



3D

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 304
915 I STREET
SACRAMENTO, CA
95814-2608

TRANSPORTATION DIVISION

916-449-5307

April 26, 1988

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

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

Honorable Members in Session:

SUBJECT: Cost Estimate for Conversion of I Street to Two-way Operation from
21st Street to 29th Street

SUMMARY

On April 12, 1988 the Committees requested that Transportation Division staff report back with a cost estimate for the conversion of I Street to two-way operation from 21st Street to 29th Street. Staff have estimated the cost of this conversion at \$58,500, and recommend that the project be funded in 1988-89 with Gas Tax. The funding of the I Street conversion project will require the reduction of Gas Tax Funds appropriated in 1988-89 to Miscellaneous Streets Improvements and Signal Maintenance as well as the Street Overlay Program.

BACKGROUND

The conversion of I Street to a two-way local street east of 21st Street was an element of the 1980 Central City Community Plan. (See Figures 1 and 2). The Implementation Schedule shown on Figure 2 called for monitoring the impacts of the conversion of E and F Streets and S and T Streets to two-way operation. Transportation Division staff had been working on a report documenting the impacts of these conversions to two-way operation as well as the major review called for in the Implementation Schedule.

At the April 12, 1988 meeting of the Budget & Finance and Transportation and Community Development Committees, the committee members requested that the conversion of I Street be included in the 1988-89 Capital Improvement Program. Transportation Division staff have estimated the cost of the I Street conversion to be \$58,500, with the following general breakdown of the estimated costs:

Conversion of I Street (21st Street to 29th Street)
from One-way to Two-way Operation

	<u>Estimated Cost</u>
Geometric & Drainage	
Modifications at 21st & I Streets	\$ 5,600
Remove Existing Striping	
Restripe as 2-way; Place, Remove and Reverse Signs	14,400
Modifications to Existing Traffic Signal at 21st and I Streets	<u>25,000</u>
Construction Cost	45,000
Contingencies (15%)	6,750
Engineering (15%)	<u>6,750</u>
 Total Estimated Cost	 \$58,500

FINANCIAL DATA

Funding for the I Street Conversion Project will be provided by reducing the Gas Tax allocation for Miscellaneous Street Improvements and Signal Maintenance (PW-SB46) in the amount of \$25,000 and reducing the allocation for the Street Overlay Program (PW-RC01) by \$33,500. The revised recommended funding for SB46 is \$200,000 and for RC01 is \$740,000.

RECOMMENDATION

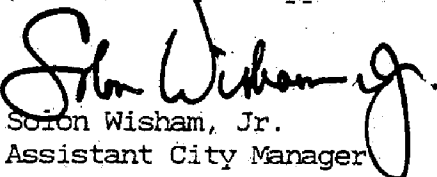
It is recommended that the I Street Conversion project be added to the 1988-89 C.I.P. in the Signals/Lights/Signs Section of the program and that the Miscellaneous Street Improvement and Street Overlay programs be reduced as identified in the Financial section of this report.

Respectfully submitted,




Robert L. Lee
Deputy Director, Public Works-
Engineering Services

Recommendations Approved:

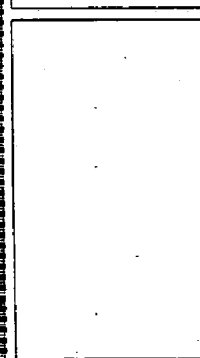
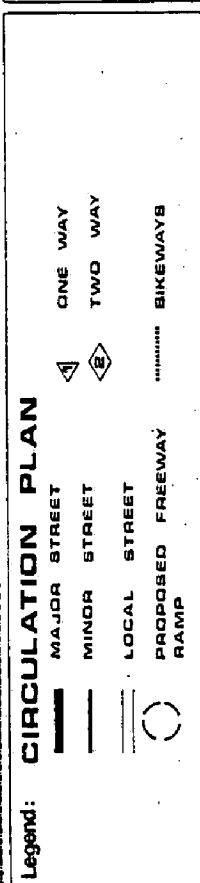
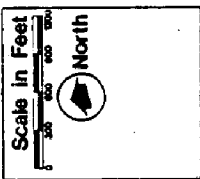
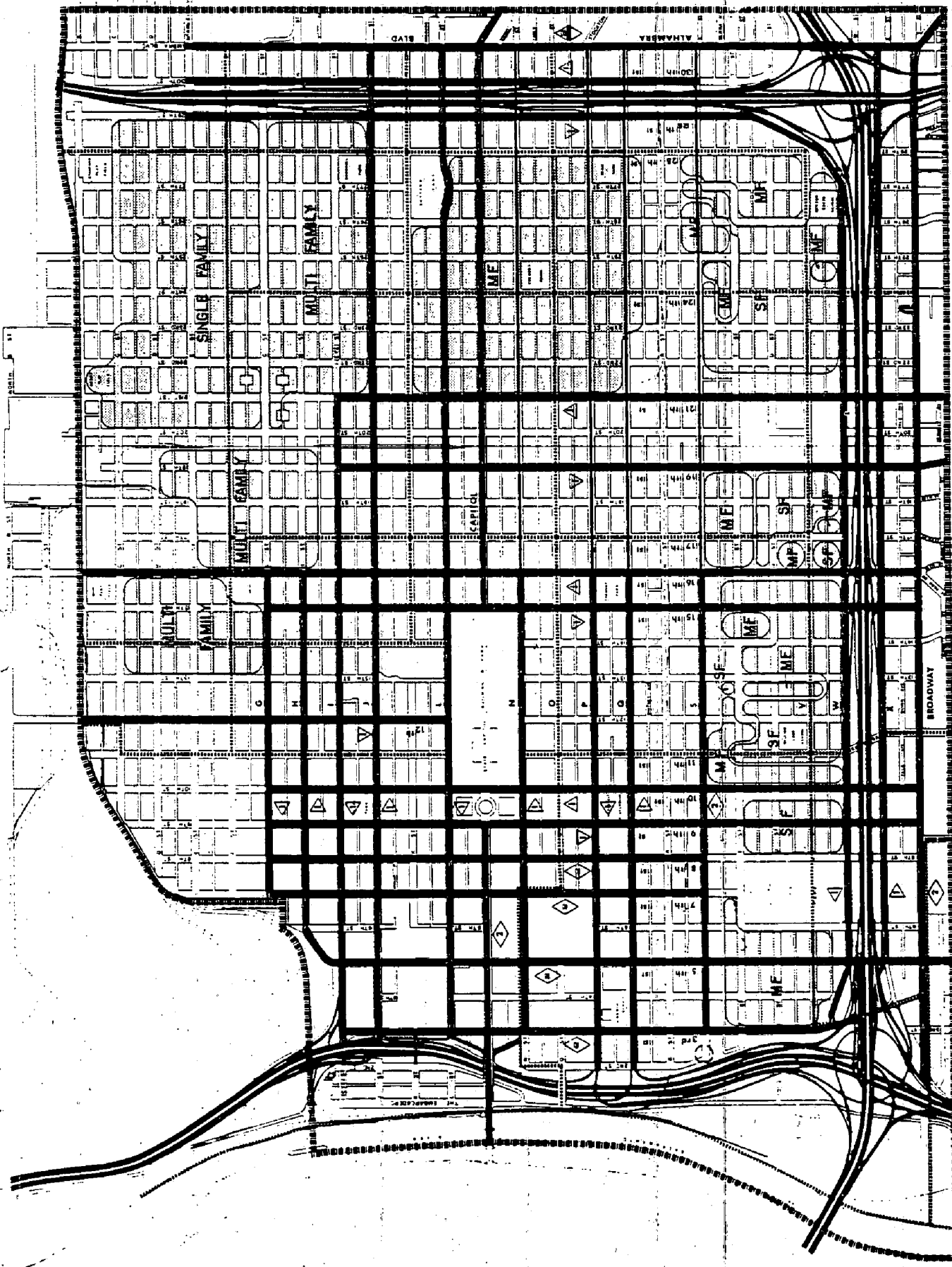


Simon Wisham, Jr.
Assistant City Manager

Approved:



Melvin H. Johnson
Director of Public Works



central
SacramentoCityCalifornia
study

FIGURE 1

TRANSPORTATION PLAN - SCHEDULE FOR IMPLEMENTATION

FUNDS SET ASIDE FOR TRANSPORTATION IMPROVEMENT
IN CENTRAL CITY BY CITY 1979-85 C.I.P.

