

CITY OF MODESTO
COMMUNITY FACILITIES DISTRICT NO. 1998-2
(CARVER-BANGS/PELANDALE-SNYDER)

CFD PUBLIC REPORT

March 25, 1999

Prepared For:

CITY OF MODESTO

Prepared By:

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I. BACKGROUND

Community Facilities District (CFD) No. 1998-2 is being formed to provide a funding and reimbursement mechanism for public facilities and services required to serve the Carver-Bangs and Pelandale-Snyder Specific Plans in the City of Modesto. Portions of both Specific Plan areas are included within the initial boundaries of the CFD, and the remainder of the property within both Plan areas is expected to annex into the CFD at a later date.

As a condition of development of the Specific Plan areas, the developers are required to install various public improvements which will serve the increased population generated from the projects. Many of these improvements must be provided in the early stages of development and, therefore, the first developers to build within the projects must install the improvements and receive fee credits or reimbursements in exchange for the facilities. CFD No. 1998-2 is the vehicle that will be used to ensure that all landowners in the Specific Plans pay their fair share of the public improvements. In addition, the CFD will generate funding for ongoing maintenance of landscaping and open space within the project areas.

Following is a brief description of both projects:

A. Carver-Bangs Specific Plan

On April 1, 1997, the City Council of the City of Modesto approved Resolution No. 97-161, thereby adopting the Carver-Bangs Specific Plan. The Specific Plan was subsequently amended by City Council Resolution 97-633. Carver-Bangs is a proposed 160-acre project bounded on the east by Carver Road, on the North by Bangs Avenue, on the south by the Pelandale-Snyder Specific Plan (discussed further below), and on the west by the Kiernan Business Park area. The Carver-Bangs Specific Plan will be developed under the City's Village Residential guidelines, which will yield approximately 800 single family residential units.

B. Pelandale-Snyder Specific Plan

The Pelandale-Snyder Specific Plan was approved by the City Council on January 16, 1996 by the adoption of Resolution No. 95-16, and was subsequently amended by City Council Resolutions 97-136 and 97-139. The Specific Plan area is bounded by Dale Road on the west, the extension of Pelandale Road on the north, Union Pacific Railroad on the east, and the Modesto Irrigation District canal and Snyder Avenue on the South. Approximately 227 acres of the project are designated Single Family Residential (SFR), and 57 acres are designated Multi-Family Residential; in total, 2,613 residential dwelling units are expected at buildout of the Specific Plan. In addition, 36 acres of the Specific Plan area will be used for an elementary school site, a City park, and a church.

II. STRUCTURE OF COMMUNITY FACILITIES DISTRICT NO. 1998-2

A. Introduction

A Mello-Roos CFD may provide for the purchase, construction, expansion or rehabilitation of any real or tangible property, including public facilities and infrastructure improvements, with an estimated useful life of five (5) years or longer, which is necessary to meet increased demands placed upon local agencies as a result of development or rehabilitation occurring within the CFD. In addition, a CFD may pay for various public services and maintenance of public improvements, including parkways and open space.

The Resolution of Intention to Establish CFD No. 1998-2 (Resolution No. 98-582) was adopted by the City Council on November 3, 1998. After a public hearing and a successful election by landowners within the CFD, the CFD will be formed and the levy of a special tax will be authorized.

B. Boundaries of CFD 1998-2

As mentioned above, the initial boundaries of the CFD include portions of both the Carver-Bangs and Pelandale-Snyder Specific Plans. Additional property is expected to annex into the CFD in future years as development in the area expands. It is anticipated that property subsequently annexed into the CFD will be subject to the same special tax formula as property in the CFD from the start, with a maximum Facilities Special Tax (discussed further below) assigned to the property when it is annexed. Property in the Carver-Bangs Specific Plan is included within Tax Area A of the CFD, and parcels in Pelandale-Snyder make up Tax Area B of the CFD. A separate maximum tax has been calculated for each tax area, as discussed further in Section C below.

The boundaries of the CFD are shown on a boundary map that was approved by the City Council and recorded in Volume 3, page 5 of the Book of Maps of Assessment Districts and Community Facilities Districts in the Stanislaus County Recorder's Office. A copy of the CFD boundary map is provided as Appendix A of this CFD Public Report.

C. CFD Special Tax Structure

1. *Facilities Special Tax*

Each year, special taxes will be levied and collected from parcels within the CFD to pay costs associated with storm drainage and road improvements, as well as maintenance of these improvements (authorized facilities and maintenance costs are discussed in more detail below). The Rate and Method of Apportionment of Special Tax and Reimbursements ("RMA"), which describes in detail how the tax will be allocated among properties in the CFD, is included as Appendix B of this report.

As explained in Sections D and E of the RMA, two different special taxes will be levied within the CFD. First, a "Facilities Special Tax" will be levied to pay for capital improvements and appurtenant expenses, such as design, planning, engineering and inspection. The entire Facilities Special Tax will be collected prior to a final building permit inspection being completed or a certificate of occupancy being issued for new construction on a parcel within the CFD. Because each Specific Plan area is responsible for only the facilities required to serve that area, separate "tax areas" were established within the CFD to avoid any crossover of responsibility for the funding of required infrastructure. A separate Facilities Special Tax has been determined for each assessor's parcel that was included within each tax area at the time CFD No. 1998-2 was formed; Attachment 2 of Appendix B identifies the maximum Facilities Special Tax assigned to each parcel.

Section C.1 of the RMA (Appendix B) explains how the Facilities Special Tax obligation assigned to each original assessor's parcel will be reallocated when subdivision occurs. Regardless of changes in land use in future years, the maximum Facilities Special Tax revenues that can be collected from property in the CFD will never be reduced. In January 2002 and each January thereafter, the maximum Facilities Special Tax assigned to each assessor's parcel will be increased by four percent of the amount in effect in the prior year.

Section D of Appendix B sets forth a credit/reimbursement program which allows developers who have constructed and dedicated public improvements to take credits against the Facilities Special Taxes that would otherwise be paid until such credits equal the cost set forth in Appendix C of this CFD Public Report for the public improvements provided by the developer. Regardless of the actual cost incurred by the developer for construction of the public improvement(s), credits against the Facilities Special Tax can be taken until the amount credited is equal to the facility cost shown in Appendix C for that improvement(s). If the developer's project is built out and a balance remains to be credited, the developer will instead receive a cash reimbursement from Facilities Special Taxes collected from other property owners in the CFD until the combined amount of fee credits and cash reimbursements is equal to the cost of the public improvement(s) as shown in Appendix C of this report. All costs and reimbursements are subject to a four percent increase in January 2002 and each January thereafter.

Facility Special Tax credits and reimbursements will be applied based on a specified order of priority, which is identified in Attachment 1 of Appendix B. Until all facilities of a higher priority have been fully funded, a developer who builds an improvement that is of a lower priority will not receive fee credits or reimbursements. The order of priority is specific to each tax area, which means facilities of a lower priority may be funded in one tax area even if the higher priority facilities in the other tax area have not yet been fully funded. Appendix B provides a more detailed description of the credit/reimbursement program.

Maint tax goes into perpetuity.

2. Maintenance Special Tax

The second special tax that can be levied in the CFD is the "Maintenance Special Tax", which will be collected to pay costs associated with maintaining parkways and open space in both Specific Plan areas. Again, a separate maximum Maintenance Special Tax has been determined for Tax Area A and Tax Area B, as shown in the following table:

CITY OF MODESTO COMMUNITY FACILITIES DISTRICT NO. 1998-2 (CARVER-BANGS/PELANDALE-SNYDER) FISCAL YEAR 1998-99 MAXIMUM ANNUAL MAINTENANCE SPECIAL TAX*		
<i>Land Use Type</i>	<i>Tax Area A (Carver-Bangs)</i>	<i>Tax Area B (Pelendale-Snyder)</i>
Single Family	\$118 per unit	\$92 per unit
Multi-Family	\$945 per Acre	\$733 per Acre
Non-Residential	\$945 per Acre	\$733 per Acre

* Beginning in January 1999 and each January thereafter, the maximum Annual Maintenance Special Tax shall be increased by 4% of the amount in effect in the prior year. Each annual adjustment of the maximum Annual Maintenance Special Tax shall become effective on the subsequent July 1.

The Maintenance Special Tax will be collected each fiscal year on the property tax bills of all parcels in the CFD that have had a final building permit inspection conducted or a certificate of occupancy issued prior to June 1 of the preceding fiscal year.

III. FACILITIES AND SERVICES TO BE FUNDED BY CFD NO. 1998-2

The facilities and services described below are all facilities which the City of Modesto is authorized to finance and which are required to adequately meet the needs of CFD No. 1998-2. The special taxes required to pay for these facilities and services will be apportioned according to the "Rate and Method of Apportionment of Special Tax" included as Appendix B of this report.

Capital Improvements

A. *Carver-Bangs (Tax Area A)*

Following is a summary of the capital improvements to be funded through CFD No. 1998-2 to serve the Carver-Bangs Specific Plan. A detailed breakdown of facility components and the corresponding cost estimates is provided in Appendix C of this report.

Storm Drainage Improvements	\$1,494,750
Prescott Road	145,422
American Avenue	24,033
Bangs Avenue	254,305
Carver Road	57,270
American Avenue Canal Overcrossing	295,066
Class I Bike Trail	142,500
CFD Formation Costs	<u>67,500</u>
Total Capital Improvement Costs	\$2,480,847

B. Pelandale-Snyder (Tax Area B)

Storm Drainage Improvements	\$4,389,042
Dale Road	531,075
Prescott Road	628,297
Tully Road	1,011,016
Snyder Avenue	504,283
Class I Bike Trail	752,675
CFD Formation Costs	<u>67,500</u>
Total Capital Improvement Costs	\$7,883,888

Annual Maintenance Costs

A. Carver-Bangs

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Cost</u>	<u>Total Cost</u>
Bangs Avenue (South Side)				
8' Landscape Strip (4,680 LF x 8' = 37,400 SF)	37,400	SF	\$0.72	\$26,957
American Avenue (East Side)				
8' Landscape Strip (1,200 LF x 8' =9,600 SF)	9,600	SF	\$0.72	\$6,912
Prescott Road 16' Center Median	10,500	SF	\$0.72	\$7,740
Prescott Road Treewell and Vine Blockouts with 10' Sidewalk and Masonry Wall (56 Each 5' x 5' Treewalls + 56 each 3' x 10' vine blockouts)	3,080	SF	\$0.72	\$2,218
Class I Bike Trail	1,308	SF	\$0.72	\$942
Pelandale Avenue (North Side) Landscape Strip	1,996	SF	\$0.72	\$1,437
Carver Road (West Side) (1, 194 L.F. x 8' = 9,552 S.F.)	9,552	SF	\$0.72	\$6,877
Total Annual Maintenance Costs				<u>\$53,083</u>

B. *Pelandale-Snyder*

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Total</u>	
		<u>Unit</u>	<u>Cost</u>	<u>Cost</u>
Dale Road (East Side), 12' Wide Landscape Strip (1,255 LF x 12' = 14,700 SF)	14,700	SF	\$0.72	\$10,584
Prescott Road (East Side), 12' Wide Landscape Strip (1,225 LF x 12' = 14,700 SF)	14,700	SF	\$0.72	\$10,584
Prescott Road 16' Center Median	10,750	SF	\$0.72	\$7,740
Tully Road (Both Sides), 12' Wide Landscape Strip (2,650 LF x 12' = 21,800 SF)	31,800	SF	\$0.72	\$22,896
Tully Road 16' Center Median	10,750	SF	\$0.72	\$7,740
Class I Bike Trail	8,820	SF	\$0.72	\$6,350
Pelandale Avenue (South Side)	10,400	SF	\$0.72	\$7,488
Carver West Side Back-up Lots South of Pelandale Avenue (515 L.F. x 5' = 2,575)	2,575	SF	\$0.72	\$1,854
Landscaping Surrounding Storm Drain Basins	35,000	SF	\$0.72	\$25,200
Total Annual Maintenance Costs				\$100,436

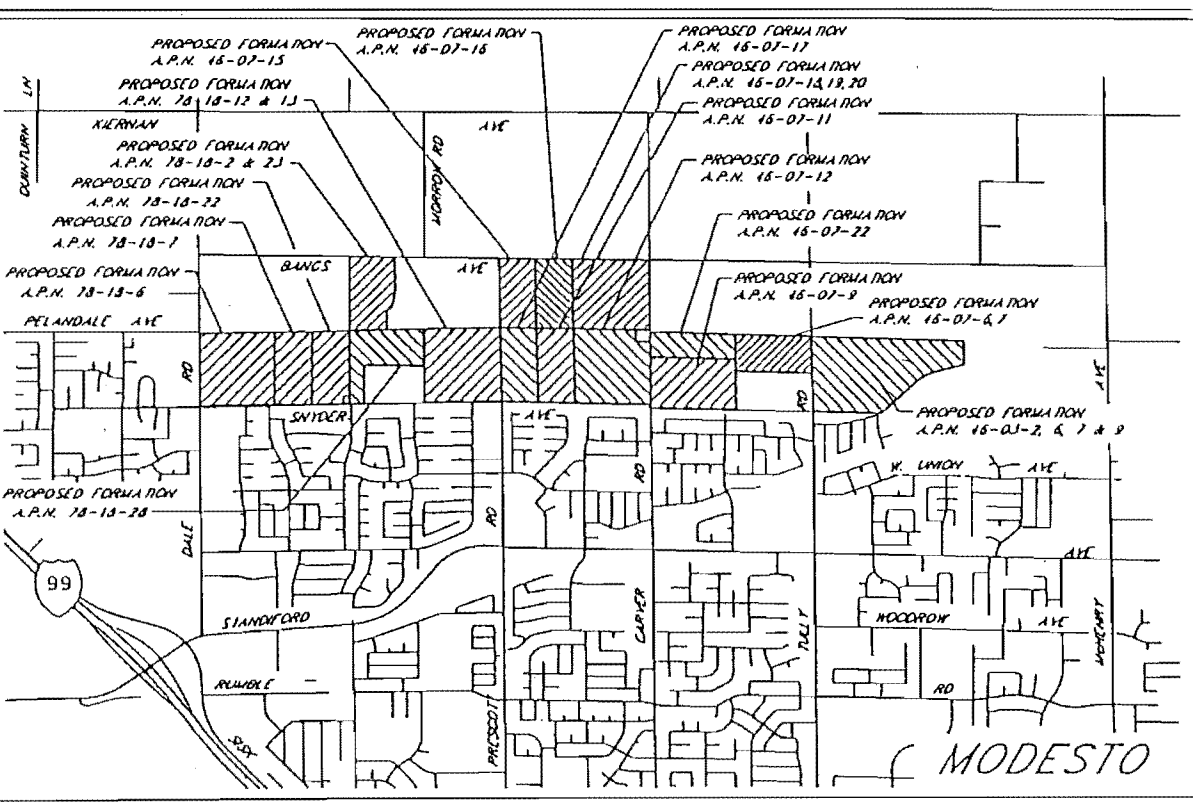
The description of facilities and services, as set forth herein, is general in nature. The final nature and location of improvements will be determined upon the preparation of final plans and specifications.

APPENDIX A

CITY OF MODESTO
COMMUNITY FACILITIES DISTRICT NO. 1998-2

BOUNDARY MAP

PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 1998-2 (CARVER-BANGS/PELANDALE-SNYDER) COUNTY OF STANISLAUS, STATE OF CALIFORNIA



CFD 1998-2 FORMATION MAP
NO SCALE



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BASIS OF BEARINGS:
THE BEARING OF SOUTH 89°17'30" WEST ALONG THE LINE BETWEEN GPS MONUMENTS 3722 AND 3721 AS SHOWN IN BOOK 22 OF SURVEYS AT PAGE 51, STANISLAUS COUNTY RECORDS, WAS USED AS THE BASIS FOR ALL BEARINGS SHOWN HEREOF.

NOTE:
THE DISTANCES SHOWN HEREOF ARE GROUND DISTANCES MULTIPLY GROUND DISTANCES BY THE GRID FACTOR (.999876543) TO OBTAIN GRID DISTANCES.

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND WAS BASED ON INFORMATION OF RECORD AS NOTED ON THE MAP. I HEREBY STATE THAT THE MAP SUBSTANTIALLY CONFORMS TO THE REQUIREMENTS FOR A COMMUNITY FACILITIES DISTRICT MAP AS PRESCRIBED IN DIVISION 4.5 OF THE STREETS AND HIGHWAYS CODE.

DATED THIS ____ DAY OF _____, 1998

ROY A. GALLI, R.C.E. 16024

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF MODESTO THIS ____ DAY OF _____, 1998.

JEAN ZAHR, CITY CLERK

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF CITY OF MODESTO COMMUNITY FACILITIES DISTRICT NO. 1998-2, (CARVER-BANGS/PELANDALE-SNYDER), CITY OF MODESTO, COUNTY OF STANISLAUS, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF MODESTO, AT A MEETING THEREOF, HELD ON THE ____ DAY OF _____, 1998, BY ITS RESOLUTION NO. _____

JEAN ZAHR, CITY CLERK

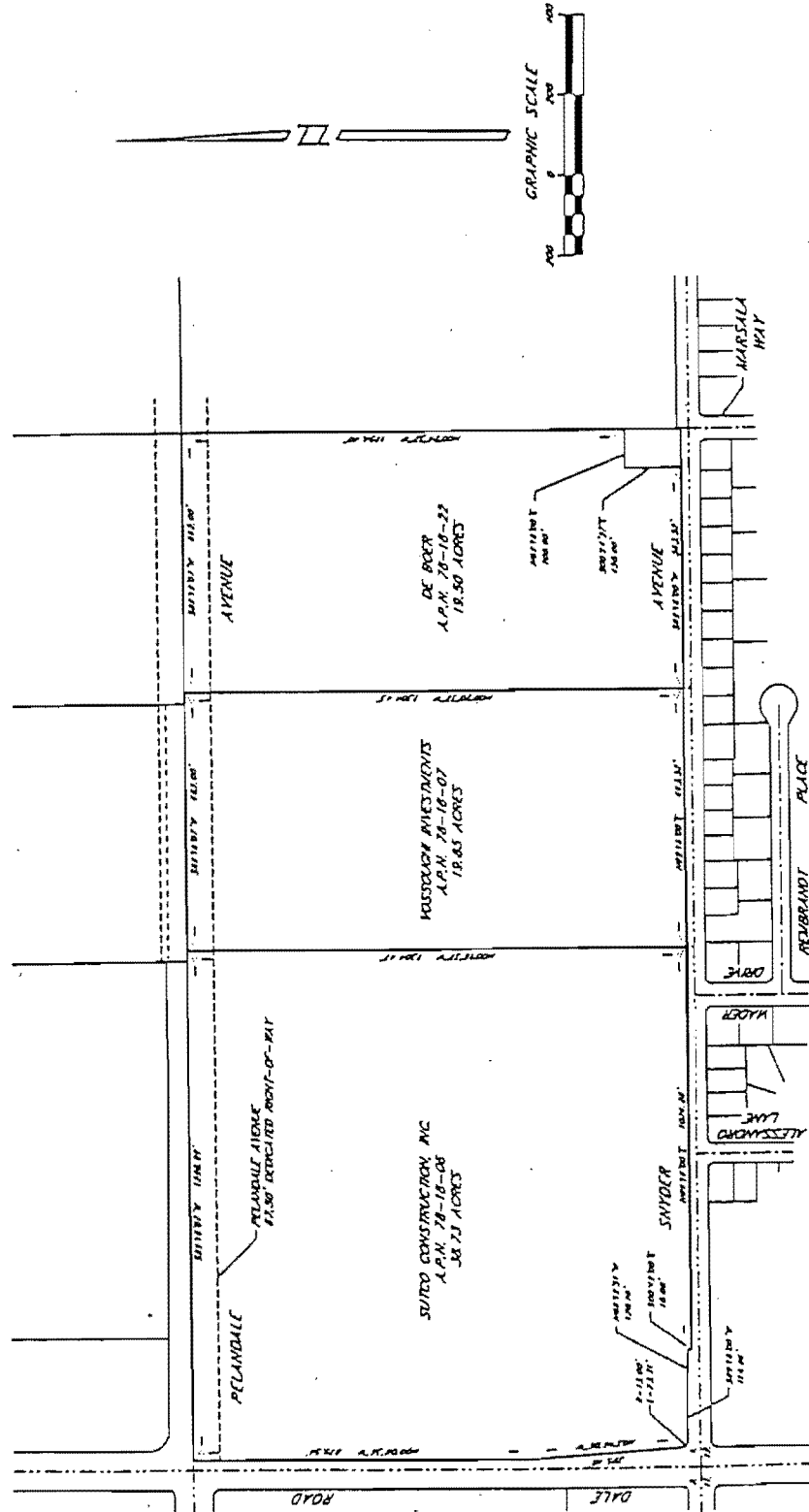
RECORDER'S STATEMENT:

FILED THIS ____ DAY OF _____, 1998, AT THE HOUR OF ____ O'CLOCK ____ M., UNDER RECORDER'S INSTRUMENT NO. _____, IN BOOK ____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE _____, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF STANISLAUS, STATE OF CALIFORNIA.

KAREN WATHEWS, COUNTY RECORDER OF THE COUNTY OF STANISLAUS, STATE OF CALIFORNIA

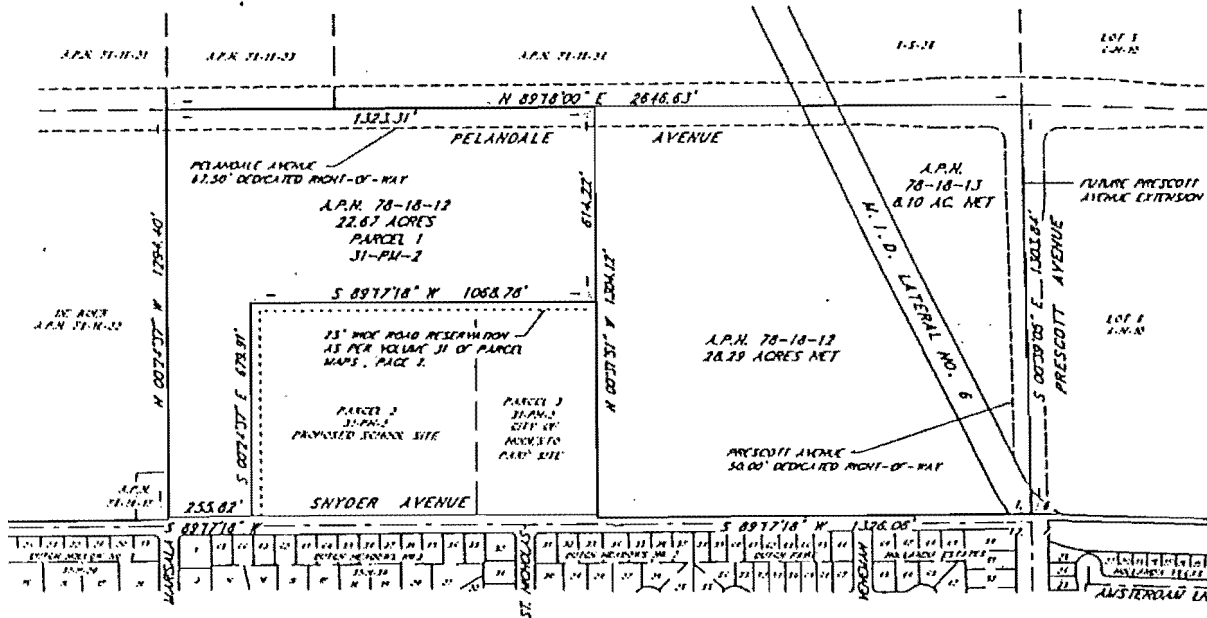
BY: _____ DEPUTY

PROPOSED BOUNDARIES OF
 COMMUNITY FACILITIES DISTRICT NO. 1998-2
 (CARVER-BANGS/PELANDALE-SNYDER)
 COUNTY OF STANISLAUS, STATE OF CALIFORNIA



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PROPOSED BOUNDARIES OF
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APPENDIX B

CITY OF MODESTO
COMMUNITY FACILITIES DISTRICT NO. 1998-2

RATE AND METHOD OF APPORTIONMENT OF
SPECIAL TAX AND REIMBURSEMENTS

EXHIBIT B

CITY OF MODESTO COMMUNITY FACILITIES DISTRICT NO. 1998-2 (CARVER-BANGS/PELANDALE-SNYDER)

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX AND REIMBURSEMENTS

A special tax applicable to each Assessor's Parcel in Community Facilities District No. 1998-2 (herein "CFD No. 1998-2") shall be levied and collected according to the tax liability determined by the City Council of the City of Modesto, through the application of the appropriate amount or rate for Taxable Property, as described below. All of the property in CFD No. 1998-2, unless exempted by law or by the provisions of Section F below, shall be taxed for the purposes, to the extent, and in the manner herein provided, including property subsequently annexed to CFD No. 1998-2 unless a separate Rate and Method of Apportionment of Special Tax and Reimbursements is adopted for the annexation area.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Acre or Acreage" means the land area of an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable Final Map, parcel map, or other recorded County parcel map.

