

# STREET RECONSTRUCTION PROGRAM

## INTRODUCTION

Street reconstruction involves removing and replacing all asphalt concrete and aggregate base on a roadway segment and placing new striping and pavement markings. A street reconstruction project may also include removing and replacing or constructing new curb, gutter, and sidewalk. It may also include traffic control improvements, adding streetlights, and drainage improvements. Water and sewer improvements may be completed in conjunction with a street reconstruction project, although they are not integral to the roadway.

Street reconstruction is required when a street has deteriorated to the degree that the maintenance and rehabilitation activities that are included in the Street Maintenance Program are no longer effective. An inventory of the entire City of Sacramento street system, performed in the summer of 1999 and in 2002 using the Super Pavement Management Application (Super PMA), identified a backlog of streets in need of reconstruction.

## GOALS AND POLICIES

The Street Reconstruction Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) 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.

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

### **1. Achieve Sustainability and Enhance Livability**

#### Policy:

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

## 2. 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**

The Street Reconstruction list is assessed through the Super PMA computer program. The Super PMA maintains information on the street's characteristics and condition. The Super PMA evaluates the information from the Pavement Condition Survey completed in 1999 and subsequent tests to determine the Pavement Quality Index (PQI) for all street segments in the City roadway network. An explanation of the Pavement Quality Index can be found in the Street Maintenance Section of this Document.

### **Eligibility Criteria**

Street segments with a PQI of 4 or below and that have no other rehabilitation strategies available, may be deemed beyond rehabilitation and are considered for reconstruction.

### **PROJECT RANKING PROCESS**

Street reconstruction projects are scored and ranked using three criteria: Cost Effectiveness, Bicycle, Pedestrian and Transit, and Economic Development and Infill. The maximum possible score is 100 points. Criteria used to prioritize reconstruction projects are as follows:

#### **1. Cost Effectiveness .....(Max. Points: 50)**

The cost-effectiveness of the project is calculated by multiplying the average daily traffic (ADT) count of the segment by the length of the segment and dividing by the project cost. The cost-effectiveness scores are then compared to the highest cost-effectiveness of all the Street Reconstruction projects being evaluated, as follows:

$$\frac{\text{ADT} \times \text{Length}}{\text{City Cost (planning level estimate)}} = \text{Cost Effectiveness}$$

$$\frac{\text{Cost Effectiveness of Project}}{\text{Highest Cost Effectiveness of Projects Considered}} \times 50 \text{ points} = \underline{\hspace{2cm}}$$

#### **2. Bicycle, Pedestrian, and Transit .....(Max. Points: 20)**

- 10 points given for streets that have an existing or planned Class 2 or Class 3 bicycle facility
- 10 points given for streets on a RT bus route or Light Rail Route

**3. Economic Development & Infill.....(Max. Points: 30)**

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 – 10 points; If No – 0 points
- Is the project located in a Community Development Block Grant (CDBG) eligible area?  
If Yes – 10 points; If No – 0 points

**SUMMARY**

The Street Reconstruction Priority listing is presented in Table C-1. The approximate location of the projects are depicted in Figure C-1

There were no new projects added to the list since the previous TPG.

One project, Ripley Street from Harris Avenue to Interstate 80, was deleted from the list. It was determined that this is not a public street.

