

City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2023-01228

9/21/2023

Discussion Item 4.

Fruitridge Road Improvements Project (T15036300)

File ID: 2023-01228

Location: Fruitridge Road between 65th Street Expressway and Power Inn Road, District 6,
Represented by Vice Mayor Guerra

Recommendation: Receive and provide discussion.

Contact: Stephanie Saiz, Assistant Civil Engineer, 916-808-6808, ssaiz@cityofsacramento.org,
Department of Public Works

Presenter: Stephanie Saiz, Assistant Civil Engineer, 916-808-6808,
ssaiz@cityofsacramento.org, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Preliminary Plans

Description/Analysis

Issue Detail: The Fruitridge Road Improvements Project is located between 65th Street Expressway and Power Inn Road. Fruitridge Road carries approximately 21,000 cars per day on four vehicle lanes. Fruitridge Road serves neighborhoods, schools, and businesses, but existing bicycling infrastructure does not exist to support access to these services. The existing corridor has disconnected segments of Class 2 bike lanes, and where present, the bike lanes and vehicle travel lanes are narrow and do not meet Sacramento's current minimum standards. In addition, Earl Warren Elementary School is located directly adjacent to the project limits and was evaluated as part of the Vision Zero Top 20 School Safety Study, which assessed the conditions for students who walk, bike, take transit or private vehicles at the schools with the highest numbers of collisions on the adjacent street segments. Earl Warren Elementary School has experienced 64 collisions within a quarter mile of the school, which warranted the need for safety improvements along Fruitridge Road. Fruitridge Road is also on the Vision Zero High Injury Network, which indicates that it is one of the streets with high rates of crashes with serious injuries or fatalities.

To slow down drivers and provide low-stress bicycling facilities that serve all ages and abilities, the project proposes to reduce vehicle travel lanes from four to two, and reallocate the roadway width to provide buffered Class II bike lanes, or where feasible, separated Class IV bikeways. The project also

proposes pedestrian crossing improvements, including bulb-outs and pedestrian refuge islands. In addition, through coordination with Regional Transit, the project is evaluating improvements to bus stops, including widening the sidewalk to allow for benches and/or bus shelters, and concrete pads to provide access through landscape strips.

Policy Considerations: The actions requested herein are consistent with the City's goals of improving and expanding public safety, creating walkable communities, and enhancing overall livability. Specific goals the project addresses are as follows:

M 1.2.1 - Multimodal Choices: The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

M 5.1.14 - Encourage Bicycle Use: The City shall encourage bicycle use in all neighborhoods, especially where short trips are common.

Economic Impacts: None.

Environmental Considerations: The action requested is to receive and discuss the plan for the Fruitridge Road Improvements project. The project is in the preliminary environmental study phase. Appropriate CEQA and NEPA clearance will take place as part of project development. Note that the reduction in the number of lanes was included in the 2040 General Plan and Master Environmental Impact Report currently being circulated for public review and scheduled for adoption in early 2024.

Sustainability: The project is consistent with sustainability goals of promoting walking and bicycling by developing a universally accessible, safe, convenient, integrated, and well-connected bicycle network.

Commission/Committee Action: None.

Rationale for Recommendation: Staff is requesting input from the Active Transportation Commission for consideration as the environmental review and preliminary design and environmental for the project are developed.

Financial Considerations: This project is partially funded with federal transportation funding, but not enough to fully fund its construction. While the City requested additional grant funding for construction from the last round of the Sacramento Area Council of Governments (SACOG) competitive funding round, SACOG did not approve additional funding for this segment. City staff is moving ahead with environmental clearance and final design and will need to identify additional funding to complete construction.

Local Business Enterprise (LBE): The consultant was procured under federal funding and must meet federal Disadvantaged Business Enterprise (DBE) requirements. LBE requirements are held in abeyance.

Background: The project was developed through a grant funded application to rehabilitate the pavement that is in poor condition along the corridor and incorporate pedestrian and bike improvements. After examination, it was determined that it was not possible to make meaningful bicycle and pedestrian improvements within the current right-of-way without removing travel lanes.

The project was therefore rescoped to include reducing the number of lanes, resurfacing the pavement, slowing down drivers, and improving safety for all modes of travel.

Existing Conditions

- Fruitridge Road is currently a high-speed four-lane arterial roadway that has disconnected segments of substandard Class 2 bike lanes.
- The pavement is in poor health condition with cracks and base failure and an average PCI score of 51, and a low of 38.
- Existing signals are outdated and some date back as far as 1957.
- Some bus stops along the corridor do not have concrete pads through landscape strips to provide ADA access.
- Both vehicle and bike lanes do not meet current City-standard widths.

Planned Conditions

- Transform Fruitridge Road to a two-lane street with center turn lane that has continuous segments of buffered bike lanes and separated bikeway (dependent on the width available).
- Rehabilitate pavement to a state of good repair.
- Update existing traffic signals.
- Improve bus stop amenities and ADA access
- Bring vehicle and bike lanes up to current City-standard widths

