$9,792	\$28,658	\$26,953
Age Qualified - High Density	\$4,663	\$8,832	\$2,944	\$832	\$247	\$7,050	\$24,322	\$23,737
Non-Residential			Fee per 1,	000 Bldg SF			(per 1,000	Bldg SF)
Commercial	\$28,887	\$6,624	\$1,178	\$1,699	\$505	\$2,877	\$41,264	\$40,071
Business & Professional	\$12,695	\$6,624	\$1,178	\$1,699	\$505	\$2,877	\$25,072	\$23,878
Industrial	\$3,951	\$7.851	\$1,413	\$2,046	\$608	\$3,797	\$19,058	\$17,620
			City's Cเ	ırrent Fees				
Residential			Fee p	er Unit			(per	<u>Unit)</u>
Very Low Density	\$3,636	\$8,184	\$13,838	\$2,334	\$1,378	\$7,608	\$35,599	\$34,643
Low Density	\$3,636	\$6,444	\$5,839	\$1,795	\$1,060	\$7,608	\$25,321	\$24,586
Medium Density	\$2,618	\$6,444	\$5,839	\$1,256	\$742	\$7,608	\$23,764	\$23,250
High Density	\$2,618	\$5,154	\$3,153	\$431	\$254	\$5,477	\$16,832	\$16,656
High Density - Twelve Bridges	\$2,618	\$5,154	\$3,328	\$431	\$254	\$5,477	\$17,008	\$16,831
Non-Residential			Fee per 1,	000 Bldg SF			(per A	Acre)
Commercial	\$16,216	\$3,451	\$2,328	\$879	\$519	\$2,383	\$25,256	\$24,896
Business & Professional	\$7,126	\$3,451	\$2,328	\$879	\$519	\$2,383	\$16,167	\$15,806
Industrial	\$2,218	\$4,141	\$2,793	\$1,055	\$623	\$3,041	\$13,248	\$12,816
			Percenta	ge Change				
Residential			Fee p	er Unit				
Very Low Density	78%	90%	(47%)	93%	(3%)	29%	23%	17%
Low Density	78%	90%	(50%)	93%	(3%)	29%	38%	32%
Medium Density	78%	90%	(50%)	93%	(3%)	29%	35%	31%
High Density	78%	90%	(7%)	93%	(3%)	29%	50%	48%
High Density - Twelve Bridges	78%	90%	(12%)	(57%)	(3%)	29%	na	47%
Non-Residential			Fee per 1,	000 Bldg SF				
Commercial	78%	92%	(49%)	93%	(3%)	21%	63%	61%
Business & Professional	78%	92%	(49%)	93%	(3%)	21%	55%	51%
		90%	,,		(/			

Non-Residential transportation fees shown in this table are average fees and not the actual fees that will be levied by the City; to determine the transportation fee for nonresidential development, the City will multiply the transportation fee rate in this table that is equal to 1.0 EDU by the DUE factor for the specific land use as determined by the SPRTA fee program.

² Includes the proposed fee for wastewater collection and non-potable water facilities as well as the fee for the wastewater treatment and reclamation facility; this fee is \$7,699 per EDU .

Includes fees for fire, police, administration, solid waste, parks and trails, and park recreation improvements.

⁴ Includes both critical and non-critical fee components and a 2.5% administration fee to fund administrative expenses.

Table A-2
Fee Comparison of City's Current and Proposed Fees - Area No. 2 (Includes 2.5% City Administration Fee)

	Trans-	Waste-			Community	
	portation ¹	water ²	Water	Drainage	Services 3	Total Fees
	Prop	osed Fees - PFE	Area No. 2 ⁴			
Residential		F	ee per Unit			(per Unit)
Very Low Density	\$4,838	\$17,867	\$5,209	\$1,054	\$14,606	\$43,574
Low Density	\$4,838	\$14,069	\$2,084	\$811	\$14,606	\$36,407
Medium Density	\$3,483	\$14,069	\$2,084	\$567	\$14,606	\$34,809
High Density	\$3,483	\$11,255	\$2,084	\$195	\$10,517	\$27,533
Age Qualified - Low Density	\$4,838	\$10,130	\$2,084	\$811	\$14,606	\$32,468
Age Qualified - Medium Density	\$3,483	\$10,130	\$2,084	\$567	\$14,606	\$30,870
Age Qualified - High Density	\$3,483	\$10,130	\$2,084	\$195	\$10,517	\$26,407
Non-Residential		Fee po	er 1,000 Bldg SF			(per 1,000 SF)
Commercial	\$21,576	\$7,597	\$833	\$397	\$4,147	\$34,550
Business & Professional	\$9,482	\$7,597	\$833	\$397	\$4,147	\$22,456
Industrial	\$2,951	\$9,004	\$1,000	\$478	\$5,616	\$19,049
		City's Current	Fees			
Residential		F	ee per Unit			(per Unit)
Very Low Density	\$3,636	\$8,184	\$13,838	\$2,334	\$7,608	\$35,599
Low Density	\$3,636	\$6,444	\$5,839	\$1,795	\$7,608	\$25,321
Medium Density	\$2,618	\$6,444	\$5,839	\$1,256	\$7,608	\$23,764
High Density	\$2,618	\$5,154	\$3,153	\$431	\$5,477	\$16,832
Non-Residential		Fee po	er 1,000 Bldg SF			(per 1,000 SF)
Commercial	\$16,216	\$3,451	\$2,328	\$879	\$2,383	\$25,256
Business & Professional	\$7,126	\$3,451	\$2,328	\$879	\$2,383	\$16,167
Industrial	\$2,218	\$4,141	\$2,793	\$1,055	\$3,041	\$13,248
		Percentage Ch	ange			
Residential		F	ee per Unit			(per Unit)
Very Low Density	33%	118%	(62%)	(55%)	92%	22%
Low Density	33%	118%	(64%)	(55%)	92%	44%
Medium Density	33%	118%	(64%)	(55%)	92%	46%
High Density	33%	118%	(34%)	(55%)	92%	64%
Non-Residential		Fee po	er 1,000 Bldg SF			(per 1,000 SF)
Commercial	33%	120%	(64%)	(55%)	74%	37%
Business & Professional	33%	120%	(64%)	(55%)	74%	39%
Industrial	33%	117%	(64%)	(55%)	85%	44%

Non-Residential transportation fees shown in this table are average fees and not the actual fees that will be levied by the City; to determine the transportation fee for nonresidential development, the City will multiply the transportation fee rate in this table that is equal to 1.0 EDU by the DUE factor for the specific land use as determined by the SPRTA fee program.

² Includes the proposed fee for wastewater collection and non-potable water facilities as well as the fee for the wastewater treatment and reclamation facility; this fee is \$7,699 per EDU .

³ Includes fees for fire, police, administration, library, solid waste, parks and trails, and park recreation improvements.

Includes both critical and non-critical fee components and a 2.5% administration fee to fund administrative expenses.

Table A-3 Fee Summary - PFE Area No. 1 (Includes 2.5% City Administration Fee)

	Trans-	Waste- water Collections/	Waste- water Sewer	Water Trans-	Water	Drainage North of Auburn	Drainage South of Auburn	Drainage			Admin-	Solid	Area 1 Parks	Parks Rec.	Tota North of Auburn	South of
	portation ¹	Non-Potable	Treatment	mission	Storage	Ravine	Ravine	Citywide	Fire	Police	istration	Waste	& Trails	Facilities	Ravine	Ravine
						Total Fees	- Critical a	ind Non-Cr	itical							
Residential							Fee per U	Init							<u>(pe</u>	r Unit)
Very Low Density	\$6,477	\$5,801	\$9,778	\$4,800	\$2,560	\$3,510	\$344	\$997	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$43,715	\$40,548
Low Density	\$6,477	\$4,568	\$7,699	\$1,920	\$1,024	\$2,700	\$264	\$767	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$34,947	\$32,511
Medium Density	\$4,663	\$4,568	\$7,699	\$1,920	\$1,024	\$1,890	\$185	\$537	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$32,093	\$30,388
High Density	\$4,663	\$3,654	\$6,159	\$1,920	\$1,024	\$648	\$63	\$184	\$497	\$578	\$794	\$491	\$4,143	\$546	\$25,303	\$24,718
High Density - Twelve Bridges	\$4,663	\$3,654	\$6,159	\$1,920	\$1,024	\$0	\$63	\$184	\$497	\$578	\$794	\$491	\$4,143	\$546	na	\$24,718
Age Qualified - Low Density	\$6,477	\$3,289	\$5,543	\$1,920	\$1,024	\$2,700	\$264	\$767	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$31,512	\$29,076
Age Qualified - Medium Density	\$4,663	\$3,289	\$5,543	\$1,920	\$1,024	\$1,890	\$185	\$537	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$28,658	\$26,953
Age Qualified - High Density	\$4,663	\$3,289	\$5,543	\$1,920	\$1,024	\$648	\$63	\$184	\$497	\$578	\$794	\$491	\$4,143	\$546	\$24,322	\$23,737
Non-Residential						F	ee per 1,000	Bldg SF							(per 1,00	00 Bldg SF)
Commercial	\$28,887	\$2,467	\$4,158	\$768	\$410	\$1,323	\$130	\$376	\$463	\$538	\$265	\$48	\$1,381	\$182	\$41,264	\$40,071
Business & Professional	\$12,695	\$2,467	\$4,158	\$768	\$410	\$1,323	\$130	\$376	\$463	\$538	\$265	\$48	\$1,381	\$182	\$25,072	\$23,878
Industrial	\$3,951	\$2,923	\$4,927	\$922	\$491	\$1,593	\$156	\$452	\$463	\$538	\$397	\$55	\$2,072	\$273	\$19,058	\$17,620
							Critical Fe	ees							T	
Residential							Fee per U	Init							(pe	r Unit)
Very Low Density	\$1,785	\$0	\$9,778	\$960	\$0	\$177	\$344	\$838	\$0	\$0	\$0	\$0	\$0	\$0	\$13,538	\$13,705
Low Density	\$1,785	\$0	\$7,699	\$384	\$0	\$136	\$264	\$645	\$0	\$0	\$0	\$0	\$0	\$0	\$10,649	\$10,778
Medium Density	\$1,285	\$0	\$7,699	\$384	\$0	\$95	\$185	\$451	\$0	\$0	\$0	\$0	\$0	\$0	\$9,915	\$10,005
High Density	\$1,285	\$0	\$6,159	\$384	\$0	\$33	\$63	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$8,016	\$8,047
High Density - Twelve Bridges	\$1,285	\$0	\$6,159	\$384	\$0	\$0	\$63	\$155	\$0	\$0	\$0	\$0	\$0	\$0	na	\$8,047
Age Qualified - Low Density	\$1,785	\$0	\$5,543	\$384	\$0	\$136	\$264	\$645	\$0	\$0	\$0	\$0	\$0	\$0	\$8.493	\$8,622
Age Qualified - Medium Density	\$1,285	\$0	\$5,543	\$384	\$0	\$95	\$185	\$451	\$0	\$0	\$0	\$0	\$0	\$0	\$7,759	\$7,849
Age Qualified - High Density	\$1,285	\$0	\$5,543	\$384	\$0	\$33	\$63	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$7,431
Non-Residential						,	ee per 1,000	Bldg SF							(per 1,00	00 Bldg SF
Commercial	\$7,962	\$0	\$4,158	\$154	\$0	\$67	\$130	\$316	\$0	\$0	\$0	\$0	\$0	\$0	\$12,656	\$12,719
Business & Professional	\$3,499	\$0	\$4,158	\$154	\$0	\$67	\$130	\$316	\$0	\$0	\$0	\$0	\$0	\$0	\$8,193	\$8,256
Industrial	\$1,089	\$0	\$4,927	\$184	\$0	\$80	\$156	\$380	\$0	\$0	\$0	\$0	\$0	\$0	\$6,661	\$6,737
						N	lon-Critical	Fees								
Residential							Fee per U	Init								
Very Low Density	\$4,692	\$5,801	\$0	\$3,840	\$2,560	\$3,334	\$0	\$158	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$30,176	\$26,843
Low Density	\$4,692	\$4,568	\$0	\$1,536	\$1,024	\$2,564	\$0	\$122	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$24,297	\$21,733
Medium Density	\$3,378	\$4,568	\$0	\$1,536	\$1,024	\$1,795	\$0	\$85	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$22,178	\$20,383
High Density	\$3,378	\$3,654	\$0	\$1,536	\$1,024	\$615	\$0	\$29	\$497	\$578	\$794	\$491	\$4,143	\$546	\$17,287	\$16,672
High Density - Twelve Bridges	\$3,378	\$3,654	\$0	\$1,536	\$1,024	\$0	\$0	\$29	\$497	\$578	\$794	\$491	\$4,143	\$546	na	\$16,672
Age Qualified - Low Density	\$4,692	\$3,289	\$0	\$1,536	\$1,024	\$2,564	\$0	\$122	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$23,018	\$20,454
Age Qualified - Medium Density	\$3,378	\$3,289	\$0	\$1,536	\$1,024	\$1,795	\$0	\$85	\$691	\$803	\$1,103	\$682	\$5,754	\$758	\$20,899	\$19,104
Age Qualified - High Density	\$3,378	\$3,289	\$0	\$1,536	\$1,024	\$615	\$0	\$29	\$497	\$578	\$794	\$491	\$4,143	\$546	\$16,922	\$16,306
Non-Residential						ı	ee per 1,000	Bldg SF								
Commercial	\$20,925	\$2,467	\$0	\$614	\$410	\$1,256	\$0	\$60	\$463	\$538	\$265	\$48	\$1,381	\$182	\$28,609	\$27,352
					\$410	\$1,256	\$0	\$60	\$463	\$538	\$265	\$48	\$1,381	\$182		\$15,623
Business & Professional	\$9,196	\$2,467	\$0	\$614	5410	\$1,Z00	200		\$403	დეკი	⊅ ∠00	D40	Φ1,301	⊅10∠	\$16,879	

¹ Non-Residential transportation fees shown in this table are average fees and not the actual fees that will be levied by the City; to determine the transportation fee for nonresidential development, the City will multiply the transportation fee rate in this table that is equal to 1.0 EDU by the DUE factor for the specific land use as determined by the SPRTA fee program.

Table A-4
Fee Summary - PFE Area No. 2 (Includes 2.5% City Administration Fee)

	Trans- portation ¹	Waste- water Collections/ Non-Potable	Waste- water Sewer Treatment	Water Trans- mission	Water Storage	Drainage	Fire	Police	Admin- istration	Library	Solid Waste	Area 2 Neighborhood Parks	Area 2 Regional Parks	Area 2 Trails	Parks Rec. Facilities	Total Fees
						Total Fe	ees - Cr	tical and I	Non-Critica	al						
Residential								Fee per Un	it							(per Unit)
	\$4,838	\$8,090	\$9,778	\$2,875	\$2,334	\$1,054	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$43,574
Very Low Density Low Density	\$4,838	\$6,370	\$7,699	\$1,150	\$933	\$811	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$36,407
Medium Density	\$3,483	\$6,370	\$7,699	\$1,150	\$933	\$567	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$34,809
High Density	\$3,483	\$5,096	\$6,159	\$1,150	\$933	\$195	\$620	\$642	\$794	\$1,067	\$479	\$2,770	\$3,031	\$518	\$595	\$27,533
Age Qualified - Low Density	\$4,838	\$4,586	\$5,543	\$1,150	\$933	\$811	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$32,468
Age Qualified - Medium Density	\$3,483	\$4,586	\$5,543	\$1,150	\$933	\$567	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$30,870
Age Qualified - High Density	\$3,483	\$4,586	\$5,543	\$1,150	\$933	\$195	\$620	\$642	\$794	\$1,067	\$479	\$2,770	\$3,031	\$518	\$595	\$26,407
Non-Residential							Fee	per 1,000 B	lda SF							(per 1,000 Bldg S
Commercial	\$21,576	\$3,440	\$4,158	\$460	\$373	\$397	\$577	\$598	\$265	\$356	\$47	\$923	\$1,010	\$173	\$198	\$34,550
Business & Professional	\$9,482	\$3,440	\$4,158	\$460	\$373	\$397	\$577 \$577	\$598	\$265	\$356	\$47	\$923	\$1,010	\$173	\$198	\$22,456
Industrial	\$2,951	\$4,077	\$4,927	\$552	\$448	\$478	\$577	\$598	\$397	\$534	\$53	\$1,385	\$1,516	\$259	\$297	\$19,049
							Crit	ical Fees								
Residential								Fee per Un								(per Unit)
Very Low Density	\$30	\$0	\$9,778	\$0	\$0	\$838	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,646
Low Density	\$30	\$0	\$7,699	\$0	\$0	\$645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,374
Medium Density	\$22	\$0	\$7,699	\$0	\$0	\$451	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,172
High Density	\$22	\$0	\$6,159	\$0	\$0	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,336
Age Qualified - Low Density	\$30	\$0	\$5,543	\$0	\$0	\$645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,218
Age Qualified - Medium Density Age Qualified - High Density	\$22 \$22	\$0 \$0	\$5,543 \$5,543	\$0 \$0	\$0 \$0	\$451 \$155	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$6,016 \$5,720
							F	4 000 5	I-I 0E							(2 - 2 4 000 Plate
Non-Residential	0400		0.1.150			0040		per 1,000 B		00		40	00			(per 1,000 Bldg
Commercial	\$133 \$59	\$0 \$0	\$4,158	\$0 \$0	\$0	\$316	\$0 \$0	\$0 \$0	\$0 ©0	\$0 6 0	\$0 ©0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$4,607
Business & Professional Industrial	\$59 \$18	\$0 \$0	\$4,158 \$4,927	\$0 \$0	\$0 \$0	\$316 \$380	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,532 \$5,326
							Non-C	ritical Fee	<u> </u>							
							11011 0									
Residential Very Low Density	\$4,808	\$8,090	\$0	\$2,875	\$2,334	\$216	\$862	Fee per Un	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$32,928
Low Density	\$4,808	\$6,370	\$0	\$1,150	\$933	\$166	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$28,033
Medium Density	\$3,462	\$6,370	\$0	\$1,150	\$933	\$116	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$26,637
High Density	\$3,462	\$5,096	\$0	\$1,150	\$933	\$40	\$620	\$642	\$794	\$1,067	\$479	\$2,770	\$3,031	\$518	\$595	\$20,037
Age Qualified - Low Density	\$4,808	\$4,586	\$0	\$1,150	\$933	\$166	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$26,250
Age Qualified - Medium Density	\$3,462	\$4,586	\$0	\$1,150	\$933	\$116	\$862	\$892	\$1,103	\$1,482	\$665	\$3,847	\$4,210	\$719	\$826	\$24,854
Age Qualified - High Density	\$3,462	\$4,586	\$0	\$1,150	\$933	\$40	\$620	\$642	\$794	\$1,067	\$479	\$2,770	\$3,031	\$518	\$595	\$20,688
Non-Residential							Fee	per 1,000 B	lda SF							
Commercial	\$21,442	\$3,440	\$0	\$460	\$373	\$81	\$577	\$598	\$265	\$356	\$47	\$923	\$1,010	\$173	\$198	\$29,943
Business & Professional	\$9,423	\$3,440	\$0	\$460	\$373	\$81	\$577 \$577	\$598	\$265	\$356	\$47	\$923	\$1,010	\$173	\$198	\$17,924

¹ Non-Residential transportation fees shown in this table are average fees and not the actual fees that will be levied by the City, to determine the transportation fee for nonresidential development, the City will multiply the transportation fee rate in this table that is equal to 1.0 EDU by the DUE factor for the specific land use as determined by the SPRTA fee program.

Table A-5
Land Use Summary

	EXISTIN	G DEVELOPM	ENT (2022)		
Estimated Number of Residents in t	he City				51,252
Estimated Number of Jobs in the Ci	ty				8,564
	ESTIMATED	FUTURE DEV	ELOPMENT 1		
				_	
			Total Units	Persons per Household	Total Population
Residential - PFE Area No. 1					
Very Low Density			67	2.37	159
Low Density			2,199	2.37	5,212
Medium Density			1,724	2.37	4,086
High Density			791	1.71	1,350
High Density - Twelve Bridges			935	1.71	1,595
Subtotal			5,716		12,402
Residential - PFE Area No. 2					
Very Low Density			1,955	2.37	4,633
Low Density			13,202	2.37	31,289
Medium Density			8,534	2.37	20,226
High Density			6,192	1.71	10,566
Subtotal			29,883		66,714
Total Residential			35,599		79,115
	Net	Average	Total	Bldg SF	Total
	Acres	F.A.R.	Bldg SF	per Job	Jobs
Non-Residential - PFE Area No. 1				•	
Commercial	190.9	0.30	2,494,420	500	4,989
Business & Professional	89.8	0.30	1,172,853	300	3,910
Industrial	276.0	0.25	3,005,640	327	9,192
Subtotal	556.6		6,672,913		18,090
Non-Residential - PFE Area No. 2					
Commercial	1,319.9	0.30	17,247,800	500	34,496
Business & Professional	432.8	0.30	5,655,177	300	18,851
Industrial	480.0	0.25	5,227,200	327	15,985
Subtotal	2,232.6		28,130,177		69,332
Total Non-Residential	2,789.2		34,803,090		87,421
	,		,,		- ,
Public / Other - PFE Area No. 1	4.47.40	I-	I-	1-	/-
Parks	147.18	n/a	n/a	n/a	n/a
Schools	93.70	n/a	n/a	n/a	n/a
Public Facilities Subtotal	179.10 419.98	n/a	n/a	n/a	n/a
Public / Other DEE Area No. 9					
Public / Other - PFE Area No. 2 Parks	185.10	n/a	n/a	n/a	n/a
Schools	104.60	n/a n/a	n/a n/a	n/a n/a	n/a n/a
	6,031.30	n/a n/a	n/a n/a	n/a n/a	n/a n/a
Open Space Subtotal	6,321.00	ı/a	II/a	II/a	II/a
		JTURE DEVEL	OPMENT AT B	UILD OUT	
Estimated Number of Residents in t	he City				130,367
Estimated Number of Jobs in the Ci					95,985

¹ Includes development from the current General Plan.

Sources: City of Lincoln; Dept. of Finance; Environics Analytics, Inc; Goodwin Consulting Group, Inc.

Table A-6
Detailed Land Uses

				Residential 2				Non-Residential		Public/Other				
	PFE Area ¹	Very Low Density	Low Density	Medium Density	High Density	High Density - 12 Bridges	Commercial ³	Business & Professional ⁴	Industrial	Parks	Schools	Public Facilities	Open Space	
				Units				Acres			Acr	es		
North of Auburn Ravine														
Independence	1	-	80	297	35	-	2.90	-	-	-	-	-		
Joiner Ranch	1	-	-	27	50	-	2.30	2.30	38.00	-	-	-		
Cypress Meadows	1	-	54	-	-	-	-	-	-	-	-	-		
Lakeside 6	1	-	23	56	-	-	-	-	-	0.98	-	-		
Creekside	1	-	13	-	-	-	-	-	-	-	-	-		
Magnolia Village	1	-	-	-	21	-	-	-	-	-	-	-		
Clover Meadows	1	-	19	-	-	-	-	-	-	-	-	-		
Fullerton Ranch	1	-	54	-	-	-	-	-	-	-	-	-		
River-Walk Villas	1	-	-	52	-	-	-	-	-	-	-	-		
Meadowlands	1	-	70	54	68	-	-	-	-	1.60	-	-		
Sierra View	1	-	13	-	-	-	-	-	-	-	-	-		
Lincoln AirCenter	1	-	-	-	-	-	4.60	-	193.40	-	-	-		
Lincoln Airport	1	-	-	-	-	-	-	-	-	-	-	179.10		
Foskett Ranch	1	-	-	-	-	-	-	-	11.90	-	-	-		
Laehr Estates	1	-	-	-	-	-	7.20	-	-	-	-	-		
Village 2	2	336	2,790	469	397	-	10.00	-	-	-		-	570.	
Village 3	2	199	1,967	1,160	695	-	70.00	-	-	-	-	-	690.	
Village 4	2	298	1,142	1,316	596	-	10.00	-	-	-	-	-	1,520.	
Village 5	2	863	2,663	2,812	1,432	-	295.15	107.75	-	168.70	104.60	-	1,043.	
SUD A	2	-	_	305	1,341	_	845.00	325.00	-	-	-	-	400.	
SUD B	2	-	427	-	228	_	69.70	-	-	4.00	-	-	22.	
Subtotal - North		1,696	9,315	6,548	4,863	-	1,316.85	435.05	243.30	175.28	104.60	179.10	4,245.	
South of Auburn Ravine														
Twelve Bridges	1	62	872	-	-	935	58.93	55.50	-	21.80	72.00	-		
Lincoln Crossing	1	-	-	132	-	-	3.00	-	-	20.50	9.70	-		
Sorrento	1	-	21	-	-	-	-	-	-	-	-	-		
Crocker Knoll	1	-	80	-	-	-	-	-	-	-	-	-		
Village 7	1	5	900	1,106	617	-	10.70	1.50	-	102.30	12.00	-		
Sterling Pointe	1	-	-	-	-	-	8.40	-	-	-	-	-		
Rodeo Grounds	1	-	-	-	-	-	10.00	-	-	-	-	-		
Lincoln 270	1	-	-	-	-	-	74.45	30.45	32.70	-	-	-		
Lincoln Square	1	-	-	-	-	-	8.40	-	-	-	-	-		
Village 1	2	160	2,833	894	566	-	10.00	-	-	12.40	-	-	83.	
Village 6	2	99	1,380	1,578	937	-	10.00	-	-	-	-	-	525.	
SUD C	2	-	-	-	-	-	-	-	480.00	-	-	-	1,177.	
Subtotal - South		326	6,086	3,710	2,120	935	193.88	87.45	512.70	157.00	93.70	-	1,785.	
Fotal Remaining Dev't		2,022	15,401	10,258	6,983	935	1,510.73	522.50	756.00	332.28	198.30	179.10	6,031.3	

¹ Projects in PFE Area No. 2 were judged to be either north or south of Auburn Ravine based on an estimate of the acreage in each area. This allocation does not affect the calculation of any fees.

² Allocates 645 permits issued between November 2019 and January 2021 proportionately between all projects within PFE Area No. 1.

³ Includes all acreage zoned for village center development and 50% of acreage zoned for office/commercial development.

⁴ Includes 50% of acreage zoned for office/commercial development.

Table A-7
Fee Credits Remaining ¹

							Drainage Critical -							Par	·ks
	Trans- portation	Waste- water	Waste- water Treatment	Wate Trans- mission	er Storage	North of Auburn Ravine	South of Auburn Ravine	Critical - Other	Fire	Police	Admin- istration	Library	Solid Waste	Area 1 Parks & Trails	Others
Dollar-Based Fee Credits (\$) ²	\$173,234	\$0	\$0	\$73,312	\$0	\$0	\$0	\$0	\$151,247	\$0	\$0	\$0	\$0	\$0	\$0
Converted to EDUs (EDUs) ³	27	0	0	39	0	0	0	0	224	0	0	0	0	0	0
EDU-Based Fee Credits (EDUs)	0	964	0	0	833	0	0	0	0	0	0	0	0	0	0
Total Fee Credits (EDUs)	27	964	0	39	833	0	0	0	224	0	0	0	0	0	0

¹ All credits apply to PFE Area No. 1 and are assumed to be applied to non-critical projects unless otherwise indicated.

Source: City of Lincoln

² Includes remaining fee credits that the City has recorded as cash amounts.

³ Dollar based fee credits have been converted to EDUs based on the proposed fee rates.

Table A-8
Facilities Cost Summary

Facility Type	Total Cost	PFE Account Balance	PFE Area 1 Critical Cost	PFE Area 1 Non-Critical Cost	PFE Area 2 Critical Cost	PFE Area 2 Non-Critical Cost	Citywide Critical Cost	Citywide Non-Critical Cost	Total Estimated Cost in Fee Program
Transportation	\$681,004,000	(\$2,709,797)	\$34,846,000	\$91,455,000	\$3,415,000	\$548,578,000	n/a	n/a	\$678,294,00
Wastewater ^{2,3}	326,951,000	(3,427,529)	n/a	40,039,000	n/a	283,484,000	n/a	n/a	323,523,00
Wastewater Treatment	417,376,000	n/a	n/a	n/a	n/a	n/a	417,376,000	n/a	417,376,00
Water - Transmission ³	73,098,000	(4,182,671)	4,036,000	10,417,000	n/a	33,173,000	n/a	21,289,000	68,915,00
Water - Storage	49,816,000	n/a	n/a	8,587,000	n/a	41,229,000	n/a	n/a	49,816,0
Drainage - Area 1 North of Ravine	6,309,000	n/a	318,000	5,991,000	n/a	n/a	n/a	n/a	6,309,0
Drainage - Area 1 South of Ravine	1,408,000	n/a	1,408,000	n/a	n/a	n/a	n/a	n/a	1,408,0
Drainage - Area 2 & Citywide ³	36,716,000	(849,181)	n/a	n/a	n/a	1,626,000	28,797,000	5,444,000	35,867,0
Fire	45,164,000	n/a	n/a	9,243,000	n/a	35,519,000	n/a	402,000	45,164,0
Police	48,516,000	n/a	n/a	7,605,000	n/a	40,911,000	n/a	n/a	48,516,0
Administration	45,991,000	n/a	n/a	n/a	n/a	n/a	n/a	45,991,000	45,991,0
Library	51,368,000	n/a	n/a	n/a	n/a	51,368,000	n/a	n/a	51,368,0
Solid Waste	23,393,000	n/a	n/a	3,813,000	n/a	19,580,000	n/a	n/a	23,393,0
Parks and Trails - Area 1	40,391,000	n/a	n/a	40,391,000	n/a	n/a	n/a	n/a	40,391,0
Neighborhood Parks - Area 2	133,348,000	n/a	n/a	n/a	n/a	133,348,000	n/a	n/a	133,348,0
Regional Parks - Area 2	145,927,000	n/a	n/a	n/a	n/a	145,927,000	n/a	n/a	145,927,0
Trails - Area 2	24,919,000	n/a	n/a	n/a	n/a	24,919,000	n/a	n/a	24,919,0
Park Recreation Facilities	33,941,000	n/a	n/a	5,320,000	n/a	28,621,000	n/a	n/a	33,941,0
Total	\$2,185,636,000	(\$11,169,178)	\$40.608.000	\$222.861.000	\$3.415.000	\$1,388,283,000	\$446,173,000	\$73,126,000	\$2,174,466,0

¹ Includes costs associated with project contingency, design/environmental, construction management, and project management.

Sources: City of Lincoln; Harris & Associates; Goodwin Consulting Group, Inc.

² Includes wastewater collection and non-potable water facilities costs.

³ The citywide facilities costs are allocated between PFE Area Nos. 1 and 2 based on the total number of EDUs for each facility in each area.

Table A-9
Equivalent Dwelling Units - Based on City's Current EDU Factors

Land Use Ca	ategory:	Trans- portation	Waste- Water	Water	Drainage	Fire	Police	Admin- istration	Library	Solid Waste	Parks & Recreation
Residential						PE	R UNIT				
Very Low Density		1.00	1.27	2.50	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Low Density		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Medium Density		0.72	1.00	1.00	0.70	1.00	1.00	1.00	1.00	1.00	1.00
High Density		0.72	0.80	1.00	0.24	0.72	0.72	0.72	0.72	0.72	0.72
High Density - Twelve Bridge	s	0.72	0.80	1.00	0.24	0.72	0.72	0.72	0.72	0.72	0.72
Age Qualified - Low Density		1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Age Qualified - Medium Dens	sity	0.72	0.72	1.00	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Age Qualified - High Density		0.72	0.72	1.00	0.24	0.72	0.72	0.72	0.72	0.72	0.72
Non-Residential	Γ					PER 1,0	00 BLDG SF				
Commercial	L	4.46	0.54	0.40	0.49	0.67	0.67	0.24	0.24	0.07	0.24
Business & Professional		1.96	0.54	0.40	0.49	0.67	0.67	0.24	0.24	0.07	0.24
Industrial		0.61	0.64	0.48	0.59	0.67	0.67	0.36	0.36	0.08	0.36
Non-Residential	Γ					PE	R ACRE				
Commercial		58.33	7.00	5.21	6.40	6.53	6.53	3.05	3.05	0.89	3.05
Business & Professional		25.56	7.00	5.21	6.40	6.53	6.53	6.77	6.77	0.89	6.77
Industrial		6.67	7.00	5.21	6.40	5.45	5.45	3.88	3.88	0.89	3.88
Public/Other	Γ					PE	R ACRE				
Parks	L	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Schools		0.00	7.00	7.50	4.00	0.00	0.00	0.00	0.00	0.00	0.00
Public Facilities		0.00	7.00	7.50	6.40	0.00	0.00	0.00	0.00	0.00	0.00
Open Space		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Source: City of Lincoln

Table A-10
Transportation Cost Estimates

Transportation Facilities Costs - PFE Area No. 1	<u>Critical</u>	Non-Critical
Located in PFE Area No. 1		
Roadways	\$9,232,200	\$47,214,658
Street Reconstruction & Traffic Signals	\$2,453,422	\$18,235,522
Interchanges	\$3,980,531	\$4,776,637
Roadway Widening & Traffic Signals	\$21,353,024	\$21,227,872
Fee Fund Balance ¹	(\$2,172,775)	\$0
Total Cost Allocated to Future Development in PFE Area No. 1 (Rounded)	\$34,846,000	\$91,455,000
Transportation Facilities Costs - PFE Area No. 2 Located in PFE Area No. 1 Roadways Street Reconstruction & Traffic Signals	\$0 \$0	\$48,177,076 \$6,740,498
Interchanges	\$0	\$0
Roadway Widening & Traffic Signals	\$3,952,212	\$4,090,252
Located in PFE Area No. 2 Traffic Signals & Intersections Road Improvements Overcrossings and Bridges	\$0 \$0 \$0	\$79,843,440 \$229,099,128 \$63,865,411
Interchanges	\$0	\$116,762,247
Fee Fund Balance ¹	(\$537,021)	\$0
Total Cost Allocated to Future Development in PFE Area No. 2 (Rounded)	\$3,415,000	\$548,578,000

Assumes the current transportation fee balance will be applied to critical projects. The fee balance has been allocated between PFE Area No. 1 and No. 2 based on the relative number of permits issued in 2021 in each area.

Sources: City of Lincoln

Table A-11
Transportation Fee Calculation - Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$34,846,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	1.00	67	0	67	0.33%	\$116,691	67	\$1,741.66
Low Density	2,199	1.00	2,199	0	2,199	10.99%	\$3,829,911	2,199	\$1,741.66
Medium Density	1,724	0.72	1,241	0	1,241	6.20%	\$2,161,888	1,724	\$1,254.00
High Density	791	0.72	570	0	570	2.85%	\$991,910	791	\$1,254.00
High Density - Twelve Bridges	935	0.72	673	0	673	3.36%	\$1,172,486	935	\$1,254.00
Subtotal	5,716		4,750	0	4,750	23.74%	\$8,272,887	5,716	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	4.46	11,125	0	11,125	55.61%	\$19,376,168	2,494,420	\$7,767.81
Business & Professional	1,172,853	1.96	2,299	0	2,299	11.49%	\$4,003,715	1,172,853	\$3,413.65
Industrial	3,005,640	0.61	1,833	0	1,833	9.16%	\$3,193,231	3,005,640	\$1,062.41
Subtotal	6,672,913		15,257	0	15,257	76.26%	\$26,573,113	6,672,913	
Total			20,007	0	20,007	100.00%	\$34,846,000		
PFE Area No. 2 Cost	\$3,415,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	1.67%	\$57,083	1,955	\$29.20
Low Density	13,202	1.00	13,202	0	13,202	11.29%	\$385,480	13,202	\$29.20
Medium Density	8,534	0.72	6,144	0	6,144	5.25%	\$179,410	8,534	\$21.02
High Density	6,192	0.72	4,458	0	4,458	3.81%	\$130,174	6,192	\$21.02
Subtotal	29,883		25,760	0	25,760	22.02%	\$752,148	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	4.46	76,925	0	76,925	65.77%	\$2,246,108	17,247,800	\$130.23
Business & Professional	5,655,177	1.96	11,084	0	11,084	9.48%	\$323,642	5,655,177	\$57.23
Industrial	5,227,200	0.61	3,189	0	3,189	2.73%	\$93,102	5,227,200	\$17.81
Subtotal	28,130,177		91,198	0	91,198	77.98%	\$2,662,852	28,130,177	
Total			116,958	0	116,958	100.00%	\$3,415,000		

Table A-12
Transportation Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF Acre
PFE Area No. 1 Cost	\$91,455,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	1.00	67	(0)	67	0.33%	\$304,912	67	\$4,577.34
Low Density	2,199	1.00	2,199	(13)	2,186	10.94%	\$10,007,484	2,186	\$4,577.34
Medium Density	1,724	0.72	1,241	(7)	1,234	6.18%	\$5,648,972	1,714	\$3,295.69
High Density	791	0.72	570	(3)	566	2.83%	\$2,591,843	786	\$3,295.69
High Density - Twelve Bridges	935	0.72	673	(4)	669	3.35%	\$3,063,683	930	\$3,295.69
Subtotal	5,716		4,750	(27)	4,723	23.64%	\$21,616,894	5,683	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	4.46	11,125	0	11,125	55.68%	\$50,923,460	2,494,420	\$20,414.9
Business & Professional	1,172,853	1.96	2,299	0	2,299	11.51%	\$10,522,360	1,172,853	\$8,971.59
Industrial	3,005,640	0.61	1,833	0	1,833	9.18%	\$8,392,286	3,005,640	\$2,792.18
Subtotal	6,672,913		15,257	0	15,257	76.36%	\$69,838,106	6,672,913	
Total			20,007	(27)	19,980	100.00%	\$91,455,000		
PFE Area No. 2 Cost	\$548,578,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	1.67%	\$9,169,730	1,955	\$4,690.4
Low Density	13,202	1.00	13,202	0	13,202	11.29%	\$61,922,645	13,202	\$4,690.4
Medium Density	8,534	0.72	6,144	0	6,144	5.25%	\$28,820,061	8,534	\$3,377.09
High Density	6,192	0.72	4,458	0	4,458	3.81%	\$20,910,923	6,192	\$3,377.09
Subtotal	29,883		25,760	0	25,760	22.02%	\$120,823,359	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	4.46	76,925	0	76,925	65.77%	\$360,809,804	17,247,800	\$20,919.1
Business & Professional	5,655,177	1.96	11,084	0	11,084	9.48%	\$51,989,069	5,655,177	\$9,193.1
Industrial	5,227,200	0.61	3,189	0	3,189	2.73%	\$14,955,768	5,227,200	\$2,861.1
Subtotal	28,130,177		91,198	0	91,198	77.98%	\$427,754,641	28,130,177	
Total			116,958	0	116,958	100.00%	\$548,578,000		

Table A-13
Wastewater Cost Estimates

Wastewater Collection Facilities Costs - PFE Area No. 1 1	<u>Critical</u>	Non-Critical
Collection System	\$0	\$32,974,065
Existing Obligations - Reimbursement For Facility Oversizing	\$0	\$2,449,798
Reclaimed Water Facilities Costs - PFE Area No. 1		
Non-Potable Water System	\$2,569,065	\$4,793,919
Fee Fund Balance ²	(\$2,569,065)	(\$179,204)
Total Cost Allocated to Future Development in PFE Area No. 1 (Rounded)	\$0	\$40,039,000
Wastewater Collection Facilities Costs - PFE Area No. 2 1	\$0	\$220,220,244
Collection System	φυ	\$229,339,211
Reclaimed Water Facilities Costs - PFE Area No. 2		
Non-Potable Water System	\$0	\$54,824,097
Fee Fund Balance ²	\$0	(\$679,260)
Total Cost Allocated to Future Development in PFE Area No. 2 (Rounded)	\$0	\$283,484,000

Excludes costs associated with treatment facilities. Lincoln's wastewater treatment fee is currently \$6,443.77 per EDU based on the City's Regional Sewer Connection Fee.

Sources: City of Lincoln

Assumes the current wastewater fee fund balance is first applied to critical projects and then to non-critical projects. The fee balance has been allocated between PFE Area No. 1 and No. 2 based on the relative number of permits issued in 2021 in each area.

Table A-14
Wastewater Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$40,039,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	1.27	85	(15)	70	0.78%	\$311,355	55	\$5,659.60
Low Density	2,199	1.00	2,199	(393)	1,806	20.10%	\$8,046,430	1,806	\$4,456.37
Medium Density	1,724	1.00	1,724	(308)	1,416	15.76%	\$6,308,343	1,416	\$4,456.37
High Density	791	0.80	633	(113)	520	5.78%	\$2,315,498	649	\$3,565.10
High Density - Twelve Bridges	935	0.80	748	(134)	614	6.84%	\$2,737,030	768	\$3,565.10
Subtotal	5,716		5,389	(964)	4,425	49.25%	\$19,718,657	4,693	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	0.54	1,347	0	1,347	14.99%	\$6,002,678	2,494,420	\$2,406.44
Business & Professional	1,172,853	0.54	633	0	633	7.05%	\$2,822,403	1,172,853	\$2,406.44
Industrial	3,005,640	0.64	1,924	0	1,924	21.41%	\$8,572,326	3,005,640	\$2,852.08
Subtotal	6,672,913		3,904	0	3,904	43.45%	\$17,397,407	6,672,913	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	147.18	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	93.70	7.00	656	0	656	7.30%	\$2,922,936	93.70	\$31,194.62
Public Facilities	179.10	7.00	0	0	0	0.00%	\$0	0.00	\$31,194.62
Subtotal	419.98		656	0	656	7.30%	\$2,922,936	93.70	
Total			9,949	(964)	8,985	100.00%	\$40,039,000		
PFE Area No. 2 Cost	\$283,484,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.27	2,483	0	2,483	5.44%	\$15,429,291	1,955	\$7,892.22
Low Density	13,202	1.00	13,202	0	13,202	28.94%	\$82,041,808	13,202	\$6,214.35
Medium Density	8,534	1.00	8,534	0	8,534	18.71%	\$53,033,237	8,534	\$6,214.35
High Density	6,192	0.80	4,954	0	4,954	10.86%	\$30,783,389	6,192	\$4,971.48
Subtotal	29,883		29,172	0	29,172	63.95%	\$181,287,725	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.54	9,314	0	9,314	20.42%	\$57,879,258	17,247,800	\$3,355.75
Business & Professional	5,655,177	0.54	3,054	0	3,054	6.69%	\$18,977,345	5,655,177	\$3,355.75
Industrial	5,227,200	0.64	3,345	0	3,345	7.33%	\$20,789,526	5,227,200	\$3,977.18
Subtotal	28,130,177		15,713	0	15,713	34.45%	\$97,646,130	28,130,177	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	185.10	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	104.60	7.00	732	0	732	1.61%	\$4,550,145	104.60	\$43,500.43
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Subtotal	6,321.00		732	0	732	1.61%	\$4,550,145	104.60	
Total			45,618	0	45,618	100.00%	\$283,484,000		

Table A-15
Wastewater Treatment Cost Estimates

Wastewater Treatment Facilities Costs - Citywide		<u>Critical</u>	Non-Critical
Expansion Costs: 5.9 mgd to 8.0 mgd (2017 \$) 1		\$30,000,000	\$0
Expansion Costs: 8.0 mgd to 16.2 mgd (2017 \$) 1		\$185,000,000	\$0
Total		\$215,000,000	\$0
	<u>Gallons/Day</u>		
Total Capacity Expansion (5.9 mgd to 16.2 mgd)	10,300,000		
Total Expansion Cost per Gallons/Day (2017 \$)		\$20.87	\$0.00
	Gallons/Day		
Estimated Capacity Required per EDU	215		
Estimated Cost per EDU (2017 \$)		\$4,487.86	\$0.00
	<u>EDUs</u>		
Estimated EDUs in Future Capacity	55,566		
Estimated Cost to Serve Future Capacity (2017 \$)		\$249,372,655	\$0
Estimated Cost to Serve Future Capacity (2022 \$)		\$325,275,919	\$0
Estimated Financing Cost Attributable to Future Development		\$92,100,000	\$0
Total (Rounded) (2022 \$)		\$417,376,000	\$0

As estimated in the City of Lincoln WWTRF - Buildout Costs Technical Memorandum prepared by Stantec Consulting Services Inc. dated March 16, 2017.

Sources: City of Lincoln

Table A-16
City of Lincoln PFE Fee Update
Wastewater Treatment Fee Calculation - Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
Citywide Cost	\$417,376,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	2,022	1.27	2,568	0	2,568	4.62%	\$19,288,575	2,022	\$9,539.35
Low Density	15,401	1.00	15,401	0	15,401	27.72%	\$115,681,575	15,401	\$7,511.30
Medium Density	10,258	1.00	10,258	0	10,258	18.46%	\$77,050,944	10,258	\$7,511.30
High Density	6,983	0.80	5,586	0	5,586	10.05%	\$41,961,142	6,983	\$6,009.04
High Density - Twelve Bridges	935	0.80	748	0	748	1.35%	\$5,618,455	935	\$6,009.04
Subtotal	35,599		34,561	0	34,561	62.20%	\$259,600,691	35,599	
Non-Residential	<u>Bldg SF</u>	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	19,742,220	0.54	10,661	0	10,661	19.19%	\$80,076,487	19,742,220	\$4,056.10
Business & Professional	6,828,030	0.54	3,687	0	3,687	6.64%	\$27,695,197	6,828,030	\$4,056.10
Industrial	8,232,840	0.64	5,269	0	5,269	9.48%	\$39,577,187	8,232,840	\$4,807.23
Subtotal	34,803,090		19,617	0	19,617	35.30%	\$147,348,870	34,803,090	
Public/Other	<u>Acres</u>	per Acre						Acres	per Acre
Parks	332.28	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	198.30	7.00	1,388	0	1,388	2.50%	\$10,426,439	198.30	\$52,579.12
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Subtotal	6,740.98		1,388	0	1,388	2.50%	\$10,426,439	198.30	
Total			55,566	0	55,566	100.00%	\$417,376,000		

Table A-17
Water Cost Estimates

Transmission and Well Facilities Costs - PFE Area No. 1	Critical	Non-Critical
Transmission and Well Facilities	\$7,389,797	\$10,416,596
Fee Fund Balance ¹	(\$3,353,759)	\$0
Total Cost	\$4,036,038	\$10,416,596
Total Cost Allocated to Future Development in PFE Area No. 1 (Rounded)	\$4,036,000	\$10,417,000
Transmission and Well Facilities Costs - PFE Area No. 2		
Transmission and Well Facilities	\$0	\$34,001,795
Fee Fund Balance ¹	\$0	(\$828,912)
Total Cost	\$0	\$33,172,883
Total Cost Allocated to Future Development in PFE Area No. 2 (Rounded)	\$0	\$33,173,000
Transmission and Well Facilities Costs - Citywide		
Transmission and Well Facilities	\$0	\$21,289,392
Total Cost Allocated to Future Development Citywide (Rounded)	\$0	\$21,289,000
Storage Facilities Costs - PFE Area No. 1		
Storage Tanks ²	\$0	\$8,587,118
Total Cost Allocated to Future Development in PFE Area No. 1 (Rounded) ¹	\$0	\$8,587,000
Storage Facilities Costs - PFE Area No. 2		
Storage Tanks ²	\$0	\$41,228,813
Total Cost Allocated to Future Development in PFE Area No. 2 (Rounded) ¹	\$0	\$41,229,000

The fee balance has been allocated between PFE Area No. 1 and No. 2 based on the relative number of permits issued in 2021 in each area. Assumes all of the fee balance for Area 1 will be applied to critical facilities.

Sources: City of Lincoln

The citywide facilities costs are allocated between PFE Area Nos. 1 and 2 based on the total number of EDUs for each facility in each area.