TABLE C-1

## YEAR 2014 - STREET RECONSTRUCTION

2014 Rank	2010 Rank	Council District	PROJECT	LIMITS	Cost Effect Score	Bike/Ped Transit Score	Econ Dev & Infill Score	TOTAL SCORE
					Maximum Points in Scoring Category:	50	20	30
1	25	3	West Silver Eagle Rd	Northgate Blvd to E End	50.0	0	20	70.0
2	1	3	Stockton Blvd	R St to 34th St	23.8	10	20	53.8
3	16	4	8th St	Capitol Mall to L St	8.6	10	30	48.6
4	2	3	Bannon St	Bercut Dr to North B St	8.5	10	30	48.5
5	3	3	North 10th St	Richards Blvd to N End	7.9	10	30	47.9
6	5	4	3rd St	I St to J St	6.6	10	30	46.6
7	7	3	North 7th St	Richards Blvd St to N End	6.4	10	30	46.4
8	4	3	North 10th St	North B to Richards Blvd	5.4	10	30	45.4
9	8	3	McCormack St (Eastbound)	North 16th St to Ahern St	2.6	10	30	42.6
10	6	4	R St	13th St to 16th St*	5.9	10	25	40.9
11	11	4	Alhambra Blvd	S St to R St	10.6	10	20	40.6
12	15	4	4th St	Capitol Mall to L St	6.8	0	30	36.8
13	19	4	N St	2nd St to 3rd St	1.3	10	25	36.3
13	10	3	Ahern St	North 12th St to North C St	6.3	0	30	36.3
15	14	3	Carlson Dr	Newman Ct to H St	5.0	20	10	35.0
16	9	4	Neasham Cir	Front St to 2nd St	4.1	10	20	34.1
17	27	2	Ascot Ave (Eastbound)	Dry Creek Rd to Raley Blvd	3.3	10	20	33.3
18	12	4	Broadway	Marina View to Front St	7.8	0	25	32.8
19	13	4	2nd St	Neasham Cir to L St	2.7	10	20	32.7
20	18	3	North 14th St	North A St to North B St	1.2	0	30	31.2
20	23	4	4th St	End to J St	1.2	0	30	31.2
20	33	2	Silica Ave	Princeton St to Harvard St	6.2	0	25	31.2
23	36	4	12th St	N St to O St	3.6	0	25	28.6
24	51	2	Manning St	Harvard St to Silica Ave	3.4	0	25	28.4
25	28	2	MacArthur St	Raley Blvd to Wainwright St	8.3	0	20	28.3
26	45	2	Emmons St	Magpie Drain Canal to N End	4.8	0	20	24.8
27	48	2	Doolittle St	Magpie Drain Canal to N End	4.4	0	20	24.4
28	26	2	Taft St	Helena Ave to Del Paso Blvd	4.2	0	20	24.2
29	30	4	U St	20th St to 21st St	2.9	0	20	22.9
30	56	2	Astoria St	North Ave to Bell Ave	2.5	0	20	22.5

TABLE C-1

## YEAR 2014 - STREET RECONSTRUCTION

2014 Rank	2010 Rank	Council District	PROJECT	LIMITS	Cost Effect Score	Bike/Ped Transit Score	Econ Dev & Infill Score	TOTAL SCORE
					Maximum Points in Scoring Category:	50	20	30
31	57	2	Buckley Wy	Wainwright St to North Ave	2.4	0	20	22.4
32	58	2	Ripley St	North Ave to Harris Ave	2.2	0	20	22.2
33	60	2	Wainwright St	North Ave to Buckley Way	2.1	0	20	22.1
34	72	2	North Ave	Winters St to End	2.0	0	20	22.0
34	73	2	North Ave	Talent St to End	2.0	0	20	22.0
36	32	2	Doolittle St	Marysville Blvd to E End	1.6	0	20	21.6
36	22	2	Kathleen Ave	Del Paso Blvd to Academy Wy	1.6	0	20	21.6
38	21	2	Eldridge Ave	Del Paso Blvd to Academy Wy	1.5	0	20	21.5
38	62	2	Kelley Ct	Doolittle St to W End	1.5	0	20	21.5
40	64	2	Clinger Ct	MacArthur St to S End	1.3	0	20	21.3
41	37	2	Naomi Wy	Marconi Cir to Connie Dr	1.1	0	20	21.1
41	67	2	Chennault Ct	MacArthur St to N End	1.1	0	20	21.1
41	68	2	Lombard Ct	MacArthur St to S End	1.1	0	20	21.1
44	69	2	Bright Ct	MacArthur St to S End	1.0	0	20	21.0
44	70	2	DeWitt Ct	Wainwright St to W End	1.0	0	20	21.0
46	75	2	Goss Ct	Doolittle St to E End	0.9	0	20	20.9
46	71	2	Nimitz St	Magpie Drain Canal to W End	0.9	0	20	20.9
48	76	2	Clark Ct	North Ave to W End	0.8	0	20	20.8
48	77	2	Anderson Ct (west)	Wainwright St to W End	0.8	0	20	20.8
48	20	3	North 11th St	North D St to End	0.8	0	20	20.8
51	41	3	B St	28th St to 29th St	0.7	0	20	20.7
51	78	2	Hills Ct	Doolittle St to E End	0.7	0	20	20.7
51	42	2	Ascot Ave (Eastbound)	1152 Ascot Ave to Dry Creek Rd	0.7	10	10	20.7
51	81	2	Wainwright Ct	MacArthur St to North End	0.7	0	20	20.7
51	82	2	Harris Ave	Astoria St to E End	0.7	0	20	20.7
56	84	2	Barbara St	Rene Ave to N End	0.6	0	20	20.6
57	85	2	Calhoun Ct	MacArthur St to S End	0.5	0	20	20.5
58	87	2	Mogan Ave	North Ave to Winters St	0.4	0	20	20.4
58	88	2	Anderson Ct (east)	Wainwright St to E End	0.4	0	20	20.4
60	89	2	Stillwell Ct	MacArthur St to N End	0.3	0	20	20.3

