

PROJECT STUDY REPORT EQUIVALENT  
(LOCAL REHABILITATION)  
(2018 STIP Projects off the State Highway System)

Responsible Agency: County of Sacramento

Project Name: Complete Streets Rehabilitation – Florin Road, Martin Luther King Jr. Blvd, Micron Avenue

APPROVED:

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**Project Manager: Tim Cress, Associate Civil Engineer, Transportation Engineering & Maintenance**

**1. Transportation Problem:**

Florin Road, Martin Luther King Jr. and Micron Avenue are approaching a “Poor” pavement condition index (PCI) rating. The three locations are experiencing structurally deficient pavement, inadequate or non-existing bike lanes, and ADA facilities. On both Martin Luther King Jr. and Micron Avenue there is a need for bike lanes. In addition, portions of existing sidewalks are damaged. The proposed improvements will also place these roadways in a state of good repair and provide corridors that will enhance travel experience and safety.

**2. Route – Location – (Post Mile):**

Florin Road – South Watt Avenue to Bradshaw Road  
Martin Luther King Jr. Boulevard – 47<sup>th</sup> Avenue to State Route 99 Bridge  
Micron Avenue – Mayhew Road to Bradshaw Road

**3. Description of Project Limits:**

The net length of all the roadway segments is approximately 3.3 center lane line miles (see attached project maps).

**4. Description of Project Scope:**

Florin Road between South Watt Avenue and Bradshaw Road: Rehabilitate Florin Road by overlaying the roadway with rubberized asphalt concrete (RAC), adding a safety edge, and re-striping the roadway to enhance safety.

Martin Luther King Jr. Boulevard between 47th Avenue and State Route 99 Bridge: Rehabilitate Martin Luther King Jr. Boulevard by overlaying the roadway with RAC, installing Class II bike lanes and bicycle detection at signalized intersections, repairing damaged sidewalks, installing ADA improvements including new curb ramps, and re-striping the roadway to enhance safety.

Micron Avenue between Mayhew Road and Bradshaw Road: Rehabilitate Micron Avenue by repairing damaged pavement, overlaying the roadway with RAC, installing new Class II bike lanes, repairing damaged sidewalks, installing ADA improvements including new curb ramps, and re-striping the roadway to enhance safety.

**5. Functional Classification/Federal-aid System:**

Federal-aid Highways

	Urban Principal Arterial		Rural Principal Arterial
X	Urban Minor Arterial	X	Rural Minor Arterial
X	Urban Collector		Rural Major Collector

Highways ineligible for Federal-aid

	Urban Local		Rural Minor Collector
		<input type="checkbox"/>	Rural Local

Federal-aid System

On the National Highway System? Yes \_\_\_ No X

6. **Environmental Status:**

Environmental Document Type (CEQA)  (NEPA)   
 Anticipated Completion Date: May 2018  
 Environmental Issues:  
 Project is anticipated to qualify for Categorical Exemption/Exclusion.

7. **Traffic Data:** (Estimated) N/A Various Locations

Current ADT \_\_\_\_\_  
 % Trucks \_\_\_\_\_  
 Current Design Hourly Volume \_\_\_\_\_

8. **Roadway Geometric Information:**

Will this project change existing geometrics? Yes \_\_\_\_\_ No   
 If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median Width
		No. of Lanes	Lane Width	Left	Right	
*Existing						
**Proposed						
Min. 3R or Local Stds.***						

\* Enter EXISTING information (Expand as needed, for varied geometrics.)  
 \*\* Enter PROPOSED information (Expand as needed, for varied geometrics.)  
 \*\*\* Refer to Chapter 11, "Design Standards," of the *Local Assistance Procedures Manual*.

If 3R or local Standards are not being met, briefly explain why:

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9. **Structure Information:**

Is bridge rehabilitation work included in this project? Yes \_\_\_\_\_ No   
 If no, skip this section.  
 If 3R Standards for bridge width are not being met, briefly explain why:

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Funding source of bridge rehabilitation (if not STIP) \_\_\_\_\_

10. **Condition of Existing Facility:** (Repeat information for each homogeneous segment):  
 Deteriorated Pavement, Inadequate/Non-Existing Bike Lanes, Inadequate ADA Facilities

11. **Pavement Rehabilitation:**

Is any work on existing pavement included in this project? Yes  No \_\_\_\_\_  
 If no, skip this section.