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF SACRAMENTO STANDARD SPECIFICATIONS, DATED JUNE 2007, AND ALL UPDATES, ADDENDUMS AND MEMORANDUMS TO THEM.
2. THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A COMPLETED CONSTRUCTION STAKING REQUEST FORM THREE WORKING DAYS PRIOR TO PROJECT STAKING. THE AREA MUST BE CLEAR AS OF THE "AREA READY FOR STAKES" DATE. NO STOCK PILES, EQUIPMENT, WORK, OR OTHER THINGS THAT WOULD INTERFERE WITH THE PLACEMENT OF OFFSETS OR LINE OF SIGHT FOR SETTING STAKES SHALL BE ALLOWED.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING, INSTALLING AND MAINTAINING ALL WARNING SIGNS AND DEVICES NECESSARY TO SAFEGUARD THE GENERAL PUBLIC AND THE WORK AND FOR PROVIDING PROPER AND SAFE ROUTING OF THE VEHICULAR AND PEDESTRIAN TRAFFIC DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO WORKING HOURS. THE USE OF FLAGGERS, BARRICADES AND CONSTRUCTION SIGNING SHALL COMPLY WITH THE CURRENT CALIFORNIA MANUAL ON UNIFIED TRAFFIC CONTROL DEVICES (CA MUTCD).
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL EXISTING UTILITIES AND PROTECTING AND REPAIRING DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (1-800-642-2444) TWO WORKING DAYS PRIOR TO WORK COMMENCEMENT.
5. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING WATER, DRAINAGE AND SEWER FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL THE PROPOSED WATER, DRAINAGE AND/OR SEWER IMPROVEMENTS ARE PLACED AND FUNCTIONING.
6. DEMOLITION OF EXISTING FEATURES SHALL BE LIMITED TO THE ITEMS SHOWN ON THE PLANS AND DESCRIBED IN THE SPECIAL PROVISIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE ALL EXISTING FEATURES DAMAGED BY HIS OPERATIONS, AT THE CONTRACTOR'S EXPENSE.
7. AT THE TIME THE CONTRACT IS AWARDED, THE CONTRACTOR SHALL POSSESS A CLASS "A" LICENSE, OR A COMBINATION OF CLASSES REQUIRED BY THE CATEGORIES AND CLASSES OF WORK INCLUDED IN THIS CONTRACT.
8. ALL CURB, GUTTER, AND SIDEWALK SHOWN TO BE REMOVED SHALL BE REMOVED TO THE NEAREST EXPANSION JOINT OR SCORE MARK. DAMAGE TO EXISTING CURB, GUTTER AND SIDEWALK WHICH IS SHOWN ON THE PLANS TO REMAIN, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE DIVISION OF OCCUPATIONAL SAFETY & HEALTH (2424 ARDEN WAY SUITE 165, SACRAMENTO, CA PHONE 263-2800) PRIOR TO ANY TRENCHING EXCAVATION 5 FEET OR MORE IN DEPTH. A COPY OF THIS PERMIT SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES.
10. THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR PRESERVING ALL EXISTING MONUMENTS WHICH WILL BE DISTURBED OR REMOVED AS REQUIRED BY CONTRACTOR'S WORK. CONTRACTOR SHALL COORDINATE WITH ENGINEER/SURVEYOR PRIOR TO DISTURBANCE OF EXISTING MONUMENTS, AND SHALL RESET MONUMENTS OR PROVIDE PERMANENT WITNESS MONUMENTS AND FILE DOCUMENTATION WITH THE COUNTY SURVEYOR PURSUANT TO BUSINESS AND PROFESSIONS CODE SECTION 8771.
11. THE CONTRACTOR, SUBCONTRACTOR OR SURVEYOR SHALL NOT CUT PERMANENT CROSSES INTO EXISTING CONCRETE CURBS, GUTTERS OR SIDEWALKS. THE CONTRACTOR SHALL BE ASSESSED AN ADMINISTRATIVE PENALTY OF \$500 FOR EACH CROSS THAT IS CUT PERMANENTLY INTO EXISTING CONCRETE CURBS, GUTTERS AND SIDEWALKS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING TREES NOT SCHEDULED TO BE REMOVED BY THIS CONTRACT. ANY TREE DAMAGED SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, AT THE CONTRACTORS EXPENSE.

