

# MAJOR STREET IMPROVEMENTS PROGRAM

## **INTRODUCTION**

The City of Sacramento's Major Streets carry the majority of City traffic. These streets include:

**Major Arterial:** A four to six-lane street that serves longer distance trips and serves as the primary route for moving traffic through the city connecting urban centers, residential neighborhoods, and commercial centers to one another, or to the regional transportation network. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. These streets carry moderate-to-heavy vehicular traffic, low-to-high pedestrian and bicycle traffic, and moderate-to-high transit traffic. Typical major arterials have right-of-way widths of approximately 80 to 150 feet. Arterials configured as boulevards have right-of-way widths of approximately 90 to 180 feet.

**Minor Arterial:** A two-lane street that serves longer distance trips and provides access to the regional transportation system. These streets carry low-to moderate vehicular movement, low-to-high pedestrian and bicycle movements, and moderate-to-high transit movement. These roadways typically have high levels of access control. Typical minor arterial streets have right-of-way widths of approximately 50 to 90 feet.

**Major Collector:** A two to four-lane street that primarily provides movement between arterial streets and collector or local streets and, secondarily, provides access to abutting properties. These streets carry low-to-moderate vehicular movement, low-to-heavy pedestrian movement, moderate-to-heavy bicycle movement, and low-to-moderate transit movement. These roadways have medians and moderate access control. Typical major collector streets have right-of-way widths of approximately 60 to 120 feet.

Major Street projects generally have a minimum construction cost of \$1 million and represent projects of regional transportation significance. Typical Major Street Improvement Program projects include:

- Roadway Widening
- Extensions/Connections
- Grade Separations
- Interchange/Intersection Construction or Modification

These improvements are planned to close gaps in the City's circulation network, relieve congestion, improve safety, and/or provide for the efficient movement of people, services, and goods. All Major Street Improvement Projects will be designed and built as "complete streets" consistent with the 2030 General Plan (adopted March 3, 2009) and the 2035 General Plan Update (to be adopted in 2014).

## **GOALS AND POLICIES**

The Major Street Improvements Program is consistent with the following City of Sacramento 2030 General Plan and 2035 General Plan Update goals and policies:

### **Goal**

**Comprehensive Transportation System.** Provide a transportation system that is effectively planned, managed, operated, and maintained.

### **Policies:**

- **Right-of-Ways.** The City shall manage the use of transportation right-of-ways by all travel modes, consistent with the goal to provide Complete Streets.
- **Travel System.** The City shall manage the travel system to ensure safe operating conditions.
- **Facilities and Infrastructure.** The City shall effectively operate and maintain transportation facilities and infrastructure to preserve the quality of the system.

### **Goal**

**Multimodal System.** Provide expanded transportation choices to improve the ability to travel efficiently and safely to destinations throughout the city and region.

### **Policy:**

- **LOS Standard.** The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

### **Goal**

**Barrier Removal.** Improve system connectivity by removing barriers to travel.

### **Policy:**

- **Eliminate Gaps.** The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.
- **Barrier Removal for Accessibility.** The City shall remove barriers, where feasible, to allow people of all abilities to have access within and among infrastructure serving the community.
- **Connections to Transit Stations.** The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets.
- **Multi-Jurisdictional Transportation Corridors.** The City shall work with adjacent jurisdictions to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved.

## **PROJECT LIST DEVELOPMENT**

### **Eligibility Criteria**

Projects on Major Streets are considered if they support the previously identified goals, and one or more of the following conditions exist:

<u>Roadway Widening:</u>	If the existing major roadway is substandard, its existing or future Level of Service (LOS) will fall below what is acceptable as described in the 2030 General Plan, lanes are of substandard width, or widening is needed to serve anticipated development.
<u>Extensions/Connections:</u>	If extending a major street or connecting two major streets will close a gap, improve traffic circulation, or relieve congestion to a level commensurate with standards established in the 2030 General Plan.
<u>Grade Separations:</u>	If the LOS is below the standards outlined in the 2030 General Plan or if there are problems or conflicts between vehicular traffic and/or rail traffic.
<u>Interchange Construction:</u>	If an interchange is needed to serve development or to relieve congestion at a nearby interchange such that the resulting LOS is commensurate with standards established in the 2030 General Plan.
<u>Interchange Modification:</u>	If the existing interchange does not provide safe access for bicycles and pedestrians, if the interchange does not meet the access needs of surrounding development, or if the LOS is below the standards outlined in the 2030 General Plan.

## **PROJECT RANKING PROCESS**

Eligible projects are scored and ranked using eight criteria: Public Safety, Economic Development and Infill, Congestion, Cost (to the City), Deliverability/Readiness, Volume, Gap Closure, and Bicycle, Pedestrian and Transit. If the roadway segment or intersection has not yet been built, then the criteria are applied to the facility that will receive the most benefit from the project. The maximum possible score is 100 points, which are assigned for the eight criteria as described below.

### **1. Public Safety. ....(Max. Points: 20)**

The accident rate of the project is compared to the highest accident rate of all the Major Street projects being evaluated. The accident rate used is the average rate for the three latest years for which accident data is available. Points are assigned as follows:

$$\frac{\text{3 Year Average Collision Rate}^1 \text{ of Project}}{\text{Highest Collision Rate of Projects Considered}} \times 20 = \underline{\hspace{2cm}}$$

## 2. Economic Development & Infill.....(Max. Points: 25)

Infill development channels economic growth into existing urban and suburban areas. The areas included in the following scoring criteria are generally also infill areas.

