CITY OF WEST SACRAMENTO

CAPITAL PROJECTS DEPARTMENT

PROJECT STUDY REPORT FOR:

North 5th Street Complete Streets & Connectivity Project

October 2025

1110 West Capitol Avenue, First Floor
West Sacramento, California 95691

CITY OF WEST SACRAMENTO
CAPITAL PROJECTS DEPARTMENT

North 5th Street Complete Street& Connectivity Project

Project Study Report

This Project Study Report 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.

Prepared By:

DocuSigned by:
Christian Asuncion
F9EB5E1CA8E1443...

11/4/2025 | 10:30 AM PST

Christian Asuncion, PE, Associate Engineer — Date
Registered Civil Engineer No. 94558
Exp. 03/31/2027

Approved By:

DocuSigned by:
David Wong
5C03DCAE74F54BD...

11/4/2025 | 10:51 AM PST

David Wong, PE, Principal Engineer — Date
Registered Civil Engineer No. 84734
Exp. 03/31/2026

Background:

Supporting active transportation and outdoor recreation have been the City's priorities since incorporation, and the City has made significant progress in creating a comprehensive network of public trails, bicycle lanes, and sidewalks that reach most of the City. The City prepared its first Bicycle, Pedestrian, and Trails Master Plan (BPTMP) in 1990, just three years after incorporation. The plan has been revised twice in 2013 and in 2018, and minor project-specific changes were integrated into the plan in 2024. The segment of 5th Street and Fountain Drive for this project has been identified and included as part of the BPTMP.

5th Street is a four-lane, divided minor arterial route with existing Class II bicycle facilities and pedestrian infrastructure north of A street and south of C Street. C Street is primarily a two-lane road within the project area, which transitions from a minor arterial in the west to a major arterial route east of the 5th Street intersection.

Project Need:

The City of West Sacramento is committed to the development of pedestrian and bicyclist networks that are efficient, seamless, and easy to use. The project will close ADA accessibility, pedestrian, and bicycle route gaps. Additionally, this project is needed to provide improvements that will close gaps in the pedestrian and bicycle network to upcoming regional projects.

Project Scope:

The design for the project would include a road diet along 5th Street from four lanes down to two, installation of 2,000 linear feet of Class IV buffered bicycle lanes, six intersection enhancements via restriping, sidewalk gap closures on C Street, along with installation of an ADA ramp connection from 5th Street/A Street to the Riverwalk Trail. Tree removal is anticipated to create sufficient space for the design of the ADA ramp connecting to the Riverwalk Trail, ensuring compliance with ADA requirements. The City is also exploring options to include lighting infrastructure for the new ADA ramp.

Existing above or below ground utilities may conflict with the proposed project. The project would be designed to avoid any potential conflicts with utilities to the greatest extent feasible. If conflicts are unavoidable, existing utilities would be relocated in coordination with associated utility providers.

Construction staging and access is anticipated to occur within public right of way. Permanent right-of-way acquisition is anticipated to include three parcels, located on the northeast corner of the 5th Street and A Street intersection, to facilitate installation of the ADA ramp connecting to the Riverwalk Trail.

Project Alternatives:

The City has selected the connection to the levee trail along A St. However, the project team analyzed four additional alternate connections to the levee trail:

1. Option A: Along 4th St between B St and Levee Rd
2. Option B: Along 3rd St between B St and Levee Rd
3. Option C: Along B St from 3rd St to the east end of B St
4. Option D: Along 2nd St from C St to the north end of 2nd St

Each location has an existing paved connection to the trail, but all access roads are non-accessible for pedestrians by current standards. Each location will require modifications to existing access roads to flatten the grade and increase the length of the paths to meet current ADA standards. Utility conflicts, extensive vegetation, and lack of existing features are among the list of manageable constraints. All

alternative access options will be on City owned parcels and right of way acquisition will not be required. A summary of each option, its anticipated challenges, costs, and the potential bicycle and pedestrian improvements are described in the attachment. It was determined that the original proposed connection at A St is the most feasible.

Project Status:

The project is currently in the Project Approval and Environmental Document (PA&ED) Phase. Below is the tentative schedule:

- Begin PS&E and ROW Phase – Spring 2026
- Complete design – Winter 2026
- Advertisement and bid – Winter 2026
- Award project – Spring 2027
- Begin Construction – Summer 2027

Attachments:

1. Project Programming Request
2. Engineer's Estimate
3. Proposed Project Plan
4. Project Alternatives

Attachment 1

SACOG Funding Program - Project Programming Request (PPR)

Derived from the State of California Department of Transportation PPR

Project Title:	North 5th St Complete Street and Connectivity Project
Location (Project Limits), Description (Scope of Work)	In West Sacramento, 5th Street/Lighthouse Drive between C Street and Fountain Drive; A Street between 5th Street and 4th Street/River Walk Trail; and C Street between 3rd Street and 6th Street; The project will close existing gaps in the bicycle and pedestrian network, allowing people to safely walk, bike, and roll to their destinations.

