



# Snell Street Reconstruction Project Update - Alternatives

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Presentation to City Council

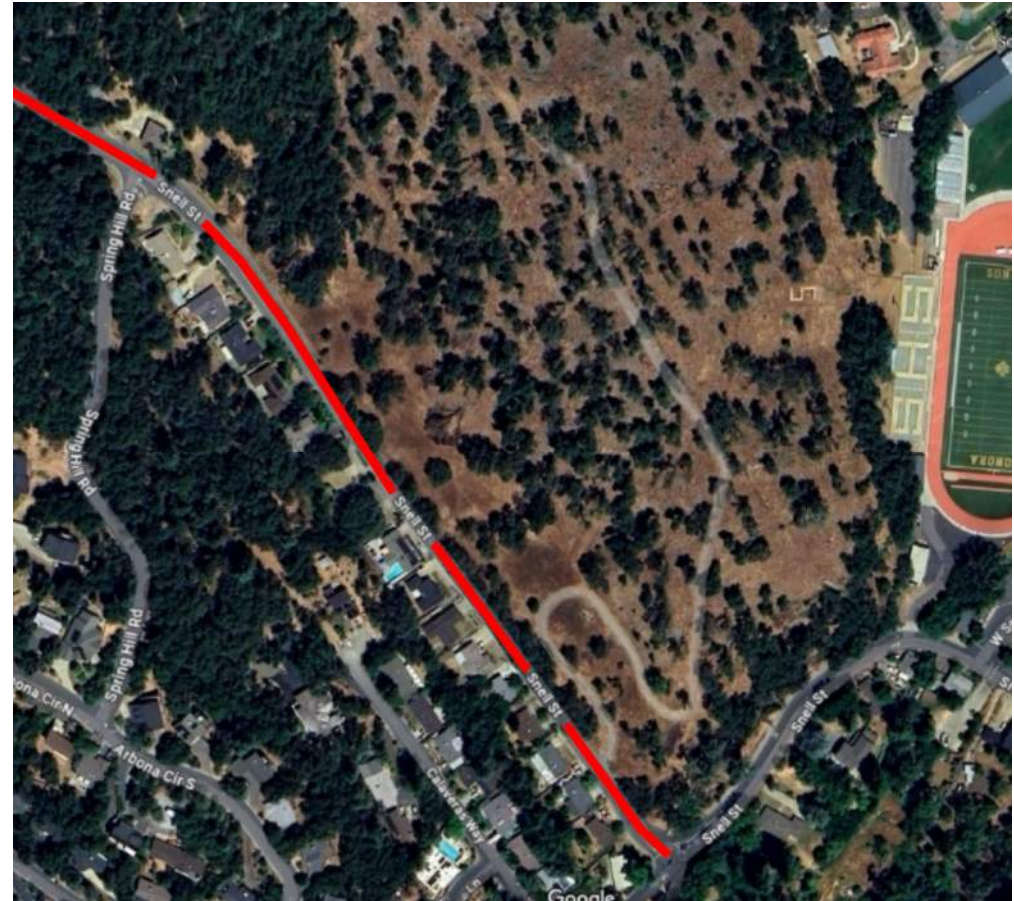
February 18, 2025

# Agenda

- Background
- Project Purpose
- Project Alternatives
  - Existing Alignment
  - Realigned Road
- Recommendations and Next Steps

# Background

- County Line to Bonanza
- Road in Disrepair
- Street Drainage Causing:
  - Continued Damage
  - Ice During Winter
- High Volume of Traffic
- Future Planned Development
- Road in Great Need of Repair