- Does the project fall within a Tier 1 Priority area?  
If Yes – 15 points; If No – 0 points
- Does the project fall within a Tier 2 Priority area?  
If Yes – 10 points; If No – 0 points
- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)?  
If Yes – 5 points; If No – 0 points
- Is the project located in a Community Development Block Grant (CDBG) eligible area?  
If Yes – 5 points; If No – 0 points

## 3. Congestion ... .....(Max. Points: 20)

Existing and future (Year 2030) congestion are determined for each project by calculating the volume to capacity ratio (V/C), which is the ratio of the average daily traffic (ADT) to the theoretical maximum ADT the facility can carry. The ratios are then compared to the highest V/C of all the Major Street projects being evaluated, as follows:

$$\frac{\text{Existing V/C of Project}}{\text{Highest Existing V/C of Projects Considered}} \times 12 = \underline{\hspace{2cm}}$$

$$\frac{\text{Year 2030 V/C of Project}}{\text{Highest Year 2030 V/C of Projects Considered}} \times 8 = \underline{\hspace{2cm}}$$

## 4. Cost .....(Max. Points: 5)

Points are assigned inversely proportionally to the cost of the project as follows:

$$\frac{\text{Lowest Cost Project}}{\text{Project Cost}} \times 5 = \underline{\hspace{2cm}}$$

## 5. Deliverability/Readiness .....(Max. Points 5)

Projects are scored based on whether critical milestones have been completed, as detailed below:

<sup>1</sup> The collision rate is the annual number of accidents per 1 million vehicle miles. Accident Rate =  $\text{Accidents} \times 10^6 / (\text{ADT} \times \text{segment miles} \times 365)$

Has the Environmental Determination been approved?

\_\_\_\_\_ Yes (3 points)      \_\_\_\_\_ No (0 points)

Has a Project Study Report or a Feasibility Study been approved or completed with a result that the project is feasible?

\_\_\_\_\_ Yes (3 points)      \_\_\_\_\_ No (0 points)

**6. Volume ..... (Max. Points: 7)**

Existing volumes on the candidate roadways are evaluated, with the higher volume streets receiving more points:

$$\frac{\text{Existing ADT of Project}}{\text{Highest Existing ADT of Projects Considered}} \times 7 = \underline{\hspace{2cm}}$$

**7. Gap Closure.. .....(Max. Points: 8)**

Freeway Interchanges

1 point      given for each freeway interchange ramp added by project

Roadway Extension

5 points      given to projects that either close a gap or connect missing links in a route

3 points      given to projects that will close a bicycle facility gap

3 points      given to projects that will reduce vehicle travel through a residential neighborhood

**8. Bicycle, Pedestrian, and Transit .....(Max. Points: 10)**

4 points      given for streets identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County Bikeway Master Plan

4 points      given if the project is on a bus route

4 points      given if the project adds sidewalk where there currently is none

6 points      given if the project improves access to a LRT station or to a commuter rail station

## **SUMMARY**

The Major Street Improvement priority listing is presented in Table A-1 and Table A-2. Figure A-1 shows the approximate location of these projects.

There were fourteen new projects added to this year's list. They are:

- 24<sup>th</sup> Street Extension – South end to Cosumnes River Boulevard
- 67<sup>th</sup> Street Extension – Q Street to Elvas Avenue
- 67<sup>th</sup> Street Underpass – Elvas Avenue into CSUS
- American River Crossing – River District to Gardenland/South Natomas
- Broadway Bridge (Sacramento River W/X Crossing)
- Del Paso Road Widening (WB) – East Commerce Way to Interstate 5
- East Commerce Way Widening – (future) Club Center Drive to 100' north
- East Commerce Way Widening – (future) Club Center Drive to Del Paso Road
- El Centro Road Bridge Widening
- Elkhorn Boulevard Widening – State Highway 99 to East Commerce Way and Natomas Boulevard to City Limit
- Gateway Park Boulevard Bridge Widening
- I Street Bridge
- Q Street Improvements – 65<sup>th</sup> Street to Redding Avenue
- Terracina Drive Bridge
- Alhambra Boulevard Bicycle/Pedestrian Tunnel
- Alhambra Boulevard Vehicular Tunnel

There were six projects deleted from this year's list. The projects and reasons for deletion are as follows:

- West Side Access to Intermodal (4<sup>th</sup> Street & I Street Improvements) – Project funded.
- Ramona Avenue (Folsom Boulevard to Brighton Avenue) – Project funded for this segment only; remaining segments have been scored and ranked as separate projects.
- Capitol Mall Bridge Improvements (Riverfront Reconnection Phase I) – Project funded.
- Richards Blvd/State Route 160 Interchange Improvements - Project not included in River District Specific Plan.
- Cosumnes River Blvd Extension and Interchange at Interstate 5 (Franklin Boulevard to Interstate 5) – Project funded.
- Del Paso Rd/I-5 Interchange Improvements – Project completed.