Table A-18
Water Fee Calculation - Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$4,036,000)							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	2.50	168	0	168	1.55%	\$62,757	67	\$936.68
Low Density	2,199	1.00	2,199	0	2,199	20.41%	\$823,902	2,199	\$374.67
Medium Density	1,724	1.00	1,724	0	1,724	16.00%	\$645,933	1,724	\$374.67
High Density	791	1.00	791	0	791	7.34%	\$296,365	791	\$374.67
High Density - Twelve Bridges	935	1.00	935	0	935	8.68%	\$350,317	935	\$374.67
Subtotal	5,716		5,817	0	5,817	54.00%	\$2,179,274	5,716	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	0.40	998	0	998	9.26%	\$373,835	2,494,420	\$149.87
Business & Professional	1,172,853	0.40	469	0	469	4.36%	\$175,774	1,172,853	\$149.87
Industrial	3,005,640	0.48	1,443	0	1,443	13.39%	\$540,541	3,005,640	\$179.84
Subtotal	6,672,913		2,910	0	2,910	27.01%	\$1,090,149	6,672,913	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	147.18	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	93.70	7.50	703	0	703	6.52%	\$263,300	93.70	\$2,810.03
Public Facilities	179.10	7.50	1,343	0	1,343	12.47%	\$503,277	179.10	\$2,810.03
Subtotal	419.98		2,046	0	2,046	18.99%	\$766,577	272.80	
Total			10,772	0	10,772	100.00%	\$4,036,000		

Table A-19
Water Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$10,417,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	2.50	168	(1)	166	1.77%	\$184,575	67	\$2,773.51
Low Density	2,199	1.00	2,199	(15)	2,184	23.26%	\$2,423,164	2,184	\$1,109.40
Medium Density	1,724	1.00	1,724	(12)	1,712	18.24%	\$1,899,743	1,712	\$1,109.40
High Density	791	1.00	791	(5)	786	8.37%	\$871,634	786	\$1,109.40
High Density - Twelve Bridges Subtotal	935 5,716	1.00	935 5,817	(6) (39)	929 5,777	9.89% 61.53%	\$1,030,313 \$6,409,428	929 5,678	\$1,109.40
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	0.40	998	0	998	10.63%	\$1,106,927	2,494,420	\$443.76
Business & Professional	1,172,853	0.40	469	0	469	5.00%	\$520,467	1,172,853	\$443.76
Industrial	3,005,640	0.48	1,443	0	1,443	15.36%	\$1,600,544	3,005,640	\$532.51
Subtotal	6,672,913		2,910	0	2,910	30.99%	\$3,227,938	6,672,913	¥00=:01
Public/Other	<u>Acres</u>	per Acre						Acres	per Acre
Parks	147.18	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	93.70	7.50	703	0	703	7.48%	\$779,633	93.70	\$8,320.53
Public Facilities	179.10	7.50	0	0	0	0.00%	\$0	0.00	\$8,320.53
Subtotal	419.98		703	0	703	7.48%	\$779,633	93.70	
Total			9,429	(39)	9,390	100.00%	\$10,417,000		
PFE Area No. 2 Cost	\$33,173,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	<u>per Unit</u>
Very Low Density	1,955	2.50	4,888	0	4,888	10.80%	\$3,581,448	1,955	\$1,831.94
Low Density	13,202	1.00	13,202	0	13,202	29.16%	\$9,674,123	13,202	\$732.78
Medium Density	8,534	1.00	8,534	0	8,534	18.85%	\$6,253,520	8,534	\$732.78
High Density	6,192	1.00	6,192	0	6,192	13.68%	\$4,537,356	6,192	\$732.78
Subtotal	29,883		32,816	0	32,816	72.49%	\$24,046,447	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.40	6,899	0	6,899	15.24%	\$5,055,517	17,247,800	\$293.11
Business & Professional	5,655,177	0.40	2,262	0	2,262	5.00%	\$1,657,594	5,655,177	\$293.11
Industrial	5,227,200	0.48	2,509	0	2,509	5.54%	\$1,838,579	5,227,200	\$351.73
Subtotal	28,130,177		11,670	0	11,670	25.78%	\$8,551,690	28,130,177	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	185.10	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	104.60	7.50	785	0	785	1.73%	\$574,864	104.60	\$5,495.83
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Subtotal	6,321.00		785	0	785	1.73%	\$574,864	104.60	
Total		•	45,270	0	45,270	100.00%	\$33,173,000		
Citywide Cost	\$21,289,000	j							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	2,022	2.50	5,055	0	5,055	9.24%	\$1,967,416	2,022	\$973.00
Low Density	15,401	1.00	15,401	0	15,401	28.16%	\$5,994,099	15,401	\$389.20
Medium Density High Density	10,258 6,983	1.00 1.00	10,258 6,983	0 0	10,258 6,983	18.75% 12.77%	\$3,992,433 \$2,747,707	10,258 6,983	\$389.20 \$389.20
High Density - Twelve Bridges	935	1.00	935	0	935	1.71%	\$2,717,797 \$363,904	935	\$389.20
Subtotal	35,599	1.00	38,632	0	38,632	70.63%	\$15,035,649	35,599	ψ303.20
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	19,742,220	0.40	7,897	0	7,897	14.44%	\$3,073,484	19,742,220	\$155.68
Business & Professional	6,828,030	0.40	2,731	0	2,731	4.99%	\$1,062,993	6,828,030	\$155.68
Industrial	8,232,840	0.48	3,952	0	3,952	7.22%	\$1,538,034	8,232,840	\$186.82
Subtotal	34,803,090		14,580	0	14,580	26.65%	\$5,674,511	34,803,090	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	332.28	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	198.30	7.50	1,487	0	1,487	2.72%	\$578,841	198.30	\$2,919.01
Public Facilities	179.10	7.50	0	0	0	0.00%	\$0	0.00	\$2,919.01
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Subtotal	6,740.98		1,487	0	1,487	2.72%	\$578,841	198.30	
Total			54,699	0	54,699	100.00%	\$21,289,000		

Table A-20
Water Storage Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SI Acre
PFE Area No. 1 Cost	\$8,587,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	2.50	168	(24)	144	1.67%	\$143,369	57	\$2,497.28
Low Density	2,199	1.00	2,199	(315)	1,884	21.92%	\$1,882,205	1,884	\$998.9
Medium Density	1,724	1.00	1,724	(247)	1,477	17.18%	\$1,475,635	1,477	\$998.9
High Density	791	1.00	791	(113)	678	7.88%	\$677,046	678	\$998.9
High Density - Twelve Bridges	935	1.00	935	(134)	801	9.32%	\$800,301	801	\$998.9
Subtotal	5,716		5,817	(833)	4,984	57.98%	\$4,978,557	4,898	·
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	0.40	998	0	998	11.61%	\$996,684	2,494,420	\$399.5
Business & Professional	1,172,853	0.40	469	0	469	5.46%	\$468,632	1,172,853	\$399.5
Industrial	3,005,640	0.48	1,443	0	1,443	16.78%	\$1,441,140	3,005,640	\$479.4
Subtotal	6,672,913		2,910	0	2,910	33.85%	\$2,906,456	6,672,913	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	147.18	0.00	0	0	0	0.00%	\$0	0.00	\$0.0
Schools	93.70	7.50	703	0	703	8.17%	\$701,987	93.70	\$7,491.8
Public Facilities	179.10	7.50	0	0	0	0.00%	\$0	0.00	\$7,491.8
Subtotal	419.98		703	0	703	8.17%	\$701,987	93.70	
Total			9,429	(833)	8,596	100.00%	\$8,587,000		
PFE Area No. 2 Cost	\$41,229,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	2.50	4,888	0	4,888	10.80%	\$4,451,196	1,955	\$2,276.8
Low Density	13,202	1.00	13,202	0	13,202	29.16%	\$12,023,466	13,202	\$910.7
Medium Density	8,534	1.00	8,534	0	8,534	18.85%	\$7,772,175	8,534	\$910.7
High Density	6,192	1.00	6,192	0	6,192	13.68%	\$5,639,244	6,192	\$910.7
Subtotal	29,883		32,816	0	32,816	72.49%	\$29,886,081	29,883	
Non-Residential	<u>Bldg SF</u>	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.40	6,899	0	6,899	15.24%	\$6,283,240	17,247,800	\$364.2
Business & Professional	5,655,177	0.40	2,262	0	2,262	5.00%	\$2,060,137	5,655,177	\$364.2
Industrial	5,227,200	0.48	2,509	0	2,509	5.54%	\$2,285,074	5,227,200	\$437.1
Subtotal	28,130,177		11,670	0	11,670	25.78%	\$10,628,451	28,130,177	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	185.10	0.00	0	0	0	0.00%	\$0	0.00	\$0.0
Schools	104.60	7.50	785	0	785	1.73%	\$714,468	104.60	\$6,830.4
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.0
Subtotal	6,321.00		785	0	785	1.73%	\$714,468	104.60	
Total			45,270	0	45,270	100.00%	\$41,229,000		

Table A-21
Drainage Cost Estimates

Drainage Facilities Costs - PFE Area No. 1 North	Critical	Non-Critical
North Drainage Improvements	\$0	\$5,991,370
Regional Drainage Improvements	\$317,950	\$0
Total Cost Allocated to Future Development in PFE Area No. 1 North (Rounded)	\$318,000	\$5,991,000
<u>Drainage Facilities Costs - PFE Area No. 1 South</u>		
South Drainage Improvements	\$969,261	\$0
Regional Drainage Improvements	\$438,504	\$0
Total Cost Allocated to Future Development in PFE Area No. 1 South (Rounded)	\$1,408,000	\$0
<u>Drainage Facilities Costs - PFE Area No. 2</u> South Drainage Improvements	\$0	\$1,626,241
Total Cost Allocated to Future Development in PFE Area No. 2 (Rounded)	\$0	\$1,626,000
Drainage Facilities Costs - Citywide		
Regional Drainage Improvements Fee Fund Balance ¹	\$29,646,087 (\$849,181)	\$5,443,560 \$0
Total Cost Allocated to Future Development Citywide (Rounded)	\$28,797,000	\$5,444,000

Assumes all of the drainage fee fund balance is applied to fund critical citywide drainage facilities.

Sources: City of Lincoln

Table A-22
Drainage Fee Calculation - PFE Area No. 1 North & South of Auburn Ravine

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF Acre
				Remaining Dev	relopment North	o Of Auburn Ra	avine		
Critical PFE Area No. 1 Cost	\$318,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	0	1.30	0	0	0	0.00%	\$0	0	\$172.63
Low Density	326	1.00	326	0	326	13.61%	\$43,289	326	\$132.79
Medium Density	486	0.70	340	0	340	14.21%	\$45,175	486	\$92.95
High Density Subtotal	986	0.24	708	0	708	1.74% 29.56%	\$5,545 \$94,010	174 986	\$31.87
			700	Ü	700	23.3070	ψ54,010		
Non-Residential	Bldg SF	per 1,000 SF	400	0	400	4.550/	04445	Bldg SF	per 1,000 SF
Commercial Business & Professional	222,156 30,056	0.49 0.49	109 15	0	109 15	4.55% 0.61%	\$14,455 \$1,956	222,156 30,056	\$65.07 \$65.07
Industrial	2,649,537	0.49	1,563	0	1,563	65.28%	\$207,580	2,649,537	\$78.35
Subtotal	2,901,749	0.00	1,687	0	1,687	70.44%	\$223,990	2,901,749	ψ10.00
Public/Other		nor Aoro	•		•		,		nor Acre
Public/Other Parks	<u>Acres</u> 2.58	<i>per Acre</i> 0.00	0	0	0	0.00%	\$0	<u>Acres</u> 0.00	<i>per Acre</i> \$0.00
Schools	0.00	4.00	0	0	0	0.00%	\$0 \$0	0.00	\$531.16
Public Facilities	179.10	6.40	0	0	0	0.00%	\$0	0.00	\$849.85
Subtotal	181.68		0	0	0	0.00%	\$0	0.00	
Total			2,395	0	2,395	100.00%	\$318,000		
Non-Critical PFE Area No. 1 Cost	\$5,991,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	0	1.30	0	0	0	0.00%	\$0	0	\$3,252.2
Low Density	326	1.00	326	0	326	13.61%	\$815,554	326	\$2,501.70
Medium Density	486	0.70	340	0	340	14.21%	\$851,079	486	\$1,751.19
High Density	174	0.24	42	0	42	1.74%	\$104,471	174	\$600.41
Subtotal	986		708	0	708	29.56%	\$1,771,104	986	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	222,156	0.49	109	0	109	4.55%	\$272,326	222,156	\$1,225.83
Business & Professional Industrial	30,056	0.49	15	0	15	0.61%	\$36,844	30,056	\$1,225.83
Subtotal	2,649,537 2,901,749	0.59	1,563 1,687	0	1,563 1,687	65.28% 70.44%	\$3,910,726 \$4,219,896	2,649,537 2,901,749	\$1,476.00
			.,	-	,,,,,,		* ',= '''		_
Public/Other Parks	<u>Acres</u> 2.58	per Acre	0	0	0	0.000/	\$0	<u>Acres</u>	per Acre
Schools	2.58 0.00	0.00 4.00	0	0	0 0	0.00% 0.00%	\$0 \$0	0.00 0.00	\$0.00 \$10,006.80
Public Facilities	179.10	6.40	0	0	0	0.00%	\$0	0.00	\$16,010.88
Subtotal	181.68		0	0	0	0.00%	\$0	0.00	
Total			2,395	0	2,395	100.00%	\$5,991,000		
				Remaining Dev					
Critical PFE Area No. 1 Cost	\$1,408,000								
		nor I !!!						11-2-	man I India
Residential Very Low Density	<u>Units</u> 67	<i>per Unit</i> 1.30	87	0	87	1.60%	\$22,471	<u>Units</u> 67	<u>per Unit</u> \$335.39
Low Density	1,873	1.00	1,873	0	1,873	34.32%	\$483,225	1,873	\$258.0
Medium Density	1,238	0.70	867	0	867	15.88%	\$223,579	1,238	\$180.60
High Density	617	0.24	148	0	148	2.71%	\$38,204	617	\$61.92
High Density - Twelve Bridges	935	0.24	224	0	224	4.11%	\$57,894	935	\$61.9
Subtotal	4,730		3,199	0	3,199	58.62%	\$825,374	4,730	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,272,264	0.49	1,113	0	1,113	20.40%	\$287,255	2,272,264	\$126.42
Business & Professional	1,142,797	0.49	560	0	560	10.26%	\$144,470	1,142,797	\$126.42
Industrial	356,103	0.59	210	0	210	3.85%	\$54,205	356,103	\$152.22
Subtotal	3,771,163		1,883	0	1,883	34.51%	\$485,929	3,771,163	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	144.60	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	93.70	4.00	375	0	375	6.87%	\$96,697	93.70	\$1,031.98
Subtotal	238.30		375	0	375	6.87%	\$96,697	93.70	
Total			5,457	0	5,457	100.00%	\$1,408,000		

Table A-23
Drainage Other Fee Calculation - Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
Citywide Cost	\$28,797,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	2,022	1.30	2,629	0	2,629	5.74%	\$1,653,450	2,022	\$817.73
Low Density	15,401	1.00	15,401	0	15,401	33.64%	\$9,687,584	15,401	\$629.02
Medium Density	10,258	0.70	7,181	0	7,181	15.68%	\$4,516,763	10,258	\$440.32
High Density	6,983	0.24	1,676	0	1,676	3.66%	\$1,054,192	6,983	\$150.97
High Density - Twelve Bridges	935	0.24	224	0	224	0.49%	\$141,153	935	\$150.97
Subtotal	35,599		27,111	0	27,111	59.22%	\$17,053,141	35,599	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	19,742,220	0.49	9,674	0	9,674	21.13%	\$6,084,972	19,742,220	\$308.22
Business & Professional	6,828,030	0.49	3,346	0	3,346	7.31%	\$2,104,544	6,828,030	\$308.22
Industrial	8,232,840	0.59	4,857	0	4,857	10.61%	\$3,055,401	8,232,840	\$371.12
Subtotal	34,803,090		17,877	0	17,877	39.05%	\$11,244,918	34,803,090	
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	332.28	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	198.30	4.00	793	0	793	1.73%	\$498,941	198.30	\$2,516.09
Public Facilities	179.10	6.40	0	0	0	0.00%	\$0	0.00	\$4,025.75
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Subtotal	6,740.98		793	0	793	1.73%	\$498,941	198.30	
Total			45,781	0	45,781	100.00%	\$28,797,000		

Table A-24
Drainage Other Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF Acre
PFE Area No. 2 Cost	\$1,626,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.30	2,542	0	2,542	6.70%	\$108,955	1,955	\$55.73
Low Density	13,202	1.00	13,202	0	13,202	34.81%	\$565,975	13,202	\$42.87
Medium Density	8,534	0.70	5,974	0	5,974	15.75%	\$256,099	8,534	\$30.01
High Density	6,192	0.24	1,486	0	1,486	3.92%	\$63,709	6,192	\$10.29
Subtotal	29,883		23,203	0	23,203	61.18%	\$994,738	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.49	8,451	0	8,451	22.28%	\$362,316	17,247,800	\$21.01
Business & Professional	5,655,177	0.49	2,771	0	2,771	7.31%	\$118,795	5,655,177	\$21.01
Industrial	5,227,200	0.59	3,084	0	3,084	8.13%	\$132,214	5,227,200	\$25.29
Subtotal	28,130,177		14,307	0	14,307	37.72%	\$613,325	28,130,177	
Public/Other	Acres	per Acre						Acres	per Acre
Parks	185.10	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Schools	104.60	4.00	418	0	418	1.10%	\$17,937	104.60	\$171.4
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.00
Subtotal	6,321.00		418	0	418	1.10%	\$17,937	104.60	
Total			37,928	0	37,928	100.00%	\$1,626,000		
Citywide Cost	\$5,444,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	2,022	1.30	2,629	0	2,629	5.74%	\$312,581	2,022	\$154.59
Low Density	15,401	1.00	15,401	0	15,401	33.64%	\$1,831,413	15,401	\$118.92
Medium Density	10,258	0.70	7,181	0	7,181	15.68%	\$853,883	10,258	\$83.24
High Density	6,983	0.70	1,676	0	1,676	3.66%	\$199,292	6,983	\$28.54
High Density - Twelve Bridges	935	0.24	224	0	224	0.49%	\$26,685	935	\$28.5
Subtotal	35,599	0.24	27,111	0	27,111	59.22%	\$3,223,853	35,599	Ψ20.0-
Non-Residential	Bldg SF	per 1,000 SF						<u>Bldq SF</u>	per 1,000 SF
Commercial	19,742,220	0.49	9,674	0	9,674	21.13%	\$1.150.349	19,742,220	\$58.2
Business & Professional	6,828,030	0.49	3,346	0	3,346	7.31%	\$397,859	6,828,030	\$58.2
Industrial	8,232,840	0.59	4,857	0	4,857	10.61%	\$577,616	8,232,840	\$70.1
Subtotal	34,803,090	2.00	17,877	0	17,877	39.05%	\$2,125,823	34,803,090	ψ. σ. τ
Public/Other	<u>Acres</u>	per Acre						<u>Acres</u>	per Acre
Parks	332.28	0.00	0	0	0	0.00%	\$0	0.00	\$0.0
Schools	198.30	4.00	793	0	793	1.73%	\$94,324	198.30	\$475.66
Public Facilities	179.10	6.40	0	0	0	0.00%	\$0	0.00	\$761.0
Open Space	6,031.30	0.00	0	0	0	0.00%	\$0	0.00	\$0.0
Subtotal	6,740.98		793	0	793	1.73%	\$94,324	198.30	7515
Total			45,781	0	45,781	100.00%	\$5,444,000		

Table A-25
Fire Cost Estimates for PFE Area No. 1

	Existing	Future	Future	Total Existing
Development Assumptions	(2022) ¹	Area 1 ²	Area 2 3	& Future
Resident Population	51,784	22,048	56,536	130,367
Employee Resident-Equivalent Population	2,855	6,117	23,023	31,995
Total Persons Served	54,639	28,165	79,559	162,362
% of Total Excluding PFE Area No. 2	66%	34%	N/A	100%
Fire Station Costs - PFE Area No. 1		Station	Cost per	Estimated
		<u>Sq. Ft.</u>	<u>Sq. Ft.</u>	<u>Value</u>
Station #33		12,285	\$670	\$8,231,141
Station #34		13,730	\$657	\$9,019,326
Station #35		5,463	\$275	\$1,503,904
Subtotal				\$18,754,371
		Total	Cost per	Replacement
Vehicles and Equipment Costs		<u>Units</u>	<u>Unit</u>	<u>Cost</u>
Type 1 Engine		5	\$862,251	\$4,311,255
Type 3 Engine		2	\$401,967	\$803,934
Type 6 Engine		1	\$263,993	\$263,993
Ladder Truck		1	\$1,571,386	\$1,571,386
Equipment for Engines, Pumpers & Ladder T	rucks			\$1,171,251
Tanker with Pump				\$188,736
Vehicles for Chief and Battalion Chiefs				\$84,226
Zodiac Rescue Boat				\$24,486
Subtotal				\$8,419,267
Total Estimated Cost				\$27,173,637
% Attributable to Future Development in PFE Are	ea No. 1			34%
Cost Attributable to Future Development in P	FE Area No. 1			<u>\$9,242,851</u>
Total Cost Allocated to Future Development in	n PFE Area No. 1 (Roun	ded)		<u>\$9,243,000</u>

¹ Includes properties that have fee credits.

Source: City of Lincoln

Excludes properties that have fee credits, but includes future development in Village 1 (160 very low density units, 2,833 low density units, 894 medium density units, 566 high density and mixed use units and, 10.0 acres of commercial property).

³ Excludes future development in Village 1.

Table A-26
Fire Cost Estimates for PFE Area No. 2 and Citywide Costs

Development Assumptions Resident Population			Future Area 2 ¹ 56,536
Fire Facility and Equipment Costs - PFE Area No. 2			
Fire Service Standards			
Level of Service Standard (Firefighters per 1,000 residents) Assumed Number of Firefighters per Station Assumed Square Footage of each Station Additional Firefighters Required Additional Stations Required Additional Stations Building Square Footage Required			0.66 12 11,000 37 3.1 34,204
Fire Station Cost Estimates			,
Additional Fire Station Square Footage Required for Future Develop	ment in PFE Area	a No. 2	34,204
	Station Sg. Ft.	Cost per <u>Sq</u> . Ft.	Estimated Cost
New Stations	34,204	\$754	\$25,798,957
Equipment	34,204	\$40	\$1,375,944
Technology	34,204	\$75	\$2,579,896
Subtotal			\$29,754,797
		Cost per	Estimated
<u>Vehicle Cost Estimates</u>	<u>Units</u>	<u>Unit</u>	<u>Cost</u>
Type 1 Engine	3.1	\$862,251	\$2,681,137
Type 3 Engine	3.1	\$401,967	\$1,249,901
Command Vehicle	3.1	\$84,226	\$261,899
Ladder Truck	1.0	\$1,571,386	\$1,571,386
Subtotal			\$5,764,322
Total Estimated Cost			\$35,519,120
% Attributable to Future Development in PFE Area No. 2			100%
Cost Attributable to Future Development in PFE Area No. 2 (Round	ed)		<u>\$35,519,000</u>
		Cost per	Estimated
Vehicle Cost Estimates	<u>Units</u>	<u>Unit</u>	<u>Cost</u>
Emergency Medical Response Vehicles & Equipment	1.0	\$402,275	\$402,275
Cost Attributable to Euture Development Citywide (Baunded)			¢402.000
Cost Attributable to Future Development Citywide (Rounded)			<u>\$402,000</u>

¹ Excludes future development in Village 1.

Source: City of Lincoln

Table A-27
Fire Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres ¹	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF Acre
PFE Area No. 1 Cost	\$9,243,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	227	1.00	227	(5)	222	1.60%	\$147,803	222	\$666.82
Low Density	5,032	1.00	5,032	(119)	4,913	35.45%	\$3,276,418	4,913	\$666.82
Medium Density	2,618	1.00	2,618	(62)	2,556	18.44%	\$1,704,623	2,556	\$666.82
High Density	1,357	0.72	977	(23)	954	6.88%	\$636,167	1,325	\$480.11
High Density - Twelve Bridges	935	0.72	673	(16)	657	4.74%	\$438,332	913	\$480.11
Subtotal	10,169		9,527	(224)	9,303	67.11%	\$6,203,342	9,929	
Non-Residential	Bldg SF	per 1,000 SF						<u>Bldq SF</u>	per 1,000 SF
Commercial	2,625,100	0.67	1,759	0	1,759	12.69%	\$1,172,822	2,625,100	\$446.77
Business & Professional	1,172,853	0.67	786	0	786	5.67%	\$523,998	1,172,853	\$446.77
Industrial	3,005,640	0.67	2,014	0	2,014	14.53%	\$1,342,837	3,005,640	\$446.77
Subtotal	6,803,593	0.07	4,558	0	4,558	32.89%	\$3,039,658	6,803,593	Ψ++0.77
	2,222,222						. , ,	0,000,000	
Total			14,086	(224)	13,861	100.00%	\$9,243,000		
PFE Area No. 2 Cost	\$35,519,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,795	1.00	1,795	0	1,795	4.21%	\$1,496,129	1,795	\$833.50
Low Density	10,369	1.00	10,369	0	10,369	24.33%	\$8,642,540	10,369	\$833.50
Medium Density	7,640	1.00	7,640	0	7,640	17.93%	\$6,367,924	7,640	\$833.50
High Density	5,626	0.72	4,051	0	4,051	9.51%	\$3,376,267	5,626	\$600.12
Subtotal	25,430		23,855	0	23,855	55.98%	\$19,882,860	25,430	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,117,120	0.67	11,468	0	11,468	26.91%	\$9,558,946	17,117,120	\$558.44
Business & Professional	5,655,177	0.67	3,789	0	3,789	8.89%	\$3,158,097	5,655,177	\$558.44
Industrial	5,227,200	0.67	3,502	0	3,502	8.22%	\$2,919,096	5,227,200	\$558.44
Subtotal	27,999,497		18,760	0	18,760	44.02%	\$15,636,140	27,999,497	*
Total			42,614	0	42,614	100.00%	\$35,519,000		
Citywide Cost	\$402,000	ן							
		-						l Inita	por Unit
Residential	<u>Units</u>	per Unit	0.000	0	0.000	0.570/	64.4.000	<u>Units</u>	per Unit
Very Low Density	2,022	1.00	2,022	0	2,022	3.57%	\$14,336	2,022	\$7.09
Low Density	15,401	1.00	15,401	0	15,401	27.16%	\$109,192	15,401	\$7.09 \$7.09
Medium Density	10,258	1.00	10,258	0	10,258	18.09%	\$72,729 \$35,647	10,258	\$7.09 \$5.10
High Density High Density Twolve Bridges	6,983	0.72	5,028	0	5,028	8.87%	\$35,647 \$4,773	6,983	
High Density - Twelve Bridges Subtotal	935 35,599	0.72	673 33,382	0	673 33,382	1.19% 58.87%	\$4,773 \$236,676	935 35,599	\$5.10
Non-Residential	<u>Bldq SF</u>	per 1,000 SF						<u>Bldq SF</u>	per 1,000 SF
Commercial	19,742,220	0.67	13,227	0	13,227	23.33%	\$93,781	19,742,220	\$4.75
Business & Professional	6,828,030	0.67	4,575	0	4,575	23.33% 8.07%	\$32,435	6,828,030	\$4.75 \$4.75
Industrial	8,232,840	0.67	4,575 5,516	0	4,575 5,516	9.73%	\$32,435	8,232,840	\$4.75 \$4.75
Subtotal	34,803,090	0.07	23,318	0	23,318	41.13%	\$165,324	34,803,090	Φ4./3

 $^{^{1}}$ For purposes of the Fire Fee calculation, future development in Village 1 is included under PFE Area No. 1.

Table A-28
Police Cost Estimates

	Existing	Future	Future	Total Existing				
Development Assumptions	(2022) 1	Area 1 ²	Area 2	& Future				
Resident Population	51,252	12,402	66,714	130,367				
% of Total Residents	39%	10%	51%	100%				
% of Total Excluding Existing Dev't	N/A	16%	84%	100%				
			Area 1	Area 2				
	Personnel/	Proposed	Future	Future				
Police Personnel Standard	<u>1,000 pop.</u>	<u>Personnel</u>	<u>Personnel</u>	<u>Personnel</u>				
Sworn Personnel	0.85	43.56	10.54	56.71				
Non-Sworn Personnel	0.34	17.43	4.22	22.68				
Total Personnel	1.19	60.99	14.76	79.39				
Facility Costs								
Sq. Ft. per Personnel				475				
Total Required Sq. Ft. to Serve Existing and	d Future Development			73,690				
Total Required Sq. Ft. to Serve Future Deve	elopment in Fee Program			44,720				
Estimated Facility Cost per Sq. Ft. (incl. dire	•			\$691				
Technology Cost per Sq. Ft.	,			\$75				
Total Facility Cost to Serve Future Develo	opment			\$34,292,839				
Estimated Financing Cost Attributable to Fu	ture Development			\$6,900,000				
Total Facility and Financing Cost to Serv	e Future Development			\$41,192,839				
Vehicle Costs	Future	Vehicles/	Cost/	Total				
	<u>Personnel</u>	<u>Personnel</u>	<u>Vehicle</u>	<u>Cost</u>				
Sworn Personnel	67.2	1.0	\$54,056	\$3,635,134				
Total Cost to Serve Future Development				\$3,635,134				
Equipment Cost	Future	Equipment/	Cost/	Total				
	<u>Personnel</u>	<u>Personnel</u>	<u>Unit</u>	<u>Cost</u>				
Sworn Personnel	67.2	1.0	\$9,428	\$634,035				
Non-Sworn Personnel	26.9	1.0	\$9,428	\$253,614				
Total Cost to Serve Future Development				\$887,649				
Animal Shelter Cost ³				\$2,800,705				
% Attributable to Future Development in PFE A				16%				
Facility, Vehicle, and Equipment Costs Allocate		\$7,605,076						
Total Cost Allocated to Future Development in PFE Area No. 1 (Rounded)								
% Attributable to Future Development in PFE A				84%				
Facility, Vehicle, and Equipment Costs Allocate	ed to Future Development i	n PFE Area No. 2		\$40,911,250				
Total Cost Allocated to Future Development	in PFE Area No. 2 (Roun	ded)		\$40,911,000				

Includes properties that have fee credits.

² Excludes properties that have fee credits

Escalated to 2022 dollars using ENR Construction Cost Index for San Francisco. Source: City of Lincoln

Table A-29
Police Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$7,605,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	1.00	67	0	67	0.69%	\$52,510	67	\$783.73
Low Density	2,199	1.00	2,199	0	2,199	22.66%	\$1,723,427	2,199	\$783.73
Medium Density	1,724	1.00	1,724	0	1,724	17.77%	\$1,351,154	1,724	\$783.73
High Density	791	0.72	570	0	570	5.87%	\$446,351	791	\$564.29
High Density - Twelve Bridges	935	0.72	673	0	673	6.94%	\$527,608	935	\$564.29
Subtotal	5,716		5,233	0	5,233	53.93%	\$4,101,050	5,716	
Non-Residential	<u>Bldq SF</u>	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	0.67	1,671	0	1,671	17.22%	\$1,309,821	2,494,420	\$525.10
Business & Professional	1,172,853	0.67	786	0	786	8.10%	\$615,866	1,172,853	\$525.10
Industrial	3,005,640	0.67	2,014	0	2,014	20.75%	\$1,578,263	3,005,640	\$525.10
Subtotal	6,672,913		4,471	0	4,471	46.07%	\$3,503,950	6,672,913	· · · · · · · · · · · · · · · · · · ·
Total			9,704	0	9,704	100.00%	\$7,605,000		
PFE Area No. 2 Cost	\$40,911,000]							
Residential	Units	per Unit						Units	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	4.16%	\$1,701,852	1,955	\$870.51
Low Density	13,202	1.00	13,202	0	13,202	28.09%	\$11,492,505	13,202	\$870.51
Medium Density	8,534	1.00	8,534	0	8,534	18.16%	\$7,428,953	8,534	\$870.51
High Density	6,192	0.72	4,458	0	4,458	9.49%	\$3,880,953	6,192	\$626.77
Subtotal	29,883		28,149	0	28,149	59.90%	\$24,504,263	29,883	
Non-Residential	<u>Bldg SF</u>	per 1,000 SF						<u>Bldg SF</u>	per 1,000 SF
Commercial	17,247,800	0.67	11,556	0	11,556	24.59%	\$10,059,664	17,247,800	\$583.24
Business & Professional	5,655,177	0.67	3,789	0	3,789	8.06%	\$3,298,344	5,655,177	\$583.24
Industrial	5,227,200	0.67	3,502	0	3,502	7.45%	\$3,048,729	5,227,200	\$583.24
Subtotal	28,130,177		18,847	0	18,847	40.10%	\$16,406,737	28,130,177	
Total			46,996	0	46,996	100.00%	\$40,911,000		

Table A-30
Administration Cost Estimates

	Existing	Future	Future	Total Existing
Development Assumptions	(2022) ¹	Area 1 ²	Area 2	& Future
Resident Population	51,252	12,402	66,714	130,367
% of Total Residents	39%	10%	51%	100%
% of Total Excluding Existing Dev't	N/A	16%	84%	100%
			Area 1	Area 2
	Employees/	Sq. Ft./	Future	Future
Administration Staff Standard	<u>1,000 pop.</u>	<u>Employee</u>	<u>Sq. Ft.</u>	<u>Sq. Ft.</u>
Additional Sq. Ft. Needed	2.00	350	8,681	46,700
Administration Facilities				
Total Administration Facilities Building Squar	e Footage Required at C	ity Build Out		91,257
5 .		•		·
City's Portion of Existing City Hall Square Fo	~			45,505
Existing Sq. Ft. of Administration Facilities at				1,500
Additional Sq. Ft. of Administration Facilities	•			12,672
Total Additional Sq. Ft. of Administration Fac		-		31,580
Total Sq. Ft. of Administration Facilities to Se	erve Existing and Future I	Development		91,257
Administration Facilities Cost per Building So	. Ft. (incl. direct and indi	rect costs)		\$691
Total Cost for Administration Facilities to Ser	ve Existing and Future D	evelopment		\$63,096,036
9/ Attributable to Existing Development				39%
% Attributable to Existing Development Cost Attributable to Existing Development				\$24,805,296
Cost Attributable to Existing Development				Ψ24,000,200
% Attributable to Future Development Citywic	de			61%
Cost Attributable to Future Development (Citywide			\$38,290,741
Estimated Financing Cost Attributable to	Future Development Ci	tywide		\$7,700,000
Total Cost Allocated to Future Development	Citywide (Rounded)			<u>\$45,991,000</u>

¹ Includes properties that have fee credits.

Source: City of Lincoln

² Excludes properties that have fee credits

Table A-31 Administration Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
Citywide Cost	\$45,991,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	2,022	1.00	2,022	0	2,022	4.73%	\$2,176,687	2,022	\$1,076.50
Low Density	15,401	1.00	15,401	0	15,401	36.05%	\$16,579,204	15,401	\$1,076.50
Medium Density	10,258	1.00	10,258	0	10,258	24.01%	\$11,042,755	10,258	\$1,076.50
High Density	6,983	0.72	5,028	0	5,028	11.77%	\$5,412,393	6,983	\$775.08
High Density - Twelve Bridges	935	0.72	673	0	673	1.58%	\$724,701	935	\$775.08
Subtotal	35,599		33,382	0	33,382	78.14%	\$35,935,739	35,599	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	19,742,220	0.24	4,738	0	4,738	11.09%	\$5,100,608	19,742,220	\$258.36
Business & Professional	6,828,030	0.24	1,639	0	1,639	3.84%	\$1,764,093	6,828,030	\$258.36
Industrial	8,232,840	0.36	2,964	0	2,964	6.94%	\$3,190,560	8,232,840	\$387.54
Subtotal	34,803,090	•	9,341	0	9,341	21.86%	\$10,055,261	34,803,090	•
Total			42,723	0	42,723	100.00%	\$45,991,000		

Table A-32 Library Cost Estimates

Development Assumptions			Future <u>Area 2</u>
Future Area 2 Resident Population at Buildout			66,714
Library Facility and Collections Cost Estimates			
Library Service Standards			
Level of Service Standard (Library Sq. Ft. per person)			0.7
Additional Persons Served from Future Development			66,714
Additional Square Footage Required for Future Development			46,700
	Library	Cost per	Estimated
	<u>Sq. Ft.</u>	<u>Sq. Ft.</u>	<u>Cost</u>
Libraries	46,700	\$1,006	\$46,965,171
Collections	46,700	\$94	\$4,402,985
Total Estimated Cost			\$51,368,156
% Attributable to Future Development in PFE Area No. 2			100%
Cost Attributable to Future Development in PFE Area No. 2 (Rounded)			\$51,368,000

Source: City of Lincoln

Table A-33 Library Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 2 Cost	\$51,368,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	5.50%	\$2,826,648	1,955	\$1,445.86
Low Density	13,202	1.00	13,202	0	13,202	37.16%	\$19,088,189	13,202	\$1,445.86
Medium Density	8,534	1.00	8,534	0	8,534	24.02%	\$12,338,934	8,534	\$1,445.86
High Density	6,192	0.72	4,458	0	4,458	12.55%	\$6,445,972	6,192	\$1,041.02
Subtotal	29,883		28,149	0	28,149	79.23%	\$40,699,743	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.24	4,139	0	4,139	11.65%	\$5,985,080	17,247,800	\$347.01
Business & Professional	5,655,177	0.24	1,357	0	1,357	3.82%	\$1,962,377	5,655,177	\$347.01
Industrial	5,227,200	0.36	1,882	0	1,882	5.30%	\$2,720,800	5,227,200	\$520.51
Subtotal	28,130,177		7,379	0	7,379	20.77%	\$10,668,257	28,130,177	
Total			35,528	0	35,528	100.00%	\$51,368,000		

Table A-34 Solid Waste Cost Estimates

Future Households in PFE Area No.	1			12,40 5,71
		Req'd Units		
		for Future		
		Development	Cost/	Total
Solid Waste Facilities	LOS Standard	<u>in PFE Area 1</u>	<u>Unit</u>	<u>Cost</u>
Side Loader Truck	1 per 3,000 population	n 4.1	\$382,575	\$1,581,50
Front-End/Rear Loader	1 per 10,000 population	on 1.2	\$382,336	\$474,15
Roll-Off Truck	1 per 12,500 population	on 1.0	\$246,400	\$244,45
Leaf Truck	1 per 15,000 population	on 0.8	\$228,886	\$189,23
Street Sweeper	1 per 15,000 population	on 0.8	\$298,455	\$246,75
Large Bins for Roll-Off Truck	1 per 8,000 population		\$5,707	\$8,84
Vactor	1 per 25,000 population		\$511,128	\$253,55
Backhoe	1 per 25,000 population		\$103,869	\$51,52
90-Gal Container	2 per 2.37 population	(PPH) 10,465	\$73	\$763,05
Total Cost				\$3,813,09
otal Cost Allocated to Future De				66.71
Future Residents in PFE Area No. 2 Future Households in PFE Area No.				
uture Residents in PFE Area No. 2		Req'd Units		
uture Residents in PFE Area No. 2		for Future	Cost/	29,88
uture Residents in PFE Area No. 2 uture Households in PFE Area No.	2	for Future Development	Cost/	29,88. Total
uture Residents in PFE Area No. 2 uture Households in PFE Area No.	2 <u>LOS Standard</u>	for Future Development <u>in PFE Area 2</u>	<u>Unit</u>	29,88 Total <u>Cost</u>
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck	2 <u>LOS Standard</u> 1 per 3,000 population	for Future Development in PFE Area 2 n 22.2	<u>Unit</u> \$382,575	29,88. <i>Total</i> <u>Cost</u> \$8,507,65
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck Front-End/Rear Loader	2 <u>LOS Standard</u> 1 per 3,000 population 1 per 10,000 population	for Future Development in PFE Area 2 n 22.2 on 6.7	<u>Unit</u> \$382,575 \$382,336	7otal <u>Cost</u> \$8,507,65 \$2,550,70
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck	2 <u>LOS Standard</u> 1 per 3,000 populatio 1 per 10,000 populati 1 per 12,500 populati	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3	<u>Unit</u> \$382,575 \$382,336 \$246,400	70tal <u>Cost</u> \$8,507,65 \$2,550,70 \$1,315,05
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck Leaf Truck	2 LOS Standard 1 per 3,000 population 1 per 10,000 population 1 per 12,500 population 1 per 15,000 population	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3 on 4.4	<u>Unit</u> \$382,575 \$382,336 \$246,400 \$228,886	70tal <u>Cost</u> \$8,507,65 \$2,550,70 \$1,315,05 \$1,017,98
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck Leaf Truck Street Sweeper	LOS Standard 1 per 3,000 populatio 1 per 10,000 populatio 1 per 12,500 populati 1 per 15,000 populati 1 per 15,000 populati	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3 on 4.4 on 4.4	<u>Unit</u> \$382,575 \$382,336 \$246,400 \$228,886 \$298,455	70tal <u>Cost</u> \$8,507,65 \$2,550,70 \$1,315,05 \$1,017,98 \$1,327,40
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck Leaf Truck Street Sweeper Large Bins for Roll-Off Truck	LOS Standard 1 per 3,000 population 1 per 10,000 population 1 per 12,500 population 1 per 15,000 population 1 per 15,000 population 1 per 8,000 population	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3 on 4.4 on 4.4 n 3.7	<u>Unit</u> \$382,575 \$382,336 \$246,400 \$228,886 \$298,455 \$5,707	Total <u>Cost</u> \$8,507,65 \$2,550,70 \$1,315,05 \$1,017,98 \$1,327,40 \$21,31
Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck Leaf Truck Street Sweeper Large Bins for Roll-Off Truck Vactor	LOS Standard 1 per 3,000 population 1 per 10,000 population 1 per 12,500 population 1 per 15,000 population 1 per 8,000 population 1 per 8,000 population 1 per 25,000 population	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3 on 4.4 on 4.4 n 3.7 on 1.2	<u>Unit</u> \$382,575 \$382,336 \$246,400 \$228,886 \$298,455 \$5,707 \$511,128	7otal Cost \$8,507,65 \$2,550,70 \$1,315,05 \$1,017,98 \$1,327,40 \$21,31 \$610,96
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck Leaf Truck Street Sweeper Large Bins for Roll-Off Truck Vactor Backhoe	LOS Standard 1 per 3,000 population 1 per 10,000 population 1 per 12,500 population 1 per 15,000 population 1 per 15,000 population 1 per 8,000 population 1 per 25,000 population 1 per 25,000 population 1 per 25,000 population	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3 on 4.4 on 4.4 n 3.7 on 1.2 on 1.2	<u>Unit</u> \$382,575 \$382,336 \$246,400 \$228,886 \$298,455 \$5,707 \$511,128 \$103,869	70tal <u>Cost</u> \$8,507,65 \$2,550,70 \$1,315,05 \$1,017,98 \$1,327,40 \$21,31 \$610,96 \$124,15
Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck Leaf Truck Street Sweeper Large Bins for Roll-Off Truck Vactor	LOS Standard 1 per 3,000 population 1 per 10,000 population 1 per 12,500 population 1 per 15,000 population 1 per 8,000 population 1 per 8,000 population 1 per 25,000 population	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3 on 4.4 on 4.4 n 3.7 on 1.2 on 1.2	<u>Unit</u> \$382,575 \$382,336 \$246,400 \$228,886 \$298,455 \$5,707 \$511,128	
Future Residents in PFE Area No. 2 Future Households in PFE Area No. Solid Waste Facilities Side Loader Truck Front-End/Rear Loader Roll-Off Truck Leaf Truck Street Sweeper Large Bins for Roll-Off Truck Vactor Backhoe 90-Gal Container	LOS Standard 1 per 3,000 population 1 per 10,000 population 1 per 12,500 population 1 per 15,000 population 1 per 15,000 population 1 per 8,000 population 1 per 25,000 population 1 per 25,000 population 1 per 25,000 population	for Future Development in PFE Area 2 n 22.2 on 6.7 on 5.3 on 4.4 on 4.4 n 3.7 on 1.2 on 1.2	<u>Unit</u> \$382,575 \$382,336 \$246,400 \$228,886 \$298,455 \$5,707 \$511,128 \$103,869	Tota <u>Cos</u> \$8,50 \$2,55 \$1,31 \$1,31 \$1,32 \$61 \$12 \$4,10

Source: City of Lincoln

Table A-35 Solid Waste Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$3,813,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	1.00	67	0	67	1.17%	\$44,586	67	\$665.46
Low Density	2,199	1.00	2,199	0	2,199	38.38%	\$1,463,344	2,199	\$665.46
Medium Density	1,724	1.00	1,724	0	1,724	30.09%	\$1,147,251	1,724	\$665.46
High Density	791	0.72	570	0	570	9.94%	\$378,992	791	\$479.13
High Density - Twelve Bridges	935	0.72	673	0	673	11.75%	\$447,987	935	\$479.13
Subtotal	5,716		5,233	0	5,233	91.32%	\$3,482,160	5,716	·
Non-Residential	<u>Bldq SF</u>	per 1,000 SF						<u>Bldq SF</u>	per 1,000 SF
Commercial	2,494,420	0.07	175	0	175	3.05%	\$116,195	2,494,420	\$46.58
Business & Professional	1,172,853	0.07	82	0	82	1.43%	\$54,634	1,172,853	\$46.58
Industrial	3,005,640	0.08	240	0	240	4.20%	\$160,010	3,005,640	\$53.24
Subtotal	6,672,913		497	0	497	8.68%	\$330,840	6,672,913	· ·
Total			5,730	0	5,730	100.00%	\$3,813,000		
PFE Area No. 2 Cost	\$19,580,000]							
Residential	Units	per Unit						Units	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	6.48%	\$1,268,747	1,955	\$648.98
Low Density	13,202	1.00	13,202	0	13,202	43.76%	\$8,567,776	13,202	\$648.98
Medium Density	8,534	1.00	8,534	0	8,534	28.29%	\$5,538,358	8,534	\$648.98
High Density	6,192	0.72	4,458	0	4,458	14.78%	\$2,893,289	6,192	\$467.26
Subtotal	29,883		28,149	0	28,149	93.30%	\$18,268,171	29,883	
Non-Residential	<u>Bldg SF</u>	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.07	1,207	0	1,207	4.00%	\$783,538	17,247,800	\$45.43
Business & Professional	5,655,177	0.07	396	0	396	1.31%	\$256,905	5,655,177	\$45.43
Industrial	5,227,200	0.08	418	0	418	1.39%	\$271,386	5,227,200	\$51.92
Subtotal	28,130,177		2,021	0	2,021	6.70%	\$1,311,829	28,130,177	•
Total			30,171	0	30,171	100.00%	\$19,580,000		

Table A-36
Park & Trail Improvements Cost Estimates for PFE Area No. 1

			5
Davidanment Accomptions			Future
Development Assumptions Development Assumptions			Area 1
Resident Population			12,402
Park Improvement Costs - PFE Area No. 1	Park	Cost per	Estimated
Tark improvement cools TTE 74 ca No. 1	Acreage	Acre	Cost
Main Village Park Site	21.8	\$666,268	\$14,524,635
Village 10 Park Site	2.0	\$666,268	\$1,332,535
City Pond Park Site	1.0	\$666,268	\$666,268
Robert "Chief" Jimenez Park	12.0	\$666,268	\$7,995,212
South Lincoln Crossing Elementary	5.0	\$666,268	\$3,331,338
Scheiber Park - Phase 2	2.0	\$666,268	\$1,332,535
Foskett Regional Park	3.0	\$729,123	\$2,187,369
Aitken Ranch Park	3.0	\$666,268	\$1,998,803
Meadowlands Park	2.2	\$666,268	\$1,465,789
Community Center Park	3.2	\$666,268	\$2,132,056
Total Facility Cost to Serve Future Development In PFE Area	a No. 1		\$36,966,541
Trail/Open Space Improvements - PFE Area No. 1			
Total New Miles of Trail/Open Space to Serve Future Developm	ent in PFE Area No. 1		5.5
Development Cost per Mile			\$622,539
Total Facility Cost to Serve Future Development In PFE Area	a No. 1		\$3,423,965
•			. , , , , , ,
Total Cost Required to Serve Future Development In PFE Area	No. 1 (Rounded)		\$40,391,000

Source: City of Lincoln

Table A-37
Parks and Trails Area 1 Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$40,391,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	67	1.00	67	0	67	0.93%	\$376,127	67	\$5,613.84
Low Density	2,199	1.00	2,199	0	2,199	30.56%	\$12,344,836	2,199	\$5,613.84
Medium Density	1,724	1.00	1,724	0	1,724	23.96%	\$9,678,262	1,724	\$5,613.84
High Density	791	0.72	570	0	570	7.92%	\$3,197,195	791	\$4,041.97
High Density - Twelve Bridges	935	0.72	673	0	673	9.36%	\$3,779,238	935	\$4,041.97
Subtotal	5,716		5,233	0	5,233	72.73%	\$29,375,657	5,716	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	0.24	599	0	599	8.32%	\$3,360,786	2,494,420	\$1,347.32
Business & Professional	1,172,853	0.24	281	0	281	3.91%	\$1,580,210	1,172,853	\$1,347.32
Industrial	3,005,640	0.36	1,082	0	1,082	15.04%	\$6,074,346	3,005,640	\$2,020.98
Subtotal	6,672,913		1,962	0	1,962	27.27%	\$11,015,343	6,672,913	
Total			7,195	0	7,195	100.00%	\$40,391,000		

Table A-38 Park & Trail Improvements Cost Estimates for PFE Area No. 2

	- .
Development Accounting	Future
Development Assumptions Desident Paralleties	Area 2
Resident Population	66,714
Neighborhood Park Improvement Costs - PFE Area No. 2	
Level of Service Standard (Acres per 1,000 population)	3.0
Total New Park Acres to Serve Future Development in PFE Area No. 2	200.1
Development Cost per Park Acre	\$666,268
Total Facility Cost to Serve Future Development In PFE Area No. 2	\$133,347,539
Total Cost Required to Serve Future Development In PFE Area No. 2 (Rounded)	<u>\$133,348,000</u>
Regional Park Improvement Costs - PFE Area No. 2	
Level of Service Standard (Acres per 1,000 population)	3.0
Total New Park Acres to Serve Future Development in PFE Area No. 2	200.1
Development Cost per Park Acre	\$729,123
Total Facility Cost to Serve Future Development In PFE Area No. 2	\$145,927,495
Total Cost Required to Serve Future Development In PFE Area No. 2 (Rounded)	<u>\$145,927,000</u>
Trail/Open Space Improvements - PFE Area No. 2	
Level of Service Standard (miles per 2,500 population)	1.5
Total New Miles of Trail/Open Space to Serve Future Development in PFE Area No. 2	40.0
Development Cost per Mile	\$622,539
Total Facility Cost to Serve Future Development In PFE Area No. 2	\$24,919,133
Total Cost Required to Serve Future Development In PFE Area No. 2 (Rounded)	<u>\$24,919,000</u>

Source: City of Lincoln

Table A-39
City of Lincoln PFE Fee Update
Neighborhood Parks Area 2 Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 2 Cost	\$133,348,000]							
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	5.50%	\$7,337,796	1,955	\$3,753.35
Low Density	13,202	1.00	13,202	0	13,202	37.16%	\$49,551,702	13,202	\$3,753.35
Medium Density	8,534	1.00	8,534	0	8,534	24.02%	\$32,031,073	8,534	\$3,753.35
High Density	6,192	0.72	4,458	0	4,458	12.55%	\$16,733,327	6,192	\$2,702.41
Subtotal	29,883		28,149	0	28,149	79.23%	\$105,653,897	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.24	4,139	0	4,139	11.65%	\$15,536,879	17,247,800	\$900.80
Business & Professional	5,655,177	0.24	1,357	0	1,357	3.82%	\$5,094,204	5,655,177	\$900.80
Industrial	5,227,200	0.36	1,882	0	1,882	5.30%	\$7,063,020	5,227,200	\$1,351.21
Subtotal	28,130,177		7,379	0	7,379	20.77%	\$27,694,103	28,130,177	
Total			35,528	0	35,528	100.00%	\$133,348,000		

Table A-40 City of Lincoln PFE Fee Update Regional Parks Area 2 Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 2 Cost	\$145,927,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	5.50%	\$8,029,985	1,955	\$4,107.41
Low Density	13,202	1.00	13,202	0	13,202	37.16%	\$54,226,019	13,202	\$4,107.41
Medium Density	8,534	1.00	8,534	0	8,534	24.02%	\$35,052,632	8,534	\$4,107.41
High Density	6,192	0.72	4,458	0	4,458	12.55%	\$18,311,817	6,192	\$2,957.33
Subtotal	29,883		28,149	0	28,149	79.23%	\$115,620,453	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.24	4,139	0	4,139	11.65%	\$17,002,506	17,247,800	\$985.78
Business & Professional	5,655,177	0.24	1,357	0	1,357	3.82%	\$5,574,751	5,655,177	\$985.78
Industrial	5,227,200	0.36	1,882	0	1,882	5.30%	\$7,729,290	5,227,200	\$1,478.67
Subtotal	28,130,177		7,379	0	7,379	20.77%	\$30,306,547	28,130,177	
Total			35,528	0	35,528	100.00%	\$145,927,000		

Table A-41 City of Lincoln PFE Fee Update Trails Area 2 Fee Calculation - Non-Critical Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 2 Cost	\$24,919,000								
Residential	<u>Units</u>	per Unit						<u>Units</u>	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	5.50%	\$1,371,228	1,955	\$701.40
Low Density	13,202	1.00	13,202	0	13,202	37.16%	\$9,259,823	13,202	\$701.40
Medium Density	8,534	1.00	8,534	0	8,534	24.02%	\$5,985,709	8,534	\$701.40
High Density	6,192	0.72	4,458	0	4,458	12.55%	\$3,126,989	6,192	\$505.00
Subtotal	29,883		28,149	0	28,149	79.23%	\$19,743,749	29,883	
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.24	4,139	0	4,139	11.65%	\$2,903,407	17,247,800	\$168.33
Business & Professional	5,655,177	0.24	1,357	0	1,357	3.82%	\$951,964	5,655,177	\$168.33
Industrial	5,227,200	0.36	1,882	0	1,882	5.30%	\$1,319,880	5,227,200	\$252.50
Subtotal	28,130,177		7,379	0	7,379	20.77%	\$5,175,251	28,130,177	
Total			35,528	0	35,528	100.00%	\$24,919,000		

Table A-42
Park Recreation Facilities Cost Estimates

Future	Future	Total Future
Area 1	Area 2	Residents
12,402	66,714	79,115
16%	84%	100%
	Cost per	Estimated
Quantity	<u>Facility</u>	<u>Cost</u>
1	\$17,599,523	\$17,599,523
1	\$5,028,435	\$5,028,435
	•	\$22,627,958
	Cost per	Estimated
Quantity	<u>Facility</u>	<u>Cost</u>
2	\$628,554	\$1,257,109
	Cost per	Estimated
Quantity	<u>Facility</u>	<u>Cost</u>
1	\$10,056,870	\$10,056,870
		\$33,941,937
		16%
		<u>\$5,320,000</u>
		84%
		<u>\$28,621,000</u>
	Area 1 12,402 16% Quantity 1 1 Quantity 2	Area 1 Area 2 12,402 66,714 16% 84% Cost per Quantity Facility 1 \$17,599,523 1 \$5,028,435 Cost per Quantity Facility 2 \$628,554 Cost per Quantity Facility

¹ Includes properties that have fee credits.