SHEET INDEX

T-1	TITLE SHEET
X-1	TYPICAL SECTIONS
L-1 TO L-7	LAYOUTS / STRIPING PLAN

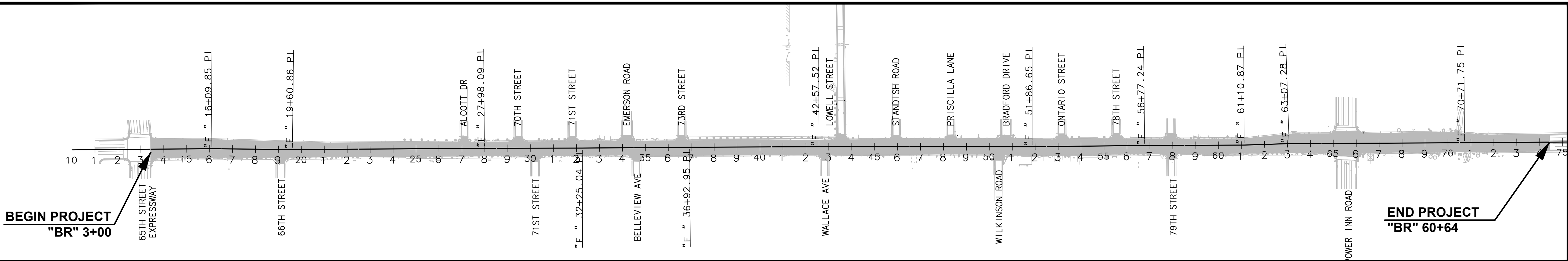
CITY OF SACRAMENTO
IMPROVEMENT PLANS FOR
FRUITRIDGE ROAD
PN: T15036300



VICINITY MAP

STANDARD ABBREVIATIONS

AB	AGGREGATE BASE	FNC	FENCE	PVI	POINT OF VERTICAL INTERSECTION
AC	ASPHALTIC CONCRETE OR ACRE	FOW	FACE OF WALK	R	RADIUS, OR RIDGE
ADA	AMERICAN DISABILITY ACT	FT	FOOT (FEET)	RAD	RADIAL
AP	ANGLE POINT	GAS	GRADE BREAK	RD	ROAD
APPROX	APPROXIMATE	GB	GUTTER DRAIN	RPT	RADIUS POINT
AVE	AVENUE	GD	GUTTER FLOW LINE	REM	REMOVE
BC	BEGIN HORIZONTAL CURVE	GL	GATE VALVE	RR	RAILROAD
BEG	BEGIN	GR	INLET GRATE	RT	RIGHT
BFPO	BACKFLOW PREVENTION DEVICE	GV	GATE VALVE	R/W	RIGHT OF WAY
BK	BOOK, PAGE	HSL	HYDRAULIC GRADE LINE	S	SLOPE
BLDG	BUILDING	HMA	HOT MIX ASPHALT	SD	STORM DRAIN
BLVD	BOULEVARD	HP	HIGH POINT	SDMH	STORM DRAIN MANHOLE
BM	BENCH MARK	HWY	HIGHWAY	SE	SECTION
BW	BOTTOM OF WALL	INTX	INTERSECTION	SFES	STEEL FLARED END SECTION
BOW	BACK OF WALK	INV	PIPE INVERT	SG	SUBGRADE
BVC	BEGIN VERTICAL CURVE	IRR	IRRIGATION	SHT	SHEET
CONC	CONCRETE	L	LENGTH, LEFT	SSMH	SANITARY SEWER MANHOLE
CALC	CALCULATED	LIP	EDGE OF GUTTER PAN	SQ FT	SQUARE FOOT/FEET
CC	CURB AND GUTTER	LT	LEFT	SS	SANITARY SEWER
CFES	CONCRETE FLARED END SECTION	MAX	MAXIMUM	STA	STATION
CL	CENTERLINE, OR CLASS	MED	MEDIAN	STD	STANDARD
CLR	CLEAR	MH	MANHOLE	ST	STREET
CG&SW	CURB, GUTTER AND SIDEWALK	MIN	MINIMUM	SW	SIDEWALK
CO	CLEANOUT OR COUNTY	MISC	MISCELLANEOUS	TB	TOP OF BANK
CONST	CONSTRUCT	MOD	MODIFIED	TBC	TOP BACK OF CURB
COORD	COORDINATE	MON	MONUMENT	TBW	TOP BACK OF WALK
COORDS	CLEANOUT TO GRADE	NO	NUMBER	TC	TOP OF CURB
CR	CURB RAMP	NTS	NOT TO SCALE	TEL	TELEPHONE
CS	COMBINED SEWER	ON-CENTER	ON-CENTER	TEMP	TEMPORARY
CG	CATCH POINT	OG	ORIGINAL GROUND	TOC	TOP OF CURB
DELTA	DELTA	OH	OVERHEAD	TOPO	TOPOGRAPHY
DECOMPOSED	DECOMPOSED GRANITE	PB	PULL BOX	TOW	TOP OF WALL
DI	DRAIN INLET	PCC	PORTLAND CEMENT CONCRETE, OR	TP	TELEPHONE POLE
DIA	DIAMETER	P1	POINT OF COMPOUND CURVATURE	TRANS	TRANSITION
DTL	DETAIL	PG	PROPOSED GRADE	TS	TOP OF STAIR
DWS	DRAWING	PL	PROPERTY LINE	TW	TOP OF WALL
DWY	DRIVEWAY	POB	POINT OF BEGINNING	TYP	TYPICAL
EXIST	EXISTING	POC	POINT OF CURVATURE	UC	UNDERGROUND
(E)	EXISTING	POT	POINT OF TANGENCY	VAR	VARIABLES
EL	END HORIZONTAL CURVE	PP	POWER POLE	VERT	VERTICAL
ELCP	ELLIPITICAL CONCRETE PIPE	PRC	POINT OF REVERSE CURVE	VG	VEE GUTTER
ESMT	EDGE OF PAVEMENT	PRF	PAVEMENT REINFORCING FABRIC	VOL	VOLUME
EVC	END VERTICAL CURVE	PROP	PROPOSED	W	WATER
FND	FOUND	PRVC	POINT OF REVERSING VERTICAL CURVE	WM	WATER METER
FC	FINISHED GRADE	POT	POINT OF TANGENCY	WV	WATER VALVE
FM	FORCE MAIN	PVMT	PAVEMENT	XING	CROSSING
FL	FLOW LINE			YD	YARD