TABLE A-1

## YEAR 2014 - MAJOR STREET IMPROVEMENTS

2014 Rank	2010 Rank	Council District	MAJOR STREET PROJECT	Planning Level Project Cost	Pub Safe Score	Econ Dev & Infill Score	Congestion Score	Cost Score	Deliv / Ready Score	Volume Score	Gap Close Score	Bike, Ped & Transit Score	TOTAL SCORE
Maximum Points in Scoring Category:					20	25	20	5	5	7	8	10	100
1	12	6	14th Avenue Extension - Power Inn Road to Florin Perkins Road**	10,126,000	13.6	20	12.5	0.3	3	6.4	8	8	71.7
2	2	3	Richards Boulevard/Interstate 5 Interchange Ultimate Improvements	79,234,000	13.0	25	14.2	0.0	3	4.3	1	8	68.6
3	New	4	I Street Bridge Replacement	80,000,000	18.0	25	11.3	0.0	3	0.8	5	0	63.1
4	New	7	24th Street Extension - South end to Cosumnes River Boulevard	10,500,000	7.8	20	12.1	0.3	0	5.9	8	8	62.1
5	6	3	Folsom Boulevard Improvements - 65th Street to 68th Street*	1,489,000	6.7	20	16.4	0.6	3	3.8	0	10	60.4
6	11	3,4	3rd Street Extension - West Side Access to Intermodal	6,500,000	13.2	25	8.9	0.5	0	1.6	5	6	60.1
7	New	3	American River Crossing - River District to Gardenland	80,000,000	4.8	25	11.6	0.0	0	5.3	8	4	58.8
8	17	4	N Street Extension (Bridge) - 2nd Street to Neasham Circle/Front Street (Riverfront Reconnection Phase III)	17,843,000	14.0	20	7.0	0.2	5	1.3	5	6	58.5
9	3	6	Ramona Avenue Extension - Cucamonga Avenue to 14th Avenue**	5,188,000	13.1	20	6.0	0.6	0	2.2	8	8	57.9
10	18	6	Power Inn Road Widening - 14th Avenue to Fruitridge Road	24,053,000	3.8	25	12.3	0.1	0	5.5	0	8	54.6
11	New	3	67th Street Underpass - Elvas Avenue into CSUS	15,250,000	3.8	20	15.4	0.2	0	3.8	5	6	54.1
12	14	3	Sutter's Landing Parkway	100,000,000	6.1	25	12.0	0	0	5.7	5	0	53.8
13	New	3	Q Street Improvements - 65th Street to Redding Avenue	1,935,000	8.5	15	13.2	1.5	0	4.2	0	10	52.4
14	9	6	4th Avenue Extension - 65th Street to Ramona Avenue	25,000,000	8.7	20	10.9	0.1	0	2.2	5	4	51.0
15	7	3	Railyards Boulevard Extension (formerly called Gateway Blvd) and North 12th Street/North B Street Intersection Improvements	30,000,000	8.9	20	9.4	0.1	0	2.6	5	4	49.9
15	39	2,3	Arden Way/Capital City Freeway Interchange Improvements	19,500,000	7.1	20	12.2	0.2	0	6.5	0	4	49.9
17	New	3	67th Street Extension - Q Street to Elvas Avenue	3,458,000	3.8	15	15.4	0.8	0	3.8	5	6	49.8
18	13	2	Marconi Avenue at Capital City Freeway (Business 80) Improvements	23,700,000	15.2	10	11.1	0.1	0	3.5	0	8	48.0
19	32	1	Natomas Crossing Drive/Interstate 5 Overcrossing***	7,692,000	10.0	10	8.3	0.4	5	1.8	8	4	47.4
20	21	2	Bell Avenue Widening - Norwood Avenue to Raley Boulevard	20,000,000	11.9	15	8.1	0.1	0	2.1	0	10	47.3
21	10	2	Silver Eagle Road Widening - Norwood Avenue to Mabel Street	1,949,000	5.3	15	11.9	1.5	0	2.5	0	10	46.3
22	15	2	Main Avenue Extension - West of Marysville Boulevard to Rio Linda Boulevard	4,271,000	14.2	5	8.2	0.7	0	2.1	8	8	46.2
23	20	6	Florin Perkins Road Widening - Folsom Boulevard to Fruitridge Road	12,000,000	3.7	20	7.7	0.2	0	4.1	0	10	45.8
24	16	8	Cosumnes River Boulevard Widening - Bruceville Road to Center Parkway	10,000,000	11.8	5	14.1	0.3	0	4.3	0	10	45.5
25	24	1,3	Northgate Boulevard/Interstate 80 Interchange Improvements	10,000,000	5.6	15	10.9	0.3	0	5.6	0	8	45.4
26	26	1	El Centro Road/Interstate 5 Overcrossing***	11,680,000	5.7	10	7.7	0.3	5	3.5	8	4	44.1
26	33	1	Snowy Egret Way/Interstate 5 Overcrossing***	11,233,000	5.7	10	7.4	0.3	5	3.8	8	4	44.1
28	New	1	Terracina Drive Bridge***	1,700,000	6.9	10	5.1	1.7	5	3.1	8	4	43.8
29	23	3	5th Street Northerly Extension (formerly 6th Street) - G Street to North 5th Street at Richards Boulevard	47,000,000	3.9	20	8.6	0.1	0	1.0	0	10	43.6
30	New	4	Broadway Bridge (Sacramento River W/X Crossing)	80,000,000	5.0	20	7.6	0.0	3	2.3	5	0	42.9
31	30	6	Elder Creek Road Widening - Power Inn Road to South Watt Avenue	13,000,000	6.1	15	10.6	0.2	0	2.1	0	8	42.0
32	29	4	Neasham Circle Viaduct at Capitol Mall (Riverfront Reconnection Phase II)	16,354,000	8.4	20	4.0	0.2	5	0.4	0	4	41.9