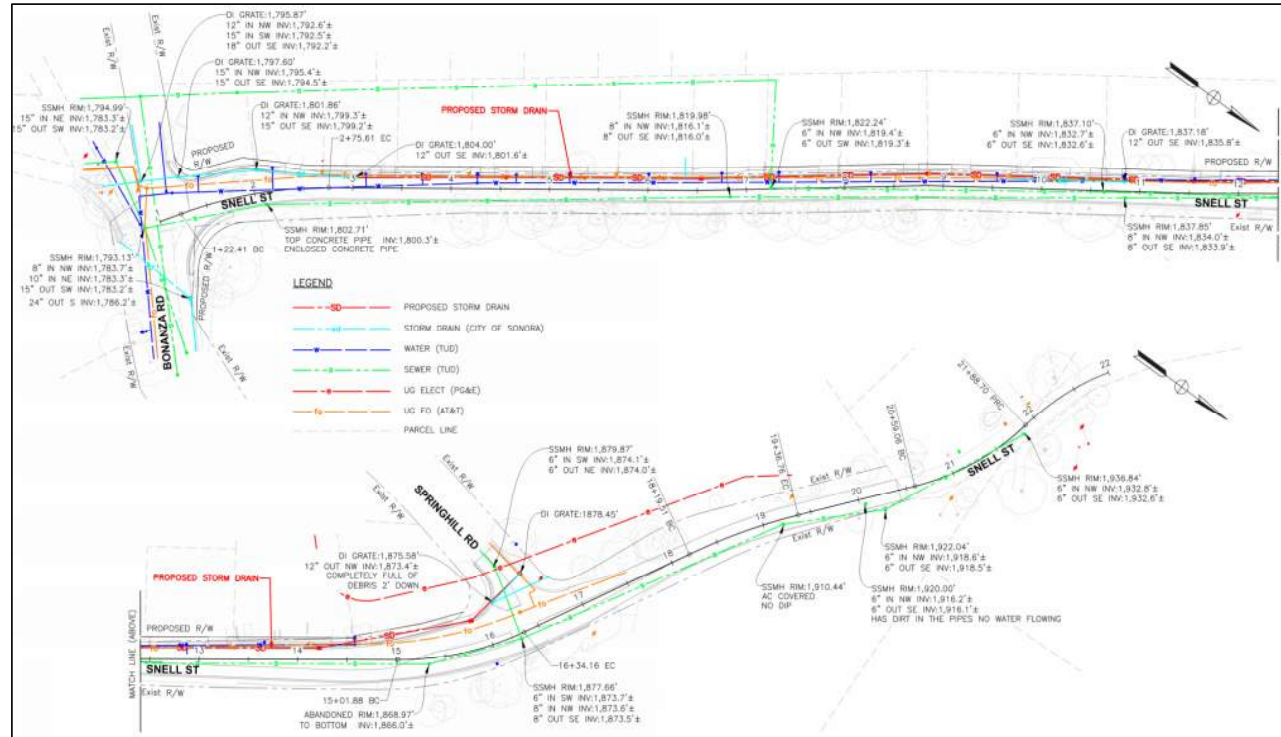
# Background

- County Line to Bonanza
- Road in Disrepair
- Street Drainage Causing:
  - Continued Damage
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- Road in Great Need of Repair



