

## MAJOR STREET IMPROVEMENTS PROGRAM

### INTRODUCTION

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

Expressways: Expressways are designed for relatively long distance through movement. They have limited access with few cross streets. All cross street intersections are signalized. Residential driveways are prohibited. Limited non-residential driveways are allowed based upon driveway spacing. Expressways have moderate to high speeds with moderate to high volumes on eight or less travel lanes.

Arterials: The arterial street system is used to provide a high level of mobility for travel through the region and within and between adjacent sub-areas of the City. The arterial streets have moderate speeds with moderate to high volumes on six or less travel lanes. Six lane arterials, (major arterials), provide intra-city transportation and inter-region transportation for large volumes of vehicles while providing access to abutting properties. Four lane arterials connect major facilities, but provide more access than a six lane arterial. Principal land-uses served by arterials are central business districts, community shopping centers, community colleges, large industrial plants, high schools, large office complexes, community hospitals, clinics, and fire stations.

Collectors: The collector system is deployed throughout the entire city to provide mobility between neighborhoods or from neighborhoods to the arterial system. An adequate collector system is needed to ensure these localized movements do not occur on principal routes or major arterials. Collector streets have low speeds, low to moderate volumes on two or three lanes. Principal land-uses served are elementary schools, smaller industries and warehouse facilities, neighborhood shopping centers, small office buildings including clinics, neighborhood parks residential uses, and community service uses.

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 Pedestrian Friendly Street Guidelines adopted February 24, 2008.

## **GOALS AND POLICIES**

The Major Street Improvements Program is consistent with the following City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) goals and policies:

### **Goals:**

1. Create a street system which will ensure the safe and efficient movement of people and goods within and through communities, and to other areas in the City and region.

#### **Policy:**

Explore actions which allow for the prioritization, planning, and construction of new facilities.

2. Create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic.

#### **Policy:**

Continue, wherever possible, to design streets and to approve development application in such a manner as to eliminate high traffic flows and parking problems within residential neighborhoods.

3. Work toward achieving an overall Level of Service C<sup>1</sup> on the City's local and major street system.

#### **Policies:**

- Work toward the most efficient use of the City's existing street system.
  - Explore other transportation modes that will lead to a decrease in demand of the City's surface street system.
4. Increase the capacity of the transportation system.

#### **Policy:**

Support programs that improve traffic flow.

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<sup>1</sup> Level of Service (LOS) is a term used to describe the quality of traffic operations on roadways and at intersections. Letters ranging from A to F denote levels of service, with A describing free-flowing conditions and F describing congested conditions. The City of Sacramento General Plan (adopted January 19, 1988, reflects City Council Amendments through September 2000) has adopted a service level standard of C for both roadways and intersections.

The Major Street Improvements Program is consistent with the following City of Sacramento Strategic Plan goals:

**Goals:**

**1. Improve and expand public safety**

**Policy:**

Points are given to projects based on the existing collision rates. The Public Safety score determines twenty percent of the final score.

**2. Achieve Sustainability and Enhance Livability**

**Policy:**

Points are given to projects based on congestion mitigation, infill development, and improving access for bikes, pedestrians, and transit.

**Policy:**

Major Street Improvement Projects are designed and built, consistent with the City Pedestrian Safety Guidelines, to be accessible by vehicles, bicycles, and pedestrians.

**3. Expand economic development throughout the City**

**Policy:**

Points are given to projects that fall within geographic areas defined by the Economic Development Strategy.

**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:

**Roadway Widening:**

If the existing volume on a street exceeds 80% of the street's capacity (i.e., the Level of Service is below C), lanes are of substandard width, or widening is needed to serve anticipated development, provided that such widening does not conflict with the City's adopted goals and policies, such as Smart Growth Principles or Infill Opportunity Areas.

Extensions/Connections: If extending a major street or connecting two major streets will close a gap, improve traffic circulation, or relieve congestion on other streets that have a service level below C (i.e., LOS D, E, or F).

Grade Separations: If the existing service level is below C, or there are problems with conflicts between vehicular traffic and/or rail traffic.