"Administration Component" means that portion of the Facilities Special Tax which must be paid (i.e., is not subject to fee credits) prior to a final building permit inspection being completed or a certificate of occupancy being issued for new construction (whichever occurs first) for any residential or non-residential structure. The revenue collected from the Administration Component will be used by the City to pay annual expenses, consultants' fees, and staff time associated with administering the CFD, monitoring the Authorized Facilities and effecting reimbursements, including but not limited to the following: (i) tracking development in the CFD, (ii) preparing the tax roll for the Annual Maintenance Special Tax, (iii) calculating and collecting the Facilities Special Tax, (iv) engineering, (v) planning, (vi) legal services, and (vii) acquisition and construction of land and improvements associated with the Authorized Facilities.

"Administrator" shall mean the person(s) or firm(s) designated by the City to administer the Special Tax according to this Rate and Method of Apportionment of Special Tax and Reimbursements.

"Annual Maintenance Special Tax" means a Special Tax levied in any Fiscal Year to pay the Maintenance Special Tax Requirement, as defined below.

"Assessor's Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's Parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County of Stanislaus designating parcels by Assessor's Parcel number.

"Authorized Facilities" or "Authorized Facility" means those public improvements (including portions of such public improvements) to be funded by CFD No. 1998-2 as identified in Attachment 1 of this Rate and Method of Apportionment of Special Tax and Reimbursements, including appurtenant expenses such as planning, design, engineering and inspection.

"Buildable Lot" means an individual numbered lot which is in its final configuration and for which a building permit may be issued.

"CFD Costs" means the total amount shown in the CFD Public Report to cover costs associated with CFD formation, CFD administration, and engineering, legal services, planning and geotechnical studies related to the Authorized Facilities.

"CFD Public Report" means the report filed with the City Clerk on behalf of CFD No. 1998-2 pursuant to Section 53321.5 of the Mello-Roos Community Facilities Act of 1982.

"Church Property" means any Parcel within the CFD that is exempt from ad valorem property taxes because it is owned by a religious organization.

"City" means the City of Modesto.

"Council" means the City Council of the City of Modesto, acting as the legislative body of CFD No. 1998-2.

"Credit/Reimbursement Amount" means the sum of the portion of the CFD Costs and the costs of Authorized Facilities that have been paid in advance by a builder/developer and have not yet been reimbursed to that builder/developer through one of the following: (i) the application of Special Tax Credits (as defined below) or (ii) payments to the builder/developer from Facilities Special Taxes collected from other builders/developers in the CFD. The Credit/Reimbursement Amount outstanding at any point in time will be determined pursuant to Section D below.

"Facilities Special Tax" means a Special Tax collected by the City to pay for one or more of the following: (i) the costs of Authorized Facilities and CFD Costs, (ii) to reimburse a builder/developer who has an outstanding Credit/Reimbursement Amount, and (iii) if all Authorized Facilities have been completed, to pay for maintenance authorized to be funded by the CFD.

"Final Map" means a final map, or portion thereof, approved by the City pursuant to the Subdivision Map Act (California Government Code Section 66410 *et seq.*).

"Fiscal Year" means the period starting July 1 and ending on the following June 30.

"Maintenance Special Tax Requirement" means the amount necessary in any Fiscal Year to (i) pay for authorized maintenance expenses, (ii) pay administrative expenses of CFD No. 1998-2, and (iii) cure any delinquencies in the payment of Annual Maintenance Special Taxes levied in prior Fiscal Years or (based on delinquencies in the payment of Special Taxes which have already taken place) are expected to occur in the Fiscal Year in which the tax will be collected.

"Maximum Special Tax" means the maximum Special Tax, determined in accordance with Section C below, that can be levied by the City in any Fiscal Year on Taxable Property.

"Non-Residential Property" means, in any Fiscal Year, all Parcels for which a building permit has been issued for a commercial, office or industrial establishment or any other use which is not single family or multi-family residential property and which is not exempt from Special Taxes pursuant to Section F below.

"Order of Priority" means the order in which the Authorized Facilities and CFD Costs must be fully credited or reimbursed before Special Tax Credits can be made against the Facilities Special Tax or reimbursements paid to a builder/developer for other CFD facilities that are of lower priority. The Order of Priority is identified in Attachment 1 of this Rate and Method of Apportionment of Special Tax and Reimbursements.

"Original Parcel" means an Assessor's Parcel that will be further subdivided upon recordation of a Final Map. The Original Parcels in CFD No. 1998-2 at the time the Resolution of Formation of CFD No. 1998-2 was approved by the Council are listed in Attachment 2.

"Public Agency" means the federal government, State of California or other local governments or public agencies.

"Reimbursable Cost" means, for any of the Authorized Facilities, the amount shown in 1998 dollars in the CFD Public Report, which amount shall, beginning in January 2002 and each January thereafter, be increased by four percent (4%) of the amount in effect in the prior year.

"Special Tax Credit" means a waiver of the creditable portion of the Facilities Special Tax that would otherwise be due from a Parcel in the CFD if the builder/developer of that Parcel did not have an outstanding Credit/Reimbursement Amount.

"Subdivided Property" means, in any Fiscal Year, all Buildable Lots for which a final building permit inspection has taken place or a certificate of occupancy has been issued prior to June 1 of the preceding Fiscal Year.

"Successor Parcel" means an Assessor's Parcel of Taxable Property created by the subdivision or reconfiguration of an Original Parcel within the CFD.

"Taxable Property" means, in any Fiscal Year, all Parcels in CFD No. 1998-2 that have not been exempted from the Special Tax pursuant to Section F below.

"Tax Area A" means parcels within the Carver-Bangs Specific Plan Area, which Area is shown in Attachment 3A of this Rate and Method of Apportionment of Special Tax and Reimbursements.

"Tax Area B" means parcels within the Pelandale-Snyder Specific Plan Area, which Area is shown in Attachment 3B of this Rate and Method of Apportionment of Special Tax and Reimbursements.

B. ANNUAL MONITORING

The Administrator shall keep an ongoing record of the Acreage and current Assessor's Parcel numbers within Tax Area A and Tax Area B and, after July 1 of each Fiscal Year, shall identify the Assessor's Parcels which have become Subdivided Property and, therefore, will be subject to the levy of the Maintenance Special Tax in that Fiscal Year. The Administrator shall also continually monitor Subdivided Property to ensure the Facilities Special Tax is collected prior to final building permit inspection or issuance of a certificate of occupancy (whichever occurs first), unless the Parcel qualifies for a Special Tax Credit, as discussed further in Section D below.

C. MAXIMUM SPECIAL TAX

1. *Facilities Special Tax*

The maximum 1998 Facilities Special Tax for Original Parcels in CFD No. 1998-2 when the CFD was formed is shown in Attachment 2. Each time a Final Map is approved within the CFD or when Parcels in the CFD are otherwise subdivided or reconfigured, the Administrator shall reallocate the maximum Facilities Special Tax assigned to each Original Parcel to the Subsequent Parcels created by approval of the Final Map as follows:

- Step 1a. Identify the maximum Facilities Special Tax applicable to the Original Parcel being subdivided (the maximum Facilities Special Tax for Original Parcels in the CFD when the CFD was formed are shown in Attachment 2);
- Step 1b. Determine the Acreage of Taxable Property within the approved Final Map;
- Step 1c. Determine the total Acreage of Taxable Property within the Original Parcel being subdivided, including the Taxable Property within the Final Map;

- Step 1d. Divide the Acreage determined in Step 1b by the total Acreage of the Original Parcel determined in Step 1c to calculate a percentage;
- Step 1e. Multiply the percentage determined in Step 1d by the amount identified in Step 1a to calculate the maximum Facilities Special Tax to be allocated to the Final Map area. If a Final Map is approved for a portion of an Original Parcel, the maximum Facilities Special Tax that has not been allocated to the Final Map area will stay assigned to the remainder of the Taxable Property within the Original Parcel until it is further subdivided;
- Step 1f. Spread the maximum Facilities Special Tax calculated in Step 1e to each of the Successor Parcels within the Final Map area based on each Successor Parcel's share of the Acreage of Taxable Property within the Final Map.

After each reallocation of the maximum Facilities Special Tax upon subdivision or reconfiguration of Original Parcels, the sum of the maximum Facilities Special Tax assigned to Subsequent Parcels shall never be less than the maximum Facilities Special Tax assigned to the Original Parcel(s) prior to such reallocation. Beginning in January 2002 and each January thereafter, the maximum Facilities Special Tax assigned to each Parcel shall be increased by four percent (4%) of the amount in effect in the prior year.

2. *Annual Maintenance Special Tax*

All Subdivided Property within the CFD shall be subject to an Annual Maintenance Special Tax that shall be levied each Fiscal Year to meet the Maintenance Special Tax Requirement. The Annual Maintenance Special Tax shall be reflected as an annual lien on each Parcel in CFD No. 1998-2 and is anticipated to stay with the property and be paid each year by the current homeowner or property owner. The following maximum rates apply to all Parcels of Taxable Property within CFD No. 1998-2 for Fiscal Year 1998-99:

CITY OF MODESTO
 COMMUNITY FACILITIES DISTRICT NO. 1998-2
 (CARVER-BANGS/PELANDALE-SNYDER)
 FISCAL YEAR 1998-99 MAXIMUM ANNUAL MAINTENANCE SPECIAL TAX*

<i>Land Use Type</i>	<i>Tax Area A (Carver-Bangs)</i>	<i>Tax Area B (Pelandale-Snyder)</i>
Single Family	\$118 per unit	\$92 per unit
Multi-Family	\$945 per Acre	\$733 per Acre
Non-Residential	\$945 per Acre	\$733 per Acre

* Beginning in January 1999 and each January thereafter, the maximum Annual Maintenance Special Tax shall be increased by 4% of the amount in effect in the prior year. Each annual adjustment of the maximum Annual Maintenance Special Tax shall become effective on the subsequent July 1.

D. IMPLEMENTATION OF CREDIT/REIMBURSEMENT PROGRAM

Certain builders/developers may be required to pay CFD Costs and fund and construct Authorized Facilities that are ultimately intended to be funded from Facilities Special Tax revenues. The City shall implement a Special Tax Credit and reimbursement program, which will ensure that builders/developers that pay more than their fair share of the CFD Costs and/or Authorized Facilities costs will be reimbursed for the overage.

At the request of the landowners and developers at the time this Rate and Method of Apportionment was prepared and CFD No. 1998-2 was formed, all credits and reimbursements to builder/developers who provide Authorized Facilities shall be in amounts equal to the costs set forth for those Authorized Facilities in the CFD Public Report (except as adjusted as described below). Pursuant to this request, whether the actual cost to build an Authorized Facility is higher or lower than the amount shown in the CFD Public Report for that Authorized Facility, a builder/developer shall be credited and/or reimbursed for the dollar amount included in the CFD Public Report for that Authorized Facility. If there is a cost savings for one Authorized Facility and a cost overrun for another, there is no opportunity pursuant to this Rate and Method of Apportionment for the cost savings to offset the cost overrun.

The following steps shall be applied to implement the credit/reimbursement program:

On an Ongoing Basis

- In January 2002 and each January thereafter, the Administrator shall escalate the following items by four percent (4%): (i) the Facilities Special Tax assigned to each Parcel, (ii) the Credit/Reimbursement Amount outstanding for any builder/developer, and (iii) the costs of Authorized Facilities that have not yet been constructed. An updated list of these three items shall be available each year by February 15.

- The Administrator will keep a current list of the adjustments that have been applied in each year to the items listed above.
- The Administrator will keep track of which Authorized Facilities shown in Attachment 1 have been fully credited or reimbursed to establish the next Authorized Facility to be funded according to the Order of Priority.
- For builder/developers who pay more than their pro-rata share of the cost of particular Authorized Facilities and/or CFD Costs and are due a reimbursement after applying Special Tax Credits, the Administrator shall keep track of the date on the "Notice of Completion of Public Facilities to be Acquired by CFD No. 1998-2" (or other such certificate issued by the City) to ensure that reimbursements of costs that fall within the same Order of Priority will be made on a first incurred/first paid basis.

When a Final Map is Approved by the City Council:

- Step 1.* The Administrator shall determine which Authorized Facilities the builder/developer subdividing the property has funded;
- Step 2.* The Administrator shall determine the Order of Priority for the Authorized Facilities funded by the builder/developer. If the improvements are not first in the Order of Priority, the Administrator shall determine whether facilities that are of a higher priority have yet been fully reimbursed or credited;
- Step 3.* By reference to the detailed cost estimates set forth in the CFD Public Report, the Administrator shall determine the estimated 1998 cost that had been included in the maximum Facilities Special Tax for the Authorized Facilities provided by the builder/developer;
- Step 4.* Using 2002 as the first year of escalation, the Administrator shall escalate the cost of the Authorized Facilities (as shown in the CFD Public Report) provided by the builder/developer to the year in which the Credit/Reimbursement Amount is being calculated. This escalation shall apply on an annual basis (i.e., subtract 2001 from the then current year to determine how many years worth of escalation to apply) and shall be compounded in the same manner as the Facilities Special Tax has been escalated. This escalated cost represents the total Credit/Reimbursement Amount due to the builder/developer, the balance of which, as of the year 2002 and each year following, shall be escalated by four percent (4%) each year until fully reimbursed or credited against Facilities Special Taxes paid by the builder/developer.

Prior to final building permit inspection or issuance of a certificate of occupancy
(whichever occurs first)

Note: the following steps may be applied to a single Parcel or a group of Parcels (i.e., all residential lots within a particular Final Map)

The Administrator shall determine if the builder/developer has an outstanding Credit/Reimbursement Amount and apply one of the following:

Step 1. If there is an outstanding Credit/Reimbursement Amount for the builder/developer, the Administrator shall apply the following steps to determine if a Facilities Special Tax is due from the subject Parcel(s):

Step 1a. Identify the Facilities Special Tax that would have been paid by the Parcel(s) if no Credit/Reimbursement Amount were outstanding;

Step 1b. Multiply the amount determined in Step 1a by .07 to calculate the Administration Component, which shall be due and payable to the City prior to final building permit inspection or issuance of a certificate of occupancy (whichever comes first);

Step 1c. Subtract the Administration Component calculated in Step 1b from the Facilities Special Tax identified in Step 1a to calculate the net amount that could be collected for facility costs, and apply one of the following:

- *If the net amount determined in Step 1c is less than the outstanding Credit/Reimbursement Amount for the builder/developer, the Administration Component, calculated in Step 1b shall be collected and the builder/developer shall be given a Special Tax Credit against the remainder of the Facilities Special Tax for that Parcel(s). After the Special Tax Credit has been calculated, the Administrator shall subtract that amount from the outstanding Credit/Reimbursement Amount for that builder/developer.*
- *If the net amount determined in Step 1c is greater than the outstanding Credit/Reimbursement Amount for the builder/developer, subtract the outstanding Credit/Reimbursement Amount from the net amount of Facilities Special Tax calculated in Step 1c to determine the amount that must be paid by the builder/developer. If the calculation is being prepared*

for multiple Parcels at one time, the builder/developer may use up the remaining Credit/Reimbursement Amount by taking Special Tax Credits against the first lots to develop and pay the remaining balance when the subsequent lots develop. The Administrator shall update the CFD records to reflect a zero Credit/Reimbursement Amount for that builder/developer.

Step 2. If there is not an outstanding Credit/Reimbursement Amount for the builder/developer, the Administrator shall apply the following steps:

Step 2a. Identify the Facilities Special Tax assigned to the Parcel(s), which shall be due and payable to the City prior to final building permit inspection or issuance of a certificate of occupancy (whichever comes first);

Step 2b. Multiply the amount determined in Step 2a by .07 to calculate the Administration Component, which shall remain on deposit with the City;

Step 2c. Subtract the Administration Component calculated in Step 2b from the Facilities Special Tax identified in Step 2a to calculate the net amount that shall be collected to provide reimbursements to builder/developers with outstanding Credit/Reimbursement Amounts;

Step 2d. Determine whether there is an outstanding Credit/Reimbursement Amount due other builder/developers in the CFD and apply one of the following:

- *If there are outstanding Credit/Reimbursement Amounts, look at the Order of Priority of the Authorized Facilities for which a Credit/Reimbursement Amount is due. In addition, identify the dates on the "Notice of Completion of Public Facilities to be Acquired by CFD No. 1998-2" (or other such certificate issued by the City) which were provided to each builder/developer for which a Credit/Reimbursement Amount is outstanding. Reimbursements shall be paid based on the Order of Priority and, if there are multiple Credit/Reimbursement Amounts due within the same priority level, based on the date on which a "Notice of Completion of Public Facilities to be Acquired by CFD No. 1998-2" was issued to each*

builder/developer. After the reimbursements are made, the Administrator shall reduce the Credit/Reimbursement Amount for the builder/developer(s) who received reimbursement by the amount of such reimbursement.

- *If there are no outstanding Credit/Reimbursement Amounts due any builder/developer, the City shall deposit the Facilities Special Tax into an account which will be designated for funding the Authorized Facilities. The balance in this fund will be used either to pay directly for the construction of Authorized Facilities or to reimburse a builder/developer who constructs Authorized Facilities in future years. The interest earned on funds in this account shall accrue to the account for the same purposes.*

E. METHOD OF LEVY AND COLLECTION OF THE SPECIAL TAX

1. Facilities Special Tax

The maximum Facilities Special Tax determined pursuant to Section C above shall be collected prior to a final building permit inspection being completed or a certificate of occupancy being issued for new construction (whichever occurs first) for any residential or non-residential structure within CFD No. 1998-2 and shall be immediately delinquent if not so paid.

2. Annual Maintenance Special Tax

Commencing with Fiscal Year 1999-00 and for each following Fiscal Year, the Administrator shall determine the Maintenance Special Tax Requirement for that Fiscal Year. The Annual Maintenance Special Tax shall then be levied on all Parcels of Subdivided Property as follows:

Step 1: Calculate the total Maintenance Special Tax revenues that could be collected from Subdivided Property within the CFD based on application of the maximum Annual Maintenance Special Tax rates determined pursuant to Section C.2 above;

Step 2: Divide the Maintenance Special Tax Requirement by the maximum revenues that could be collected as determined in Step 1;

Step 3: If the ratio determined in Step 2 is greater than or equal to 1, levy the maximum Annual Maintenance Special Tax determined pursuant to Section C.2 on all Subdivided Property in the CFD. If the ratio determined in Step 2 is less than 1, continue to Step 4.

Step 4: If the ratio determined in Step 2 is less than 1, levy the maximum Annual Maintenance Special Tax against all Parcels of Subdivided Property in equal percentages up to 100% of the maximum Annual Maintenance Special Tax determined pursuant to Section C.2 above until the amount so levied equals the Maintenance Special Tax Requirement for the Fiscal Year.

The Annual Maintenance Special Tax for CFD No. 1998-2 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided, however, that CFD No. 1998-2 may (under the authority of Government Code Section 53340), in any particular case, bill the taxes directly to the property owner, off the County tax roll, and the Special Taxes will be equally subject to foreclosure if delinquent as annual Special Taxes levied on the County tax roll.

In no event shall the Maintenance Special Tax levied and collected in one Tax Area be increased due to delinquencies in the other Tax Area.

F. LIMITATIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax and Reimbursements, no Special Tax shall be levied on structures built on land that has been conveyed to a Public Agency, except as otherwise provided in Sections 53317.3 and 53317.5 of the Mello-Roos Community Facilities Act of 1982. No Annual Maintenance Special Tax shall be levied on Church Property unless such Church Property is built on a Parcel or Parcels that had previously been developed with residential or non-residential land uses which had paid the Annual Maintenance Special Tax. The maximum Annual Maintenance Special Tax assigned to such Church Property would be equal to the maximum Annual Maintenance Special Tax that had previously been assigned to the residential or non-residential land uses on the property.

The Maintenance Special Tax will continue to be levied and collected unless and until the City determines that Maintenance Special Tax revenues are no longer needed to pay authorized services of the CFD.

G. ENFORCEMENT

All delinquent Facility Special Taxes, or delinquent Annual Maintenance Special Taxes billed off the County tax roll, shall be subject to an immediate 10% penalty plus simple interest charges of

1.5% as of the first day of the month after the delinquency date and on the first day of each month thereafter. Any such delinquent Special Taxes shall, at the City's discretion, be placed on the next secured property tax roll. The amount placed on the roll shall include the 10% penalty and the interest charges through the following January 1. This shall not prevent the City from simultaneously pursuing the delinquency by an action on a contract or guarantee against a third party who promised to pay the taxes, or from assigning such right of action to the property owner or other appropriate party.

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ATTACHMENT 1

COMMUNITY FACILITIES DISTRICT NO. 1998-2 (CARVER BANGS/PELANDALE-SNYDER) ORDER OF PRIORITY OF AUTHORIZED FACILITIES

First Priority

- Storm drain basin construction (including but not limited to basins, inlet structures, pipelines, and fencing)
- Storm drain trunkline in Snyder Avenue adjacent to school and park sites
- CFD Costs (as identified in the CFD Public Report)
- Engineering design costs for storm drain related improvements (including geotechnical)

Second Priority

- Storm drain basin land purchase for both basins (Van Konynenburg properties), east and west of Modest Irrigation District lateral No. 6

Third Priority

- Storm drain trunk lines (other than trunkline in Snyder Avenue adjacent to school and park sites)

[Note that storm drain trunk lines are specific to each tax area and will remain a third priority within a tax area until all trunk lines within that tax area are credited or reimbursed.]

Fourth Priority

- Storm drain pump station, piping and landscaping around storm drainage basin

Fifth Priority, Tax Area A (Carver Bangs)

- Bike trail
- American Avenue
- Prescott Road
- Bangs Avenue
- Carver Road
- American Avenue crossing of Modest Irrigation District lateral No. 6
- Pedestrian bridge crossing of Modesto Irrigation District lateral No. 6

Fifth Priority, Tax Area B (Pelandale-Snyder)

- Bike trail
- Dale Road
- Prescott Road
- Tully Road
- Snyder Avenue (opposite)
- Tully/Snyder traffic signal

ATTACHMENT 2
CITY OF MODESTO COMMUNITY FACILITIES DISTRICT NO. 1998-2
(CARVER-BANGS/PELANDALE-SNYDER)
MAXIMUM FACILITIES SPECIAL TAX

	<u>Carver- Bangs</u>	<u>Pelandale- Snyder</u>
Infrastructure Costs, other than Storm Drainage	\$986,097	\$3,494,846
Plus: Administration 7.00%	<u>\$69,027</u>	<u>\$244,639</u>
Subtotal, Costs other than Storm Drainage	\$1,055,124	\$3,739,485
Storm Drainage Costs	\$1,494,750	\$4,389,042
Plus: Administration 7.00%	<u>\$104,633</u>	<u>\$307,233</u>
Subtotal, Storm Drainage Costs	\$1,599,383	\$4,696,275
Total Costs Assigned to Tax Area	\$2,654,506	\$8,435,760
Total Net Acreage Contributing to Non-Drainage Facilities	137.44	298.40
One-Time Special Tax per Net Acre for non-Drainage	\$7,677	\$12,532
Total Net Acreage Contributing to Storm Drainage	137.44	317.73
One-Time Special Tax per Net Acre for Storm Drainage	\$11,637	\$14,781

<u>Assessor Parcel No.</u>	<u>Property Owner</u>	<u>Net Acreage</u>	<u>1998 Maximum Facilities Special Tax/1</u>
<u>Tax Area A. Carver-Bangs</u>			
78 12 02	Calvary Chapel	0.89	\$17,189
78 18 23	Calvary Chapel	14.19	\$274,065
78 18 24	William Han	28.90	\$558,173
78 18 14	Lowry, Luscher, Donovan	22.60	\$436,495
46 07 15	Kaufman & Broad	16.39	\$316,555
46 07 16	Elaine Fowler	18.11	\$349,775
46 07 18	Ronald Malik	8.75	\$168,997
46 07 19	Ronald Malik	19.30	\$372,759
46 07 20	Ronald Malik	<u>8.31</u>	<u>\$160,499</u>
Total, Carver-Bangs		137.44	\$2,654,506
<u>Tax Area B. Pelandale-Snyder</u>			
78 18 06	TRS Enterprises	35.45	\$968,228
78 18 7	Vossoughi Investments	18.67	\$509,924
78 18 22	Rodney K. Lowe, Inc.	18.35	\$501,184
78 18 28	Corn-Harris Development	20.62	\$563,184
78 18 12	Resource Development	24.08	\$657,685
46 07 17	Marlene Johnston, et. al.	16.22	\$443,009
46 07 11	Verna Mae Johnson Trust	17.95	\$490,259
46 07 12	William P. Couture	35.65	\$973,691
46 07 22	Red Rock Ranch	13.05	\$356,428
46 07 09	Walker Family Partnership	26.90	\$734,706
46 07 07	Resource Development	13.89	\$379,371
46 07 06	Resource Development	4.58	\$125,091
46 07 08	Brent & Diana Holtz	18.62	\$508,559
46 03 02	Big Valley Grace Comm. Church	7.20	\$196,650
46 03 06	Big Valley Grace Comm. Church	9.07	\$247,724
46 03 07	Big Valley Grace Comm. Church	18.10	\$494,356
46 03 09	Big Valley Grace Comm. Church	<u>19.33</u>	<u>\$285,711</u>
Total, Pelandale-Snyder		317.73	\$8,435,760

/1 Maximum taxes shall be increased each year by four percent of the amount in effect in the prior year.