# Background

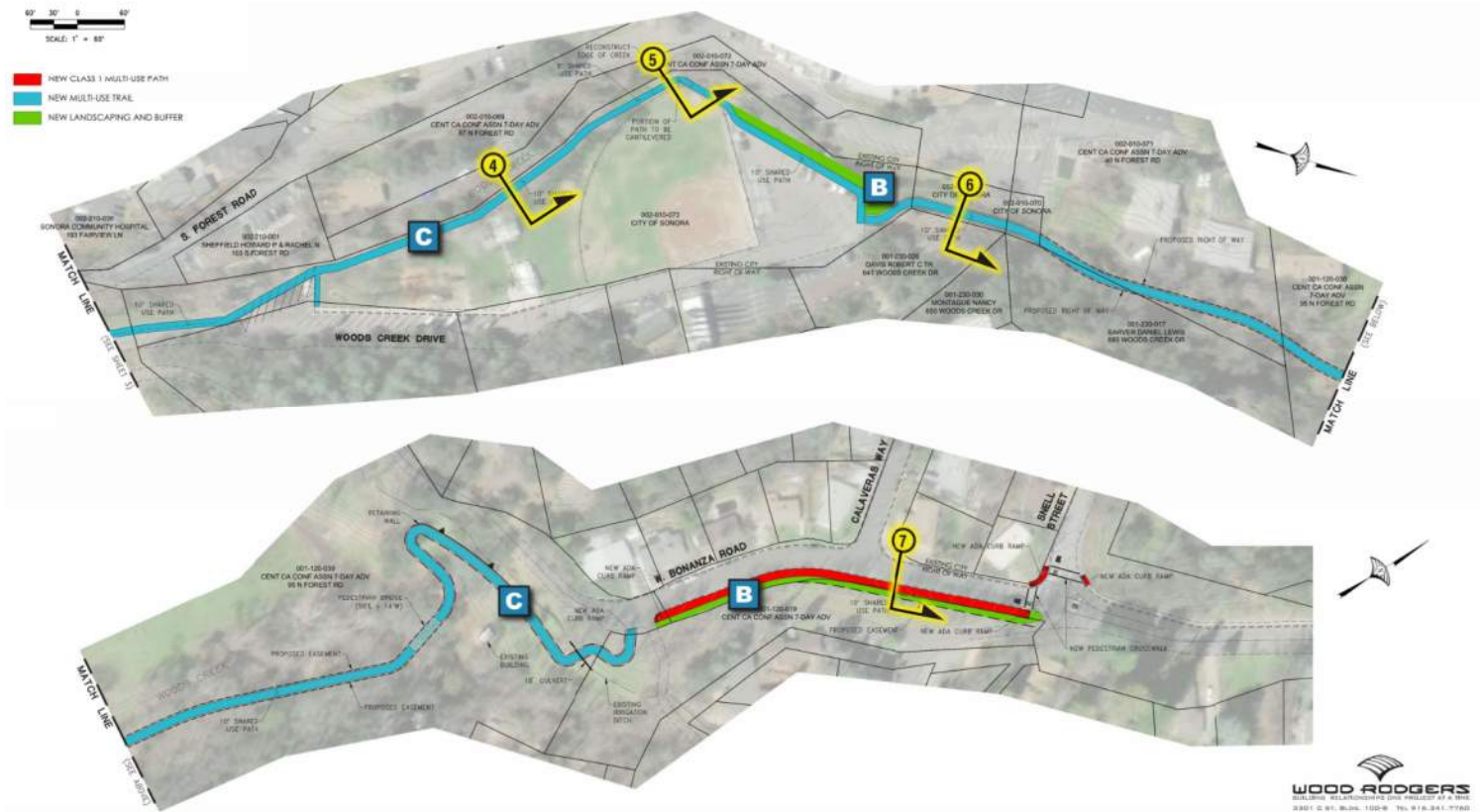
- Road Is Utility Corridor
  - TUD Water and Sewer
  - Fiber Optics
  - Overhead Power
- Gold Rush Path
  - Terminates at Bonanza Road / Snell Street



# Background

## Gold Rush Path Project

- PA /ED Phase
  - Field Survey Complete
  - Prelim Design In Progress
  - Environmental Studies In Progress
- Scheduled Completion Summer 2026