Interchange Construction: If an interchange is needed to serve development or to relieve congestion at a nearby interchange with an existing service level below C.

Interchange Modification: If the existing service level at the over-crossing, at the ramp intersections, or on the ramps is below C, or if a partial interchange exists and the modification will upgrade it to a full interchange.

## **PROJECT RANKING PROCESS**

Eligible projects are scored and ranked using nine criteria: Congestion, Public Safety, Economic Development, Infill Development, 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 nine 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:

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

### **2. Economic Development ..... (Max. Points: 10)**

- Does the project fall within one of the nineteen (19) Neighborhood Commercial Revitalization Areas? If Yes on (10 points)
- Is the project located within one of the twenty-seven (27) Key Development Opportunity Areas or Sites? If Yes on (5 points)

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<sup>2</sup> The collision rate is the annual number of accidents per 1 million vehicle miles.  
Accident Rate = Accidents x 10<sup>6</sup> / (ADT x segment miles x 365)

- Is the project located in either the Merged Downtown or SP/Richards Redevelopment Area? If Yes on (5 points)
- Is the project located in a Business Improvement District (BID) or Property-Based Improvement District (PBID)? If Yes on (5 points)

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

Existing and future (Year 2025) 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:

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

$$\frac{\text{Year 2025 V/C of Project}}{\text{Highest Year 2025 V/C of Projects Considered}} \times 8 = \underline{\hspace{2cm}}$$

**1. Infill Development..... (Max. Points: 15)**

Is the project in one of the Infill Areas as defined in the City of Sacramento Infill Strategy adopted on May 14, 2002. This document defines infill in four categories:

(Maximum Points 10)

Target Residential Area \_\_\_\_\_ Yes (10 points)

Central City Area \_\_\_\_\_ Yes (10 points)

Neighborhood Commercial Revitalization Area \_\_\_\_\_ Yes (10 points)

Transit Station Area \_\_\_\_\_ Yes (10 points)

Is the project in a City Redevelopment Area excluding the Merged Downtown or SP/Richards Area or in a Community Development Block Grant eligible area?

Yes (5 points)

**2. Cost..... (Max. Points: 5)**

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

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

**3. Deliverability/Readiness..... (Max. Points 5)**

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

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)

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

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

Existing ADT of Project \_\_\_\_\_ X 7 = \_\_\_\_\_  
Highest Existing ADT of Projects Considered

**5. 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

**6. 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 no new projects added to this year’s list.

There were two projects deleted from the list.

- Sheldon Road Widening from Bruceville Road to Highway 99 This project has been completed.
- Highway 99 at Sheldon Road Interchange Improvements This project is currently being constructed by the City of Elk Grove.

Two projects in the Railyards area were re-defined to reflect the current plans for the area.

- Access Improvements from the Railyards to Richards Blvd & I-5 - formerly Railyards Access Road.
- 5<sup>th</sup> Street Extension – formerly 6<sup>th</sup> Street Extension