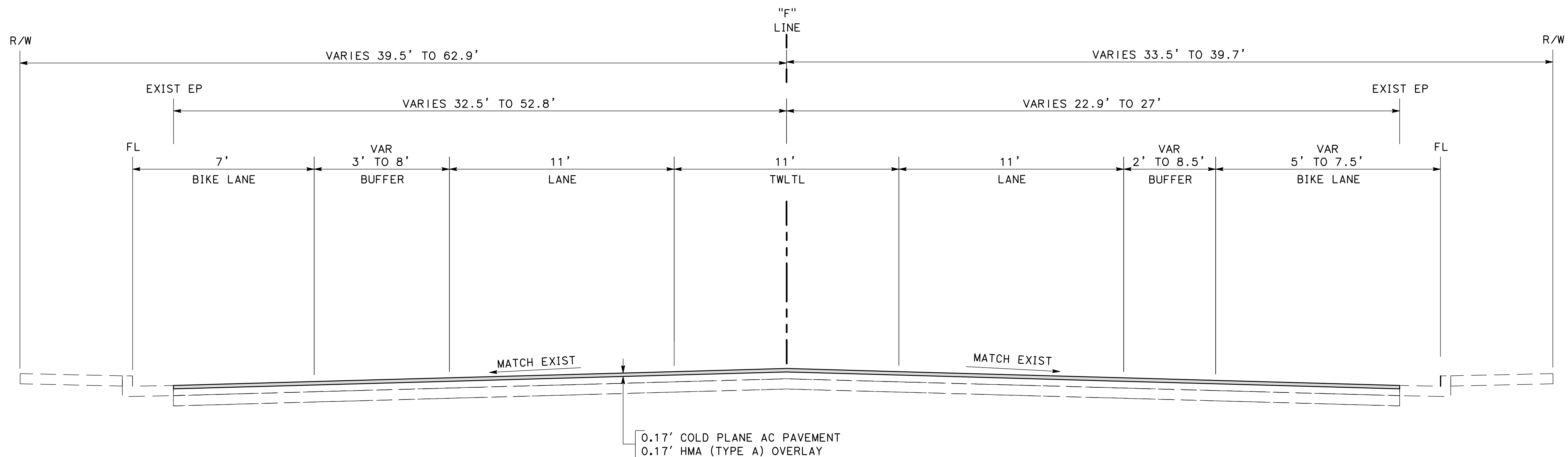
LOCATION MAP

NTS

30% PLANS

T-1

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT.	FIELD BOOK	CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS			MARK THOMAS	FRUITRIDGE ROAD IMPROVEMENTS 65TH STREET TO POWER INN ROAD TITLE SHEET		PN: T15036301	SHEET 1 OF 8
NO.	DESCRIPTION	DATE	BY											
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX			DRAWN BY: X.XX DATE MARCH 2023	DESIGNED BY: X.XX R.C.E. XX DATE MARCH 2023	CHECKED BY: X.XX R.C.E. XX DATE MARCH 2023					



FRUITRIDGE ROAD
65TH STREET EXPRESSWAY TO POWER INN ROAD
13+04 TO 71+75

30% PLANS

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT	FIELD BOOK	CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS			MARK THOMAS	FRUITRIDGE ROAD IMPROVEMENTS 65TH STREET TO POWER INN ROAD TYPICAL SECTIONS		PN: T15036301	SHEET 2 OF 8
NO.	DESCRIPTION	DATE	BY											
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX			DRAWN BY: X.XX DATE MARCH 2023							
							DESIGNED BY: X.XX R.C.E. XX DATE MARCH 2023							
							CHECKED BY: X.XX R.C.E. XX DATE MARCH 2023							

LEGEND:

- No.

L=XX'

MUTCD STRIPING DETAIL NUMBER
L= LENGTH
- No.

EXIST MUTCD STRIPING DETAIL
NUMBER
- BIKE LANE MARKING AND ARROW

BIKE LANE MARKING AND ARROW
- SHARED ROADWAY BICYCLE MARKING

SHARED ROADWAY BICYCLE MARKING
- TYPE IV MARKING

TYPE IV MARKING
- TYPE VI MARKING

TYPE VI MARKING
- EXISTING ROADSIDE SIGN

EXISTING ROADSIDE SIGN
- ROADSIDE SIGN (ONE-POST)

ROADSIDE SIGN (ONE-POST)
- BIKEWAY GREEN CONFLICT AREA

BIKEWAY GREEN CONFLICT AREA

MINOR CONC MEDIAN (STAMPED AND COLORED)

MINOR CONC MEDIAN (STAMPED AND COLORED)

LANDSCAPE

LANDSCAPE

DEGOMPOSED GRANITE

DEGOMPOSED GRANITE

EXISTING DRIVEWAY

EXISTING DRIVEWAY

MINOR CONC (SIDEWALK AND CURB RAMP)

MINOR CONC (SIDEWALK AND CURB RAMP)

DELINEATOR (K-71)

DELINEATOR (K-71)

REMOVE ROADSIDE SIGN

REMOVE ROADSIDE SIGN

RELOCATE ROADSIDE SIGN

RELOCATE ROADSIDE SIGN

ROADSIDE SIGN TO REMAIN

ROADSIDE SIGN TO REMAIN

INSTALL ROADSIDE SIGN

INSTALL ROADSIDE SIGN

EXISTING BUS STOP - TO
REMAIN OR BE RELOCATED, SEE
PLANS FOR LOCATIONS. FINAL
LOCATION OF BUS STOPS TO BE
COORDINATED WITH RT

EXISTING BUS STOP - TO
REMAIN OR BE RELOCATED, SEE
PLANS FOR LOCATIONS. FINAL
LOCATION OF BUS STOPS TO BE
COORDINATED WITH RT

EXISTING BUS STOP - TO BE
RELOCATED OR REMOVED. SEE
PLANS FOR LOCATIONS

EXISTING BUS STOP - TO BE
RELOCATED OR REMOVED. SEE
PLANS FOR LOCATIONS

CONSTRUCTION NOTES:

- 1

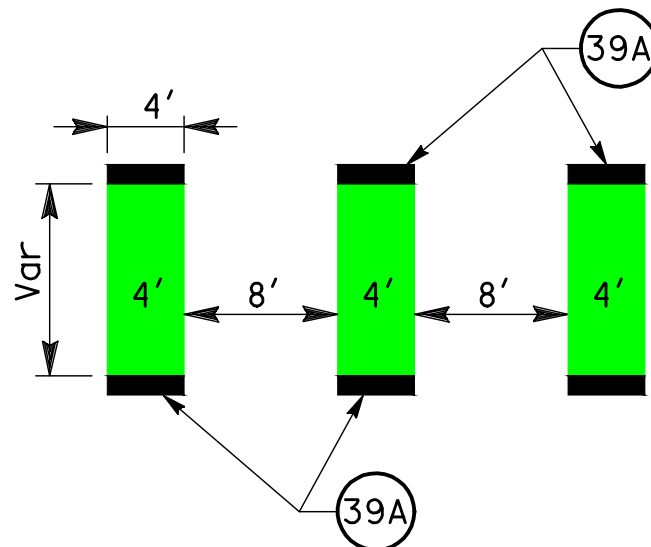
INSTALL 24" WHITE
THERMOPLASTIC LIMIT LINE
- 2