District	County	Lead Project Sponsor	SACOG ID	Project Partner
03	Yolo	West Sacramento		

Total Project Cost ($1,000s)

Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)	154							154
PS&E	638							638
R/W SUP (CT)								
CON SUP (CT)								
R/W	650							650
CON		1,893	1,503					3,396
TOTAL	1,442	1,893	1,503					4,838

Fund No. 1: **2025 STIP Funding Round**

Requested Funding ($1,000s)

Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			1,031					1,031
TOTAL			1,031					1,031

Fund No. 2: **2023 Regional ATP**

Other Funding ($1,000s) *Already programmed*

Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)	89							89
PS&E	310							310
R/W SUP (CT)								
CON SUP (CT)								
R/W	239							239
CON								
TOTAL	638							638

Fund No. 3: **Local**

Other Funding ($1,000s) *Funded through 25-26*

Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)	65							65
PS&E	328							328
R/W SUP (CT)								
CON SUP (CT)								
R/W	411							411
CON			472					472
TOTAL	804		472					1,276

Fund No. 4:	**AHSC**							
Other Funding ($1,000s)					*Application submitted; Award announcements expected Dec 2025. If not awarded, City will use Local Funds.*			
Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON		1,893						1,893
TOTAL		1,893						1,893

Fund No. 5:								
Other Funding ($1,000s)					*E-76 authorized funding committed*			
Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

Fund No. 6:								
Other Funding ($1,000s)					*note funding status here*			
Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

Fund No. 7:								
Other Funding ($1,000s)					*note funding status here*			
Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

Fund No. 8:								
Other Funding ($1,000s)					*note funding status here*			
Component	Prior	26/27	27/28	28/29	29/30	30/31	31/32+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

Attachment 2

SACOG Four-County State Funding Program - Engineer's Estimate (application element #3)							Fill out cells in blue
PROJECT NAME: North 5th St Complete Street and Connectivity Project							
SPONSOR: West Sacramento							
Item No.	Item Description	Unit	Qty	Unit price	Amount ($)	Participating costs	Non-part. costs
1	Mobilization	LS	1	$330,000.00	$330,000	$330,000	$0
2	Traffic Control	LS	1	$49,500.00	$49,500	$49,500	$0
3	Stormwater Protection Plan	LS	1	$20,000.00	$20,000	$20,000	$0
4	Clearing and Grubbing	LS	1	$14,000.00	$14,000	$14,000	$0
5	Pavement Treatment	SF	220,950	$3.50	$773,325	$773,325	$0
6	Green MMA	SF	66,850	$11.00	$735,350	$735,350	$0
7	Pavement Striping	LF	56,500	$6.00	$339,000	$339,000	$0
8	Flashing Beacons	EA	3	$5,000.00	$15,000	$15,000	$0
9	Install Road Sign - 1 Post	EA	20	$300.00	$6,000	$6,000	$0
10	Install Median Paving	SF	740	$20.00	$14,800	$14,800	$0
11	Install Curb Ramp	SF	340	$45.00	$15,300	$15,300	$0
12	C St Sidewalk	SF	500	$45.00	$22,500	$22,500	$0
13	AT Wayfinding Signs - 1 Post	EA	6	$1,200.00	$7,200	$7,200	$0
14	Roadway Excavation	CY	85	$115.00	$9,775	$9,775	$0
15	Imported Borrow	CY	200	$75.00	$15,000	$15,000	$0
16	Concrete Ramp	SF	1,500	$16.00	$24,000	$24,000	$0
17	Class 2 Aggregate Base	CY	50	$75.00	$3,750	$3,750	$0
18	Structural Backfill	CY	200	$75.00	$15,000	$15,000	$0
19	Retaining Wall	LF	1,000	$40.00	$40,000	$40,000	$0
					$2,449,500	**$2,449,500**	**$0**
					Total	*Participating*	*Non-part*
	Construction Contingency			20%	$489,900	$489,900	$0
	Construction Engineering				$322,000	$322,000	$0
	Construction Management/Contract Administration				$135,000	$135,000	$0
	Total construction costs				***$3,396,400***	***$3,396,400***	***$0***
	Please indicate current status of project:	Environmental					
	(e.g., Feasibility Study, PSR, Environmental, 30% Design, 60% Design, 90% Design, 100% Design)						