TABLE A-1

YEAR 2008 - MAJOR STREET PROJECTS

2008 Rank	2006 Rank	Council District	MAJOR STREET PROJECT	Note	Planning Level	Pub Safe	Econ Dev	Congestion	Infill	Cost	Deliv/Ready	Volume	Gap Close	Bike, Ped & Transit	TOTAL SCORE
					Project Cost (from 2005)	Score	Score	Score	Score	Score	Score	Score	Score	Score	
Maximum Points in Scoring Category:					20.0	10	10	20.0	15	5.0	5	7.0	8	10	100
1	1	1	Richards Blvd/I-5 Interchange Ultimate Improvements		45,000,000	20.0	10	11.1	10	0.1	0	3.2	1	8	63.5
2	2	1	Access Improvements from the Railyards to Richards Blvd & I-5 - formerly Railyards Access Road	1	10,500,000	15.9	10	11.4	15	0.6	0	3.4	0	6	62.3
3	3	3,6	Folsom Blvd Widening from 65th St to Power Inn Rd		38,000,000	3.6	10	15.4	15	0.2	3	2.6	0	10	59.8
4	4	1	Richards Blvd/SR 160 Interchange Improvements		36,000,000	11.5	10	10.1	15	0.2	0	3.3	5	4	59.0
5	9	2	Silver Eagle Rd Widening - Norwood Ave to Mabel Ave		2,000,000	15.4	0	11.1	15	3.0	0	1.8	0	10	56.4
6	8	1	Railyards Blvd Extension (Formerly called Gateway Blvd) and North 12th St/North B St Intersection Improvements		30,000,000	11.4	10	7.7	15	0.2	0	3.1	5	4	56.3
7	16	6	4th Ave Extension from 65th St. to Ramona Ave		25,000,000	15.2	5	9.7	15	0.2	0	1.6	5	4	55.7
8	5	7	Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5		79,000,000	9.2	5	11.1	5	0.1	3	4.2	8	10	55.5
9	13	1	Richards Blvd Widening - I-5 to North 7th St	2	20,000,000	8.9	10	11.3	10	0.3	0	4.2	0	8	52.6
10	6	3,6	Jed Smith Realignment and Ramona Ave Extension to Folsom Blvd and 14th Ave		10,000,000	15.0	5	12.0	5	0.6	0	4.6	5	4	51.2
11	7	6	SR 16 Realignment - Watt Ave to Power Inn Rd at 14th Ave		18,000,000	15.9	5	12.0	5	0.3	3	4.6	0	4	49.8
12	11	2	Main Ave Extension - from west of Marysville Blvd to Rio Linda Blvd		1,750,000	12.0	0	5.9	10	3.4	0	1.5	8	8	48.9
13	24	1	7th St Widening - Downtown to Richards Blvd		25,000,000	9.4	10	9.0	10	0.2	0	0.3	0	10	48.9
14	25	1	5th St Northerly Extension (formerly 6th Street) - G St to North 5th St at Richards Blvd	3	47,000,000	9.4	10	9.0	10	0.1	0	0.3	0	10	48.8
15	15	2	Rio Linda Blvd and Main Ave Intersection Improvements		1,200,000	8.4	0	8.8	15	5.0	0	1.2	0	10	48.4
16	20	6	Power Inn Rd Widening - 14th Ave to Fruitridge Rd		25,000,000	9.3	10	11.6	5	0.2	0	4.0	0	8	48.2
17	14	1	Garden Hwy Widening - Arden-Garden Connector to I-5		35,000,000	5.3	0	16.0	15	0.2	0	3.2	0	8	47.6
18	10	1,3	Sutter's Landing Parkway		100,000,000	7.4	10	9.4	10	0	0	4.6	5	0	46.4
19	12	2	Main Ave Widening - Norwood Ave to Rio Linda Blvd		7,000,000	13.8	0	5.6	15	0.9	0	0.8	0	8	44.0
20	17	2	Bell Ave Widening - Norwood Ave to Raley Blvd		20,000,000	10.0	0	7.0	15	0.3	0	1.5	0	10	43.7
21	22	2	Exposition Blvd/SR 160 Interchange		35,000,000	8.9	0	9.8	15	0.2	0	1.2	3	4	42.0
22	19	6	South Watt Ave Widening - Elder Creek Rd to Fruitridge Rd		20,000,000	3.5	5	17.5	5	0.3	0	2.4	0	8	41.7
23	18	1	Northgate Blvd/I-80 Interchange Improvements		10,000,000	4.5	5	9.3	10	0.6	0	4.1	0	8	41.6
24	21	2,3	Roseville Rd Widening - Connie Drive to the City Limits		4,000,000	1.9	0	11.7	15	1.5	0	2.4	0	8	40.5
25	32	8	Cosumnes River Blvd Widening - Bruceville Rd to Center Pkwy		10,000,000	9.3	0	16.5	0	0.6	0	3.4	0	10	39.8
26	27	6	Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd		12,000,000	3.5	5	10.1	5	0.5	0	4.9	0	10	39.0
27	23	3	Arden Way/Arden Fair Mall Access Improvements - SR51 to Ethan Way		4,000,000	9.8	5	9.0	0	1.5	0	7.0	0	4	36.3
28	26	6	Fruitridge Rd Widening - Florin Perkins Rd to South Watt Ave		8,000,000	4.3	5	11.2	5	0.8	0	2.0	0	8	36.2
29	28	1	West El Camino Ave/I-5 Interchange Improvements	4	25,000,000	7.0	0	14.9	0	0.2	0	2.9	2	8	34.9
30	33	7	Cosumnes River Blvd Widening - Franklin Blvd to Center Pkwy		10,000,000	5.0	0	11.2	5	0.6	0	2.2	0	10	34.0
31	31	1	Northgate Blvd/SR 160 Interchange Improvements		22,000,000	5.6	0	9.6	5	0.3	3	3.9	2	4	33.5
32	29	6	Elder Creek Rd Widening - Power Inn Rd to South Watt Ave		13,000,000	4.9	5	7.1	5	0.5	0	2.1	0	8	32.7
33	37	2	Bell Ave Widening - Raley Blvd to Winters St		12,000,000	5.4	0	7.2	5	0.5	0	1.5	0	10	29.5
34	36	2	Raley Blvd Widening - Santa Ana Ave to Ascot Ave		25,000,000	3.3	0	8.0	5	0.2	0	1.8	0	8	26.4
35	35	1	West El Camino Ave/I-80 Interchange Improvements		20,000,000	6.1	0	12.0	0	0.3	0	2.2	0	4	24.6
36	38	3	Arden Way/Capitol City Freeway Interchange Improvements		19,500,000	7.0	0	7.5	0	0.3	0	4.7	0	4	23.5
37	39	1	Elkhorn Blvd/Hwy 99 Interchange Improvements		30,000,000	2.9	0	11.4	0	0.2	0	2.1	0	4	20.6
38	40	6	Kiefer Blvd Widening - Florin Perkins Rd to South Watt Ave		4,000,000	4.5	0	4.4	0	1.5	0	0.8	0	8	19.3

