



2013



DEPARTMENT OF
PUBLIC WORKS

ENGINEERING DIVISION

THOMAS M. FINLEY
ENGINEERING DIVISION MANAGER

CITY OF SACRAMENTO
CALIFORNIA

927 TENTH STREET
ROOM 200
SACRAMENTO, CA
95814-2705

916-449-8220

CONSTRUCTION SECTION
640 BERGUT DRIVE
SUITE B
SACRAMENTO, CA
95814-0131

916-449-5282

May 9, 1989

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

Honorable Members In Session:

SUBJECT: Hogan Drive Street Improvements - Report Back on Engineering
Evaluation and Funding Options

SUMMARY

The Transportation and Community Development/Budget and Finance Committee reviewed the proposed 1989/90 Streets Capital Improvement Program at its meeting of April 25, 1989. Councilmember Terry Kastanis requested staff to report back on the need for improvements on Hogan Drive together with possible funding options. This report provides the requested information.

BACKGROUND

Existing Conditions

Hogan Drive, extending from 1,375 feet west of 24th Street to 24th Street, is in generally fair condition. There is some evidence of localized alligator cracking and small pavement failures. The existing pavement width is approximately 20 feet and runs adjacent to the south side of the Executive Airport (see attached map). There are no curb, gutter, sidewalk, drainage or street lighting improvements on this section of roadway.

Twenty-third Street from Turnea Avenue to Hogan Drive has good pavement, curb, gutter and sidewalk on the west side. On the east side, adjacent to the little league field, the pavement narrows and there is no drainage, curb, gutter or sidewalk. Street lighting is sufficient along Twenty-third street.

During little league season, access along Hogan Drive is adversely impacted due to parking movements taking place adjacent to the little league field. Accumulation of litter in the area also appears to be a concern during the little league season.

Proposed Improvements

It is proposed that Hogan Drive be widened to a 35-foot section between curbs along Hogan Drive. Improvements would include drainage, street lighting, curbs and gutters. Sidewalk would be placed along the south side but would not be placed along the north side. Similar improvements would be constructed along the east side of Twenty-third Street, southerly of Hogan Drive.

The proposed improvements will have no effect on the existing litter problem. The current traffic concerns due to little league parking movements may be improved somewhat with the construction of a vertical curb adjacent to the little league field.

Estimated Project Costs

PROJECT ESTIMATE

| <u>Item</u> | <u>Estimated Cost</u> |
|--|-----------------------|
| Project design and environmental | \$ 30,000 |
| Right-of-way | -0- |
| Construction | 300,000 |
| Surveying, inspection and contract administration | <u>30,000</u> |
| TOTAL | \$360,000 |

BREAKDOWN OF PROJECT COSTS

| <u>Item</u> | <u>Amount</u> |
|--|---------------|
| City portion along little league frontage | \$137,000 |
| Executive Airport share | 169,000 |
| Property owners' share (approximately \$120 per front foot) | <u>54,000</u> |
| TOTAL | \$360,000 |

FY 89/90 Funding Alternatives

| <u>Alternative</u> | <u>Cost (FY 89/90)</u> |
|---|------------------------|
| 1. Project design and environmental only | \$ 30,000 |
| ° Contact Executive Airport concerning possible contribution | |
| ° Budget construction funds in 90/91 | |
| 2. Complete project design and construction (City Share only) | \$137,000 |
| ° Contact Executive Airport concerning possible contribution | |
| ° Property owners to contribute pro-rata share | |

Possible City Funding Sources

City General Fund
 City Drainage Fund
 (estimated drainage portion is \$25,000)
 Gas Tax Fund
 (Major Street Funds cannot be used to improve local streets. Measure A funds are not available for this project.)

Possible Fund Reduction in Other Proposed 89/90 CIP Projects

Reduce proposed budget allocations (Gas Tax projects)

| <u>Project</u> | <u>Fund</u> | <u>Proposed Budget Amount (89/90)</u> |
|--|-------------|---------------------------------------|
| Off-street Signal | | |
| Master Room | 202 | \$120,000 |
| Arterial Street Lighting | | |
| Upgrade Program | 202 | \$100,000 |
| Misc. Street Improvements and Signal Maintenance | 202 | \$250,000 |
| G & H Safety Signals | 202 | \$ 50,000 |

FINANCIAL DATA

No funds are presently budgeted for this project.

POLICY CONSIDERATIONS

The City currently has many local streets which are similar in condition to that of Hogan Drive. These streets are typically improved either through assessment district proceedings or with Redevelopment funding, where eligible. The City contributes its share of frontage improvement costs along City-owned parcels when assessment proceedings are used.

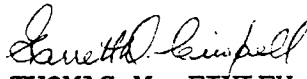
MBE/WBE EFFORTS

None.