Source: City of Lincoln

Table A-43
Other Park Fee Calculation - Non-Critical Recreation Improvements

Land Use	Units/ Bldg SF/ Acres	EDU Factor	Total EDUs	EDUs w/ Credits (Allocated by Total EDUs)	Net EDUs In Fee Program	Percent Allocation	Total Costs	Net Units/ Bldg SF/ Acres In Fee Program	Cost per Unit/ 1,000 Bldg SF/ Acre
PFE Area No. 1 Cost	\$5,320,000								
Residential	Units	per Unit						Units	per Unit
Very Low Density	67	1.00	67	0	67	0.93%	\$49,541	67	\$739.41
Low Density	2,199	1.00	2,199	0	2,199	30.56%	\$1,625,969	2,199	\$739.41
Medium Density	1,724	1.00	1,724	0	1,724	23.96%	\$1,274,748	1,724	\$739.41
High Density	791	0.72	570	0	570	7.92%	\$421,111	791	\$532.38
High Density - Twelve Bridges	935	0.72	673	0	673	9.36%	\$497,773	935	\$532.38
Subtotal	5,716	-	5,233	0	5,233	72.73%	\$3,869,142	5,716	,
Non-Residential	Bldg SF	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	2,494,420	0.24	599	0	599	8.32%	\$442,658	2,494,420	\$177.46
Business & Professional	1,172,853	0.24	281	0	281	3.91%	\$208,133	1,172,853	\$177.46
Industrial	3,005,640	0.36	1.082	0	1.082	15.04%	\$800.067	3,005,640	\$266.19
Subtotal	6,672,913		1,962	0	1,962	27.27%	\$1,450,858	6,672,913	, , , , , , , , , , , , , , , , , , , ,
Total			7,195	0	7,195	100.00%	\$5,320,000		
PFE Area No. 2 Cost	\$28,621,000								
Residential	<u>Units</u>	per Unit						Units	per Unit
Very Low Density	1,955	1.00	1,955	0	1,955	5.50%	\$1,574,940	1,955	\$805.60
Low Density	13,202	1.00	13,202	0	13,202	37.16%	\$10,635,475	13,202	\$805.60
Medium Density	8,534	1.00	8,534	0	8,534	24.02%	\$6,874,954	8,534	\$805.60
High Density	6,192	0.72	4,458	0	4,458	12.55%	\$3,591,539	6,192	\$580.03
Subtotal	29,883		28,149	0	28,149	79.23%	\$22,676,907	29,883	
Non-Residential	<u>Bldg SF</u>	per 1,000 SF						Bldg SF	per 1,000 SF
Commercial	17,247,800	0.24	4,139	0	4,139	11.65%	\$3,334,741	17,247,800	\$193.34
Business & Professional	5,655,177	0.24	1,357	0	1,357	3.82%	\$1,093,389	5,655,177	\$193.34
Industrial	5,227,200	0.36	1,882	0	1,882	5.30%	\$1,515,964	5,227,200	\$290.01
Subtotal	28,130,177		7,379	0	7,379	20.77%	\$5,944,093	28,130,177	•
Total			35,528	0	35.528	100.00%	\$28,621,000		

APPENDIX B

Detailed Infrastructure Facility Cost Estimates

Table B-1 City of Lincoln Road Improvements

Project No.	Critical	To Be					2019	20%	15%	10% Construction	5%	2019 Total	2017 Total	Delta
110,000.110.	Project	Constructed By	Project Description	Lanes	Qty	Unit	Construction Cost	Contingency Mark Up	Design/ Environmental	Management	Project Management	Project Cost	Project Cost	(2019 - 2017)
PFE Area No. 1 - Roadways		-,						шак ор	Mark Up	Mark Up	Mark Up			
Joiner Parkway / Lincoln Parkway														
R-8A		City	Del Webb Blvd. North - Del Webb Blvd. South	Lanes 3&4		LF	\$ 2,565,562	\$ 513,112	\$ 384,834			\$ 3,848,343	\$3,206,966	\$ 641,377
R-8B R-9A	YES	City	Del Webb Blvd. South - Twelve Bridges Drive	Lanes 3-6 Lanes 3-6	1,330	LF	\$ 699,368 \$ 1.611.360	\$ 139,874 \$ 322,272	\$ 104,905 \$ 241,704	\$ 69,937 \$ 161,136	\$ 34,968 \$ 80.568	\$ 1,049,052 \$ 2,417,040	\$912,248 \$2,116,644	\$ 136,804 \$ 300,396
R-9B	YES	City	Twelve Bridges Drive - Fieldstone Drive Fieldstone Drive - South City Limits	2 Lanes	3,500	LF	\$ 2,620,800	\$ 524,160	\$ 393.120	\$ 262.080	\$ 131.040	\$ 3,931,200	\$3,763,281	\$ 167,919
			Subtotal		0,000		\$ 7,497,090	\$ 1,499,418	\$ 1,124,564	\$ 749,709	\$ 374,855	\$ 11,245,635	\$9,999,139	\$ 1,246,496
Lincoln Blvd/State Route (SR) 65 R-12A	YES	n/a	Auburn Ravine Bridge - Ind. Blvd. (Reimbursement)	Lanes 3&4			\$ 726,635					\$ 726.635	\$726.635	e .
R-13B	YES	n/a	Bypass Soundwalls (Reimbursement)	Laries Jun			\$ 752,893					\$ 752,893	\$752,893	\$ -
			Subtotal				\$ 1,479,528	\$ -	\$ -	\$ -	\$ -	\$ 1,479,528	\$1,479,528	\$ -
Aviation Blvd. R-14B		Developer	Venture Drive - "end point", 2,700 feet north	Lanes 3&4	2,700	LE	\$ 1,723,032	\$ 344,606	\$ 258,455	\$ 172,303	\$ 86,152	\$ 2,584,548	\$2,301,800	\$ 282,748
R-14C			"end point" - conservation area	Lanes 3&4			\$ 1,028,160	\$ 205,632		\$ 102,816		\$ 1,542,240	\$1,378,799	\$ 163,441
R-14D		Developer	through conservation area to Wise Road	Lanes 1-4	3,900	LF	\$ 5,644,080						\$7,065,711	\$ 1,400,409
			Subtotal				\$ 8,395,272	\$ 1,679,054	\$ 1,259,291	\$ 839,527	\$ 419,764	\$ 12,592,908	\$10,746,310	\$ 1,846,598
Nicolaus Rd.														
R-15A		Developer	Airport Rd Aviation	1 Lane	5,250	LF	\$ 2,135,700	\$ 427,140	\$ 320,355	\$ 213,570	\$ 106,785	\$ 3,203,550	\$2,808,946	\$ 394,604
			Subtotal				\$ 2,135,700	\$ 427,140	\$ 320,355	\$ 213,570	\$ 106,785	\$ 3,203,550	\$2,808,946	\$ 394,604
McBean Park Drive / SR 193														
R-19A		Developer	Ferrari Ranch Rd Oak Tree Lane	3 Lanes	3,670	LE	\$ 6,063,428	\$ 1,212,686	\$ 909,514	\$ 606,343	\$ 303,171	\$ 9,095,142	\$6,776,615	\$ 2,318,527
R-19B			Oak Tree Lane - Village 1 boundary	Lanes 3&4	5,916	LF	\$ 2,584,111	\$ 516,822	\$ 387,617	\$ 258,411	\$ 129,206	\$ 3,876,167	\$3,474,859	\$ 401,308
R-19C		Developer	Village 1 boundary - Sierra College Blvd.	Lanes 3&4	2,625	LF	\$ 1,146,600	\$ 229,320	\$ 171,990	\$ 114,660	\$ 57,330	\$ 1,719,900	\$1,541,836	\$ 178,064
R-19D		Developer	frontage of golf course (open space) Subtotal	Lanes 3&4	1,340	LF	\$ 1,346,218 \$ 11,140,357	\$ 269,244 \$ 2,228,071	\$ 201,933 \$ 1,671,054	\$ 134,622 \$ 1,114,036	\$ 67,311 \$ 557,018		\$1,539,931 \$13,333,240	\$ 479,396 \$ 3,377,296
			- Cubicum				\$ 11,140,357	¥ 2,220,U/1	¥ 1,071,034	v 1,114,036	÷ 557,018	¥ 10,710,536	φ13,333,24U	y 5,311,29b
Ferrari Ranch Road					L									
R-20B1			Moore Road to Lincoln Crossing West Boundary	Lanes 3&4		LF	\$ 637,460	\$ 127,492	\$ 95,619	\$ 63,746		\$ 956,190	\$854,857	\$ 101,333
R-20B2			Lincoln Crossing West Boundary to Caledon Circle (excludi		785		\$ 895,843	\$ 179,169	\$ 134,376	\$ 89,584		\$ 1,343,765	\$1,091,506	\$ 252,259
R-20C R-23B			Ferrari Ranch Rd. Bridge Structure in Village 7 Ferrari Ranch Rd., Bridge to McBean Park Drive	Lanes 3&4 2 Lanes	4,800		\$ 2,500,000 \$ 2,647,296	\$ 500,000 \$ 529,459		\$ 250,000 \$ 264,730	\$ 125,000 \$ 132,365	\$ 3,750,000 \$ 3,970,944	\$4,625,000 \$3,424,209	\$ (875,000) \$ 546,735
R-23D			Section R-23B - median landscaping	Lanes 3&4	4,800		\$ 732,672				\$ 36,634		\$689,795	\$ 409,213
			Subtotal				\$ 7,413,271	\$ 1,482,654	\$ 1,111,991	\$ 741,327		\$ 11,119,907	\$10,685,367	\$ 434,540
Lincoln Boulevard (formerly Industrial Blvd.		1		-	1									
R-24A	_	Developer	SR 65 - Twelve Bridges Drive (270 DA Segment A)	Lanes 3&4	1.030	LF	\$ 1,675,399	\$ 335,080	\$ 251,310	\$ 167,540	\$ 83,770	\$ 2,513,099	\$2,135,374	\$ 377,725
R-24B		Developer	SR 65 - Twelve Bridges Drive (270 DA Segment B)	Lanes 3&4	2,680		\$ 2,497,224					\$ 3,745,836	\$3,266,268	\$ 479,568
R-25A		Developer	Twelve Bridges Drive - Athens Rd. (270 DA Segment C)	3 1/2 Lanes	1,180		\$ 1,099,524					\$ 1,649,286	\$1,438,135	\$ 211,151
R-25B R-25C			(270 DA Segment D)	Lanes 1-4 3 1/2 Lanes		LF	\$ 3,328,164 \$ 885,211	\$ 665,633 \$ 177,042	\$ 499,225 \$ 132,782	\$ 332,816 \$ 88.521		\$ 4,992,246 \$ 1,327,817	\$4,220,601 \$1,157,821	\$ 771,645 \$ 169,996
R-25C		Developer	Subtotal	3 1/2 Laries	930	LF	\$ 9,485,522					\$ 14,228,283	\$12,218,197	
													. , , , ,	, , , , , , , , , , , , , , , , , , , ,
Twelve Bridges Drive		1												
R-26(4) R-26(5)		Developer	SR-65 - Lincoln Boulevard SR-65 - Lincoln Boulevard	Lanes 3&4 Lanes 3&4	463 231		\$ 222,742 \$ 111,130	\$ 44,548 \$ 22,226	\$ 33,411 \$ 16,670	\$ 22,274 \$ 11.113	\$ 11,137 \$ 5,557	\$ 334,113 \$ 166,695	\$296,216 \$147,789	\$ 37,897 \$ 18,906
R-26(6)			SR-65 - Lincoln Boulevard	Lanes 3&4		LF	\$ 111,130	\$ 22,226		\$ 11,113	\$ 5,557	\$ 166,695	\$147,789	\$ 18,906
			Subtotal				\$ 445,002			\$ 44,500	\$ 22,250	\$ 667,503	\$591,795	\$ 75,708
12th Street R-29B P1		Davelenas	East Ave - SR 65; "Gladding Parkway"	Lanes 1&2	4.074	1.5	\$ 1,199,446	\$ 239,889	\$ 179,917	\$ 119,945	\$ 59,972	\$ 1,799,169	\$3,667,999	\$ (1,868,830)
R-29B F I		Developer	East Ave - SR 65, Gladding Parkway	Laries locz	1,071	LF	\$ 1,199,440	\$ 239,009	\$ 179,917	\$ 119,945	\$ 59,972	\$ 1,799,109	\$3,007,999	\$ (1,000,030)
			East Ave - SR 65; "Gladding Parkway"	Lanes 1&2	2,150	LF	\$ 3,389,088	\$ 677,818	\$ 508,363	\$ 338,909	\$ 169,454	\$ 5,083,632	\$3,880,582	\$ 1,203,050
R-29B P2		City			1.050	LF	\$ 1,265,292	\$ 253,058	\$ 189,794				\$1,515,052	\$ 382,886
R-29B P4		City	East Ave - SR 65; "Gladding Parkway"	Lanes 1&2					\$ 137,003					
R-29B P4 R-29B P5		City City	East Ave - SR 65; "Gladding Parkway"	Lanes 1&2	1,350	LF	\$ 913,356	\$ 182,671		\$ 91,336	\$ 45,668	\$ 1,370,034	\$1,210,338	\$ 159,696
R-29B P4		City	East Ave - SR 65; "Gladding Parkway" SR 65 Overcrossing, Gladding Parkway to Nicolaus Rd.				\$ 4,873,056	\$ 974,611	\$ 730,958	\$ 487,306	\$ 243,653	\$ 7,309,584	\$8,691,502	\$ (1,381,918)
R-29B P4 R-29B P5		City City	East Ave - SR 65; "Gladding Parkway"	Lanes 1&2	1,350	LF	\$ 4,873,056 \$ 11,640,238	\$ 974,611 \$ 2,328,048	\$ 730,958 \$ 1,746,036	\$ 487,306 \$ 1,164,024	\$ 243,653 \$ 582,012	\$ 7,309,584 \$ 17,460,357	\$8,691,502 \$18,965,473	\$ (1,381,918) \$ (1,505,116)
R-29B P4 R-29B P5 R-29C		City City City	East Ave - SR 65; "Gladding Parkway" SR 65 Overcrossing, Gladding Parkway to Nicolaus Rd.	Lanes 1&2	1,350	LF	\$ 4,873,056	\$ 974,611	\$ 730,958	\$ 487,306	\$ 243,653	\$ 7,309,584	\$8,691,502	\$ (1,381,918)
R-29B P4 R-29B P5 R-29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct	ion & Tra	City City City	East Ave - SR 65; "Gladding Parkway" SR 65 Overcrossing, Gladding Parkway to Nicolaus Rd.	Lanes 1&2	1,350	LF	\$ 4,873,056 \$ 11,640,238	\$ 974,611 \$ 2,328,048	\$ 730,958 \$ 1,746,036	\$ 487,306 \$ 1,164,024	\$ 243,653 \$ 582,012	\$ 7,309,584 \$ 17,460,357	\$8,691,502 \$18,965,473	\$ (1,381,918) \$ (1,505,116)
R-29B P4 R-29B P5 R-29C	ion & Tra	City City City	East Ave - SR 65; "Gladding Parkway" SR 65 Overcrossing, Gladding Parkway to Nicolaus Rd.	Lanes 1&2	1,350	LF	\$ 4,873,056 \$ 11,640,238	\$ 974,611 \$ 2,328,048	\$ 730,958 \$ 1,746,036	\$ 487,306 \$ 1,164,024 \$5,815,245	\$ 243,653 \$ 582,012 \$2,907,623	\$ 7,309,584 \$ 17,460,357 \$88,708,206	\$8,691,502 \$18,965,473	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C	ion & Tra	City City City City	East Ave - SR 65; "Cliadding Parkway" SR 65 Overcrossing, Gladding Parkway to Nicolaus Rd. Subtotal	Lanes 1&2 2 Lanes	1,350	LF LF	\$ 4,873,056 \$ 11,640,238 \$59,631,980	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000	\$ 730,958 \$ 1,746,036 \$8,722,868	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750	\$ 7,309,584 \$ 17,460,357	\$8,691,502 \$18,965,473 \$80,827,995	\$ (1,381,918) \$ (1,505,116)
R-29B P4 R-29B P5 R-29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R-31C R-31C R-31I	ion & Tra	City City City City City City City City	East Ave - SR 65; "Cladding Parkway" SR 65 Overcrossing, Gladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation	Lanes 1&2 2 Lanes	1,350 700 1 3,200	LF LF	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208	\$8,691,502 \$18,965,473 \$80,827,995 \$323,760 \$1,404,341	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C Traffic Signals / Intersection Improvements R.31D		City City City City City City City City	East Ave - SR 65: "Cladding Parkway" SR 65 Overcrossing, Gladding Parkway to Nicolaus Rd. Subtotal 6th St. Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road	Lanes 18.2 2 Lanes R R TS	1,350 700 1 3,200	EA LF	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074 \$ 29,320	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 879,600	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (538,795)
R-29B P4 R-29B P5 R-29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R-31C R-31C R-31S ignals / Intersection Improvements R-31C R-31S ignals / Intersection Improvements R-31P	ion & Tra	City City City City City City City City City City	East Averu © Th St. East Nov. 2R 65, "Cladding Parkway to Nicolaus Rd. Subtotal 8th St. Venture Drive - McClain to Aviation Lincon Blivd. @ Gladding Road East Avenue © Th St.	R R TS TS	1,350 700 1 3,200	EA LF	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074 \$ 29,320 \$ 22,495	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208	\$8,691,502 \$18,965,473 \$80,827,995 \$323,760 \$1,404,341	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867
R-29B P4 R-29B P5 R-29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R-31C R-31C R-31D R-31G R-3101 R-3101 R-3101		City City City City City City City City	East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St	R R R TS TS TS TS	1,350 700 1 1 3,200 0 0	EA LF	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980 \$ 5,211 \$ 111,500	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,908 \$ 83,625	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 55,750	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,495 \$ 1,303 \$ 27,875	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 879,600 \$ 674,850 \$ 39,080 \$ 836,250	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (538,795) \$ (485,100) \$ (440,065)
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct R.31C R.31C Traffic Signals Intersection Improvements R.31D R.31P R.31D R.31P R.31O R.31P R.31O2 R.31O2 R.31R		City City City City City City City City	East Ave. 9 SR 65. "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road East Avenue @ 17th St. East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in	R R R TS TS TS TS TS TS	1,350 700 1 3,200 0 0 0	EA LF 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500 \$ 341,900	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980 \$ 5,211 \$ 111,500 \$ 68,380	\$ 730,958 \$ 1,746,036 \$8,722,668 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,908 \$ 3,908 \$ 3,625 \$ 51,285	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 55,750 \$ 34,190	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074 \$ 29,320 \$ 22,495 \$ 1,303 \$ 27,875 \$ 17,095	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 674,850 \$ 39,080 \$ 3836,250 \$ 512,850	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,276,315	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (538,795) \$ (485,100) \$ (440,065) \$ (774,935)
R-29B P4 R-29B P5 R-29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R-31C R-31C R-31I R-31O1 R-31G R-31G R-31G R-31G R-31R	YES	City City City City City City City City City City City City Developer City City Developer	East Averue © 12th St. East Averue (21th St.	R R R TS TS TS TS TS TS TS TS	1,350 700 1 3,200 0 0 0 0	EA LF	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500 \$ 341,900 \$ 1,622,400	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 8,920 \$ 111,500 \$ 68,380 \$ 68,380 \$ 324,680	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 67,485 \$ 5,308 \$ 83,625 \$ 51,285 \$ 51,285	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 55,750 \$ 34,190 \$ 34,190 \$ 162,340	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074 \$ 29,320 \$ 22,495 \$ 1,303 \$ 27,875 \$ 17,095 \$ 17,095	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 674,850 \$ 39,080 \$ 39,080 \$ 512,850 \$ 2,435,100	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,277,785	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (538,795) \$ (440,065) \$ (774,935) \$ (274,965)
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct R.31C R.31C Traffic Signals Intersection Improvements R.31P R.31D R.31P R.3102 R.3102 R.311R R.318 R.318		City City City City City City City City	East Ave. 9 SR 65. "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road East Avenue @ 17th St. East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in East Avenue @ 12th St 17thic Signal Rough in	R R R TS TS TS TS TS TS	1,350 700 1 3,200 0 0 0	EA LF 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500 \$ 341,900	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980 \$ 5,211 \$ 111,500 \$ 68,380	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,3098 \$ 83,625 \$ 51,285 \$ 243,510 \$ 54,135	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 55,750 \$ 34,190	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074 \$ 22,495 \$ 1,303 \$ 27,875 \$ 17,095 \$ 81,170 \$ 18,045	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 674,850 \$ 39,080 \$ 3836,250 \$ 512,850	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,276,315	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (538,795) \$ (485,100) \$ (440,065) \$ (774,935)
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C Traffic Signals / Intersection Improvements R.31D R.31P R.3101 R.3102 R.3118 R.318 R.318 R.318 R.318	YES	City City City City City City City City	East Ave- SR 65; "Cladding Parkway to Nicolaus Rd. Subtotal Sh St Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road East Avenue @ 17h St East Avenue @ 17h St East Avenue @ 17h St East Avenue @ 12h St Traffic Signal Rough in Eas	R R R R S TS T	1,350 700 1 3,200 0 0 0 0 0 1 1 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 26,053 \$ 341,900 \$ 341,900 \$ 1,623,400 \$ 360,900 \$ 360,900 \$ 403,100	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980 \$ 5,211 \$ 111,500 \$ 68,380 \$ 72,180 \$ 72,180 \$ 80,620	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 51,285 \$ 51,285 \$ 243,510 \$ 54,135 \$ 188,475 \$ 60,465	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 177,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 55,750 \$ 34,190 \$ 162,340 \$ 36,090 \$ 125,650 \$ 40,310	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074 \$ 29,320 \$ 22,495 \$ 1,303 \$ 27,876 \$ 17,095 \$ 81,170 \$ 18,045 \$ 62,825 \$ 20,155	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 2,562,208 \$ 674,850 \$ 39,080 \$ 512,850 \$ 512,850 \$ 541,350 \$ 541,350 \$ 5,864,650	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,287,785 \$2,710,085 \$1,308,135 \$2,178,375 \$1,308,135 \$1,278,315	\$ (1,381,918) \$ (1,505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (638,795) \$ (485,100) \$ (774,935) \$ (274,965) \$ (276,785) \$ (293,625) \$ (916,795)
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31D R.31D R.31O R.31C	YES	City City City City City City City Cit	East Averue © 12th St. Traffic Signal Rough In East Averue © 12th St. Averue © 12th	R R R TS	1,350 700 1 3,200 0 0 0 0 0 1 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 360,900 \$ 1,623,400 \$ 1,623,400 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980 \$ 5,211 \$ 111,500 \$ 63,300 \$ 324,680 \$ 72,180 \$ 251,500 \$ 30,620 \$ 5 158,620	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,062 \$ 512,55 \$ 51,25 \$ 51,25 \$ 51,25 \$ 188,475 \$ 60,465 \$ 119,26	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,840 \$ 2,605 \$ 2,605 \$ 34,190 \$ 1162,340 \$ 36,090 \$ 125,650 \$ 142,5650 \$ 142,5650 \$ 79,460	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 12,495 \$ 17,095 \$ 117,095 \$ 117,095 \$ 117,095 \$ 20,155 \$ 62,625 \$ 20,155	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 674,850 \$ 39,600 \$ 674,850 \$ 31,000 \$ 512,582,500 \$ 512,582,500 \$ 512,435,100 \$ 512,435,100 \$ 514,350 \$ 1,1882,500 \$ 1,1882,350	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,287,785 \$2,710,065 \$1,308,135 \$2,178,375 \$1,521,440 \$1,764,1440	\$ (1.381.918) \$ (1.505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (538,795) \$ (440,065) \$ (774,935) \$ (776,785) \$ (766,785) \$ (293,625) \$ (916,790)
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C Traffic Signals / Intersection Improvements R.31P R.31P R.3101 R.3102 R.3191 R.318 R.318 R.318 R.318 R.318 R.318 R.318 R.311 R.318 R.318 R.318 R.318 R.311 R.312 R.3312 R.3326 R.3326	YES	City City City City City City City City	East Ave- SR 65, "Cladding Parkway to Nicolaus Rd. Subtotal Sh 65 Sh	R R R R R R R R R R	1,350 700 1 1 3,200 0 0 0 0 0 1 1 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500 \$ 341,900 \$ 1,226,500 \$ 360,900 \$ 1,256,500 \$ 403,100 \$ 794,900 \$ 794,900	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980 \$ 5,211 \$ 111,500 \$ 68,380 \$ 72,180 \$ 72,180 \$ 251,300 \$ 324,680 \$ 72,180 \$ 324,680 \$ 72,180 \$ 74,180 \$ 74,180	\$ 1,746,036 \$ 1,746,036 \$ 8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,028 \$ 83,628 \$ 1243,510 \$ 541,335 \$ 188,475 \$ 60,465 \$ 119,236 \$ 119,236 \$ 119,236	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 5,864,90 \$ 44,90 \$ 5,575,0 \$ 162,340 \$ 36,090 \$ 125,650 \$ 40,310 \$ 79,490 \$ 49,010	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,49 \$ 1,303 \$ 27,87 \$ 11,095 \$ 61,170 \$ 16,045 \$ 62,825 \$ 20,155 \$ 39,746 \$ 24,465 \$	\$ 7,309,594 \$ 17,469,357 \$88,708,206 \$ 262,500 \$ 2,592,208 \$ 879,600 \$ 674,850 \$ 39,080 \$ 836,250 \$ 1512,850 \$ 1512,850 \$ 1435,100 \$	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,287,785 \$1,287,785 \$1,306,135 \$2,178,375 \$1,524,440 \$1,764,160 \$1,324,160	\$ (1.381.918) \$ (1.505.116) \$ 7,880,211 \$ (61.250) \$ 1,177,867 \$ (538,795) \$ (485,100) \$ (774,935) \$ (774,935) \$ (766,785) \$ (796,785) \$ (796,785) \$ (916,785) \$ (
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31D R.31D R.31O R.31C	YES	City City City City City City City City	East Averue © 12th St. Traffic Signal Rough In East Averue © 12th St. Averue © 12th	R R R TS	1,350 700 1 3,200 0 0 0 0 0 1 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 360,900 \$ 1,623,400 \$ 1,623,400 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500 \$ 1,265,500	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 35,000 \$ 344,294 \$ 117,280 \$ 89,980 \$ 5,211 \$ 111,500 \$ 63,300 \$ 324,680 \$ 72,180 \$ 251,500 \$ 30,620 \$ 5 158,620	\$ 1,746,036 \$ 1,746,036 \$ 8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,025 \$ 10,285 \$ 243,510 \$ 54,135 \$ 188,475 \$ 10,665 \$ 119,235 \$ 173,815 \$ 19,75 \$ 96,775	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,840 \$ 2,605 \$ 2,605 \$ 34,190 \$ 1162,340 \$ 36,090 \$ 125,650 \$ 142,5650 \$ 142,5650 \$ 79,460	\$ 243,653 \$ 582,012 \$2,907,623 \$ 85,076 \$ 86,074 \$ 22,495 \$ 1,203 \$ 22,495 \$ 17,095 \$ 11,003 \$ 11,003 \$ 11,003 \$ 11,003 \$ 12,003 \$ 13,003 \$ 22,495 \$ 11,003 \$ 11,003 \$ 11,003 \$ 22,495 \$ 20,155 \$ 20,155 \$ 20,155 \$ 39,745 \$ 39,745 \$ 31,925	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 674,850 \$ 39,600 \$ 674,850 \$ 31,000 \$ 512,582,500 \$ 512,582,500 \$ 512,435,100 \$ 512,435,100 \$ 514,350 \$ 1,1882,500 \$ 1,1882,350	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,287,785 \$2,710,065 \$1,308,135 \$2,178,375 \$1,521,440 \$1,764,1440	\$ (1.381.918) \$ (1.505,116) \$ 7,880,211 \$ (61,250) \$ 1,177,867 \$ (538,795) \$ (440,065) \$ (774,935) \$ (776,785) \$ (766,785) \$ (293,625) \$ (916,790)
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31D R.31D R.31O R.31D R.31D R.31D R.31D R.31D R.31D R.31D R.31D R.31D R.31E	YES	City City City City City City City City	East Averue @ 12th St. Treffic Signal Rough In East Averue @ 7th St. East Averue @ 17th St.	R R R R R TS	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 449,900 \$ 360,900 \$ 1,223,400 \$ 360,900 \$ 12,565,500 \$ 492,100 \$ 492,100 \$ 794,900 \$ 492,100 \$ 1,885,500 \$	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 315,630,490 \$ 344,294 \$ 344,294 \$ 5 5,211 \$ 117,280 \$ 63,380 \$ 63,380 \$ 72,180 \$ 72,180 \$ 251,300 \$ 80,620 \$ 158,980 \$ 198,420 \$ 1	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 265,221 \$ 258,221 \$ 37,960 \$ 67,485 \$ 3,002 \$ 67,485 \$ 33,625 \$ 51,285 \$ 54,135 \$ 60,465 \$ 119,236 \$ 119,236 \$ 73,815 \$ 95,76 \$ 70,905 \$ 193,305	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 172,147 \$ 58,840 \$ 44,990 \$ 2,005 \$ 34,490 \$ 36,090 \$ 162,340 \$ 162,340 \$ 125,650 \$ 79,400 \$ 79,400 \$ 49,210 \$ 63,850 \$ 47,270 \$ 128,280 \$ 127,270 \$ 128,280 \$ 12	\$ 243,653 \$ 582,012 \$2,907,623 \$ 8,750 \$ 86,074 \$ 22,495 \$ 1,203 \$ 22,495 \$ 11,003 \$ 17,095 \$ 11,003 \$ 11,003 \$ 11,003 \$ 12,003 \$ 12,003 \$ 13,003 \$ 22,005 \$ 13,003 \$	\$ 7,309,594 \$ 17,469,357 \$88,708,206 \$ 262,500 \$ 2,592,208 \$ 674,850 \$ 39,080 \$ 674,850 \$ 512,850 \$ 512,850 \$ 541,350 \$ 1,182,350 \$ 1,182,350 \$ 738,150 \$ 779,050 \$ 1,933,550 \$ 1,933,550 \$ 1,933,550 \$ 1,933,550 \$ 1,333,550	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,441 \$1,418,395 \$1,159,550 \$1,276,315 \$1,287,786 \$2,770,865 \$2,770,865 \$1,306,135 \$2,178,375 \$1,521,440 \$1,784,184,184,184,184,184,184,184,184,184,1	\$ (1.381,918) \$ (1.505,116) \$ (1.505,116) \$ (81,250) \$ (1.177,867 \$ (1.177,867 \$ (485,100) \$ (440,065) \$ (774,935) \$ (774,935) \$ (766,785) \$ (916,790) \$ (571,900) \$ (572,935) \$ (678,820) \$ (778,820) \$ (678,820) \$ (678,820)
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C R.31D R.31P R.31D R.31P R.31C R.31P R.31S	YES	City City City City City City City City	East Ave-SR 65, "Gladding Parkway to Nicolaus Rd. Subtotal Sin St Venture Drive - McClain to Aviation Lincoln Blvd. © Gladding Road East Avenue © 17th St East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Rough I	R R R R S TS T	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 1,623,400 \$ 1,256,500 \$ 1,256,500 \$ 1,266,500 \$ 1,	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 310,0490 \$ 344,294 \$ 1117,280 \$ 89,980 \$ 52,180 \$ 324,680 \$ 72,180 \$ 251,300 \$ 180,620 \$ 198,420 \$ 1	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,062 \$ 51,25 \$ 51,25 \$ 19,215 \$ 19,315 \$ 19,705 \$ 70,705 \$ 70,705 \$ 70,705 \$ 193,305 \$ 193,30	\$ 497,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 2,605 \$ 34,190 \$ 162,340 \$ 162,340 \$ 162,340 \$ 36,090 \$ 125,650 \$ 179,490 \$ 49,210 \$ 50,210 \$ 49,210 \$ 50,210 \$	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,485 \$ 17,065 \$ 117,06 \$ 181,170 \$ 18,045 \$ 20,156 \$ 39,746 \$ 24,606 \$ 31,925 \$ 31,925 \$ 24,465 \$ 31,925 \$ 31,925 \$ 31,925 \$ 34,355 \$ 31,925 \$ 32,436 \$ 34,355 \$ 364,435 \$ 5 82,555 \$ 364,435 \$ 5 82,555 \$ 5 82,555 \$ 5 82,555 \$ 5 82,555 \$ 24,435 \$ 24,435 \$ 24,435 \$ 24,435 \$ 25,555 \$ 24,435 \$ 24,435 \$ 364,435 \$ 5 82,555 \$ 5	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2582,208 \$ 879,600 \$ 674,850 \$ 390,600 \$ 512,850 \$ 512,850 \$ 512,850 \$ 151,884,750 \$ 104,750 \$ 797,750 \$ 797,750 \$ 1,933,050 \$ 1,933,050	\$8,691,502 \$18,965,473 \$18,965,473 \$30,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,277,785 \$2,710,085 \$1,308,135 \$1,276,315 \$1,308,135 \$1,377,520	\$ (1,381,918) \$ (1,505,116) \$ (1,505,116) \$ (1,505,116) \$ (1,505,116) \$ (1,505,116) \$ (1,77,807) \$ (1,77,807) \$ (485,100) \$ (440,055) \$ (774,935) \$ (7
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C Traffic Signals / Intersection Improvements R.31D Traffic Signals / Intersection Improvements R.31D R.31C R.31D R.31C R.31R R.31C R.31S R.31L R.31C R.31E R.32C R.32B R.33C R.33C R.33C R.33C R.33C R.33C R.33C R.33C	YES	City City City City City City City City	East Averue @ 12th St. Treft Signal Rough In East Averue @ 12th St.	R R R R R R R R R R R R R R R R R R R	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500 \$ 3 41,900 \$ 3 1,622,400 \$ 3 80,900 \$ 12,55,500 \$ 403,100 \$ 794,900 \$ 794,900 \$ 1,128,600 \$ 1,128,700 \$ 1,128,7	\$ 974.6111 \$ 2,20,448 \$ 2,328,048 \$ \$ 2,328,048 \$ \$ \$ 346,204 \$ \$ \$ 36,000 \$ \$ 36,000 \$ \$ \$ 36,000 \$ \$ \$ 6,000 \$ \$ \$ 6,000 \$ \$ \$ 6,000 \$ \$ \$ 6,000 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ \$ 72,180 \$ 72,18	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 37,960 \$ 67,485 \$ 3,309 \$ 112,235 \$ 14,335 \$ 143,510 \$ 160,65 \$ 19,25 \$ 19,305 \$ 193,025 \$ 193,75 \$ 193,75 \$ 193,75 \$ 193,75 \$ 193,75 \$ 193,05 \$ 19	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,005 \$ 55,750 \$ 34,190 \$ 162,340 \$ 36,090 \$ 125,555 \$ 49,210 \$ 79,490 \$ 49,210 \$ 63,850 \$ 128,670 \$ 116,500 \$ 118,000 \$ 118	\$ 243,653 \$ 582,012 \$2,907,623 \$ 85,750 \$ 86,074 \$ 22,495 \$ 1,303 \$ 27,875 \$ 11,709 \$ 11,005 \$ 11,005	\$ 7,309,594 \$ 17,469,357 \$68,708,206 \$ 262,500 \$ 2,582,208 \$ 3,79,600 \$ 674,850 \$ 3,836,250 \$ 5,12,850 \$ 5,2435,100 \$ 5,41,350 \$ 1,182,455,100 \$ 738,150 \$ 7738,150 \$ 709,050 \$ 1,193,450 \$ 1,193,450 \$ 1,193,450 \$ 1,193,450 \$ 1,193,450 \$ 1,193,450 \$ 1,193,450 \$ 1,193,450	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,267,785 \$1,276,315 \$1,277,315 \$1,277,375 \$1,521,440 \$1,724,140	\$ (1.38/1918) (1.3
R.29B P4 R.29B C5 R.29B C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C Traffic Signals Intersection Improvements R.31P R.31D R.31P R.31C R.31C R.31C R.31S	YES	City City City City City City City City	East Ave-SR 65, "Gladding Parkway to Nicolaus Rd. Subtotal Sin St Venture Drive - McClain to Aviation Lincoln Blvd. © Gladding Road East Avenue © 17th St East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Avenue © 12th St Traffic Signal Rough In East Rough I	R R R R S TS T	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$59,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 1,623,400 \$ 1,256,500 \$ 1,256,500 \$ 1,266,500 \$ 1,	\$ 974,611 \$ 2,328,048 \$11,630,490 \$ 310,0490 \$ 344,294 \$ 117,280 \$ 89,980 \$ 52,180 \$ 324,680 \$ 72,180 \$ 251,300 \$ 180,620 \$ 180,620 \$ 194,640 \$ 94,640 \$ 94,540 \$ 94,540 \$ 94,540 \$ 94,540 \$ 925,7340	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 37,960 \$ 67,485 \$ 3,309 \$ 112,235 \$ 14,335 \$ 143,510 \$ 160,65 \$ 19,25 \$ 19,305 \$ 193,025 \$ 193,75 \$ 193,75 \$ 193,75 \$ 193,75 \$ 193,75 \$ 193,05 \$ 19	\$ 497,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 2,605 \$ 34,190 \$ 162,340 \$ 162,340 \$ 162,340 \$ 36,090 \$ 125,650 \$ 179,490 \$ 49,210 \$ 50,210 \$ 49,210 \$ 50,210 \$	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,485 \$ 17,065 \$ 117,06 \$ 181,170 \$ 18,045 \$ 20,156 \$ 39,746 \$ 24,606 \$ 31,925 \$ 31,925 \$ 24,465 \$ 31,925 \$ 31,925 \$ 31,925 \$ 34,355 \$ 31,925 \$ 32,436 \$ 34,355 \$ 364,435 \$ 5 82,555 \$ 364,435 \$ 5 82,555 \$ 5 82,555 \$ 5 82,555 \$ 5 82,555 \$ 24,435 \$ 24,435 \$ 24,435 \$ 24,435 \$ 25,555 \$ 24,435 \$ 24,435 \$ 364,435 \$ 5 82,555 \$ 5	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2582,208 \$ 879,600 \$ 674,850 \$ 390,600 \$ 512,850 \$ 512,850 \$ 512,850 \$ 151,884,750 \$ 104,750 \$ 797,750 \$ 797,750 \$ 1,933,050 \$ 1,933,050	\$8,691,502 \$18,965,473 \$18,965,473 \$30,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,277,785 \$2,710,085 \$1,308,135 \$1,276,315 \$1,308,135 \$1,377,520	\$ (1,381,918) \$ (1,505,116) \$ (1,505,116) \$ (1,505,116) \$ (1,505,116) \$ (1,505,116) \$ (1,77,807) \$ (1,77,807) \$ (485,100) \$ (440,055) \$ (774,935) \$ (7
R.29B P4 R.29B C5 R.29B C5 R.29B C5 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct R.31C	YES	City City City City City City City City	East Aver-SR 65, "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road East Avernue @ 12th St Traffic Signal Rough In East Avernue @ 17th St. East Avernue @ 12th St Traffic Signal Rough In East Avernue	R R R R R R R R R R R R R R R R R R R	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 1,623,400 \$ 1,256,500 \$	\$ 974.6111 \$11,630,490 \$11,630,490 \$ 35,000 \$ 35,000 \$ 5 35,000 \$ 5 36,000 \$ 5 36,000 \$ 5 36,000 \$ 5 5,000 \$ 5 5,000 \$ 7 1,100	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,062 \$ 512,55 \$ 1243,510 \$ 511,55 \$ 193,305 \$ 193,305 \$ 73,815 \$ 193,305 \$ 73,815 \$ 193,305 \$ 174,750 \$ 146,666 \$ 146,666 \$ 166,666 \$	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 2,605 \$ 34,190 \$ 162,340 \$ 36,090 \$ 125,650 \$ 40,310 \$ 40,210 \$ 40,210	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 86,074 \$ 29,320 \$ 22,486 \$ 12,486 \$ 17,00 \$ 18,04 \$ 18,170 \$ 18,04 \$ 62,825 \$ 39,746 \$ 24,665 \$ 31,925 \$ 31,925 \$ 21,620 \$ 21,620 \$ 21,620 \$ 21,620 \$ 34,855 \$ 62,825 \$ 31,925 \$ 31,925 \$ 321,620 \$ 34,855 \$ 48,855 \$ 58,250	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2582,208 \$ 879,600 \$ 674,850 \$ 390,600 \$ 512,850 \$ 512,850 \$ 11,92,350 \$ 11,92,350 \$ 738,150 \$ 738,150 \$ 1,192,350 \$ 1,192,35	\$8,691,502 \$18,965,473 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,276,315 \$1,277,785 \$2,710,085 \$1,308,135 \$1,327,785 \$1,308,135 \$1,327,785 \$1	\$ (1.38.1918) (1.3
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C R.31D R.31P R.31D R.31P R.31C	YES	City City City City City City City City	East Aver- 28 65; "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Bitwd. @ Gladding Road East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 4 Aviation Bitwd. McBean Park Drive @ 0 Street Gladding Road @ Aviation Bitwd. Aviation Bitwd. @ Wenture Lincoln Parkway @ Del Webb Bitwd. North SR 193 @ Sisrra College Bitwd. McBean Park Drive @ 0 Ak Tree Lane McBean Park Drive @ 0 Ak Tree Lane McBean Park Drive @ Oak Tree Lane McBean Park Drive @ Willinge 1 connector Ferrar Ranch Red @ Sorrento Parkway Twelve Bridges Dr. @ Lincoln Bitwd. Twelve Bridges Dr. @ Lincoln Bitwd.	R R R R R R R R R R R R R R R R R R R	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 26,053 \$ 341,900 \$ 3 341,900 \$ 3 1,225,400 \$ 3 809,900 \$ 1,225,400 \$ 3 492,100 \$ 1,255,500 \$ 492,100 \$ 1,165,000 \$ 1,257,600 \$ 1,257,600	\$ 974.6111 \$ 2,20,489 \$ 2,328,048 \$ \$ 2,328,048 \$ \$ 11,630,489 \$ \$ 35,000 \$ \$ 35,000 \$ \$ 35,000 \$ \$ 5 344,284 \$ \$ 117,280 \$ \$ 5 48,890 \$ \$ 5 217,280 \$ \$ 5 26,300 \$ \$ 72,180 \$ \$ 265,000 \$ \$ 72,180 \$ \$ 265,000 \$ \$ 94,540 \$ \$ 158,980 \$ \$ 94,540 \$ \$ 158,980 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ \$ 94,540 \$ 94,5	\$ 1,746,036 \$ 1,746,036 \$ 8,722,868 \$ 26,250 \$ 268,221 \$ 3,003 \$ 67,855 \$ 3,003 \$ 83,023 \$ 83,023 \$ 19,825 \$ 119,235 \$ 198,475 \$ 19,735 \$ 19,735 \$ 19,735 \$ 193,305 \$ 193,305 \$ 193,305 \$ 194,305 \$	\$ 487,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 44,990 \$ 35,750 \$ 162,340 \$ 36,090 \$ 125,650 \$ 125,650 \$ 49,210 \$ 79,490 \$ 49,210 \$ 13,600 \$ 128,700 \$ 13,200 \$ 14,200 \$	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 86,074 \$ 29,320 \$ 22,486 \$ 12,486 \$ 17,00 \$ 18,04 \$ 18,170 \$ 18,04 \$ 62,825 \$ 39,746 \$ 24,665 \$ 31,925 \$ 31,925 \$ 21,620 \$ 21,620 \$ 21,620 \$ 21,620 \$ 34,855 \$ 62,825 \$ 31,925 \$ 31,925 \$ 321,620 \$ 34,855 \$ 48,855 \$ 58,250	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2582,208 \$ 879,600 \$ 674,850 \$ 390,600 \$ 512,850 \$ 512,850 \$ 11,92,350 \$ 11,92,350 \$ 738,150 \$ 738,150 \$ 1,192,350 \$ 1,192,35	\$8,691,502 \$18,965,473 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,276,315 \$1,277,785 \$2,710,085 \$1,308,135 \$1,327,785 \$1,308,135 \$1,327,785 \$1	\$ (1.38.1918) (1.3
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C R.31J R.31D R.31P R.31D R.31P R.31G R.31P R.31G R.31B R.31B R.31S R.31B R.31	YES YES YES	City City City City City City City City	East Aver-SR 65, "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road East Avernue ® 17th St East Avernue	R R R R R R R R R R R R R R R R R R R	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 1,623,400 \$ 1,256,500 \$ 1,256,500 \$ 1,256,500 \$ 1,286,700 \$ 1,286,700 \$ 1,286,700 \$ 1,288,700 \$ 1,185,000 \$	\$ 974.6111 \$11,630,490 \$11,630,490 \$ 35,000 \$ 35,000 \$ 1117.280 \$ 89,980 \$ 95,521 \$ 1117.280 \$ 16,380,490 \$ 17,180 \$ 17,180 \$ 18,980 \$ 22,180 \$ 18,980 \$ 27,180 \$ 18,980 \$ 27,180 \$ 19,420 \$ 19,520 \$ 19,520 \$ 19,520 \$ 19,520 \$ 19,520 \$ 19,520 \$ 23,000 \$ 19,520 \$ 23,000 \$ 3,100,900	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,062 \$ 512,55 \$ 1243,510 \$ 51,25 \$ 119,235 \$ 119,235 \$ 73,81 \$ 19,705 \$ 70,705 \$ 70,705 \$ 146,666 \$ 146,660 \$ 146,660 \$ 146,660 \$ 146,660 \$ 146,660 \$ 146,660 \$ 146,660 \$ 174,750 \$ 146,660 \$ 174,750 \$ 146,660 \$ 174,750 \$ 146,660 \$ 174,750 \$ 146,660 \$ 174,750 \$ 146,660 \$ 174,750 \$ 174,750 \$ 146,660 \$ 174,750 \$ 174	\$ 497,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,840 \$ 44,990 \$ 2,605 \$ 34,190 \$ 162,340 \$ 172,400 \$ 1	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,495 \$ 12,495 \$ 117,09 \$ 18,045 \$ 117,00 \$ 18,045 \$ 62,825 \$ 39,746 \$ 24,495 \$ 20,155 \$ 20,155 \$ 20,155 \$ 20,155 \$ 21,620 \$ 21,620 \$ 21,620 \$ 21,620 \$ 21,620 \$ 31,925 \$ 31,925 \$ 32,620 \$ 34,855 \$ 48,855 \$ 48,850 \$ 48,850 \$ 48,850 \$ 48,850 \$ 48,850 \$ 58,800 \$ 58,800	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2582,208 \$ 879,600 \$ 674,850 \$ 390,600 \$ 512,850 \$ 512,850 \$ 11,92,350 \$ 11,92,350 \$ 738,150 \$ 738,150 \$ 1,192,350 \$ 1,193,350 \$ 1,193,450 \$ 1,193,45	\$8,691,502 \$18,965,473 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,418,395 \$1,276,315 \$1,227,785 \$2,710,085 \$1,308,135 \$1,276,315 \$1,327,785 \$1,308,135 \$1,327,785 \$1	\$ (1.38.918) (1.50.16) (1.
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C R.31C R.31P R.31D R.31P R.31C R.31P R.31S R.31P R.31S	YES	City City City City City City City City	East Aver- 28 65; "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Bitwd. @ Gladding Road East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 12th St Traffic Signal Rough In East Averuse @ 4 Aviation Bitwd. McBean Park Drive @ 0 Street Gladding Road @ Aviation Bitwd. Aviation Bitwd. @ Wenture Lincoln Parkway @ Del Webb Bitwd. North SR 193 @ Sisrra College Bitwd. McBean Park Drive @ 0 Ak Tree Lane McBean Park Drive @ 0 Ak Tree Lane McBean Park Drive @ Oak Tree Lane McBean Park Drive @ Willinge 1 connector Ferrar Ranch Red @ Sorrento Parkway Twelve Bridges Dr. @ Lincoln Bitwd. Twelve Bridges Dr. @ Lincoln Bitwd.	R R R R R R R R R R R R R R R R R R R	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 1,623,400 \$ 1,256,500 \$	\$ 974.6111 \$11,630,490 \$11,630,490 \$ 35,000 \$ 35,000 \$ 1117.280 \$ 89,980 \$ 95,521 \$ 1117.280 \$ 16,380,490 \$ 17,180 \$ 17,180 \$ 18,980 \$ 22,180 \$ 18,980 \$ 27,180 \$ 18,980 \$ 27,180 \$ 19,420 \$ 19,520 \$ 19,520 \$ 19,520 \$ 19,520 \$ 19,520 \$ 19,520 \$ 23,000 \$ 19,520 \$ 23,000 \$ 23,000 \$ 31,000,000	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,062 \$ 512,55 \$ 1243,510 \$ 51,25 \$ 192,35 \$ 192,35 \$ 192,35 \$ 193,305 \$ 73,81 \$ 193,305 \$ 173,705 \$ 174,750 \$ 146,666 \$ 146,666 \$ 166,665 \$ 166	\$ 497,306 \$ 1,164,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,840 \$ 44,990 \$ 2,605 \$ 34,190 \$ 162,340 \$ 172,400 \$ 1	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,495 \$ 12,495 \$ 117,09 \$ 18,045 \$ 117,00 \$ 18,045 \$ 62,825 \$ 39,746 \$ 24,495 \$ 20,155 \$ 20,155 \$ 20,155 \$ 20,155 \$ 21,620 \$ 21,620 \$ 21,620 \$ 21,620 \$ 21,620 \$ 31,925 \$ 31,925 \$ 32,620 \$ 34,855 \$ 48,855 \$ 48,850 \$ 48,850 \$ 48,850 \$ 48,850 \$ 48,850 \$ 58,800 \$ 58,800	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2582,208 \$ 879,600 \$ 674,850 \$ 390,600 \$ 512,850 \$ 512,850 \$ 11,92,350 \$ 11,92,350 \$ 738,150 \$ 738,150 \$ 1,192,350 \$ 1,193,350 \$ 1,193,450 \$ 1,193,45	\$8,691,502 \$18,965,473 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,276,315 \$1,277,785 \$2,710,085 \$1,308,135 \$1,327,785 \$1,308,135 \$1,327,785 \$1	\$ (1.38.1918) (1.3
R.298 P4 R.298 C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C R.31P R.31D R.31P R.31D R.31P R.31D R.31P R.31S R.31	YES YES YES YES YES	City City City City City City City City	East Averuse Grant State	R R R R R R R R R R R R R R R R R R R	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4873,056 \$ 11,640,238 \$\$9,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 1,226,653 \$ 557,500 \$ 1,226,400 \$ 3,409,000 \$ 1,285,400 \$ 409,000 \$ 1,285,400 \$ 409,000 \$ 1,285,700 \$ 1,185,000 \$ 1,18	\$ 97.6111 \$11,630,490 \$11,630,490 \$ 35,000 \$ 35,000 \$ 344,294 \$ 1117,290 \$ 98,990 \$ 98,990 \$ 16,500 \$ 98,990 \$ 16,500 \$ 98,990 \$ 16,500 \$ 98,990 \$ 16,500 \$ 16,500 \$ 17,190 \$ 18,500 \$ 18,500 \$ 19,500 \$ 11,500 \$	\$ 730,958 \$ 1,746,936 \$ 2,722,868 \$ 26,250 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 63,625 \$ 51,265 \$ 198,475 \$ 198,475 \$ 70,905 \$ 193,305 \$ 119,232 \$ 174,750 \$ 146,640 \$ 174,750 \$ 174,750 \$ 174,750 \$ 174,750 \$ 174,750 \$ 174,750 \$ 174,750 \$ 174,750 \$ 188,640 \$	\$ 487,306 \$ 1,164,024 \$ 5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 162,340 \$ 36,575 \$ 34,100 \$ 125,650 \$ 34,000 \$ 125,650 \$ 34,000 \$ 125,650 \$ 127,600 \$ 116,500 \$ 116,500 \$ 116,500 \$ 17,600 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 136,000 \$ 136,000	\$ 243,653 \$ \$82,012 \$ \$2,907,623 \$ 8,750 \$ 86,074 \$ 29,320 \$ 22,495 \$ 12,095 \$ 11,700 \$ 81,700 \$ 162,625 \$ 39,745 \$ 30,155 \$ 30,1	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 265,502 \$ 879,600 \$ 674,852 \$ 39,680 \$ 336,250 \$ 512,852 \$ 1192,383 \$ 1,884,750 \$ 709,050 \$ 1,747,500 \$ 1,848,400 \$ 1,747,500 \$ 1,747,5	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,287,785 \$2,710,065 \$1,308,135 \$1,287,785 \$2,170,405 \$1,308,135 \$1,327,440 \$1,764,165 \$1,327,440 \$1,764,165 \$1,327,440 \$1,224,740 \$1,327,440	\$ (1.38.918) (1.58.918) (1.59.516
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C R.31J R.31D R.31P R.31D R.31P R.31D R.31P R.31D R.31C R.31	YES YES YES YES YES	City City City City City City City City	East Aver-SR 65, "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road East Avenue ® 17th St East Avenue ® 17th	R R R R R R R R R R R R R R R R R R R	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,126,500 \$ 1,126,500 \$ 1,126,500 \$ 1,128,700 \$ 1	\$ 974.611 \$ 2,328,048 \$ 2,328,048 \$ \$ 2,328,048 \$ \$ 1,630,490 \$ \$ 5,500 \$	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 61,485 \$ 13,265 \$ 1243,510 \$ 148,475 \$ 148,475 \$ 19,235 \$ 119,235 \$ 73,815 \$ 193,305 \$ 114,750 \$ 144,565 \$ 86,485 \$ 144,565 \$	\$ 497,306 \$ 1,164,024 \$\$5,815,245 \$ 17,500 \$ 177,510 \$ 172,147 \$ 58,840 \$ 2,605 \$ 2,605 \$ 34,190 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 193,340 \$ 193,340 \$ 193,340 \$ 193,340 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 135,500 \$ 35,500 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,495 \$ 17,095 \$ 11,303 \$ 27,876 \$ 117,00 \$ 18,04 \$ 62,825 \$ 31,925 \$ 31,925 \$ 24,605 \$ 24,605 \$ 24,605 \$ 24,605 \$ 24,605 \$ 24,605 \$ 31,925 \$ 31,925	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 39,060 \$ 674,850 \$ 39,060 \$ 512,500 \$ 512,500 \$ 512,500 \$ 1,192,350 \$ 1,192,350 \$ 1,192,350 \$ 1,193,350 \$ 1,193,450 \$ 1,193,4	\$8,691,502 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,404,341 \$1,404,341 \$1,276,345 \$1,276,345 \$1,276,345 \$1,276,345 \$1,276,345 \$1,276,345 \$1,308,135 \$1,276,345 \$1,308,135 \$1,737,520 \$1,327,406 \$1,	\$ (1.88.918) \$ (1.89.918) \$ (1.505,116) \$ (1
R.29B P4 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31D R.31P R.31D R.31P R.31D R.31P R.31D R.31P R.31S R.31C R.31	YES YES YES YES YES YES	City City City City City City City City	East Averuse Grant State	R R R R R R R R R R R R R R R R R R R	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4873,056 \$ 11,640,238 \$\$9,631,980 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 1,226,653 \$ 557,500 \$ 1,226,400 \$ 3,409,000 \$ 1,285,400 \$ 409,000 \$ 1,285,400 \$ 409,000 \$ 1,285,700 \$ 1,185,000 \$ 1,18	\$ 97.6111 \$11,630,490 \$11,630,490 \$ 35,000 \$ 35,000 \$ 344,294 \$ 1117,290 \$ 98,990 \$ 98,990 \$ 16,500 \$ 98,990 \$ 16,500 \$ 98,990 \$ 16,500 \$ 98,990 \$ 16,500 \$ 16,500 \$ 17,190 \$ 18,500 \$ 18,500 \$ 19,500 \$ 11,500 \$	\$ 730,958 \$ 1,746,936 \$ 2,722,868 \$ 26,250 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 63,625 \$ 51,265 \$ 198,475 \$ 198,475 \$ 70,905 \$ 198,475 \$ 119,232 \$ 174,750 \$ 146,640 \$ 174,750 \$ 174,750 \$ 186,640 \$ 174,750 \$ 232,679 \$ 232,679 \$ 232,679 \$ 232,679 \$ 232,679 \$ 232,679 \$ 322,679 \$ 323,679 \$	\$ 487,306 \$ 1,164,024 \$ 5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 44,990 \$ 162,340 \$ 36,575 \$ 34,100 \$ 125,650 \$ 34,000 \$ 125,650 \$ 34,000 \$ 125,650 \$ 127,600 \$ 116,500 \$ 116,500 \$ 116,500 \$ 17,600 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 136,000 \$ 136,000	\$ 243,653 \$ \$82,012 \$ \$2,907,623 \$ 8,750 \$ 86,074 \$ 29,320 \$ 22,495 \$ 12,095 \$ 11,700 \$ 81,700 \$ 162,625 \$ 39,745 \$ 30,155 \$ 30,1	\$ 7,309,584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 265,502 \$ 879,600 \$ 674,852 \$ 39,680 \$ 336,250 \$ 512,852 \$ 1192,383 \$ 1,884,750 \$ 709,050 \$ 1,747,500 \$ 1,848,400 \$ 1,747,500 \$ 1,747,5	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,287,785 \$2,710,065 \$1,308,135 \$1,287,785 \$2,170,405 \$1,308,135 \$1,327,440 \$1,764,165 \$1,327,440 \$1,764,165 \$1,327,440 \$1,224,740 \$1,327,440	\$ (1.38.918) (1.58.918) (1.59.516
R.29B P4 R.29B C5 R.29B C5 R.29C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31C R.31C R.31D R.31P R.31D R.31P R.31D R.31P R.31C R.31P R.31B R.31C R.	YES YES YES YES YES YES	City City City City City City City City	East Aver-SR 65, "Cladding Parkway to Nicolaus Rd. Subtotal 6th St Venture Drive - McClain to Aviation Lincoln Blvd. @ Gladding Road East Avenue ® 17th St East Avenue ® 17th	R R R R R R R R R R R R R R R R R R R	1,350 700 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,126,500 \$ 1,126,500 \$ 1,126,500 \$ 1,128,700 \$ 1	\$ 974.611 \$ 2,328,048 \$ 2,328,048 \$ \$ 2,328,048 \$ \$ 1,630,490 \$ \$ 5,500 \$	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 61,485 \$ 13,265 \$ 1243,510 \$ 148,475 \$ 148,475 \$ 19,235 \$ 119,235 \$ 73,815 \$ 193,305 \$ 114,750 \$ 144,565 \$ 86,485 \$ 144,565 \$	\$ 497,306 \$ 1,164,024 \$\$5,815,245 \$ 17,500 \$ 177,510 \$ 172,147 \$ 58,840 \$ 2,605 \$ 2,605 \$ 34,190 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 192,340 \$ 193,340 \$ 193,340 \$ 193,340 \$ 193,340 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 116,500 \$ 135,500 \$ 35,500 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000 \$ 35,5000	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,495 \$ 17,095 \$ 11,303 \$ 27,876 \$ 117,00 \$ 18,04 \$ 62,825 \$ 31,925 \$ 31,925 \$ 24,605 \$ 24,605 \$ 24,605 \$ 24,605 \$ 24,605 \$ 24,605 \$ 31,925 \$ 31,925	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 2,582,208 \$ 39,060 \$ 674,850 \$ 39,060 \$ 512,500 \$ 512,500 \$ 512,500 \$ 1,192,350 \$ 1,192,350 \$ 1,192,350 \$ 1,193,350 \$ 1,193,450 \$ 1,193,4	\$8,691,502 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,404,341 \$1,404,341 \$1,276,345 \$1,276,345 \$1,276,345 \$1,276,345 \$1,276,345 \$1,276,345 \$1,308,135 \$1,276,345 \$1,308,135 \$1,737,520 \$1,327,406 \$1,	\$ (1.88.918) \$ (1.89.918) \$ (1.505,116) \$ (1
R.298 P4 R.298 C5 R.298 C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.310 R.311 Traffic Signals / Intersection Improvements R.312 R.312 R.310 R.319 R.3101 R.3102 R.3101 R.3102 R.3101 R.3102 R.3101 R.3102 R.3104 R.3108 R.3108 R.3108 R.3108 R.3108 R.3108 R.3108 R.3109	YES YES YES YES YES YES	City City City City City City City City	East Ave-SR 65, "Cladding Parkway to Nicolaus Rd. Subtotal 8th St Venture Drive - McClain to Aviation Lincoln Blvd. @ Cladding Road East Avenue © 17th St East Avenue © 18th	R R R R TS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 26,053 \$ 557,500 \$ 1,623,400 \$ 1,256,500 \$ 1	\$ 974.611 11.500	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 30,068 \$ 61,485 \$ 13,062 \$ 1243,510 \$ 141,750 \$ 193,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 114,450 \$ 114,45	\$ 497,306 \$ 1,164,024 \$\$5,815,245 \$ 17,500 \$ 177,510 \$ 58,640 \$ 44,990 \$ 44,990 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 17,550 \$ 162,340 \$ 17,550 \$ 162,340 \$ 17,550 \$ 162,340 \$ 17,550 \$ 17,500 \$ 1	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,465 \$ 13,03 \$ 27,876 \$ 11,03 \$ 12,03 \$ 12,03 \$ 27,876 \$ 13,03 \$ 27,876 \$ 140,03 \$ 12,466 \$ 24,666 \$ 24,666 \$ 24,666 \$ 24,666 \$ 24,666 \$ 24,666 \$ 24,666 \$ 24,666 \$ 24,666 \$ 25,660 \$ 21,620 \$ 21	\$ 7,309,584 \$ 17,460,357 \$ 17,460,357 \$ 17,460,357 \$ 262,500 \$ 262,500 \$ 2,582,208 \$ 879,600 \$ 674,850 \$ 390,600 \$ 674,850 \$ 390,600 \$ 512,850 \$ 1384,750 \$ 1,844,750 \$ 1,932,500 \$ 1,932,500 \$ 1,465,600 \$ 1,465,600 \$ 1,465,600 \$ 1,470,500 \$ 1,470,	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,404,341 \$1,404,341 \$1,159,950 \$1,276,315 \$1,276,315 \$1,277,1065 \$1,308,135 \$1,277,1065 \$1,308,135 \$1,271,006 \$1,327,10	\$ (1.81.918) \$ (1.80.918) \$ (1.
R.298 P4 R.298 C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.310 R.311 Traffic Signals / Intersection Improvements R.310 R.312 R.310 R.311 R.3102 R.311 R.312 R.313 R.318 R.318 R.318 R.318 R.319 R.324 R.325 R.326 R.326 R.327 R.328 R.328 R.328 R.329 R.329 R.320 R.330 R.310 R.310 R.310 R.310 R.311 R.311 R.312 R.312 R.310 R.311 R.312 R.312 R.321 R.321 R.321 R.322 R.322 R.323 R.324 R.326 R.326 R.327 R.327 R.328 R.328 R.328 R.328 R.329 R.329 R.330 R.330 R.341 R.	YES YES YES YES YES YES YES YES	City City City City City City City City	East Averuse @ Cladding Parkway to Nicolaus Rd. Subtotal Stational Control C	R R R R R R R R R R R R R R R R R R R	1,350 700 1 1 3,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 1,623,400 \$ 3,600 \$ 3,600 \$ 1,623,400 \$ 3,600 \$ 3,600	\$ 97.6111 \$11,630,490 \$11,630,490 \$ 35,000 \$ 35,000 \$ 344,291 \$ 117,280 \$ 8 98,980 \$ 98,980 \$ 72,180 \$ 163,300 \$ 263,300 \$ 273,800 \$ 390,000 \$ 300	\$ 730,558 \$ 1,746,036 \$ 1,746,036 \$ 26,250 \$ 26,250 \$ 268,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 83,625 \$ 51,255 \$ 51,255 \$ 194,355 \$ 194,355 \$ 194,355 \$ 194,355 \$ 194,355 \$ 174,750 \$ 146,565 \$ 225,670 \$ 3225,670 \$ 3225,670 \$ 3225,670 \$ 345,500 \$ 345,50	\$ 487,306 \$ 11,64,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 2,600 \$ 2,600 \$ 34,900 \$ 162,340 \$ 36,000 \$ 125,650 \$ 34,900 \$ 125,650 \$ 40,210 \$ 47,270 \$ 128,670 \$ 17,500,403 \$ 17,500,403 \$ 17,500,403 \$ 17,500,403 \$ 18,500 \$ 18,500 \$ 19,500,403 \$ 10,000 \$ 230,000 \$ 2495,000 \$ 2495,000 \$ 3495,000 \$ 3495,000 \$ 3495,500 \$ 3495,500	\$ 243,653 \$ \$82,012 \$ 2,907,623 \$ 29,762 \$ 29,320 \$ 22,495 \$ 11,303 \$ 27,876 \$ 11,700 \$ 18,045 \$ 20,155 \$ 30,745 \$ 20,155 \$ 30,745 \$ 20,155 \$ 30,745 \$ 20,555 \$ 30,745 \$ 20,555 \$ 30,745 \$ 30,255 \$ 30,745 \$ 30,74	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 262,500 \$ 27,582,208 \$ 879,600 \$ 674,850 \$ 39,080 \$ 396,250 \$ 512,582 \$ 512,582 \$ 132,250 \$ 1,192,350 \$ 1,192,3	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,396 \$1,159,950 \$1,276,315 \$1,227,705,685 \$1,308,135 \$2,710,085 \$1,308,135 \$1,724,145 \$1,724,	\$ (1.88.918) (1.88.918) (1.89.918) (1.99.918
R.298 PA R.298 PA R.298 C TOTAL ROADWAYS FFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31G R.	YES YES YES YES YES YES	City City City City City City City City	East Ave - SR 65; "Cladding Parkway to Nicolaus Rd. Subtotal 8th St Governossing, Gladding Parkway to Nicolaus Rd. Subtotal Lincoln Blivd. (Claim to Avisation East Avienus (Claim to Avisation 12 Sr (Claim to Avisation Lincoln Blivd. (Claim to Avisation McGebarn Park Chrive (Lo Street Gladding Road (Claidding Parkway Nicolaus Road (Claidding Parkway Nicolaus Road (Claidding Parkway Nicolaus Road (Claidding Parkway Nicolaus Road (Claidding Nord) Sr 193 (Claim Road (Claim to Avisation Blivd. Avisation Blivd. (Claim to Claim to Claim Parkway Nicolaus Road (Claim to Claim to Claim Parkway Nicolaus Road (Claim to Claim to Claim Parkway Sr 193 (Claim Parkway Ferrar Ranch Rd. (Claim Parkway Twelve Bridges Drive - Landscaping Twelve Bridges Drive - Landscaping Subtotal 12 Bridges Drive (Claim Parkway Fledstone Drive Nicolaus Parkway Fledstone Drive Nicolaus Rd. (Claim Parkway Fledstone	R R R R TS	1,350 700 1 1,350 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4,873,056 \$ 11,640,238 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 175,000 \$ 1,721,472 \$ 5,866,400 \$ 449,900 \$ 1,623,400 \$ 3,900,900 \$ 1,165,000 \$ 1,266,500 \$ 1,165,000 \$ 1,288,700 \$ 1,288,700 \$ 1,288,700 \$ 1,185,000 \$ 1,165,0	\$ 974.611 \$ 2,328,048 \$ 1,630,490 \$ 11,720 \$ 1,630,490 \$ 5 3,500 \$ 5 3,500 \$ 5 3,600 \$ 5 3,600 \$ 5 3,600 \$ 5 3,600 \$ 5 4,600 \$ 5 5,700 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 6,000 \$ 5 7,000 \$	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 30,068 \$ 61,485 \$ 13,062 \$ 51,25 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 119,235 \$ 114,450 \$	\$ 497,306 \$ 1,164,024 \$\$5,815,245 \$ 17,500 \$ 177,510 \$ 172,147 \$ 5,88,640 \$ 44,990 \$ 44,990 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 192,050 \$ 142,965 \$ 34,190 \$ 162,340 \$ 192,050 \$ 142,870 \$ 192,870 \$ 192,870 \$ 192,870 \$ 172,1670	\$ 243,653 \$ 582,012 \$2,907,623 \$ 86,074 \$ 29,320 \$ 22,465 \$ 13,03 \$ 27,876 \$ 11,03 \$ 27,876 \$ 11,03 \$ 27,876 \$ 11,03 \$ 27,876 \$ 11,03 \$ 10,000 \$ 12,4606 \$ 24,606 \$ 2	\$ 7,309,584 \$ 17,460,357 \$ 17,460,357 \$ 17,460,357 \$ 262,500 \$ 2,582,208 \$ 879,600 \$ 674,850 \$ 39,060 \$ 674,850 \$ 39,060 \$ 1,923,500 \$ 1,192,350 \$ 1,184,750 \$ 1,933,050 \$ 1,192,350 \$ 1,192,350 \$ 1,193,350 \$ 1,1	\$8,691,502 \$18,965,473 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,418,395 \$1,276,315 \$1,227,785 \$2,710,085 \$1,308,135 \$1,227,785 \$2,710,085 \$1,308,135 \$1,227,785 \$1,308,135 \$1,227,785 \$1,308,135 \$1,737,520 \$1,327,520 \$1	\$ (1.88.918) \$ (1.505.16) \$ (1.
R.298 P4 R.298 C5 R.310	YES YES YES YES YES YES	City City City City City City City City	East Averuse @ Cladding Parkway to Nicolaus Rd. Subtotal Stational Control C	R R R R R R R R R R R R R R R R R R R	1,350 700 1 1,350 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 1,623,400 \$ 3,600 \$ 3,600 \$ 1,623,400 \$ 3,600 \$ 3,600	\$ 97.6111 \$11,630,490 \$11,630,490 \$ 35,000 \$ 35,000 \$ 344,291 \$ 117,280 \$ 8 98,980 \$ 98,980 \$ 72,180 \$ 163,300 \$ 263,300 \$ 273,800 \$ 390,000 \$ 300	\$ 730,558 \$ 1,746,036 \$ 1,746,036 \$ 26,250 \$ 26,250 \$ 268,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 83,625 \$ 51,255 \$ 51,255 \$ 194,355 \$ 194,355 \$ 194,355 \$ 194,355 \$ 194,355 \$ 174,750 \$ 146,565 \$ 225,670 \$ 3225,670 \$ 3225,670 \$ 3225,670 \$ 345,500 \$ 345,50	\$ 487,306 \$ 11,64,024 \$5,815,245 \$ 17,500 \$ 172,147 \$ 58,640 \$ 2,600 \$ 2,600 \$ 34,900 \$ 162,340 \$ 36,000 \$ 125,650 \$ 34,900 \$ 125,650 \$ 40,210 \$ 47,270 \$ 128,670 \$ 17,500,403 \$ 17,500,403 \$ 17,500,403 \$ 17,500,403 \$ 18,500 \$ 18,500 \$ 19,500,403 \$ 10,000 \$ 230,000 \$ 2495,000 \$ 2495,000 \$ 3495,000 \$ 3495,000 \$ 3495,500 \$ 3495,500	\$ 243,653 \$ \$82,012 \$ 2,907,623 \$ 29,762 \$ 29,320 \$ 22,495 \$ 11,303 \$ 27,876 \$ 11,700 \$ 18,045 \$ 20,155 \$ 30,745 \$ 20,155 \$ 30,745 \$ 20,155 \$ 30,745 \$ 20,555 \$ 30,745 \$ 20,555 \$ 30,745 \$ 30,255 \$ 30,745 \$ 30,74	\$ 7,309.584 \$ 17,460,357 \$88,708,206 \$ 262,500 \$ 262,500 \$ 27,582,208 \$ 879,600 \$ 674,850 \$ 39,080 \$ 396,250 \$ 512,582 \$ 512,582 \$ 132,250 \$ 1,192,350 \$ 1,192,3	\$8,691,502 \$18,965,473 \$80,827,995 \$323,750 \$1,404,341 \$1,418,396 \$1,159,950 \$1,276,315 \$1,227,705,685 \$1,308,135 \$2,710,085 \$1,308,135 \$1,724,145 \$1,724,	\$ (1.88.918) (1.88.918) (1.89.918) (1.99.918
R.298 P4 R.298 C TOTAL ROADWAYS PFE Area No. 1 - Street Reconstruct Reconstruction for Additional Capacity R.31C R.31D	YES YES YES YES YES YES YES YES	City City City City City City City City	East Averuse @ Cladding Parkway to Nicolaus Rd. Subtotal Stational Control of Stational Con	R R R R TS	1,350 700 1 1,350 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EA LF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 4873,056 \$ 11,640,238 \$ 11,640,238 \$ 175,000 \$ 1,721,472 \$ 586,400 \$ 449,900 \$ 1,623,400 \$ 3,600,900 \$ 1,623,400 \$ 1,256,500 \$ 1,256,500 \$ 1,256,500 \$ 1,256,500 \$ 1,256,500 \$ 1,256,500 \$ 1,256,500 \$ 1,256,500 \$ 1,165,000 \$ 1,165,000	\$ 974.611 S1,000	\$ 730,958 \$ 1,746,036 \$8,722,868 \$ 26,250 \$ 258,221 \$ 87,960 \$ 67,485 \$ 3,008 \$ 61,485 \$ 13,008 \$ 61,485 \$ 148,476 \$ 119,236 \$	\$ 487,306 \$ 11,64,024 \$ 5,815,245 \$ 17,500 \$ 17,21,47 \$ 5,86,640 \$ 44,990 \$ 162,340 \$ 162,340 \$ 162,340 \$ 162,340 \$ 140,990 \$ 140,090 \$ 140,090 \$ 140,090 \$ 140,090 \$ 15,550,453 \$ 15,550,453 \$ 190,090 \$ 230,090 \$ 40,090 \$ 40,990 \$ 40,990 \$ 40,990 \$ 40,990 \$ 40,990 \$ 40,990 \$ 40,990 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653 \$ 3,653	\$ 243,653 \$ 582,012 \$ 2,907,623 \$ 86,074 \$ 29,320 \$ 22,495 \$ 12,975 \$ 11,705 \$ 16,045 \$ 20,155 \$ 20,155 \$ 20,155 \$ 39,745 \$ 24,655 \$ 31,925 \$ 31,925 \$ 31,925 \$ 31,925 \$ 31,925 \$ 31,925 \$ 32,935 \$ 32,93	\$ 7,309,584 \$ 17,460,357 \$ 14,460,357 \$ 126,2500 \$ 2,252,500 \$ 2,252,500 \$ 39,060 \$ 674,850 \$ 39,060 \$ 674,850 \$ 1393,250 \$ 131,250 \$ 14,841,750 \$ 16,841,750 \$ 17,841,750 \$ 1	\$8,691,502 \$18,965,473 \$18,965,473 \$323,750 \$323,750 \$1,404,341 \$1,418,395 \$1,159,950 \$1,276,315 \$1,227,785 \$2,710,085 \$1,308,135 \$1,227,785 \$2,710,085 \$1,308,135 \$1,221,783,750 \$1,331,750 \$1,331,7	\$ (1.81.918) \$ (1.88.918) \$ (1.505.16) \$ (1.