Will the work extend the service life for at least 10 years? Yes  No \_\_\_\_\_  
 If work will not extend the service life for a least 10 years, briefly explain why:

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Structural Section Design method (i.e. *Caltrans Design Manual, Flexible Pavement Structural Section Design Guide for California Cities and Counties*, PMS strategy, other, i.e. local procedures.)  
 The project will be designed in accordance with Local Procedures and the County's adopted PMS.

**Project Study Report Equivalent for (Local Road Rehabilitation)  
2018 STIP Projects off the State Highway System  
December 15, 2017**

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What are the consequences of not doing this project?  
The consequences of not doing this project will result in accelerated deterioration of the entire proposed roadway segments.

<b>12. <u>Cost Estimate Breakdown:</u></b>		<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>		<u>\$3,000</u>
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>		<u>\$303,000</u>
<u>RIGHT OF WAY</u>		
Right of Way Acquisition		_____
Right of Way Support		<u>\$61,000</u>
Utility Relocation (exclude if included in construction)		_____
TOTAL RIGHT OF WAY COMPONENT COST		<u>\$61,000</u>
 <u>CONSTRUCTION</u>		
<u>Pavement Structural Section Work</u>	<u>Lane-Miles</u>	<u>Cost</u>
AC Overlay	_____	<u>\$2,430,000</u>
Other AC		_____
Remove & replace localized failed areas		_____
Base materials		_____
Shoulder backing		_____
Other structural section work (Identify)		_____
<u>Hardware Upgrades</u>		
Guardrail		_____
Signals and lighting		_____
Other (describe)		_____
<u>Bridge Upgrades</u>		_____
<u>Grading</u>		_____
<u>Drainage Rehabilitation</u>		_____
<u>Utility Relocation</u>		_____
<u>Traffic Control</u>		_____
<u>Traffic stripes, pavement markers and markings</u>		_____
<u>Other</u> (Identify: e.g., Mobilization Cost, Hazardous Waste Mitigation, Force Account, day labor, etc.)		_____
	SUBTOTAL	\$2,430,000
	Contingency (8%)	\$194,000
	TOTAL CONSTRUCTION COST	<u>\$2,624,000</u>
<u>Construction Support</u>		<u>\$402,000</u>
	TOTAL CONSTRUCTION COMPONENT COST	<u>\$3,026,000</u>

<b>13. <u>Scheduling:</u></b>			
<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>	
Environmental Studies and Permits	November 2017	May 2018	
Plans, Specifications, and Estimate	May 2018	November 2018	
Right of Way Acquisition/Support	May 2018	July 2018	
Construction	April 2019	August 2019	

**14. Other Agencies Involved:** (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)  
None

**15. Other Considerations:**  
Utility and/or Railroad Involvement:  
None  
  
Consistency with other planning:  
Yes

**16. Proposed Funding:**

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	\$3,000	\$0	\$3,000
Plans, Specifications and Estimate	\$303,000	\$0	\$303,000
Right of Way Acquisition (including support)	\$61,000	\$0	\$61,000
Construction (including support)	\$431,000	\$2,595,000	\$3,026,000
Total	\$798,000	\$2,595,000	\$3,393,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number if appropriate.)  
Sacramento County Department of Transportation Gas Sales Tax (Road Fund)

**17. List of Attachments:**

- A. Vicinity Map/Strip Map
- B. Typical Section(s)
- C. PMS Inventory Data (if available)
- D. Structural Section Recommendation

**18. Report Preparation:**

Prepared by: Tim Cress, Associate Civil Engineer

Date: November 21, 2017

This Project Study Report Equivalent (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.




Tim Cress, Associate Civil Engineer  
 REGISTERED CIVIL ENGINEER

November 21, 2017  
 DATE