Attachment 3

FIGURE 3

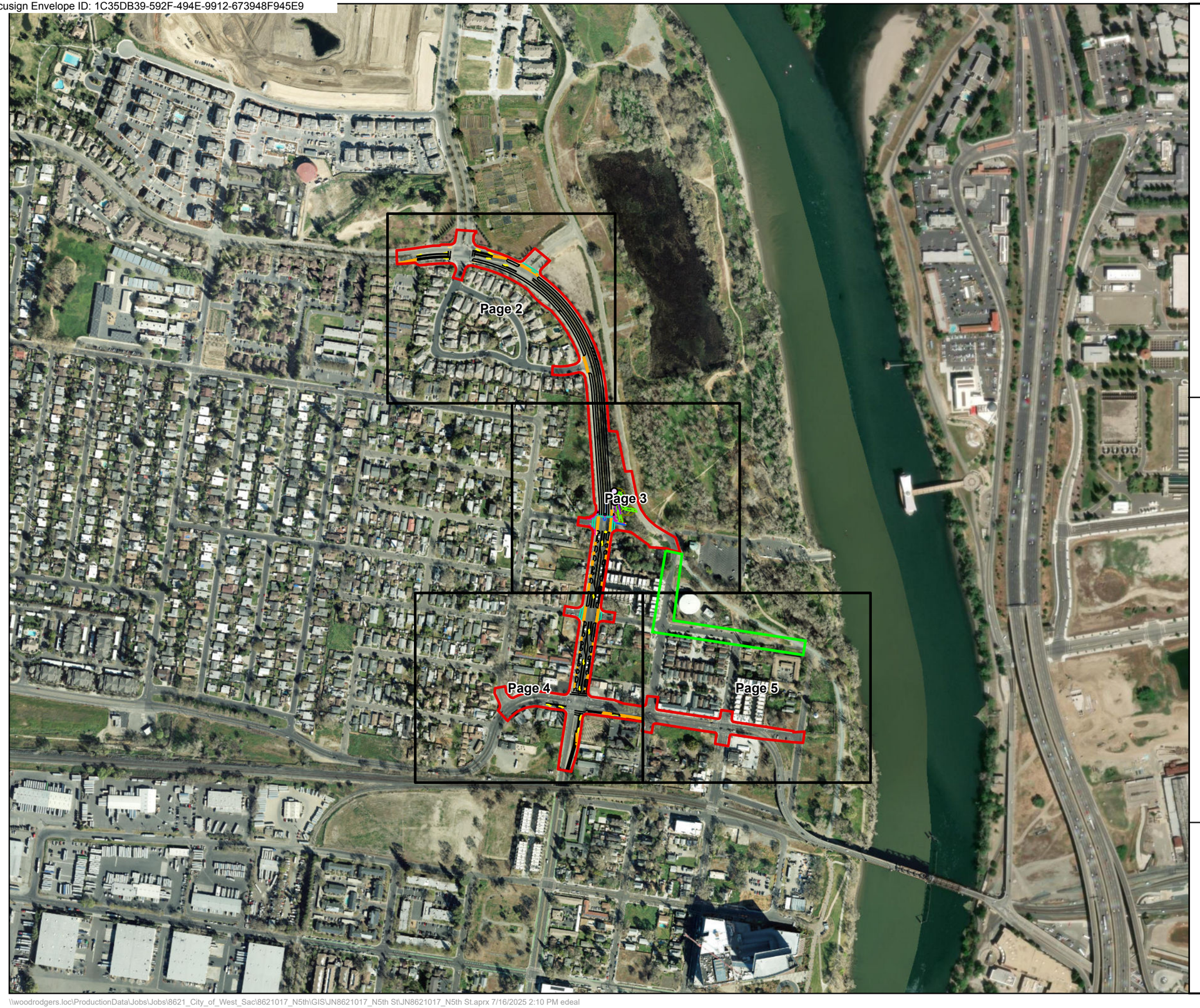
Page 1 of 5

PROJECT FEATURES

NORTH 5TH STREET COMPLETE STREETS AND CONNECTIVITY PROJECT

WEST SACRAMENTO, CALIFORNIA

JULY 2025



- Project Area
- Tree Removal

Project Features

- Striping - Roadway
- Striping - Roadway Symbols
- Striping - Biciclye Lane Symbols
- Striping - Bicycle Lane
- Striping - Crosswalk
- Striping - Parking
- Access Ramp
- Sidewalk
- Structure Wall
- Curb and Gutter Flow
- Curb Lip
- Signal
- Grading Limits