Area	No. 1		Area	No.	2		Are	a No. 1	A		No. 2
% of Project	Pr	oject Cost	% of Project	-	roject Cost	% of	Es	scalated 2022	% of		Escalated 122 Project
, or a roject	-	-,001 0001	,, o 10 ject	Ľ	jook 0081	Project	Ľ	Project Cost	Project	Ľ	Cost
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100%	\$	3,848,343	0%	\$		100%		4,538,800	0%	\$	
100% 100%	\$	1,049,052 2,417,040	0%	\$	-	100%		1,237,269 2,850,697	0% 0%	\$	-
100%	\$	3,931,200	0%	Ş	-	100%	s	4,636,523	0%	\$	
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100% 100%	\$	726,635 752,893	0% 0%	\$	-	100%		857,005 887,975	0% 0%	\$	
100%	•	702,000	0,0	Ť		100%	Ť	007,070	0,0	•	
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70%	\$	1,809,184	30%	\$	775,364	70%		2,133,781	30%	\$	914,478
70% 70%	\$	1,079,568 5.926.284	30% 30%	\$	462,672 2,539,836	70% 70%		1,273,260 6,989,558	30% 30%	\$	545,683 2,995,525
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80%	\$	2,562,840	20%	\$	640,710	80%	\$	3,022,656	20%	\$	755,664
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0% 0%	\$ \$	-	100% 100%	\$ \$	9,095,142 3,876,167	0%			100%	\$	10,726,962 4,571,615
65%	\$	1,117,935	35%	\$	601,965	65%		1,318,511	35%	\$	709,968
0%	\$	-	100%	\$	2,019,327	0%			100%	\$	2,381,628
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100%	s	0EC 40C	0%			100%		1 107 740	0%	4	
100%	\$	956,190 1,343,765	0% 0%	\$	-	100%	\$	1,127,746 1,584,858	0%	\$	
100%	\$	3,750,000	0%	\$	2.070.04	100%	\$	4,422,812	0%	\$	4 600 00-
100%	\$	1,099,008	100%	\$	3,970,944	100%		1,296,188	100%	\$	4,683,397
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100%	\$	2,513,099	0%	\$	-	100%		2,963,990	0%	\$	
100% 33%	\$	3,745,836 544,264	0% 67%	\$	1,105,022	100%		4,417,901 641.914	0% 67%	\$	1,303,281
33%	\$	1,647,441	67%	\$	3,344,805	33%	\$	1,943,020	67%	\$	3,944,918
33%	\$	438,179	67%	\$	889,637	33%	\$	516,796	67%	\$	1,049,253
100%	s	334.113	0%	s	-	100%	s	394.058	0%	s	
100%	\$	166,695	0%	\$	-	100%	\$	196,603	0%	\$	
100%	\$	166,695	0%	\$	-	100%	\$	196,603	0%	\$	-
100%	\$	1,799,169	0%	\$	-	100%	\$	2,121,970	0%	\$	-
26.4% 26.4%	\$ \$	1,342,079 501,056	73.6% 73.6%	\$	3,741,553 1,396,882	26.4%		1,582,870 590,953	73.6% 73.6%	\$	4,412,850 1,647,506
26.4%	\$	361,689	73.6%	\$	1,008,345	26.4%	\$	426,582	73.6%	\$	1,189,259
26.4%	\$	1,929,730	73.6%	\$	5,379,854	26.4%	\$	2,275,956	73.6%	\$	6,345,089
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100% 100%	\$ \$	262,500 2,582,208	0% 0%	\$	-	100%		309,597 3,045,499	0% 0%	\$	- :
26.4% 100%	\$	232,214 674,850	73.6% 0%	\$	647,386	26.4% 100%		273,878 795,929	73.6% 0%	\$	763,537
100%	\$	39,080				100%	\$	46,091		\$	-
100% 100%	\$	836,250 512,850	0% 0%	\$ \$	-	100%		986,287 604,864	0% 0%	\$	- :
100%	\$	2,435,100	0%	\$	-	100%	\$	2,871,997	0%	\$	
100% 26.4%	\$	541,350 497,574	0% 73.6%	\$	1,387,176	100% 26.4%		638,477 586.847	0% 73.6%	\$	1,636,058
100%	\$	604,650	0%	\$		100%	\$	713,134	0%	\$	-,000,000
100% 100%	\$	1,192,350 738,150	0%	\$	-	100%	\$	1,406,277 870,586	0% 0%	\$	-
100%	\$	957,750	0%	\$		100%	\$	1,129,586	0%	\$	
100%	\$ \$	709,050	0% 100%	S	1,933,050	100%	S	836,265	0% 100%	S	2,279,871
0%	\$		100%	\$	1,747,500	0%	\$		100%	\$	2,061,031
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100%	\$	864,000	0%	\$	-	100%	\$	1,019,016	0%	\$	
100%	\$	1,747,500	0%	\$	-	100%		2,061,031	0%	\$	-
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	\$	2,850,000 525.000	0% 0%	s s	-	100%		3,361,337 619,194	0% 0%	S	
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100% 100% 100% 100%	\$	600,000 547,950	0%	S	-	100%	s	646,261	0%	\$	-
100% 100% 100% 100% 100% 100%	\$ \$ \$ \$ \$	547,950 546,600 1,057,200	0% 0% 0%	s s s	- - -	100% 100% 100%	\$ \$ \$	646,261 644,669 1,246,879	0% 0%	\$ \$ \$	
100% 100% 100% 100%	\$ \$ \$ \$	547,950 546,600	0% 0%	s s		100%	\$ \$ \$	646,261 644,669	0%	s	

Table B-1 City of Lincoln Road Improvements

Column			To Be					2019	20%		15%	10%	5%			
Column	Project No.		Constructed	Project Description	Lanes	Qty	Unit	Construction	Continger		Design/ Environmental	Construction Management	Project Management			
Column	Various Locations															
Column			City	Lincoln Blvd. @ Athens	TS	1		\$ 705.500.00	S 14	1.100	\$ 105.825	\$ 70.550	\$ 35.275	\$ 1.058.250	\$1.600.250	\$ (542,000)
Column				East Avenue @ 10th Street Traffic Signal Rough In												
Column							-	\$ 449,900.00	\$ 89	9,980	\$ 67,485	\$ 44,990	\$ 22,495	\$ 674,850	\$1,159,950	\$ (485,100)
Column								\$ 7,900,000,00	\$ 1.58	- 000	\$ 1740,000	\$ 2370,000	\$ -	\$ 13,590,000	\$ -	\$ 10.102.360
Column													\$ 82,355			
March Marc	R-66					0	0		\$		\$ -	\$ -	\$ -	\$ 7,600,000	\$7,600,000	\$ -
Company									\$	-					\$ -	\$ -
																\$ -
Column	11 05							\$18,328,55		5,711						\$ 8,851,430
Column																
Column C			Ch.	Isiana Daduusi @ Misalaus Dand	TC	4		¢ 504 700 00	e 444	040	¢ 07.70E	e 50.470	¢ 20.225	£ 077.0E0	£4 700 00E	\$ (046.4EE)
Column																
Column C					TS											
Column																
Column							16									
Column																
1.0 1.0	R-77			Joiner Parkway @ Bella Breeze		1		\$ 430,100.00	\$ 86	6,020	\$ 64,515	\$ 43,010	\$ 21,505		\$1,324,600	\$ (679,450)
Column C																
Column C	R-79	YES	City		TS	1				,,,,,,,,,	Ψ 100,000		Ψ -10,020	Ψ 1,000,000		
Column				Subtotal				\$1,391,28	\$1,47	9,436	\$1,109,592	\$139,120	\$369,664	\$11,095,920	\$16,969,020	\$ (5,873,100)
Column C																
Column C							I.									
Column C			City	Ferrari Ranch Road @ Caledon Circle West		875	LF				\$ 29,657					
Part			City	Ferrari Ranch Road @ Caledon Circle West		1					\$ 69,405					
Part																
## PR. Acta Dec. 2- Test Signature intersections						1	\vdash						· · · ·			
Declared Color Teacher C				Subtotal				\$29,988,248	\$4,47	7,650	\$3,913,237	\$3,818,825	\$724,412	\$42,922,372	\$45,302,374	\$ (2,380,002)
Decision Decision Color Trace are Supposed profit 1				Oak Tree Lane @ Ferrari Ranch Road	TS	1		\$ 999.100	\$ 199	9,820	\$ 149,865	\$ 99,910	\$ 49,955	\$ 1,498,650	\$1,816,700	\$ (318,050)
					TS	1										
Decompose Compose Co																\$ (525,915)
December Company Com																
Decision Decision Transport of Management Transport 1														4 11.001.00		
December Was Road Marcand State T5 1 \$ 1,050,00 \$ 2,000 \$ 1,000 \$			Developer	Wise Road @ McCourtney Road	TS	1									\$1,436,525	
Design Print Float Annexes Design Print Float Print Print Print Pr					TS											
Design Proceed Plant Power Proceed Pla					TS											
Control																
Company Comp	R-111				TS	1		\$ 1,561,700	\$ 312	2,340	\$ 234,255	\$ 156,170		\$ 2,342,550	\$2,660,670	
1914 Designer Marthwell (William) Till 1 1 1 1 1 1 1 1 1																
Design			Developer	Wise Road @ Dowd Road												
Bottom																
Part Controller Controlle					TS											
Registration																
Poveloger Manual Pupper					TS											
Company Comp					TS											
Rocard Developer Develop	R-121		Developer	Mavis @ Ruth	TS			\$ 1,105,000	\$ 22	,000	\$ 165,750	\$ 110,500	\$ 55,250	\$ 1,657,500	\$2,294,740	\$ (637,240)
Persistant Per																
Rocard Developer Develop			Developer	Dowd @ Rachel												
R-129																
R-129	R-126		Developer	Moore Road @ Airport Road	TS			\$ 1,256,500	\$ 25			\$ 125,650	\$ 62,825	\$ 1,884,750	\$2,178,375	\$ (293,625)
R-129																
R330 Develope Afford Efficiency Afford September 1																
R-131																
Ref. Poweloge Nelson Lune Nelson Lune Subten Commercial Access TS 1 \$ 9,055,000 \$ 19,180 \$ \$ 1,43,386 \$ 9,050,00 \$ \$ 4,7796 \$ \$ 1,433,850 \$ \$ 1,190,000 \$ \$ 19,0			Developer	Athens @ Dowd Road									\$ 49,105			
					TS		1									
R-135 Developer Oak Tree Lane Southern Elementary School Site TS 1 \$ 999,100 \$ 199,820 \$ 149,865 \$ 9,99,10 \$ 4,955 \$ 1,498,650 \$ 15,167,00 \$ 1318,000 \$ 1318,000 \$ 149,865 \$ 999,10 \$ 4,955 \$ 1,498,650 \$ 15,167,00 \$ 1318,000 \$ 1318,000 \$ 149,865 \$ 999,10 \$ 4,955 \$ 1,498,650 \$ 1,498,6		 														
R-136																
R418 Developer Rachel @ Netson Lane	R-136		Developer	Oak Tree Lane @ Northern Elementary School Site	TS			\$ 999,100	\$ 199					\$ 1,498,650	\$1,816,700	\$ (318,050)
R339							-									
TOTAL PREFIXED SIGNALS & MTERSECTIONS PEE Area Mo. 2. Road Improvements Oak Tree Lane R200 Developer For Lane by Country to Gladding Outline of Pox Lane Lanes 3.44 1.530 LF \$ 1.387.724 \$ 277.545 \$ 208.159 \$ 138.772 \$ 60.386 \$ 2.081.586 \$ \$17.00.141 \$ 3814.455 \$ 283.151 \$ 283.1445 \$ 2			Developer	Rachel @ Nelson Lane				\$ 1,388,800	\$ 27	,760	\$ 208,320 e	\$ 138,880 e	\$ 69,440	\$ 2,083,200	\$2,477,335	\$ (394,135)
Part	TOTAL TRAFFIC SIGNALS & INTERSECTION				-,3	Ľ'	L	\$45,131,600	\$9,02	6,320	\$6,769,740	\$4,513,160	\$2,256,580	\$67,697,400	\$86,467,705	\$ (18,770,305)
R.200 Developer Virginitation to Fox Lame Lines 3.44 1.330 LF S. 1.387.724 S. 27.546 S. 20.81.98 S. 1.387.72 S. 69.386 S. 2.081.586 S. 3.706.011 S. 331.420 S. 374.820 R.202 Developer McCourtney Lines 3.44 4.690 LF S. 1.387.724 S. 27.546 S. 20.81.98 S. 23.57914 S. 1.71.586 S. 20.81.98 S. 3.53.887 S. 20.81.98		s														
R.201		1	Davidson	Vicaria interna de Caral de a	Lens: 00 :	4 00-	1	e (007		7 5 7 5	6 000 15	ė 100 TT-	e 00.00-	e 2001 E	\$4 TOO 44	e 201.115
R.202 Developer McCountery to Gladding Lines 344 4.400 LF \$ 1,507,688 \$ 2,0154 \$ 1,507,978 \$ 7,5398 \$ 2,247,582 \$ 22,277,852 \$ 2,247,582 \$ 2,2		 	Developer	virginiatown to Fox Lane Fox Lane to McCourtney												
R.203	R-202															
R.204 Developer Village 2 boundary to conservation area Lanes 3A4 2,100 LF S 719,712 S 143,942 S 107,957 S 71,971 S 35,966 S 1,079,568 S965,162 S 114,406 R.206 Developer Marzanita to conservation area Lanes 2.4 2,100 LF S 719,712 S 143,942 S 107,957 S 71,971 S 53,966 S 1,079,568 S965,162 S 114,406 R.206 Developer Marzanita to conservation area Lanes 2.4 2,100 LF S 719,712 S 143,942 S 107,957 S 71,971 S 53,966 S 1,079,568 S965,162 S 114,406 R.207 R.20	R-203		Developer	Gladding to Village 2 boundary	Lanes 3&4	2,855	LF	\$ 978,466	\$ 19	5,693	\$ 146,770	\$ 97,847	\$ 48,923	\$ 1,467,699	\$1,312,159	\$ 155,540
R.206 Developer Marzanita to conservation area Lanes 2.4 2.100 E \$ 719.712 \$ 143.942 \$ 107.957 \$ 71.971 \$ 1.5.9586 \$ 1.079.568 \$ 896.102 \$ 114.005 \$ 1.095.57 \$ 8.206.102 \$ 1.095.57 \$ 1.095.5			Developer	Village 2 boundary to conservation area												
R.207 Developer Conservation area to Lincoln Bird. Lines 384 4.450 LF \$1,525,104 \$30,021 \$22,876 \$1,525,105 \$7,328 \$2,242,21 \$2,242,52 \$2,242	R-205 R-206	-														
R-252 Developer Virginitations to Aubum Ravine Bridge (R-311) Lines 384 700 LF \$ 730,300 \$ 140,076 \$ 109,657 \$ 73,030 \$ 6,519 \$ 1,096,570 \$ 894,081 \$ 200,760 R-253 Developer Unitary of existing development on West side 1 Line 1,800 LF \$ 1,884,960 \$ 376,962 282,274 \$ 188,496 \$ 9,4248 \$ 2,827,404 \$ 2,227,801 \$ 296,539 R-254 Developer Inchigate devisiting development on West side 1 Line 1,800 LF \$ 732,240 \$ 144,648 \$ 109,636 \$ 73,224 \$ 36,612 \$ 1,009,360 \$ 965,066 \$ 135,294 R-265 Developer Older Tree Lane to Wise Road Lanes 384 Z,473 LF \$ 940,081 \$ 188,016 \$ 141,012 \$ 94,008 \$ 47,004 \$ 1,410,122 \$ 1,260,686 \$ 149,436 R-266 Developer Older Tree Lane to Wise Road Lanes 384 Z,473 LF \$ 940,081 \$ 188,016 \$ 141,012 \$ 94,008 \$ 47,004 \$ 1,410,122 \$ 1,260,686 \$ 149,436 R-267 Subtotal Sub		†														
R.253 Developer Auburn Ravine Bridge to McBean Park Drive Lines 3A4 5.00 LF S 1.884,960 S 376,962 S 282,744 S 1.88,466 S 94,246 S 2.827,440 \$22,2745 S 2.906,506 S 135,234 S 135,234 S 136,244 S 18,464 S 10,8635 S 73,224 S 1,864,861 S 10,8635 S 73,224 S 1,864,861 S 10,8635 S 13,263,891 S 136,234 S					Lanes 3&4	700	LF	\$ 730,380								
R.294 Developer fromage of existing development on West side 1 Lane 1,800 LF \$ 732,240 \$ 144,448 \$ 109,896 \$ 73,224 \$ 3,6512 \$ 1,008,360 \$ \$ 135,297 \$ \$ 36,006 \$ 135,006 \$ 135,0			Developer	Auburn Ravine Bridge to McBean Park Drive	Lanes 3&4	5,500	LF	\$ 1,884,960								
Cladding Road Cladding Roa	R-254		Developer	frontage of existing development on West side	1 Lane	1,800	LF									\$ 135,294
R 208 Developer Oak Tree Lane to Wise Road Lanes 384 2,745 LF \$ 940,081 \$ 188,016 \$ 141,012 \$ 94,008 \$ 47,004 \$ 1,10,122 \$ 1,260,586 \$ 149,436 \$ 1		-	-	Suntotal	-	-	-	\$13,263,89	\$2,65	2,778	\$1,989,584	\$1,326,389	\$663,195	\$19,895,838	\$17,522,976	\$ 2,372,862
R 208 Developer Oak Tree Lane to Wise Road Lanes 384 2,745 LF \$ 940,081 \$ 188,016 \$ 141,012 \$ 94,008 \$ 47,004 \$ 1,10,122 \$ 1,260,586 \$ 149,436 \$ 1	Gladding Road		1	1		 			1							
Subtotal			Developer		Lanes 3&4	2,743	LF									
R-209 Developer McCourtney to Gladding to Village 2 boundary to Manzanita Lanes 384 4,000 LF \$ 1,401,724 \$ 280,345 \$ 21,029 \$ 140,772 \$ 70,086 \$ 2,102,586 \$ 1,878,765 \$ 222,821 \$ 8,241 \$ 2,245 \$ 1,465									\$18	8,016		\$94,008	\$47,004	\$1,410,122	\$1,260,686	\$ 149,436
R-209 Developer McCourtney to Gladding to Village 2 boundary to Manzanita Lanes 384 4,000 LF \$ 1,401,724 \$ 280,345 \$ 21,029 \$ 140,772 \$ 70,086 \$ 2,102,586 \$ 1,878,765 \$ 222,821 \$ 8,241 \$ 2,245 \$ 1,465	Wise Dand					-	1									
R-210 Developer Gladding to Village 2 boundary Lanes 384 2,855 LF \$ 978.466 \$ 195.693 \$ 1.46,770 \$ 97.847 \$ 48,923 \$ 1,467,699 \$1,312,159 \$ 155,540 R-211 Developer Village 2 boundary to Manzanita Lanes 384 2,200 LF \$ 1,439.424 \$ 287.885 \$ 215,914 \$ 143,942 \$ 71,971 \$ 2,159,136 \$1,930,320 \$ 228,816		1	Developer	McCourtney to Gladding	anec 38.4	4 000	IF	\$ 1.401.724	\$ 200	345	\$ 210.250	\$ 140 172	\$ 70.086	\$ 2102506	\$1 870 765	\$ 222.821
R-211 Developer Village 2 boundary to Manzanita Lanes 384 4,200 LF \$ 1,439,424 \$ 287,885 \$ 215,914 \$ 143,942 \$ 71,971 \$ 2,159,136 \$1,930,320 \$ 228,816		l														\$ 155,540
	R-211		Developer	Village 2 boundary to Manzanita	Lanes 3&4	4,200	LF	\$ 1,439,424	\$ 287	7,885	\$ 215,914	\$ 143,942	\$ 71,971	\$ 2,159,136	\$1,930,320	\$ 228,816
A diseles A series A	R-212									3,002	\$ 264,751				\$2,366,942	