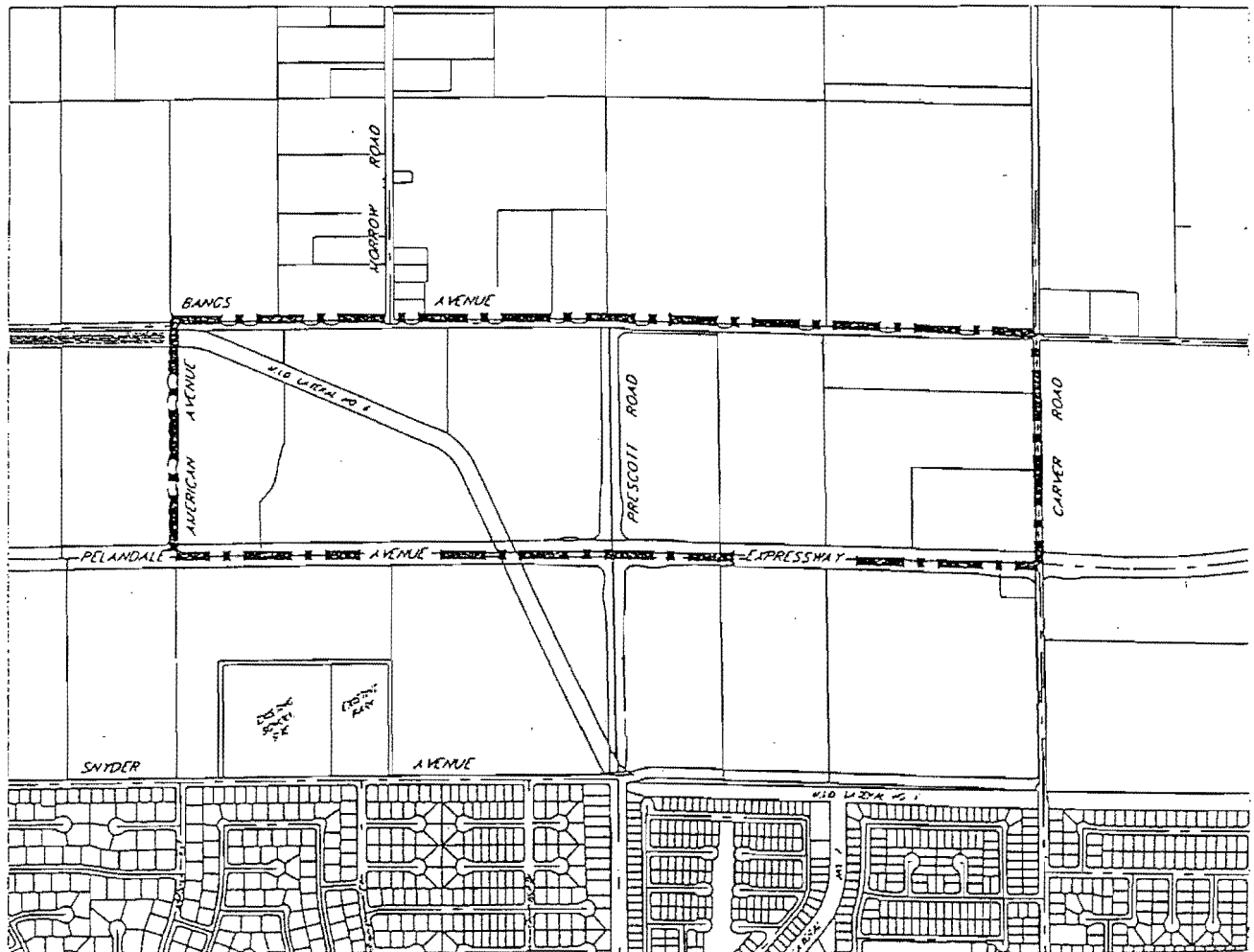
ATTACHMENT 3

COMMUNITY FACILITIES DISTRICT NO. 1998-2
(CARVER BANGS/PELANDALE-SNYDER)

IDENTIFICATION OF TAX AREA A AND TAX AREA B

COMMUNITY FACILITIES DISTRICT NO. 1998-2

TAX AREA "A"



Drawn by	J.R.M.
Date	10-14-98
Scale	

*C.F.D. 1998-2
(CARVER-BANGS/
PELANDALE-SNYDER)*

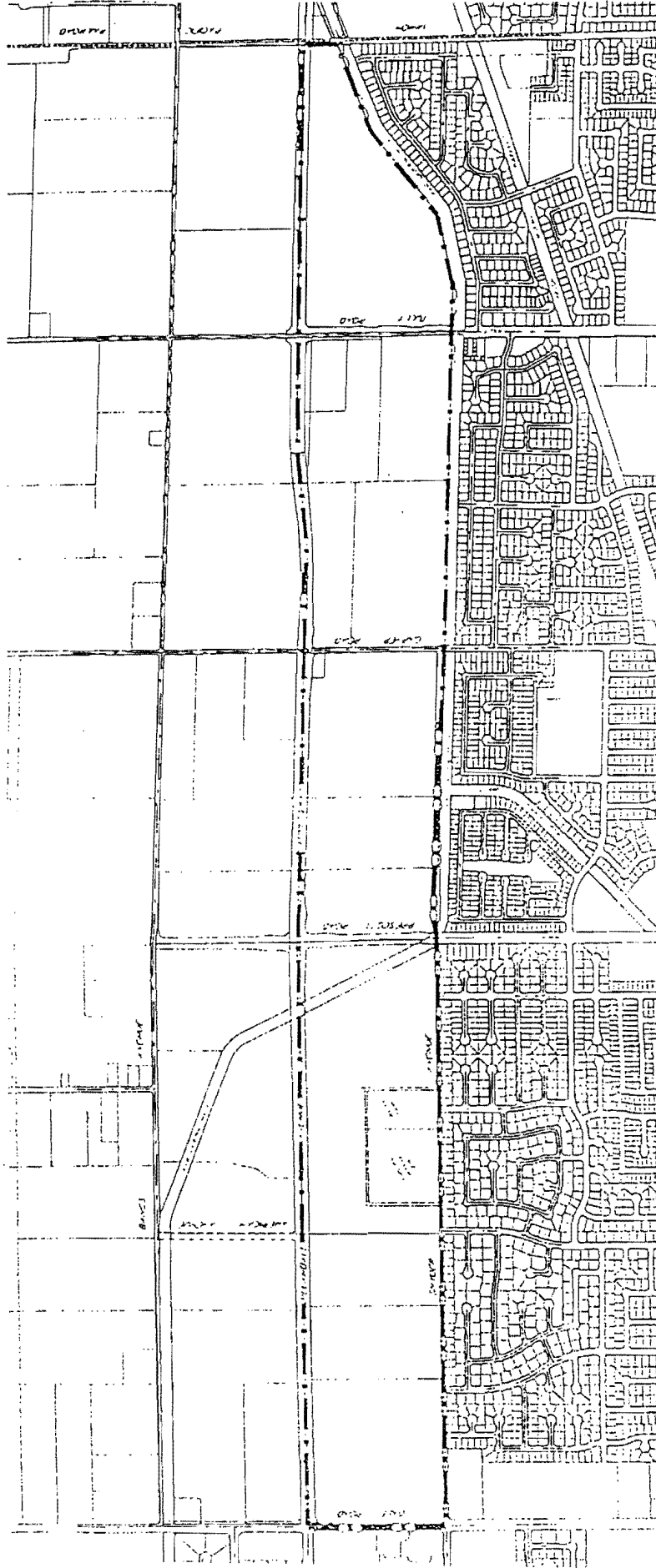


FAX (209)
526-0803

SHEET
1


COMMUNITY FACILITIES DISTRICT NO. 1998-2

TAX AREA "B"



Drawn	JPM
Check	10-14-98
Scale	
Plot No.	15976
Date	10-14-98

C.F.D. 1998-2
(CARVER-BANGSI
PELANDALE-SNYDER)
ATTACHMENT 3B



900 H ST STE C, MODESTO, CALIFORNIA 95354
(209) 576-4714



APPENDIX C

CITY OF MODESTO
COMMUNITY FACILITIES DISTRICT NO. 1998-2

DETAILED FACILITY COST ESTIMATES

CARVER-BANGS
(TAX AREA A)

DETAILED FACILITY COST ESTIMATES

**CARVER / BANGS (TAX AREA A)
SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT (CFD) 1998-2
SUMMARY**

I. CARVER / BANGS SPECIFIC PLAN AREA

TOTAL ESTIMATED CFD COSTS

† 2,480,847
\$2,424,418

A. C.F.D. FEE PER NET ACRE

\$2,424,418 / 137.44 NET ACRES = COST PER NET ACRE =====>

\$17,640

B. ANNUAL LANDSCAPE MAINTENANCE COSTS PER NET ACRE

COST PER NET ACRE =====>

\$715

CARVER / BANGS (TAX AREA A)
SPECIFIC PLAN AREA
CFD REIMBURSEMENT PRIORITY

I. ORDER OF REIMBURSEMENT AND/OR CREDIT

A. FIRST PRIORITY

1. STORM DRAIN BASIN CONSTRUCTION (INCLUDING BUT NOT LIMITED TO BASINS, INLET STRUCTURES, PIPELINES, AND FENCING)
2. STORM DRAIN TRUNKLINE IN SNYDER AVENUE ADJACENT TO SCHOOL AND PARK SITES.
3. ALL CFD RELATED FORMATION COSTS (I.E., CITY OF MODESTO, DAVID TAUSSIG AND ASSOCIATES, KAUFMAN & BROAD, RON MALIK, MID-VALLEY ENGINEERING, J.B. ANDERSON LAND PLANNING, RUSSELL A. HARRISON, CONSULTING CIVIL ENGINEER, INC., AND HERUM, CRABTREE, DYER, ZOLEZZI AND TERPSTRA).
4. ALL ENGINEERING DESIGN COSTS FOR STORM DRAIN RELATED IMPROVEMENTS (INCLUDING GEOTECHNICAL).

B. SECOND PRIORITY

1. STORM DRAIN BASIN LAND PURCHASE FOR BOTH BASINS (VAN KONYNENBURG PROPERTIES), EAST AND WEST OF MODESTO IRRIGATION DISTRICT LATERAL NO. 6.

C. THIRD PRIORITY

1. STORM DRAIN TRUNK LINES.

D. FOURTH PRIORITY

1. STORM DRAIN PUMP STATION, PIPING AND LANDSCAPING AROUND THE STORM DRAIN BASIN.

E. FIFTH PRIORITY

1. BIKE TRAIL.
2. AMERICAN AVENUE.
3. PRESCOTT ROAD.
4. BANGS AVENUE.
5. CARVER ROAD.
6. AMERICAN AVENUE CROSSING OF MODESTO IRRIGATION DISTRICT LATERAL NO. 6.
7. PEDESTRIAN BRIDGE CROSSING OF MODESTO IRRIGATION DISTRICT LATERAL NO. 6.

CARVER BANGS SPECIFIC PLAN AREA (TAX AREA A)
COMMUNITY FACILITIES
DISTRICT FORMATION
COST SUMMARY

A. STORM DRAINAGE	\$1,494,750
B. PRESCOTT ROAD	\$145,422
C. AMERICAN AVENUE	\$24,033
D. BANGS AVENUE	\$254,305
E. CARVER ROAD	\$57,270
F. AMERICAN AVENUE CANAL CROSSING	\$295,066
G. CLASS I BIKE TRAIL	\$142,500
H. FORMATION COSTS	\$67,500
	\$2,480,847
	TOTAL CFD COSTS ===

NOTE:

1. THE ABOVE TOTAL COSTS DO NOT INCLUDE THE ANNUAL LANDSCAPE MAINTENANCE COSTS FOR PLAN AREA. THE ANNUAL LANDSCAPE MAINTENANCE COSTS IS ESTIMATED AT \$751 PER ACRE.
2. FINAL BID QUANTITIES MAY INCLUDE MORE DETAILED LINE ITEMS WHICH SHALL BE ALL INCLUSIVE WITHIN LUMP SUM AMOUNTS OR QUANTITIES SHOWN IN THIS DOCUMENT.

CARVER-BANGS SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
STORM DRAIN TRUNK LINES
AND
PROPORTIONATE SHARE OF PELANDALE-SNYDER
STORM DRAIN BASIN AND APPURTENANCES
(REFERENCE FIGURE 1)

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
<u>I. STORM DRAIN TRUNK LINES</u>					
A. CONSTRUCTION					
1.	30" STORM	2,549	LF	\$100.00	\$254,900
2.	36" STORM	1,279	LF	\$121.00	\$154,759
3.	48" STORM	597	LF	\$161.00	\$96,117
4.	SHARE OF 54" STORM DRAIN TO BASIN	46	LF	\$182.00	\$8,372
5.	MANHOLES	14	EA	\$5,750.00	\$80,500
SUB-TOTAL STORM DRAIN TRUNK LINES =====>					\$594,648
10% CONTINGENCY =====>					\$59,465
TOTAL CONSTRUCTION - STORM DRAIN TRUNK LINES =====>					\$654,113
<u>II. STORM DRAINAGE BASIN FACILITIES</u>					
A. CONSTRUCTION					
1.	STORM DRAIN BASIN EXCAVATION	42,628	CY	\$6.00	\$255,768
2.	STORM DRAIN PUMP STATION	LUMP SUM	LS	\$165,445.00	\$165,445
3.	STORM DRAIN PIPING (PLUS JACK & BORE)	LUMP SUM	LS	\$8,943.00	\$8,943
4.	FENCING	1,227	LF	\$16.00	\$19,632
5.	LANDSCAPING	10,433	SF	\$2.80	\$29,212
6.	INLETS	LUMP SUM	LS	\$2,981.00	\$2,981
7.	STRIPPING / CLEARING / DISCING	LUMP SUM	LS	\$2,981.00	\$2,981
SUB-TOTAL STORM DRAIN BASIN FACILITIES =====>					\$484,962
10% CONTINGENCY =====>					\$48,496
TOTAL STORM DRAIN BASIN FACILITIES =====>					\$533,459
B. FEES					
1.	ENGINEERING	1	EST	\$29,808.00	\$29,808
2.	STAKING	1	EST	\$14,755.00	\$14,755
3.	CONSTRUCTION MANAGEMENT	1	EST	\$19,873.00	\$19,873
4.	GEOTECHNICAL	1	EST	\$5,365.00	\$5,365
TOTAL FEES =====>					\$64,436

Carver-Bangs Specific Plan Area
 Community Facilities District
 Preliminary Engineer's Estimate
 October 23, 1998

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
<u>C. LAND ACQUISITION</u>					
1.	LAND PURCHASE	29.61% OF TOTAL COST OF \$1,030,239 =			\$305,054
2.	ADMINISTRATION	LUMP SUM	LS	\$2,125.00	\$2,125
TOTAL LAND ACQUISITION ==>					\$307,179
GRAND TOTAL ==>					\$1,494,750

NOTES:

1. THE CARVER-BANGS PROPORTIONATE SHARE OF THE STORM DRAIN BASIN AND APPURTENANCE WAS DERIVED FROM A PER GROSS ACRE SHARE. THE FOLLOWING REPRESENTS THE FORMULA USED FOR CONSTRUCTION AND FEES:

A. GROSS ACREAGE SUMMARY

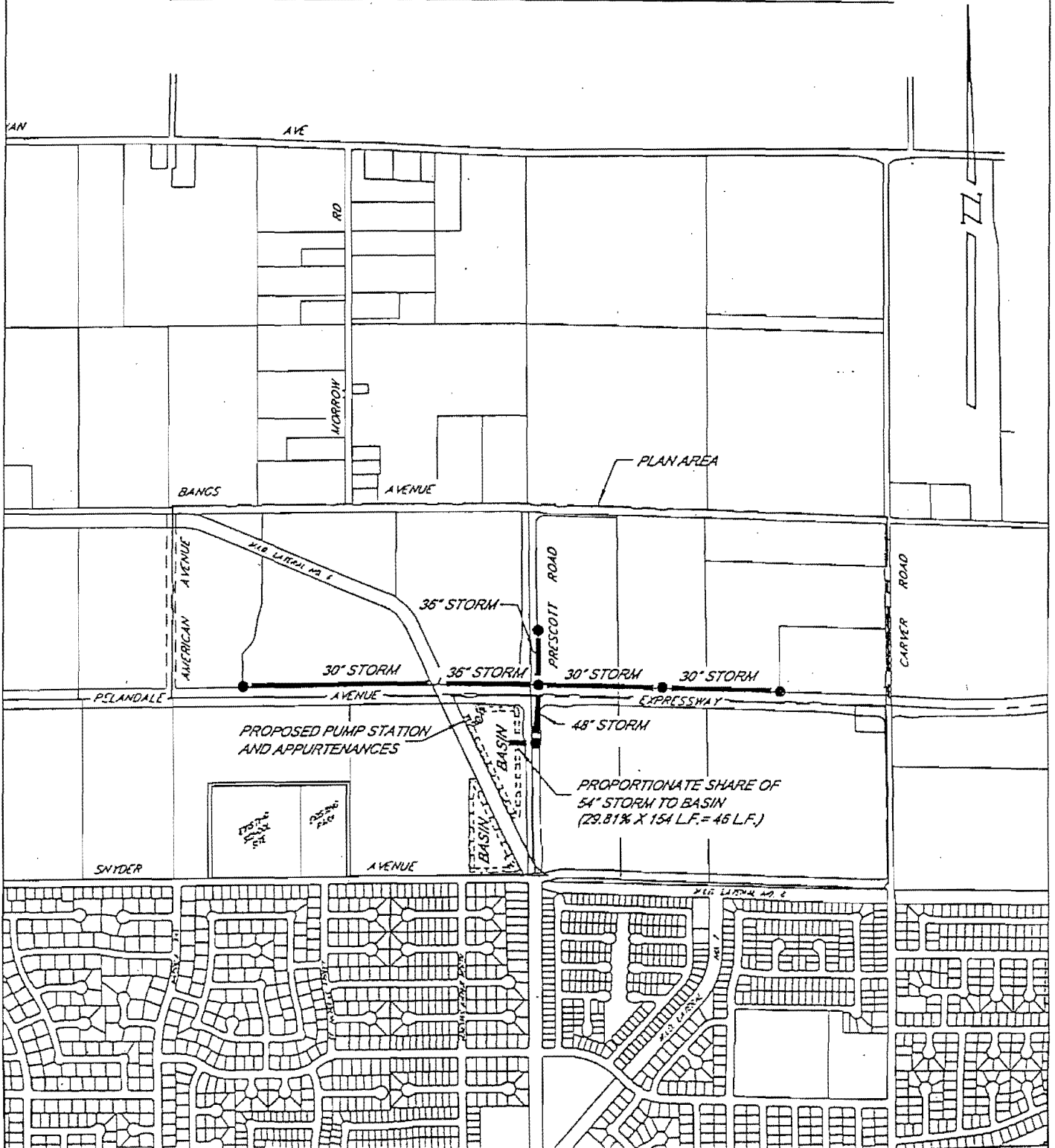
PELANDALE / SNYDER	357.46
CARVER / BANGS	151.80
TOTAL GROSS ACRES ==>	
	509.26

B. CARVER / BANGS PROPORTIONATE SHARE

$$151.80 / 509.26 = 29.81\%$$

- STORM DRAIN TRUNK LINE AND BASIN SIZING WERE TAKEN FROM THE PELANDALE-SNYDER AND CARVER-BANGS STORM DRAINAGE SYSTEM PLANS DATED AUGUST 5, 1998 PREPARED BY MID-VALLEY ENGINEERING, INC.
- STORM DRAIN BASIN EXCAVATION INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING: PIPE DOW DRAINS, SPLASH PADS, LOW FLOW CHANNEL AND ROCK TRENCH, A.C. PAVING, DISPOSAL AREA GROUND PREPARATION, 6" A.C. BERMS, AND REMOVAL OF EXISTING IRRIGATION LINES.

STORM DRAIN SYSTEM



Drawn - J. FREITAS
 Date 4-29-98
 Scale

FIGURE 1
 CARVER BANGS



FAX (209) 526-0803
 SHEET 1

CARVER-BANGS SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
PRESCOTT ROAD (20' CFD PORTION)
FROM
PELANDALE AVENUE TO BANGS AVENUE (1,323' C.L. TO C.L.)
(REFERENCE FIGURE 2)

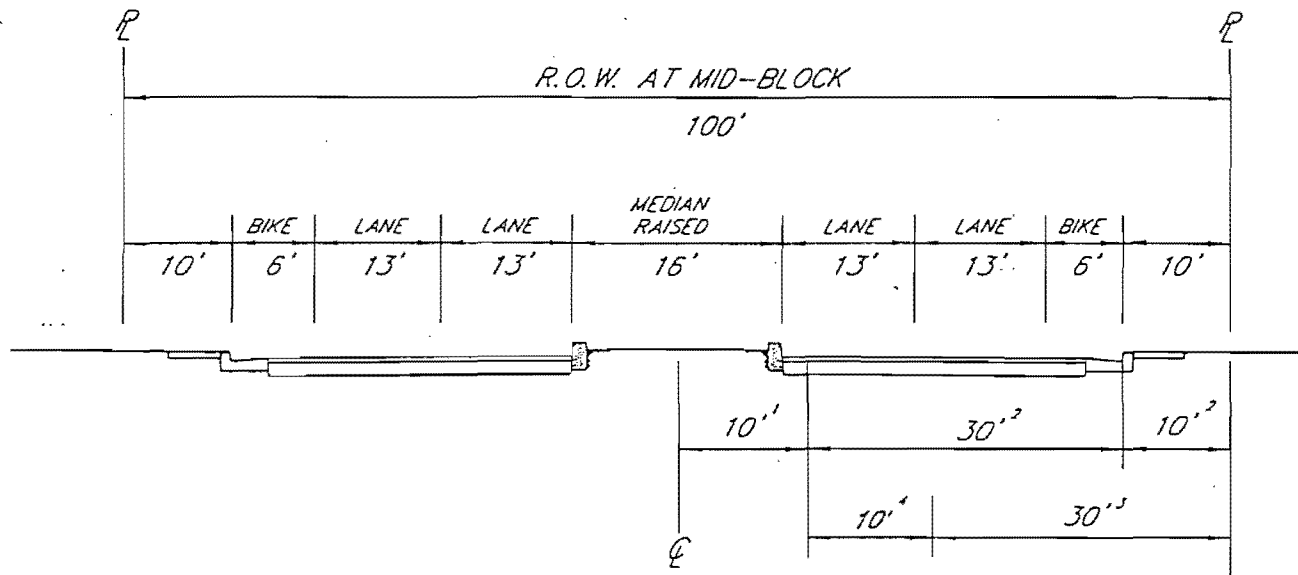
ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
A. CONSTRUCTION (20' CFD PORTION)					
1.	CLEARING AND GRADING	24,675	SF	\$0.60	\$14,805
2.	PAVEMENT (0.50' A.C. OVER 0.65' A.B., T.I. = 10 R.V. = 50)	24,675	SF	\$2.00	\$49,350
3.	STORM DRAINAGE				
a.	CATCH BASINS	4	EA	\$1,000.00	\$4,000
b.	12" CATCH BASIN RUNS (50 L.F. PER C.B.)	200	LF	\$30.00	\$6,000
c.	MANHOLES	2	EA	\$2,000.00	\$4,000
4.	PRIME COAT	24,675	SF	\$0.02	\$494
5.	STRIPING / SIGNAGE (5% OF GRADING AND PAVEMENT COST)	1	EST	\$3,207.75	\$3,208
CONSTRUCTION TOTAL =====>					\$81,856
15% CONTINGENCY =====>					\$12,278
TOTAL PRESCOTT ROAD CONSTRUCTION =====>					\$94,135
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$5,648.08	\$5,648
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$2,824.04	\$2,824
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$3,765.39	\$3,765
TOTAL FEES =====>					\$12,238
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	0.57	AC	\$65,000.00	\$37,050
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,000.00	\$2,000
TOTAL LAND ACQUISITION =====>					\$39,050
GRAND TOTAL =====>					\$145,422

NOTES:

1. THE ABOVE ESTIMATE IS FOR THE PORTION OF PRESCOTT ROAD IMPROVEMENTS WHICH IS ABOVE AND BEYOND A NORMAL CITY STANDARD COLLECTOR STREET (60' WIDE) AND WHICH IS NOT FUNDED THROUGH THE CITY'S CFF PROGRAM. (SEE FIGURE 2).
2. THE ABOVE ESTIMATE ONLY INCLUDES THE STORM DRAIN COSTS FOR THE CATCH BASINS, STORM DRAIN CATCH BASIN LATERALS AND STORM MANHOLES WHICH IS ASSUMED TO BE A PROPORTIONATE SHARE OF THE STORM IMPROVEMENTS. THE "MAINLINE" STORM DRAIN IMPROVEMENTS ARE TO BE INSTALLED BY ADJACENT DEVELOPMENT.
3. THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC. FOR THE FOLLOWING SUBDIVISIONS: KENSINGTON PARK THISCANY EASTPORT AND ALMOND VALLEY.