TABLE C-1

## YEAR 2014 - STREET RECONSTRUCTION

2014 Rank	2010 Rank	Council District	PROJECT	LIMITS	Cost Effect Score	Bike/Ped Transit Score	Econ Dev & Infill Score	TOTAL SCORE
					Maximum Points in Scoring Category:	50	20	30
61	17	4	4th St	N St to P St	5.2	0	15	20.2
62	90	3	Fair Oaks Blvd	Howe Ave to Frontage Rd	17.4	0	0	17.4
63	24	4	O St	4th St to 5th St	1.2	0	15	16.2
64	47	2	Lampasas Ave	Fairfield St to Altos Ave	4.6	0	10	14.6
65	54	3	Albany Wy	Los Robles Blvd to Del Paso Blvd	3.8	0	10	13.8
66	50	2	Ascot Ave (Eastbound)	Raley Blvd to McClellan AFB	3.6	0	10	13.6
66	74	2	Verano St	Del Paso Blvd to Douglas St	3.6	0	10	13.6
68	29	2	Youngs Ave	Raley Blvd to W End	2.9	0	10	12.9
69	53	2	Douglas St	Los Robles Blvd to Albany Wy	2.8	0	10	12.8
69	55	3	Mahogany St	Albany Wy to South Ave	2.8	0	10	12.8
69	39	8	West Stockton Blvd	Shasta Ave To Cotton Ln	2.8	10	0	12.8
72	34	2	Balsam St	Bell Ave to Jessie Ave	1.9	0	10	11.9
73	31	2	Jean Ave	Dry Creek Rd to W End (1048 Jean Ave))	1.8	0	10	11.8
74	49	2	Sully St	Pinedale Ave to Claire Ave	1.5	10	0	11.5
74	79	2	Frienza Ave	Albatross Wy to Connie Dr	1.5	0	10	11.5
76	40	2	Katherine Ave	Marysville Blvd to Raley Blvd	1.4	0	10	11.4
77	52	2	Claire Ave	W End to Rio Linda Blvd	1.0	10	0	11.0
77	38	2	Craigmont St	Kenwood St to Del Paso Blvd	1.0	0	10	11.0
79	35	2	Crosby Wy	2540 Crosby Wy to Helena Ave	0.7	0	10	10.7
80	86	2	Glenrose Ave	Albatross Wy to Connie Dr	0.5	0	10	10.5
80	43	2	Penrose St	Jessie Ave to Youngs Ave	0.5	0	10	10.5
82	44	2	Jessie Ave	Marysville Blvd to Penrose St	0.4	0	10	10.4
83	46	4	Casilada Wy	Karbet Wy to Elmer Wy	7.2	0	0	7.2
84	61	2	Pinedale Ave	Dry Creek Rd to Marysville Blvd	1.7	0	0	1.7
85	63	2	Neal Rd	Dry Creek Rd to W End (1025 Neal Rd)	1.4	0	0	1.4
86	65	1	Barros Dr	Sorrento Rd to E End	1.1	0	0	1.1
86	66	1	Kenmar Rd	Sotnip Rd to Barros Dr	1.1	0	0	1.1
86	79	2	Vinci Ave	W End to Dry Creek Rd	1.1	0	0	1.1
89	83	1	Carey Rd	Barros Dr to Del Paso Rd	0.6	0	0	0.6

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