TOTAL MAJOR STREET PROJECT COST 858,950,000

Shaded cells are Development Driven projects.

- 1 Funding for this project has been identified.
- 2 May be deleted. This project is not supported by stake-holders.
- 3 Changed to reflect changes to plan for Railyards area.
- 4 May be deleted. Project not feasible.

TABLE A-2

## YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
1	Richards Blvd/I-5 Ultimate Interchange Improvements	Improve capacity and operations of the Richards Boulevard / I-5 Interchange by incorporating potentially a split-diamond configuration at this location. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	NEATS Project ID #8	45,000,000
2	Access Improvements from the Railyards to Richards Blvd & I-5 - formerly Railyards Access Road	Improve capacity and operations of the Richards Boulevard/I-5 Interchange by modifying ramp widths, length and interface with local street grid. Modify Jibboom Street and Bercut Drive to provide north-south access between Richards Boulevard and the proposed Railyards Boulevard Extension project on the west side of the railyards. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Fully funded.	10,500,000
3	Folsom Blvd Widening from 65th St to Power Inn Rd	Widen Folsom Boulevard to four lanes and a two-way left turn between Power Inn Road and 65th Street. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project description and scope is subject to results from the 65th Street Area Circulation Study.	38,000,000
4	Richards Blvd/North 12th Street/North 16th Street Interchange Improvements	The project will improve operations at Richards Boulevard and North 12th Street/North 16th Street through at-grade or grade separation improvements at the intersection. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		36,000,000
5	Silver Eagle Rd Widening - Norwood to Mabel	Widen Silver Eagle Road to 3-lanes including a two-way left turn lane. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		2,000,000
6	Railyards Blvd Extension (Formerly called Gateway Blvd) and North 12th St/North B St Intersection Improvements	Construct a collector from the intersection of North B/12th Street southwest to an intersection with the proposed Railyards Access Road. Provide sidewalks and bike lanes in both directions. Construct intersection re-configuration at the intersection of North B Street, North 12th Street, and Gateway Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	NEATS Project ID #5 & ID #6. To be funded by private development.	30,000,000
7	4th Ave Extension from 65th St. to Ramona Ave	Extend 4th Avenue from 65th Street to Ramona Avenue. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project description and scope is subject to results from the 65th Street Area Circulation Study	25,000,000
8	Cosumnes River Blvd Extension and Interchange at I-5 - Franklin Blvd to I-5	Extend Cosumnes River Boulevard as an arterial roadway from Franklin Boulevard to Freeport Boulevard with an interchange at I-5. Project includes a grade separation at the UPRR and bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Fully funded.	79,000,000
9	Richards Blvd Widening - Bercut Drive to North 7th St	Widen Richards Boulevard to six lanes from Bercut Drive to North 7th Street. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project may not be constructed due to lack of support by stakeholders.	20,000,000
10	Jed Smith Realignment and Ramona Ave Extension to Folsom Blvd and 14th Ave	Realign Jed Smith from CSUS to Folsom Boulevard and extend Ramona Avenue as a two-lane roadway from Folsom Boulevard to 14th Avenue. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase I	10,000,000