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100%	\$	13,590,000	100%	\$	2,470,650	100%	\$	10,028,272	100%	\$	2,913,926
85%	\$	6,460,000	15%	\$	1,140,000	85%	\$	7,619,031	15%	\$	1,344,535
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Table B-1 City of Lincoln Road Improvements

								20%	15%	10%	ents 5%				Area No. 1		Area	No 2	Area No.	1 Area No. 2
Project No.	Critical Project	To Be Constructed By	Project Description	Lanes	Qty	Unit	2019 Construction Cost	Contingency Mark Up	Design/ Environmental Mark Up	Construction Management	Project Management Mark Up	2019 Total Project Cost	2017 Total Project Cost	Delta (2019 - 2017)			of Project	Project Cost	% of Escalat	ed 2022 % of Scalat
R-213		Developer	Access road to Lincoln Blvd Overcrossing	Lanes 3-6	950	LF S	1,656,876	\$ 331,375		\$ 165,688	\$ 82,844	\$ 2,485,314	\$1,992,147	\$ 493,167	s	-	100%	\$ 2,485,314	s	- 100% \$ 2,931,
R-214		Developer	Lincoln Blvd. Overcrossing to Aviation	Lanes 3-6		LF S	1,656,876	\$ 331,375	\$ 248,531	\$ 165,688	\$ 82,844	\$ 2,485,314	\$1,992,147	\$ 493,167	\$	-	100%		\$	 100% \$ 2,931,
R-215		Developer	Aviation to Airport	Lanes 1-6			5,485,132	\$ 1,097,026		\$ 548,513	\$ 274,257	\$ 8,227,698	\$6,595,063	\$ 1,632,635	\$	-	100%		\$	 100% \$ 9,703,
R-216			Airport to SR 65 Interchange	Lanes 3-6		LF S	6,767,030	\$ 1,353,406	\$ 1,015,055	\$ 676,703	338,352	\$ 10,150,545	\$8,136,352	\$ 2,014,193	\$		100%		\$	- 100 % \$ 11,971,
R-217		Developer	SR 65 Interchange to Dowd Road	Lanes 3-6	1,050	LF S	,	•,	-	+,	\$ 91,564		\$2,201,848		\$	-	100%	\$ 2,746,926	\$	 100% \$ 3,239,
			Subtotal		_	-	\$22,981,820	\$4,596,364	\$3,447,273	\$2,298,182	\$1,149,091	\$34,472,730	\$28,406,741	\$ 6,065,989						
Airmont Dood			1	_	-	-														
Airport Road R-219	1	Dougloper	Wise Road to Northwest	Lanes 2-4	6 400	1 -	6 677 760	\$ 1.335.552	\$ 1,001,664	\$ 667.776	\$ 333.888	\$ 10.016.640	\$8 181 116	\$ 1.835.524	e		100%	\$ 10.016.640	e	- 100% \$ 11,813,
R-220			Northwest to Nicolaus Road	Lanes 2-4				\$ 891,064	\$ 668,298	\$ 445,532	\$ 222,766		\$5,458,340	\$ 1,224,640	9		100%		9	- 100% \$ 7,882,
R-221		Developer	Nicolaus Road to Southern extension	Lanes 3&4			428,400	\$ 85,680	\$ 64,260		\$ 21,420		\$574,499	\$ 68,101	S	-	100%		s	- 100% \$ 757,
IV ZZ		Developer	Subtotal	Edilos od-	1,200	-	\$11,561,480	\$2,312,296	\$1,734,222	\$1,156,148	\$578.074	\$17.342.220	\$14,213,955	\$ 3,128,265	-		10070	042,000	-	10070 0 707
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Northwest Road		•																		
R-222		Developer	Dowd to Airport Road	Lanes 3&4	3,570	LF S	1,223,510	\$ 244,702	\$ 183,527	\$ 122,351	\$ 61,176	\$ 1,835,265	\$1,640,774	\$ 194,491	S	-	100%	\$ 1,835,265	s	- 100% \$ 2,164,
			Subtotal				\$1,223,510	\$244,702	\$183,527	\$122,351	\$61,176		\$1,640,774							
Nicolaus Road																				
R-223		Developer	Airport to "widening"	Lanes 3&4		LF S	239,904	\$ 47,981	\$ 35,986	\$ 23,990	\$ 11,995	\$ 359,856	\$321,721	\$ 38,135	\$	-	100%		\$	 100% \$ 424,
R-224		Developer	"widening" to Dowd Road	Lanes 3-6				\$ 1,001,102			\$ 250,276		\$6,018,383		\$	-	100%		\$	 100% \$ 8,855,
R-225		Developer	Dowd Road to William	Lanes 3&4	2,680	LF S	918,490	\$ 183,698	\$ 137,774	\$ 91,849	\$ 45,925	\$ 1,377,735	\$1,231,728	\$ 146,007	\$	-	100%	\$ 1,377,735	\$	- 100 % \$ 1,624,
			Subtotal				\$6,163,904	\$1,232,781	\$924,586	\$616,390	\$308,195	\$9,245,856	\$7,571,832	\$ 1,674,024						
Dowd Road			1		1	$\perp \perp$													\vdash	
R-218	_		North of Wise Road	Lanes 3&4			514,080	\$ 102,816	\$ 77,112		25,704	\$ 771,120	\$689,401	\$ 81,719	\$	-	100%		\$	- 100% \$ 909.
R-226	_		Wise to Northwest	Lanes 2-4			3,829,280	\$ 765,856	\$ 574,392	\$ 382,928	191,464	\$ 5,743,920	\$4,691,363	\$ 1,052,557	\$	-	100%		\$	- 100% \$ 6,774,
R-227	_	Developer	Northwest to Nicolaus	Lanes 3&4			1,463,414				73,171		\$1,962,495	\$ 232,626	\$	-	100%		\$	- 100% \$ 2,588,
R-228	-	Developer	Nicolaus to Mavis	Lanes 3&4			1,809,562	\$ 361,912			90,478	\$ 2,714,343	\$2,426,688	\$ 287,655	\$	-	100%		\$	- 100% \$ 3,201,
R-229	-	Developer	Mavis to Moore Road	Lanes 3&4	5,220	LF IS	1,788,998	\$ 357,800			\$ 89,450 \$ 45,410	\$ 2,683,497	\$2,399,113	\$ 284,384	\$	-	100%	\$ 2,683,497	\$	- 100% \$ 3,164,
R-230 R-231	_		Moore Road to conservation area through conservation area	Lanes 3&4 Lanes 1-4			908,208 891,072			\$ 90,821 \$ 89,107	\$ 45,410 \$ 44,554	\$ 1,362,312 \$ 1,336,608	\$1,217,940 \$1,194,961	\$ 144,372 \$ 141,647	\$	-	100% 100%		\$	- 100% \$ 1,606,
														\$ 74636	3	-			3	
R-232 R-233	_	Developer	conservation area to "widening" "widening" to Catlett	Lanes 3&4 Lanes 3-6			469,526	\$ 93,905 \$ 453,461			\$ 23,476 \$ 113,365	\$ 704,289 \$ 3,400,956	\$629,653 \$2,726,097	\$ 674,636	\$	-	100% 100%	\$ 704,289 \$ 3,400,956	\$	- 100% \$ 830, - 100% \$ 4,011,
R-234	_	Developer		Lanes 3-6		LF S	4,534,608	\$ 906,922	\$ 680,191	\$ 453,461	\$ 226,730	\$ 6,801,912	\$5,452,194	\$ 1,349,718	3	-	100%		0	- 100% \$ 4,011, - 100% \$ 8,022,
R-234		Developer	Subtotal	Laries 3-0	2,000	, LF ;	\$18.476.052	\$3.695.210	\$2,771,408	\$1.847.605	\$923.803	\$27.714.078	\$23,389,905	\$ 4,324,173	- 3		100%	\$ 0,001,912	- 3	- 100% \$ 8,022,
			Subtotal		+	-	\$10,476,052	\$3,695,210	\$2,771,400	\$1,047,005	\$923,003	\$21,714,076	\$23,369,905	\$ 4,324,173						
Mavis					+	-														
R-235		Developer	Dowd to western edge of Regional Park site	Lanes 3&4	7.800	IF 9	2.673.216	\$ 534.643	\$ 400.982	\$ 267.322	133,661	\$ 4.009.824	\$3.584.882	\$ 424,942	9		100%	\$ 4.009.824	e e	- 100% \$ 4,729,
R-236			western edge of Regional Park site to Nelson Lane	Lanes 3-6							5 54.096	\$ 1,622,880	\$1,454,860	\$ 168.020	S	-	100%		s	- 100% S 1,914.
R-237			east of Nelson Lane	Lanes 3-6							63.756		\$1,714,658	\$ 198.022	S	-	100%		S	- 100% \$ 2.255.
			Subtotal		1,000		\$5,030,256		\$754.538	\$503.026	\$251.513	\$7.545.384	\$6,754,400	\$ 790.984				.,,		10070 0 2,2000
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Nelson Lane					1															
R-238		Developer	realignment to SR 65 interchange	Lanes 3-6	1,050	LF S	811,440	\$ 162,288	\$ 121,716	\$ 81,144	\$ 40,572	\$ 1,217,160	\$1,091,147	\$ 126,013	\$	-	100%	\$ 1,217,160	\$	 100% \$ 1,435,
R-239		Developer	SR 65 interchange to Mavis	Lanes 3-6	1,300	LF S	1,004,640	\$ 200,928	\$ 150,696	\$ 100,464	\$ 50,232	\$ 1,506,960	\$1,350,942	\$ 156,018	\$	-	100%	\$ 1,506,960	\$	 100% \$ 1,777,
R-240		Developer	Mavis to Moore Road	Lanes 3-6	5,250	LF S	4,057,200	\$ 811,440	\$ 608,580	\$ 405,720	\$ 202,860	\$ 6,085,800	\$5,455,731	\$ 630,069	\$	-	100%	\$ 6,085,800	\$	 100% \$ 7,177,
R-256		City	Nicolaus Road to realignment	Lanes 5&6	3,150	LF S	1,759,968	\$ 351,994	\$ 263,995	\$ 175,997	\$ 87,998	\$ 2,639,952	\$2,633,340	\$ 6,612	\$	-	100%	\$ 2,639,952	\$	 100% \$ 3,113,
R-257		Developer	Ravines Park Drive	Lanes 3&4	1,400	LF S	479,808	\$ 95,962	\$ 71,971		\$ 23,990		\$643,441	\$ 76,271	\$	-	100%	\$ 719,712	\$	 100% \$ 848,
			Subtotal				\$8,113,056	\$1,622,611	\$1,216,958	\$811,306	\$405,653	\$12,169,584	\$11,174,601	\$ 994,983						
Fiddyment Road			T.		-	-														
R-241			Moore Road to Village 5 boundary							\$ 410,530	\$ 205,265	\$ 6,157,946	\$5,118,204 \$10,115,301	\$ 1,039,742						 100% \$ 7,262,
R-242				Lanes 2-6		LF S	4,105,297	\$ 821,059	\$ 615,795								100%	\$ 6,157,946	\$	
		Developer	Village 5 boundary thru conservation area	Lanes 1-6	3,400	LF S	8,319,936	\$ 1,663,987	\$ 1,247,990	\$ 831,994	\$ 415,997			\$ 2,364,603	\$	-	100%	\$ 12,479,904	\$	- 100% \$ 14,719,
R-243		Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett	Lanes 1-6 Lanes 2-6	3,400 1,800	LF S	8,319,936 2,897,856	\$ 1,663,987 \$ 579,571	\$ 1,247,990 \$ 434,678	\$ 831,994 \$ 289,786	144,893	\$ 4,346,784	\$3,612,848	\$ 733,936	\$	-	100% 100%	\$ 12,479,904 \$ 4,346,784	\$ \$ \$	- 100% \$ 5,126,
R-243 R-244		Developer	Village 5 boundary thru conservation area conservation area to Catlett Catlett to Athens	Lanes 1-6	3,400 1,800	LF S	8,319,936 2,897,856 6,362,304	\$ 1,663,987 \$ 579,571 \$ 1,272,461	\$ 1,247,990 \$ 434,678 \$ 954,346	\$ 831,994 \$ 289,786 \$ 636,230	\$ 144,893 \$ 318,115	\$ 4,346,784 \$ 9,543,456	\$3,612,848 \$7,735,231	\$ 733,936 \$ 1,808,225	\$ \$ \$	-	100%	\$ 12,479,904 \$ 4,346,784	\$ \$ \$ \$	
		Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett	Lanes 1-6 Lanes 2-6	3,400 1,800	LF S	8,319,936 2,897,856	\$ 1,663,987 \$ 579,571	\$ 1,247,990 \$ 434,678	\$ 831,994 \$ 289,786	144,893	\$ 4,346,784 \$ 9,543,456	\$3,612,848	\$ 733,936	\$ \$ \$	-	100% 100%	\$ 12,479,904 \$ 4,346,784	\$ \$ \$ \$	- 100% \$ 5,126,
R-244		Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett Catlett to Athens	Lanes 1-6 Lanes 2-6	3,400 1,800	LF S	8,319,936 2,897,856 6,362,304	\$ 1,663,987 \$ 579,571 \$ 1,272,461	\$ 1,247,990 \$ 434,678 \$ 954,346	\$ 831,994 \$ 289,786 \$ 636,230	\$ 144,893 \$ 318,115	\$ 4,346,784 \$ 9,543,456	\$3,612,848 \$7,735,231	\$ 733,936 \$ 1,808,225	\$ \$	-	100% 100%	\$ 12,479,904 \$ 4,346,784	\$ \$ \$ \$	- 100% \$ 5,126,
R-244 Moore Road		Developer Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett Catlett Athens Subtotal	Lanes 1-6 Lanes 2-6 Lanes 2-6	3,400 1,800 2,600	LF S	8,319,936 2,897,856 6,362,304 \$21,685,393	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079	\$ 1,247,990 \$ 434,678 \$ 954,346 \$3,252,809	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539	\$ 144,893 \$ 318,115 \$1,084,270	\$ 4,346,784 \$ 9,543,456 \$32,528,090	\$3,612,848 \$7,735,231 \$26,581,584	\$ 733,936 \$ 1,808,225 \$ 5,946,506	\$ \$	-	100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,456	\$ \$ \$ \$	- 100% \$ 5,126 - 100% \$ 11,255
R-244 Moore Road R-245		Developer Developer Developer	Village 5 boundary thru conservation area conservation area to catlett Caslett to Athens Subtotal Fiddyment to Village 7 boundary	Lanes 2-6 Lanes 2-6 Lanes 2-6	3,400 1,800 2,600 4,000	LF S	8,319,936 2,897,856 6,362,304 \$21,685,393	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 834,720	\$ 1,247,990 \$ 434,678 \$ 954,346 \$3,252,809 \$ 626,040	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400	\$ \$ \$ \$	- 100% \$ 5,126, - 100% \$ 11,255, - 100% \$ 7,383,
R-244 Moore Road		Developer Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett Catlett Athens Subtotal	Lanes 1-6 Lanes 2-6 Lanes 2-6	3,400 1,800 2,600 4,000	LF S	8,319,936 2,897,856 6,362,304 \$21,685,393 4,173,600 6,462,672	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 834,720 \$ 92,534	\$ 1,247,990 \$ 434,678 \$ 954,346 \$3,252,809	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267	\$ 144,893 \$ 318,115 \$1,084,270	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,456	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126 - 100% \$ 11,255
R-244 Moore Road R-245		Developer Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett Catlett to Athenis Subtotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081	Lanes 2-6 Lanes 2-6 Lanes 2-6	3,400 1,800 2,600 4,000	LF S	8,319,936 2,897,856 6,362,304 \$21,685,393	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 834,720	\$ 1,247,990 \$ 434,678 \$ 954,346 \$3,252,809 \$ 626,040 \$ 69,401	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126, - 100% \$ 11,255, - 100% \$ 7,383,
R:244 Moore Road R:245 R:246		Developer Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett Catlett to Athenis Subtotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081	Lanes 2-6 Lanes 2-6 Lanes 2-6	3,400 1,800 2,600 4,000	LF S	8,319,936 2,897,856 6,362,304 \$21,685,393 4,173,600 6,462,672	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 834,720 \$ 92,534	\$ 1,247,990 \$ 434,678 \$ 954,346 \$3,252,809 \$ 626,040 \$ 69,401	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126, - 100% \$ 11,255, - 100% \$ 7,383,
R-244 Moore Road R-245		Developer Developer Developer Developer Developer	Village S boundary thru conservation area conservation area to Callett Callett to Athens Subtotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subtotal	Lanes 2-6 Lanes 2-6 Lanes 2-6	3,400 1,800 2,600 4,000	LF S	8,319,936 2,897,856 6,362,304 \$21,685,393 4,173,600 6,462,672	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 834,720 \$ 92,534	\$ 1,247,990 \$ 434,678 \$ 954,346 \$3,252,809 \$ 626,040 \$ 69,401 \$695,441	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 463,627	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134	\$ 4,346,784 \$ 9,543,456 \$32,528,990 \$ 6,260,400 \$ 694,008 \$6,954,408	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 694,008	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126, - 100% \$ 11,255, - 100% \$ 7,383, - 100% \$ 818,
Moore Road R-245 R-246 Catlett Road		Developer Developer Developer Developer Developer Developer Developer	Village 5 boundary thru conservation area conservation area to Catlett Catlett to Athenis Subtotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081	Lanes 2-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3&4	3,400 1,800 2,600 4,000 4,000 1,350	LF S	8 8,319,936 6 2,897,856 6 6,362,304 \$21,685,393 6 4,173,600 6 462,672 \$4,636,272	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 834,720 \$ 92,534 \$927,254	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$6,954,408	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	100% 100% 100% 100%	\$ 12,479,904 \$ 4,346,794 \$ 9,543,456 \$ 6,260,400 \$ 694,008	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126, - 100% \$ 11,255, - 100% \$ 7,383,
R-244 Moore Road R-245 R-246 Catlett Road R-247		Developer Developer Developer Developer Developer Developer Developer	Village 5 boundary thru conservation area conservation area to Callett Callett to Aftens Subbotal Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8	3,400 1,800 2,600 4,000 4,000 1,350	LF S	\$ 8,319,936 5 2,897,856 6 6,362,304 \$21,685,393 6 4,173,600 6 462,672 \$4,636,272 \$908,208	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 834,720 \$ 92,534 \$927,254	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 463,627 \$ 90,821	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$6,954,408	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	-	100% 100% 100% 100% 100%	\$ 12,479,904 \$ 4,346,794 \$ 9,543,456 \$ 6,260,400 \$ 694,008	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126. - 100% \$ 11,255. - 100% \$ 7,383. - 100% \$ 818. - 100% \$ 1,606.
R-244 Moore Road R-245 R-246 Catlett Road R-247		Developer Developer Developer Developer Developer Developer Developer	Village S boundary thru conservation area conservation area to Callett Carlett to Athens Substotal Fiddyment to Village 7 boundary Village 7 boundary Village 7 boundary to R-2081 Substotal Substotal Substotal Substotal Substotal Substotal S	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8	3,400 1,800 2,600 4,000 4,000 1,350	LF S	\$ 8,319,936 \$ 2,897,856 \$ 6,362,304 \$21,685,393 \$ 4,173,600 \$ 462,672 \$4,636,272 \$ 908,208 \$ 2,604,672	\$ 1.663,987 \$ 579,571 \$ 1.272,461 \$4,337,079 \$ 834,720 \$ 92,534 \$927,254 \$ 181,642 \$ 520,934	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441 \$ 136,231 \$ 390,701	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$463,627 \$ 90,821 \$ 90,821 \$ 260,467	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$6,954,408 \$ 1,362,312 \$ 3,907,008	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 414,045	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100%	\$ 12,479,904 \$ 4,346,794 \$ 9,543,456 \$ 6,260,400 \$ 694,008	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126. - 100% \$ 11,255. - 100% \$ 7,383. - 100% \$ 818. - 100% \$ 1,606.
R-244 Moore Road R-245 R-246 Catlett Road R-247 R-248		Developer Developer Developer Developer Developer Developer Developer	Village S boundary thru conservation area conservation area to Callett Carlett to Athens Substotal Fiddyment to Village 7 boundary Village 7 boundary Village 7 boundary to R-2081 Substotal Substotal Substotal Substotal Substotal Substotal S	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8	3,400 1,800 2,600 4,000 4,000 1,350	LF S	\$ 8,319,936 \$ 2,897,856 \$ 6,362,304 \$21,685,393 \$ 4,173,600 \$ 462,672 \$4,636,272 \$ 908,208 \$ 2,604,672	\$ 1.663,987 \$ 579,571 \$ 1.272,461 \$4,337,079 \$ 834,720 \$ 92,534 \$927,254 \$ 181,642 \$ 520,934	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441 \$ 136,231 \$ 390,701	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 463,627 \$ 90,821 \$ 260,467 \$ 351,288	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$6,954,408 \$ 1,362,312 \$ 3,907,008	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 414,045	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100%	\$ 12,479,904 \$ 4,346,794 \$ 9,543,456 \$ 6,260,400 \$ 694,008	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5,126. - 100% \$ 11,255. - 100% \$ 7,383. - 100% \$ 818. - 100% \$ 1,606.
R-244 Moore Road R-245 R-246 Catlett Road R-247		Developer Developer Developer Developer Developer Developer Developer Developer	Village S boundary thru conservation area conservation area to Callett Carlett to Athens Substotal Fiddyment to Village 7 boundary Village 7 boundary Village 7 boundary to R-2081 Substotal Substotal Substotal Substotal Substotal Substotal S	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8	3,400 1,800 2,600 4,000 1,350 1,2,650 7,600	LF S	\$ 8,319,936 \$ 2,897,856 \$ 6,362,304 \$21,685,393 \$ 4,173,600 \$ 462,672 \$4,636,272 \$ 908,208 \$ 2,604,672	\$ 1.663,987 \$ 579,571 \$ 1.272,461 \$4,337,079 \$ 834,720 \$ 92,534 \$927,254 \$ 181,642 \$ 520,934	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441 \$ 136,231 \$ 390,701	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 463,627 \$ 90,821 \$ 260,467 \$ 3351,288	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$6,954,408 \$ 1,362,312 \$ 3,907,008	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 414,045	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,456 \$ 9,543,456 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5.126.5 - 100% \$ 11,255 100% \$ 7.383 100% \$ 7.383 100% \$ 818 100% \$ 1.606 100% \$ 1.606.
Moore Road R-245 R-246 R-247 R-247 R-248 Athens Avenue		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlett to Afhens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal Subbotal Subbotal Subbotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8	3,400 1,800 2,600 4,000 1,350 7,600 2,650	LF S	\$ 8,319,936 \$ 2,897,856 \$ 6,362,304 \$ 21,685,393 \$ 4,173,600 \$ 462,672 \$ 4,636,272 \$ 4,636,272 \$ 3,512,880	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$ 4,337,079 \$ 834,720 \$ 92,534 \$ 927,254 \$ 181,642 \$ 520,934 \$ 702,576	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441 \$ 136,231 \$ 390,701 \$ 526,932	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 463,627 \$ 90,821 \$ 260,467 \$ 3351,288	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234 \$175,644	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 1,362,312 \$ 3,907,008 \$5,269,320	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963 \$4,710,903	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 144,372 \$ 414,045 \$ 558,417	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 9,543,456 \$ 6260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5.126.5 - 100% \$ 11,255 100% \$ 7.383 100% \$ 7.383 100% \$ 818 100% \$ 1.606 100% \$ 1.606.
R.244 Moore Road R.245 R.246 Catlett Road R.247 R.248 Athens Avenue R.249		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlett to Athens Subtotal Fiddyment to Village 7 boundary Village 7 boundary Village 7 boundary Subtotal west of Dowd Dowd to Fiddyment Subtotal western half of Athens West	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3&4 Lanes 3&4 Lanes 3&4 Lanes 3&4 Lanes 3&4 Lanes 3&4	3,400 1,800 2,600 4,000 1,350 7,600 2,650 2,650	LF S	\$ 8,319,936 \$ 2,897,856 \$ 6,362,304 \$21,685,393 \$ 41,73,600 \$ 462,672 \$ 4,636,272 \$ 4,636,272 \$ 3,512,880 \$ 1,078,020 \$ 1,078,020 \$ 7,929,840	\$ 1.663.987 \$ 579.571 \$ 1.272.461 \$ 4,337.079 \$ 92.534 \$ 92.534 \$ 92.534 \$ \$ 520.934 \$ \$ 702.576 \$ 215.604 \$ 553.002 \$ 1.585.968	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 694,011 \$ 695,441 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752	\$ 831,994 \$ 280,786 \$ 636,230 \$ 2,168,539 \$ 417,360 \$ 46,267 \$ 46,267 \$ 390,821 \$ 260,467 \$ 351,288 \$ 107,802 \$ 276,501	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234 \$175,644	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 4,147,518 \$ 11,884,786	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963 \$4,710,903	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100%	\$ 1,247,904 \$ 9,543,456 \$ 9,543,456 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5.126 - 100% \$ 11.255 - 100% \$ 7.383, - 100% \$ 7.383, - 100% \$ 818, - 100% \$ 4.607,
R-244 Moore Road R-245 R-246 Catest Road R-247 R-248 Athens Avenue R-249 R-250		Developer	Village 5 boundary thru conservation area conservation area to Callett Callett to Aftens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subtotal west of Dowd Dowd to Fiddyment Subtotal Subtotal west of Dowd Dowd to Fiddyment Subtotal subtotal western half of Aftens West eastern half of Aftens West	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes	3,400 1,800 2,600 4,000 1,350 7,600 2,650 2,650	LF 3	\$ 8,319,936 \$ 8,319,936 \$ 6 6,362,304 \$ 21,685,393 \$ 4,173,600 \$ 6 462,672 \$ 4,636,272 \$ 4,636,272 \$ 3,512,880 \$ 1,078,020 \$ 1,078,020 \$ 2,765,012 \$ 2,765,012	\$ 1.663.987 \$ 579.57 \$ 1.272,461 \$4,337.079 \$ 834,720 \$ 92,534 \$ 927,254 \$ 520,394 \$ 7702,576 \$ 215,604 \$ 553,002	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 694,011 \$ 695,441 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752	\$ 831,994 \$ 280,786 \$ 636,230 \$ 2,168,539 \$ 417,360 \$ 46,267 \$ 46,267 \$ 390,821 \$ 260,467 \$ 351,288 \$ 107,802 \$ 276,501	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234 \$175,644 \$ 53,901 \$ 138,251	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 55,269,320 \$ 1,617,030 \$ 1,417,518 \$ 1,185,4760	\$3,612,848 \$7,735,231 \$26,581,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963 \$4,710,903	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 1,147,203 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 199,181 \$ 760,022	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 1,247,904 \$ 9,543,456 \$ 9,543,456 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5.126 - 100% \$ 11.255 - 100% \$ 7.383 - 100% \$ 7.383 - 100% \$ 818 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607
R-244 Moore Road R-245 R-246 Catlett Road R-247 R-248 Athens Avenue R-259 R-259		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlett to Athens Subtotal Fiddyment to Village 7 boundary Village 7 boundary Village 7 boundary Village 7 boundary Subtotal west of Dowd Dowd to Fiddyment Subtotal western half of Athens West eastern half of Athens West bowd to Fiddyment Subtotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes	3,400 1,800 2,600 4,000 1,350 7,600 2,650 2,650	LF 3	\$ 8,319,936 \$ 2,897,856 \$ 6,362,304 \$21,685,393 \$ 41,73,600 \$ 462,672 \$ 4,636,272 \$ 4,636,272 \$ 3,512,880 \$ 1,078,020 \$ 1,078,020 \$ 7,929,840	\$ 1.663.987 \$ 579.571 \$ 1.272.461 \$ 4,337.079 \$ 92.534 \$ 92.534 \$ 92.534 \$ \$ 520.934 \$ \$ 702.576 \$ 215.604 \$ 553.002 \$ 1.585.968	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752 \$ 1,189,475	\$ 831,944 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 462,67 \$ 463,627 \$ 260,467 \$ 351,288 \$ 107,802 \$ 107,802 \$ 792,984	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$ 231,814 \$ 45,410 \$ 130,234 \$ 175,644 \$ 53,901 \$ 396,492	\$ 4,346,784 \$ 9,543,456 \$32,528,090 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 4,147,518 \$ 11,884,786	\$3,612,848 \$7,735,231 \$26,591,584 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963 \$4,710,903 \$1,417,849 \$3,387,496 \$9,715,075	\$ 733,936 \$ 1,808,225 \$ 5,946,506 \$ 5,946,506 \$ 1,73,546 \$ 1,220,749 \$ 144,372 \$ 144,045 \$ 558,417 \$ 199,181 \$ 760,022 \$ 2,179,685	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 1,247,904 \$ 9,543,456 \$ 9,543,456 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5.126 - 100% \$ 11.255 - 100% \$ 7.383 - 100% \$ 7.383 - 100% \$ 818 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607
R-244 Moore Road R-245 R-246 Catest Road R-247 R-248 Athens Avenue R-249 R-250 R-251		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlet to Athens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Athens West eastern half of Athens West subbotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	3 8,319,336 8,319,326 8,327,856 8 6,362,304 \$21,685,393 44,173,600 8 462,672 \$4,636,272 \$4,636,272 \$4,636,272 \$3,512,880 \$1,078,020 \$2,765,012 \$11,772,872	\$ 1,683,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 1,272,461 \$ 834,720 \$ 92,534 \$ 927,254 \$ 181,642 \$ 520,934 \$ 702,576 \$ 215,604 \$ 553,002 \$ 1,585,968 \$ 2,354,574	\$ 1.247,900 \$ 434,670 \$ 954,346 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 699,401 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752 \$ 1,189,476 \$ 1,189,476	\$ 831,994 \$ 289,786 \$ 636,230 \$ 2,168,539 \$ 417,360 \$ 46,267 \$ 463,627 \$ 260,467 \$ 3351,286 \$ 107,802 \$ 779,994 \$ 1,177,267	\$ 144,893 \$ 318,1084,270 \$ 208,680 \$ 23,134 \$ 231,814 \$ 130,234 \$ 175,644 \$ 53,901 \$ 138,251 \$ 396,492 \$ 588,644	\$ 4.346,784 \$ 9.543,698,090 \$32,528,090 \$ 6.260,400 \$ 694,008 \$ 6,954,408 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760 \$ 17,659,308	\$3,612,648 \$7,785,213 \$26,581,584 \$5,733,523 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963 \$4,710,903 \$4,710,903 \$1,17,849 \$3,387,496 \$9,715,075 \$14,520,421	\$ 733.936 \$ 1,808.25 \$ 5,946.506 \$ 5,946.506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144.372 \$ 414.045 \$ 414.045 \$ 760.022 \$ 2,179.685 \$ 3,138.887	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 190% \$ 5.12 - 190% \$ 11.255 - 190% \$ 11.255 - 190% \$ 7.383 - 190% \$ 618 - 190% \$ 4.607 - 190% \$ 4.607 - 190% \$ 4.891 - 190% \$ 4.891 - 190% \$ 4.891
R-244 Moore Road R-245 R-246 Catlett Road R-247 R-248 Athens Avenue R-259 R-259		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlett to Athens Subtotal Fiddyment to Village 7 boundary Village 7 boundary Village 7 boundary Village 7 boundary Subtotal west of Dowd Dowd to Fiddyment Subtotal western half of Athens West eastern half of Athens West bowd to Fiddyment Subtotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	3 8,319,396 3 8,319,396 3 8,319,396 3 8,319,396 3 8,326,396 3 8,326,396 3 8,4173,800 3 462,672 3 462,672 3 462,672 3 32,504,672 3 32,50	\$ 1,683,987 \$ 579,571 \$ 1,272,461 \$ 4,337,079 \$ 834,720 \$ 92,534 \$ 927,254 \$ 520,934 \$ 702,576 \$ 215,604 \$ 53,002 \$ 1,585,988 \$ 22,354,574	\$ 1,247,990 \$ 434,67 \$ 954,346 \$ 954,346 \$ 3,252,809 \$ 69,401 \$ 69,401 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752 \$ 1,189,476 \$ 1,765,931	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 465,627 \$ 260,467 \$ 391,288 \$ 107,802 \$ 792,984 \$ 11,772,87 \$ 13,709	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234 \$175,644 \$ 53,901 \$ 5396,492 \$588,644	\$ 4.346,784 \$ 9.543,456 \$32,528,090 \$ 6,260,400 \$ 6,080,008 \$ 6,954,408 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 1,1834,760 \$ 11,884,760 \$ 17,659,308	\$3.612.648 \$7.785.213 \$26,581,584 \$5,113.197 \$620,462 \$5,733,659 \$1,217,940 \$1,217,940 \$3,349,963 \$4,710,903 \$1,417,849 \$3,387,496 \$9,715,075 \$14,520,421	\$ 733.936 \$ 1.808.25 \$ 5.946,506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 199,181 \$ 760,022 \$ 2,179.885 \$ 3,138,887 \$ 21,792	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5.126 - 100% \$ 11.255 - 100% \$ 7.383 - 100% \$ 7.383 - 100% \$ 818 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607
R-244 Moore Road R-245 R-246 Catest Road R-247 R-248 Athens Avenue R-249 R-250 R-251		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlet to Athens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Athens West eastern half of Athens West subbotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	3 8,319,336 8,319,326 8,327,856 8 6,362,304 \$21,685,393 44,173,600 8 462,672 \$4,636,272 \$4,636,272 \$4,636,272 \$3,512,880 \$1,078,020 \$2,765,012 \$11,772,872	\$ 1,683,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 1,272,461 \$ 834,720 \$ 92,534 \$ 927,254 \$ 181,642 \$ 520,934 \$ 702,576 \$ 215,604 \$ 553,002 \$ 1,585,968 \$ 2,354,574	\$ 1.247,900 \$ 434,670 \$ 954,346 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 699,401 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752 \$ 1,189,476 \$ 1,189,476	\$ 831,994 \$ 289,786 \$ 636,230 \$ 2,168,539 \$ 417,360 \$ 46,267 \$ 463,627 \$ 260,467 \$ 3351,286 \$ 107,802 \$ 779,994 \$ 1,177,267	\$ 144,893 \$ 318,1084,270 \$ 208,680 \$ 23,134 \$ 231,814 \$ 130,234 \$ 175,644 \$ 53,901 \$ 138,251 \$ 396,492 \$ 588,644	\$ 4.346,784 \$ 9.543,698,090 \$32,528,090 \$ 6.260,400 \$ 694,008 \$ 6,954,408 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760 \$ 17,659,308	\$3,612,648 \$7,785,213 \$26,581,584 \$5,733,523 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963 \$4,710,903 \$4,710,903 \$1,17,849 \$3,387,496 \$9,715,075 \$14,520,421	\$ 733.936 \$ 1,808.25 \$ 5,946.506 \$ 5,946.506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144.372 \$ 414.045 \$ 414.045 \$ 760.022 \$ 2,179.685 \$ 3,138.887	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 190% \$ 5.12 - 190% \$ 11.255 - 190% \$ 11.255 - 190% \$ 7.383 - 190% \$ 618 - 190% \$ 4.607 - 190% \$ 4.607 - 190% \$ 4.891 - 190% \$ 4.891 - 190% \$ 4.891
R.244 Moore Road R.245 R.246 Catlett Road R.247 R.248 Athens Avenue R.249 R.250 R.250 R.251		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlet to Athens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Athens West eastern half of Athens West subbotal Dowd to Fiddyment Subbotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	\$ 8,319,386 \$ 8,319,386 \$ 1,2897,856 \$ 1,530,304 \$ 21,685,393 \$ 21,685,393 \$ 4,173,600 \$ 4,173,600 \$ 4,173,600 \$ 4,625,672 \$ 4,625,672 \$ 4,625,672 \$ 3,512,880 \$ 1,078,020 \$ 1,792,840 \$ 11,772,872 \$ 137,088 \$ 137,088	\$ 1.683.987 \$ 579.571 \$ 1.272.461 \$ 4,337.079 \$ 834.720 \$ 92.534 \$ 927.254 \$ 520.934 \$ 702.576 \$ 215.604 \$ 53.002 \$ 1.585.988 \$ 22,354.574	\$ 1,247,990 \$ 434,670 \$ 954,346 \$ 954,346 \$ 3,252,809 \$ 69,401 \$ 69,401 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752 \$ 1,189,476 \$ 1,765,931 \$ 20,563	\$ 831,994 \$ 289,786 \$ 636,230 \$ 2168,539 \$ 417,360 \$ 46,267 \$ 465,627 \$ 390,821 \$ 260,467 \$ 391,288 \$ 107,802 \$ 776,904 \$ 11,772,87 \$ 13,709 \$ \$ 13,709	\$ 144,893 \$ 144,893 \$ 15,884,270 \$ 1,084,2	\$ 4.346,784 \$ 9.543,690 \$ 32,528,090 \$ 6,260,400 \$ 694,008 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 1,189,716 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 205,632	\$3.612.648 \$7.785.213 \$26,581,584 \$5.113.197 \$620.662 \$5,733,659 \$1.217.940 \$1.247.940 \$3.487.940 \$3.487.940 \$3.487.95 \$1.417.649 \$3.387.496 \$9.715.075 \$14,520,421	\$ 733.905 \$ 1.808.225 \$ 5.946,506 \$ 5.946,506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 760,022 \$ 21,798.85 \$ 2,179.885 \$ 21,792	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 190% \$ 5.12 - 190% \$ 11.255 - 190% \$ 11.255 - 190% \$ 7.383 - 190% \$ 618 - 190% \$ 4.607 - 190% \$ 4.607 - 190% \$ 4.891 - 190% \$ 4.891 - 190% \$ 4.891
R-244 Moore Road R-245 R-246 Catest Road R-247 R-248 Athens Avenue R-249 R-250 R-251		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlet to Athens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Athens West eastern half of Athens West subbotal Dowd to Fiddyment Subbotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	3 8,319,396 3 8,319,396 3 8,319,396 3 8,319,396 3 8,326,396 3 8,326,396 3 8,4173,800 3 462,672 3 462,672 3 462,672 3 32,504,672 3 32,50	\$ 1.683.987 \$ 579.571 \$ 1.272.461 \$ 4,337.079 \$ 834.720 \$ 92.534 \$ 927.254 \$ 520.934 \$ 702.576 \$ 215.604 \$ 53.002 \$ 1.585.988 \$ 22,354.574	\$ 1,247,990 \$ 434,67 \$ 954,346 \$ 954,346 \$ 3,252,809 \$ 69,401 \$ 69,401 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752 \$ 1,189,476 \$ 1,765,931	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 465,627 \$ 260,467 \$ 391,288 \$ 107,802 \$ 792,984 \$ 11,772,87 \$ 13,709	\$ 144,893 \$ 318,115 \$1,084,270 \$ 208,680 \$ 23,134 \$231,814 \$ 45,410 \$ 130,234 \$175,644 \$ 53,901 \$ 5396,492 \$588,644	\$ 4.346,784 \$ 9.543,690 \$ 32,528,090 \$ 6,260,400 \$ 694,008 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 1,189,716 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 205,632	\$3.612.648 \$7.785.213 \$26,581,584 \$5,113.197 \$620,462 \$5,733,659 \$1,217,940 \$1,217,940 \$3,349,963 \$4,710,903 \$1,417,849 \$3,387,496 \$9,715,075 \$14,520,421	\$ 733.905 \$ 1.808.225 \$ 5.946,506 \$ 5.946,506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 760,022 \$ 21,798.85 \$ 2,179.885 \$ 21,792	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 190% \$ 5.12 - 190% \$ 11.255 - 190% \$ 11.255 - 190% \$ 7.383 - 190% \$ 618 - 190% \$ 4.607 - 190% \$ 4.607 - 190% \$ 4.891 - 190% \$ 4.891 - 190% \$ 4.891
R-244 Moore Road R-245 R-246 R-247 R-248 Athers Avenue R-249 R-259 R-251 R-255 R-255 TOTAL ROAD IMPROVEMENTS		Developer	Village 5 boundary thru conservation area conservation area to Callett Carlet to Athens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Athens West eastern half of Athens West subbotal Dowd to Fiddyment Subbotal	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	\$ 8,319,386 \$ 8,319,386 \$ 1,2897,856 \$ 1,530,304 \$ 21,685,393 \$ 21,685,393 \$ 4,173,600 \$ 4,173,600 \$ 4,173,600 \$ 4,625,672 \$ 4,625,672 \$ 4,625,672 \$ 3,512,880 \$ 1,078,020 \$ 1,792,840 \$ 11,772,872 \$ 137,088 \$ 137,088	\$ 1.683.987 \$ 579.571 \$ 1.272.461 \$ 4,337.079 \$ 834.720 \$ 92.534 \$ 927.254 \$ 520.934 \$ 702.576 \$ 215.604 \$ 53.002 \$ 1.585.988 \$ 22,354.574	\$ 1,247,990 \$ 434,670 \$ 954,346 \$ 954,346 \$ 3,252,809 \$ 69,401 \$ 69,401 \$ 136,231 \$ 390,701 \$ 526,932 \$ 161,703 \$ 414,752 \$ 1,189,476 \$ 1,765,931 \$ 20,563 \$ 20,563	\$ 831,994 \$ 289,786 \$ 636,230 \$ 2168,539 \$ 417,360 \$ 46,267 \$ 465,627 \$ 390,821 \$ 260,467 \$ 391,288 \$ 107,802 \$ 776,904 \$ 11,772,87 \$ 13,709 \$ \$ 13,709	\$ 144,893 \$ 144,893 \$ 15,884,270 \$ 1,084,2	\$ 4.346,784 \$ 9.543,690 \$ 32,528,090 \$ 6,260,400 \$ 694,008 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 1,189,716 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 205,632	\$3.612.648 \$7.785.213 \$26,581,584 \$5.113.197 \$620.662 \$5,733,659 \$1.217.940 \$1.247.940 \$3.487.940 \$3.487.940 \$3.487.95 \$1.417.649 \$3.387.496 \$9.715.075 \$14,520,421	\$ 733.905 \$ 1.808.225 \$ 5.946,506 \$ 5.946,506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 760,022 \$ 21,798.85 \$ 2,179.885 \$ 21,792	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 4,147,518 \$ 11,894,760	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 190% \$ 5.12 - 190% \$ 11.255 - 190% \$ 11.255 - 190% \$ 7.383 - 190% \$ 618 - 190% \$ 4.607 - 190% \$ 4.607 - 190% \$ 4.891 - 190% \$ 4.891 - 190% \$ 4.891
Moore Road R.245 R.246 R.247 R.248 Athens Avenue R.249 R.249 R.249 R.249 R.251 Ferrari Ranch Road R.255 TOTAL ROAD IMPROVEMENTS PFE Area No. 2 - Overcrossings &	Bridges	Developer	Village 5 boundary thru conservation area conservation area to Callett Carlett to Afhens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal West of Dowd Dowd to Fiddyment Subbotal Su	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	i 8.319.936 i 8.319.936 i 8.319.936 i 8.319.936 i 6.362.304 i 92.4685.393 i 4.773.600 i 9.62	\$ 1.663.987 \$ 579.571 \$ 1.272.461 \$ 4,337.079 \$ 834.720 \$ 92.534 \$ 927.254 \$ 520.934 \$ \$702.576 \$ 53.002 \$ 1.585.968 \$ 2,354.574 \$ 527.418 \$ 27.418 \$ 27.418	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,899 \$ 626,040 \$ 69,401 \$ 695,441 \$ 390,701 \$ 526,932 \$ 1161,703 \$ 141,752 \$ 1,189,476 \$ 1,765,931 \$ 20,563 \$ 520,563 \$ 520,563	\$ 831,904 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 463,627 \$ 90,821 \$ 260,467 \$ 3551,286 \$ 107,802 \$ 792,984 \$ 11,77,902 \$ 13,709 \$ 13,709 \$ 13,709	\$ 144,893 \$ 346,155 \$ 1,084,270 \$ 2,085,890 \$ 22,134 \$ 231,514 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,234 \$ 130,432 \$ 1	\$ 4.346,784 \$ 9.543,628,090 \$ 32,528,090 \$ 6.260,400 \$ 694,008 \$ 694,008 \$ 1,362,312 \$ 3,307,008 \$ 1,367,370 \$ 1,617,030 \$ 1,1894,760 \$ 11,894,760 \$ 205,632 \$ 205,632	\$3,612,848 \$7,785,213 \$26,581,584 \$5,733,535 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,492,963 \$4,710,903 \$4,710,903 \$1,417,849 \$3,387,496 \$9,715,075 \$14,520,421 \$183,840 \$183,840 \$183,840	\$ 733.936 \$ 1,808.25 \$ 5,946,506 \$ 5,946,506 \$ 1,147.203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 414,045 \$ 760,022 \$ 2,179,685 \$ 3,138,887 \$ 21,792 \$ 21,792 \$ 21,792 \$ 21,792 \$ 21,792	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 1,362,312 \$ 3,907,008 \$ 1,187,030 \$ 4,147,518 \$ 11,894,760 \$ 205,632	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 190% \$ 5.126 - 190% \$ 11.255 - 190% \$ 11.255 - 190% \$ 7.383 - 190% \$ 618 - 190% \$ 4.607 - 190% \$ 4.607 - 190% \$ 4.801 - 190% \$ 4.801 - 190% \$ 4.801 - 190% \$ 4.801
Moore Road R-246 R-246 R-246 R-247 R-248 Athers Avenue R-249 R-249 R-259 R-251 R-255 TOTAL ROAD IMPROVEMENTS PEF Area No. 2 - Overcrossings &	Bridges	Developer	Village & boundary thru conservation area conservation area to Callett a Caffent Subtotal Fiddyment to Village 7 boundary Village Toundary to R-2081 Subtotal west of Dowd Dowd to Fiddyment Subtotal west Affect of Piddyment Subtotal west Affect of Piddyment Subtotal west Affect of Piddyment Subtotal Farrari Ranch Road, north of McBean Drive Farrari Ranch Road, north of McBean Drive Overcrossing - Wise Road @ Lincoln Blvd.	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 1,350 2,650 2,650 7,600) LF 3	ii 8.319.936 ii 8.319.936 ii 8.319.936 ii 8.319.936 ii 9.2897.865 ii 6.362.304 ii 822.304 ii 822.304 ii 822.304 ii 822.304 ii 822.304.672 ii	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$4,337,079 \$ 92,534 \$ 927,254 \$ 181,642 \$ 520,934 \$ 7702,576 \$ 155,500 \$ 215,500 \$ 215,500 \$ 225,418 \$ 27,418 \$ 27,418 \$ 227,418	\$ 1,247,990 \$ 434,670 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 699,401 \$ 390,701 \$ 390,701 \$ 326,932 \$ 1161,703 \$ 414,752 \$ 1,169,476 \$ 17,765,931 \$ 20,563 \$ 20,563 \$ 19,424,763	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$ 417,360 \$ 46,267 \$ 462,627 \$ 260,467 \$ 5 200,467 \$ 3951,288 \$ 276,501 \$ 792,594 \$ 11,777,267 \$ 13,709 \$ 13,709 \$ 12,949,856 \$ 480,000	\$ 144,893 \$ 318,115 \$ 1,084,270 \$ 206,590 \$ 20,650 \$ 23,134 \$ 231,814 \$ 231,814 \$ 54,410 \$ 175,644 \$ 139,251 \$ 139,234 \$ 539,642 \$ 588,644 \$ 588,644 \$ 588,644	\$ 4.346,784 \$ 9.543,690 \$ 32,528,090 \$ 6,260,400 \$ 694,008 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 5,269,320 \$ 1,617,030 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 11,894,7518 \$ 205,632	\$3.612.648 \$7.785.213 \$26,581,584 \$5,113.197 \$620,462 \$5,733,659 \$1,217.940 \$1,217.940 \$3.447.940 \$3.487.940 \$3.487.940 \$1,417.649 \$3.387.496 \$3.387.496 \$3.415.20,421 \$183,840 \$183,84	\$ 733,936 \$ 1,808,25 \$ 5,946,506 \$ 1,147,203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 760,022 \$ 2,179,895 \$ 2,179,895 \$ 2,179,895 \$ 2,179,895 \$ 2,1792 \$ 30,581,557 \$ \$ (1,680,000)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,904 \$ 4,346,784 \$ 9,543,466 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 1,1617,030 \$ 4,147,518 \$ 11,894,760 \$ 205,632	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 100% \$ 5.126.5 - 100% \$ 11,255 100% \$ 7.383.6 - 100% \$ 7.383.6 - 100% \$ 1.606.6 - 100% \$ 4.607 100% \$ 4.607 100% \$ 4.801 100% \$ 4.801 100% \$ 4.801 100% \$ 4.801.
Moore Road R-245 R-246 R-247 R-248 Athens Avenue R-249 R-251 Ferrari Ranch Road R-255 TOTAL ROAD IMPROVEMENTS PFE Area No. 2 - Overcrossings & R-301 R-301	Bridges	Developer	Village 5 boundary thru conservation area conservation area to Callett Caffett to Aftens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal Village 7 boundary Village 7 bounda	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 7,600 2,650 7,600	LF S C C C C C C C C C	\$ 8,319,936 \$ 2,897,856 \$ 6,362,394 \$ 21,685,393 \$ 21,685,393 \$ 4173,600 \$ 4173,600 \$ 402,272 \$ 4,636,272 \$ 4,636,272 \$ 4,636,272 \$ 1,078,020 \$ 1,078,020 \$ 1,772,872 \$ 1,772	\$ 1,683,987 \$ 579,571 \$ 1,272,461 \$ 4,337,079 \$ 834,720 \$ 92,524 \$ 927,254 \$ \$20,934 \$ \$702,576 \$ 53,002 \$ 1,585,986 \$ 2,354,574 \$ 527,418 \$ 27,418 \$ 525,899,711	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,899 \$ 626,040 \$ 69,401 \$ 699,011 \$ 5995,441 \$ 390,701 \$ 1161,703 \$ 1414,752 \$ 1,189,476 \$ 1,765,931 \$ 20,563 \$ 20,563 \$ 19,424,783	\$ 831,904 \$ 289,786 \$ 636,230 \$ 2,168,539 \$ 417,360 \$ 462,67 \$ 463,627 \$ 90,821 \$ 90,821 \$ 260,467 \$ 3551,288 \$ 107,802 \$ 177,802 \$ 177,902 \$ 177,902 \$ 177,902 \$ 276,501 \$ 792,984 \$ 11,77,287 \$ 13,709 \$ 13,709 \$ 13,709 \$ 13,709 \$ 480,000 \$ 480,000 \$ 480,000	\$ 144,893 \$ 316,115 \$ 1,004,270 \$ 2,005,500 \$ 5 23,134 \$ 5 45,410 \$ 5 130,234	\$ 4.346,784 \$ 9.543,628,090 \$ 32,528,090 \$ 6.260,400 \$ 694,008 \$ 694,008 \$ 1.362,312 \$ 3.307,008 \$ 1.362,312 \$ 1.362,312 \$ 1.804,760 \$ 11.894,760 \$ 11.894,760 \$ 205,632 \$ \$ 194,247,834 \$ 7,200,000 \$ 7,200,000	\$3,612,848 \$7,735,213 \$26,581,584 \$5,733,559 \$5,113,197 \$620,462 \$5,733,659 \$1,217,940 \$3,422,963 \$4,710,903 \$4,710,903 \$1,417,849 \$3,387,496 \$9,715,075 \$14,520,421 \$183,840	\$ 733.936 \$ 1.808.25 \$ 5,946.506 \$ 5,946.506 \$ 1,147.203 \$ 73.546 \$ 1,220.749 \$ 144.372 \$ 144.372 \$ 144.372 \$ 760.022 \$ 2,179.885 \$ 3,138.887 \$ 21,792 \$ 21,792 \$ 21,792 \$ 1,680.000] \$ (1,680.000) \$ (1,680.000) \$ (1,680.000) \$ 1,800.000	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 6,94,008 \$ 1,862,312 \$ 3,907,008 \$ 1,187,030 \$ 1,187,030 \$ 1,187,030 \$ 1,187,030 \$ 1,187,030 \$ 205,632	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 190% \$ 5.126 - 190% \$ 11.255 - 190% \$ 11.255 - 190% \$ 7.383 - 190% \$ 6.807 - 190% \$ 4.807 - 190% \$ 4.807 - 190% \$ 4.807 - 190% \$ 4.807 - 190% \$ 4.807 - 190% \$ 4.807
Moore Road R-246 R-246 R-246 R-247 R-248 Athers Avenue R-249 R-249 R-259 R-251 R-250 R-251 TOTAL ROAD IMPROVEMENTS PEF Area No. 2 - Overcrossings & R-301 R-303	Bridges	Developer	Village & boundary thru conservation area conservation area to Callett Caffett by Afhens Subbotal Fiddyment to Village 7 boundary Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal west of Dowd Dowd to Fiddyment Subbotal sestem half of Athens West eastem half of Athens West control Friddyment Subbotal Ferrari Ranch Road, north of McBean Drive Overcrossing - Wise Road @ Lincoh Blvd, Overcrossing - Wise Road @ SR 85 Bridge - Dowd Road in R-227	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,1,350 1,350 2,650 7,600 2,650 7,600	LF 1 LF 2 L	ii 8.319.936 ii 8.319.936 ii 8.319.936 ii 8.319.936 ii 8.2897.865 ii 6.362.304 ii 822.304 ii 822.304 ii 822.304 ii 822.304 ii 822.304 ii 822.304.672 ii 822.	\$ 1,663,987 \$ 159,571 \$ 1,272,461 \$4,337,079 \$ 92,534 \$ 927,254 \$ 181,642 \$ 520,934 \$ 7702,576 \$ 155,002 \$ 1,565,902 \$ 2,7418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 960,000 \$ 960,000 \$ 960,000 \$ 960,000 \$ 960,000 \$ 960,000	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 699,401 \$ 390,701 \$ 390,701 \$ 316,231 \$ 390,701 \$ 116,703 \$ 414,752 \$ 1,169,476 \$ 1,705,931 \$ 120,563 \$ 20,563 \$ 19,424,783 \$ 720,000 \$ 720,000 \$ 720,000 \$ 450,000 \$ 450,000	\$ 831,994 \$ 289,786 \$ 636,230 \$2,168,539 \$2,168,539 \$417,360 \$ 46,267 \$463,627 \$ 90,821 \$ 280,467 \$ 3951,288 \$ 107,802 \$ 276,501 \$ 792,594 \$ 11,779,807 \$ 13,709 \$ 13,709 \$ 13,709 \$ 12,949,856 \$ 480,000 \$ 480,000 \$ 480,000 \$ 3 300,000	\$ 144,893 \$ 316,115 \$ 1,084,270 \$ 3 10,084,270 \$ 206,690 \$ 23,134 \$ 231,814 \$ 231,814 \$ 1375,644 \$ 1375,644 \$ 1375,644 \$ 138,251 \$ 130,234 \$ 130,234 \$ 150,604 \$ 160,6	\$ 4.346,784 \$ 9.543,630 \$ 9.543,630 \$ 1.362,630 \$ 6.260,400 \$ 6.260,400 \$ 6.954,408 \$ 6.954,408 \$ 1.362,312 \$ 3.907,000 \$ 1.617,030 \$ 1.1894,7518 \$ 1.1894,7	\$3.612.648 \$7.785.213 \$26,581,584 \$5,113.197 \$620,462 \$5,733,659 \$1,217.940 \$1,217.940 \$3.347.963 \$4,710,903 \$1,417.649 \$3.387.496 \$9,715.075 \$14,520,421 \$183,840 \$1	\$ 733.936 \$ 1.808.25 \$ 5.946,506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 760,022 \$ 2,179.85 \$ 2,179.85 \$ 2,179.85 \$ 2,179.25 \$ 2,179.25 \$ 2,179.25 \$ 2,179.25 \$ 30,581,557 \$ (1,680,000) \$ (1,680,000)	\$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 9,543,456 \$ 9,543,456 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 1,1617,030 \$ 4,147,518 \$ 11,894,760 \$ 205,632 \$ 7,200,000 \$ 7,200,000 \$ 7,200,000 \$ 7,200,000	\$ \$ \$	- 100% \$ 5.125 - 100% \$ 11.255 - 100% \$ 11.255 - 100% \$ 7.383 - 100% \$ 818 - 100% \$ 1.606 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.801 - 100% \$ 4.028 - 100% \$ 2.42
Moore Road R-245 R-246 R-247 R-248 Athens Avenue R-249 R-251 Ferrari Ranch Road R-255 TOTAL ROAD IMPROVEMENTS PFE Area No. 2 - Overcrossings & R-301 R-303 R-304 R-303	Bridges	Developer	Village 5 boundary thru conservation area conservation area to Callets Carlet to Athens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Athens West eastern half of	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 7,600 2,650 7,600 400 1,350	LF 1 LF 2 L	\$ 8,319,936 \$ 2,897,856 \$ 6,362,394 \$ 21,885,393 \$ 21,885,393 \$ 4173,600 \$ 4173,600 \$ 402,272 \$ 4,636,272 \$ 4,636,272 \$ 4,636,272 \$ 1,078,002 \$ 1,078	\$ 1,663,987 \$ 159,577 \$ 1,272,461 \$ 4,337,079 \$ 4337,079 \$ 92,544 \$ 927,254 \$ 181,642 \$ 520,934 \$ 702,576 \$ 1,585,982 \$ 1,585,982 \$ 2,7,418 \$ 27,418 \$ 225,899,711 \$ 960,000 \$ 960,000	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,899 \$ 69,601 \$ 69,601 \$ 699,601 \$ 136,231 \$ 390,701 \$ 161,703 \$ 141,752 \$ 1,189,476 \$ 1,765,931 \$ 20,563 \$ 20,563 \$ 19,424,783	\$ 831,904 \$ 289,786 \$ 636,230 \$ 2168,539 \$ 417,360 \$ 462,67 \$ 463,627 \$ 90,821 \$ 90,821 \$ 260,467 \$ 3551,288 \$ 107,802 \$ 177,802 \$ 177,802 \$ 177,802 \$ 177,802 \$ 276,501 \$ 792,984 \$ 11,77,287 \$ 13,709 \$ 13,709 \$ 13,709 \$ 13,709 \$ 313,709	\$ 144,893 \$ 318,115 \$ 1,084,270 \$ 208,880 \$ 23,134 \$ 23,134 \$ 5 23,134 \$ 5 23,134 \$ 5 3,134 \$ 5	\$ 4.346,784 \$ 9.543,696 \$ 325,526,090 \$ 6.260,400 \$ 694,008 \$ 6,954,408 \$ 1,362,312 \$ 1,362,312 \$ 1,617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,7659,308	\$3.612.648 \$7.735.251 \$26,581,584 \$5,113.197 \$620,462 \$5,733,659 \$1,217,940 \$3.402,963 \$4,710,903 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$	\$ 733.936 \$ 1.808.25 \$ 5.946,506 \$ 1,147.203 \$ 73,546 \$ 1,220,749 \$ 144,372 \$ 144,372 \$ 414,045 \$ 558,417 \$ 760,022 \$ 21,792 \$ 21,792 \$ 21,792 \$ 21,792 \$ 21,792 \$ 1,680,000 \$ (1,680,000) \$ (1,680,000)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,000,000 \$ 1,617,000 \$ 1,1617,000 \$ 1,1617,000 \$ 205,632 \$ 205,632 \$ 7,200,000 \$ 7,200,000 \$ 4,500,000 \$ 4,500,000 \$ 5,600,000	\$ \$ \$ \$	- 100% \$ 5.15.6 - 100% \$ 11.255 - 100% \$ 7.383 - 100% \$ 7.383 - 100% \$ 1.606 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607
Moore Road R.246 R.246 R.246 R.246 R.247 R.248 Athens Avenue R.250 R.251 Ferrari Ranch Road R.255 TOTAL ROAD IMPROVEMENTS PEE Area No. 2 - Overcrossings & R.301 R.303 R.303 R.304 R.307	Bridges	Developer	Village & boundary thru conservation area conservation area to Callett Callett to Affens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-20B1 Subbotal west of Dowd Dowd to Fiddyment Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Affens West eastern half of Affens West eastern half of Affens West eastern half of Affens West boundary western half of Affens West eastern half of Affens West boundary western half of Affens West eastern ha	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,1,350 1,350 2,650 2,650 7,600 1,400 360 360 3,450 3,450	LF 9	ii 8.319.936 ii 8.319.936 ii 8.319.936 ii 8.32.304 ii 8.2.304 ii 8	\$ 1,663,987 \$ 1579,571 \$ 1,272,461 \$4,337,079 \$ 92,534 \$ 922,534 \$ 922,534 \$ 702,576 \$ 181,642 \$ 520,334 \$ 702,576 \$ 215,604 \$ 533,002 \$ 1,565,365 \$ 2,334,574 \$ 27,418 \$ 27,418 \$ 27,418 \$ 960,000 \$ 960,000 \$ 960,000 \$ 800,000 \$ 800,000 \$ 800,000 \$ 800,000 \$ 800,000 \$ 800,000 \$ 1,200,000 \$ 1,200,000	\$ 1,247,990 \$ 434,678 \$ 954,346 \$ 3,252,809 \$ 626,040 \$ 69,401 \$ 695,441 \$ 136,231 \$ 390,701 \$ 161,703 \$ 414,752 \$ 1,189,476 \$ 1,205,633 \$ 20,563 \$ 20,563 \$ 720,000 \$ 720,000 \$ 450,000 \$ 690,000 \$ 690,000	\$ 831,994 \$ 289,786 \$ 636,230 \$ 21,68,539 \$ 21,68,539 \$ 417,360 \$ 462,67 \$ 463,627 \$ 390,821 \$ 260,467 \$ 351,288 \$ 107,802 \$ 276,501 \$ 792,994 \$ 11,709 \$ 113,709 \$ 113,709 \$ 12,949,856 \$ 480,000 \$ 480,000 \$ 400,000 \$ 400,000 \$ 400,000	\$ 144,893 \$ 316,115 \$ 1,084,270 \$ 3 10,084,270 \$ 206,690 \$ 23,134 \$ 231,814 \$ 231,814 \$ 10,08	\$ 4.346,784 \$ 9.543,600,000 \$ 1,362,512,60,000 \$ 6,260,400 \$ 6,260,400 \$ 6,260,400 \$ 6,954,408 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,1847,518	\$3.612.648 \$7.785.213 \$26,581,584 \$5,713.197 \$620,462 \$5,733,659 \$1,217.940 \$1,217.940 \$1,217.940 \$1,417.649 \$3.387.496 \$3,387.496 \$3,4710,903 \$1,417.649 \$3,387.496 \$3,4710,903 \$1,417.649 \$3,387.496 \$3,187.496	\$ 733.936 \$ 1.808.25 \$ 5.946,506 \$ 1,147.203 \$ 73.546 \$ 1,220,749 \$ 144,372 \$ 414,045 \$ 558,417 \$ 760,022 \$ 2,179.85 \$ 2,179.85 \$ 2,179.85 \$ 2,179.2 \$ 21,792 \$ 14,620,000 \$ 1,680,000 \$ (1,680,000) \$	\$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 1,2479,004 \$ 9,543,456 \$ 9,543,456 \$ 6,260,400 \$ 694,008 \$ 1,362,312 \$ 3,907,008 \$ 1,617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,1617,030 \$ 1,200,000 \$ 7,200,000 \$ 7,200,000 \$ 7,200,000 \$ 6,000,000 \$ 6,000,000 \$ 9,000,000	\$ \$ \$	- 100% \$ 5.126 100% \$ 5.126 100% \$ 11,255 100% \$ 7.383 100% \$ 7.383 100% \$ 1.606 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 4.607 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491 100% \$ 8.491.
Moore Road R-245 R-246 R-247 R-248 Athens Avenue R-249 R-251 Ferrari Ranch Road R-255 TOTAL ROAD IMPROVEMENTS PFE Area No. 2 - Overcrossings & R-301 R-303 R-304 R-303	Bridges	Developer	Village 5 boundary thru conservation area conservation area to Callets Carlet to Athens Subbotal Fiddyment to Village 7 boundary Village 7 boundary to R-2081 Subbotal west of Dowd Dowd to Fiddyment Subbotal western half of Athens West eastern half of	Lanes 1-6 Lanes 2-6 Lanes 2-6 Lanes 2-4 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 3-8 Lanes 2-4 Lanes 2-4	3,400 1,800 2,600 4,000 1,350 7,600 2,650 7,600 360 1,200 3,840	LF 1 LF 2 L	i 8.19.936 i 8.19.936 i 8.219.936 i 8.219.936 i 6.362.304 i 6.362.	\$ 1,663,987 \$ 579,571 \$ 1,272,461 \$ 4,337,079 \$ 92,544 \$ 927,254 \$ 927,254 \$ 520,934 \$ 5702,576 \$ 53,002 \$ 1,585,986 \$ 2,354,574 \$ 527,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 27,418 \$ 3,000,000 \$ 960,000 \$ 96	\$ 1,247,900 \$ 434,678 \$ 954,346 \$ 954,346 \$ 626,040 \$ 69,401 \$ 699,011 \$ 5995,441 \$ 390,701 \$ 136,231 \$ 390,701 \$ 526,932 \$ 141,703 \$ 141,752 \$ 1,189,476 \$ 1,765,931 \$ 20,563 \$ 1720,000 \$ 720,000 \$ 720,000 \$ 690,000 \$ 750,000 \$ 900,000 \$ 900,000	\$ 831,904 \$ 289,786 \$ 636,230 \$ 52,168,539 \$ 417,360 \$ 5463,627 \$ 463,627 \$ 500,821 \$ 90,821 \$ 90,821 \$ 107,802 \$ 107,802 \$ 177,202 \$ 17	\$ 144,893 \$ 318,115 \$ 1,084,270 \$ 208,880 \$ 23,134 \$ 23,134 \$ 5 23,134 \$ 5 23,134 \$ 5 3,134 \$ 5	\$ 4.346,784 \$ 9.543,696 \$ 325,526,090 \$ 6.260,400 \$ 694,008 \$ 694,008 \$ 1,362,312 \$ 1,362,312 \$ 1,362,312 \$ 1,47,518 \$ 1,187,030 \$ 1,187,659,308 \$ 1,187,659,308 \$ 1,187,659,308 \$ 1,187,659,308 \$ 1,187,659,308 \$ 1,187,659,308 \$ 1,187,659,308 \$ 1,187,659,308 \$ 1,187,000,000 \$ 1,000	\$3.612.648 \$7.735.251 \$26,581,584 \$5,113.197 \$620,462 \$5,733,659 \$1,217,940 \$3.402,963 \$4,710,903 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$3.367,495 \$1,417,849 \$	\$ 733.936 \$ 1.808.25 \$ 5,946,506 \$ 5,946,506 \$ 1,147.203 \$ 73,546 \$ 1,220,749 \$ 144,045 \$ 414,045 \$ 414,045 \$ 760,022 \$ 21,792 \$ 21,792 \$ 21,792 \$ 21,792 \$ 17,925 \$ 11,950,000 \$ (1,680,000) \$ (1,680,000) \$ (1,680,000) \$ (1,690,000) \$ (1,690	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$		100% 100% 100% 100% 100% 100% 100% 100%	\$ 12,479,004 \$ 4,346,784 \$ 9,543,456 \$ 6,260,400 \$ 6,94,008 \$ 6,94,008 \$ 1,617,000 \$ 1,1617,000 \$ 1,1617,000 \$ 1,1617,000 \$ 205,632 \$ 7,200,000 \$ 7,200,000 \$ 4,500,000 \$ 9,000,000 \$ 9,000,000 \$ 9,000,000 \$ 9,000,000 \$ 9,000,000	\$ \$ \$ \$	- 100% \$ 5.15.6 - 100% \$ 11.255 - 100% \$ 7.383 - 100% \$ 7.383 - 100% \$ 1.606 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607 - 100% \$ 4.607