\$80,000 \$180,000 \$180,000 \$140,000 \$430,000
FISCAL YEAR
'80-'81 '81-'82 '82-'83 '83-'84 '84-'85 '85-'86

PROJECTS

STREET MODIFICATIONS

- E Street Conversion to 2-way local
- F Street Conversion to 2-way local
- S Street Conversion to 2-way major west of 16th, to Minor east of 16th
- T Street Conversion to 2-way local
- 3rd Street Conversion to 2-way Major
- 5th Street Conversion to 2-way Major
- I Street Conversion to 2-way local east of 21st
- N Street Conversion to 1-way minor east of 16th
- P Street Conversion to 1-way minor east of 16th
- Q Street Conversion to 1-way minor east of 16th
- G Street Conversion to local east of 16th
- H Street Conversion to local east of 16th
- Portions of 9, 10, to local

- Elvas-Richards Transportation Corridor
- S Street off-ramp development
- 3rd and J Grade Separation
- Improve carrying capacity of major streets

PARKING MANAGEMENT PROGRAM

Implementation of Measures

PUBLIC TRANSPORTATION

R.T. 5-year Interim Plan

Park and Ride Lots

- Feasibility Study for 8 sites
- Florin Center, 200 spaces
- I-80 & Watt, 400 spaces
- Florin & Greenhaven, 200 spaces

Downtown terminal study to determine new passenger/driver facilities needed at terminating points, includes feasibility study of 8th Street transportation corridor.

Light Rail Feasibility Studies

- Folsom Corridor
- I-80 Bypass Corridor

Bikeways

- North/south and east/west commuter routes
- Other routes

PROJECTS	'80-'81	'81-'82	'82-'83	'83-'84	'84-'85	'85-'86
E Street Conversion to 2-way local						
F Street Conversion to 2-way local						
S Street Conversion to 2-way major west of 16th, to Minor east of 16th						
T Street Conversion to 2-way local						
3rd Street Conversion to 2-way Major						
5th Street Conversion to 2-way Major						
I Street Conversion to 2-way local east of 21st						
N Street Conversion to 1-way minor east of 16th						
P Street Conversion to 1-way minor east of 16th						
Q Street Conversion to 1-way minor east of 16th						
G Street Conversion to local east of 16th						
H Street Conversion to local east of 16th						
Portions of 9, 10, to local						
Elvas-Richards Transportation Corridor						
S Street off-ramp development						
3rd and J Grade Separation						
Improve carrying capacity of major streets						
<u>PARKING MANAGEMENT PROGRAM</u> Implementation of Measures						
<u>PUBLIC TRANSPORTATION</u> R.T. 5-year Interim Plan						
<u>Park and Ride Lots</u> Feasibility Study for 8 sites						
Florin Center, 200 spaces						
I-80 & Watt, 400 spaces						
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Downtown terminal study to determine new passenger/driver facilities needed at terminating points, includes feasibility study of 8th Street transportation corridor.						
<u>Light Rail Feasibility Studies</u> Folsom Corridor						
I-80 Bypass Corridor						
<u>Bikeways</u> North/south and east/west commuter routes						
Other routes						

Monitor Impacts

Monitor Impact
Monitor Impact

Unscheduled

Unscheduled

Monitor Impacts

Addition of 10 buses per year

MAJOR REVIEW

MAJOR REVIEW
MOVES UP TO
'82-'83 P CITY
COUNCIL COUNCIL
ONS