TABLE A-2

YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
11	SR 16 (Jackson Highway) Realignment - Watt Ave to Power Inn Rd at 14th Ave	Realign Jackson Road as a four-lane roadway along the 14th Avenue alignment from Watt Avenue to Power Inn Road. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase I	18,000,000
12	Main Ave Extension - from west of Marysville Blvd to Rio Linda Blvd	Extend Main Avenue as a four lane roadway from Marysville Boulevard to Rio Linda Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project would require the the Rio Linda Boulevard and Main Avenue intersection improvements.	1,750,000
13	7th St Widening - Downtown to Richards Blvd	Widen Phase I of 7th Street Extension to 4 lanes from E Street, through the railyards site, to Richards Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is being reconsidered as a project which will not include widening. This project is part of the Railyards Development Plan.	25,000,000
14	5th St Northerly Extension (formerly 6th Street) - G St to North 5th St at Richards Blvd	Extend 5th Street north from G Street to Richards Boulevard at North 5th Street. This street would become a one-way couplet with 7th Street. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	This project is part of the Railyards Development Plan.	47,000,000
15	Rio Linda and Main Intersection Improvements	Traffic Signal installation and intersection re-configuration at Rio Linda Boulevard and Main Avenue. This would require widening the bridge on Rio Linda, south of the intersection. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	City is currently conducting feasibility study on alternative configurations for this intersection.	1,200,000
16	Power Inn Rd Widening - 14th Ave to Fruitridge Rd	Power Inn Road between 14th Avenue and Fruitridge Road is currently a four-lane roadway with a two-way left-turn lane. This project, which is in an industrial area with considerable truck traffic, will widen the segment to six lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. This project may require a grade separation at the UPRR crossing.	25,000,000
17	Garden Hwy Widening - Arden-Garden Connector to I-5	Widen Garden Highway from two lanes to four lanes between the western terminus of the Arden Garden Connector project to a point 300 feet east of the I-5 ramps, a total distance of 1.25 miles. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	As opportunities arise, the City will try to provide intersection widening at Truxel Road and Natomas Park Drive.	35,000,000
18	Sutter's Landing Parkway - Richards Blvd to Capital City Freeway and Interchange at Capital City Freeway (Business 80)	Construct a four-lane arterial on new alignment between 16th Street/12th Street and Capital City Freeway (Business 80), a distance of 1.6 miles. 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.	100,000,000
19	Main Ave Widening - Norwood Ave to Rio Linda Blvd	Widen Main Avenue between Norwood Avenue and Rio Linda Boulevard to four lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		7,000,000
20	Bell Ave Widening - Norwood Ave to Raley Blvd	Widening Bell Avenue to 4-lanes plus a two-way left turn lane from Norwood Avenue and Raley Boulevard. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Portions of this segment have been constructed by private development.	20,000,000
21	Exposition Blvd/SR 160 Interchange	Construct a split diamond interchange on SR 160 at Exposition Boulevard. Provides sidewalks and bike lanes.	NEATS Project ID #7. Private development may have precluded this project from being built.	35,000,000