PRESCOTT ROAD SECTION

(MID-BLOCK)



NOTES:

1. BASED ON CITY POLICY, THE PORTION OF THE ROADWAY IMPROVEMENTS ABOVE AND BEYOND THE ADJACENT DEVELOPERS RESPONSIBILITY IS INCLUDED IN THE CFF PROGRAM. THE CFF PORTION GETS WIDER AS THE ROAD SECTION FLARES AT THE PRESCOTT/BANGS AND PRESCOTT/PELANDALE INTERSECTIONS.
2. BASED ON CITY POLICY, 40' OF IMPROVEMENTS ARE CONSTRUCTED BY THE ADJOINING DEVELOPMENT. THE 40' SECTION IS CONSTANT AT THE FLARED INTERSECTIONS.
3. THE STANDARD CITY CROSS SECTION FOR A MINOR COLLECTOR STREET IS 60' TOTAL. COLLECTOR STREETS ARE ENTIRELY CONSTRUCTED BY THE ADJOINING DEVELOPMENT.
4. THE REMAINING PORTION THAT IS NOT FUNDED BY THE CITY'S CFF PROGRAM AND IS NOT WITHIN THE STANDARD 60' MINOR COLLECTOR SECTION IS INCLUDED WITHIN THE CFD.

Drawn	J.FREITAS
Date	4-29-98
Scale	
Job No.	71-150 16

FIGURE 2
CARVER BANGS



CARVER-BANGS SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
AMERICAN AVENUE (2' CFD PORTION HALF SECTION ONLY)
FROM
PELANDALE AVENUE TO BANGS AVENUE (1,350' C.L. TO C.L.)
(REFERENCE FIGURE 3)

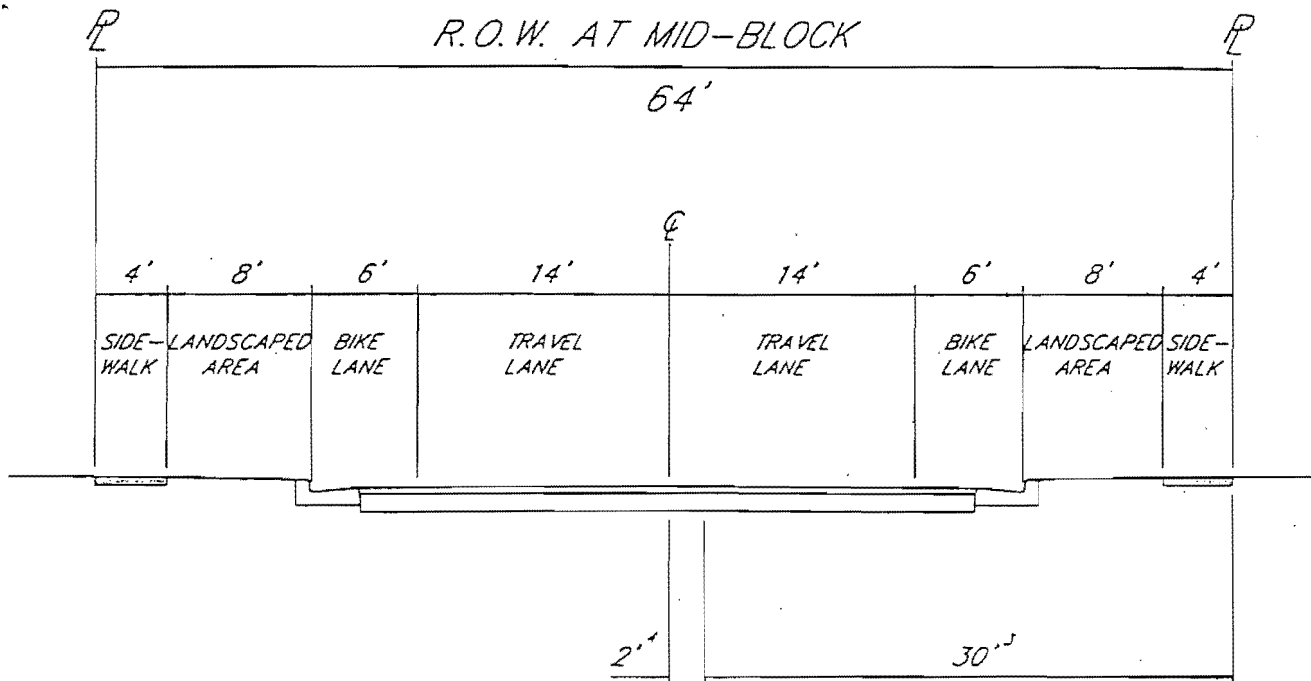
ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
A. CONSTRUCTION (CFD PORTION)					
1.	CLEARING AND GRADING	2,535	SF	\$0.35	\$887
2.	PAVEMENT (0.40' A.C. OVER 0.45' A.B., T.I. = 8 R.V. = 50)	2,535	SF	\$1.75	\$4,436
3.	STORM DRAINAGE				
a.	CATCH BASINS	2	EA	\$1,000.00	\$2,000
b.	12" CATCH BASIN RUNS (50 L.F. PER C.B.)	100	LF	\$30.00	\$3,000
c.	MANHOLES	2	EA	\$2,000.00	\$4,000
4.	PRIME COAT	LUMP SUM	LS	\$100.00	\$100
5.	STRIPING / SIGNAGE (5% OF GRADING AND PAVEMENT COSTS)	LUMP SUM	LS	\$300.00	\$300
					\$14,724
					15% CONTINGENCY =====> \$2,209
					TOTAL PRESCOTT ROAD CONSTRUCTION =====> \$16,932
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$1,015.92	\$1,016
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$507.96	\$508
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$677.28	\$677
					TOTAL FEES =====> \$2,201
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	0.06	AC	\$65,000.00	\$3,900
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$1,000.00	\$1,000
					TOTAL LAND ACQUISITION =====> \$4,900
					GRAND TOTAL =====> \$24,033

NOTES:

1. THE ABOVE ESTIMATE IS FOR THE PORTION OF AMERICAN AVENUE IMPROVEMENTS WHICH IS ABOVE AND BEYOND A NORMAL CITY STANDARD COLLECTOR STREET (60' WIDE) AND WHICH IS NOT FUNDED THROUGH THE CITY'S CFF PROGRAM. (SEE FIGURE 3).
2. THE ABOVE ESTIMATE ONLY INCLUDES THE STORM DRAIN COSTS FOR THE CATCH BASINS, STORM DRAIN CATCH BASIN LATERALS AND STORM MANHOLES WHICH IS ASSUMED TO BE A PROPORTIONATE SHARE OF THE STORM IMPROVEMENTS. THE "MAINLINE" STORM DRAIN IMPROVEMENTS ARE TO BE INSTALLED BY ADJACENT DEVELOPMENT.
3. THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC.

AMERICAN AVENUE SECTION

(MID-BLOCK-LOOKING NORTH)



NOTES:

1. BASED ON CITY POLICY, THE PORTION OF THE ROADWAY IMPROVEMENTS ABOVE AND BEYOND THE ADJACENT DEVELOPERS RESPONSIBILITY IS INCLUDED IN THE CFF PROGRAM. THE CFF PORTION GETS WIDER AS THE ROAD SECTION FLARES AT THE PRESCOTT/BANGS AND PRESCOTT/PELANDALE INTERSECTIONS.
2. BASED ON CITY POLICY, 40' OF IMPROVEMENTS ARE CONSTRUCTED BY THE ADJOINING DEVELOPMENT. THE 40' SECTION IS CONSTANT AT THE FLARED INTERSECTIONS.
3. THE STANDARD CITY CROSS SECTION FOR A MINOR COLLECTOR STREET IS 60' TOTAL. COLLECTOR STREETS ARE ENTIRELY CONSTRUCTED BY THE ADJOINING DEVELOPMENT.
4. THE REMAINING PORTION THAT IS NOT FUNDED BY THE CITY'S CFF PROGRAM AND IS NOT WITHIN THE STANDARD 60' MINOR COLLECTOR SECTION IS INCLUDED WITHIN THE CFD.

Drawn	J.R.M.
Date	7-28-98
Scale	

FIGURE 3
CARVER BANGS



CARVER-BANGS SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
BANGS AVENUE (9' CFD PORTION, HALF SECTION ONLY)
FROM
AMERICAN AVENUE TO CARVER ROAD (5,350' C.L. TO C.L.)
(REFERENCE FIGURE 4)

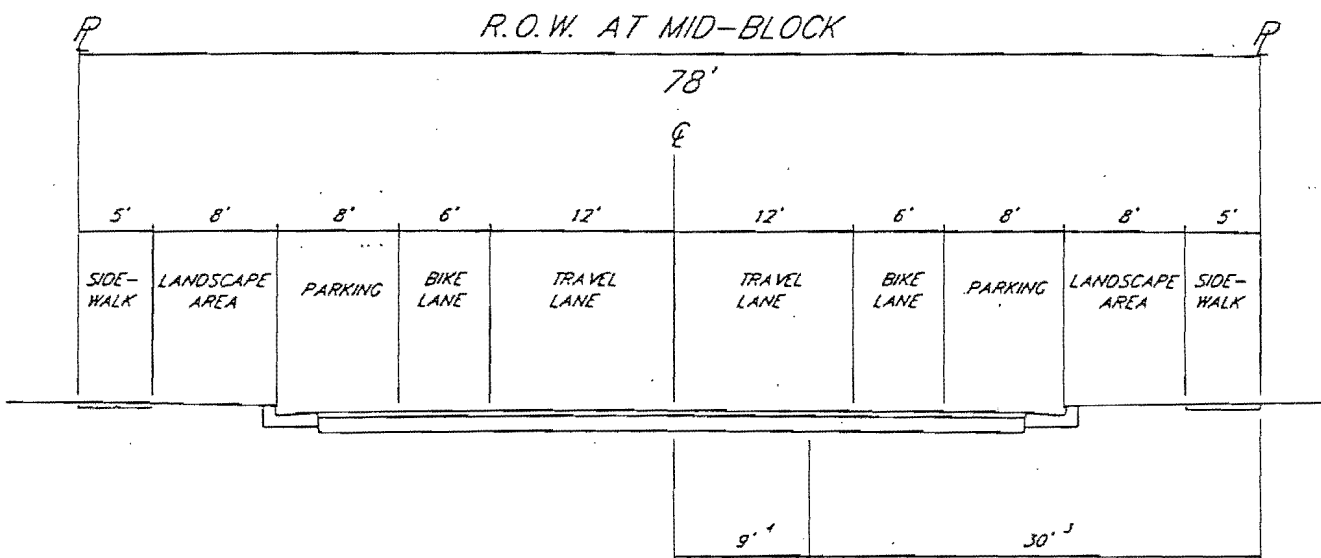
ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
A. CONSTRUCTION (CFD PORTION)					
1.	CLEARING AND GRADING	48,150	SF	\$0.35	\$16,853
2.	PAVEMENT (0.40' A.C. OVER 0.45' A.B., T.I. = 8 R.V. = 50)	48,150	SF	\$1.75	\$84,263
3.	STORM DRAINAGE				
a.	CATCH BASINS	7	EA	\$1,000.00	\$7,000
b.	12" CATCH BASIN RUNS (50 L.F. PER C.B.)	350	LF	\$30.00	\$10,500
c.	MANHOLES	7	EA	\$2,000.00	\$14,000
4.	PRIME COAT	48,150	SF	\$0.02	\$963
5.	STRIPING / SIGNAGE (5% OF GRADING AND PAVEMENT COSTS)	1	EST	\$5,055.75	\$5,056
CONSTRUCTION TOTAL =====>					\$138,634
15% CONTINGENCY =====>					\$20,795
TOTAL PRESCOTT ROAD CONSTRUCTION =====>					\$159,429
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$9,565.73	\$9,566
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$4,782.86	\$4,783
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$6,377.15	\$6,377
TOTAL FEES =====>					\$20,726
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	1.11	AC	\$65,000.00	\$72,150
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,000.00	\$2,000
TOTAL LAND ACQUISITION =====>					\$74,150
GRAND TOTAL =====>					\$254,305

NOTES:

- THE ABOVE ESTIMATE IS FOR THE PORTION OF BANGS AVENUE IMPROVEMENTS WHICH IS ABOVE AND BEYOND A NORMAL CITY STANDARD COLLECTOR STREET (60' WIDE) AND WHICH IS NOT FUNDED THROUGH THE CITY'S CFF PROGRAM. (SEE FIGURE 4).
- THE ABOVE ESTIMATE ONLY INCLUDES THE STORM DRAIN COSTS FOR THE CATCH BASINS, STORM DRAIN CATCH BASIN LATERALS AND STORM MANHOLES WHICH IS ASSUMED TO BE A PROPORTIONATE SHAPE OF THE STORM IMPROVEMENTS. THE "MAINLINE" STORM DRAIN IMPROVEMENTS ARE TO BE INSTALLED BY ADJACENT DEVELOPMENT.
- THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC.

BANGS AVENUE SECTION

(MID-BLOCK LOOKING EAST)



NOTES:

1. BASED ON CITY POLICY, THE PORTION OF THE ROADWAY IMPROVEMENTS ABOVE AND BEYOND THE ADJACENT DEVELOPERS RESPONSIBILITY IS INCLUDED IN THE CFF PROGRAM. THE CFF PORTION GETS WIDER AS THE ROAD SECTION FLARES AT THE PRESCOTT/BANGS AND PRESCOTT/PELANDALE INTERSECTIONS.
2. BASED ON CITY POLICY, 40' OF IMPROVEMENTS ARE CONSTRUCTED BY THE ADJOINING DEVELOPMENT. THE 40' SECTION IS CONSTANT AT THE FLARED INTERSECTIONS.
3. THE STANDARD CITY CROSS SECTION FOR A MINOR COLLECTOR STREET IS 60' TOTAL. COLLECTOR STREETS ARE ENTIRELY CONSTRUCTED BY THE ADJOINING DEVELOPMENT.
4. THE REMAINING PORTION THAT IS NOT FUNDED BY THE CITY'S CFF PROGRAM AND IS NOT WITHIN THE STANDARD 60' MINOR COLLECTOR SECTION IS INCLUDED WITHIN THE CFD.

Drawn	J.R.M.
Date	7-28-98
Scale	
Job No.	71-15016

FIGURE 4

CARVER BANGS



CARVER-BANGS SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
CARVER ROAD (9' CFD PORTION, HALF SECTION ONLY)
FROM
PELANDALE AVENUE TO BANGS AVENUE
(REFERENCE FIGURE 5)

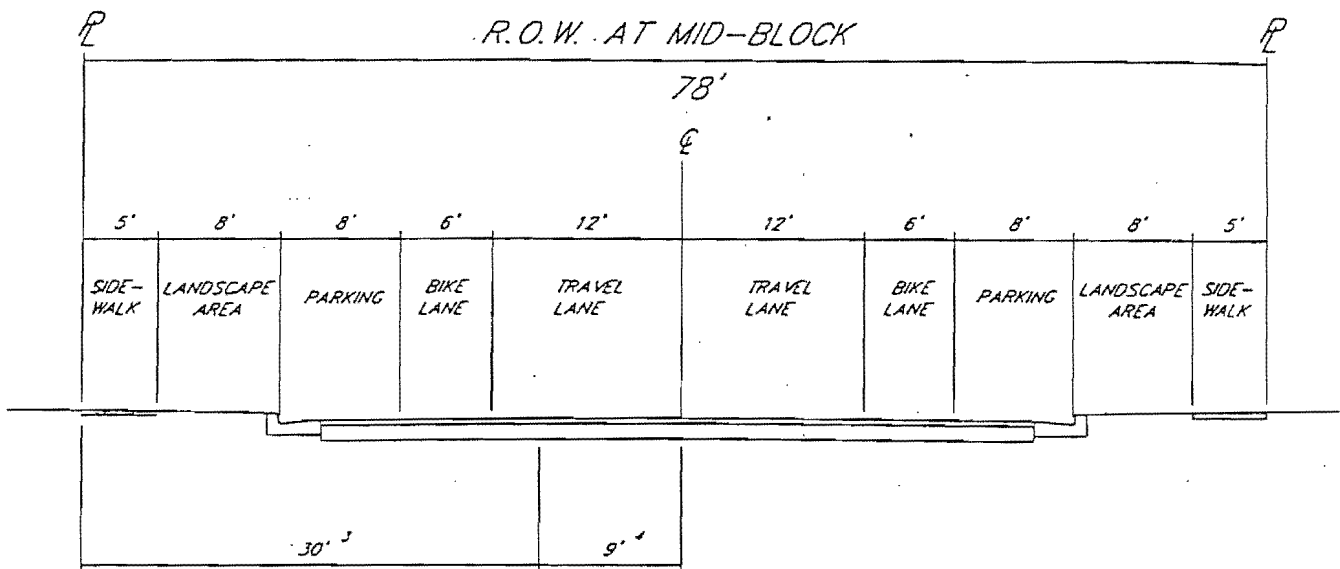
ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
A. CONSTRUCTION (6' CFD PORTION)					
1.	CLEARING AND GRADING	9,900	SF	\$0.35	\$3,465
2.	PAVEMENT (0.40' A.C. OVER 0.45' A.B., T.I. = 8 R.V. = 50)	9,900	SF	\$1.75	\$17,325
3.	STORM DRAINAGE				
a.	CATCH BASINS	2	EA	\$1,000.00	\$2,000
b.	12" CATCH BASIN RLINS (50 L.F. PER C.B.)	100	LF	\$30.00	\$3,000
c.	MANHOLES	2	EA	\$2,000.00	\$4,000
4.	PRIME COAT	9,900	SF	\$0.02	\$198
5.	STRIPING / SIGNAGE (5% OF GRADING AND PAVEMENT COSTS)	1	EST	\$1,039.50	\$1,040
CONSTRUCTION TOTAL =====>					\$31,028
15% CONTINGENCY =====>					\$4,654
TOTAL PRESCOTT ROAD CONSTRUCTION =====>					\$35,682
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$2,140.90	\$2,141
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$1,070.45	\$1,070
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$1,427.27	\$1,427
TOTAL FEES =====>					\$4,639
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	0.23	AC	\$65,000.00	\$14,950
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,000.00	\$2,000
TOTAL LAND ACQUISITION =====>					\$16,950
GRAND TOTAL =====>					\$57,270

NOTES:

- THE ABOVE ESTIMATE IS FOR THE PORTION OF CARVER ROAD IMPROVEMENTS WHICH IS ABOVE AND BEYOND A NORMAL CITY STANDARD COLLECTOR STREET (60' WIDE) AND WHICH IS NOT FUNDED THROUGH THE CITY'S CFF PROGRAM. (SEE FIGURE 5).
- THE ABOVE ESTIMATE ONLY INCLUDES THE STORM DRAIN COSTS FOR THE CATCH BASINS, STORM DRAIN CATCH BASIN LATERALS AND STORM MANHOLES WHICH IS ASSUMED TO BE A PROPORTIONATE SHARE OF THE STORM IMPROVEMENTS. THE "MAINLINE" STORM DRAIN IMPROVEMENTS ARE TO BE INSTALLED BY ADJACENT DEVELOPMENT.
- THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC. FOR THE FOLLOWING SUBDIVISIONS: KENSINGTON PARK, TUSCANY, EASTPORT AND ALMOND VALLEY.

CARVER ROAD SECTION

(MID-BLOCK LOOKING NORTH)



NOTES:

1. BASED ON CITY POLICY, THE PORTION OF THE ROADWAY IMPROVEMENTS ABOVE AND BEYOND THE ADJACENT DEVELOPERS RESPONSIBILITY IS INCLUDED IN THE CFF PROGRAM. THE CFF PORTION GETS WIDER AS THE ROAD SECTION FLARES AT THE PRESCOTT/BANGS AND PRESCOTT/PELANDALE INTERSECTIONS.
2. BASED ON CITY POLICY, 40' OF IMPROVEMENTS ARE CONSTRUCTED BY THE ADJOINING DEVELOPMENT. THE 40' SECTION IS CONSTANT AT THE FLARED INTERSECTIONS.
3. THE STANDARD CITY CROSS SECTION FOR A MINOR COLLECTOR STREET IS 60' TOTAL. COLLECTOR STREETS ARE ENTIRELY CONSTRUCTED BY THE ADJOINING DEVELOPMENT.
4. THE REMAINING PORTION THAT IS NOT FUNDED BY THE CITY'S CFF PROGRAM AND IS NOT WITHIN THE STANDARD 60' MINOR COLLECTOR SECTION IS INCLUDED WITHIN THE CFD.