TABLE A-1

## YEAR 2014 - MAJOR STREET IMPROVEMENTS

2014 Rank	2010 Rank	Council District	MAJOR STREET PROJECT	Planning Level Project Cost	Pub Safe Score	Econ Dev & Infill Score	Congestion Score	Cost Score	Deliv / Ready Score	Volume Score	Gap Close Score	Bike, Ped & Transit Score	TOTAL SCORE
Maximum Points in Scoring Category:					20	25	20	5	5	7	8	10	100
33	3	6	Ramona Avenue Widening - Brighton Avenue to Cucamonga Avenue**	3,070,000	4.8	20	2.9	1.0	5	0.3	3	4	41.0
34	12	6	14th Avenue Extension - Florin Perkins Road to South Watt Avenue**	20,900,000	2.5	15	6.0	0.1	0	1.1	8	8	40.8
35	New	1	Del Paso Road Widening (WB) - East Commerce Way to Interstate 5***	1,500,000	4.1	10	8.6	2.0	5	7.0	0	4	40.6
36	New	1	Gateway Park Boulevard Bridge Widening***	2,100,000	2.5	10	10.6	1.4	5	2.6	0	8	40.0
37	New	1	East Commerce Way Widening - (future) Club Center Drive to 100' north***	585,000	2.9	10	6.1	5.0	5	1.1	0	8	38.2
38	New	1	East Commerce Way Widening - (future) Club Center Drive to Del Paso Road***	3,900,000	3.6	10	6.9	0.8	5	3.0	0	8	37.2
39	35	2	Raley Boulevard Widening - Santa Ana Avenue to Ascot Avenue	25,000,000	4.4	10	12.0	0.1	0	2.4	0	8	37.0
40	38	1	Snowy Egret Way - Duckhorn Drive to El Centro Road***	3,136,000	12.4	0	5.3	0.9	5	1.2	8	4	36.9
41	41	1	Del Paso Road Bridge***	2,100,000	7.2	10	6.0	1.4	5	3.2	0	4	36.8
41	25	6	South Watt Avenue Widening - Elder Creek Road to Fruitridge Road	20,000,000	2.3	5	18.1	0.1	0	3.2	0	8	36.8
43	New	3	Alhambra Blvd Bike/Ped Tunnel	3,000,000	17.8	10	4.0	1.0	0	0.9	3	0	36.7
44	New	3	Alhambra Blvd Vehicular Tunnel	27,000,000	17.8	10	4.0	0.1	0	0.9	3	0	35.8
45	36	1	Natomas Crossing Drive - Duckhorn Drive to El Centro Road***	6,700,000	12.2	0	4.6	0.4	5	0.9	8	4	35.2
46	31	3	Northgate Boulevard/State Route 160 Interchange Improvements	22,000,000	3.0	5	8.6	0.1	3	4.5	2	8	34.3
46	22	7	Cosumnes River Boulevard Widening - Franklin Boulevard to Center Parkway	10,000,000	4.3	5	11.6	0.3	0	3.0	0	10	34.3
48	19	2	Main Avenue Widening - Norwood Avenue to Rio Linda Boulevard	3,531,000	6.5	5	11.6	0.8	0	1.6	0	8	33.5
49	27	6	Fruitridge Road Widening - Florin Perkins Road to South Watt Avenue	8,000,000	3.2	10	9.7	0.4	0	2.0	0	8	33.1
50	37	4	West El Camino Avenue/Interstate 80 Interchange Improvements***	20,000,000	3.2	5	7.9	0.1	3	3.0	5	4	31.2
51	34	1	Elkhorn Boulevard Widening - East Commerce Way to Natomas Boulevard***	7,220,000	1.9	0	10.1	0.4	5	2.4	3	8	30.8
52	42	1	Elkhorn Boulevard/State Highway 99 Interchange Improvements	30,000,000	1.8	10	11.6	0.1	0	2.8	0	4	30.3
53	New	1	Elkhorn Boulevard Widening - State Highway 99 to East Commerce Way and Natomas Boulevard to City Limit***	9,767,000	1.9	0	11.4	0.3	5	2.7	0	8	29.3
54	28	2	Roseville Road Widening - Connie Drive to City Limit	4,000,000	2.0	5	10.1	0.7	0	2.5	0	8	28.4
55	New	1	El Centro Road Bridge Widening***	2,554,000	7.7	0	5.4	1.1	5	1.0	0	8	28.2

TOTAL MAJOR STREET PROJECT COST: \$1,016,718,000

"New" in the 2010 Rank column indicates projects added this year.

\* Indicates a change to project limits since last TPG.

\*\* Indicates a project that has been separated from a larger project since last TPG.

\*\*\* Indicates a project that has other funding programmed, but may require additional public funds.