TABLE A-2

## YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS

2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
22	South Watt Ave Widening - Elder Creek Rd to Fruitridge Rd	This project will widen South Watt between Elder Creek Road and Fruitridge Road to 6-lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment have been constructed by private development.	20,000,000
23	Northgate Blvd/I-80 Interchange Improvements	Add a lane to the eastbound Northgate off-ramp; and an auxiliary lane to the westbound on-ramp; and extend the westbound off-ramp to improve operation and safety. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
24	Roseville Rd Widening - Connie Drive to the City Limits	This project will widen Roseville Road to four lanes between Connie Drive to the City Limits and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	City is replacing the existing bridge over Arcade Creek.	4,000,000
25	Cosumnes River Blvd Widening - Bruceville Rd to Center Pkwy	This project will widen Cosumnes River Boulevard to four lanes between Center Parkway to Bruceville Road and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
26	Florin-Perkins Rd Widening - Folsom Blvd to Fruitridge Rd	This project will widen Florin Perkins between Folsom Boulevard and Fruitridge Road to six lanes and include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment may be constructed by private development.	12,000,000
27	Arden Way/Arden Fair Mall Access Improvements - Capital City Freeway (Business 80) to Ethan Way	The project is intended to improve access to and from Arden Fair Mall, improve traffic operations on Arden Way, and relieve congestion at the Capital City Freeway (Business 80) interchange. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		4,000,000
28	Fruitridge Rd Widening - Florin Perkins Rd to South Watt Ave	Widen Fruitridge between Florin-Perkins Road and South Watt Avenue to 4-lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment have been constructed by private development.	8,000,000
29	West El Camino Ave/I-5 Interchange Improvements	Construct a northbound entrance ramp and southbound exit ramp at the West El Camino Avenue/I-5 Interchange. Modify the NB I-5 to I-80 ramp to accommodate the proposed interchange ramps. Due to interchange spacing constraints, Northbound I-5 traffic entering at El Camino Avenue will not have access to the eastbound I-80 Ramp. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Should be removed from future list. Study shows that project benefits do not warrant project cost.	25,000,000
30	Cosumnes River Blvd Widening - Franklin Blvd to Center Pkwy	This project will widen the one-mile segment of Cosumnes River Boulevard from two lanes to four lanes between Franklin Boulevard and Center Parkway. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		10,000,000
31	Northgate Blvd/SR 160 Interchange Improvements	Construct eastbound entrance ramp and westbound exit ramps at Northgate Boulevard/SR 160. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		22,000,000
32	Elder Creek Rd Widening - Power Inn Rd to South Watt Ave	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 would improve the entire segment to four lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	SEATS Phase II. Portions of this segment may be constructed by private development.	13,000,000

TABLE A-2

**YEAR 2008 MAJOR STREET IMPROVEMENTS PROJECT DESCRIPTIONS**

2008 rank	Project Name	Description/Limits	Notes	Planning Level Project Cost
33	Bell Ave Widening - Raley Blvd to Winters St	Widen Bell Avenue between Raley Boulevard and Winters to four lanes. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		12,000,000
34	Raley Blvd Widening - Santa Ana Ave to Ascot Ave	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 of Raley Boulevard to 4-lanes and construct raised median islands. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	Project will be coordinated with the Magpie Creek Diversion project. Portions of this segment have been constructed by private development.	25,000,000
35	West El Camino Ave/I-80 Interchange Improvements	This project provides improvements 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.	Project Study Report completed.	20,000,000
36	Arden Way/Capitol City Freeway Interchange Improvements	This project improves 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; includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		19,500,000
37	Elkhorn Blvd/Hwy 99 Interchange Improvements	This project will provide a four lane overcrossing of Elk Horn Boulevard and modify existing interchange ramps. This project includes bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.	To be completed by County with fair-share contribution fom North Natomas finance plan.	30,000,000
38	Kiefer Blvd Widening - Florin Perkins Rd to South Watt Ave	Widen Kiefer Boulevard between Florin-Perkins road to South Watt Avenue from two lanes to four lanes. This segment of Kiefer Boulevard is approximately 1.1 miles long, a portion of which lies entirely within Sacramento County. Include bike and pedestrian improvements consistent with the City Pedestrian Safety Guidelines.		4,000,000

Figure A-1