# Background

## Current Project Funding

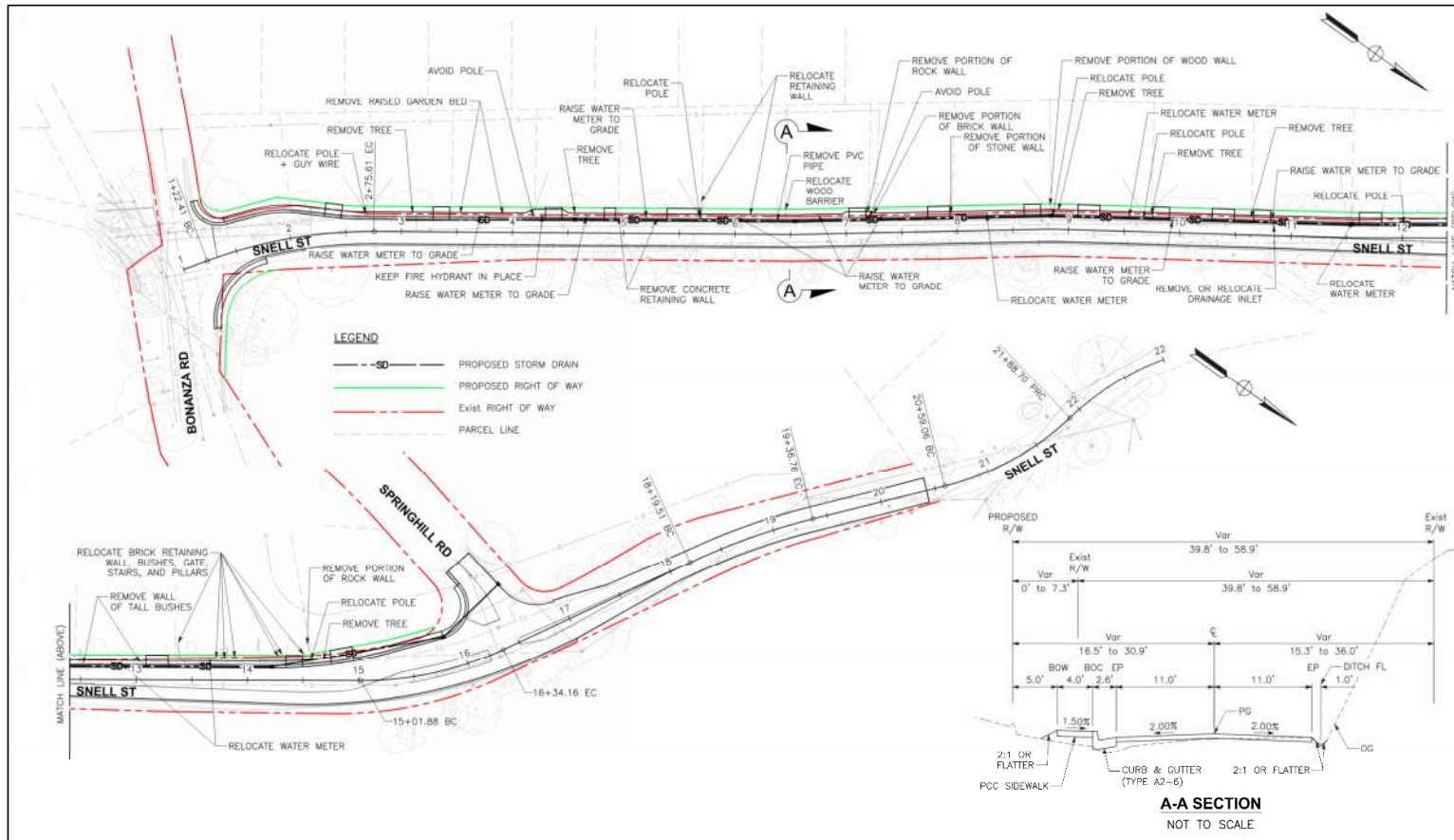
• RMRA Funds	\$626,000
• Highway User Tax Funds	\$300,000
• Carbon Reduction Grant Funds	\$266,173
• RSTP – Construction	<u>\$250,000</u>
• Total:	\$1,442,173

# Project Purpose

- Repair the Existing Road from the County Line to Bonanza Road
- Install SD Pipeline to Accommodate the Road Drainage, Prevent Future Road Damage and Eliminate Icing
- Provide Pedestrian Access From Spring Hill Road to Sonora High School
- Improve Safety for Local Residents and Traveling Public
- Align with Gold Rush Path Project



# Existing Alignment Alternative



# Existing Alignment Alternative

- Maintains the Road Existing Alignment

ALTERNATIVE A (MAINTAIN EXISTING ALIGNMENT)

ITEM NUM	BID ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	CT D8 UNIT PRICE	AMOUNT	Total Construction Costs
1	ROADWAY EXCAVATION	CY	1,837	\$ 110.00	\$ 202,070.00	\$ 3,144,473.75
2	CLASS 2 AGGREGATE BASE (CY)	CY	1,336	\$ 170.00	\$ 227,120.00	
3	HOT MIX ASPHALT (TYPE A)	TON	1,453	\$ 260.00	\$ 377,780.00	
4	24" REINFORCED CONCRETE PIPE	LF	1,400	\$ 290.00	\$ 406,000.00	
5	DRAINAGE INLET	EA	10	\$ 4,200.00	\$ 42,000.00	
6	MANHOLE	EA	2	\$ 5,000.00	\$ 10,000.00	
7	MINOR CONCRETE (CURB & GUTTER)	CY	92	\$ 760.00	\$ 69,920.00	
8	MINOR CONCRETE (SIDEWALK)	CY	68	\$ 1,500.00	\$ 102,000.00	
9	PRIVATE PROPERTY IMPACTS (17 PROPERTIES @ \$50k each)	LS	1	\$ 850,000.00	\$ 850,000.00	
10	MISC ITEMS (25%)	LS	1	\$ 571,722.50	\$ 571,722.50	
11	MOBILIZATION (10%)	LS	1	\$ 285,861.25	\$ 285,861.25	
12	RIGHT OF WAY	SQFT	8,487	\$ 6.00	\$ 50,922.00	
SUBTOTAL				\$	3,195,395.75	
CONTINGENCY (20%)				\$	639,079.15	
TOTAL				\$	3,834,474.90	