TABLE A-2

## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
1	14th Avenue Extension - Power Inn Road to Florin Perkins Road	This project will extend 14th Avenue as a four-lane roadway from Power Inn Road to Florin Perkins Road. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	An extension of 14th Ave from Power Inn Rd to South Watt Ave was identified in the Southeast Area Transportation Study Phase I as the SR 16 (Jackson Highway) Realignment Project. Since this segment is partially funded and in the environmental phase, the extension from Florin Perkins Rd to Jackson Rd is listed as a separate project.	10,126,000
2	Richards Boulevard/Interstate 5 Ultimate Interchange Improvements	This project will improve capacity and operations of the Richards Boulevard / I-5 Interchange. Of the four alternatives, the most extensive incorporates braided ramps to the existing diamond configuration at this location with bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines. This project includes widening Richards Boulevard between Bercut Drive and North 7th Street.	Project Study Report-Project Development Support (PSR-PDS) document (CALTRANS requirement) is complete. The PSR-PDS will be used for programming funds for the Environmental Documentation phase.	79,234,000
3	I Street Bridge Replacement	This project will construct a new local bridge over the Sacramento River from the Railyards area to West Sacramento north of the existing I Street Bridge. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the Scoping and Environmental Documentation phase.	80,000,000
4	24th Street Extension - South end to Cosumnes River Boulevard	This project will extend 24th Street as a four-lane roadway from its current southern terminus to Cosumnes River Boulevard.	The extension of 24th St will connect to the Cosumnes River Blvd extension, which is currently under construction.	10,500,000
5	Folsom Boulevard Improvements - 65th Street to 68th Street	This project will reconfigure Folsom Boulevard to a three-lane roadway (two westbound lanes and one eastbound lane) with a median and on-street parking from 65th Street to 68th Street. It will also include bike and pedestrian improvements from 65th Street to Ramona Avenue.	This project was identified in the preferred alternative of the 65th Street Station Area Circulation Study, which was accepted by City Council in October 2010.	1,489,000
6	3rd Street Extension - West Side Access to Intermodal	This project will extend 3rd Street north from I Street into the Depot site, beneath the existing northbound I-5 on-ramp structure. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project identified in the West Side Access Feasibility Study. This project represents Alternative #1 in the study minus the traffic signal at 4th St & I St.	6,500,000
7	American River Crossing - River District to Gardenland	This project will construct a new local bridge over the American River from the River District area to Gardenland/South Natomas area. The exact location will be determined pending the American River Crossing Study, which is currently underway. The project will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		80,000,000

TABLE A-2

## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
8	N Street Extension (Bridge) - 2nd Street to Neasham Circle/Front Street (Riverfront Reconnection Phase III)	This project will extend N Street as a two-lane bridge over Interstate 5 from 2nd Street to Neasham Circle/Front Street. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of I-5 Riverfront Reconnection Project.	17,843,000
9	Ramona Avenue Extension - Cucamonga Avenue to 14th Avenue	This project will widen Ramona Avenue from Cucamonga Avenue to the existing elbow (approximately 1000' south of Cucamonga Avenue) and extend it to 14th Avenue as a two-lane roadway. The project will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This segment of Ramona Avenue is one of the remaining segments that had been part of a larger project but did not receive funding. Only the Ramona Avenue connection from Folsom Blvd to Brighton Avenue was funded.	5,188,000
10	Power Inn Road Widening - 14th Avenue to Fruitridge Road	Power Inn Road between 14th Avenue and Fruitridge Road is currently a four-lane roadway with a two-way left-turn lane. This project will widen the segment to six lanes and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was included in the Southeast Area Transportation Study Phase II. This project may require a grade separation at the UPRR crossing. The cost estimate reflects Alternative 1 from the Power Inn Feasibility Study.	24,053,000
11	67th Street Underpass - Elvas Avenue into CSUS	This project will provide a new connection/access into CSUS from Elvas Avenue to State University Drive West with an underpass at the Union Pacific Railroad.	This project was identified in the 65th Street Station Area Circulation Study.	15,250,000
12	Sutter's Landing Parkway - Richards Blvd to Capital City Freeway and Interchange at Capital City Freeway (Business 80)	This project will construct a four-lane arterial on a new alignment between 16th Street/12th Street and Capital City Freeway (Business 80), a distance of 1.6 miles and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project will require grade separation at the UPRR and construction of a full interchange at Capital City Freeway (Business 80), and will require an at-grade or grade separated interchange at 16th Street/12th Street. Will require Richards Blvd/SR 160 Improvements.	100,000,000
13	Q Street Improvements - 65th Street to Redding Avenue	This project will construct improvements along Q Street between 65th Street and Redding Avenue, including two 11' travel lanes with 15' pedestrian zones on each side and a Class 1 bikeway on the south side of the roadway.	This project was identified in the 65th Street Station Area Circulation Study.	1,935,000
14	4th Avenue Extension - 65th Street to Ramona Avenue	This project will extend 4th Avenue from 65th Street to Ramona Avenue and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was identified in the 65th Street Station Area Circulation Study.	25,000,000