0 350 700 1,400

Feet

NORTH

0 125 250 500

Feet

1 inch equals 500 feet

NORTH

WOOD RODGERS

PROJECT FEATURES

NORTH 5TH STREET COMPLETE STREETS AND CONNECTIVITY PROJECT

WEST SACRAMENTO, CALIFORNIA

JULY 2025

Project Area
Tree Removal

Project Features

- Striping - Roadway
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0 350 700 1,400
Feet

NORTH

0 25 50 100
Feet
1 inch equals 100 feet

NORTH

WOOD RODGERS

Matchline - See Page 3

Matchline - See Page 2

Matchline - See Page 4

Matchline - See Page 5

FIGURE 3

PROJECT FEATURES

NORTH 5TH STREET COMPLETE STREETS AND CONNECTIVITY PROJECT

WEST SACRAMENTO, CALIFORNIA

JULY 2025

- Project Area
- Tree Removal

Project Features

- Striping - Roadway
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- Striping - Biciclye Lane Symbols
- Striping - Bicycle Lane
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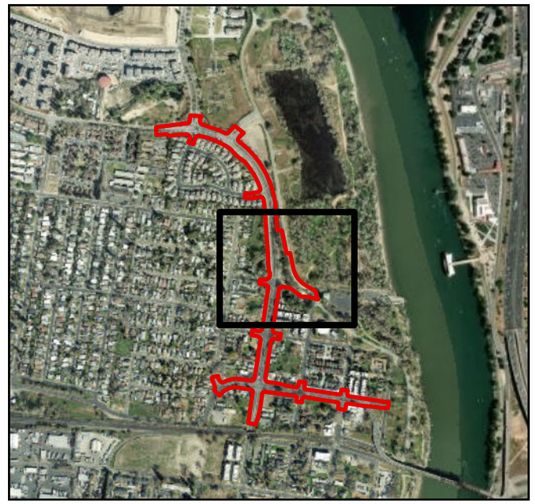

0 350 700 1,400

Feet

NORTH

0 25 50 100

Feet

1 inch equals 100 feet

NORTH

WOOD RODGERS

FIGURE 3

PROJECT FEATURES

NORTH 5TH STREET COMPLETE STREETS AND CONNECTIVITY PROJECT

WEST SACRAMENTO, CALIFORNIA

JULY 2025

- Project Area
- Tree Removal

Project Features

- Striping - Roadway
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0 350 700 1,400
Feet

NORTH

0 25 50 100
Feet
1 inch equals 100 feet

NORTH

WOOD RODGERS

Matchline - See Page 5

Matchline - See Page 4

FIGURE 3

Page 5 of 5

PROJECT FEATURES

NORTH 5TH STREET COMPLETE STREETS AND CONNECTIVITY PROJECT

WEST SACRAMENTO, CALIFORNIA

JULY 2025

- Project Area
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- Grading Limits

0 350 700 1,400

Feet

NORTH

0 25 50 100

Feet

1 inch equals 100 feet

NORTH

WOOD RODGERS

Attachment 4

Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: Christian Asuncion
Joanna Ortiz
City of West Sacramento

From: Katie Alexandrova, PE
Steven Robinson, PE, TE

Date: April 24, 2025

Project: North 5th Street Complete Streets & Connectivity Project

Subject: Alternative Connection to Levee Rd Analysis

INTRODUCTION

The City of West Sacramento (City) requested Wood Rodgers (WR) investigate an alternative to A Street connection to Levee Rd/Riverwalk Trail (trail). The originally proposed location of the connection at A Street will have significant impacts to the existing trees along the side slope of the levee and the adjacent parcels. The WR team visited the site on March 24, 2025 to investigate feasible locations for alternative connections to the trail and compiled a summary of findings and recommendations for the City.

Figure 1. Alternative Options for the Trail Connector. *(Image Source: Google Images)*

SITE INVESTIGATION

Wood Rodgers investigated four (4) alternative connection locations to the trail:

1. Option A: Along 4th St between B St and Levee Rd
2. Option B: Along 3rd St between B St and Levee Rd
3. Option C: Along B St from 3rd St to the east end of B St
4. Option D: Along 2nd St from C St to the north end of 2nd St

Each location has an existing paved connection to the trail, but all access roads are non-accessible for pedestrians by current standards. Each location will require modifications to existing access roads to flatten the grade and increase the length of the paths to meet current ADA standards. Utility conflicts, extensive vegetation, and lack of existing features are among the list of manageable constraints. All alternative access options will be on City owned parcels and right of way acquisition will not be required. A summary of each option, its anticipated challenges, costs, and the potential bicycle and pedestrian improvements are described in Table 1.