INSTALL 12" WHITE
THERMOPLASTIC CROSSWALK
- 3

INSTALL 24" YELLOW
THERMOPLASTIC CROSSWALK
- 4

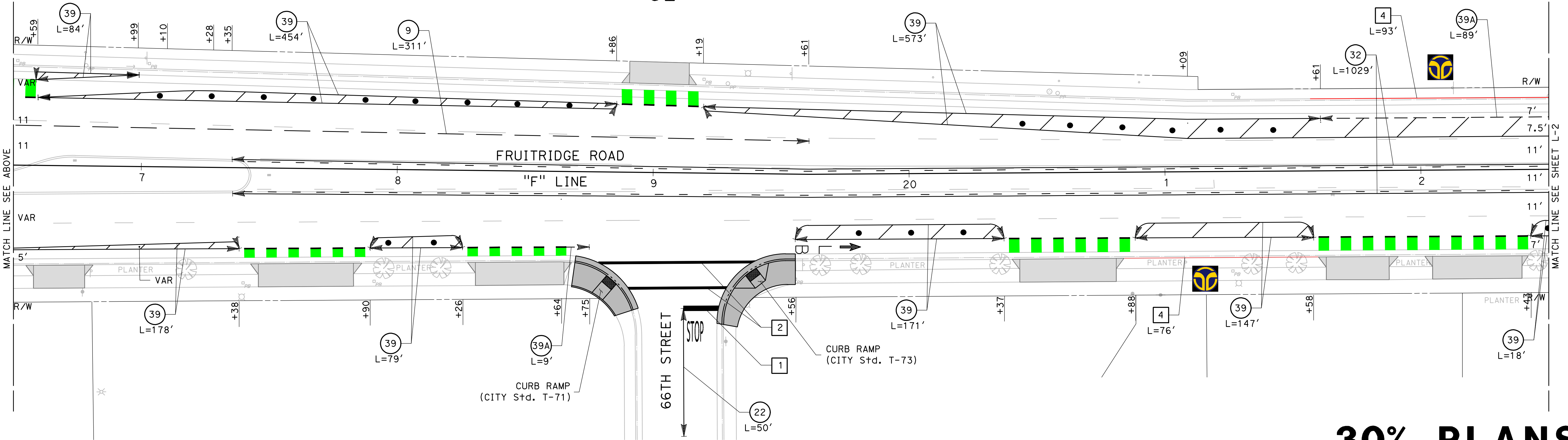
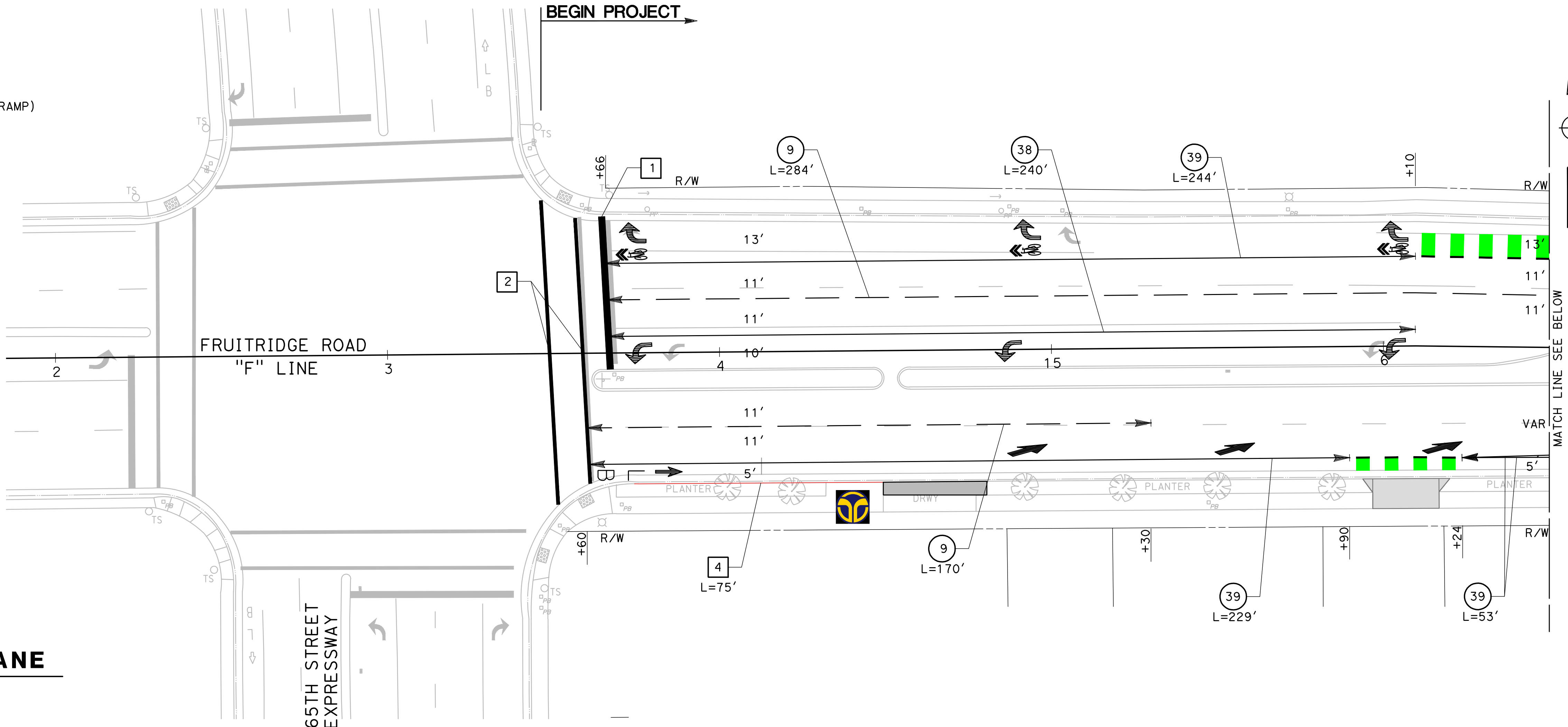
INSTALL RED PAINTED CURB,
LENGTH AS SHOWN ON PLANS
- 5

