



PRESS RELEASE

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Subject: THE CITY OF HUGHSON OPENS ITS FIRST BRIDGE PROJECT

“On time and under budget”. The words that every project manager is proud to say when delivering the goods. And now the City has another option for residents to travel in and out of the north east part of town. On Monday March 26th the City Council held a brief ribbon cutting ceremony held just minutes before running off to a goal setting work shop that was immediately followed by a regular council meeting. The City Council members were pleased to be able to open this \$1.5 Million dollar construction project to the public as they had previously promised to do. The bridge now creates a link between Euclid Avenue and Hatch Road.

In late 2005 property owners west of Euclid Avenue proposed to exercise their development rights which state law provides under the State’s subdivision laws. And although cities can not unreasonably prevent such development, they can take steps to address the impacts which those projects cause. The Hughson City Council recognized then the need to make sure that traffic circulation would be improved before the arrival of new houses and more cars. This was especially true on streets like Fox Road where traffic congestion is already a major concern to residents.

So getting improvements in place ahead of the development was made a goal and priority of the City. Early last year the City staff launched into environmental studies, engineering design, and the securing of necessary right of way. The funding for the entire project came from those fees that developers are required to pay into city coffers to offset the impacts of their projects. This then ensured that current residents were not having to pay for the cost of this solution.

The timeline for completing the work was tricky from the start. The bridge could not even be built until an existing storm water pump station was moved out of the way. When this station was originally built, it was thought that Euclid Road would remain a dead end forever. Consequently the pump station was put right in the middle of the way of the new bridge.

Complicating this further was the fact that in order to build the bridge foundations, the TID canal lining had to be demolished. That could only happen during a short period of time in the middle of winter when the canal was not running full of water for irrigation. With design and bidding complete, the next order of business was to move that storm water lift station during its season of peak use. City Staff remained mindful that if any part of the overall schedule slipped it would be another year before that window of construction opportunity would open up again. The city definitely did not want to find its self paying catch-up to development. As if that was

not enough of a challenge, there were unanticipated major water well repairs that made it necessary to flush water through the station right as the relocation work was in progress.

Yet the work went on, and the bridge got built. “All in a day’s work” remarked the City Engineer, who added that it was necessary to thread the needle as it were on the schedule for this project. “Last year delivery of this bridge was promised by March of 2006, and that promise has been kept.” The real icing on the cake was that it started out with every potential for going over budget, but instead the city is coming in around \$100,000 under budget. “That’s not too bad for the city’s first bridge project”. He noted that the bridges on 7th Street and on Tully Road were actually built by the county, for the city. This is the first one that the city has done for its self.

Further improvements to Euclid Road its self will follow later. As the subdivision work to the west gets underway, the developer will be required to widen, improve, and landscape that side of the road. But the east side sits on the city’s boundary with the county. Widening there would run into the county. Also, until more is known about the future uses that are likely to occur on the east side of the road it is difficult to work on any improvements to the north bound lane of Euclid.

For the time being the road remains a 25 mile per hour zone, while the City is completing its first ever Street Master Plan. This Master Plan was called for by the City’s current General Plan, in order to set forth a strategy for road way improvements in the future.