TABLE A-2

## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
15	Railyards Boulevard Extension (formerly called Gateway Blvd) and North 12th Street/North B Street Intersection Improvements	This project will construct a collector from the intersection of North B Street & 12th Street southwest to the intersection with the proposed Railyards Boulevard. It will provide sidewalks and bike lanes in both directions and reconfigure the intersection of North B Street, North 12th Street, and Railyards Boulevard. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of Railyards Development.	30,000,000
15	Arden Way/Capital City Freeway Interchange Improvements	This project will improve the on-ramp from Arden Way to eastbound Capital City Freeway (Business 80) and the off-ramp from Capital City Freeway (Business 80)/SR 160 to Arden Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		19,500,000
17	67th Street Extension from Q Street to Elvas Avenue.	This project will extend 67th Street as a two-lane roadway from Q Street to Elvas Avenue. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was identified in the 65th Street Area Circulation Study.	3,458,000
18	Marconi Avenue at Capital City Freeway (Business 80) Improvements	This project will widen the northbound off-ramp and southbound on-ramp by constructing tieback walls. It will reconstruct intersections on the east and west sides of the interchange to provide operational improvements and accommodate future ITS infrastructure and will modify the bridge structure to conform to the new ramps and intersections. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		23,700,000
19	Natomas Crossing Drive/Interstate 5 Overcrossing	This project will construct a new overcrossing of I-5 for the planned two-lane Natomas Crossing Drive that will run east-west from El Centro Road to Commerce Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	7,692,000
20	Bell Avenue Widening - Norwood Avenue to Raley Boulevard	This project will widen Bell Avenue to three lanes plus a two-way left turn lane from Norwood Avenue to Raley Boulevard. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a three-lane roadway. This roadway has adequate width for 3 lanes between Norwood Ave & Rio Linda Blvd, except at the bridge over Magpie Creek. Rio Linda Blvd to Raley Blvd is 2 lanes with intermittent, partial widening improvements by private development.	20,000,000
21	Silver Eagle Road Widening - Norwood Avenue to Mabel Street	This project will widen Silver Eagle Road to three lanes, including a two-way left turn lane, and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		1,949,000

TABLE A-2

## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
22	Main Avenue Extension - West of Marysville Boulevard to Rio Linda Boulevard	This project will extend Main Avenue as a four-lane roadway from Marysville Boulevard to Rio Linda Boulevard. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project requires Rio Linda Blvd and Main Ave intersection/bridge improvements, which are currently in the preliminary engineering phase.	4,271,000
23	Florin Perkins Road Widening - Folsom Boulevard to Fruitridge Road	This project will widen Florin Perkins between Folsom Boulevard and Fruitridge Road to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. Description modified since last TPG. Southeast Area Transportation Study Phase II. Portions of this segment may be constructed by private development.	12,000,000
24	Cosumnes River Boulevard Widening - Bruceville Road to Center Parkway	This project will widen Cosumnes River Boulevard to four lanes between Center Parkway and Bruceville Road and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Limited portions of this segment are currently being widened in association with the Regional Transit Light Rail Southline Extension project.	10,000,000
25	Northgate Boulevard/Interstate 80 Interchange Improvements	This project will add a lane to the eastbound Northgate off-ramp and an auxiliary lane to the westbound on-ramp and will extend the westbound off-ramp to improve operations and safety. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
26	El Centro Road/Interstate 5 Overcrossing	This project will construct a new two-lane overcrossing of I-5 north of Del Paso Road, extending El Centro Road to East Commerce Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	11,680,000
26	Snowy Egret Way/Interstate 5 Overcrossing	This project will construct a new overcrossing of I-5 for the planned four-lane Snowy Egret Way that will run east-west from El Centro Road to Commerce Way. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	11,233,000
28	Terracina Drive Bridge	This project will construct a new two-lane bridge connecting the east and west sides of Terracina Drive and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project B4 in the North Natomas Finance Plan. This project may require additional public funds.	1,700,000
29	5th Street Northerly Extension (formerly 6th Street) - G Street to North 5th Street at Richards Boulevard	This project will extend 5th Street north from G Street to Richards Boulevard at North 5th Street as a three-lane street and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of the Railyards and River District Specific Plan.	47,000,000
30	Broadway Bridge (Sacramento River W/X Crossing)	This project will construct a new local bridge over the Sacramento River in the vicinity of the Pioneer Bridge (I-80). It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project was identified in the Sacramento River Alternatives Crossing Study accepted by Council on October 18, 2011.	80,000,000