INSTALL TRIPLE FOUR CROSSWALK PER
CITY OF SAC STD DWG No. T-185




COLORED BIKE LANE

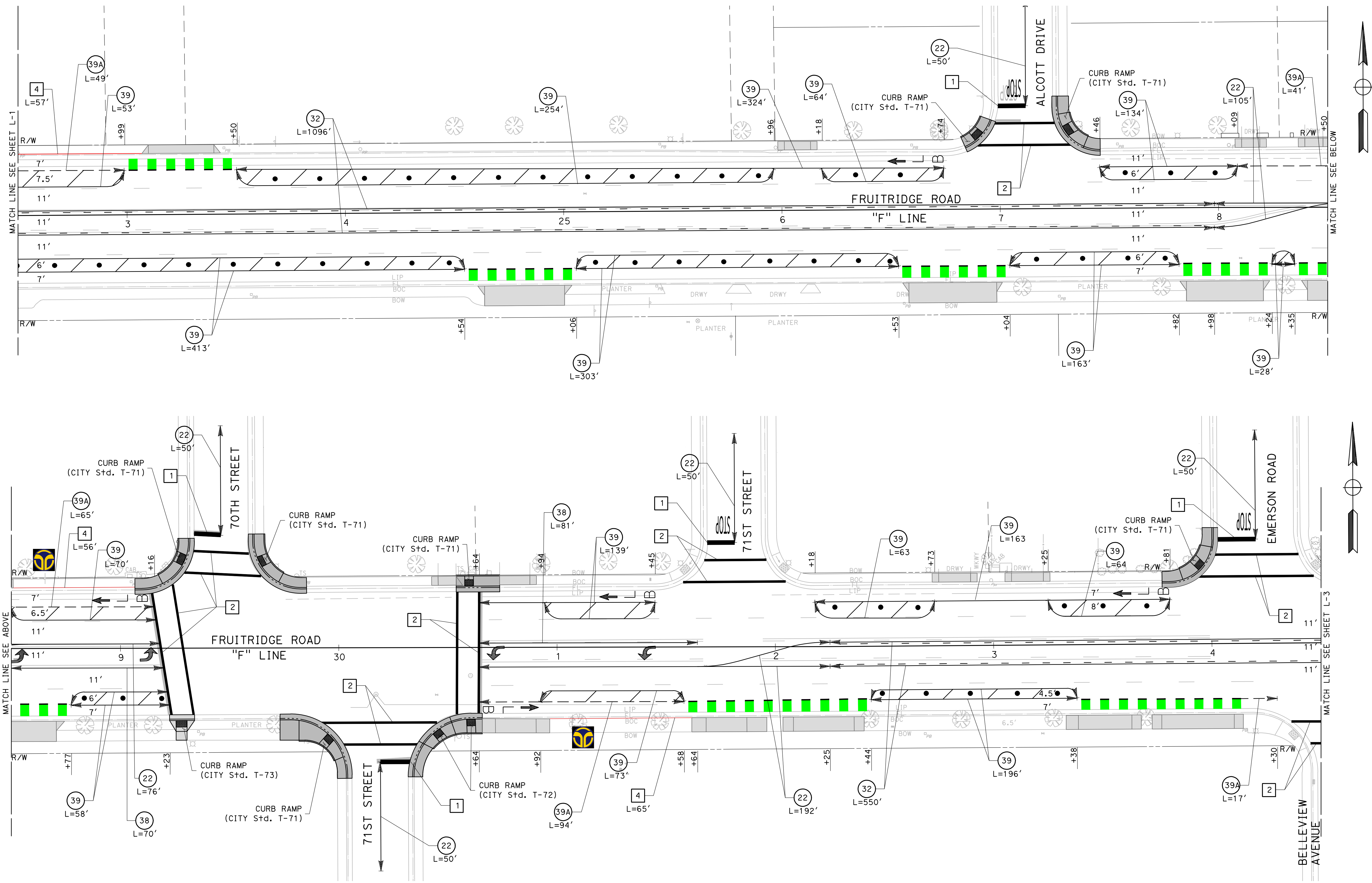
NO SCALE



30% PLANS


L-1

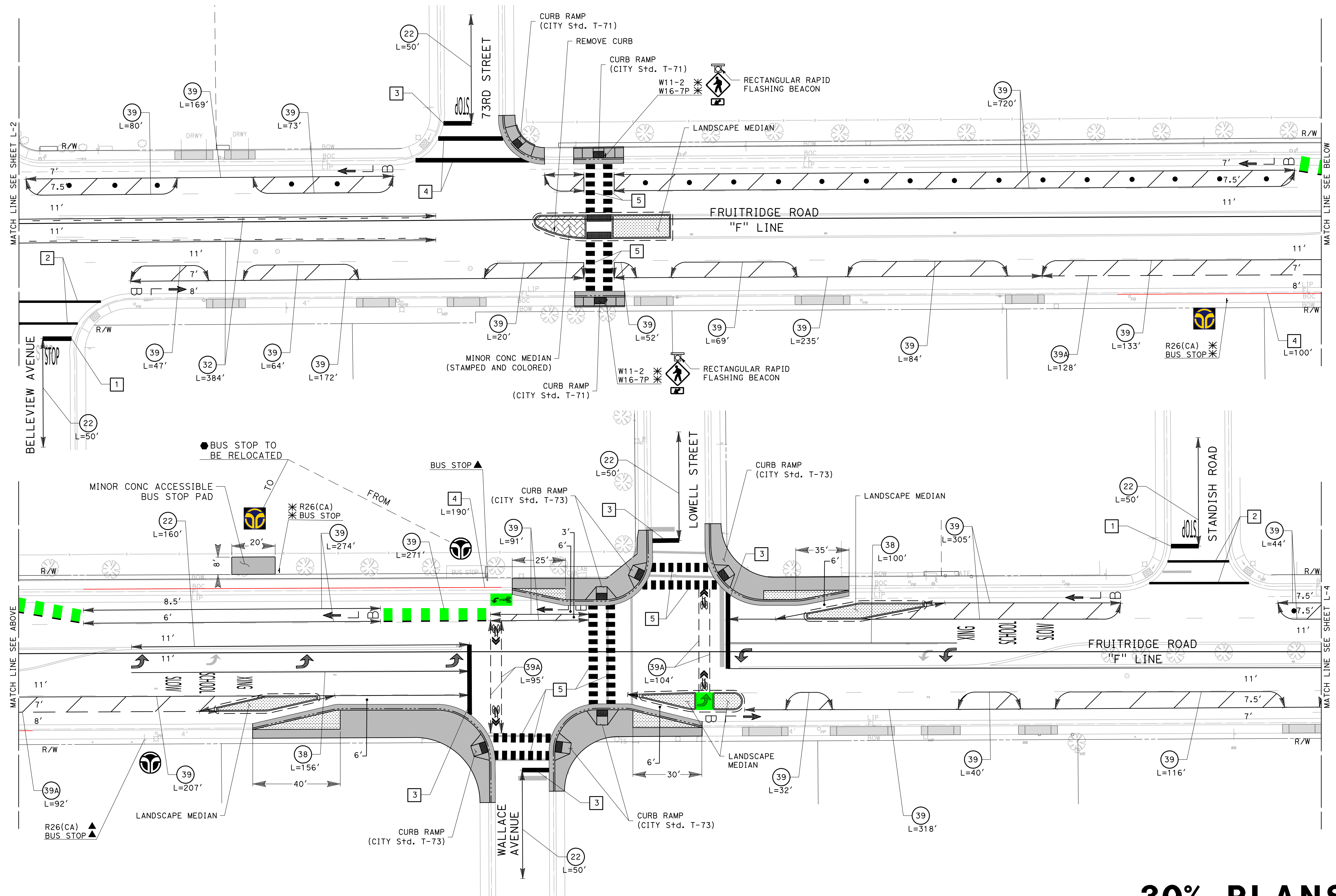
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NO.	DESCRIPTION	DATE	BY				SCALE	DRAWN BY: X.XX DATE: MARCH 2023	DESIGNED BY: X.XX R.C.E. XX DATE: MARCH 2023		CHECKED BY: X.XX R.C.E. XX DATE: MARCH 2023			