Drawn	J.R.M.
Date	7-28-98
Scale	
Job No.	71-15015

FIGURE 5
CARVER BANGS



FAX (209)
526-0803
SHEET
1

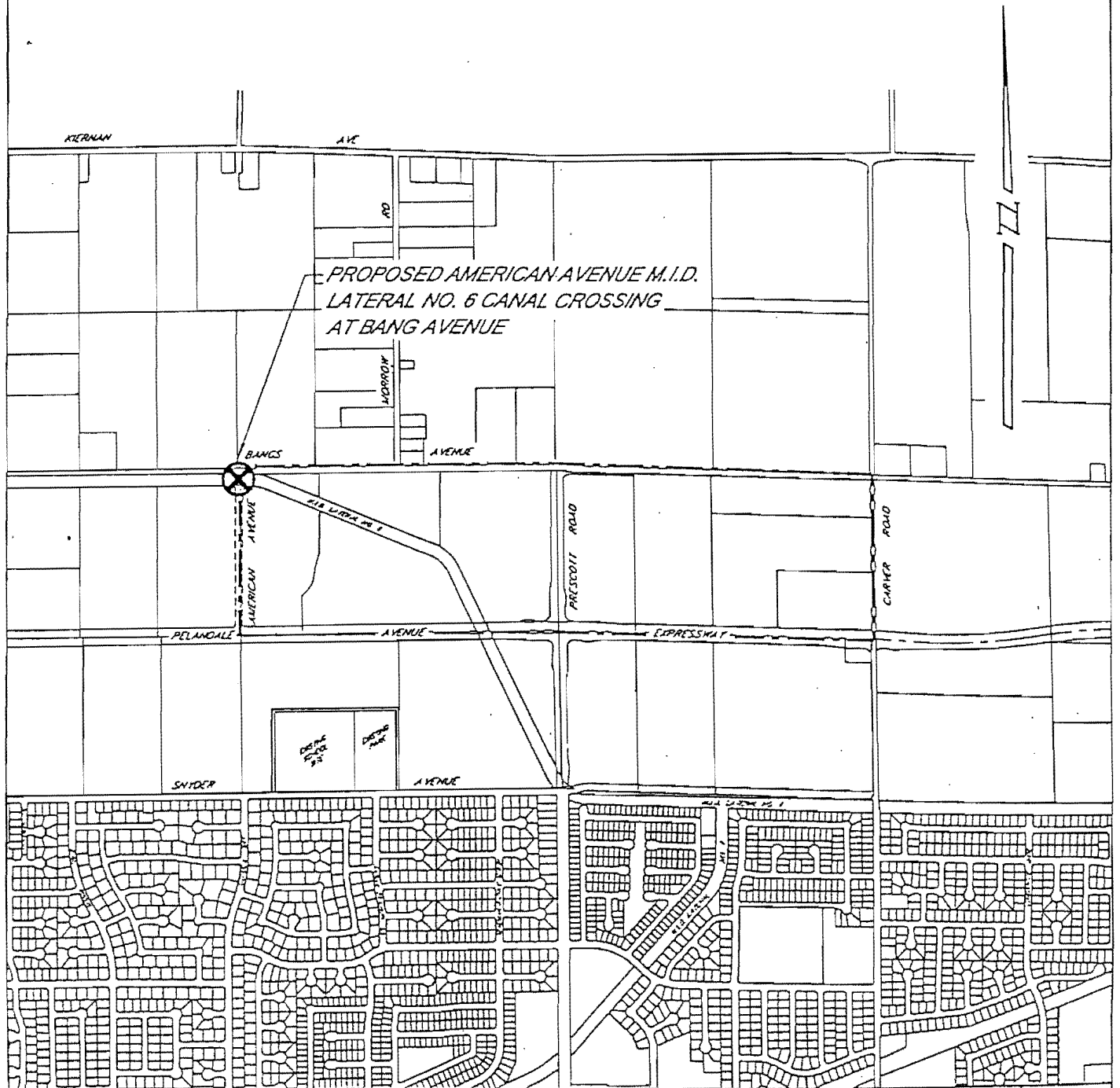
CARVER-BANGS SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
AMERICAN AVENUE
MODESTO IRRIGATION DISTRICT LATERAL NO. 6
CULVERT CROSSING AT BANGS AVENUE
(REFERENCE FIGURE 6)

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
A. CONSTRUCTION					
1.	CLEARING AND GRADING	LUMP SUM	LS	\$15,000.00	\$15,000
2.	EARTHWORK	LUMP SUM	LS	\$23,750.00	\$23,750
3.	CAST-IN-PLACE REINFORCED CONCRETE 4.5' x 12' DOUBLE BOX CULVERT	LUMP SUM	LS	\$125,000.00	\$125,000
4.	INLET STRUCTURE	1	EA	\$21,200.00	\$21,200
5.	OUTLET STRUCTURE	1	EA	\$21,200.00	\$21,200
6.	FENCING	LUMP SUM	LS	\$4,370.00	\$4,370
7.	UTILITY RELOCATION	1	EST	\$10,000.00	\$10,000
CONSTRUCTION TOTAL =====>					\$220,520
15% CONTINGENCY =====>					\$33,078
TOTAL CONSTRUCTION FOR AMERICAN AVENUE CULVERT CROSSING =====>					\$253,598
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$15,215.88	\$15,216
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$7,607.94	\$7,608
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$10,143.92	\$10,144
4.	GEOTECHNICAL	1	EST	\$5,000.00	\$5,000
5.	MID PERMITTING	1	EST	\$3,500.00	\$3,500
TOTAL FEES =====>					\$41,468
GRAND TOTAL =====>					\$295,066

NOTES:

1. THE ABOVE ESTIMATE INCLUDES THE COST TO INSTALL AN ULTIMATE CROSSING TO ACCOMMODATE THE 64' ULTIMATE AMERICAN AVENUE CROSS SECTION AS SHOWN ON EXHIBIT 4-5 OF THE ADOPTED CARVER BANGS SPECIFIC PLAN.

M.I.D. LATERAL NO. 6 AMERICAN AVENUE CANAL CROSSING



Drawn J.FREITAS

Date 4-29-98

Scale

Job No. 71-15016

FIGURE 6
CARVER BANGS



FAX (209)
526-0803

SHEET
1

CARVER-BANGS SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
CLASS I BIKE TRAIL
AND
PEDESTRIAN ACCESS CROSSING OF
MODESTO IRRIGATION DISTRICT LATERAL NO. 6
(REFERENCE FIGURE 7)

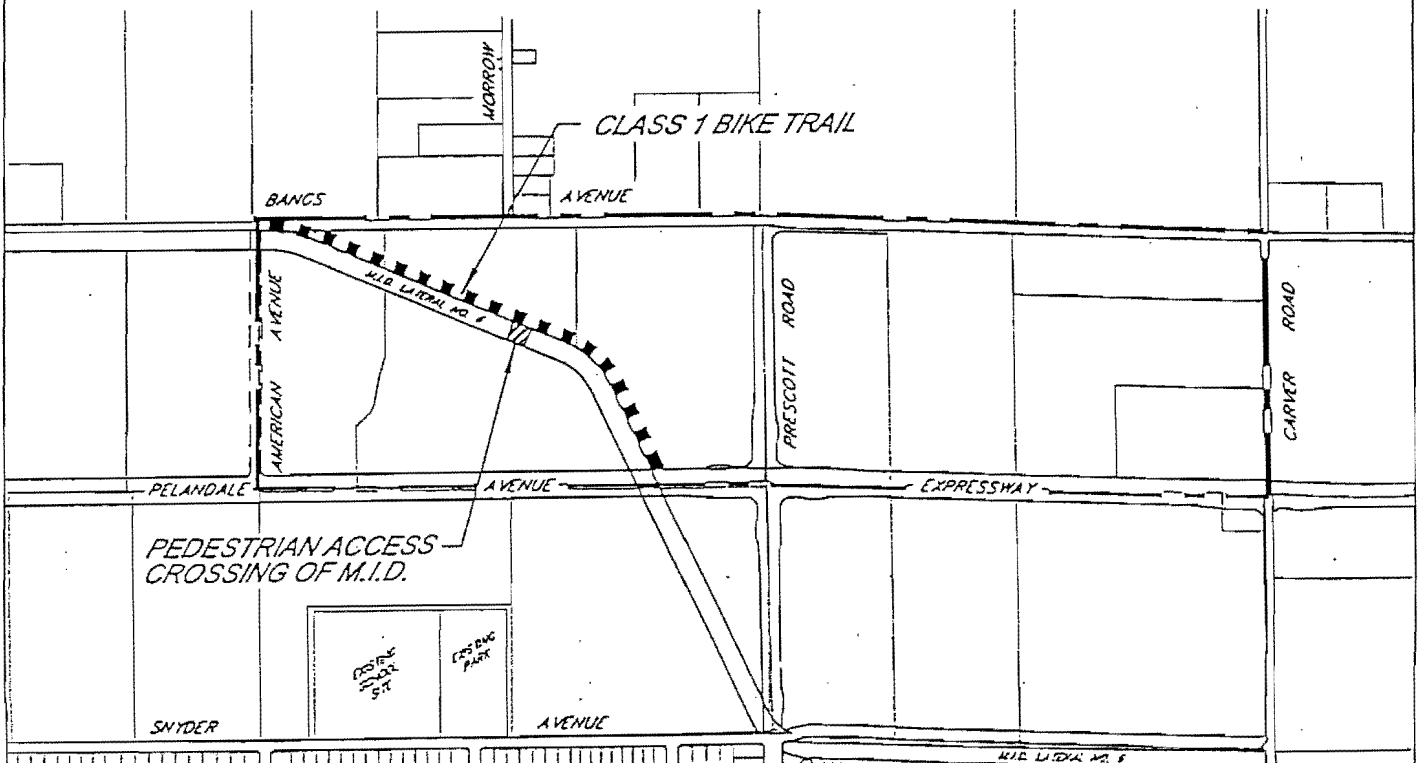
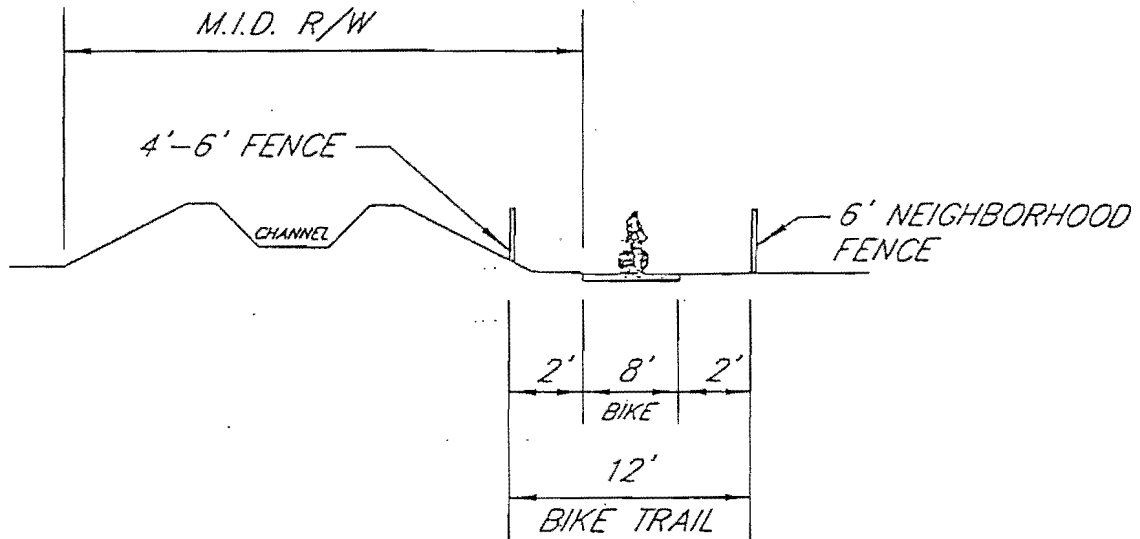
ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
I. DESIGN PARAMETERS					
1.	INSTALL 12' BIKE TRAIL SYSTEM (8' PATH WITH TWO-2' SHOULDER AREAS) IN ACCORDANCE WITH EXHIBIT 4-7 OF THE ADOPTED CARVER BANGS SPECIFIC PLAN				
2.	TOTAL LENGTH 2180 L.F. OR 0.413 MILES				
3.	THE CITY'S CFF PROGRAM HAS THE FOLLOWING CLASS I BIKE TRAIL COSTS INCLUDED:				
	Existing CFF Portion				
	0.413 Miles x \$105,600 =				\$43,613
II. CLASS I BIKE TRAIL					
A. CONSTRUCTION					
1.	8' BIKE PATH	17,440	SF	\$2.00	\$34,880
2.	2' GRAVEL SHOULDER EACH SIDE (2" DECOMPOSED GRANITE)	8,720	SF	\$0.30	\$2,616
3.	4-6' FENCE	2,180	LF	\$16.00	\$34,880
4.	PEDESTRIAN ACCESS CROSSING	LUMP SUM	LS	\$50,000.00	\$50,000

				CONSTRUCTION TOTAL =====>	\$122,376
				10% CONTINGENCY =====>	\$12,238
				TOTAL BIKE PATH =====>	\$134,614
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$8,076.82	\$8,077
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$4,038.41	\$4,038
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$5,384.54	\$5,385

				TOTAL FEES =====>	\$17,500
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION (10' WIDE; ASSUME 2' JOINT USE OF EXISTING MID RIGHT-OF-WAY)	0.50	AC	\$65,000.00	\$32,500
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$1,500.00	\$1,500

				TOTAL LAND ACQUISITION =====>	\$34,000
				GRAND TOTAL =====>	\$186,113
				CFF PORTION =====>	\$43,613
				TOTAL CARVER BANGS CFD PORTION =====>	\$142,500

CLASS 1 BIKE PATH / PEDESTRIAN ACCESS CROSSING OF M.I.D. NO.6



Drawn J.R.M.
 Date 7-28-98
 Scale

FIGURE 7
 CARVER BANGS



FAX (209) 526-0803
 SHEET 1

PELANDALE-SNYDER
(TAX AREA B)

DETAILED FACILITY COST ESTIMATES

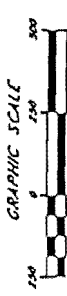
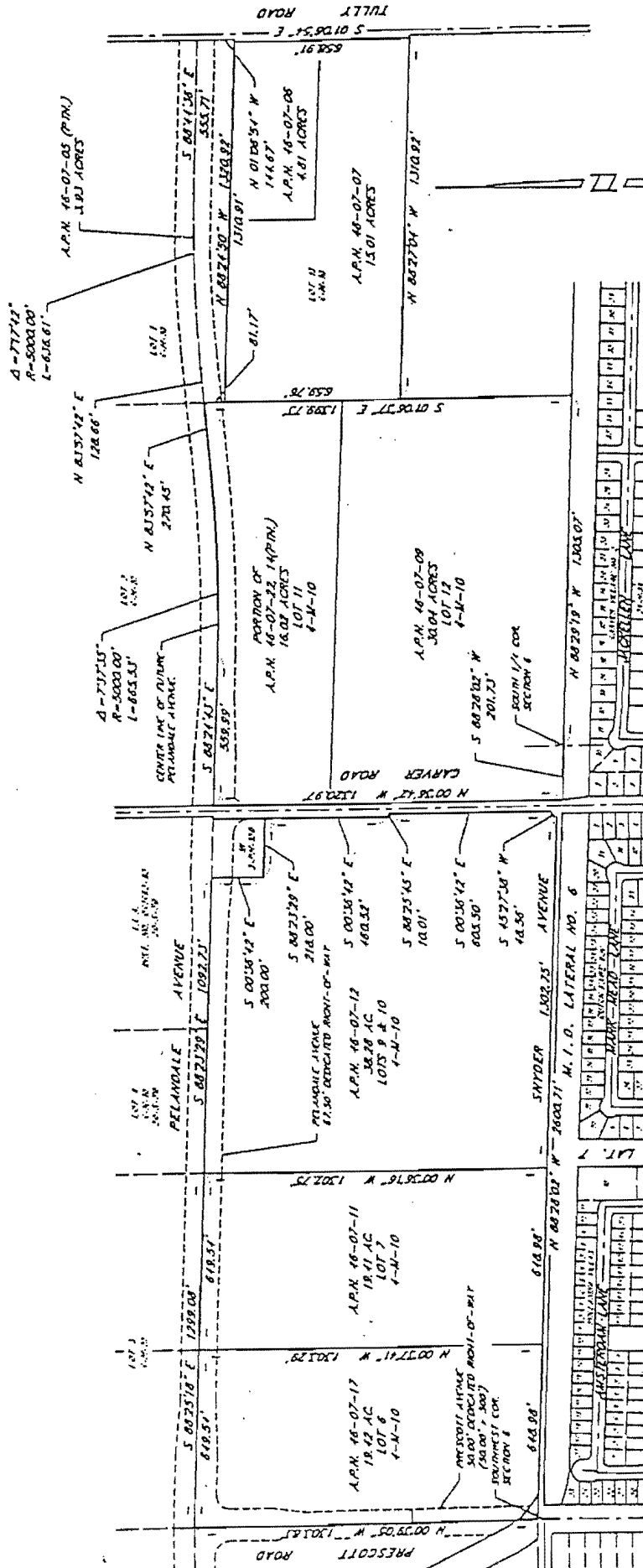
PELANDALE / SNYDER SPECIFIC PLAN AREA (TAX AREA B)
COMMUNITY FACILITIES
DISTRICT FORMATION
COST SUMMARY

A.	STORM DRAINAGE	\$4,000,232 \$4,389,042
B.	DALE ROAD	\$531,075
C.	PRESCOTT ROAD	\$628,297
D.	TULLY ROAD	\$1,011,016
E.	SNYDER AVENUE	\$52,743 \$504,283
F.	CLASS I BIKE TRAIL	\$752,675
G.	FORMATION COSTS	\$67,500
	TOTAL CFD COSTS =====>	\$7,043,538 \$7,883,888

NOTE:

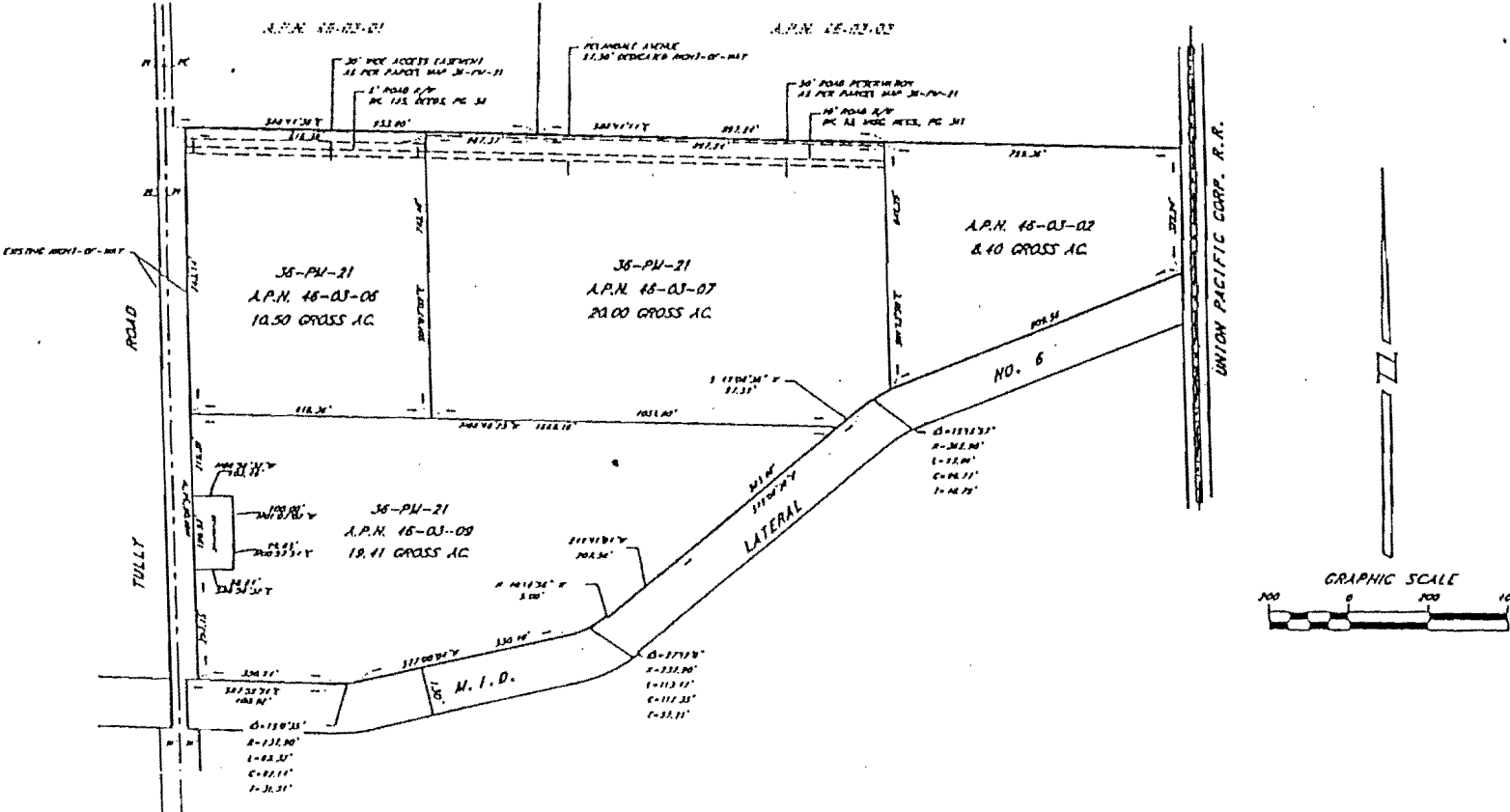
1. THE ABOVE TOTAL COSTS DO NOT INCLUDE THE ANNUAL LANDSCAPE MAINTENANCE COSTS FOR THE PLAN AREA. THE ANNUAL LANDSCAPE MAINTENANCE AND ADMINISTRATION COSTS ARE ESTIMATED AT \$852 PER NET ACRE.
2. FINAL BID QUANTITIES MAY INCLUDE MORE DETAILED LINE ITEMS WHICH SHALL BE ALL INCLUSIVE WITHIN LUMP SUM AMOUNTS OR QUANTITIES SHOWN IN THIS DOCUMENT.

PROPOSED BOUNDARIES OF
 COMMUNITY FACILITIES DISTRICT NO. 1998-2
 (CARVER-BANGS/PELANDALE-SNYDER)
 COUNTY OF STANISLAUS, STATE OF CALIFORNIA



LAND PLANNING • ENGINEERING • SURVEYING
 100 W. HIGHT ST. SUITE 200 • STOCKTON, CA 95210 • TEL: (209) 312-1111 • FAX: (209) 312-1111

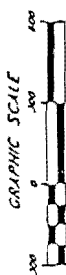
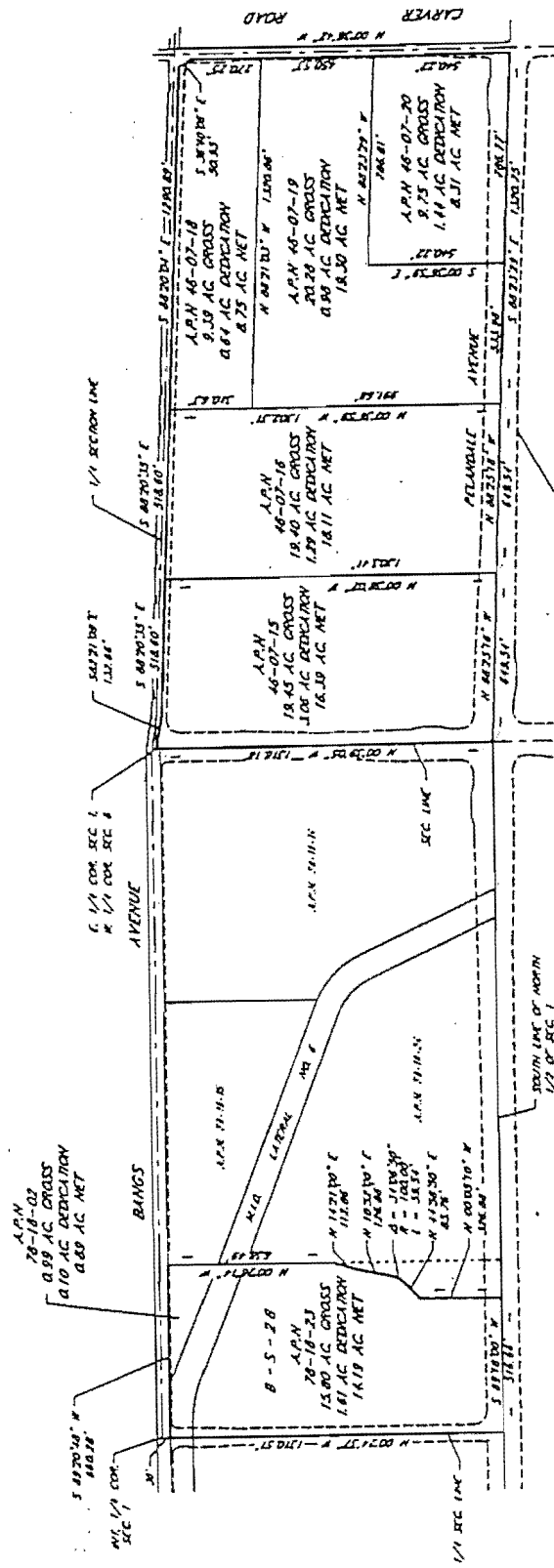
PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 1998-2 (CARVER-BANGS/PELANDALE-SNYDER) COUNTY OF STANISLAUS, STATE OF CALIFORNIA



LAND PLANNING • ENGINEERING • SURVEYING

1998-112 (REV. 1987) SEE ALSO 112-111 (REV. 1977) 112-111 (REV. 1977) 112-111 (REV. 1977) 112-111 (REV. 1977)

PROPOSED BOUNDARIES OF
 COMMUNITY FACILITIES DISTRICT NO. 1998-2
 (CARVER-BANGS/PELANDALE-SNYDER)
 COUNTY OF STANISLAUS, STATE OF CALIFORNIA



LEAND PLANKING • ENGINEERING • SURVEYING
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PELANDALE-SNYDER SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
STORM DRAIN TRUNK LINES
AND
PROPORTIONATE SHARE OF
STORM DRAIN BASIN AND APPURTENANCES
(REFERENCE FIGURE 1)