ALTERNATIVE A (MAINTAIN EXISTING ALIGNMENT)	
COST DESCRIPTION	
<b>HARD COSTS</b>	
CONSTRUCTION	\$3,144,474
ENVIRONMENTAL MITIGATION	\$0
RIGHT OF WAY	\$50,922
CONTINGENCY	\$639,079
TOTAL HARD COSTS	\$3,834,475
<b>SOFT COSTS</b>	
ENGINEERING / ENVIRONMENTAL SERVICES	\$267,830
<b>TOTAL COSTS</b>	<b>\$4,102,305</b>

# Existing Alignment Alternative

## Pros :

- Maintains the Existing Alignment
- Preserves Slope and Oaks Along North Edge of Road
- Fits Within Current Engineering Design / Environmental Budget
- Quick Environmental Clearance Process

## Cons :

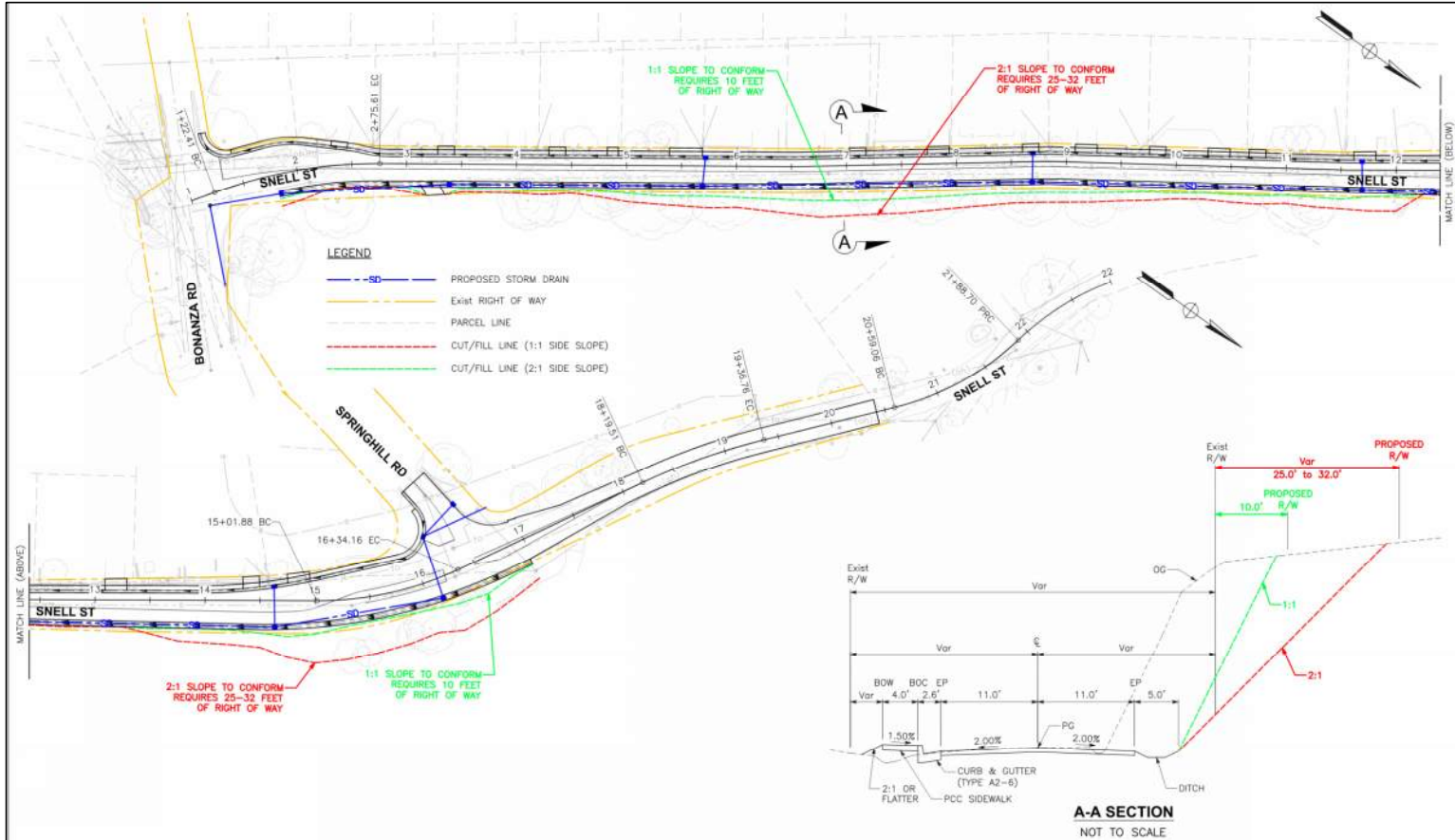
- Requires Addl. RW Near Exist Homes / Use of Exist RW Not Currently Used
- Significant Impacts to Private Property Driveways and Access
- Difficult to Install New SD Pipe
- Requires TUD to Relocate Several Water and SS Services
- Extended Disruption to Traffic
- Higher Construction Costs