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX			HORIZ. _____ VERT. _____							



30% PLANS


L-2

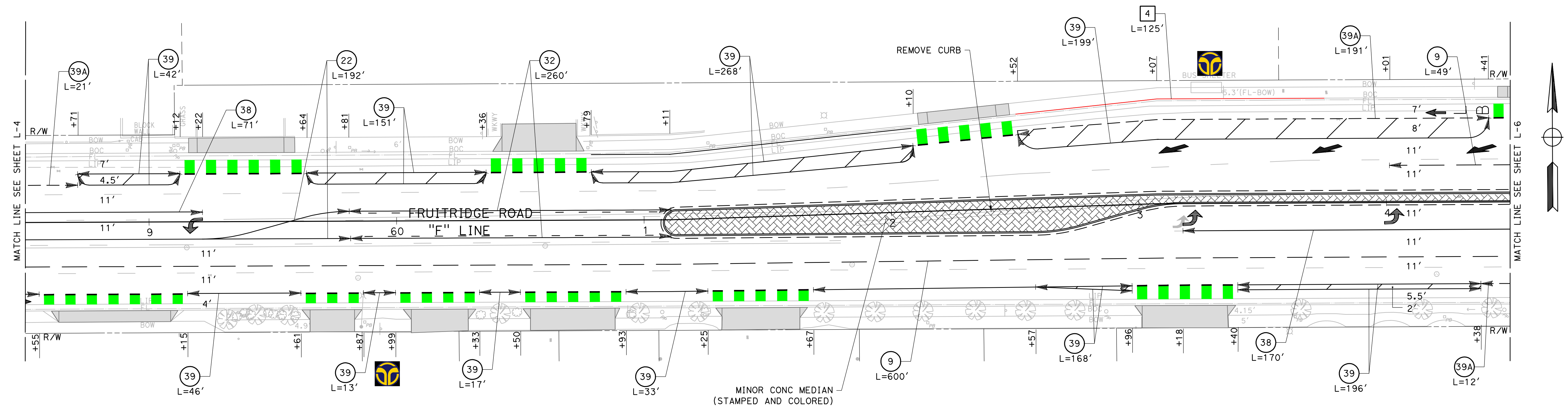
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NO.	DESCRIPTION	DATE	BY				SCALE	DRAWN BY: X.XX DATE MARCH 2023	DESIGNED BY: X.XX R.C.E. XX DATE MARCH 2023		CHECKED BY: X.XX R.C.E. XX DATE MARCH 2023			
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX										