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## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
31	Elder Creek Road Widening - Power Inn Road to South Watt Avenue	This project will widen Elder Creek Road between Power Inn Road and Elk Grove-Florin Road/South Watt Avenue. This segment of roadway is approximately two miles long, and varies in width. The proposed project will improve the entire segment to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. The project was part of Southeast Area Transportation Study Phase II. Portions of this segment may be constructed by private development.	13,000,000
32	Neasham Circle Viaduct at Capitol Mall (Riverfront Reconnection Phase II)	This project will extend Front Street on a new viaduct above Neasham Circle connecting to Capitol Mall. The extension will provide better access from the Docks area specific plan to Capitol Mall.	This project is part of the I-5 Riverfront Reconnect Project.	16,354,000
33	Ramona Avenue Widening - Brighton Avenue to Cucamonga Avenue	This project will widen Ramona Avenue from Brighton Avenue to Cucamonga Avenue as a two-lane roadway. The project will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This segment of Ramona Avenue is one of the remaining segments that had been part of a larger project but did not receive funding. Only the Ramona Avenue connection from Folsom Blvd to Brighton Avenue was funded.	3,070,000
34	14th Avenue Extension - Florin Perkins Road to South Watt Avenue	This project will extend 14th Avenue as a four-lane roadway from Florin Perkins Road to South Watt Avenue and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	An extension of 14th Ave from Power Inn Rd to South Watt Ave was identified in the Southeast Area Transportation Study Phase I as the SR 16 (Jackson Highway) Realignment Project. The extension of 14th Ave from Power Inn Rd to Florin Perkins Rd is listed as a separate project since it is partially funded and is in the environmental phase.	20,900,000
35	Del Paso Road Widening (WB) - East Commerce Way to Interstate 5	This project will widen Del Paso Road (westbound) between East Commerce Way and the I-5 on-ramps to a standard City cross section, thereby removing the "kink" in the road just before the northbound on-ramp. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Roadway Segment 5b in the North Natomas Finance Plan. This project may require additional public funds.	1,500,000
36	Gateway Park Boulevard Bridge Widening	This project will widen the southbound roadway (bridge) between Goldenland Court and Sports Drive and will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project B7 & 15 in the North Natomas Finance Plan. This project may require additional public funds.	2,100,000
37	East Commerce Way Widening - (future) Club Center Drive to 100' north	Roadway Segment 8 in the NNFP calls for a 4-lane roadway from Elkhorn Blvd to Club Center Drive. Most of the improvements on this segment have been completed. This project will construct the remaining improvements on the east side of East Commerce Way for about 1000 feet, which include one additional travel lane, curb & gutter, landscaped planter, and sidewalk.	Roadway Segment 8 in the North Natomas Finance Plan. This project may require additional public funds.	585,000

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## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
38	East Commerce Way Widening - (future) Club Center Drive to Del Paso Road	Roadway Segment 9 in the NNFP calls for a 6-lane roadway from (future) Club Center Drive to Del Paso Road. Some of the improvements on this segment have been completed. This project will construct the remaining improvements, which include additional travel lanes, curb & gutter, landscaped planter, sidewalk, streetlights, and two traffic signals.	Roadway Segment 9 in the North Natomas Finance Plan. This project may require additional public funds.	3,900,000
39	Raley Boulevard Widening - Santa Ana Avenue to Ascot Avenue	Raley Boulevard between Santa Ana Avenue and Ascot Avenue is currently a two-lane roadway approximately 0.75-mile long. This project will widen the segment to four lanes and construct raised median islands. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. Project will be coordinated with the Magpie Creek Diversion project. Portions of this segment have been constructed by private development.	25,000,000
40	Snowy Egret Way - Duckhorn Drive to El Centro Road	This project will construct a new four-lane road south of Del Paso Road between El Centro Road and Duckhorn Drive and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	3,136,000
41	Del Paso Road Bridge	This project will replace the existing two-lane westbound structure over the East Drainage Canal with a standard cross-section three-lane structure and widen the approach roadways to three lanes. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project B5 & 6 in the North Natomas Finance Plan. This project may require additional public funds.	2,100,000
41	South Watt Avenue Widening - Elder Creek Road to Fruitridge Road	This project will widen South Watt Avenue between Elder Creek Road and Fruitridge Road to six-lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a six-lane roadway. This project is part of Southeast Area Transportation Study Phase II. Portions of this segment have been constructed by private development. This project supports private development in the County. Congestion relief partly resolved by Fruitridge Rd/South Watt Ave Signal Project.	20,000,000
43	Alhambra Boulevard Bicycle/Pedestrian Tunnel	This project will construct a new bicycle/pedestrian undercrossing on Alhambra Boulevard at the Union Pacific Railroad tracks north of B Street.		3,000,000
44	Alhambra Boulevard Vehicular Tunnel	This project will construct a new vehicular undercrossing on Alhambra Boulevard at the Union Pacific Railroad tracks north of B Street.		27,000,000

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## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
45	Natomas Crossing Drive - Duckhorn Drive to El Centro Road	This project will construct a new two-lane road south of Arena Boulevard between El Centro Road and Duckhorn Drive. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	6,700,000
46	Northgate Boulevard/State Route 160 Interchange Improvements	This project will construct an eastbound on-ramp and westbound off-ramp at Northgate Boulevard/State Route 160 and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project has an approved Project Study Report (PSR).	22,000,000
46	Cosumnes River Boulevard Widening - Franklin Boulevard to Center Parkway	This project will widen the one-mile segment of Cosumnes River Boulevard from two lanes to four lanes between Franklin Boulevard and Center Parkway. It will also include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
48	Main Avenue Widening - Norwood Avenue to Rio Linda Boulevard	This project will widen Main Avenue between Norwood Avenue and Rio Linda Boulevard to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	A project to construct intersection improvements at Rio Linda Boulevard and Main Avenue is currently in design.	3,531,000
49	Fruitridge Road Widening - Florin Perkins Road to South Watt Avenue	This project will widen Fruitridge Road between Florin Perkins Road and South Watt Avenue to four lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. This project was part of Southeast Area Transportation Study Phase II. Portions of this segment have been constructed by private development.	8,000,000
50	West El Camino Avenue/Interstate 80 Interchange Improvements	This project will provide improvements to the interchange including bridge replacement, ramp realignment and widening, approach roadway improvements, traffic signals and bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	20,000,000
51	Elkhorn Boulevard Widening - East Commerce Way to Natomas Boulevard	This project will widen Elkhorn Boulevard between East Commerce Way and Natomas Boulevard to six lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	7,220,000
52	Elkhorn Boulevard/State Highway 99 Interchange Improvements	This project will provide a four-lane overcrossing of Elkhorn Boulevard and modify existing interchange ramps. It will include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	To be completed by County with fair-share contribution from North Natomas finance plan.	30,000,000
53	Elkhorn Boulevard Widening - State Highway 99 to East Commerce Way and Natomas Boulevard to the eastern City limits	This project will widen Elkhorn Boulevard from State Highway 99 to East Commerce Way and from Natomas Boulevard to the eastern City limits to six travel lanes and bike lanes and will construct a landscaped median, curb & gutter, landscaped planter, and sidewalk. It will also include new streetlights and modifications to three existing traffic signals.	Roadway Segment 14a in the North Natomas Finance Plan. This project may require additional public funds.	9,767,000