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
I. <u>STORM DRAIN TRUNK LINES</u>					
A. <u>CONSTRUCTION</u>					
1.	36" STORM	400	LF	\$121.00	\$48,400
2.	42" STORM	1,874	LF	\$155.00	\$290,470
3.	48" STORM	3,661	LF	\$161.00	\$589,421
4.	54" STORM	5,242	LF	\$182.00	\$954,044
5.	PROPORTIONATE SHARE 54" TO BASIN	108	LF	\$182.00	\$19,656
6.	MANHOLES	29	EA	\$5,750.00	\$166,750
SUB-TOTAL STORM DRAIN TRUNK LINES =====>					\$2,068,741
10% CONTINGENCY =====>					\$206,874
TOTAL CONSTRUCTION - STORM DRAIN TRUNK LINES =====>					\$2,275,615
II. <u>STORM DRAINAGE BASIN FACILITIES</u>					
B. <u>CONSTRUCTION</u>					
1.	STORM DRAIN BASIN EXCAVATION	100,372	CY	\$6.00	\$602,232
2.	STORM DRAIN PUMP STATION	LUMP SUM	LS	\$389,555.00	\$389,555
3.	STORM DRAIN PIPING (PLUS JACK & BORE)	LUMP SUM	LS	\$21,057.00	\$21,057
4.	FENCING	2,890	LF	\$16.00	\$46,240
5.	LANDSCAPING	13,170	SF	\$2.80	\$36,876
6.	INLETS	LUMP SUM	LS	\$7,019.00	\$7,019
6.	CLEARING / DISCING / STRIPPING	LUMP SUM	LS	\$7,019.00	\$7,019
SUB-TOTAL					\$1,109,998
10% CONTINGENCY =====>					\$111,000

Pelandale-Snyder Specific Plan Area
 Community Facilities District
 Preliminary Engineer's Estimate
 October 23, 1998

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
C. FEES					
1.	ENGINEERING	1	EST	\$70,192.00	\$70,192
2.	STAKING	1	EST	\$34,746.00	\$34,746
3.	CONSTRUCTION MANAGEMENT	1	EST	\$46,796.00	\$46,796
4.	GEOTECHNICAL	1	EST	\$12,635.00	\$12,635
TOTAL FEES ==>					\$164,369
D. LAND ACQUISITION					
1.	LAND PURCHASE	70.39% OF TOTAL COST OF \$1,030,239 =			\$725,185
2.	ADMINISTRATION	LUMP SUM	LS	\$2,875.00	\$2,875
TOTAL LAND ACQUISITION ==>					\$728,060
PELANDALE - SNYDER STORM DRAIN FACILITIES TOTAL ==>					\$4,389,042

NOTES:

1. THE PELANDALE-SNYDER PROPORTIONATE SHARE OF THE STORM DRAIN BASIN AND APPURTENANCES WAS DERIVED FROM A PER GROSS ACRE SHARE. THE FOLLOWING REPRESENT THE FORMULA USED FOR CONSTRUCTION AND FEES:

A. GROSS ACREAGE SUMMARY

PELANDALE / SNYDER	357.46
CARVER / BANGS	151.80
TOTAL GROSS ACRES ==>	
	509.26

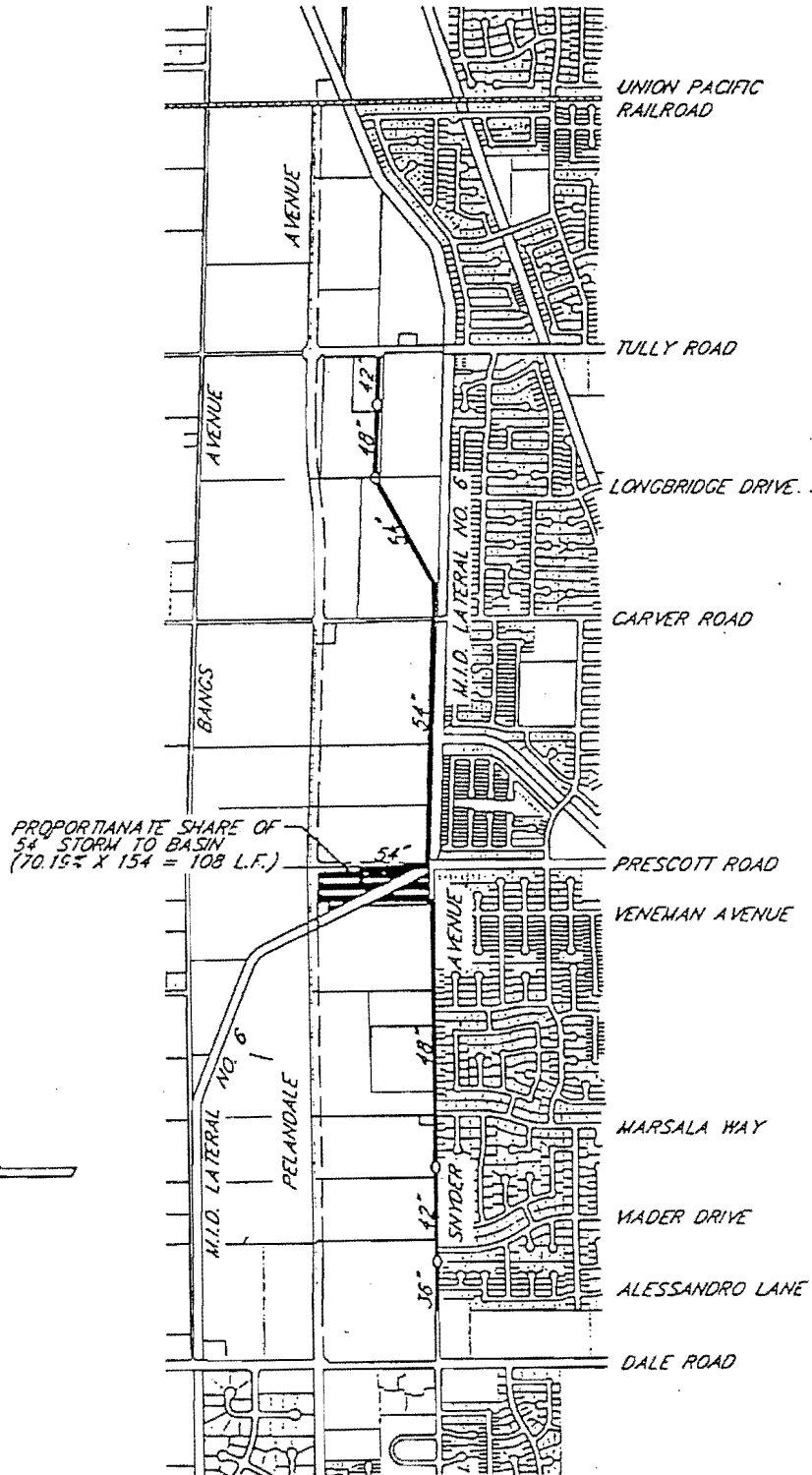
B. PELANDALE / SNYDER PROPORTIONATE SHARE

$357.46 / 509.26 = 70.19\%$

2. STORM DRAIN TRUNK LINE AND BASIN SIZING WERE TAKEN FROM THE PELANDALE-SNYDER A CARVER-BANGS STORM DRAINAGE SYSTEM PLANS DATED AUGUST 5, 1998 PREPARED BY MID VALLEY ENGINEERING, INC.

3. STORM DRAIN BASIN EXCAVATION INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING: PIPE D DRAINS, SPLASH PADS, LOW FLOW CHANNEL AND ROCK TRENCH, A.C. PAVING, DISPOSAL AREA GROUND PREPARATION, 6" A.C. BERMS, AND REMOVAL OF EXISTING IRRIGATION LINES.

BACKBONE STORM DRAIN SYSTEM



Drawn J.R.M.
 Date 7-8-13-98
 Scale
 Job No. 70-332

FIGURE 1
 PELANDALE SNYDER
 CDD FORMATION



FAX (209)
 526-0803

SHEET
 1

PELANDALE-SNYDER SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
DALE ROAD (CENTER 20' C.L. TO C.L.)
AND EAST SIDE DALE ROAD FRONTAGE IMPROVEMENTS
SNYDER AVENUE TO PELANDALE AVENUE (1,350' C.L. TO C.L.)
(REFERENCE FIGURE 2)

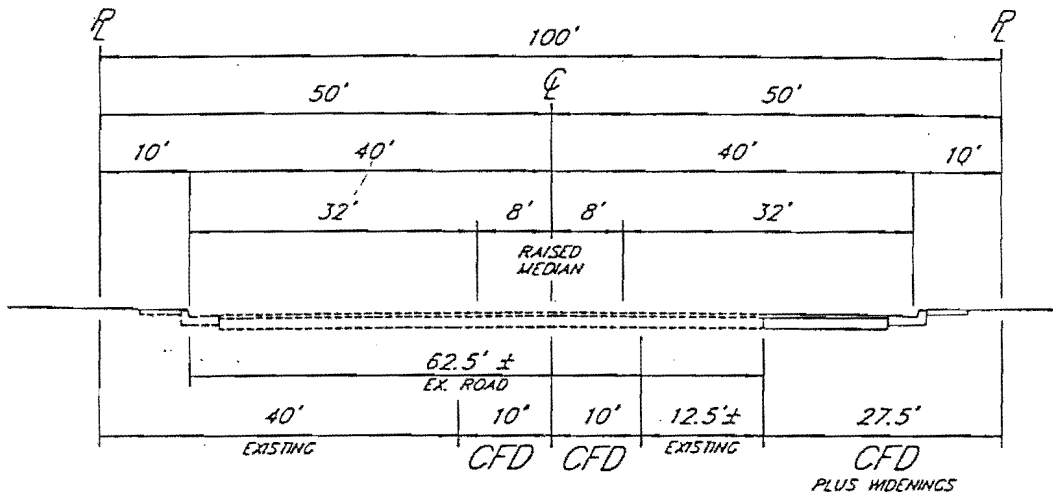
ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
<u>I. DALE ROAD CENTER 20 FEET</u>					
<u>A. CONSTRUCTION</u>					
1.	SAWCUT AND REMOVE EXISTING PAVEMENT	26,400	SF	\$1.50	\$39,600
2.	MEDIAN CURB	2,690	LF	\$15.00	\$40,350
3.	MEDIAN COVER	17,520	SF	\$3.50	\$61,320
4.	PAVEMENT (0.50' A.C. OVER 0.65' A.B., T.I. = 10; R.V. = 50)	5,280	SF	\$2.00	\$10,560
5.	STRIPING	LUMP SUM	LS	\$5,000.00	\$5,000
CONSTRUCTION TOTAL =====>					\$156,830
10% CONTINGENCY =====>					\$15,683
TOTAL DALE ROAD CONSTRUCTION =====>					\$172,513
<u>B. FEES</u>					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$10,350.78	\$10,351
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$5,175.39	\$5,175
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$6,900.52	\$6,901
TOTAL FEES =====>					\$22,427
DALE ROAD CENTER 20 FEET GRAND TOTAL =====>					\$194,940

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
II. EAST SIDE DALE ROAD FRONTAGE IMPROVEMENTS					
A. CONSTRUCTION					
1.	CLEARING AND GRADING	30,492	SF	\$0.60	\$18,295
2.	PAVEMENT (0.50' A.C. OVER 0.65' A.B., T.I. = 10, R.V. = 50)	22,104	SF	\$2.00	\$44,208
3.	STORM DRAINAGE				
a.	12" STORM DRAIN	800	LF	\$30.00	\$24,000
b.	15" STORM DRAIN	420	LF	\$37.00	\$15,540
c.	CATCH BASINS	2	EA	\$1,000.00	\$2,000
d.	12" CATCH BASIN RUNS	100	LF	\$30.00	\$3,000
e.	MANHOLES	2	EA	\$2,000.00	\$4,000
4.	10' SIDEWALK WITH TREETWELL AND VINE BLOCKOUTS	12,300	SF	\$3.00	\$36,900
5.	6" VERTICAL CURB AND GUTTER	1,230	LF	\$9.00	\$11,070
6.	RETURN AT PELANDALE AVENUE	1	EA	\$1,000.00	\$1,000
7.	ELECTROLIERS	3	EA	\$3,500.00	\$10,500
8.	LANDSCAPING (12' WIDE STRIP)	14,760	SF	\$2.80	\$41,328
9.	SIGNAGE AND STRIPING (5% OF GRADING AND PAVEMENT COSTS)	1	EST	\$3,125.16	\$3,125
10.	TRAFFIC CONTROL	LUMP SUM	LS	\$4,500.00	\$4,500
11.	TRAFFIC SIGNAL INTERCONNECT	1,230	LF	\$10.00	\$12,300
12.	PRIMECOAT	22,104	SF	\$0.02	\$442
CONSTRUCTION TOTAL =====>					\$232,208
10% CONTINGENCY =====>					\$23,221
TOTAL DALE ROAD CONSTRUCTION =====>					\$255,429
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$15,325.76	\$15,326
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$7,662.88	\$7,663
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$10,217.17	\$10,217
TOTAL FEES =====>					\$33,206
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	0.70	AC	\$65,000.00	\$45,500
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,000.00	\$2,000
TOTAL LAND ACQUISITION =====>					\$47,500
DALE ROAD FRONTAGE GRAND TOTAL =====>					\$336,135
DALE ROAD GRAND TOTAL =====>					\$531,075

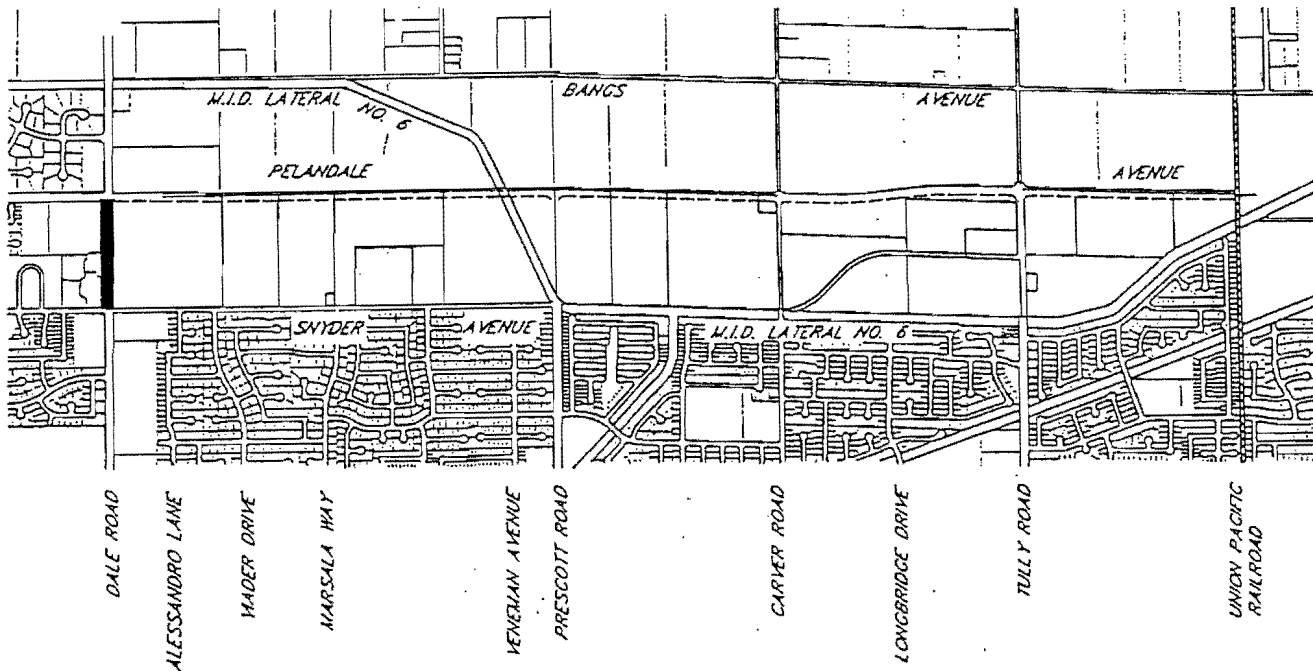
NOTE:

1. THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC. FOR THE FOLLOWING SUBDIVISIONS: KENSINGTON PARK, TUSCANY, EASTPORT AND ALMOND VALLEY

DALE ROAD

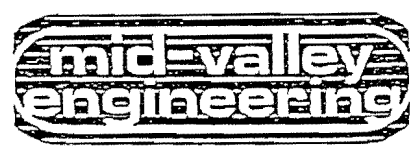


NOTE: MATCH EXISTING PAVEMENT PER CITY STANDARDS
SNYDER AVENUE TO PELANDALE AVENUE



Drawn J.R.M.
Date 8-13-98
Scale
Job No. 70-332

FIGURE 2
PELANDALE SNYDER
CFD FORMATION



FAX (209) 526-0803
SHEET 1

PELANDALE-SNYDER SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
PRESCOTT ROAD
WEST SIDE FRONTAGE IMPROVEMENTS ADJACENT
TO STORM DRAIN BASIN
AND EAST SIDE FRONTAGE IMPROVEMENTS
PELANDALE AVENUE TO SNYDER AVENUE (1,316' C.L. TO C.L.)
(REFERENCE FIGURE 3)

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
I. <u>PRESCOTT ROAD WEST SIDE FRONTAGE IMPROVEMENTS (ADJACENT TO STORM DRAIN BASINS)</u>					
A. <u>CONSTRUCTION</u>					
1.	CLEARING AND GRADING	37,530	SF	\$0.60	\$22,518
2.	PAVEMENT (0.50' A.C. OVER 0.65' A.B., T.I. = 10 R.V. = 50)	18,525	SF	\$2.00	\$37,050
3.	2" A.C. OVERLAY (EXISTING INTERIM PRESCOTT)	17,100	SF	\$0.60	\$10,260
4.	STORM DRAINAGE				
a.	CATCH BASINS	2	EA	\$1,000.00	\$2,000
b.	12" CATCH BASIN RUNS (50 L.F. PER C.B.)	100	LF	\$30.00	\$3,000
c.	MANHOLES	1	EA	\$2,000.00	\$2,000
5.	6" VERTICAL CURB AND GUTTER	1,200	LF	\$9.00	\$10,800
6.	10' SIDEWALK	12,000	SF	\$3.00	\$36,000
7.	RETURNS	2	EA	\$1,000.00	\$2,000
8.	ELECTROLIERS	4	EA	\$3,500.00	\$14,000
9.	PRIMECOAT	18,525	SF	\$0.02	\$371
					\$139,999
					CONSTRUCTION TOTAL =====>
					10% CONTINGENCY =====>
					\$14,000
					\$153,998
					TOTAL PRESCOTT ROAD CONSTRUCTION =====>
B. <u>FEES</u>					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$9,239.90	\$9,240
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$4,619.95	\$4,620
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$6,159.93	\$6,160
					\$20,020
					TOTAL FEES =====>
C. <u>LAND ACQUISITION</u>					
1.	RIGHT-OF-WAY DEDICATION	1.20	AC	\$65,000.00	\$78,000
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,000.00	\$2,000
					\$80,000
					TOTAL LAND ACQUISITION =====>
					\$254,018
					PRESCOTT ROAD WEST SIDE FRONTAGE TOTAL =====>

Pelandale-Snyder Specific Plan Area
 Community Facilities District
 Preliminary Engineer's Estimate
 October 23, 1998

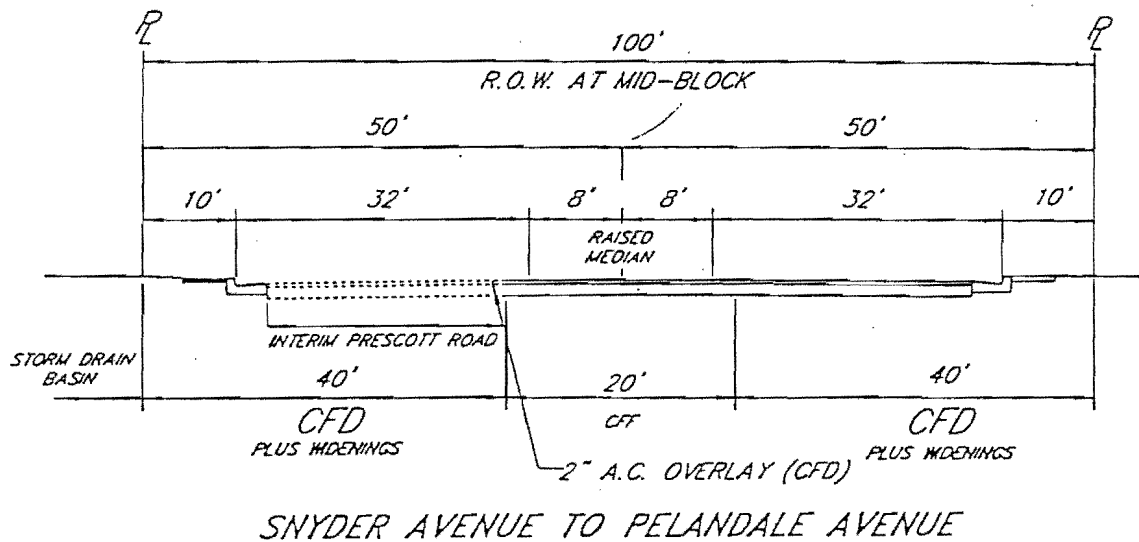
ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
II. PRESCOTT ROAD EAST SIDE FRONTAGE IMPROVEMENTS					
A. CONSTRUCTION					
1.	CLEARING AND GRADING	37,530	SF	\$0.60	\$22,518
2.	PAVEMENT (0.50' A.C. OVER 0.65' A.B., T.I. = 10 R.V. = 50)	41,400	SF	\$2.00	\$82,800
3.	STORM DRAINAGE				
a.	CATCH BASINS	2	EA	\$1,000.00	\$2,000
b.	12" CATCH BASIN RUNS	100	LF	\$30.00	\$3,000
c.	MANHOLES	1	EA	\$2,000.00	\$2,000
4.	6" VERTICAL CURB AND GUTTER	1,200	LF	\$9.00	\$10,800
5.	10' SIDEWALK WITH TREEWELL AND VINE BLOCKOUTS	12,000	SF	\$3.00	\$36,000
6.	RETURNS	4	EA	\$800.00	\$3,200
7.	ELECTROLIERS	3	EA	\$3,500.00	\$10,500
8.	LANDSCAPING (12' WIDE STRIP)	14,400	SF	\$2.80	\$40,320
9.	SIGNAGE AND STRIPING (5% OF GRADING AND PAVEMENT COST)	1	EST	\$5,265.90	\$5,266
10.	TRAFFIC CONTROL	LUMP SUM	LS	\$2,500.00	\$2,500
11.	TRAFFIC SIGNAL INTERCONNECT	1,200	LF	\$10.00	\$12,000
12.	PRIMECOAT	41,400	SF	\$0.02	\$828
CONSTRUCTION TOTAL =====>					\$233,732
10% CONTINGENCY =====>					\$23,373
TOTAL PRESCOTT ROAD CONSTRUCTION =====>					\$257,105
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$15,426.31	\$15,426
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$7,713.15	\$7,713
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$10,284.20	\$10,284
TOTAL FEES =====>					\$33,424
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	1.25	AC	\$65,000.00	\$81,250
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,500.00	\$2,500
TOTAL LAND ACQUISITION =====>					\$83,750
PRESCOTT ROAD EAST SIDE FRONTAGE TOTAL =====>					\$374,279
PRESCOTT ROAD GRAND TOTAL =====>					\$628,297

Pelandale-Snyder Specific Plan Area
Community Facilities District
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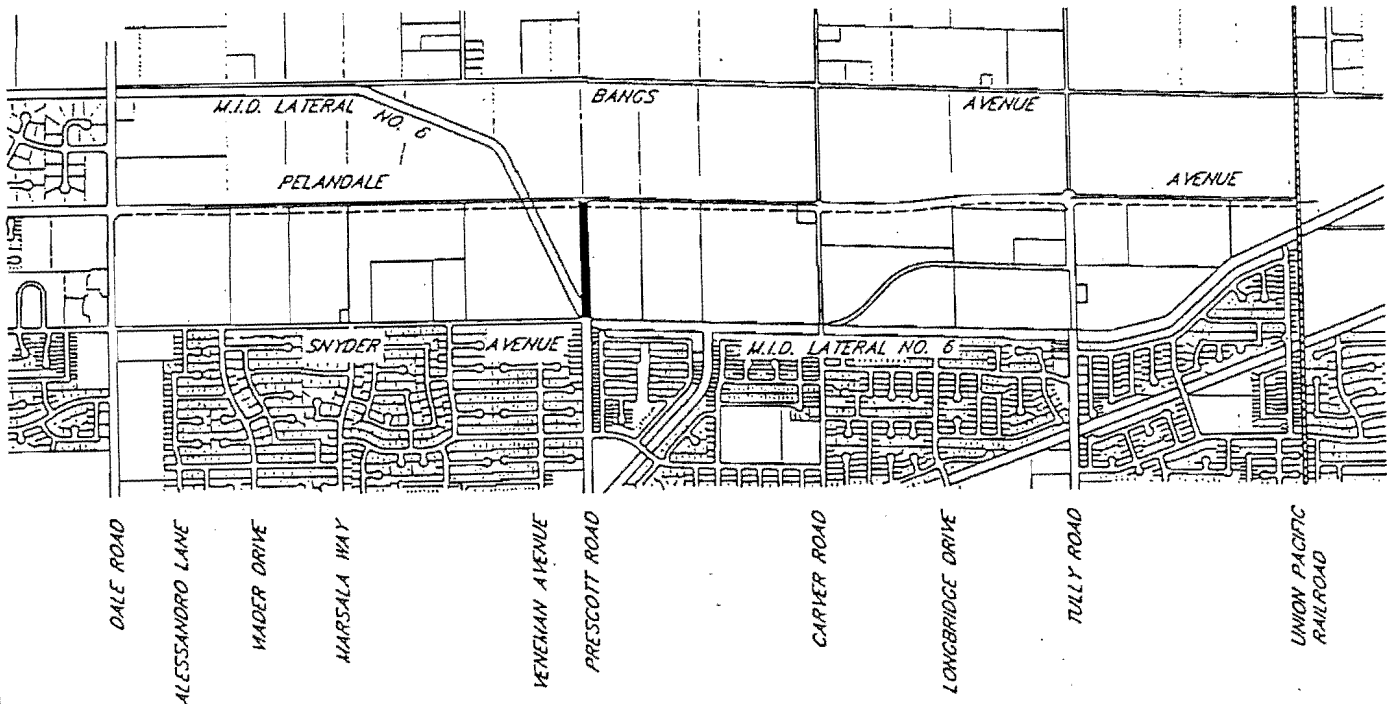
NOTES:

1. THE ABOVE ESTIMATE ASSUMES THE PHASE 1A INTERIM PELANDALE AVENUE WILL BE CONSTRUCTED ON THE WEST SIDE OF PRESCOTT AND A PORTION OF THE IMPROVEMENTS (APPROXIMATELY 650 L.F. FROM THE SNYDER INTERSECTION) WILL BE REMOVED FOR THE ULTIMATE IMPROVEMENTS. THE REMAINING INTERIM SECTION IS ASSUMED TO REMAIN AND BE OVERLAYED WITH 2" A.C.
2. THE ABOVE ESTIMATE DOES NOT INCLUDE THE CENTER 20' PORTION OF PRESCOTT ROAD SINCE IT IS INCLUDED IN THE CFF PROGRAM.
3. THE ABOVE ESTIMATE DOES NOT INCLUDE THE MAINLINE STORM DRAIN IMPROVEMENTS SINCE THOSE COSTS ARE INCLUDED WITH THE STORM DRAIN COMPONENT OF THE CFD.
4. THE ABOVE ESTIMATE INCLUDES ALL NECESSARY CATCH BASINS. THIS CATCH BASIN ESTIMATE WAS TAKEN DIRECTLY FROM THE APPROVED "ALMOND VALLEY SUBDIVISION" IMPROVEMENT PLANS.
5. THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC. FOR THE FOLLOWING SUBDIVISIONS: KENSINGTON PARK, TUSCANY, EASTPORT AND ALMOND VALLEY.