Table B-1 City of Lincoln Road Improvements

										r.	toad improve	nents			
		To Be					2019		20%	15%	10%	5%			
Project No.	Critical Project	Constructed By	Project Description	Lanes	Qty	Unit	Construction Cost	(Contingency Mark Up	Design/ Environmental Mark Un	Construction Management Mark Up	Project Management Mark Up	2019 Total Project Cost	2017 Total Project Cost	Delta (2019 - 2017)
R-311		Developer	Bridge - Oak Tree Lane, Auburn Ravine		6,200	SF	\$ 5,500,000	\$	1,100,000	\$ 825,000	\$ 550,000	\$ 275,000	\$ 8,250,000	\$10,175,000	\$ (1,925,000)
TOTAL OVERCROSSINGS & BRIDGES							\$36,100,000	,	\$7,220,000	\$5,415,000	\$3,610,000	\$1,805,000	\$54,150,000	\$66,785,000	
PFE Area No. 2 - Interchanges															
R-302		Developer	Wise Road @ SR 65				\$ 22,000,000	\$	4,400,000	\$ 3,300,000	\$ 2,200,000	\$ 1,100,000	\$ 33,000,000	\$40,700,000	\$ (7,700,000)
R-305		Developer	Nicolaus Road @ SR 65				\$ 16,000,000	\$	3,200,000	\$ 2,400,000	\$ 1,600,000	\$ 800,000	\$ 24,000,000	\$29,600,000	\$ (5,600,000)
R-306		Developer	Nelson Lane @ SR 65				\$ 28,000,000	\$	5,600,000	\$ 4,200,000	\$ 2,800,000	\$ 1,400,000	\$ 42,000,000	\$51,800,000	\$ (9,800,000)
TOTAL INTERCHANGES							\$66,000,000	1	\$13,200,000	\$9,900,000	\$6,600,000	\$3,300,000	\$99,000,000	\$122,100,000	\$ (23,100,000)

Are	ea No. 1		Area	No.	2
% of Project	Proj	ect Cost	% of Project	P	Project Cost
	S		100%	\$	8,250,000
	\$	-	100%	\$	33,000,000
	\$	-	100%	\$	24,000,000
	\$	-	100%	\$	42,000,000

	Area No. 1	A	rea No. 2
% of Project	Escalated 2022 Project Cost	% of Project	Escalated 2022 Project Cost
	S -	100%	\$ 9,730,187
	\$ -	100%	\$ 38,920,749
	\$ -	100%	\$ 28,305,999
	s -	100%	\$ 49,535,499

Summary of Transportation Projects		Project Cost	Contingency	Design/ Environmental	Construction Management	Project Management	2019 Total Cost	2017 Total Cost	Delta (2019-2017)
PFE AREA NO. 1 - TOTAL ROADWAYS		\$59,631,980	\$11,630,490	\$8,722,868	\$5,815,245	\$2,907,623	\$88,708,206	\$80,827,995	\$7,880,211
PFE AREA NO. 1 - TOTAL STREET RECONSTRUCTION & TRAFFIC SIGNALS		\$15,504,525	\$3,100,905	\$2,325,679	\$1,550,453	\$775,226	\$23,256,788	\$32,312,846	-\$9,056,058
PFE AREA NO. 1 - TOTAL INTERCHANGES		\$4,950,000	\$990,000	\$742,500	\$495,000	\$247,500	\$7,425,000	\$9,157,500	-\$1,732,500
PFE AREA NO. 1 - TOTAL ROADWAY WIDENING & TRAFFIC SIGNALS		\$29,988,248	\$4,477,650	\$3,913,237	\$3,818,825	\$724,412	\$42,922,372	\$45,302,374	-\$2,380,002
PFE AREA NO. 2 - TOTAL TRAFFIC SIGNALS & INTERSECTIONS		\$45,131,600	\$9,026,320	\$6,769,740	\$4,513,160	\$2,256,580	\$67,697,400	\$86,467,705	-\$18,770,305
PFE AREA NO. 2 - TOTAL ROAD IMPROVEMENTS		\$129,498,556	\$25,899,711	\$19,424,783	\$12,949,856	\$6,474,928	\$194,247,834	\$163,666,277	\$30,581,557
PFE AREA NO. 2 - TOTAL OVERCROSSINGS & BRIDGES		\$36,100,000	\$7,220,000	\$5,415,000	\$3,610,000	\$1,805,000	\$54,150,000	\$66,785,000	-\$12,635,000
PFE AREA NO. 2 - INTERCHANGES		\$66,000,000	\$13,200,000	\$9,900,000	\$6,600,000	\$3,300,000	\$99,000,000	\$122,100,000	-\$23,100,000
Transportation Projects Total:		\$386,804,909	\$75,545,076	\$57,213,807	\$39,352,538	\$18,491,269	\$577,407,600	\$606,619,697	-\$29,212,097

\$ 108,930,011 \$ 468,477,589

\$ 577,407,600

Table B-2 CITY OF LINCOLN

WASTEWATER PFE PROJECT LIST Wastewater PFE

													20%	15%	10%	5%				A	rea No. 1	Area No. 2	1	Area No. 1		Area No. 2
	Critical Project To Be Constru	c Project Description	From	То	Pipe Size	Pipeline	LF	O/S (inches)	100% Projects	Project Categorizati on Greenfield or Developed	Unit Cost	April 2018 Construction Cost	Contingency Mark Up	Design/ Environment al Mark Up	Construction Management Mark Up	Project Managemen t Mark Up	Total Project Cost	Previous Total Project cost	Delta	% of Proje ct	Project Cost I	% of Proje Project Cos	% of Project	Escalated 2022 Project Cost	% of Project	Escalated 2022 Project Cost
Collection																		'					1 -			1
4a-ز	City	42" - Aviation Blvd.	Nicolaus Road		42" Pipe		5,400		42			\$ 6,042,600				\$ 302,130	\$ 9,063,900	\$ 249,835	\$ 8,814,065			57% \$ 5,166,42		4,859,049		% \$ 6,441,066
S-4b		er 36" - Aviation Blvd.	existing roadway	Wise Road	36" Pipe		7,200		42			\$ 5,889,600	\$ 1,177,920	\$ 883,440	\$ 588,960	\$ 294,480	\$ 8,834,400	\$ 2,776,025				57% \$ 5,035,60				
<i>i</i> -6	City		Nelson Lane	pump station	24" Pipe		1,800		24		\$ 200	\$ -	\$ -	s -	s -	\$ -	\$ -		\$ (531,425)	100%		0% \$ -	1009		09	
S-15a S-18	Develop	er 42" - Nicolaus Road 12" - Nicolaus Road	Aviation Blvd. Joiner Parkway	Airport Road O Street	42" Pipe 12" Pipe		5,400 2.825		36 12		\$ 911 \$ 234	\$ 4,919,400 \$ 661,050				\$ 245,970 \$ 33.053	\$ 7,379,100 \$ 991.575	\$ 2,007,525 \$ 454,938	\$ 5,371,575 \$ 536,638		\$ 2,435,103 \$ 991.575	67% \$ 4,943,99 0% \$ -	7 339			% \$ 6,163,763 % \$ -
S-20a	City		Gladding	Lincoln Blvd.	12" Pipe		1.100		12		\$ 234	\$ 257,400							\$ 205,575		\$ 386,100	0% \$ -	1009			
3-20b	City		O Street	Lincoln Blvd.	12" Pipe		1,950		12		\$ 265	\$ 516,750						\$ 316,100				0% \$ -	100%		09	
S-21d		er 24" - McCourtney Road	12th Street	Todd Lane	24" Pipe		1,630		24		\$ 486	\$ 792,180							\$ 713,540			50% \$ 594,13				% \$ 740,718
S-22a		er 60" - Fiddyment Road to WWTRF	WWTRF	Moore Road	60" Pipe		3,400		60		\$ 1,377	\$ 4,681,800				\$ 234,090		\$ 1,672,575				70% \$ 4,915,89				% \$ 6,128,722
S-22b		ar 54* - Nelson Lane	Moore Road	SR65	54" Pipe		7,400	42			\$ 1,306	\$ 9,664,400				\$ 483,220		\$ 3,614,125				67% \$ 9,712,72				
S-22c		er 54* - Nelson Lane	SR65	Nicolaus Road	54" Pipe		4,100	42			\$ 1,306	\$ 5,354,600						\$ 1,995,925				67% \$ 5,381,37				
S-25 S-26		er 30" - Ferrari Ranch Road er 24" - Ferrari Ranch Road	McBean Park Drive northern connection	new 24" connection Village 1 connection			4,130 2.370	15 12			\$ 398 \$ 344	\$ 1,643,740 \$ 815,280							\$ 1,978,229 \$ 995,633	0% 0%		00% \$ 2,465,61 00% \$ 1,222,92			1009	
S-26 S-27		er 24" - Ferrari Ranch Road er 24" - Ferrari Ranch Road	Village 1 connection	Oak Tree Lane			1.850	12	15		\$ 280	\$ 518,000							\$ 232,525	0%		00% \$ 1,222,92 00% \$ 777.00		6 S -	1009	
S-28		er 24" - Oak Tree Lane	Ferrari Ranch Road	Virginiatown	24" Pipe		1,400		24		\$ 592	\$ 828.800							\$ 828,500	0%		00% \$ 1,243,20		6 S -	1007	
3-29		er 30" - Manzanita Road	Wise	Industrial zone	30" Pipe		7,200	30			\$ 575	\$ 4,140,000				\$ 207,000			5,771,375	0%		00% \$ 6,210,00		6 S -	100%	
S-30	Develop	er 18" - Wise Road	Gladding	Manzanita	18" Pipe		7,050	18				\$ 3,581,400				\$ 179,070		\$ 1,371,881	\$ 4,000,219	0%		00% \$ 5,372,10		6 \$ -	100%	
S-31		er 18" - Wise Road	Manzanita	Lincoln Blvd.	18" Pipe		4,987	18				\$ 2,284,046				\$ 114,202		\$ 1,612,208		0%		00% \$ 3,426,06		6 \$ -	100%	
S-32		er 39" - Wise Road	Lincoln Blvd.	42" pipeline	39" Pipe		3,315	27			\$ 759	\$ 2,516,085				\$ 125,804		\$ 1,071,967		0%		00% \$ 3,774,12		6 S -	100%	
S-33		er 15" - Sud -A / Village 3			15" Pipe		2,000	3			\$ 326	\$ 652,000							\$ 851,125	0%		00% \$ 978,00		6 \$ -	100%	
S-34 S-35		er 21" - Sud - A / Village 3 er 27" - Wise Road	21" pipeline	Dowd Road	21" Pipe 27" Pipe		2,600 5.820	9			\$ 455 \$ 661	\$ 1,183,000 \$ 3.847.020				\$ 59,150 \$ 192,351		\$ 1,134,263	1,433,750	0% 0%		00% \$ 1,774,50 00% \$ 5.770.53		6 S -	1009	
5-36		er 27" - Dowd Road	Wise		27" Pipe		5,400	15				\$ 3,402,000				\$ 170,100		\$ 1,053,425		0%		00% \$ 5,770,93		6 S -	1009	
S-37		er 33" - North Pump Station Collection	VVISC	NDS COIRCIO	33" Pipe		5,900	21			\$ 733	\$ 4,324,700				\$ 216,235		\$ 1,532,288		0%		00% \$ 5,103,00		6 S -	1007	
3-38		er 42" - North Pump Station Collection			42" Pipe		5,100	30			\$ 860	\$ 4,386,000	\$ 877,200	\$ 657,900	\$ 438,600				\$ 4,754,900	0%		00% \$ 6,579,00		6 S -	100%	
5-39		er 24" - North Pump Station Collection			24" Pipe		5,300	12			\$ 592	\$ 3,137,600	\$ 627,520	\$ 470,640	\$ 313,760	\$ 156,880	\$ 4,706,400	\$ 851,875	3,854,525	0%	\$ - 1	00% \$ 4,706,40	0%	6 S -	100%	% \$ 5,867,547
S-40		er 21" Force Main - North Pump Station	Pump Station	36" gravity pipeline	e 21" FM		14,000		21			\$ 6,300,000				\$ 315,000		\$ 3,628,625		0%		00% \$ 9,450,00		6 S -	100%	
S-41		21" Force Main - South Pump Station	Pump Station	36" gravity pipeline	e 21" FM		8,000		21		\$ 550	\$ 4,400,000				\$ 220,000		\$ 2,073,500		0%		00% \$ 6,600,00		6 S -	100%	
S-42		er 42" - Moore Road	Force Main	Fiddyment	42" Pipe		8,000 5.370	24			\$ 759	\$ 6,072,000 \$ 3,936,210	\$ 1,214,400 \$ 787,242			\$ 303,600 \$ 196,811		\$ 1,491,325		0%		00% \$ 9,108,00 00% \$ 5.904.31		6 \$ -	1009	
S-43 S-44		er 36" - Moore Road er 30" - Dowd Road	Pump Station Moore Road	Dowd Road 24" pipeline	36" Pipe 30" Pipe		2,700	24 18				\$ 3,936,210			\$ 393,621				\$ 4,342,520 \$ 1,713,950	0% 0%		00% \$ 5,904,31 00% \$ 2.328.75		6 S -	1009	
S-44 S-45		er 24" - Village 6 / Sud - C (SUD-C Trunk A1)	Moore Road	21" pipeline	24" Pipe		8,300	12			\$ 486	\$ 4,033,800				\$ 201,690			\$ 5,612,075	0%		00% \$ 2,328,73		6 S -	1009	
S-46		er 21" - Village 6 / Sud - C (SUD-C Trunk A1)	21" pipeline	E. Catlett Rd	21" Pipe		4,700	12				\$ 2.373.500				\$ 118.675			\$ 3,121,625	0%		00% \$ 3,560.25		6 S -	1007	
5-47		,	py				1,1.00					\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		100%		0% \$ -	100%		09	
S-48												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	100%	\$ -	0% \$ -	100%	6 S -	09	% \$ -
S-47		er Replace 12" Sewer with 15" Sewer	Harrison	Hoitt	15" Pipe		882				\$ 435								\$ 842,094		\$ 564,203					
S-501		er Nelson Lane - Auburn Ravine Crossing			54" Pipe		900		54			\$ 3,500,000				\$ 175,000		\$ 1,174,500				67% \$ 3,517,50		6 \$ 2,159,937		
S-502 S-503		Prince Nelson Lane - Interchange Crossing Gladding Parkway - Railroad & Roadway Crossin			54" Pipe 12" Pipe		350 250		54 12			\$ 3,500,000 \$ 3,500,000				\$ 175,000 \$ 175,000			\$ 4,793,250 \$ 4,923,750	33%		67% \$ 3,517,50 00% \$ 5.250.00		6 \$ 2,159,937	1009	
S-504	City	er Oak Tree Lane - Auburn Ravine Crossing	g		24" Pipe		500		24			\$ 3,500,000				\$ 175,000			\$ 4,923,750 \$ 4,597,500	0%		00% \$ 5,250,00 00% \$ 5,250,00		6 S -	1009	
S-505		er Wise Road - Railroad & Roadway Crossing			39" Pipe		300		39			\$ 3,500,000				\$ 175,000			\$ 4.858.500	0%		00% \$ 5,250,00		6 S -	1007	
3-506		er Wise Road - Interchange Crossing			27" Pipe		350		27			\$ 3,500,000				\$ 175,000			\$ 4,793,250	0%		00% \$ 5,250,00		6 S -	1009	
3-507		er Nicolaus Road - Interchange Crossing			21" FM		350		21			\$ 3,500,000				\$ 175,000			4,793,250	0%		00% \$ 5,250,00		6 S -	1009	% \$ 6,545,262
S-508		er Moore Road - Auburn Ravine Crossing			36" Pipe		150		36			\$ 3,500,000				\$ 175,000			\$ 5,054,250	0%		00% \$ 5,250,00		6 \$ -	100%	
S-509	Develop	Pr Dowd Road - Auburn Ravine Crossing			24" Pipe		400		24			\$ 3,500,000	\$ 700,000	\$ 525,000	\$ 350,000	\$ 175,000	\$ 5,250,000	\$ 522,000	\$ 4,728,000	0%		00% \$ 5,250,00		6 S -	100%	
\rightarrow	B	David Oracina Million A			-							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -:		0%		00% \$ -		6 \$ -	1009	
\rightarrow		er Pump Station - Village 4 er Pump Station - Village 6		 	1	-						\$ 1,750,000 \$ 1,750,000				4 0.,000	7	\$ 1,087,500 \$ 1,087,500	\$ 1,537,500	0% 0%		00% \$ 2,625,00 00% \$ 2,625,00		6 S -	1009	
-+	Develop	r ump station - village o		 	+							\$ 1,750,000	\$ 350,000	\$ 202,300		\$ 87,500		ψ 1,007,500	, 1,537,500 \$	0%		00% \$ 2,625,00		6 S -	1009	
-		Subtotal			1							\$ -	s -	s -	¥	\$ -			· -	0%		00% \$ -		6 S -	1007	
Existing (Obligations	Oubtour																		-70			T	\$ -	. 507	\$ -
	City	WWTRF Oversizing (DA Reimbursement)										\$ 1,310,000		\$ -			\$ 1,310,000			100%		0% \$ -	100%			
	City	Interceptor, Lincoln Parkway to WWTRF (DA Re	imb)									\$ 655,000	\$ -	\$ -			\$ 655,000			100%	\$ 655,000	0% \$ -	100%			
	City	Acquire Reclamation Storage - Drainage PFE			1							\$ -	\$ -	*	v	\$ -	_			0%	\$ -	0% \$ -	09			% \$ -
1411		Subtotal			1							-	\$ -	-	*	\$ -	*			100%	-	0% \$ -	1009			% \$ -
wastewa'	ter Projects To	tai:										\$142,233,857	\$ 28,053,771	\$21,040,329	\$14,026,886	\$ 7,013,443	\$ 212,368,286	\$ 44,360,872	\$166,042,413		\$28,413,725	\$183,954,56		\$ 35,423,864		\$ 229,339,211

1) Treatment Component is calculated separately

Table B-3 CITY OF LINCOLN NON-POTABLE WATER PFE PROJECT LIST

					Wastewater PF	E											20%	15%	5%	5%		Area No. 1	Area No. 2	Area No. 1	Area No. 2
Project	Critical Projects	To Be Constructe d By	Street Alignment	From	То	Pipe Size	Pipeline	LF	O/S (inches)	100% Projects	Add'l	Water Model Referenc e	Qty	Unit	Unit Co	Cost	Contingency	Design/ Environmenta	Construction Management	Project Management	2017 Total Project Cost	% of Project	% of Project	2022 Escalated Project Cost	2022 Escalated Project Cost
NP - 1		Developer	Fiddyment Road	WWTRF	Moore Road	20"	100%	2,600		20		P-6018	20	INCH	\$ 6.2					\$ 22,490	\$ 652,210				\$ 819,899
NP - 2		Developer	Nelson Lane	Moore Road	State Highway 65	20"	oversizing to 20"	7,100	8			P-6330	8	INCH	\$ 6.2				\$ 34,790	\$ 34,790	\$ 1,008,910			\$ -	\$ 1,268,310
NP - 3		Developer	Nelson Lane	State Highway 65	Nicolaus Road	20"	oversizing to 20"	4,100	8				8	INCH	\$ 6.2					\$ 20,090	\$ 582,610	0%		\$ -	\$ 732,404
NP - 4		City	Aviation Blvd.	Nicolaus Road	Venture Drive	20"	100%	2,500		20		D 0004	20	INCH	\$ 6.2					\$ 21,625		30%			
NP - 5		Developer	Dowd Road	Nelson Lane	Dowd Road Nicolaus Road	20° 20°	oversizing to 20"	9,250 4,630	8			P-6324 P-6324	8	INCH	\$ 6.2 \$ 6.2				\$ 45,325 \$ 22,687	\$ 45,325 \$ 22.687	\$ 1,314,425 \$ 657,923	0%	100% 100%		\$ 1,652,375 \$ 827,081
NP - 6		Developer Developer	Dowd Road Dowd Road	Nicolaus Road	Nicolaus Road Wise Road	20"	oversizing to 20"	7,950	8		X	P-6324	8	INCH	\$ 6.2			\$ 68,061	\$ 22,687	\$ 22,687	\$ 657,923 \$ 1,129,695	0%			\$ 827,081 \$ 1,420,150
NP - 8		Developer	Wise Road	Dowd Road	Airport Road	20"	oversizing to 20"	7,750	8			P-6356	8	INCH	\$ 6.2				\$ 37,975	\$ 37,975	\$ 1,129,695 \$ 1,101,275	0%		\$ - \$ -	\$ 1,420,130
NP - 8		Developer	Wise Road Wise Road	Airport Road	Airport Road Aviation Blvd.	20"	oversizing to 20" 100%	3,150	8	20		P-6336 P-6186	20	INCH	\$ 6.2					\$ 27,248	\$ 1,101,275 \$ 790,178	0%		\$ -	\$ 1,384,422
NP - S		Developer	Nicolaus Road	Airport Road	Aviation Blvd.	12"	100%	6,100		12	-	P-6186	12	INCH	\$ 6.2					\$ 25,620	\$ 742,980	10%	90%		\$ 840,606
NP - 1		City	Nicolaus Road	Aviation Blvd.	Joiner Parkway	12"	100%	7,765		12	-		12	INCH	\$ 6.2					\$ 32,613	\$ 945,777	100%	0%		\$ 540,000
NP - 1		Developer	Nicolaus Road	Joiner Parkway	Joiner Park	8"	100%	1,765		8			12	INCH	\$ 6.2				\$ 3,988	\$ 3,988	\$ 115.638	100%	0%		~
NP - 1	YES	City	Venture Drive	Aviation Blvd.	Foskett Regional Park	14"	100%	6,550		14			14	INCH	\$ 6.2					\$ 66,483	\$ 1,927,993	100%	0%		S -
NP - 1		Developer	Aviation Blvd.	Venture Drive	end of existing roadway	14"	100%	2,680		14	х		14	INCH	\$ 6.2				\$ 13.467	\$ 13,467	\$ 390,543	10%	90%	\$ 49.096	\$ 441.860
NP - 1		Developer	Aviation Blvd.	end of existing roadw		14"	100%	5.745		14	_ ^		14	INCH	\$ 6.2				\$ 28.869	\$ 28.869	\$ 837,191	10%	90%	\$ 105,244	\$ 947.196
NP - 1		Developer	Wise Road	Aviation Blvd.	Lincoln Blvd.	14"	100%	3,315		14	x		14	INCH	\$ 6.2				\$ 16,658	\$ 16.658	\$ 483,079	0%	100%	\$ -	\$ 607,283
NP - 1		Developer	Wise Road	Lincoln Blvd.	Gladding Road	14"	oversizing to 14"	12.050	2		x		2	INCH	\$ 6.2				\$ 15,364	\$ 15,364	\$ 445,549	0%		\$ -	\$ 560,103
NP - 1		Developer	Village 2	Wise Road	Virginiatown Road	14"	oversizing to 14"	15,450	2			P-5990	2	INCH	\$ 6.2				\$ 19,699	\$ 19,699	\$ 571.264	0%		\$ -	\$ 718,141
NP - 1		Developer	Oak Tree Lane	Virginiatown Road	Ferrari Ranch Road	14"	100%	1,365		14		P-5992	14	INCH	\$ 6.2				\$ 6,859	\$ 6,859	\$ 198,915	0%		s -	\$ 250,058
NP - 2		Developer		Oak Tree Lane	McBean Park Drive	14"	100%	5,470		14			14	INCH	\$ 6.2					\$ 27.487	\$ 797.116	0%	100%	S -	\$ 1,002,061
NP - 2		City	McBean Park Drive	Ferrari Ranch Road	McBean Park	8"	100%	1,500		8		P-6044	8	INCH	\$ 6.2			\$ 12,375		\$ 4,125	\$ 119,625	100%	0%		S -
NP - 2	22	Developer	Ferrari Ranch Road	McBean Park Drive	Ingram Slough Bridge	14"	100%	4,725		14			14	INCH	\$ 6.2	25 \$ 474,863	\$ 94,973	\$ 71,229	\$ 23,743	\$ 23,743	\$ 688,551	10%	90%	\$ 86,558	\$ 779,026
NP - 2	23	City	Ferrari Ranch Road	Ingram Slough Bridg	E Lincoln Blvd.	14"	100%	1,450		14			14	INCH	\$ 6.2	!5 \$ 145,725	\$ 29,145	\$ 21,859	\$ 7,286	\$ 7,286	\$ 211,301	10%	90%	\$ 26,563	\$ 239,066
NP - 2	4	City	Ferrari Ranch Road	Lincoln Blvd.	Joiner Parkway	14"	100%	3,200		14			14	INCH	\$ 6.2	25 \$ 321,600	\$ 64,320	\$ 48,240	\$ 16,080	\$ 16,080	\$ 466,320	10%	90%	\$ 58,621	\$ 527,593
NP - 2	5	City	Ferrari Ranch Road	Joiner Parkway	connection to existing system	10"	100%	2,085		10			10	INCH	\$ 6.2	25 \$ 146,993	\$ 29,399	\$ 22,049	\$ 7,350	\$ 7,350	\$ 213,140	10%	90%	\$ 26,794	\$ 241,146
NP - 2	6	City	Groveland Lane	Ferrari Ranch Road	Joiner Parkway	8"	100%	1,500		8			8	INCH	\$ 6.2	25 \$ 82,500	\$ 16,500	\$ 12,375	\$ 4,125	\$ 4,125	\$ 119,625	100%	0%	\$ 150,382	S -
NP - 2	7	City	Joiner Parkway	Sterling Parkway	Twelve Bridges Drive	14"	100%	8,950		14			14	INCH	\$ 6.2	95 \$ 899,475	\$ 179,895	\$ 134,921	\$ 44,974	\$ 44,974	\$ 1,304,239	100%	0%	\$ 1,639,570	S -
NP - 2	28	City	Joiner Parkway	Twelve Bridges Drive	Twelve Bridges Middle School	14"	100%	3,700		14			14	INCH	\$ 6.2	25 \$ 371,850	\$ 74,370	\$ 55,778	\$ 18,593	\$ 18,593	\$ 539,183	100%	0%	\$ 677,811	S -
NP - 2	29	City	Fieldstone Drive	Joiner Parkway	Twelve Bridges Drive	8"	100%	1,500		8		P-6062	8	INCH	\$ 6.2	95 \$ 82,500	\$ 16,500	\$ 12,375	\$ 4,125	\$ 4,125	\$ 119,625	100%	0%	\$ 150,382	S -
NP - 3		Developer	10 MG Storage Ponds	various locations			100%							GAL	\$ 1.5	60 \$ 15,000,000				\$ 750,000	\$ 21,750,000	0%		\$ -	\$ 27,342,116
NP - 3	31	Developer	(12) Booster Pumps for	various locations			100%						-	LF		\$ 1,448,300	\$ 289,660	\$ 217,245	\$ 72,415	\$ 72,415	\$ 2,100,035	0%	100%	\$ -	\$ 2,639,972
													-	LF		S -	\$ -	\$ -	\$ -	\$ -	S -			\$ -	S -
BPS No. 1		City	Booster Pump Station		6 pumps - 5 duty / 1 standby		100%							LF		\$ 721,000					\$ 1,045,450				\$ 1,314,244
BPS No. 2		City	Booster Pump Station		4 pumps - 3 duty / 1 standby		100%							LF		\$ 631,000				\$ 31,550	\$ 914,950	10%	90%	\$ 115,019	
BPS No. 3		City	Booster Pump Station	Wise Road	3 pumps - 2 duty / 1 standby		100%					P-5946	-	LF		\$ 586,000	\$ 117,200	\$ 87,900	\$ 29,300	\$ 29,300	\$ 849,700	0%		\$ -	\$ 1,068,165
													-	LF		S -	\$ -	\$ -	\$ -	\$ -	S -	100%	0%		S -
NP - 4	01	City	Railroad Crossing			14"	100%	300		14		n/a	-	LF	\$ 60					\$ 10,600	\$ 307,400		90%		\$ 347,792
NP - 4	02	Developer	Auburn Ravine Crossi	ing		14"	100%	500		14			-	LF		0 \$ 332,000					\$ 481,400	0%			\$ 605,172
NP - 4	03	Developer	Railroad Crossing			14"	100%	300		14		n/a	-			0 \$ 212,000				\$ 10,600	\$ 307,400	0%			\$ 386,435
NP - 4	04	Developer	State Highway Crossii			20"	100%	350		20		n/a	-		\$ 90					\$ 18,000	\$ 522,000	0%			\$ 656,211
NP - 4	05	Developer	Markham Ravine Cros			20"	100%	200		20			-	LF LF	\$ 90					\$ 11,250	\$ 326,250				\$ 410,132
NP - 4	07	Developer	State Highway Crossii		+	20"	100%	350	-	20	 	-1-	-	LF LF		0 \$ 360,000			\$ 18,000	\$ 18,000	\$ 522,000	0%			\$ 656,211 \$ 1,558,501
NP - 4	U/	Developer	Auburn Ravine Crossi	ing	+	20"	100%	900	-	20	 	n/a	-	LF LF	\$ 90	8 855,000	\$ 171,000	\$ 128,250	\$ 42,750	\$ 42,750	\$ 1,239,750	100%	100%		\$ 1,558,501
	-				+	1	+		-				-	LF	-	3 -	3 -	3 -	3 -	3 -	\$ 49.468.338	100%	0%		\$ 54.824.097
		1								1								1	1		a 49,468,338	1		\$ 1,362,985	\$ 54,824,097

