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DEPARTMENT OF
PUBLIC WORKS

ENGINEERING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 300
915 I STREET
SACRAMENTO, CA
95814-2608

916-449-5307

THOMAS M. FINLEY
ENGINEERING DIVISION
MANAGER

April 14, 1987.

Budget and Finance Committee
Transportation and Community Development Committee
Sacramento, California

Honorable Members In Session:

- SUBJECT: (1) Franklin Boulevard Widening South of Valley Hi Drive (CIP No. - None),
(2) Hogan Drive Street Improvements West of 24th Street (CIP No. - None), and
(3) Elder Creek Road Widening - Power Inn Road to Elk Grove Florin Road (CIP No. - None) - Report on 1987-1992 CIP Recommendations

SUMMARY

The Budget and Finance Committee and Transportation Community Development Committee requested a report on these projects at the meeting held on March 31, 1987 as part of the 1987-1992 CIP Program review.

BACKGROUND

(1) Franklin Blvd. Widening South of Valley Hi Drive:

The existing 1986/87 and proposed 1987/88 Street Program includes funds for completing the Franklin Blvd. Bridge Project at Unionhouse Creek (CIP No. PW-87-TC06). Construction is scheduled for the Summer of 1987. This project will eliminate the existing undesirable traffic situation that exists in the vicinity of Valley Hi Drive.

No additional widening projects for Franklin Blvd. are included in the CIP Program. It is anticipated that future widening will be accomplished in conjunction with development in the area. It may be necessary for the City to budget additional funds as development occurs.

(2) Hogan Drive Street Improvements West of 24th Street (not included in CIP Program):

Hogan Drive is a local collector street which currently does not have drainage facilities or frontage improvements (curbs, gutters, sidewalk, street lights) between 24th Street and a point approximately 1400 feet westerly of 24th Street. The Executive Airport lies immediately adjacent to and on the north of this section of road and the Airport Little League (this property is currently owned by the City) and several residences front on the south side.

The existing asphaltic concrete roadway is approximately 20 feet wide in the subject area and widens to 35 feet where existing improvements begin (The City has recently repaired a portion of the existing asphalt surface and imported gravel for the shoulder area and it is currently in relatively good condition).

This section of road is similar in nature to many miles of roadways throughout the City that do not have standard type improvements. It is estimated that it would cost approximately \$250,000 to provide drainage, new street pavement and curbs, gutters and sidewalks.

(3) Elder Creek Road Widening - Power Inn Road to Elk Grove Florin Road:

This project is desirable, but not currently ranked high in relative priority. The existing roadway is only two lanes. Increasing development of the area will increase traffic and accelerate the need to widen this roadway to four lanes. It is anticipated that a significant portion of the widening can be obtained as a condition of development. It may be necessary for the City to budget additional funds as development occurs.

FINANCIAL

No funding has been included in the preliminary 1987-1992 CIP Program for these projects. The estimated cost for completing the Hogan Drive Project is \$250,000 and \$3,000,000 for the Elder Creek Road Project. No estimate is currently available for the Franklin Blvd. Project. If funding for street construction is substantially increased, more funding would be available for projects similar to these projects.

Budget and Finance Committee
Transportation and Community Development Committee
Widening of and Franklin Boulevard,
Hogan Street Improvements and Elder Creek Road Widening
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RECOMMENDATION

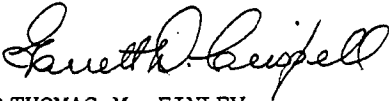
(1) Franklin Blvd. and Elder Creek Widening Projects:

It is recommended that these two projects be included in 1987-1992 CIP Program under "Unfunded" projects and that their priority be re-evaluated during the 1988/89 fiscal year updating of the CIP Program.

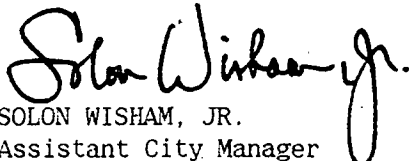
(2) Hogan Drive Improvements

This project is not recommended for funding in the CIP Program at this time. This section of roadway is a local connector which fronts largely on City owned property that is used primarily for recreational purposes. Should the City Council desire to fund this project, it is recommended that proposed improvements (other than standard maintenance type resurfacing improvements) be financed with General and/or Quimby Act Funds, possibly in combination with assessment district financing for the privately owned parcels. The City's major street and gas tax funds, which are very limited, must be reserved for maintenance purposes, necessary safety related projects and improvements associated with improving the capacity of the arterial street system.

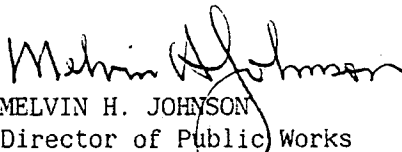
Respectfully submitted,


for THOMAS M. FINLEY
Engineering Division Manager

Recommendation Approved:


SOLON WISHAM, JR.
Assistant City Manager

Approved:


MELVIN H. JOHNSON
Director of Public Works

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April 14, 1987
District Nos. 2, 6 & 7