PRESCOTT ROAD



SNYDER AVENUE TO PELANDALE AVENUE



Drawn J.R.M.
 Date 8-13-98
 Scale
 Job No. 70-332

FIGURE 3
 PELANDALE SNYDER
 CFD FORMATION



FAX (209) 526-0803
 SHEET 1

PELANDALE-SNYDER SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
TULLY ROAD FRONTAGE IMPROVEMENTS (BOTH SIDES)
FROM EXISTING
MODESTO IRRIGATION DISTRICT LATERAL NO. 6
TO PELANDALE AVENUE (1,450' C.L. TO C.L.)
TULLY ROAD (CENTER 34 FEET) NOT FUNDED BY CFF
AND
TULLY / SNYDER TRAFFIC SIGNAL
(REFERENCE FIGURE 4)

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
I. TULLY ROAD FRONTAGE IMPROVEMENTS (BOTH SIDES, 114 FOOT RIGHT-OF-WAY)					
A. CONSTRUCTION					
1.	CLEARING AND GRADING	87,245	SF	\$0.60	\$52,347
2.	PAVEMENT (0.50' A.C. OVER 0.65' A.B., T.I. = 10, R.V. = 50)	81,410	SF	\$2.00	\$162,820
3.	STORM DRAINAGE				
a.	CATCH BASINS	4	EA	\$1,000.00	\$4,000
b.	12" STORM DRAIN	600	LF	\$30.00	\$18,000
c.	12" CATCH BASIN RUNS	200	LF	\$30.00	\$6,000
d.	MANHOLES	3	EA	\$2,000.00	\$6,000
4.	6" VERTICAL CURB AND GUTTER	2,432	LF	\$9.00	\$21,888
5.	10' SIDEWALK	24,320	SF	\$3.00	\$72,960
6.	REMOVE EXISTING CURB, GUTTER AND SIDEWALK ALONG EXISTING IMPROVEMENTS EAST SIDE OF TULLY ROAD	717	LF	\$20.00	\$14,340
7.	CLEARING, GRADING AND DEMOLITION ALONG EXISTING IMPROVEMENTS EAST SIDE OF TULLY ROAD (LANDSCAPING, IRRIGATION, ETC.)	LUMP SUM	LS	\$20,000.00	\$20,000
8.	ELECTROLIERS	9	EA	\$3,500.00	\$31,500
9.	SIGNAGE AND STRIPING (5% OF GRADING AND PAVEMENT COST)	1	EST	\$10,758.35	\$10,758
10.	TRAFFIC CONTROL	LUMP SUM	LS	\$7,000.00	\$7,000
11.	TRAFFIC SIGNAL INTERCONNECT (ONE SIDE ONLY)	1,400	LF	\$10.00	\$14,000
12.	RELOCATE OVERHEAD POWER LINES	4	EA	\$7,000.00	\$28,000
13.	LANDSCAPING (12' WIDE STRIP BOTH SIDES)	36,996	SF	\$2.80	\$103,589
14.	PRIMECOAT	81,410	SF	\$0.02	\$1,628
CONSTRUCTION TOTAL =====>					\$574,830
15% CONTINGENCY =====>					\$86,225
TOTAL CONSTRUCTION FOR TULLY ROAD FRONTAGE =====>					\$661,055

Pelandale-Snyder Specific Plan Area
 Community Facilities District
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ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$39,663.29	\$39,663
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$19,831.65	\$19,832
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$26,442.20	\$26,442
TOTAL FEES =====>					\$85,937
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	0.776	AC	\$65,000.00	\$50,440
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,000.00	\$2,000
TOTAL LAND ACQUISITION =====>					\$52,440
TOTAL TULLY ROAD FRONTAGE =====>					\$799,432
II. TULLY ROAD (CENTER 34 FEET) NOT FUNDED BY CFF					
A. CONSTRUCTION					
1.	SAWCUT AND REMOVE EXISTING PAVEMENT	27,360	SF	\$1.50	\$41,040
2.	MEDIAN CURB	3,090	LF	\$15.00	\$46,350
3.	MEDIAN LANDSCAPING	23,120	SF	\$3.50	\$80,920
4.	PAVEMENT (0.50' A.C. OVER 0.65' A.B.; T.I. = 10, R.V. = 50)	27,360	SF	\$2.00	\$54,720
5.	STRIPING	LUMP SUM	LS	\$6,000.00	\$6,000
CONSTRUCTION TOTAL =====>					\$229,030
10% CONTINGENCY =====>					\$22,903
TOTAL CONSTRUCTION FOR TULLY ROAD CENTER 34' FEET =====>					\$251,933
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$15,115.98	\$15,116
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$7,557.99	\$7,558
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$10,077.32	\$10,077
TOTAL FEES =====>					\$32,751
TOTAL TULLY ROAD CENTER 34 FEET =====>					\$284,684
TOTAL AMOUNT FUNDED BY CFF =====>					\$220,000
TOTAL TULLY ROAD (CENTER 34 FEET) FUNDED BY PELANDALE-SNYDER CFD =====>					\$64,684
III. TRAFFIC SIGNAL AT TULLY ROAD AND SNYDER AVENUE					
A. CONSTRUCTION					
1.	TRAFFIC SIGNAL	LUMP SUM	LS	\$130,000.00	\$130,000

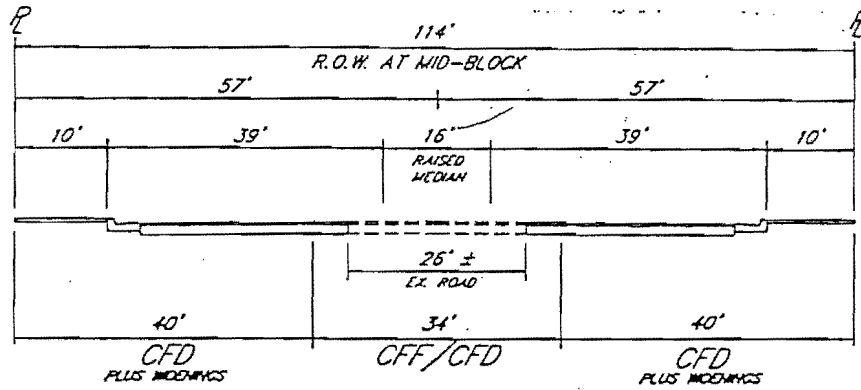
Pelandale-Snyder Specific Plan Area
 Community Facilities District
 Preliminary Engineer's Estimate
 October 23, 1998

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$7,800.00	\$7,800
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$3,900.00	\$3,900
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$5,200.00	\$5,200
				TOTAL FEES =====>	\$16,900
				TOTAL TRAFFIC SIGNAL TULLY AND SNYDER =====>	\$146,900
				TULLY ROAD GRAND TOTAL =====>	\$1,011,016

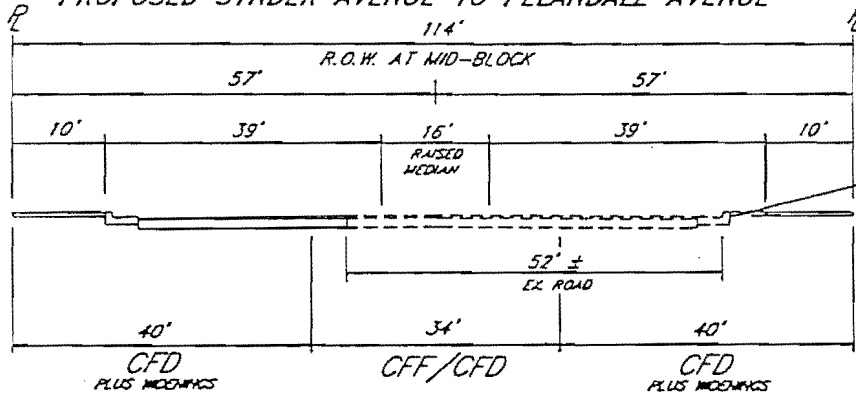
NOTES:

1. THIS ESTIMATE ITEM II IS FOR THE ENTIRE COST OF THE CENTER 34 FEET OF TULLY ROAD IMPROVEMENTS. THE CENTER 34 FEET OF IMPROVEMENTS ON TULLY ROAD ARE FUNDED BY THE CFF PROGRAM, HOWEVER, THE FUNDS ARE NOT AVAILABLE FOR THE ENTIRE PROJECT SO A PORTION OF THE PROJECT NOT FUNDED BY CFF WILL BE FUNDED BY THE PELANDALE-SNYDER CFD.
2. THIS ESTIMATE IS BASED ON THE ASSUMPTION THAT THE CENTER 26+/- FEET OF EXISTING PAVEMENT WILL REMAIN AND ADJACENT DEVELOPMENT WILL BE REQUIRED TO MATCH EXISTING PAVEMENT.
3. THE ABOVE COST ESTIMATE INCLUDES THE COST FOR IMPROVEMENTS FROM THE NORTH SIDE OF THE MODESTO IRRIGATION DISTRICT LATERAL TO PELANDALE AVENUE.
4. THE TULLY ROAD IMPROVEMENTS INCLUDE A COST TO REMOVE AND REPLACE THE EXISTING IMPROVEMENTS ALONG THE BIG VALLEY GRACE COMMUNITY CHURCH FRONTAGE (50' EXISTING TO 57' CITY STANDARD) TO BRING THE CROSS SECTION TO CITY STANDARD. HOWEVER, SPECIFIC DECELERATION OR ACCELERATION LANES WHICH ARE SITE SPECIFIC IMPROVEMENTS ARE NOT INCLUDED IN THE ESTIMATE.
5. THE RIGHT-OF-WAY COSTS ARE THE REQUIRED DEDICATIONS FOR RIGHT-OF-WAY BEYOND THE ALREADY EXISTING DEDICATIONS.
6. THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC. FOR THE FOLLOWING SUBDIVISIONS: KENSINGTON PARK, TUSCANY, EASTPORT AND ALMOND VALLEY.

TULLY ROAD

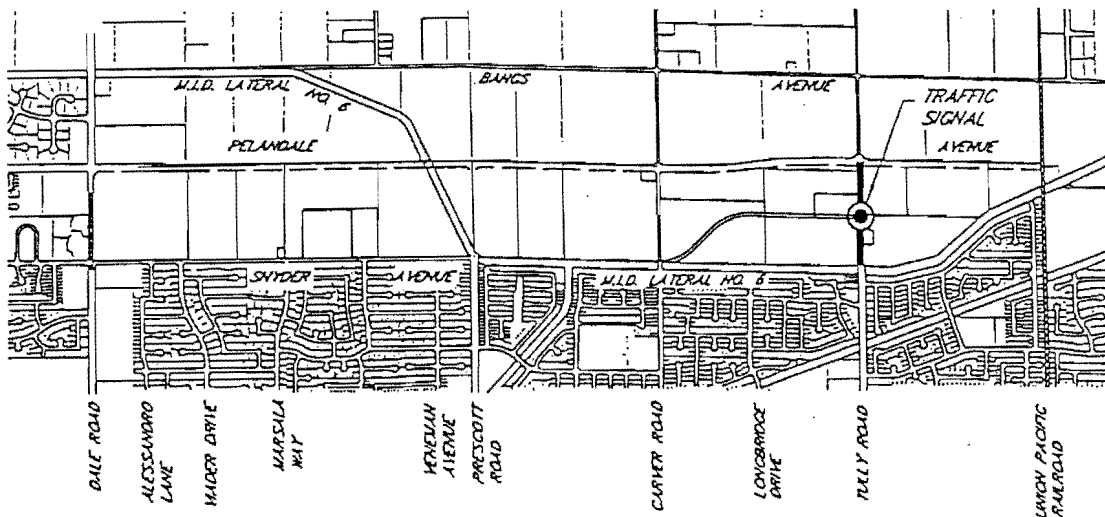


NOTE: MATCH EXISTING PAVEMENT PER CITY STANDARDS
 PROPOSED SYNDER AVENUE TO PELANDALE AVENUE



EX. CURB, GUTTER & SIDEWALK TO BE REMOVED

NOTE: MATCH EXISTING PAVEMENT PER CITY STANDARDS
 M.I.D. LATERAL NO. 6 TO PROPOSED SYNDER AVENUE



Drawn J.R.M.
 Date 7-13-98
 Scale
 Job No. 70-332

FIGURE 4
 PELANDALE SNYDER
 CFD FORMATION



900 H ST STE C, MADERA, CALIFORNIA 95354

FAX (209) 526-0803

SHEET

1

OF 4

PELANDALE-SNYDER SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
SNYDER AVENUE
NORTH SIDE ADJACENT TO STORM DRAIN BASIN,
WEST OF PRESCOTT ROAD (352'), SOUTH SIDE
ADJACENT TO BIKE TRAIL FROM
PRESCOTT ROAD TO CARVER ROAD (2,639' C.L. TO C.L.)
(REFERENCE FIGURES 5, 5A, 5B, AND 5C)

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
<u>I. SNYDER AVENUE ADJACENT TO STORM DRAIN BASIN</u>					
<u>A. CONSTRUCTION</u>					
1.	CLEARING AND GRADING	4,960	SF	\$0.35	\$1,736
2.	PAVEMENT (0.40' A.C. OVER 0.55' A.B., T.I. = 8 R.V. = 46)	4,085	SF	\$2.00	\$8,170
3.	6" VERTICAL CURB AND GUTTER	352	LF	\$9.00	\$3,168
4.	5' SIDEWALK	1,760	SF	\$3.00	\$5,280
5.	STORM DRAINAGE				
a.	12" STORM DRAIN	265	LF	\$30.00	\$7,950
b.	CATCH BASIN	1	EA	\$1,000.00	\$1,000
c.	STORM MANHOLE	1	EA	\$2,500.00	\$2,500
6.	SIGNING / STRIPING (5% OF GRADING AND PAVEMENT COST)	1	EST	\$495.30	\$495
7.	TRAFFIC CONTROL	LUMP SUM	LS	\$1,000.00	\$1,000
8.	IRRIGATION REMOVAL	316	LF	\$10.00	\$3,160
					\$34,459
					10% CONTINGENCY =====> \$3,446
					TOTAL SNYDER AVENUE ADJACENT TO STORM DRAIN BASIN CONSTRUCTION =====> \$37,905
<u>B. FEES</u>					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$2,274.31	\$2,274
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$1,137.16	\$1,137
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$1,516.21	\$1,516
					TOTAL FEES =====> \$4,928
<u>C. LAND ACQUISITION</u>					
1.	RIGHT-OF-WAY DEDICATION	0.11	AC	\$65,000.00	\$7,410
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,500.00	\$2,500
					TOTAL LAND ACQUISITION =====> \$9,910
					SNYDER AVENUE ADJACENT TO THE STORM DRAIN BASIN TOTAL =====> \$52,743

Pelandale-Snyder Specific Plan Area
 Community Facilities District
 Preliminary Engineer's Estimate
 October 23, 1998

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
II. SNYDER AVENUE SOUTH SIDE ADJACENT TO BIKE TRAIL					
A. CONSTRUCTION					
1.	CLEARING AND GRADING	51,575	SF	\$0.35	\$18,051
2.	PAVEMENT (0.40' A.C. OVER 0.55' A.B.; T.I. = 8, R.V. = 48)	47,020	SF	\$2.00	\$94,040
3.	PAVEMENT REMOVAL	59,730	SF	\$1.50	\$89,595
4.	6" VERTICAL CURB AND GUTTER	2,538	LF	\$9.00	\$22,842
5.	STORM DRAINAGE				
a.	12" CATCH BASIN RUNS (50 L.F. PER C.B.)	250	LF	\$30.00	\$7,500
b.	CATCH BASINS	5	EA	\$1,000.00	\$5,000
c.	STORM MANHOLE	5	EA	\$2,500.00	\$12,500
6.	ELECTROLIERS (660' INTERVALS)	4	EA	\$3,500.00	\$14,000
7.	SIGNING / STRIPING (5% OF GRADING AND PAVEMENT COST)	1	EST	\$5,604.56	\$5,605
8.	TRAFFIC CONTROL	LUMP SUM	LS	\$5,000.00	\$5,000
9.	ABANDON EXISTING PUMP STATION NO. 47	LUMP SUM	LS	\$4,500.00	\$4,500
CONSTRUCTION TOTAL =====>					\$278,633
10% CONTINGENCY =====>					\$27,863
TOTAL SNYDER AVENUE ADJACENT TO BIKE TRAIL CONSTRUCTION =====>					\$306,496
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$18,389.77	\$18,390
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$9,194.88	\$9,195
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$12,259.84	\$12,260
TOTAL FEES =====>					\$39,844
C. LAND ACQUISITION					
1.	RIGHT-OF-WAY DEDICATION	1.58	AC	\$65,000.00	\$102,700
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,500.00	\$2,500
TOTAL LAND ACQUISITION =====>					\$105,200
SNYDER AVENUE ADJACENT TO THE BIKE TRAIL TOTAL =====>					\$451,541
SNYDER AVENUE GRAND TOTAL =====>					\$504,283

NOTES:

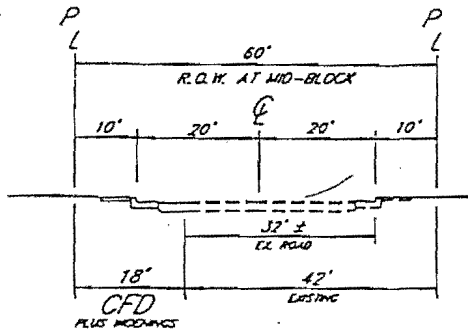
A. SNYDER AVENUE ADJACENT TO STORM DRAIN BASIN

1. THE SNYDER AVENUE IMPROVEMENTS ADJACENT TO THE STORM DRAINAGE BASIN, INCLUDE THE COST FOR IMPROVEMENT FROM THE WEST SIDE OF THE PROPOSED BASIN PROPERTY TO THE RETURN AT PRESCOTT ROAD.
2. THE RIGHT-OF-WAY COSTS IS THE AREA OF DEDICATION REQUIRED ASSUMING AN EXISTING 20 FOOT DEDICATION ON THE NORTH SIDE OF SNYDER AVENUE.

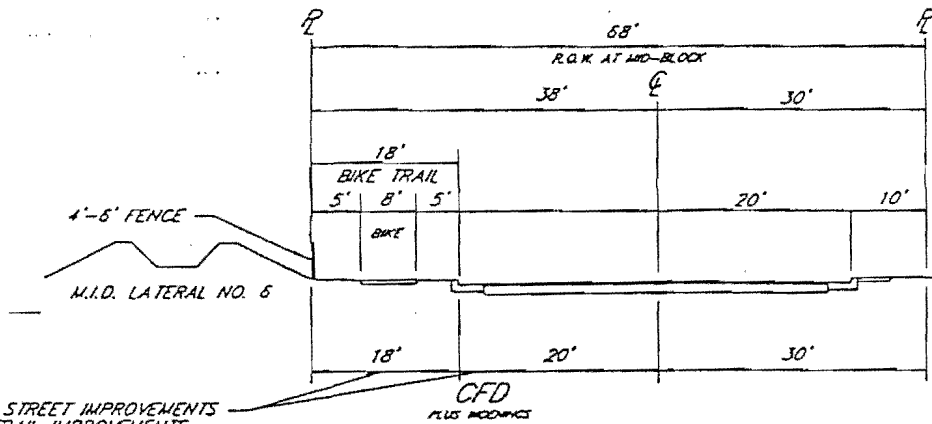
B. SNYDER AVENUE SOUTH SIDE ADJACENT TO BIKE TRAIL

1. THE SNYDER AVENUE IMPROVEMENTS INCLUDE THE COSTS FOR ROADWAY IMPROVEMENTS (EXCLUDING BIKE TRAIL) SOUTH OF THE CENTERLINE (20') FROM PRESCOTT ROAD TO CARVER ROAD.
2. THE RIGHT-OF-WAY AREA TO BE INCLUDED WITHIN THIS CFD ALONG SNYDER AVENUE BETWEEN PRESCOTT ROAD AND CARVER ROAD IS AS FOLLOWS:
 - A. VARYING RIGHT-OF-WAY WIDTH FROM 1.8+/- FEET TO 12.5+/- FEET FROM THE PROPOSED NEW SNYDER AVENUE CENTERLINE TO THE EXISTING SNYDER AVENUE DEDICATION.
 - B. 20' WIDTH RIGHT-OF-WAY FROM PROPOSED NEW SNYDER CENTERLINE NORTH. ADJACENT DEVELOPMENT WOULD BE RESPONSIBLE FOR A 10 FOOT WIDTH RIGHT-OF-WAY DEDICATION ALONG THE NORTH SIDE OF SNYDER AVENUE.
3. NO "MAINLINE" STORM DRAIN IMPROVEMENTS ARE INCLUDED SINCE THOSE COSTS ARE INCLUDED WITHIN THE STORM DRAIN COMPONENT OF THE C.F.D.
4. NO COSTS ARE INCLUDED IN THIS ESTIMATE FOR THE CLASS I BIKE TRAIL ADJACENT TO SNYDER AVENUE.
5. THE PAVEMENT REMOVAL QUANTITIES INCLUDES THE COST TO REMOVE THE ENTIRE EXISTING PAVEMENT SECTION FROM PRESCOTT ROAD TO CARVER ROAD.
6. THIS ESTIMATE INCLUDES A COST TO ABANDON EXISTING STORM DRAIN PUMP STATION NO. 47 ASSUMING CONNECTION TO THE POSITIVE STORM DRAIN SYSTEM.
7. NO COST FOR EXISTING POWER POLE RELOCATION IS INCLUDED IN COSTS.
8. THE R-VALUE ASSUMPTIONS WERE DERIVED FROM SOILS REPORTS PREPARED BY KLEINFELDER, INC. FOR THE FOLLOWING SUBDIVISIONS: KENSINGTON PARK, TUSCANY, EASTPORT AND ALMOND VALLEY.