# Existing Alignment Alternative





# Realigned Road Alternative



# Realigned Road Alternative

- Moves Road Existing Alignment 5 Feet to the North 1:1 Cut Slope

ITEM NUM	BID ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	CT D8 UNIT PRICE	AMOUNT	Total Construction Costs
1	ROADWAY EXCAVATION	CY	2,875	\$ 110.00	\$ 316,250.00	\$ 2,780,648.75
2	CLASS 2 AGGREGATE BASE (CY)	CY	1,306	\$ 170.00	\$ 222,020.00	
3	HOT MIX ASPHALT (TYPE A)	TON	1,443	\$ 260.00	\$ 375,180.00	
4	24" REINFORCED CONCRETE PIPE	LF	1,900	\$ 230.00	\$ 437,000.00	
5	DRAINAGE INLET	EA	15	\$ 4,200.00	\$ 63,000.00	
6	MANHOLE	EA	2	\$ 5,000.00	\$ 10,000.00	
7	MINOR CONCRETE (CURB & GUTTER)	CY	184	\$ 760.00	\$ 139,840.00	
8	MINOR CONCRETE (SIDEWALK)	CY	136	\$ 1,500.00	\$ 204,000.00	
9	PRIVATE PROPERTY IMPACTS (17 PROPERTIES @ \$15k each)	LS	1	\$ 255,000.00	\$ 255,000.00	
10	MISC ITEMS (25%)	LS	1	\$ 505,572.50	\$ 505,572.50	
11	MOBILIZATION (10%)	LS	1	\$ 252,786.25	\$ 252,786.25	
12	ENVIRONMENTAL MITIGATION	LS	1	\$ 80,000.00	\$ 80,000.00	
13	RIGHT OF WAY	SQFT	15,782	\$ 3.00	\$ 47,346.00	

**SUBTOTAL** \$ 2,907,994.75  
**CONTINGENCY (20%)** \$ 581,598.95  
**TOTAL** \$ 3,489,593.70

ALTERNATIVE B (EAST R/W ACQUISITION - 1:1 Slope)	
COST DESCRIPTION	
<b>HARD COSTS</b>	
CONSTRUCTION	\$2,780,649
ENVIRONMENTAL MITIGATION	\$80,000
RIGHT OF WAY	\$47,346
CONTINGENCY	\$581,599
<b>TOTAL HARD COSTS</b>	<b>\$3,489,594</b>
<b>SOFT COSTS</b>	
ENGINEERING / ENVIRONMENTAL SERVICES	\$447,690
<b>TOTAL COSTS</b>	<b>\$3,937,284</b>