Table B-4 CITY OF LINCOLN WATER PFE PROJECT LIST

Part		LIONA	Project		F																												
No.		Constru	uc Categori																2020						2020 vs 2017		Zone	1	Zo	ne 2	2022	Zone 1	Zone 2
	Project Critic	al ted By	y zation (Greenfie	Notes	Street Alignment	From	То	Pipe Size	Pipeline	LF	(inches)	100% Projects		Model	Notes:	Qty	Unit		nstruction	20%	15% 2020 Design/	2020	5%		Total Project		1.	0000 01		0000 01	City-wide	2022	2022
No. Control		Catego	ori Id¹ or									-		Reference					Cost	Contingency	Environmenta	Construction	Management		Cost	-	% of Project	Cost	% of Project	Cost	Project Cost	Escalated	Escalated
No. Control	W-11e	City	Greenfield		Water Well - No. 10											1	Well	\$2,200,000 \$ 2	2,200,000	\$ 440,000	\$ 330,000	\$ 220,0	0 \$ 110,000	\$ 3,300,000	\$ 690,000	\$ 3,300,000					\$ 3,805,384	Tolect Cost F	Project Cost
Column		Dovolon	oor Crossfield		Motor Well Village 2			-									Well	\$ 200,000	2 200 000	\$ -	\$ -	\$ -	S -	\$ -	S -	\$ -					\$ - e 2 005 204		
Column C	Willia	Develop	per Greenileu		water well - village 3												weii	\$2,200,000 \$ 2	-	\$ 440,000	\$ -	\$ -	S -	\$ 3,300,000	\$ -	\$ 3,300,000					\$ 3,000,364		_
March Marc														n/a				\$	-	\$ -	\$ -	\$ -	S -	\$ -	s -	\$ -					\$ -		
10 10 10 10 10 10 10 10	W-11j													n/a n/a		1		\$2,200,000 \$ 2	2,200,000	\$ 440,000 \$ 440,000	\$ 330,000	\$ 220,0	0 \$ 110,000 0 \$ 110,000	\$ 3,300,000	\$ 690,000	\$ 3,300,000					\$ 3,805,384		
The column		Бечаор	or connect											n/a				\$	-	\$ -	\$ -	V 220,0	S -	\$ -	\$ -	\$ -					\$ -		
1	W-11m	Develop	per Greenfield		Water Well - SUD A									n/a		1	Well	\$2,200,000 \$ 2	2,200,000	\$ 440,000	\$ 330,000	\$ 220,0	0 \$ 110,000	\$ 3,300,000	\$ 690,000	\$ 3,300,000					\$ 3,805,384		
Second Column	W-34c	City	Greenfield	servoir Site	5 mg Water Storage Tank									n/a n/a		5	MG	\$7,100,000 \$ 7	7.100.000	\$ 1.420.000	\$ 1.065.000	\$ 710.0	S 355.000	\$ 10.650.000	S 3.400.000	\$ 10.650.000					\$12,281,011	+	
The column	W-34d	City	Greenfield	servoir Site	5 mg Water Storage Tank									n/a		5	MG	\$7,100,000 \$ 7	7,100,000	\$ 1,420,000	\$ 1,065,000	\$ 710,0	0 \$ 355,000	\$ 10,650,000		\$ 10,650,000					\$12,281,011		
Column				servoir Site														\$7,100,000 \$ 7	7,100,000			\$ 710,0									\$12,281,011		
Property	VI-341	Develop	Del Gleerilleu	visage 5	bilig water storage rank									iva			m.G	\$7,000,000 \$ 1	7,300,000	\$ 1,000,000	\$ 1,120,000	\$ 750,0	3 375,000	\$ 11,230,000	3 4,000,000	\$ 11,250,000					\$ -		
Property																															\$ -		
Note Column Col	W-11p				Water Well connecting pipe Water Well connecting pipe		determined when a	w 18"	Oversizing to 18"	4,000	2	18				4,000	LF	\$	848,000	\$ 89,600	\$ 67,200	\$ 44,8		\$ 672,000	\$ 286,300	\$ 672,000					\$ 1/466 802	+	
Column	W-13e				Oak Tree Lane	Refinery Point tank	connection to 24" p	ois 30"	oversizing to 30"	6,800	14			P-6330		6,800	LF	\$ 1	1,403,000	\$ 280,600	\$ 210,450	\$ 140,3		\$ 2,104,500	\$ 638,550	1,000	\$	\$ -			S	i - 9	\$ 2,426,797
Column C										200								\$	51,000	\$ 10,200	\$ 7,650	\$ 5,1	0 \$ 2,550	\$ 76,500	\$ 33,000			<u>s - </u>				<u> </u>	
Column C	W-13g W-17b				Oak Tree Lane	Oak Tree Lane Hwy 193	Auburn Ravine	24"		4,769	8	24	х	P-6324				S .	554,210	\$ 10,200 \$ 110,842	\$ 7,650 \$ 83,132	\$ 55.4	10 S 2,550	\$ 76,500	\$ 33,000 \$ 41,087			s -			3	<u> </u>	\$ 958,628
Prop. Prop	W-18					Auburn Ravine	Virginiatown Road	24"	oversizing to 24"	1,000	8		х	P-6324		1,000	LF	\$			\$ 17,250	\$ 11,5	0 \$ 5,750	\$ 172,500				\$ -	100%	\$ 172,500	S	i - 9	\$ 198,918
The column		Develop	per Greenfield	-+			Connection to 18" p	08 18" 94"	oversizing to 18"	1,475	2 8			p.6356				\$			\$ 7,088	\$ 4,7	tb \$ 2,363	\$ 70,875			3	\$ - \$ -			3	- 9	\$ 81,729 \$ 524,074
## 1	W-22a	City	Greenfield		Gladding Parkway	12th Street connect	Nicolaus Road	18"	100%	3,300	3					3,300	LF	\$	907,507	\$ 181,501			1 \$ 45,375		\$ 203,291			\$ 1,361,261	0%	\$ -	3	1,569,733 5	\$ -
The column The	W-22b	Develop	per Greenfield	 -∓	Gladding Road			18"	100%			18				1,450	LF	\$	308,250		\$ 46,238	\$ 30,8		\$ 462,375			100%	\$ 462,375	0%	s -	9	533,186 \$	ş -
Column					Twelve Bridges Drive			oig 36"	100%	1,300								\$ 1	715,000		\$ 107.250			\$ 1,753,125 \$ 1,072.500							9	\$ 1,236.750 \$	s -
The column	W-31d	Develop	per Greenfield		Oak Tree Lane	connection to 24" pi	Hwy 193 / McBean	18"	oversizing to 18"	2,600	2					2,600	LF	\$	83,000	\$ 16,600	\$ 12,450	\$ 8,3	0 \$ 4,150	\$ 124,500	\$ 53,450		\$	\$ -	100%	\$ 124,500	\$	s - s	\$ 143,567
March Marc	W-32 W.a VEO	City		-+	Twelve Bridges Drive			riv 36"	100%	1.000	2	36	х	P-6018		1,000	LF LF	\$			\$ 82,500	\$ 55,0			\$ 158,003			\$ 825,003	0%	\$ - \$ -	S .		\$ - \$ -
Prop. Prop	W-38				Moore Road	Nelson Lane conne		18"	oversizing to 18"	3,100	2			. 5016		3,100	LF	\$			\$ 14,850	\$ 9,9		\$ 148,500	\$ 63,675			\$ 148,500	0%	\$ -			\$ -
Column C	W-39a	Develop	per Developed		Nelson Lane	Nicolaus Road cons	Moore Road conne	ed 18"	oversizing to 18"	6,080	2					6,080	LF										100%	\$ 291,600	0%	\$ -		\$ 336,258 \$	\$ -
Column C	W-39b W-41a				Nelson Lane Airport Road	Nicolaus Road cont Wise Road connect	Moore Road conne Nicolaus Road con	eq 18" nn 18"	oversizing to 18" oversizing to 18"	5,120 5.124	2		X	P-5990		5,120 5,124	LF LF	\$,	163,600	\$ 32,720 \$ 32,744	\$ 24,540 \$ 24,558	\$ 16,3		\$ 245,400 \$ 245,580	\$ 105,040 \$ 105.133		100%	\$ 245,400 \$ 245,580	0%	\$ -	9		\$ - \$ -
March Marc	W-41b	Develop	per Developed*		Airport Road	Wise Road connect	Nicolaus Road cor	n 18"	oversizing to 18"	5,545	2					5,545	LF				\$ 26,603	\$ 17,7		\$ 266,025			100%	\$ 266,025				\$ 306,766 \$	\$ -
Column C	W-42	Develop	per Developed			Airport Road	Aviation Blvd.	18"	oversizing to 18"	6,100	2	10		D.6044		6,100	LF	\$	195,000	\$ 39,000	\$ 29,250	\$ 19,5	0 \$ 9,750	\$ 292,500				\$ 292,500	0%	\$ -			<u>\$</u> -
Column C	W-47c	Develop	per Greenfield		Moore Road / Central Blvd.			18"	oversizing to 18"	3,385	2	16		F-0044		3,385	LF	\$	108,550	\$ 21,710	\$ 16,283	\$ 10,8	5 \$ 5,428	\$ 162,825	\$ 68,901		100%	\$ 162,825	0%	\$ -			\$ -
The column Company C	W-47d				Central Blvd.			18"	oversizing to 18"	3,000	2					3,000	LF	\$			\$ 14,400			\$ 144,000	\$ 61,350		100%	\$ 144,000	0%	S -	S	§ 166,053 \$	\$ -
The column						Central Bluri	Evieting 18" well o				2	18									\$ 12,698						100%	\$ 1237500				- S	\$ 146,421
The column	W-4 YES	City	Greenfield		open space crossing			18"	100%	2,220		18				2,220	LF		610,500	\$ 122,100	\$ 91,575	\$ 61,0	0 \$ 30,525	\$ 915,750	\$ 136,752		100%	\$ 915,750	0%	\$ -		\$ 1,055,994 \$	\$ -
Prop. Prop	W-4 YES	City	Developed		railroad crossing							18				200	LF	s			\$ 8,250				S 12,320		100%	\$ 82,500	0%	\$ -	s		\$ -
The content of the	W-50 YES	Develop	per Developed per Developed		Hwy. 193 / McBean Park Drive	Connection to 18" pa	I welve Bridges Di	18"	oversizing to 18" oversizing to 18"	2,380	2			P-6062		2,380	LF	S .	93,210		\$ 11,460 \$ 13,982	\$ 7,6	10 S 3,820	\$ 114,600	\$ 48,335 \$ 59,188		100%	\$ 114,600 \$ -	100%	\$ 139.815	3	132,151 \$	\$ 161,227
Column C						,	Village 1 eastern b	18"	oversizing to 18"	3,263	2			P-6318		3,263	LF				\$ 15,734	\$ 10,4		\$ 157,335				\$ -	100%	\$ 157,335	S	i - 9	
R.D. Concess Machine March M							Village 2 southern	p 24"	oversizing to 24"	1,450											\$ 25,200			\$ 252,000				\$ -			\$	<u> </u>	
The content of the	W-73	Develop	per Greenfield		McCourtney Road	Village 2 - southern	connection to 30° p	oip 18"	oversizing to 18"	2,600	2					2,600	LF	\$		\$ 16,600	\$ 12,450			\$ 124,500	\$ 53,450		3	\$ -			Š	i - 5	\$ 143,567
Contract	W-74	Develop	per Greenfield			McCourtney Road	Gladding Road	18"	oversizing to 18"	4,050	2					4,050	LF				\$ 19,425				\$ 82,963			<u> </u>			S	<u>; - \$</u>	\$ 223,999
Company Comp	W-76	Develop	per Greenileid per Developed			Village 2 southern d	Fruitvale Road	30"	oversizing to 18 oversizing to 30"	4,152	14			P-5946		4,152	LF				\$ 126,648				\$ 00,081 \$ 394,044		3	s -			3	<u> </u>	\$ 1,460,437
Control Cont	W-77	Develop	per Developed*		McCourtney Road	Fruitvale Road	Wise Road	30"	oversizing to 30"	3,896	14			P-5948		3,896	LF	\$	803,360	\$ 160,672	\$ 120,504	\$ 80,3	6 \$ 40,168	\$ 1,205,040	\$ 366,012			\$ -	100%	\$ 1,205,040	\$	j - ş	\$ 1,389,588
The control of the presentation The presentatio	W-78				Oak Tree Lane		Village 2 internal lo	18"	oversizing to 18"	2,201				P-6076		2,201	LF	S	70,030	\$ 14,006	\$ 10,505	\$ 7,0		\$ 105,045	\$ 45,573			<u> </u>				<u>- ş</u>	\$ 121,132
March Control Bound Control Bound Value Standard Value Value Standard Value Value Standard Value Standard Value Standard Value Value Standard Valu	W-80							18"	oversizing to 18"	1,300						1,300	LF	\$	42,000		\$ 6,300	\$ 4,2		\$ 63,000	\$ 26,025		3	\$ -	100%		S	5 - 5	\$ 72,648
March Control Cont						Gladding Road	To Project W-80 C	18"	oversizing to 18"	1,550	2							\$			\$ 7,425			\$ 74,250	\$ 31,838			ş -		\$ 74,250	S	<u>; - \$</u>	\$ 85,621
March Control Cont	W-82 W-83						Village 2 Internal L Oak Tree Lane	.04 18"	oversizing to 18" oversizing to 18"	3,150 2,056								S .	65.680	\$ 20,100 \$ 13,136	\$ 15,075 \$ 9,852	\$ 10,0		\$ 150,750				s -			3	<u> </u>	
Web	W-84	Develop	per Greenfield		Gladding Road	Oak Tree Lane	Wise Road	18"	oversizing to 18"	2,743	2			P-5952		2,743	LF				\$ 13,094		9 \$ 4,365	\$ 130,935	\$ 56,775			\$ -	100%	\$ 130,935	S	i - 9	\$ 150,987
Wilson														P-5950 P-5970							\$ 204,780							\$ - • .				- S	
Value Contract Lange Contract Lang	W-87	Develop	per Greenfield		Village 2 - western boundary	Oak Tree Lane	Wise Road	18"	oversizing to 18"	2,743	2					2,743	LF	\$	87,290	\$ 17,458	\$ 13,094	\$ 8,7	9 \$ 4,365	\$ 130,935	\$ 56,775			\$ -	100%	\$ 130,935	3	· · ·	\$ 150,987
Web Contract Standard Cont Interface Without Standard Cont Interface With Early Contract Contr	W-88	Develop	per Greenfield	$ \mp$	Oak Tree Lane	Gladding Road	Village 2 - western	18"	oversizing to 18"	2,913				P-6112		2,913	LF		93,390	\$ 18,678	\$ 14,009	\$ 9,3	9 \$ 4,670		\$ 59,327			s -	100%	\$ 140,085		<u> </u>	\$ 161,539
Vision Control Contr	W-90			-+	vvisë Koad Oak Tree Lane		Manzanita Road	18"	oversizing to 18"	4,200	2			P-6112		4,200	LF LF	\$ \$	134,000		\$ 20,100			\$ 201,000	\$ 48,650 \$ 86,450		3	\$ -	100%	\$ 201,000	9	<u> </u>	\$ 231,782
Web Concision from Constitution Constitutio	W-91	Develop	per Greenfield		Lincoln Blvd.	Village 2 southern p	Industrial zone - w	es 18"	oversizing to 18"	4.570	2					4,570	LF	\$	146,100	\$ 29,220	\$ 21,915	\$ 14,6	0 \$ 7,305	\$ 219,150	\$ 93,653			s -	100%	\$ 219,150	\$	<u> </u>	\$ 252,712
W-66 Centrolle Controlle C	W-92			-+	Manzanita Road Manzanita Road	Lincoln Blvd.	Oak Tree Lane Wise Pood	18"	oversizing to 18"	1,980	2			p.6352							\$ 9,510			\$ 95,100			3	\$ - \$ -			3	- 9	\$ 109,664
W-66 Centrolle Controlle C	W-94				Wise Road	Manzanita Road	Lincoln Blvd. conn	ed 24"	oversizing to 24"	4,987	8			P-5972		4,987	LF	\$	573,830		\$ 86,075	\$ 57,3	3 \$ 28,692	\$ 860,745	\$ 49,970			\$ -			3	· · 5	\$ 992,565
Web Developer Developer Developer Developer Developer Developer Developer Developer Developer				n does				1								T	Т		Т					1			T		1		T	T	٦
Web Developer Developer Developer Developer Developer Developer Developer Developer Developer				not make	Out Tour La											0.5			405 :								l .	_			l .		
W-89	W-95 W-96	Develop	per Developed' per Greenfield	sense			Manzanita Road Wise Road	18"	oversizing to 18" oversizing to 18"	3,270 4.130	2					3,270 4,130	LF LF			\$ 21,020 \$ 26,380	\$ 15,765 \$ 19.785	\$ 10,5	U \$ 5,255 IO \$ 6.595	\$ 157,650 \$ 197.850	\$ 66,228 \$ 84.823		\$	s -			9	· · · · · ·	
W-90 Developer Personal Option at Wise Road FRR crossine Option Developer Personal Processes Option	W-97	Develop	per NOT USED	1													LF	\$		\$ -	\$ -	\$ -	\$ -	\$ -	s -		\$	ş -	100%	\$ -	Ş	5 - 9	\$ -
W-90 Developer Personal Option at Wise Road FRR crossine Option Developer Personal Processes Option				Descriptio				1																					1				
W-90 Developer Personal Option at Wise Road FRR crossine Option Developer Personal Processes Option				n doesn't				1																					1				
W-90 Developer Personal Option at Wise Road FRR crossine Option Developer Personal Processes Option	W-98			sense	Lincoln Blvd.	Oak Tree Lane	Wise Road		oversizing to 18"	3,730	2					3,730		ş	118,900	\$ 23,780	\$ 17,835	\$ 11,8	0 \$ 5,945	\$ 178,350	\$ 76,923		\$	ş -			S	5 - 5	
W-101	W-99	Develop	per Developed	ription is ur	Wise Road / RR crossing	connection to 18" pi	connection to 18" p	ois 24"	oversizing to 24"	3,315	8	40				3,315	LF	\$	385,850	\$ 77,170		\$ 38,5		\$ 578,775				ş -					
W-102 Developer Personant Wise Road Aljurot Road corners State hey 65 187 State hey 65 187 Developer Personant W-102 Developer Personant W-102 Developer Personant W-103 State hey 65 St	W-101						Airport Road conn	ec 24"	oversizing to 24"	3,145	8	18		P-5988		3,145	LF							,			3	\$ -	100%	\$ 537,075	9		
W-100 Developer Temperated Wise Road State Hey 65 Dovel Road Wise Road cornect State Road Cornect	W-102	Develop	per Developed*		Wise Road	Airport Road conne	State Hwy 65	18"	oversizing to 18"	3,879	2			P-6002		3,879	LF	\$	124,370	\$ 24,874	\$ 18,656	\$ 12,4	7 \$ 6,219	\$ 186,555	\$ 78,987		3	\$ -	100%	\$ 186,555	Š	j - 9	\$ 215,125
W-105 Developer Pennager Noclaim Road W-106 Developer Pennager Noclaim Road State here 55 5-500 2 P-VSF-144 2-470 LF S 773.00 S 1,870 S	W-103 W-104						Dowd Road conne Nicolaus Road con	ed 18"	oversizing to 18"	3,879				P-6002 P-6110		3,879	LF LF				\$ 18,656 \$ 12,050	\$ 12,4		\$ 186,555 \$ 120,585	\$ 78,987 \$ 51,427		3	\$ - \$ -			9		\$ 215,125 \$ 139,052
W-100 Developer Develope	W-105	Develop	per Developed*		Dowd Road	Wise Road connect	Nicolaus Road cor	nn 18"	oversizing to 18"	5,430	2			P-V5F-144		5,430	LF	\$	173,900	\$ 34,780	\$ 26,085	\$ 17,3		\$ 260,850	\$ 110,848			\$ -	100%	\$ 260,850			\$ 300,798
W-180 Developer Beneral Down Road Noctawa Road come 167 W-180 Developer Beneral Down Road Noctawa Road come 167 W-180 Developer Beneral Down Road Noctawa Road come 167 W-180 Developer Beneral Down Road Noctawa Road Noctaw	W-106	Develop	per Developed		Nicolaus Road	State Hwy 65	Dowd Road	18"	oversizing to 18"	2,470				P-V5F-144		2,470	LF	\$		\$ 15,820	\$ 11,865		0 \$ 3,955	\$ 118,650	\$ 50,428			s -	100%	\$ 118,650		i - \$	\$ 136,821
W-110 Developer Reviewer Down Road Notes Read corner Fig. Section Se	W-107 W-108				Nicolaus Road Dowd Road	Airport Road Nicolaus Road cons	State Hwy 65 Moore Road conne	18" ed 18"	oversizing to 18" oversizing to 18"	2,900 4,579	2			P-V5F-154		2,900 4,579	LF LF	2			\$ 13,950 \$ 21,956			\$ 139,500 \$ 219,555			\$	s -	100%	\$ 139,500 \$ 219,555	9	· · · · · ·	\$ 160,864 \$ 253,179
W-111 Developer Temperary Moore Road Double Road Double Road Double Road Village 5 - souther No. 15 Souther No. 16 Souther No. 16 Souther No. 17 Souther No. 17 Souther No. 18 Souther N	W-109				Dowd Road	Nicolaus Road con	Moore Road conne	ed 18"	oversizing to 18"	5.920	2					5,920	LF	\$	189,600	\$ 37,920	\$ 28,440	\$ 18,9	0 \$ 9.480	\$ 284,400	\$ 120,840			\$ -	100%		S	j - 5	\$ 327,955
W-112 Developer Connection Doug Road Village 5 - southern SI/O C - northern b III Oversitating to 18° 2.690 2 2.690 2 5.590 5 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675 1.2675		Develop	per Developed*			Dowd Road connec		ed 18"	oversizing to 18"	2,745	2										\$ 13,103	\$ 8,7						s -		\$ 131,025	9	<u> </u>	
W-113	W-112			-+	Dowd Road	Village 5 - southern	SUD C - northern I	bd 18"	oversizing to 18"	2,650						2,650	LF	\$	84,500		\$ 12,675		i0 \$ 4,225		\$ 54,613			\$ -	100%	\$ 126,750	9	; - S	\$ 146,161
Wild Developer Beneral Wilf Performed Follower Performed Follower Performed Performe	W-113	Develop	per Greenfield		Dowd Road	SUD C - northern b	SUD C - southern	bi 18"	oversizing to 18"	5,096						5,096	LF			\$ 32,576					\$ 104,482		\$	\$ -	100%	\$ 244,320	S	ş - ş	\$ 281,737
W-114c Developer Temporary Foldyment Road WVTRF Poundary 18" Developer Temporary 18" Developer Tem	W-114a W-114b						WWTRF Well con	nt 18"	oversizing to 18"	700 691	2	18		p.6278		700 601	LF LF	\$	22,000		\$ 3,300	\$ 2,2	0 \$ 1,100 5 \$ 7.100	\$ 33,000				s -			S .	5	\$ 38,054
W-115 Developer Teaching To Teac	W-114c							y 18"	oversizing to 18"	5,300	2	10		0278							\$ 25,500							\$ -			3	5 - 5	\$ 294,052
YES City Sensessel Rainost-bream dipits 1 197 1097s 200 1 nh 200 LF \$ 20,000 \$ 7,000 \$ 7,000 \$ 10,000	W-115	Develop	per Developed*		Fiddyment Road	WWTRF boundary	Fiddyment Road	18"	oversizing to 18"	4,700	2					4,700	LF	\$	150,000	\$ 30,000	\$ 22,500	\$ 15,0	0 \$ 7,500	\$ 225,000	\$ 96,675			ş -	100%	\$ 225,000			\$ 259,458
18° 100% 250 n/a 250 LF \$ 350,000 \$ 57,000 \$ 525,000 \$ 17,500 \$ 525,000 \$ 250,000 \$ 5 255,		Develop	per Greenfield			Dowd Road connec	Fiddyment Road c	or 18"	oversizing to 18"	7,600	2					7,600	LF				\$ 36,450			\$ 364,500	\$ 155,700		100%	\$ 420,000	100%	\$ 364,500	\$	- \$	δ 420,322 \$
3 Developed Teaching Pailroad - bore and jack 24" 100% 300 n/a 1000 LF \$ 480,000 \$ 72,000 \$ 48,000 \$ 72,000 \$ 285,000 \$ 7.000 \$ 285,000 \$ 7.00	W-202				Railroad - bore and jack			18"	100%					n/a		250	LF	\$	350,000	\$ 70,000	\$ 52,500	\$ 35,0	0 \$ 17,500	\$ 525,000	\$ 235,000		100%	\$ 525,000	0%	š -		605,402 f	\$ -
	W-203	Develop	per Developed	Т	Railroad - bore and jack			24"	100%	300		٦		n/a	٦	300	LF	\$	480,000	\$ 96,000	\$ 72,000	\$ 48,0	0 \$ 24,000	\$ 720,000	\$ 285,000		\$	ş -	100%	\$ 720,000	\$	- \$	\$ 830,266

Table B-4 CITY OF LINCOLN WATER PFE PROJECT LIST

Proj	Critical		Street Alignment From To	Pipe Size	Pipeline	LF 0/S 100%	Add'l Water Model	Notes:	Qtv Unit	2020 Unit	2020	20%	15% 10%	5% 2020 Total	2020 vs 2017 Total Project 2020 City-wide	Zone 1	Zone 2	2022 Escalated	Zone 1	Zone 2
,	Project	(Old (Greenfie Notes Categori Id¹or zation) Develope	Steel Anguintain 110m	r spc osco	1 ipame	(inches) Projects	Costs Reference	ivotes.	uty Onit	Cost	Cost	2020 Contingency	2020 Design/ 2020 Environmenta Construction Management	2020 Project Cost Management	Cost Project Cost	% of Project Cost	% of Project Cost	City-wide Project Cost	2022 Escalated Project Cost	2022 Escalated Project Cost
	YES	City Greenfield	Crossing Open Space & PG&E	18"	100%	2,220	n/a		2,220 LF		\$ 3,108,000	\$ 621,600	\$ 466,200 \$ 310,800	\$ 155,400 \$ 4,662,000	\$ 2,086,800	100% \$ 4,662,000	0% \$ -		\$ 5,375,969	\$ -
	-20 6	Developer Greenfield	Ravine crossing	24"	100%	500	n/a		500 LF		\$ 880,000	\$ 176,000	\$ 132,000 \$ 88,000	\$ 44,000 \$ 1,320,000	\$ 522,500	\$ -	100% \$ 1,320,000		S -	\$ 1,522,153
	-206	City Developed	Crossing State Hwy 65	18"	100%	350	n/a		350 LF		\$ 543,000		\$ 81,450 \$ 54,300	\$ 27,150 \$ 814,500	\$ 350,500	\$ -	100% \$ 814,500		S -	\$ 939,238
	-20 7	City Developed	Crossing State Hwy 65	18"	100%	350	n/a		350 LF		\$ 543,000		\$ 81,450 \$ 54,300			\$ -	100% \$ 814,500		S -	\$ 939,238
	-208	City Developed	Crossing State Hwy 65	18"	100%	350	n/a		350 LF		\$ 543,000		\$ 81,450 \$ 54,300	\$ 27,150 \$ 814,500	\$ 350,500	\$ -	100% \$ 814,500		S -	\$ 939,238
	-20 9	Developer Greenfield	Ravine crossing	18"	100%	900	n/a		900 LF		\$ 1,313,000	\$ 262,600	\$ 196,950 \$ 131,300	\$ 65,650 \$ 1,969,500	\$ 867,500	\$ -	100% \$ 1,969,500		\$ -	\$ 2,271,122
	-210	Developer Greenfield	Ravine crossing	18"	100%	200	n/a		200 LF		\$ 333,000	\$ 66,600	\$ 49,950 \$ 33,300	\$ 16,650 \$ 499,500	\$ 209,500	\$ -	100% \$ 499,500		S -	\$ 575,997
	-211	Developer Greenfield	Ravine crossing	18"	100%	150	n/a		150 LF		\$ 263,000	\$ 52,600	\$ 39,450 \$ 26,300	\$ 13,150 \$ 394,500	\$ 162,500	\$ -	100% \$ 394,500		S -	\$ 454,916
	-212	Developer Greenfield	Ravine crossing	18"	100%	400	n/a		400 LF		\$ 613,000	\$ 122,600	\$ 91,950 \$ 61,300	\$ 30,650 \$ 919,500	\$ 397,500	\$ -	100% \$ 919,500		S -	\$ 1,060,318
	-2 <mark>1</mark> 3	Developer Greenfield	Ravine crossing	18"	100%	150	n/a		150 LF		\$ 263,000	\$ 52,600	\$ 39,450 \$ 26,300	\$ 13,150 \$ 394,500	\$ 162,500	s -	100% \$ 394,500		S -	\$ 454,916
	-214	City Greenfield	Future connection to PCWA metering station	18"	100%		n/a		1 EA		\$ 12,000	\$ 2,400	\$ 1,800 \$ 1,200	\$ 600 \$ 18,000	\$ 3,500 \$ 18,000	\$ -		\$ 20,757	S -	\$ -
		City	Water Master Plan								\$ -	\$ -	s - s -	s - s -	s - s -	s -		\$ -	S -	\$ -
		City	SCADA System								\$ -	\$ -	\$ - \$ -	s - s -	S -	\$ -	100% \$ -		S -	\$ -
		City	Groundwater Analysis								\$ -	\$ -	s - s -	S - S -	S -	\$ -	100% \$ -		S -	\$ -
											\$ -	\$ -	\$ - \$ -	s - s -	S -	\$ -	100% \$ -		S -	\$ -
											\$ -	\$ -	s - s -	s - s -	S -	\$ -	100% \$ -		S -	\$ -
			TOTALS								\$71,059,780	\$ 14,211,956	\$ 10,658,967 \$ 7,105,978	\$ 3,552,989 \$106,589,670	\$ 33,240,695 \$ 61,662,000	\$ 15,441,570	\$ 29,486,100	\$71,105,324	\$17,806,393	\$ 34,001,795

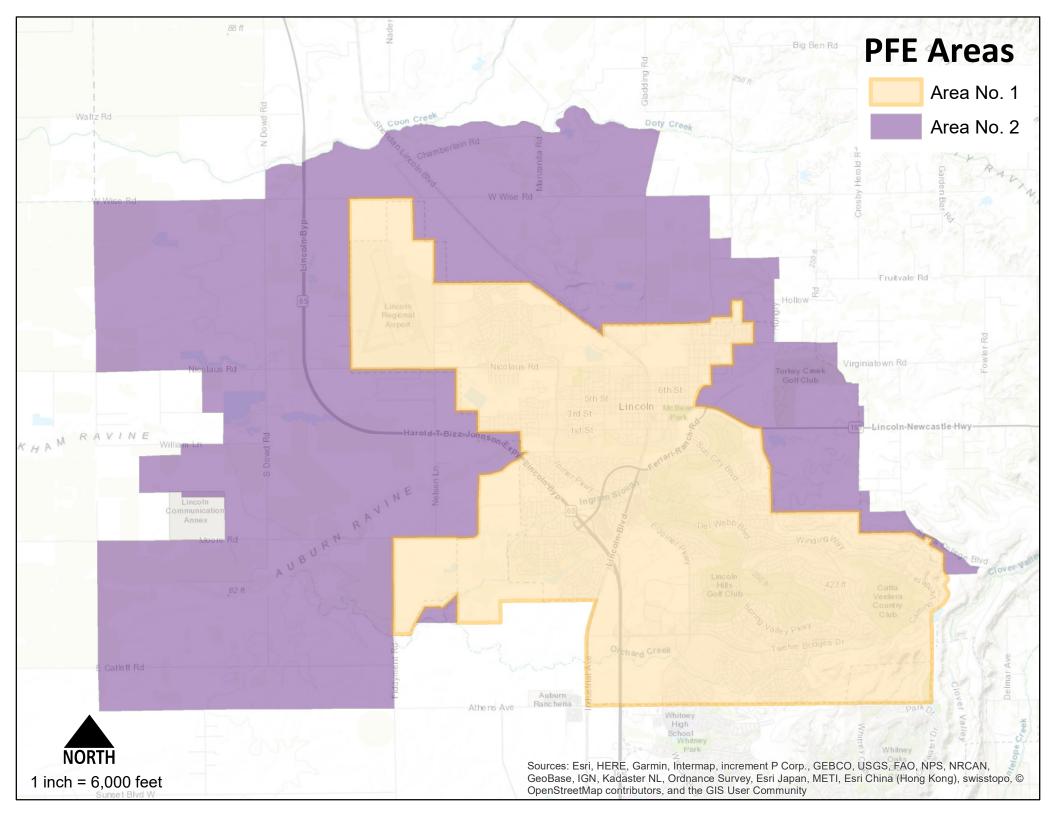
Table B-5 City of Lincoln Drainage Improvements

							20%	15%	5%	5%			
Project No.	Critical Project	Project Description	Qty	Unit	Unit Cost	2017 Project Cost	Contingency Mark Up	Design/ Environmen tal Mark Up	Construction Management Mark Up	PM Mark Up	2017 Total Project Cost	2019 Total Project Cost	Delta 2019- 2017
Regional	l Drainag	ge Improvements											
Dr-1	YES	Flood Warning System	1	EA		\$ 110,815	\$ 22,163	\$ 16,622	\$ 11,082	\$ 5,541	\$ 166,223	\$ 172,005	\$ 5,782
Dr-2b	YES	Stormwater Management Plan - Phase II	1	EA		\$ 200,000	\$ 40,000	\$ 30,000	\$ 20,000	\$ 10,000	\$ 300,000	\$ 310,436	\$ 10,436
Dr-3		Auburn Ravine Improvement Program											
Dr-3a	YES	Auburn Ravine Floodwall (Reimbursement)	0	EA		\$ 260,520					\$ 260,520	\$ 269,582	\$ 9,062
Dr-3e	YES	Overflow Weir for Channeling to Ingram Slough (Re	0	EA		\$ 135,277					\$ 135,277	\$ 139,983	\$ 4,706
Dr-4		Retention Basin Regional Component											
Dr-4a	YES	Auburn Ravine, Phase 1 (Reimbursement)	357	AF		\$ 224,022					\$ 224,022	\$ 231,815	\$ 7,793
Dr-4d	YES	Lakeview Farms, Phase 1	1050	AF		\$ 6,442,833	\$ 1,288,567	\$ 966,425	\$ 644,283	\$ 322,142	\$ 9,664,250	\$ 10,000,431	\$ 336,181
Dr-4e	YES	Credit for Reclamation Storage	1	EA		\$ (2,775,238)					\$ (2,775,238)	\$ (2,871,777)	\$ (96,539)
Dr-7		Stream Restoration Projects											
Dr-7a		Auburn Ravine (Analysis & Repairs)	1	EA		\$ 592,000	\$ 118,400	\$ 88,800	\$ 59,200	\$ 29,600	\$ 888,000	\$ 918,890	\$ 30,890
Dr-7b		Markham Ravine (Analysis & Repairs)	1	EA		\$ 1,860,534	\$ 372,107	\$ 279,080	\$ 186,053	\$ 93,027	\$ 2,790,801	\$ 2,887,882	\$ 97,081
Dr-20	YES	Lakeview Farms, Phase 2	1800	AF		\$ 11,290,667	\$ 2,258,133	\$ 1,693,600	\$ 1,129,067	\$ 564,533	\$ 16,936,000	\$ 17,525,136	\$ 589,136
Dr-21		Emergency Management Plan				\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 258,697	\$ 8,697
Dr-22		Rubber Tire Excavator	1	EA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000	
Dr-23						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Dr-24						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		Subtotal				\$ 18,591,430	\$ 4,099,370	\$ 3,074,527	\$ 2,049,685	\$ 1,024,843	\$ 28,839,855	\$ 29,843,078	\$ 1,003,223
North Dr	ainage li	mprovements											
Dn-1		Markham Ravine RR/Hwy Crossing	1	EA		\$ 348,052	\$ 69,610	\$ 52,208	\$ 34,805	\$ 17,403	\$ 522,077	\$ 540,238	\$ 18,161
Dn-2		"O" Street Drainage Improvements	1	EA		\$ 419,913	\$ 83,983		\$ 41,991	\$ 20,996	\$ 629,870		\$ 21,911
Dn-3		7th Street Drainage Improvements	1	EA		\$ 792,207	\$ 158,441	\$ 118,831	\$ 79,221	\$ 39,610	\$ 1,188,311	\$ 1,229,647	\$ 41,337
Dn-4		Gladding Pkwy at Meadowlands	1	EA		\$ -	\$ -	\$ -	\$ -	\$ -		\$ 292,385	\$ 292,385
Dn-5		9th Street (East Avenue to C Street)	1	EA		\$ 431,515	\$ 86,303		\$ 43,151	\$ 21,576		\$ 647,272	\$ 647,272
Dn-6		C Street (9th Street to 12th Street)	1	EA		\$ 132,762	\$ 26,552	\$ 19,914	\$ 13,276	\$ 6,638		\$ 199,143	\$ 199,143
Dn-7		12th Street (East Ave to Outfall)	1	EA		\$ 1,012,985	\$ 202,597	\$ 151,948	\$ 101,299	\$ 50,649		\$ 1,519,478	\$ 1,519,478
		Subtotal				\$ 1,560,172	\$ 312,034	\$ 234,026	\$ 156,017	\$ 78,009	\$ 2,340,257	\$ 5,079,944	\$ 81,408
South Di	rainage l	mprovements											
Ds-1	YES	SPRR Bridge Ingram Slough (Reimbursement)	1	EA		\$ 399,397					\$ 399,397	\$ 413,290	\$ 13,893
Ds-2	YES	SR 65 Structure Ingram Slough (Reimbursement)	1	EA		\$ 394,790					\$ 394,790	\$ 408,523	\$ 13,733
Ds-20		Village 1 - Ingram Slough Dam	1	EA		\$ 888,333	\$ 177,667	\$ 133,250	\$ 88,833	\$ 44,417	\$ 1,332,500	\$ 1,378,852	\$ 46,352
Ds-21						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ds-22						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ds-23						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ds-24						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Subtotal				\$ 1,682,520	\$ 177,667	\$ 133,250	\$ 88,833	\$ 44,417	\$ 2,126,687	\$ 2,200,666	\$ 73,979
Drainage	Project	s Total:				\$ 21,834,122	\$ 4,589,071	\$ 3,441,803	\$ 2,294,535	\$ 1,147,269	\$ 33,306,799	\$ 37,123,687	\$ 1,158,610

			Area No. 1 - North	Area No. 1 - South	Area N	o. 2	Cit	y-wide	Area No. 1 - North	Area No. 1 - South	Area No. 2
		City-wide Project	% of Project	% of Project	% of Project	Project Cost	Esc	2022 calated ect Cost	2022 Escalated Project Cost	2022 Escalated Project Cost	2022 Escalated Project Cost
1	\$	172,005						202,865	\$ -	\$ -	\$ -
1	S	310,436						366,133	\$ -	\$ -	\$ -
1							\$	-	\$ -	\$ -	\$ -
			100%	0%	0%	\$ -	\$	-	\$ 317,950	\$ -	\$ -
1			0%	100%	0%	\$ -	\$		\$ -	\$ 165,098	\$ -
1							\$		\$ -	\$ -	\$ -
1			0%	100%	0%	\$ -	\$	-	\$ -	\$ 273,406	\$ -
1	S	10,000,431						794,674	\$ -	\$ -	\$ -
١	S	(2,871,777)						387,022)	\$ -	\$ -	\$ -
1							\$	-	\$ -	\$ -	\$ -
1	S	918,890						083,754	\$ -	\$ -	\$ -
1	S	2,887,882						406,016	\$ -	\$ -	\$ -
1							\$		\$ -	\$ -	\$ -
1	\$	17,525,136						669,437	\$ -	\$ -	\$ -
1	\$	258,697						305,111	\$ -	\$ -	\$ -
1	\$	550,000						648,679	\$ -	\$ -	\$ -
							\$	-	\$ -	\$ -	\$ -
1							\$		\$ -	\$ -	\$ -
J							\$	-	\$ -	\$ -	\$ -
1			100%	0%	0%	\$ -	\$		\$ 637,166	\$ -	\$ -
			100%	0%	0%	\$ -	\$	-	\$ 768,720	\$ -	\$ -
J			100%	0%	0%	\$ -	\$	-	\$ 1,450,266	\$ -	\$ -
1			100%				\$		\$ 344,844	\$ -	\$ -
1			100%				\$	-	\$ 763,403	\$ -	\$ -
1			100%				\$	-	\$ 234,873	\$ -	\$ -
1			100%				\$		\$ 1,792,098	\$ -	\$ -
1							\$	-	\$ -	\$ -	\$ -
1			0%	100%	0%	\$ -	\$		\$ -	\$ 487,442	\$ -
J			0%	100%	0%	\$ -	\$	-	\$ -	\$ 481,819	\$ -
1							\$	-	\$ -	\$ -	\$ -
1			0%	0%	100%	\$1,378,852	\$	-	\$ -	\$ -	\$1,626,241
1			100%	0%	0%	\$ -	\$	-	\$ -	\$ -	\$ -
1			100%	0%	0%	\$ -	\$	-	\$ -	\$ -	\$ -
1			100%	0%	0%	\$ -	\$	-	\$ -	\$ -	\$ -
1			100%	0%	0%	\$ -	\$	-	\$ -	\$ -	\$ -
1							\$	-	\$ -	\$ -	\$ -
1	\$	29,751,698				\$1,378,852	\$35,	089,647	\$6,309,320	\$1,407,765	\$1,626,241

APPENDIX C

Area Nos. 1 and 2 Fee Zones Map



APPENDIX D

WWTRF Connection Fee Analysis

By

Stantec Consulting Services

City of Lincoln WWTRF – Buildout Costs

Technical Memorandum



Prepared for: City of Lincoln

Prepared by: Stantec Consulting Services Inc.

March 16, 2017

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3.0	ENGINEER'S OPINION OF POSSIBLE COST	2
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5

Technical Memorandum March 16, 2017

Technical Memorandum

Prepared By:

Jeffrey R. Hauser, P.E.

Reviewed By:

Gabe Aronow, P.E.

Date:

March 16, 2017

1.0 PURPOSE

The purpose of this technical memorandum (TM) is to present the engineer's opinion of possible costs to expand the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) from its existing capacity of 5.9 Mgal/d to an estimated buildout capacity of 16.2 Mgal/d.

2.0 METHODOLOGY

In a technical memorandum entitled "City of Lincoln WWTRF – Next Expansion - Update", dated January 17, 2017, prepared by Stantec, facilities requirements and costs were developed for several possible expansion options. One of those options was for expansion from 5.9 to 8.0 Mgal/d, for which the estimated total project cost was about \$30 million. The total cost through buildout is estimated herein as the cost of the expansion to 8.0 Mgal/d plus the cost of additional expansion from 8.0 to 16.2 Mgal/d.

For the expansion from 8.0 to 16.2 Mgal/d, it was presumed that the methods of treatment and disposal and unit process loading factors would remain essentially unchanged. Therefore, in general, expansion from 8.0 to 16.2 Mgal/d would require an approximate doubling of all facilities required for the 8.0 Mgal/d capacity.

Costs for the buildout expansion facilities were based partly on costs developed for the expansion to 8.0 Mgal/d, which were based on the Contractors Schedule of Values for the Regional Sewer Project expansion from 4.2 to 5.9 Mgal/d, where applicable. Additionally, as appropriate, costs were based partly on the engineer's opinion of probable costs (with adjustments) for the original WWTRF construction (4.2 Mgal/d), dated 2002. To be consistent with the previous expansion memorandum, all costs were updated to an ENR 20-Cities Construction Cost Index (CCI) of 10,450 (November 2016 basis).



Technical Memorandum March 16, 2017

3.0 ENGINEER'S OPINION OF POSSIBLE COSTS

In Table 1, costs are shown for the original WWTRF project, the expansion from 5.9 to 8.0 Mgal/d, and for the subsequent expansion from 8.0 to 16.2 Mgal/d. Key assumptions upon which the costs are based are indicated in footnotes to the table.

As indicated in Table 1, the cost for expansion from 5.9 to 8.0 Mgal/d is expected to be about \$30 million (as previously noted) and the cost for expansion from 8.0 to 16.2 Mgal/d is expected to be about \$185 million, resulting in a total cost for expansion from 5.9 to 16.2 Mgal/d of about \$215 million. This estimate does not include costs for off-site reclamation improvements needed for expansion from 8.0 to 16.2 Mgal/d.



Technical Memorandum March 16, 2017

Table 1 Engineer's Opinion of Probable Costs

item	Origina	il Plant for 4.2 Mgal.	d	Expar	sion from 5.9 to 8.0 Mgal/d (α)	Expo	insion from 8.0 to 16.2 Mga	ıt/d
	Units	2002 Egr Est (b)	Adjusted Cost (c)	Additions/Modifications	Ending Units/Capacity	Cost(d)	Units Addled	Ending Units	Cost (d)
Influent Pump Station	1 Station, 4 of 6 Pumps	\$836,978	\$1,775,650	Mod. 1 Station	1 Station, 39.6 Mgal/d Pk	\$249,700	1 Station	2 Stations	\$2,000,00
Headworks - Influent Screens	1 System, 2 Mech. Scr.	\$473,820	\$1,005,210	1 Screen	2 Screens @ 22 Mgal/d Pk	\$477,000	1 System, 2 Mech Scr.	2 Systems, 4 Mech Scr.	\$1,000,00
Headworks - Grit Removal	None	\$0	\$0	2 Basins	2 Basins @ 22 Mgal/d Pk	\$1,200,000	1 System, 2 Grit Basins	2 Systems, 4 Grit Basins	\$1,200,00
Headworks - Odor Control	1 System	\$248,520	\$527,235	None	1 System	\$0	1 System	2 Systems	\$530,00
Oxidiation Ditch Splitter Box	1 Box for 6 Ditches	\$238,897	\$422,350	Mod. Exist Box	1 Box for 6 Ditches	\$11,000	Expand Box for 8	1 Box for 8 Ditches	\$200,00
Oxidation Ditches	2 Ditches + Anoxic	\$6,311,223	\$13,389,266	1 Ditch + Anoxic	4 Ditches + Anoxic	\$5,946,000	4 Ditches + Anoxic	8 Ditches + Anoxic	\$24,000,00
Clarifier Splitter Box	1 Box for 2 Clarifiers	\$84,932	\$150,153	None	Service 4 Clars	\$0	1 Box, Serve 4 Clar	2 Box, Serve 8 Clar	\$250,00
Secondary Clarifiers	2 Clarifiers	\$2,382,490	\$5,054,455	1 Clarifler	4 Clarifiers	\$2,295,000	4 Clarifiers	8 Clarifiers	\$9,200,00
Scum Pump Station	2 Clarifiers	\$83,572	\$177,298	None	Service 4 Clars	\$0	1 Station for 4 Clar	2 Station for 8 Clar	\$180,00
SC Drain Pump Station	1 Station	\$171,851	\$364,582	None	Service 4 Clars	\$0	1 Station for 4 Clar	3 Station for 8 Clar	\$370,000
RAS Pump Station	1 Station for 2 Clars	\$445,579	\$945,296	Service 1 Clar	2 Stations for 4 Clars	\$77,000	2 Stations for 4 Clar	4 Stations for 8 Clar	\$1,900,000
Maturation Pond Pump Station	1 Station, 5 Pumps	\$631,133	\$1,338,949	Mod. 5 Pumps	1 Station, 5 Pumps	\$200,000	Expand Pump Station	Expanded Pump Sta.	\$1,500,000
Maturation Ponds (e)	2 Ponds, Total 163 Mgal	Not Used	Not Used	Lower Min Water Level	112 Mgal Useable	\$0	2 Ponds, Total 112	4 Ponds, Total 224 Mgal	\$3,500,000
Maturation Pond Outlet Facilities	1 System for 2 Ponds	Not Used	Not Used	Mod. 1 System	1 System for 2 Ponds	\$300,000	1 System for 2 Ponds	2 Systems for 4 Ponds	Included
Dissolved Air Floatation Clarifiers	1 Duty, 1 Standby	\$1,309,648	\$2,778,420	1 DAF	2 Duty, 1 Stdby	\$850,000	2 Duty	4 Duty, 1 Stdby	\$2,800,000
DAF Splitter Box	1 Box for 2 DAFs	\$155,011	\$328,856	Expand Box for 4 DAFs	1 Box for 4 DAFs	\$11,000	Expand Box for 8 DAFs	1 Box for 8 DAFs	\$300,000
DAF Float Pump Station	1 Station, 2 Pumps	\$127,398	\$270,275	1 Sation, 2 Pumps	2 Stations, 4 Pumps		1 Station, 2 Pumps	3 Stations, 6 Pumps	\$270,000
DAF Recirculation Pump Station	2 Duty, 1 Stdby Pump	\$165,576		1 Duty, 1 Stdby Pump	3 Duty, 2 Stalby		2 Duty, 1 Stdby Pump	5 Duty, 3 Standby	\$350,000
Filter Feed Pump Station	1 Station, 3 of 5 Pumps	\$339,937	\$721,177	A STATE OF A CONTROL OF A CONTROL	3 Lra, 2 Small Pumps	0.0 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Expand Pump Station	Expanded Pump Sta.	\$900,000
Filter Rapid Mix Basin	1 Basin for 6 Filt, Cells	\$56,273	\$119,383	1 Basin for 6 Filt. Cells	2 Basin for 12 Filt. Cells	\$80,000	None	2 Basin for 14 Fift. Cells	\$6
Filter Flocculation Basins	2 Basins for 6 Filt. Cells	\$196,431		2 Basins for 6 Filt, Cells	4 Basins for 12 Fift, Cells	\$125,000	Carrier and Carrie	4 Basins for 14 Filt, Cells	s
Tertiary Filters	1 System, 4 of 6 Cells	\$1,544,466	\$3.276.586	1 System, 1 of 6 Cells	2 Systems, 7 of 12 Cells	\$1.016.000	7 Filt. Cells & Modify	2 Systems, 14 Cells	\$7,000,000
Chemical Facilities	1 System	\$943,248	(5)	Mod, 1 System	1 System		1 System	2 Systems	\$2,000,000
UV Disinfection	1 System, 17.5 Mgal/d	\$2,532,899	\$5,373,548		1 System, 17.5 Mgal/d Pk		1 System	2 Systems	\$5,400,000
Regeration Basin	100,000 Gal	\$374,349	\$794,182		100,000 Gal		None	100,000 Gal	\$1
Effluent Pump Station	1 Station, 3 of 5 Pumps	\$678,933	\$1,440,357	None	1 Station, 4 of 5 Pumps		Expand Pump Station	Expanded Pump Sta.	\$1,400,000
Reclamation Booster Pump Station (f)	1 Station, 3 of 6 Pumps	Not Used	Not Used	0000000	1 Station, Prev. Expanded		Expand Pump Station	Expanded Pump Sta.	\$1,500,000
Outfall to Auburn Ravine Creek (g)	1 System	Not Used	Not Used		1 System		Expand System	Expanded System	\$15,000,000
Solids Storage Tank	1 Tank, 670,000 gal	\$962,493	\$2,041,930		1 Tank, 670,000 gal		1 Tank, 670,000 gal	2 Tanks, 1,340,000 gal	\$2,000,000
Solids Feed Pump Station	1 Station, 3 of 6 Pumps	\$339,414	\$720,067	None	1 Station, 3 of 6 Pumps	\$0		2 Stations	\$720,000
Solids Dewatering System	1 System, 2 of 3 Centrif.	\$3,372,282	\$7,154,300		1 System, 2 of 3 Centrif.		1 System, 2 Centrit.	2 Systems	\$7,000,000
Emergency Storage	86 Maal	Not Used	Not Used		86 Mgal		86 Maal	192 Mgal	\$2,000,000
Effluent Storage and Ancillary	190 Maal	Not Used		100 Maal	290 Mgal	\$2,000,000		590 Maal	\$6,000,000
Irrigation Fields	220 Ac	Not Used		Not Considered	Not Considered		Not Considered	Not Considered	\$0,000,000
Reclamation Piping Allowance	1 System	Not Used		Unknown	1 System		Not Considered	Not Considered	,
General Site Work	As Needed	\$2,795,539		As Needed	As Needed		As Needed	As Needed	\$3,000,00
Yard Piping and Appurtences	As Needed	\$4,732,345		As Needed	As Needed	(4/6/5/6/5/6/6	As Needed	As Needed	\$12,000,00
Site and Misc. Elect. & Instrum.	As Needed	Not Broken Out	Not Broken Out		As Needed		As Needed	As Needed	\$3,000,00
Subtotal 1, Base Construction Cost	As indeued	Not Used	Not Used	// inveded	, a needed	\$19,048,700	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7.5 1.56464	\$118,470,00
Mobilization/Bonds/Insurance		Not Used	Not Used			\$571,000			\$3,554,00
General Conditions and Startup		Not Used	Not Used			\$150,000			\$1,185,00
Subtotal 2		Not Used	Not Used			\$19,769,700		 	\$1,163,00
CONTRACTOR AND		Not Used	Not Used		i	\$3,954,000			\$123,207,00
Contingencies (20%) Total Construction Cost		Not Used	Not Used			\$23,723,700		 	\$147,851,00
CHARLES SHOWS CHARLES WINNESS CONCLUSION		ALLOCATE STANDARD	20.00003 0.00000325			\$5,931,000			\$36,963,00
Engineering & Admin. @ 25%		Not Used	Not Used			\$5,931,000		 	\$184,814,00
Total Project Cost		NotUsed			ENR CCI) for the Regional Sev				\$184,814,00

⁽a) From Next Expansion Update TM, Jan 2017. Where applicable, costs were based on the Contractor's schedule of values (updated for ENR CCI) for the Regional Sewer Project Expansion from 4.2 to 5.9 Mgal/d.