SNYDER AVENUE



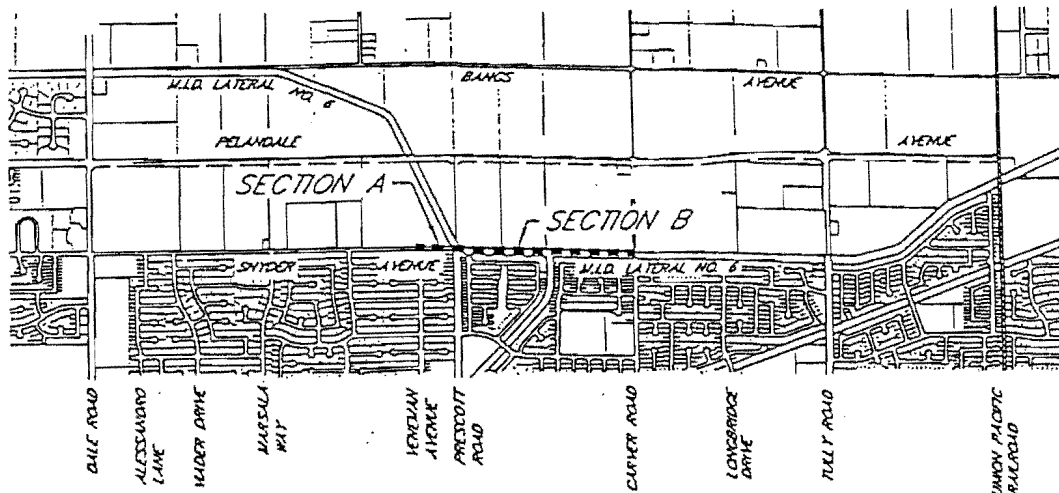
SNYDER AVENUE ADJACENT TO STORM DRAIN BASIN (SEC. A)
 NOTES: 1) MATCH EXISTING PAVEMENT PER CITY STANDARDS



PROPOSED STREET IMPROVEMENTS AND BIKE TRAIL IMPROVEMENTS INCLUDED WITHIN CFD (REFER TO BIKE TRAIL SECTION FOR BIKE TRAIL COSTS AND IMPROVEMENTS)

CARVER ROAD TO PRESCOTT ROAD (SEC. B)

- NOTES:
1. REFER TO FIGURE 5A FOR A DETAILED CROSS SECTION OF THE PROPOSED NEW SNYDER ALIGNMENT
 2. REFER TO FIGURE 5B FOR RIGHT-OF-WAY TAKE SUMMARY
 3. REFER TO FIGURE 5C FOR PRESCOTT SNYDER INTERSECTION DETAIL

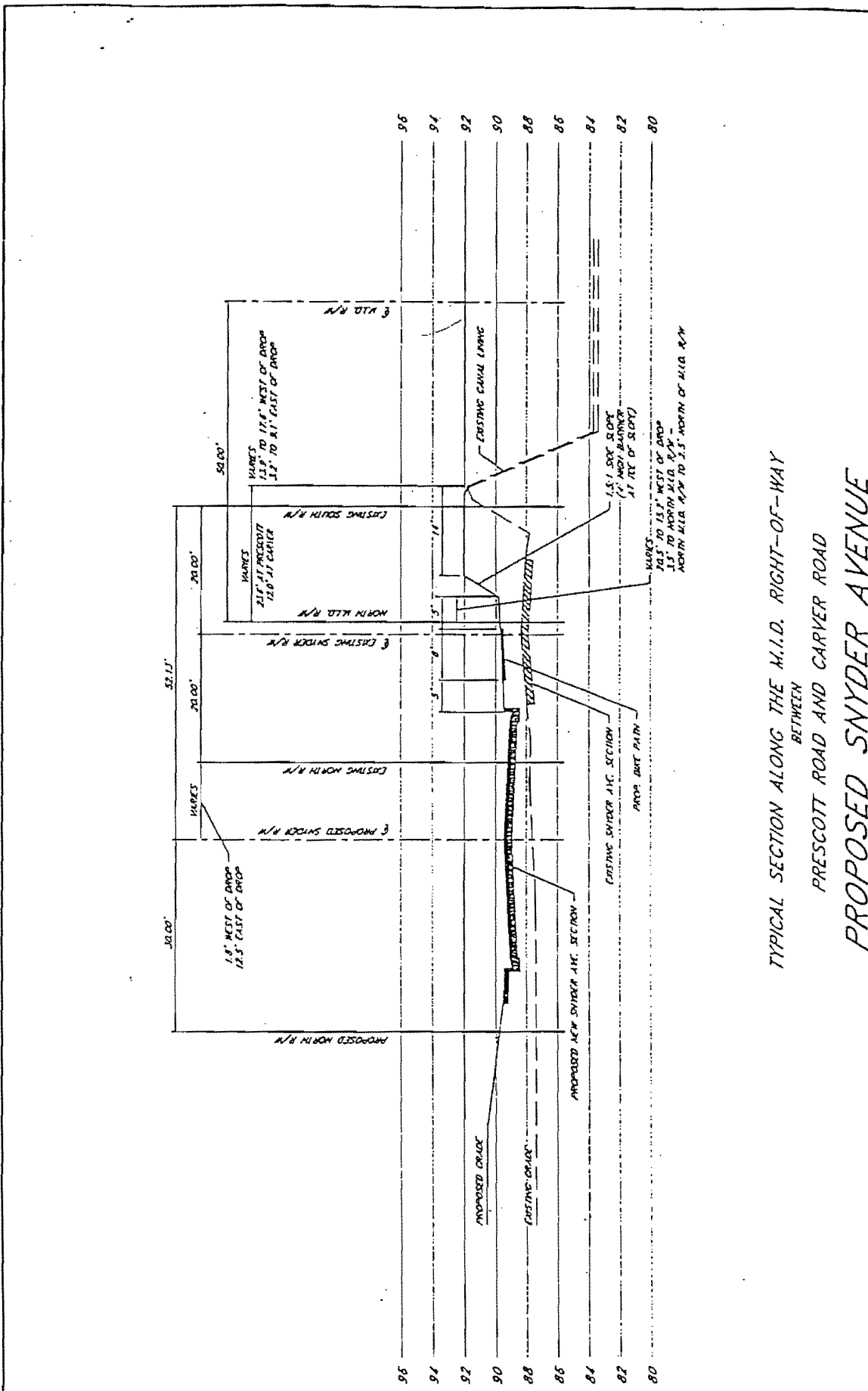


Drawn	J.R.H.
Date	9-13-98
Scale	
Job No.	70-332

FIGURE 5
PELANDALE SNYDER
 CDD FORMATION

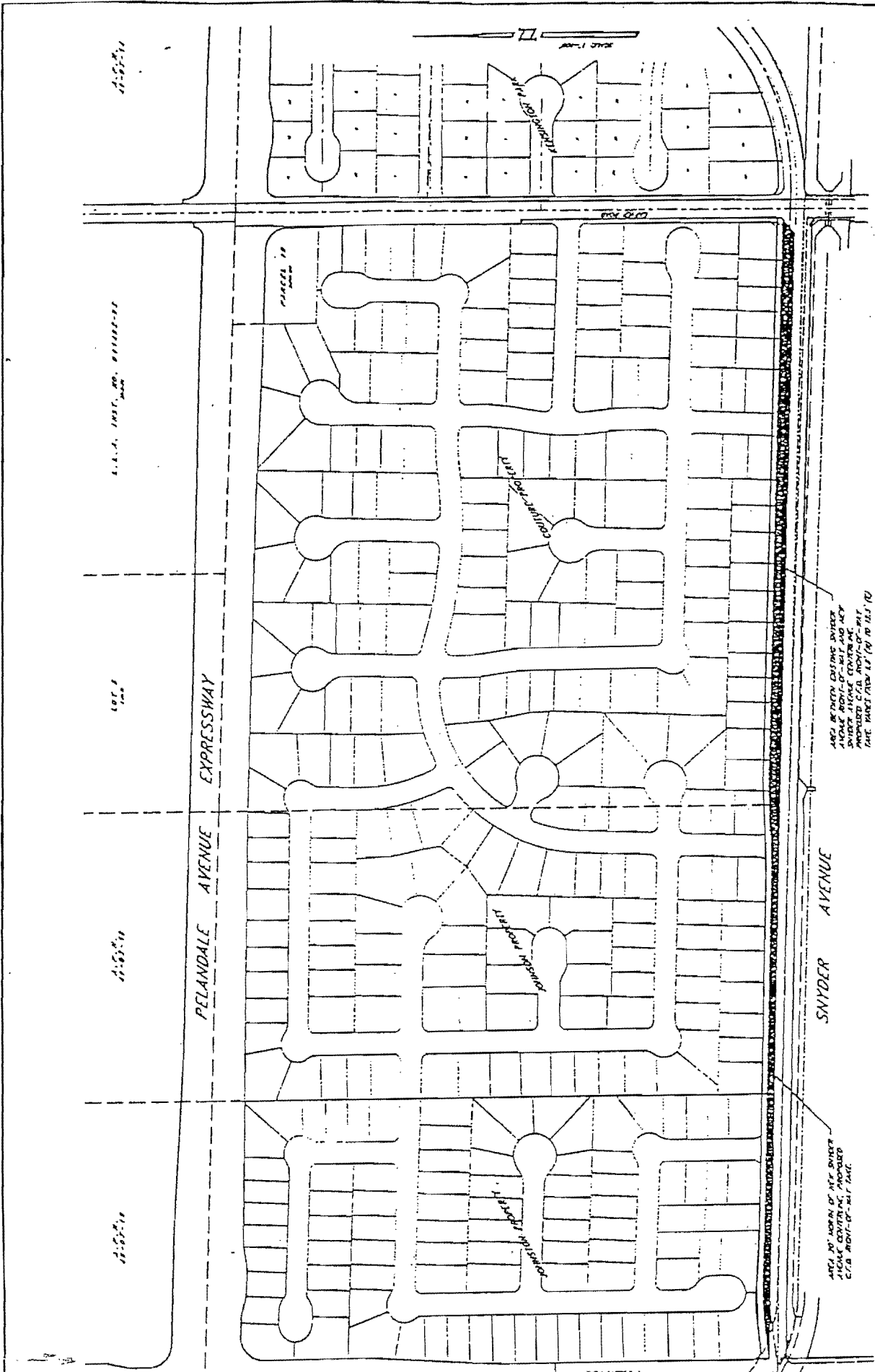


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 SHEET 1



TYPICAL SECTION ALONG THE M.I.D. RIGHT-OF-WAY
 BETWEEN
 PRESCOTT ROAD AND CARVER ROAD
PROPOSED SNYDER AVENUE

FIGURE 5A



1-55510

1-55510

1-55510

1-55510

1-55510

PELANDALE AVENUE EXPRESSWAY

SNYDER AVENUE

PARCEL 19


COTTON AVENUE

WILSON AVENUE

ROBERTSON AVENUE

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19

C.F.D. RIGHT-OF-WAY TAKE
SNYDER AVENUE

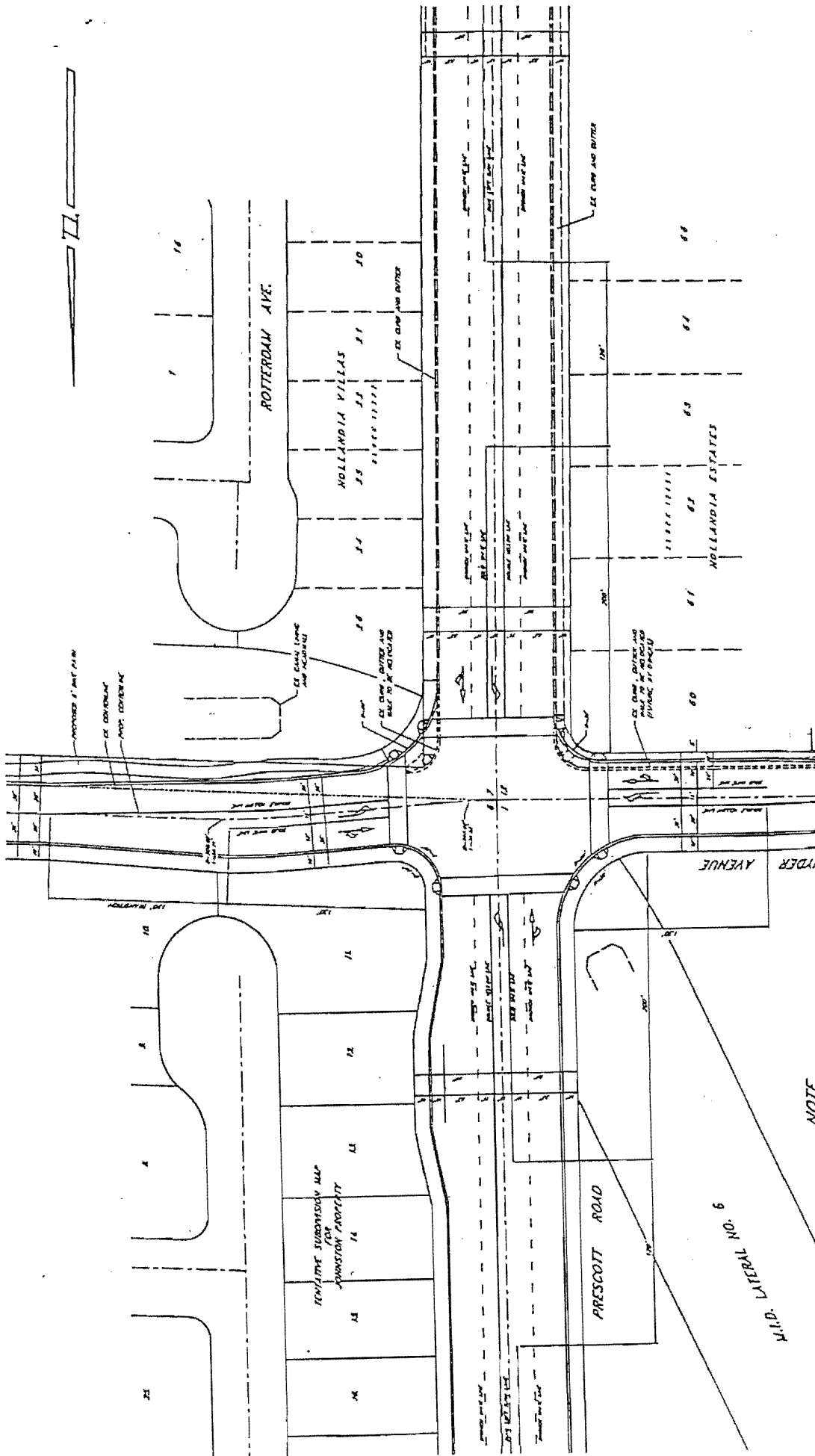

 LEO PLUMBER
 DISIGNED &
 DRAWING
 (P.O.) BOX 1811
 WOODSTOCK, GA 30189

STANDARD:
 TOTAL AREA OF C.F.D. RIGHT-OF-WAY TAKE: 60353 S.F.
 - JOHNSON PROPERTY (A.P.N. 16-07-12) RIGHT-OF-WAY TAKE: 11816 S.F.
 - JOHNSON PROPERTY (A.P.N. 16-07-11) RIGHT-OF-WAY TAKE: 14843 S.F.
 - COURTESY PROPERTY (A.P.N. 16-07-13) RIGHT-OF-WAY TAKE: 42394 S.F.

AREA OF OPEN EXISTING DRIVE
 AROUND RIGHT-OF-WAY AND NEW
 SNYDER AVENUE CENTERLINE
 PROPOSED C.F.D. RIGHT-OF-WAY
 TAKE TAKE AREA OF 19 TO 183.70

AREA OF WORK OF NEW DRIVE
 AROUND EXISTING PROPOSED
 C.F.D. RIGHT-OF-WAY TAKE

PRELIMINARY SNYDER / PRESCOTT INTERSECTION LAYOUT



NOTE

INTERSECTION DESIGN AS
 PER CITY OF WOODSTOCK
 STANDARDS, PARTIAL NO. 503

U.I.D. LATERAL NO. 6



LAND PLANNING
 ENGINEERING
 &
 SURVEYING
 (204) 838-1111
 FAX 838-0003

800 H STREET, SUITE 9
 WOODSTOCK, CALIFORNIA, 95394

PELANDALE SNYDER
 CFD FORMATION

APPROVED

CALIFORNIA

DATE	11/11/11
BY	J. SNYDER
CHECKED	
APPROVED	
SCALE	
PROJECT NO.	
SHEET NO.	
TOTAL SHEETS	

PELANDALE-SNYDER SPECIFIC PLAN AREA
COMMUNITY FACILITIES DISTRICT
PRELIMINARY ENGINEER'S ESTIMATE
FOR
BIKE TRAIL SYSTEM
(REFERENCE FIGURE 6)

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
I. DESIGN PARAMETERS					
1.	INSTALL 18' BIKE TRAIL SYSTEM (8' PATH, 10' LANDSCAPING, AND 4-6' FENCE) ALONG SNYDER AVENUE FROM PRESCOTT ROAD TO CARVER ROAD.				
2.	INSTALL 25' BIKE TRAIL SYSTEM (8' PATH, 17' LANDSCAPING, AND 4-6' FENCE) ALONG MODESTO IRRIGATION DISTRICT LATERAL NO. 6 FROM CARVER ROAD TO THE UNION PACIFIC RAILROAD.				
3.	TOTAL LENGTH 8276 L.F. OR 1.567 MILES				
	EXISTING CFF PORTION	1.567	MILES	\$105,600.00	\$165,475
II. CLASS I BIKE TRAIL					
A. CONSTRUCTION					
1.	8' BIKE PATH WITH 2' GRAVEL SHOULDER (8,276 L.F. x 8')	66,208	SF	\$2.00	\$132,416
2.	4'-6' FENCE	8,276	LF	\$16.00	\$132,416
3.	LANDSCAPING (6' AREA FROM PRESCOTT TO CARVER (2,770 L.F.); 13' AREA FROM CARVER TO UNION PACIFIC RAILROAD (5,506 L.F.))	88,198	SF	\$2.80	\$246,954

				CONSTRUCTION TOTAL =====>	\$511,786
				10% CONTINGENCY =====>	\$51,179
				TOTAL BIKE PATH =====>	\$562,965
B. FEES					
1.	ENGINEERING (6% OF CONSTRUCTION TOTAL)	1	EST	\$33,777.90	\$33,778
2.	STAKING (3% OF CONSTRUCTION TOTAL)	1	EST	\$16,888.95	\$16,889
3.	CONSTRUCTION MANAGEMENT (4% OF CONSTRUCTION TOTAL)	1	EST	\$22,518.60	\$22,519

				TOTAL FEES =====>	\$73,185

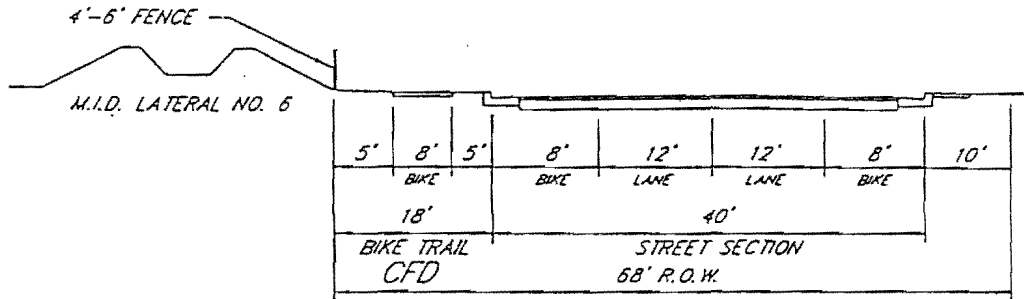
Pelandale-Snyder Specific Plan Area
 Community Facilities District
 Preliminary Engineer's Estimate
 October 23, 1998

ITEM	DESCRIPTION	QUAN.	UNIT	UNIT COST	AMOUNT
<u>C. LAND ACQUISITION</u>					
1.	RIGHT-OF-WAY DEDICATION	4.30	AC	\$65,000.00	\$279,500
2.	RIGHT-OF-WAY ADMINISTRATION	LUMP SUM	LS	\$2,500.00	\$2,500
	TOTAL LAND ACQUISITION =====>				\$282,000
	BIKE PATH GRAND TOTAL =====>				\$918,150
	CFF PORTION TOTAL =====>				\$165,475
	TOTAL PELANDALE-SNYDER CFD PORTION =====>				\$752,675

NOTES:

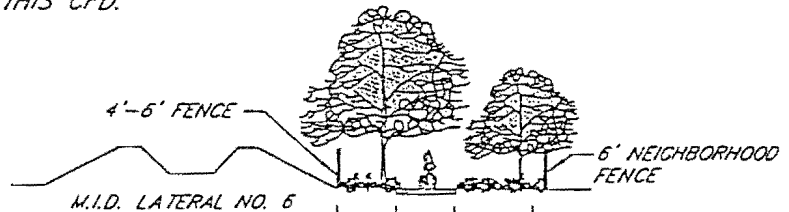
1. THE RIGHT-OF-WAY AREA TO BE INCLUDED WITHIN THIS CFD ALONG SNYDER AVENUE BETWEEN PRESCOTT ROAD AND CARVER ROAD IS AS FOLLOWS:
 - A. VARYING RIGHT-OF-WAY WIDTH FROM 1.8+/- FEET TO 12.5+/- FEET FROM THE PROPOSED NEW SNYDER AVENUE CENTERLINE TO THE EXISTING SNYDER AVENUE DEDICATION.
 - B. 20' WIDTH RIGHT-OF-WAY FROM PROPOSED NEW SNYDER CENTERLINE NORTH. ADJACENT DEVELOPMENT WOULD BE RESPONSIBLE FOR A 10 FOOT WIDTH RIGHT-OF-WAY DEDICATION ALONG THE NORTH SIDE OF SNYDER AVENUE.
2. THIS ESTIMATE DOES NOT INCLUDE ANY COSTS ASSOCIATED WITH THE SNYDER AVENUE ROAD IMPROVEMENTS.

BIKE TRAIL



BIKE TRAIL ALONG SNYDER AVENUE

NOTE: SEE SNYDER AVENUE CROSS-SECTIONS FIGURE 5A FOR RIGHT-OF-WAY AND STREET IMPROVEMENTS INCLUDED WITHIN THIS CFD.

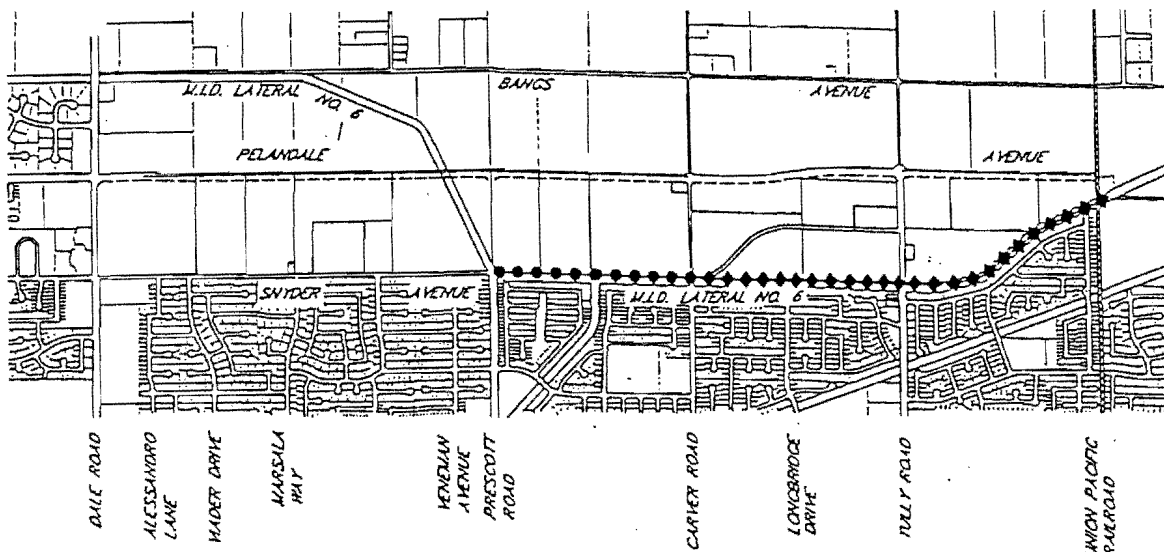


LEGEND

IMPROVEMENTS:

- = BIKE TRAIL ALONG SNYDER AVENUE
- ◆◆◆◆◆ = BIKE TRAIL ALONG M.I.D. LATERAL

BIKE TRAIL ALONG M.I.D. LATERAL



Drawn J.R.M.
 Date 8-13-98
 Scale
 Job No 70-332

FIGURE 6
PELANDALE SNYDER



FAX (209) 576-0803

SHEET
 1