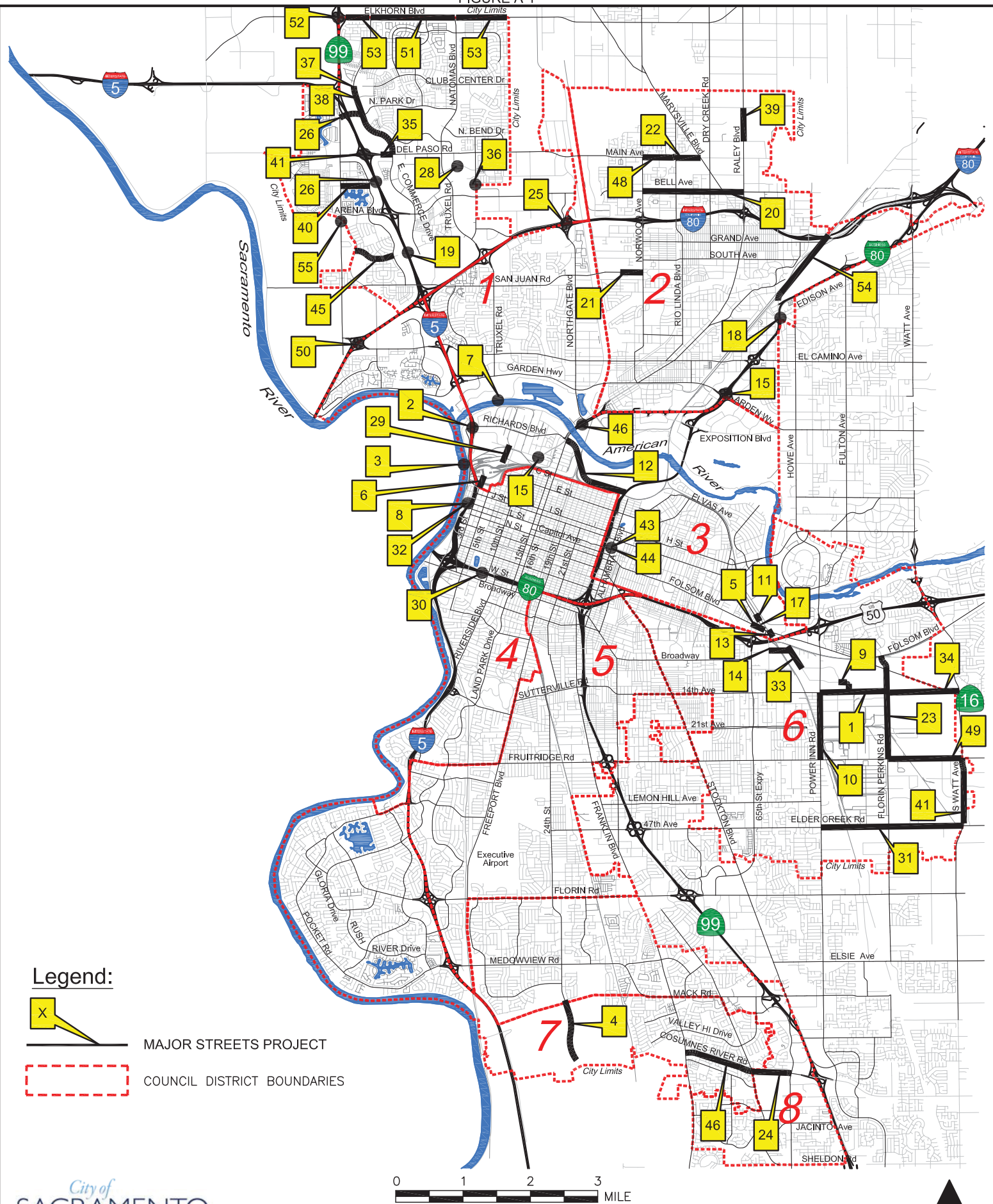
TABLE A-2

## YEAR 2014 - MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2014 Rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
54	Roseville Road Widening - Connie Drive to City Limit	This project will widen Roseville Road to four lanes between Connie Drive and the City Limits and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	The 2030 General Plan identifies this segment as a four-lane roadway. City is replacing the existing bridge over Arcade Creek.	4,000,000
55	El Centro Road Bridge Widening	This project will widen El Centro Road Bridge over the West Drainage Canal to a four-lane structure and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is in the North Natomas Finance Plan but may require additional funds.	2,554,000



FIGURE A-1



**Legend:**



MAJOR STREETS PROJECT



COUNCIL DISTRICT BOUNDARIES