⁽g) Unknown future requirements. Allowance given to cover possible second effluent pipeline and outfall and/or cooling towers to allow increased discharge at existing outfall location.



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⁽b) March 2002 Costs, ENR 20-Citles CCI = 6502, from Engineer's cost estimate.

⁽c) Costs from Engineer's cost estimate scaled by 1.1 to reflect higher bid and then updated to ENR 20-Cities Construction Cost Index (CCI) of 10,450. For areas with mechanical equipment, an additional adjustment of 1.2 was applied for local electrical and instrumentation

⁽d) ENR 20-Cities Construction Cost Index (CCI) of 10,450.

⁽e) Cost estimated at approximately \$0.03/gal, rounded up.

⁽f) Unknown future requirements. Allowance given.



Midwestern Placer Regional Sewer Project City of Lincoln WWTRF Preliminary Design Report

Executive Summary

Prepared By:

Steven L. Beck, P.E.

Reviewed By:

Gabe Aronow, P.E.

Date:

November 20, 2012



ES.1 Purpose and Scope

The purpose of this Executive Summary (ES) is to summarize the investigations and results developed in Technical Memorandums (TMs) 1 through 13 for expansion of the City of Lincoln Wastewater Treatment and Reclamation Facility (WWTRF) to accommodate the combined wastewater flows and loads from the City of Lincoln and Placer County Sewer Maintenance District No. 1 (SMD1) to a "first phase" design influent wastewater average dry weather flow (ADWF) treatment capacity of 5.9 Mgal/d. The following is a list of the TMs that are included in this Preliminary Design Report.

- WWTRF TM No. 1 Design Flows and Loads
- WWTRF TM No. 2 Influent Pump Station and Headworks
- WWTRF TM No. 3 Secondary Treatment
- WWTRF TM No. 4 Maturation Pond/Filter Feed Pump Stations
- WWTRF TM No. 5 Maturation Ponds
- WWTRF TM No. 6 Dissolved Air Floatation System
- WWTRF TM No. 7 Filters
- WWTRF TM No. 8 Effluent Storage and Disposal Facilities
- WWTRF TM No. 9 Solids Treatment and Handling
- WWTRF TM No. 10 Chemical Feed Facilities
- WWTRF TM No. 11 Electrical and Control Systems
- WWTRF TM No. 12 Off-Site Reclamation
- WWTRF TM No. 13 Compliance Assessment

Stantec

Technical Memorandum – Executive Summary

November 20, 2012

ES.2 Background

The Midwestern Placer Regional Sewer Project will consolidate wastewater treatment for the City of Lincoln and SMD1 service areas as encouraged by adopted policies of the Central Valley Regional Water Quality Control Board. The City of Lincoln has a fully compliant Wastewater Treatment and Reclamation Facility (WWTRF) that came online in 2004 and is designed to be readily expandable for treatment capacity to service the City of Lincoln's General Plan and the General Plan for the SMD1 service area. The City of Lincoln WWTRF is designed to produce disinfected tertiary water that complies with the priority pollutant standards (National Toxic Rule and California Toxic Rule) for surface water discharge to Auburn Ravine Creek and complies with the requirements of Title 22 of the California Code of Regulations for unrestricted reuse.

The Lincoln WWTRF includes an influent pump station and headworks, oxidation ditches with anoxic basins for nitrification and denitrification, secondary clarifiers, return activated sludge pump station, maturation ponds, dissolved air floatation clarifiers, chemical feed facilities, filters, UV disinfection system, effluent re-aeration facilities, effluent pump station, solids holding tank, solids dewatering facility, surface water discharge outfall, reclamation booster pump station, on-site storage and reclamation facilities, and off-site reclamation facilities. Several of these components will not require upgrades or will require only minor modifications. Where expansion of these facilities is required, the treatment strategies and equipment technologies already in use generally will be expanded in-kind. Disposal of the additional effluent will rely on the existing strategies including storage, reclamation, and discharge to Auburn Ravine Creek.

ES.3 Summary of Findings and Recommended Improvements

The findings and recommended improvements for the City of Lincoln WWTRF are summarized in the following paragraphs:

WWTRF TM No. 1 - Design Flows and Loads

Current flows and loads for the City of Lincoln were developed by analysis of daily plant data for the period from July 2004 through June 2012. Additionally, the daily flow and load database for the City of Lincoln was combined with the corresponding database for SMD1, resulting in a combined database where each daily flow and load is the summation of the flows and loads for the two agencies on that date. The combined database was then analyzed to determine current flows and loads for both agencies combined. Current flows and loads for SMD1 alone were developed in SMD1 TM No. 1 – Design Flows and Loads of the SMD1 Sewer Conveyance Pump Station Preliminary Design Report. All of the resulting current flows and loads are summarized in Table ES-1. For peak day and peak hour conditions, the flows and loads for both agencies combined are frequently lower than the sum of the corresponding values for the two agencies alone because the respective peaks did not occur at the same time.

Table ES-1
Current and Projected Flows and Loads (a)

		Cur	rent Condi	itions	Initial Pr	oject Desi	gn Criteria		Estin	nated Future	Flows and	d Loads	
Parameter	Unit		2012						2037		l.	2080-210	0
		SMD1	Lincoln	Combined	SMD1	Lincoln	Combined	SMD1	Lincoln	Combined	SMD1	Lincoln	Combined
Flow													
ADWF	Mgal/d	1.6	2.9	4.5	1.7	4.2	5.9	2.6	4.6	7.2	4.2	12.0	16.2
AAF	Mgal/d	2.0	3.4	5.4	2.1	4.8	6.9	3.1	5.2	8.4	4.9	13.3	18.3
PMF	Mgal/d	3.6	5.0	8.6	3.8	6.8	10.6	5.2	7.3	12.5	7.8	17.4	25.6
MDF	Mgal/d	8.4	9.0	17.0	8.7	11.7	20.3	11.5	12.5	23.5	16.5	27.7	45.0
PHF	Mgal/d	10.4	15.5	24.9	10.8	19.6	29.5	14.2	20.9	33.7	20.2	44.4	63.1
BOD Loads													
AAL	lb/day	4,000	6,700	10,700	4,300	9,700	14,000	6,500	10,600	17,100	10,500	27,700	38,500
PML	lb/day	5,200	8,700	13,900	5,500	12,600	18,200	8,500	13,800	22,200	13,700	36,000	50,000
PDL	lb/day	8,000	13,400	19,300	8,500	19,400	25,300	13,000	21,300	30,900	21,000	55,400	69,500
TSS Loads													
AAL	lb/day	4,000	6,700	10,700	4,300	9,700	14,000	6,500	10,600	17,100	10,500	27,700	38,500
PML	lb/day	5,200	8,700	13,900	5,500	12,600	18,200	8,500	13,800	22,200	13,700	36,000	50,000
PDL	lb/day	8,000	13,400	19,300	8,500	19,400	25,300	13,000	21,300	30,900	21,000	55,400	69,500
TKN Loads													
AAL	lb/day	950	1,500	2,450	1,000	2,200	3,200	1,500	2,400	3,900	2,500	6,200	8,800
PML	lb/day	1,240	1,700	2,940	1,300	2,500	3,900	2,000	2,700	4,700	3,300	7,000	10,600
PDL	lb/day	1,900	2,700	4,270	2,000	3,900	5,600	3,100	4,300	6,800	5,000	11,200	15,400
Dwelling Units	EDU	7,931	18,175										
ADWF / EDU	gpd/EDU	202	160										
BOD Load / EDU	l lb/d/EDU	0.50	0.37										

⁽a) Assumptions

¹ Lincoln ADWF increases at a rate of 1.9% per year, similar to SMD1 growth

² Fractional VI increase will be 50% of the fractional ADWF increase (the difference between a peak flow and ADWF is used as an indicator of VI)

³ TSS loads are equal to corresponding BOD loads.

^{4 2012} Combined PHF is estimated as the maximum of (Lincoln PHF + SMD1 PDF + 0.5 (PHF-PDF) of SMD1) OR (SMD1 PHF + Lincoln PDF + 0.5 (PHF-PDF) of Lincoln)

^{5 2012} Combined AAL and PML for TKN are calculated as the sum of the corresponding values for Lincoln and SMD1.

^{6 2012} Combined PDL for TKN is estimated as the maximum of (Lincoln PDL + SMD1 PML) OR (SMD1 PDL + Lincoln PML)

⁷ All loads increase in direct proportion to ADWF.

APPENDIX E

Lincoln Public Facilities Element Implementation Plan and Policies

CITY OF LINCOLN PUBLIC FACILITIES ELEMENT IMPLEMENTATION PLAN AND POLICIES

ADOPTED BY THE LINCOLN CITY COUNCIL ON MARCH 14, 2017

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1. PREAMBLE & DEFINITIONS

A. Preamble

In order to be effective and protect the long-term ability of the Public Facilities Element (PFE) to provide financing for needed infrastructure, it is necessary to create a program that will be uniformly applied throughout the City of Lincoln. The purpose of this Implementation Plan is to guide the application of Public Facilities Element Fees ("PFE Fees") that are legally defensible, commensurate with the impact of development, and that will provide funds for identified projects when the need for those projects arise. The Implementation Plan further describes the mechanism whereby landowners will be compensated for the construction of public facilities identified in the PFE and how the PFE and reimbursements to Landowners will be applied.

This Implementation Plan is premised on the requirement that all Landowners developing within the City of Lincoln contribute a fair share amount towards the cost of providing the infrastructure that will be required to serve the development. To accomplish this goal, the most practical approach is the development of a uniformly applied policy for establishing and collecting fees, and issuing credits.

B. Definitions

Administration Fee: The City will charge a fee to offset the administrative costs related to the PFE program. The fee shall be two and one-half percent (2.5%) of the estimated project costs included in the Master PFE List, which has been determined to be the approximate cost to offset administrative processing. This fee is one of the three components of the total PFE Fee as shown in Exhibit 1.

<u>Community Facility Fees</u>: The fees calculated to pay for Community Facility Improvements.

<u>Community Facility Improvements</u>: Improvements related to police, fire, city administration, solid waste, park and library that are included in the City's Public Facilities Element (PFE) requirements.

<u>Creditable Improvements</u>: Infrastructure or Community Facility Improvements funded or constructed from sources other than Infrastructure Fees or Community Facility Fees (e.g. direct developer funding or bond financing). Creditable means that estimated costs as contained within the current Master PFE List may be "credited" against future Infrastructure or Community Facility Fees, thereby potentially reducing fee obligations of future development.

<u>Critical Infrastructure Improvements</u>: Those Infrastructure Improvements determined jointly by the City and Developers to be required at predetermined development thresholds.

<u>Critical PFE Fees</u>: That portion of the PFE Fees set aside for the funding of Critical Infrastructure Improvements. Fees for Critical Infrastructure Improvements will be accounted for separately and will not be available to retire PFE Credits for non-critical Infrastructure Improvements. This is one of the three components of the total PFE Fee as shown in Exhibit 1.

Equivalent Dwelling Unit (EDU): One EDU Is defined as a low density (3.0 – 5.9 dwelling units/acre) single-family residential household.

<u>Infrastructure Fees</u>: The fees calculated to pay for Infrastructure Improvements.

<u>Infrastructure Improvements</u>: Water, wastewater, transportation, or drainage improvement required to fulfill the City's Public Facilities Element (PFE) infrastructure requirements. Reclaimed water and other non-potable water improvements are included within the Wastewater program.

<u>Master PFE List</u>: A listing of all capital improvements required for development within the City of Lincoln. This list includes both Infrastructure and Community Facilities Improvements.

Non-Critical PFE Fees: That portion of the PFE Fees collected that is not set aside for the funding of the Critical Infrastructure Improvements, or the Administration Fee. This is one of the three components of the total PFE Fee as shown in Exhibit 1.

<u>PFE Fee Credits</u>: The amount based upon the construction or funding of a Creditable Improvement. PFE Fee Credits can be used as offsets to the payment of specific components of the PFE Fees.

<u>PFE EDU Factors</u>: The EDU factors used to determine the need for Infrastructure and Community Facility Improvements. These EDU factors, as described in each nexus study, may vary by land use and type of facility. (As an example, PFE EDU Factors may be as follows: 1.0 per low density single-family unit, 0.74 per medium density single-family unit, 0.24 per high density multi-family unit.)

II. CAPITAL FACILITIES IDENTIFIED

A. Master PFE Lists

The City in conjunction with Development interests shall establish and adopt the Master PFE List identifying all of the capital improvements required to satisfy the demands of the City of Lincoln Public Facilities Element. These capital facilities will be required for the development of Lincoln and also be the basis of an equitable and legal allocation of improvement costs.

B. Additions & Deletions to Master PFE List

Although the Public Facilities Element is a thorough document, flexibility is required to deal with new information and changed circumstances. There shall be enough flexibility to add or delete capital improvements from the Master PFE List, based upon approved infrastructure studies, models and master plans. Any amendments or additions to the Master PFE List shall be supportable through benefit-nexus analysis and be reasonably necessary to the development of Lincoln.

C. PFE Categories

PFE Fees and Credits will be segregated into two primary categories. The first category is the backbone infrastructure items, which is referred to as the Infrastructure Improvements. The second category is the public facilities group, which is referred to as the Community Facility Improvements.

III. ESTABLISHING PFE FEES

A. Determining EDU's

- Zone of Benefit: The City will allocate the costs from the Master PFE Lists through a fair share benefit/nexus analysis. This may be achieved with either the establishment of a single city-wide fee program or multiple fee programs for specific areas or zones.
- 2. <u>EDU's and Land Use</u>: PFE EDU Factors shall be applied to specific land uses and facility types to establish Infrastructure and Community Facility Fees as part of the fair share benefit/nexus analysis.
- Density vs. Entitlements: Actual unit yields will establish EDU totals. This shall be the case regardless of whether actual yields are less than or greater than granted entitlements. Variances between density and entitlements will impact

on EDU's available to pay for improvements and will necessitate an adjustment to EDU totals and PFE Fees.

B. EDU Adjustments

EDU totals, as used in establishing PFE Fees, shall be adjusted whenever it becomes apparent that actual densities will vary from entitlements. This will most likely occur during tentative map processing. The new EDU total shall reflect the adjusted EDU's on the proposed project plus the remaining EDU entitlement base. No attempt shall be made to extrapolate density yields on early projects to subsequent projects.

C. Adjusting PFE Capital Costs

- CCI Adjustments: All Infrastructure and Community Facility Improvement costs as identified by the Master PFE List will be adjusted annually an amount equal to the percentage increase in the San Francisco Construction Cost Index (CCI) of the Engineering News Record (ENR) for the twelve month period beginning October 1st. The annual adjustments will be effective each January 1st.
- 2. Revised Cost Estimates: Over time, new engineering studies may produce cost estimates that vary from original projections. New estimates could even be the result of an alternative engineering approach. If the City agrees with the revised cost estimates, the Master PFE List may be amended to reflect the new values. The revised cost estimates will supersede "CCI" adjustments.

D. Adjusting PFE Fees

Based upon the adjustments made to the EDU's in Paragraph III.B and adjustments made to the Master PFE List in Paragraph III.C, the PFE Fee and its components shall be adjusted accordingly. This would mean new PFE Fees based upon EDU allocations for all proposed and outstanding entitlement interests.

E. Fixing Fees

Unless otherwise provided by in a Development Agreement or vesting tentative map, Infrastructure Fees and Community Facilities Fees are fixed when the building permit is issued and the fees are paid.

F. Timing of PFE Fee Payments

Fees will normally be paid at the issuance of the building permit for all development. However, residential, commercial and industrial developments may

be allowed, at the discretion of the City Manager, to pay specified fees no later than the issuance of a Certificate of Occupancy or up to 12 months following the issuance of the building permit, whichever occurs first. The deferred fee payments will be based on the fees in effect at the time of actual payment.

G. PFE Fee Components

The PFE Fees will include three components; Critical Fee, Non-Critical Fee and the Administrative Fee.

IV. CAPITAL ACCOUNTS

It is anticipated that the bulk of the projects on the Master PFE List will be constructed by developers who will then be reimbursed for such construction through the application of credits against future PFE Fees or through cash reimbursement for credit retirement.

A. Credit Structure

- 1. What Constitutes a Credit: A builder or developer who builds or funds the construction of a Creditable Improvement receives a PFE Fee Credit that can be redeemed as prepaid PFE Fees.
 - a. Credits earned for a Creditable Improvement that is not identified as a Critical Infrastructure Improvement may only be applied towards the Non-Critical Fee component of the PFE Fee.
 - <u>b.</u> Credits earned for a Critical Infrastructure Improvement will be applied towards the Critical Fee component of the Improvement and then towards the Non-Critical Fee component of the PFE Fee.
 - c. Credits cannot be applied towards the Administrative Fee component.
- 2. When Credits are Accrued: Credits shall accrue when the Developer has completed the construction of a Creditable Improvement and the improvement has been accepted by the City, or when the Developer has bonded for the construction of the improvement to the satisfaction of the City Engineer. The City may require a retention for a bonded construction project.
- 3. <u>Credits Personal to Constructing Property Owner</u>: All rights to Fee Credits shall be personal to the property owner that was financially responsible for building or funding the PFE improvements and such rights shall not run with the land. The constructing property owner may transfer and/or assign their

rights upon sale of their property to the new owner with a written document approved in form and acknowledged by the City. Fee credits may not be sold and/or transferred to other property owners, unless otherwise agreed upon in a written document that has been reviewed and approved by the City Council.

- 4. <u>Credit Accounts</u>: The City shall maintain the necessary records to determine and account for the amount of credit or reimbursement due the holders of PFE Credits. PFE Credits that have been accrued to a Developer shall be increased consistent with the CCI Adjustments described in Section III.C.
- 5. Estimated vs. Actual Construction Costs: For most projects, the PFE Credits will be based upon estimated costs as contained within the Master PFE List. The City will identify on the Master PFE List those projects that require the reconciliation of actual construction costs, which will be the available PFE Credits. It is recognized that the Master PFE List will be continually updated as revised cost estimates become available and the PFE Fee adjusted accordingly.

B. Repayment of Credits

The City will seek to repay credits only when funds are available in the appropriate fee category. The City shall determine when funds are available for the repayment of credits.

C. Repayment Sources

The City shall collect PFE Fees from all development occurring in the City of Lincoln. Credits generated in the Infrastructure Improvements category shall be repaid from Infrastructure Fees. Credits from Community Facilities shall be repaid with Community Facility Fees, with each fee accounted for separately.

D. Repayment Priority

Credits will be repaid by the City on a Calendar-Year-Priority basis. A Calendar-Year-Priority is achieved when the City can verify that 30% of the total construction costs have been expended on the PFE project. This method will be utilized regardless of the amount of credit in an individual developer account.

E. Temporary or Interim Facilities

A builder or developer may elect, with the approval of the City, to construct interim or temporary facilities pending the construction of needed improvements on the Master PFE List. No credits or reimbursements shall be available for such interim or temporary improvements.

V. GENERAL PFE POLICIES

A. Access to PFE Facilities

This Implementation Plan is premised on the belief that each landowner or developer will pay a fair share of facility costs and will have equal access to those facilities financed with PFE Fees or creditable expenditures. Accordingly, no developer or landowner shall receive from the City any preferential right or reserved capacity for or from a facility constructed with PFE funds or for which credits or reimbursements are provided from PFE funds, except as noted in Paragraph V.B.

B. Reservation of PFE Capacity

Infrastructure Improvements for which there is a finite capacity, such as water or wastewater improvements, may be reserved for the use by the party funding the improvements. Examples of reserved capacity include, but are not limited to, wastewater treatment and water storage. The quantity of the reserved capacity is not impacted by the adjustments applied in Section III.C to the PFE Fees.

C. Fee Retention within a General Plan Village or Special Use District

The non-critical component of the PFE fees paid by the General Plan Villages and Special Use Districts (SUD's) may be retained by the City in accounts separate from the PFE fees collected outside the Village or SUD. The PFE fees will be retained for the construction of Infrastructure Improvements and Community Facilities that the City requires of the developers. The City shall only retain the PFE fees that have required projects identified, and only until the accumulated funding is adequate for the required projects. The Fee Retention must be specified in written documentation that is reviewed and approved by City Council.

D. Annual Reporting

The City will prepare an annual report within 180 days of the end of the fiscal year as required by Government Code section 66000 et seq.

VI. TRANSPORTATION, WATER, WASTEWATER, DRAINAGE FEES

A. Infrastructure Improvements

 Combined Fees: The City of Lincoln may permit the combining or pooling of all city-wide fees within this category. This pool will be available to fund PFE improvements in any infrastructure category and be available to retire credits generated in any Infrastructure Improvement category. Pooling allows more flexibility to respond to infrastructure needs and retire credit balances more

quickly. Pooled credits are subject to the credit structure described above in Section IV.A.

- 2. <u>Determining Critical Infrastructure Improvements</u>: A certain percentage of the Infrastructure Improvement Fees may be allocated to a fund whose balances are designated for Critical Infrastructure Improvements. The City in conjunction with the Development interests may identify Critical Infrastructure Improvements and establish appropriate funding triggers.
- 3. <u>Establishing Funding Triggers</u>: The amount of the PFE Fee allocated to Critical Infrastructure Improvements is a function of the estimated costs to build the improvements and the number of EDU's built before the improvements are needed.
- 4. <u>Allocation of Fees</u>: From the total Infrastructure Fees collected a portion will be allocated to the eventual funding of Critical Infrastructure Improvements. This allocation percentage could be established by the steps outlined in Paragraphs 2 and 3 above. These allocated fees shall be accounted for separately.
- Studies, Models and Master Plans: The fees shall include the cost of studies, models and master plans required to identify, develop, plan, engineer and implement the infrastructure improvements.

B. Development Obligations – Non-PFE Creditable Improvements

Unless the City and the Developer have expressly agreed upon different requirements in an executed written document that has been reviewed and approved by the City Council, and the PFE Master List has been modified to record such terms, the following requirements are the Developers' obligation.

1. All infrastructure Categories:

For all infrastructure projects, the Developers shall be responsible for the funding and/or construction of the following:

- ➤ All necessary easements and right-of-way requirements
- Underground installation of all dry utilities
- > All Wetland mitigations
- All other required mitigation measures
- ➤ All SWPPP requirements
- All required environmental studies and reports

When a PFE project is at or near the property line between two landowners, the City shall determine the equitable share for each landowner's obligation. This allocation of costs is typically related to Transportation projects, but could be applied to other projects as determined by the City. The PFE

program could include the costs for the equitable share of improvements when one or more of the landowners are a "Nonparticipating Party".

A Nonparticipating Party could include, but is not limited to the following:

- The City of Lincoln (examples are Airport, Wastewater Treatment Plant, etc.)
- Other public agencies, such as Placer County, City of Roseville, Union Pacific Railroad, Caltrans, and others.
- Areas that are outside the City of Lincoln's Sphere of Influence.

2. <u>Transportation:</u>

For all Transportation projects the Developers shall be responsible for the funding and/or construction of the following:

- NEV and/or bike lanes
- Curb and gutter improvements
- Sidewalks
- All landscaping improvements, including water connection fees
- > All median improvements, including water connection fees
- Sound walls, fences or other required barriers
- ➤ All Street lights

For specific Transportation project types, in addition to the obligations identified above, the Developers shall be responsible for the funding and/or construction of the following:

- A. Roadways Developers shall be required to construct and/or fund the construction of two lanes, including but not limited to:
 - Travel lanes in compliance with City standards
 - Striping and signage
 - Turning movements, merging lanes and acceleration lanes
- B. Bridges Developers shall be required to construct and/or fund the construction of two lanes, including but not limited to:
 - Travel lanes in compliance with City standards
 - > Structure including the foundation, footings and piers
 - Railings, pilasters or other required barriers
 - Striping and signage
- C. Overcrossings Developers shall be required to construct and/or fund the construction of two lanes, including but not limited to:
 - Travel lanes in compliance with City standards
 - Railings, pilasters or other required barriers
 - Striping and signage

- D. Signalized Intersections The PFE program will fund the installation of the traffic signals for intersections identified within the PFE program. Developers shall be required to construct and/or fund the construction of two lanes in all directions, including but not limited to:
 - Travel lanes in compliance with City standards
 - Striping and signage
 - Merging lanes from the frontage properties

E. Interchanges – The Developers obligations shall include, but are not limited to, the funding and/or provision to the City at no cost and with no right to reimbursement the following:

- Locations for signage related to the interchange
- Sound walls, fences or other required barriers adjacent to and/or related to the interchange

3. Water:

The City shall require new development to be responsible for construction of potable water transmission and distribution lines less than 18" in diameter and the PFE Fee program will fund the incremental oversizing costs. The incremental oversizing costs are the difference in the cost for the 16" pipe and the constructed PFE pipe size. As determined by the City, provisions will be made allowing reimbursement from Third Parties should such lines result in an "over-sizing" for a particular development.

The PFE Fee program shall be based on a master plan implementing the following assumptions:

- > Transmission pipelines shall be 18" or greater in pipe size.
- > Service connections are not allowed on pipelines greater than 16".
- Maximum Day Demands using a maximum flow velocity of 7 feet per second.
- Maximum Day Demands plus a single fire flow using a maximum flow velocity of 10 feet per second.
- Peak-hour Demand using a maximum flow velocity of 10 feet per second.
- Well pumping capacity is to equal 75% of average day demand plus a backup well for every three wells.
- ➤ The City reserves the right to require up to 75% of Maximum Day Demands for City water storage facility sizing, however, the minimum requirement shall be 35% of Maximum Day Demands, based on the sum of the following three components:
 - 1. Equalizing Storage 25% of maximum day demand
 - 2. Fire Reserve provide fire reserve as required by the Insurance Services Office (ISO) or as required by the City Fire Chief and City Engineer.

3. Emergency Reserve – 33% of the total of Equalizing Storage and Fire Reserve

4. Wastewater:

Developers shall be required to fund the construction of wastewater and reclaimed water pipelines to serve their project as determined by the City Engineer. The PFE Fee program will fund the incremental oversizing costs. The incremental oversizing costs are the difference in the cost for the pipe to serve the development and the constructed PFE pipe size. The standard minimum Developer responsibility for pipelines shall be 12" diameter for wastewater and 8" diameter for reclaimed water. Pipeline segments upstream of any point of connection for a particular Specific Plan may be considered to be in a non-participating area, and fully funded through the PFE.

If the Development is served by a lift station and/or pump station, the Developer shall be required to provide an ongoing funding mechanism for the operation, maintenance and replacement of the facilities only if such cost is not already included by existing City utility rates.

In regards to the reclaimed water services, the City reserves the right to implement other sources to replace and/or serve as a backup to the reclaimed water service. Potential sources could include, but are not limited to raw water delivered from a water agency or wells. Evaluation of the alternative sources shall include the availability, dependability, and cost-effective delivery.

5. Drainage:

All Developers shall be required to participate and pay all PFE fees related to the regional drainage, storage, and off-site retention facilities identified in the PFE program. The PFE projects are intended to meet or exceed the current requirements and mandates, including the state and/or federal storm water quality standards.

VII. COMMUNITY FACILITY FEES (Police, Fire, City Administration, Parks, Libraries, Solid Waste)

A. Establishing Public Facilities Funds

Segregation of PFE Fees: Fees collected for Community Facility
Improvements shall be segregated from fees collected for Infrastructure
Improvements. This means that fees are segregated for the purposes of
building capital improvements and are not available for retiring infrastructure
credit balances.

- Separate Accounting: Six separate segregated accounts will be maintained for PFE Fees collected for Police, Fire, City Administration, Solid Waste, Parks, and Libraries. Inter-fund borrowing will be allowed but conditioned upon the imposition of strict accounting and repayment provisions.
- Timing of Facilities: Engineering Design for new public facilities will
 commence no later than (1) When the demand is present for the facility as
 identified in the PFE documents or through City Council resolution and (2)
 There will be sufficient fees available to complete construction of the
 improvements.
- 4. <u>Construction and Completion</u>: Construction of public improvements shall begin no later than twelve months after the commencement of engineering design and be completed in a reasonable period of time as determined by the City Engineer given the nature of the improvement. In the event of highly complex design projects, the City Engineer may extend the length of time allotted for completing engineering design if additional time is necessary to properly design and bid that particular infrastructure element.
- 5. <u>Location of Facilities</u>: The location of facilities shall be determined by service needs and if warranted, the City shall endeavor to locate new facilities in those development areas creating the demand and generating the PFE Fees.
- 6. <u>Credits for PFE Construction</u>: No PFE Credits shall be given for developer expenditures on PFE improvement upgrades or improvements in excess of the PFE requirements. Additional improvements are at the discretion of the Developer and must be submitted to the City Engineer for approval, which shall not be unreasonably withheld.
- 7. <u>Collection of Fees</u>: Fees will normally be paid at the issuance of the building permit for all development. However, residential, commercial and industrial developments may be allowed, at the discretion of the City Manager to pay specified fees no later than the issuance of a Certificate of Occupancy, or up to 12 months following the issuance of the building permit, whichever occurs first.
- 8. Community Facility Fee Deferral: As specified in a Development Agreement, Community Facility Fees may be deferred for Infrastructure Improvements if it is found to be in the City's overall best interest. Provisions allowing such practice are intended to be limited in scope and only allowed where a developer is required to install PFE Infrastructure improvements in excess of the infrastructure fees required for the project, and an analysis has been submitted showing when and how the Community Facility fees will be collected by the City. Adequate assurances shall be required by the City to satisfactorily secure future payment of deferred Community Facility fees.

Exhibit 1

CITY OF LINCOLN PFE FEE STRUCTURE COMPONENTS DESCRIPTION TOTAL FEE Non-Critical Critical Administration **Infrastructure Fees** Water \$ \$ \$ \$ \$ \$ Wastewater \$ \$ \$ **Transportation** \$ \$ \$ Drainage \$ \$ \$ \$ **Community Facility Fees Police** \$ \$ \$ \$ \$ \$ \$ \$ Fire **City Administration** \$ \$ \$ \$ **Parks** \$ \$ \$ \$ \$ \$ \$ \$ Library \$ \$ \$ \$ **Solid Waste**

APPENDIX F

Current City of Lincoln Impact Fee Schedules

CITY OF LINCOLN

RESIDENTIAL BUILDING PERMITFEES

As of January 1, 2022

 3. 	Building Permit Fee:	Please call th					
3.		Please call the Community Development Dept @ (916) 434-2470 for information or refer to the Comm Dev Value, Plan Check & Permit Fee Table on the City's website: www.lincolnca.gov					
	Plan Check Fee:	75% of Build	75% of Building Permit Fee/ 25% of Standard Plan Check Fee				
4.	Permit Issuance Fee: \$68.00						
5.	Technology Fee:	` 1	ermit fee) 4%				
6.	General Plan Maintenar	ice Fee: (Per \$1,	,000) \$0.79				
7.	Electrical:	Base Permit 1	Fee X .12				
8.	Plumbing:						
9.	Mechanical:						
10.	Energy Plan Check & In	spection Fee:	5% of building p	ermit fee			
11.	Seismic Fee:	Valuation of	building X \$.00	013			
12.	*Sewer Connection Fees	: \$ 6,443.77 pe	r EDU				
13.	Green Building Fee \$1 per every \$25,000 of valuation						
14.	Incremental Fee Valuation of building X \$.0002 (minimum \$4/maximum \$500)						
12.	*City Water Connection	Fees ¹ :	Meter Size	City Char	ge		
	•		1 EDU	\$6,608.77	per EDU		
13.	*Capacity & Transmission Charge:	on Water	City collects a so table below:	urce water connection	charge based on		
	Total Lot Size (square feet)	Total Peak Day (gal)	PCWA WCC Regulated Meter	PCWA WCC Unregulated Meter			
	Less than 2,901	214	\$2,737.06	\$3,434.70			
	2,901 to 4,400	442	\$5,653.18	\$7,094.10	-		
	4,400 to 5,500	576	\$7,367.04	\$9,244.80	1		
	5,501 to 7,000	679	\$8,684.41	\$10,897.95	1		
	7,001 to 10,000	862	\$11,024.98	\$13,835.10			
	10,001 to 17,000	1201	\$15,360.79	\$19,276.05			
	17,001 to 35,000	2407	\$30,785.53	\$38,632.35	1		
	Greater than 35,000	5155	\$65,932.45	\$82,737.75			

Park Tax:	Single Family:	\$ 261.00	Triplex:	\$ 609.00	
	Duplex:	\$ 449.50	Fourplex:	\$ 812.00	
	Apartments:	\$ 130.50 X	number of dwelli	ngs	
*Park In-Lieu:	\$ 19	2.00 per EDU	(minimum fee)		
*Community Services	\$ 7,607.72 per EDU				
*Traffic Mitigation:	\$ 3,635.77 per EDU				
*Drainage Impact Fee:	Nor	th of Auburn	Ravine: \$1,795.3	0 per EDU	
	Sou	th of Auburn	Ravine: \$1,059.9	6 per EDU	
uilding Occupancy:	\$ 12	2 per unit or b	ouilding		
utomated Refuse Contain	er: \$ 85	.00 for one 90	-gallon container		
	*Park In-Lieu: *Community Services *Traffic Mitigation: *Drainage Impact Fee:	*Park In-Lieu: \$ 19 *Community Services \$ 7,6 *Traffic Mitigation: \$ 3,6 *Drainage Impact Fee: Nor Sou	*Park In-Lieu: \$ 192.00 per EDU *Community Services \$ 7,607.72 per ED *Traffic Mitigation: \$ 3,635.77 per ED *Drainage Impact Fee: North of Auburn South of Auburn South of Auburn \$ 122 per unit or be	Duplex: \$ 449.50 Fourplex: Apartments: \$ 130.50 X number of dwelling *Park In-Lieu: \$ 192.00 per EDU (minimum fee) *Community Services \$ 7,607.72 per EDU *Traffic Mitigation: \$ 3,635.77 per EDU *Drainage Impact Fee: North of Auburn Ravine: \$1,795.3 South of Auburn Ravine: \$1,059.9 South of Au	

¹ The parcels in Verdera Villages 13-17, and 19 are in the land use zoned Very Low Density (VLD) based on their size and anticipated demand. An Equivalent Dwelling Unit (EDU) is a factor that quantifies different land use types in terms of their equivalence to a single Low Density (LD) family unit. A single family unit is assigned an EDU factor of 1.0 and the EDU factor for each of the other land use categories are based on the anticipated demand expected relative to the demand for a single family unit. The VLD parcels in the City are subject to the following EDU factors:

Sewer Connection Fees 1.27 EDU's
City Water Connection Fees 2.37 EDU's
Drainage Impact Fees 1.30 EDU's
CAT Fees 2.37 EDU's

The Verdera parcels are part of the City's water system and water customers of the City. Due to the elevation of the Verdera parcels and the point of water delivery to the City from PCWA, the Verdera parcels benefit from services provided by the PCWA water system. Based upon these services, the Verdera parcels are required to pay the full PCWA Water Connection Charge.

22. Cemetery Fee:	\$ 206.19 per EDU or \$135.57 age-restricted Senior EDU
23. Placer County Capital Facilities Impac	t Fee: \$ 2,418.14 per EDU = New SFD \$ 1,762.29 per EDU = New MFD \$ 1,589.87 age-restricted
24. Supplemental Fee:	\$ 350.00 per EDU (If Applicable)
25. Regional Traffic Fee:	\$1,658.00 per EDU
26. Tier 2 SPRTA Fee (if applicable):	\$7,485.00 per EDU

^{*}Developer credit may be applicable. Credit may be received against these fees in those instances where an existing dwelling has been demolished, subject to the provisions of Administrative Policy #1.

- a. THE WESTERN PLACER UNIFIED SCHOOL DISTRICT MUST COLLECT THE SCHOOL IMPACT FEE PRIOR TO THE CITY ISSUING A BUILDING PERMIT. CALL THEIR OFFICE AT (916) 645-5100 FOR THE CURRENT FEE SCHEDULE.
- b. Additional fees such as grading, encroachment, oak tree mitigation may be applicable.
- c. All fees are based on the City of Lincoln Master Fee Schedule and are subject to change. Please check with the Building Department at 916-434-2470 for additional fee information.

^{**}Based on actual time spent.

NON-RESIDENTIAL PUBLIC FACILITIES ELEMENT FEE CALCULATIONS

The following provides information on the calculation of Public Facilities Element (PFE) fees applicable to Commercial and Industrial construction within the City of Lincoln. In most instances projects will fall within the following methods of calculation. However it should be noted that each project can be unique and there may be occasions when a particular project due to special characteristics of its activity may require an alternate method to determine fees. The information that follows will make note of when an alternate method of fee calculation may need to be applied. Please note that this information is provided to allow interested parties the ability to estimate the development fees that will be paid on a particular project. While every care is taken allow parties the ability to determine accurate fee estimates, actual fees are determined at the time construction plans are submitted to the City for approval. Due to the specific information presented in construction plans the actual calculations of the fees due may vary from an estimate.

ESTIMATING PFE FEES

Sewer

Business & Professional, Commercial and Industrial sewer connection fees are calculated on the basis of building square footage. The following is the current fee rates for each non-residential land use type:

Bus. & Prof: \$3,450.89 per 1,000 square ft. Commercial: \$3,450.89 per 1,000 square ft. Industrial: \$4,141.07 per 1,000 square ft.

Example: Building size: 5,000 sq.ft. Type: Office

5,000 sg. ft. divided by 1,000 = 5 $5 \times \$3,450.89 = \$17,254 \text{ sewer fee}$

Special note: Users that discharge waste that is of a non-residential type, i.e. a high quantity of wastewater or wastewater with high strength will have their fees calculated based upon meter size and studies indicating B.O.D. loading, suspended solids flow quantity or other appropriate standards determined by the City. Examples of such non-residential users include hospitals, mortuaries, laundromats, convalescent facilities, and car wash-automatic. If you believe your user may fall into the non-residential category please contact the City Engineer at 916-434-2470.

Water

There are two types of water connection fees that may apply to Business & Professional, Commercial and Industrial users; domestic and irrigation. City water connection fees for domestic use are calculated on the basis of building square footage. Irrigation systems will be based upon water meter size. There are two types of water fees that apply to both domestic use and irrigation. There is the City Water Connection fee which funds capital improvements to the City's water storage system, distribution system and municipal well system. The second fee is the Water Connection Charge (WCC) that is used to purchase treated water capacity from the Placer County Water Agency (PCWA) and funds capital improvements to the PCWA system. The following is the current fee rates for each non-residential land use type:

City Water Connection Fee

Bus. & Prof: \$2,327.91 per 1,000 square ft. Commercial: \$2,327.91 per 1,000 square ft. Industrial: \$2,793.27 per 1,000 square ft.

Water Connection Charge (PCWA)

Meter Size:

34" = 1.5 EDU \$ 22,980 1" = 2.5 EDU \$ 38,300 1 ½" = 5.0 EDU \$ 76,600 2" = 8.0 EDU \$122,560

Example: Commercial building size 5,000 square feet require a ¾" meter for domestic use and separate ¾" meter for irrigation:

Domestic use:

5,000 sq. ft. divided by 1,000 sq. ft. = 5 $5 \times $2,327.91 = $11,640$ City connection fee One $\frac{3}{4}$ " meter domestic use = \$22,980 Capacity & Transmission Fee Domestic Water Fee: \$34,620

Irrigation use:

One ¾" meter irrigation use = 1.5 edu x \$5,838.69 = \$8,758 City connection fee. One ¾" meter irrigation use = \$22,980 Capacity & Transmission Fee Irrigation Water Fee: \$31,738

Total Water Fee: \$66,358

♦EDU: because there is not a square footage to base the calculation a conversion to edu's is required; in order to calculate the fee the rate for a low density residential unit which is equivalent to one edu is used or \$5,558/edu.

Special Note: high water user projects such as manufacturing uses that require high quantities of water, facilities with large water features or other special uses may require additional calculations. If you believe your user may fall into the non-residential category please contact the City Engineer at 916-434-2470.

[◆]EDU: Equivalent dwelling unit which represent 1150 gpd of capacity.

Transportation

The City's Transportation fees shall be calculated in accordance with Municipal Code Section 18.91.080 – Traffic Impact Mitigation Fee Calculation which states, "The traffic impact mitigation fee for non-residential land uses shall be determined by applying the City's Transportation Public Facility Fee per EDU to the most recent tables adopted by the South Placer Regional Transportation Authority (SPRTA) for the City of Lincoln, using the unit of measure and the DUE per Unit for the applicable category as determined by the City."

The City's current transportation fee per EDU = \$3,635.77

Example: 5,000 sq. ft. Furniture Store, SPARTA ITE Code # 890 (See attached SPARTA fee schedule)

5,000 divided by 1,000 = 5 5 x 0. 0.256 = 1.28 edu's 1.28 x \$3,635.77 = \$4,654 (City transportation fee)

Drainage

The City's Drainage fee is based upon a split between those areas north of Auburn Ravine and those areas south of Auburn Ravine. The fee for non-residential projects, commercial, business and professional and industrial is calculated on a basis of per 1,000 square feet of building area. The fees per 1,000 sq. ft of building area on listed below:

	North of Auburn Ravine	South of Auburn Ravine
Commercial:	\$ 879.26	\$518.95
Bus. & Prof.	\$ 879.26	\$518.95
Industrial:	\$1,054.70	\$622.95

Example: 8,000 sq. ft. retail store located north of Auburn Ravine

8,000 divided by 1,000 = 8 \$879.26 x 8 = \$7,034.08 (Drainage fee)

Placer County Capital Facilities Impact Fee

This fee addresses the impacts of growth upon the facilities needs of Placer County and is collected on new development within the City of Lincoln and forwarded to Placer County.

Office \$ 0.51 per square foot Retail \$ 0.32 per square foot Industrial \$ 0.26 per square foot Warehouse \$ 0.07 per square foot

Community Services Fee

The City's Community Services fee is comprised of five components which include Police, Fire, City Administration, Parks & Recreation and Solid Waste. For non-residential development the fee for each of the five components is based upon a per 1,000 square feet of building area. The fees for each of the five components, is listed below per 1,000 square feet of building:

	Police	Fire	Parks/Rec	Administration	Solid Waste
Commercial:	•	\$370.82	\$ 994.82	\$231.11	\$54.63
Bus. & Prof:		\$370.82	\$ 994.82	\$231.11	\$54.63
Industrial:		\$370.82	\$1.521.13	\$352.96	\$65.13

Example: 10,000 square foot manufacturing building.

10,000 divided by 1,000 = 10

 $10 \times $731.15 \text{ (Police)} = $7,312$

 $10 \times $370.82 \text{ (Fire)} = $3,708$

10 x \$1,521.13 (Parks/Rec) = \$15,211

 $10 \times $352.96 \text{ (Administration)} = $3,530$

10 x \$65.13 (Solid Waste) = \$651

Total Community Services Fee = \$2,382.53

Community Services fee: \$30,412

South Placer Regional Transportation and Air Quality Mitigation Fee (SPRTA)

The SPRTA fee is assessed on new development for its impact on specified regional transportation facilities. The City of Lincoln collects this fee on behalf of SPRTA and is forwarded to that agency. Please refer to Appendix 3 to find the fee applicable to your project.

South Placer Regional Transportation and Air Quality Mitigation Tier II Fee (Tier II)

The SPRTA fee is assessed on certain new development within the City of Lincoln for its impact on specified regional transportation facilities. The City of Lincoln collects this fee on behalf of SPRTA and is forwarded to that agency. Please refer to Appendix 4 to find the fee applicable to your project.

ALL INFORMATION IN THIS BROCHURE IS SUBJECT TO CHANGE, PLEASE CONTACT DEVELOPMENT SERVICES FOR ANY QUESTIONS AT (916) 434-2470.



WATER CONNECTION & METER COSTS (As of February 8, 2019)

SINGLE-FAMILY RESIDENTIAL

Water Meter Size	Water Units	City Water Fee	Lot Size (Sq. Ft.)	Source Water Fee (PCWA)	Meter Cost	Total Cost (METER + CITY + PCWA)
1"	1 edu's	\$5,838.69	= 2,900.99</td <td>\$3,408.04</td> <td>\$523.96</td> <td>\$9,706.90</td>	\$3,408.04	\$523.96	\$9,706.90
1"	1 edu's	\$5,838.69	2,901 to 4,400.99	\$6,134.48	\$523.96	\$12,497.13
1"	1 edu's	\$5,838.69	4,401 to 5,500.99	\$7,497.69	\$523.96	\$13,860.34
1"	1 edu's	\$5,838.69	5,501 to 7,000.99	\$9,542.52	\$523.96	\$15,905.17
1"	1 edu's	\$5,838.69	7,001 to 10,000.99	\$11,587.35	\$523.96	\$17,950.00
1"	1 edu's	\$5,838.69	10,001 to 17,000.99	\$16,358.61	\$523.96	\$22,721.26
1"	1 edu's	\$5,838.69	17,001 to 35,000.99	\$23,515.50	\$523.96	\$29,878.15
1"	1 edu's	\$5,838.69	>35,001	\$39,192.50	\$523.96	\$45,555.15
1" VLD (12 Bridges)	2.37edu's	\$13,837.70	N/A in Twelve Bridges	\$45,833.43	\$523.96	\$60,195.09

COMMERCIAL (Or Based on Peak Demand)

Water Meter Size	Water Units	City Water Fee	Source Water Fee (PCWA)	Meter Cost	Total Cost (METER + CITY + PCWA)
1"	2.5 edu's	\$14,596.73	\$39,192.50	\$523.96	\$54,313.19
1 1/2"	5 edu's	\$29,193.45	\$78,385.00	\$1,543.75	\$109,122.20
2"	8 edu's	\$46,709.52	\$125,416.00	\$1,739.58	\$173,865.10
3"	16 edu's	\$93,419.04	\$250,832.00	\$2,131.25	\$346,382.29
4°	25 edu's	\$145,967.25	\$391,925.00	\$3,500.00	\$541,392.25
6"	40 edu's	\$233,547.60	\$627,080.00	\$5,847.92	\$866,475.52

IRRIGATION (Or Based on Peak Demand)

Water Meter Size	Water Units	City Water Fee	Source Water Fee (PCWA)	Meter Cost	Total Cost (METER + CITY + PCWA)
1 1/2"	5 edu's	\$29,193.45	\$78,385.00	\$1,194.79	\$108,773.24
2"	8 edu's	\$46,709.52	\$125,416.00	\$1,365.63	\$173,491.15
3"	16 edu's	\$93,419.04	\$250,832.00	\$1,634.38	\$345,882.42
4"	25 edu's	\$145,967.25	\$391,925.00	\$2,923.96	\$540,816.21
6"	40 edu's	\$233,547.60	\$627,080.00	\$5,045.83	\$865,673.43