# Realigned Road Alternative

- Moves Road Existing Alignment 5 Feet to the North 2:1 Cut Slope

## ALTERNATIVE B (EAST R/W ACQUISITION - 2:1 Slope)

ITEM NUM	BID ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	CT D8 UNIT PRICE	AMOUNT	Total Construction Costs
1	ROADWAY EXCAVATION	CY	3,955	\$ 110.00	\$ 435,050.00	\$ 2,943,998.75
2	CLASS 2 AGGREGATE BASE (CY)	CY	1,306	\$ 170.00	\$ 222,020.00	
3	HOT MIX ASPHALT (TYPE A)	TON	1,443	\$ 260.00	\$ 375,180.00	
4	24" REINFORCED CONCRETE PIPE	LF	1,900	\$ 230.00	\$ 437,000.00	
5	DRAINAGE INLET	EA	15	\$ 4,200.00	\$ 63,000.00	
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8	MINOR CONCRETE (SIDEWALK)	CY	136	\$ 1,500.00	\$ 204,000.00	
9	PRIVATE PROPERTY IMPACTS (17 PROPERTIES @ \$15k each)	LS	1	\$ 255,000.00	\$ 255,000.00	
10	MISC ITEMS (25%)	LS	1	\$ 535,272.50	\$ 535,272.50	
11	MOBILIZATION (10%)	LS	1	\$ 267,636.25	\$ 267,636.25	
12	ENVIRONMENTAL MITIGATION	LS	1	\$ 80,000.00	\$ 80,000.00	
13	RIGHT OF WAY	SQFT	42,774	\$ 3.00	\$ 128,322.00	

SUBTOTAL \$ 3,152,320.75

CONTINGENCY (20%) \$ 630,464.15

TOTAL \$ 3,782,784.90

ALTERNATIVE B (EAST R/W ACQUISITION - 2:1 Slope)	
COST DESCRIPTION	
<b>HARD COSTS</b>	
CONSTRUCTION	\$2,943,999
ENVIRONMENTAL MITIGATION	\$80,000
RIGHT OF WAY	\$128,322
CONTINGENCY	\$630,464
TOTAL HARD COSTS	\$3,782,785
<b>SOFT COSTS</b>	
ENGINEERING / ENVIRONMENTAL SERVICES	\$447,690
<b>TOTAL COSTS</b>	<b>\$4,230,475</b>

# Realigned Road Alternative

## Pros :

- Moves Alignment Away From Existing Homes (Safety)
- Provides a Corridor For New SD Pipeline
- Minimized TUD Relocations
- Minimizes Disruptions to Traffic
- Less Impacts to Private Property Driveways and Access
- Reduced Construction Costs

## Cons :

- Requires More RW
- Cuts Existing North Slope
- Removes Existing Oak Trees
- Impacts to Planned Development
- Additional Funds Needed Engineering & Environmental
- Extends Environmental Clearance Process / Project Development Schedule



# Realigned Road Alternative



# Recommendations and Next Steps

- Existing Alignment Alternative Has:
  - Higher Construction Costs
  - More Construction Uncertainties
  - Perception The Road Is Moving Closer to Existing Homes
- Realigned Road Alternative:
  - Addresses The Issues of the Existing Alignment
  - Provides a Corridor for the Storm Drain Pipeline
  - More Construction Certainties
  - Lower Construction Cost and Same Overall Project Cost

# Recommendations and Next Steps

- Recommend Move Forward with the Realigned Road Alternative
- **Next Steps:**
  - Meet with North Property Owner (Planned Development Site) To:
    - Get Project Buy-In
    - Coordinate Design Effort (Snell Street and Development)
    - Determine Developer Contribution to Snell Street Project
  - Forward the Design of the Realigned Road Alternative
  - Seek Funding Project Construction \$2.2M Gap

# Recommendations and Next Steps

## Project Schedule:

- Complete Design and Environmental Clearance Effort – May 2026
- Secure Right of Way – December 2026
- Obtain Regulatory Agency Permits – December 2026
- Ready to Advertise – March 2027