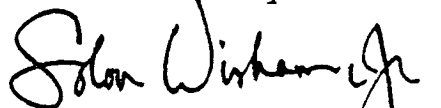
RECOMMENDATION

This report is for information only. The current draft of the 1989/90 CIP program does not include the subject project. If the City Council chooses to proceed with the project, it is recommended that \$30,000 for design be appropriated from the Gas Tax Contingency Reserve Fund and that further effort be made to obtain financial participation from the Executive Airport and residents in the area.


Respectfully submitted,


for THOMAS M. FINLEY

Approved for Committee
Information Only:


SOLON WISHAM, Jr.
Assistant City Manager

Approved:

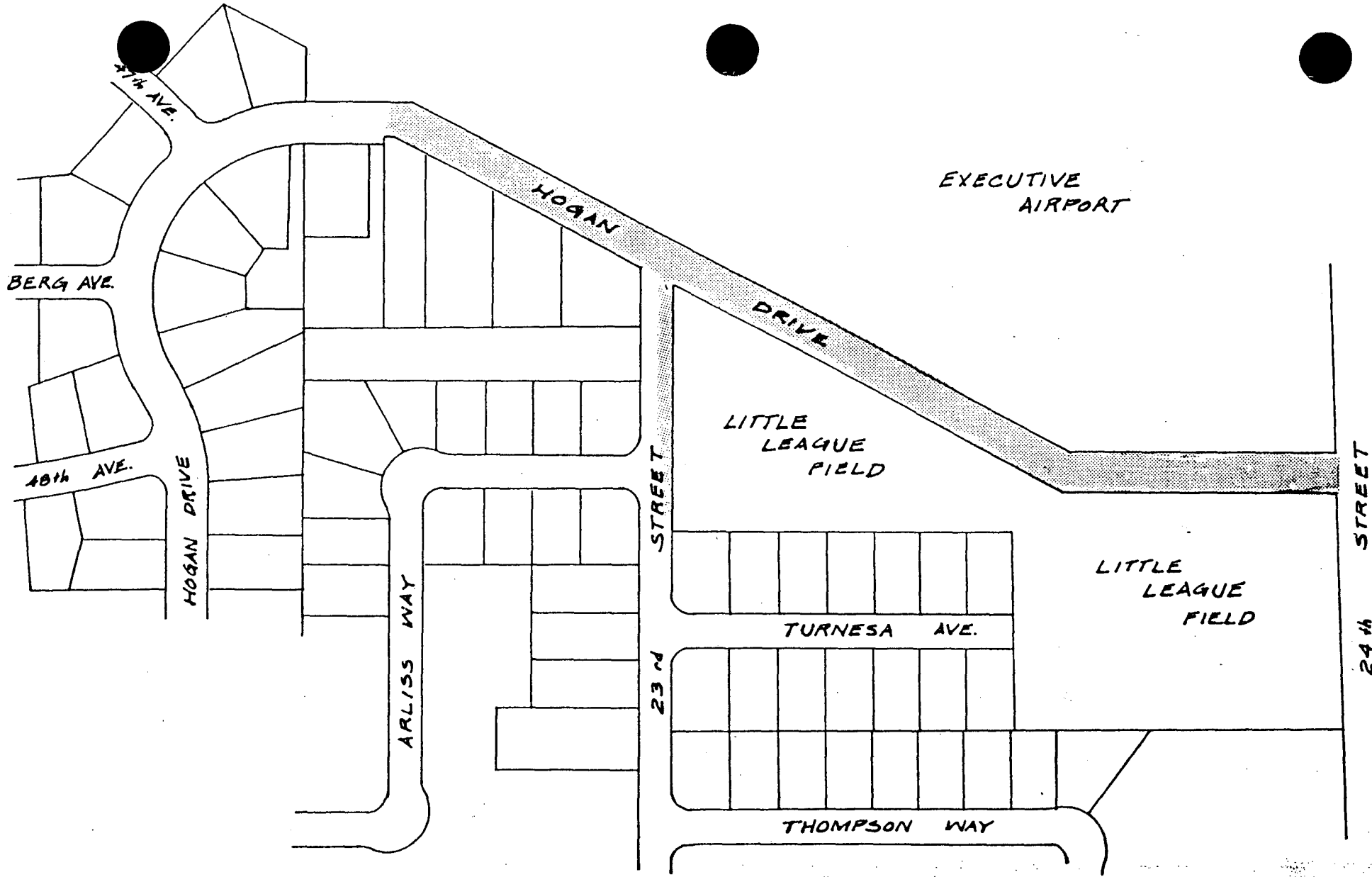

MELVIN H. JOHNSON
Director of Public Works

CONTACT PERSON

N. Dee Lewis, Supervising Engineer
449-8230

May 9, 1989
District No. 7

NDL:rh
ED1-04.J
05.0489
Attachment



HOGAN DRIVE VICINITY MAP

 LIMITS OF IMPROVEMENTS



DEPARTMENT OF
PUBLIC WORKS

ENGINEERING DIVISION

THOMAS M. FINLEY
ENGINEERING DIVISION MANAGER

CITY OF SACRAMENTO
CALIFORNIA

May 9, 1989

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

Honorable Members In Session:

SUBJECT: Measure A (Sales Tax) - Report Back on Portion of Funding Being Spent for
Project Delivery

SUMMARY

The Transportation and Community Development/Budget and Finance Committee reviewed the proposed 1989/90 Streets Capital Improvement Program at its meeting of April 25, 1989. Councilmember Terry Kastanis requested staff to report back on the portion of funding being spent for project delivery of Measure A projects. This report provides the requested information.

BACKGROUND

Measure A costs approved by Council are in two categories:

1. Start Up Costs

Attachment 1 indicates that the one-time Start Up Costs approved in the Measure A Equipment CIP project and includes workstations, computers, vehicles, etc., which are necessary to equip new staff in the Engineering Division. These equipment items are normally purchased using General Fund monies and later recovered through overhead rates. However, the magnitude of the expenditure (\$210,000) could not be borne by the General Fund at this time.

2. Staff and Consultant Costs

A review of City, County and State project delivery costs indicates that the costs for planning, surveying, environmental review, design, right-of-way acquisition, and construction management costs is approximately 25% of the available revenue for new construction, and 4-5% for maintenance projects. For the fiscal year 1989/90 projects, this is \$1.7 million in project delivery services to be provided each year. Our evaluation indicates that overall, 46% of this service will be provided by City staff, and 54% of this service will be provided by consultants.

Transportation and Community Development/
Budget and Finance Committee
Measure A (Sales Tax) - Report Back on
Portion of Funding Being Spent for Project Delivery
May 9, 1989
Page 2

FINANCIAL DATA

The approved Measure A CIP program includes \$210,000 for start up equipment for the Engineering Division. An initial appropriation of \$19,600 for new staff and \$125,000 for equipment and vehicles for Measure A projects was approved by the City Council on April 25, 1989.

POLICY CONSIDERATIONS

Measure A provides a 20 year increase in revenue. The additional staff and equipment are needed in conjunction with the use of consultants, to deliver these projects.

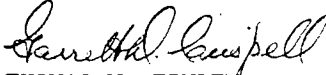
MBE/WBE EFFORTS

The MBE/WBE procedures established by General Services for purchasing will be used.

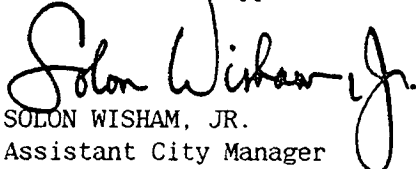
RECOMMENDATION

This report is for information only. No action is required.

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

CONTACT PERSON:

N. Dee Lewis, Supervising Engineer
(916) 449-8230

May 9, 1989
All Council Districts

NDL:vr
ED3-03.E
05.89.1

Attachment

MEASURE "A" EQUIPMENT ESTIMATION
ENGINEERING DIVISION

| | <u>QTY</u> | <u>WORKSTATION *</u> | <u>CHAIR</u> | <u>MISC EQUIP</u> | <u>TOTAL</u> |
|-------------------------------------|------------|----------------------|--------------|-------------------|-----------------|
| <u>DESIGN</u> | | | | | |
| ASSOC ENG | 1 | \$5,000 | \$275 | \$2,000 | \$7,275 |
| ASST ENG | 1 | \$5,000 | \$275 | \$1,000 | \$6,275 |
| JR ENG | 1 | \$5,000 | \$275 | | \$5,275 |
| DRAFT TECH I/II | 2 | \$5,000 | \$300 | | \$10,600 |
| TYP CLK II | 1 | \$5,000 | \$250 | | \$5,250 |
| LOANED ENGRS | 2 | \$5,000 | \$275 | | \$10,550 |
| PLAN STORAGE | 1 | | | \$5,000 | \$5,000 |
| FILE CABINETS | 4 | | | \$500 | \$2,000 |
| COMPUTER/PRINTER | 2 | | | \$6,000 | \$12,000 |
| | | | | | <u>\$64,225</u> |
| <u>CONSTRUCTION</u> | | | | | |
| ASST ENG | 1 | \$5,000 | \$275 | | \$5,275 |
| JR ENG | 2 | \$5,000 | \$275 | | \$10,550 |
| ENG TECH | 1 | \$5,000 | \$275 | | \$5,275 |
| TYP CLK II (EXISTING INSPECTORS) | 1 | \$5,000 | \$275 | \$2,000 | \$5,275 |
| LGFS TERMINAL | 1 | | | \$2,000 | \$2,000 |
| CELLULAR PHONES | 4 | | | \$1,250 | \$5,000 |
| MOBILE RADIOS | 5 | | | \$2,000 | \$10,000 |
| COMPUTER/PRINTER | 1 | | | \$4,000 | \$4,000 |
| KING CAB P/U | 1 | | | \$10,500 | \$10,500 |
| SEDAN | 2 | | | \$10,000 | \$20,000 |
| VIDEO CAMERA, VCR, MONITOR | 1 | | | \$2,000 | \$2,000 |
| INSPECTION TOOLS | 1 | | | \$1,350 | \$1,350 |
| | | | | | <u>\$79,225</u> |
| <u>REAL ESTATE</u> | | | | | |
| REAL PROP AGT I/II | 2 | \$5,000 | \$275 | \$2,000 | \$14,550 |
| TYP CLK II | 1 | | \$250 | \$3,500 | \$3,750 |
| COMPUTER WORKSTATION | 1 | \$5,000 | | | \$5,250 |