30% PLANS

-3 |

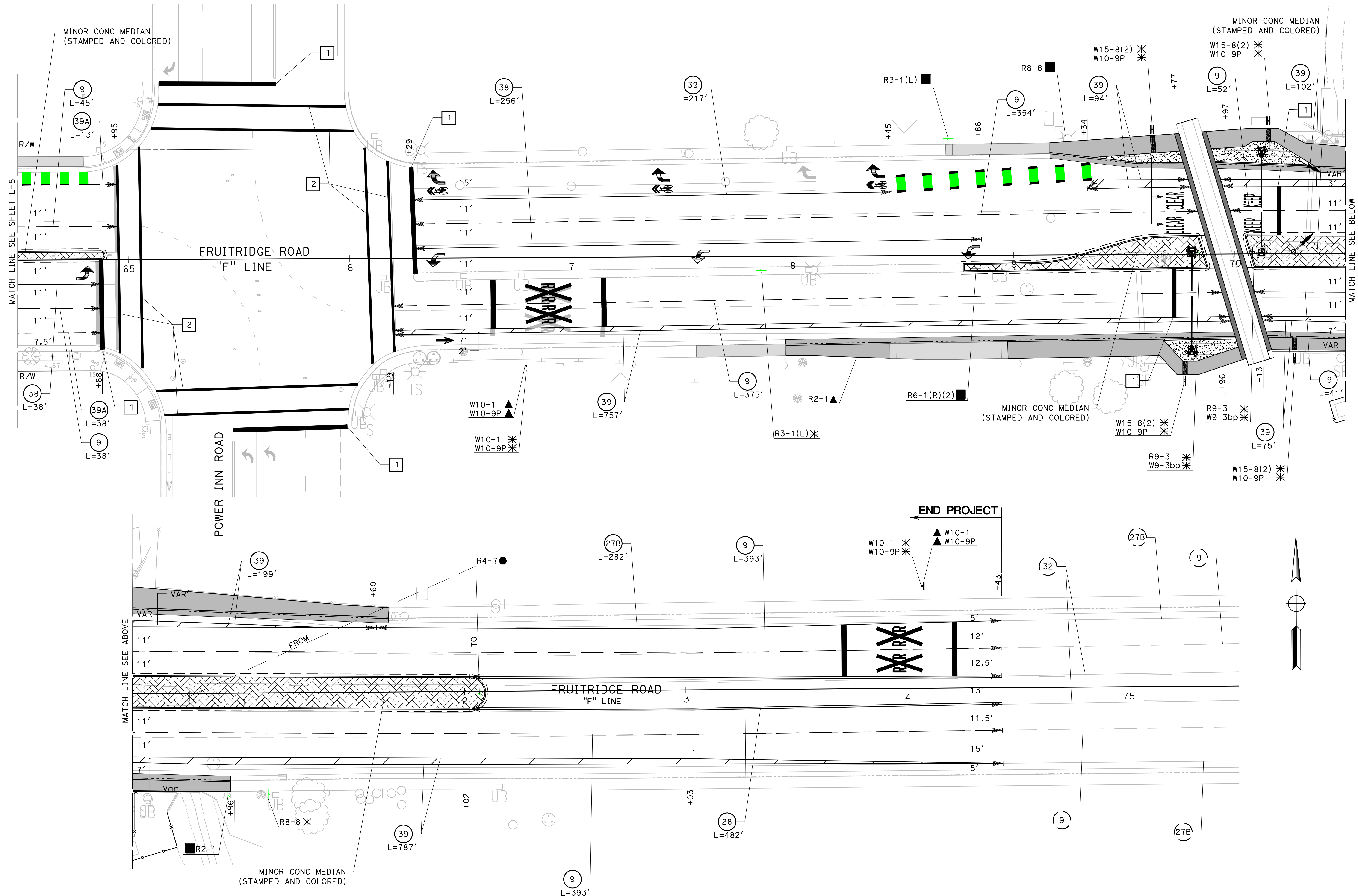
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NO.	DESCRIPTION	DATE	BY				SCALE	DRAWN BY: X.XX DATE MARCH 2023	DESIGNED BY: X.XX R.C.E. XX DATE MARCH 2023	CHECKED BY: X.XX R.C.E. XX DATE MARCH 2023				



30% PLANS

L-5

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT	FIELD BOOK	CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS				MARK THOMAS	FRUITRIDGE ROAD IMPROVEMENTS 65TH STREET TO POWER INN ROAD LAYOUTS/ STRIPING		PN: T15036301	SHEET 7 OF 8
NO.	DESCRIPTION	DATE	BY				SCALE	DRAWN BY:	DESIGNED BY:	CHECKED BY:					
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX			HORIZ. _____ VERT. _____	X.XX MARCH 2023	X.XX MARCH 2023	X.XX MARCH 2023					



30% PLANS

L-6

REVISIONS				BENCH MARK BENCHMARK# XXX-XXX DESC:	ELEV. XX.XXX FT	FIELD BOOK	CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS				MARK THOMAS	FRUITRIDGE ROAD IMPROVEMENTS 65TH STREET TO POWER INN ROAD LAYOUTS/STRIPING		PN: T15036301	SHEET 8 OF 8	
NO.	DESCRIPTION	DATE	BY				SCALE	DRAWN BY:	DESIGNED BY:	CHECKED BY:						
				CITY OF SACRAMENTO BENCHMARK LIST X/XX/XX. DATUM IS XXXXXX			HORIZ. _____ VERT. _____	DATE: MARCH 2023	DATE: MARCH 2023	DATE: MARCH 2023						