Table 1. Summary of Alternative Options

	Pedestrian Improvements	Bike Improvements	Existing Constraints	Estimated Cost Range[1]
Original	- New sidewalk connection - New 12' access ramp to the levee along the existing side slope of the levee - New 4 curb ramps	- None	- Existing mature trees along the side slope of the levee - Existing medium trees on private parcel - Limited right of way. Right of way acquisition required	$140,000 to $180,000[2]
Option A	- Provide 5' sidewalk on the east side of the street. - New 2 curb ramps at B St/4th St intersection - New driveway - New 12' access ramp to the levee road at the north end of the street	- New Class 2 bike lanes on both sides of the street to connect to existing Class 3 bike route	- Utility poles/guy wires - Utility manholes behind curb line - Road grade is 10% - City parcel may be too small for new access ramp - Existing trees on City's parcel are too close to curb to fit 12' multi-use path	$140,000 to $180,000
Option B	- New 3 curb ramps at B St/3rd St intersection - New sidewalk connection - New 12' access ramp to the levee along the existing side slope of the levee	- Enhance existing Class 3 bike lane on B St - New Class 2 bike lanes on 3rd St between B St and C St	- Large tree at the toe of the slope - Kinder Morgan line is below existing access ramp - Existing access ramp is too short and too steep	$210,000 to $265,000
Option C	- New 2 curb ramps at B St/3rd St intersection - New sidewalk connection to B St/3rd St intersection - New 12' min access ramp to the levee along the existing access ramp	- Enhance existing Class 3 bike route on B St - New Class 2 bike lanes on 3rd St between B St and C St	- New I St bridge connection may be in conflict	$120,000 to $150,000
Option D	- New 3 curb ramps at C St/2nd St intersection - New sidewalk connection from C St to the north end of the street - New 12' min access ramp to the levee along the existing access road	- New Class 3 bike route along 2nd St - Reroute bicyclists through 3rd St to connect to new bike route on 2nd St	- New I St bridge connection may be in conflict - No existing bike or ped route to the access ramp - Limited available space - Extensive vegetation along the road - One way street on C St connection	$150,000 to $190,000

[1] Cost ranges provided are estimates for comparison purposes only. These costs do not represent the full scope of work and include items mentioned in "Pedestrian Improvements" and "Bike Improvements" only.
[2] Cost range excludes right of way acquisition cost

SITE VISIT CONCLUSION

The following recommendations are based on comparing estimated construction cost ranges and the likely usability of each option by bicycles and pedestrians.

Option A is the closest connection to the existing and new bike lanes and routes proposed on 5th Street. B Street and 4th Street intersection already has two curb ramps and an established pedestrian route. This alternative will have the least impact on the existing infrastructure and can be built on City owned property. The estimated construction cost of Option A is similar to original A Street connection. The disadvantage of this option is that the northeast parcel at the north end of 4th Street may be too small to fit the new access ramp entirely without right of way or additional infrastructure such as a retaining wall.

Option C is the alternative option that will potentially need the least amount of reconstruction and/or realignment of the existing access ramp. The slope and the length of the existing ramps can be modified to achieve desired slopes for ADA compliance with minimal impacts anticipated to the levee. Option C has the smallest estimated construction cost compared to all other alternatives and original A St connection. The disadvantage to this option is that the access ramp will be at the end of B Street and may not be used as much as Option A since it is a greater distance away from 5th Street.

The most impactful and potentially expensive alternatives are Options B and D. Option B appears to have similar impacts as the original A Street connection with an additional constraint of a Kinder Morgan (KM) pipeline below the existing access road. Any excavation around the KM pipeline may result in extensive improvements beyond the new access ramp. Option B has the highest estimated construction cost of all other options. The advantage of this option is that the access ramp will directly connect to the existing bike route along 3rd and C Street.

Option D is located at the end of 2nd St and far away from any established bicycle and pedestrian routes. This option will need extensive bicycle rerouting to 3rd Street to connect the existing bike route to the new access ramp. Also, this option is directly in conflict with the proposed I Street bridge project. The construction limits of the I Street bridge project encroach onto most available space between the levee and 2nd Street and extend to the south end of 2nd Street. These substantial alterations to the existing roadway render this option unfeasible.