MEASURE "A" EQUIPMENT ESTIMATION
ENGINEERING DIVISION

| | <u>QTY</u> | <u>WORKSTATION * =====</u> | <u>CHAIR =====</u> | <u>MISC EQUIP =====</u> | <u>TOTAL =====</u> |
|---------------------------|------------|--------------------------------|------------------------|-----------------------------|------------------------|
| OPEN FILE SHELVING SYSTEM | 1 | | | \$3,000 | \$3,000 |
| CARS | 2 | | | \$15,000 | \$30,000 |
| | | | | | <u>\$56,550</u> |
| ENGINEERING DIVISON TOTAL | | | | | \$200,000 |
| CONTINGENCY | | | | | <u>\$10,000</u> |
| | | | | | <u>\$210,000</u> |



DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

TRANSPORTATION DIVISION

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

916-449-5307

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

May 9, 1989

Budget & Finance and
Transportation & Community Development Committees
Sacramento, California

Honorable Members in Session:

SUBJECT: Report Back on Undulation Funding

SUMMARY

The undulation budget presented in the proposed C.I.P. is recommended to be increased from \$40,000 to \$60,000 in FY 89/90. To achieve this, the Miscellaneous Street Improvements and Signal Maintenance Program will be reduced from \$450,000 to \$430,000.

BACKGROUND

At the April 25 Joint Committee meeting for the Public Works element of the proposed C.I.P., staff was directed to return with a report which would consider increasing the proposed Undulation Project Account from \$40,000 to \$100,000.

Concurrent with the Undulation Program, staff is proposing a Neighborhood Traffic Control Program. This program is proposed to provide a more comprehensive neighborhood approach to traffic management rather than the street by street approach that the Undulation Program uses. Through the studies of neighborhood traffic controls, it may be determined that funds should be spent on programs other than undulations.

The Undulation Program has proven to be successful on individual streets in reducing speeds and volumes. Staff does recommend a 50 percent increase in funding for the program by increasing the budgeted amount from \$40,000 to \$60,000.

FINANCIAL DATA

The Miscellaneous Street Improvements and Signal Maintenance Program is currently budgeted for \$450,000 with \$250,000 budgeted from Gas Tax revenues. This program could be reduced to \$430,000 and the Gas Tax contribution reduced to \$230,000. The \$20,000 reduction in this program could be transferred to the Undulation Program.

POLICY CONSIDERATIONS

None.

MBE/WBE

None.

RECOMMENDATION

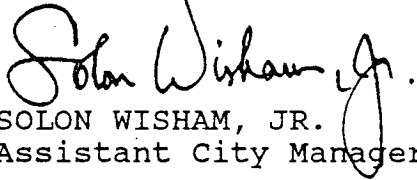
It is recommended that \$20,000 in Gas Tax funds from Miscellaneous Street Improvements and Signal Maintenance Account be transferred to the Undulation Program.

Respectfully submitted,



JAMES H. BLOODGOOD
Supervising Engineer

RECOMMENDATION APPROVED:



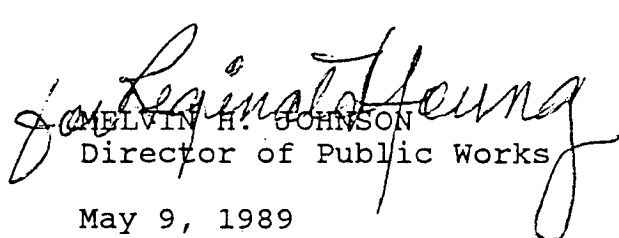
SOLON WISHAM, JR.
Assistant City Manager

Contact Person to Answer
Questions:

James H. Bloodgood
Supervising Engineer
449-5307

JB:sm
CA7-78
05.0489

APPROVED:



MELVIN H. JOHNSON
Director of Public Works

May 9, 1989
All Districts