



CITY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE DIRECTOR

Melvin H. Johnson
Director
Leslie M. Frink
Deputy Director
Reginald Young
Deputy Director

January 2, 1986

Transportation & Community Development Committee
Sacramento, California

Honorable Members In Session:

SUBJECT: McClellan Air Force Base Groundwater Contamination
Remedial Action Program

SUMMARY

The T&CD Committee has requested quarterly status reports regarding progress of groundwater contamination and remedial action investigations in the vicinity of McClellan Air Force Base. The last report was presented Tuesday, September 10, 1985. This report covers significant activities which have taken place since then.

BACKGROUND

Due to unmanaged disposal practices at McClellan Air Force Base, a number of chemicals have migrated and entered the groundwater underneath the Base. The Base no longer employs such disposal methods and has proceeded with a comprehensive program of detection, engineering, and remedial action. A task force has been established (of which the City is a member) to monitor the "Installation Restoration Program." The following key events have transpired since the last report to the Committee.

1. Metcalf & Eddy, Inc., has been retained by the Air Force to design and install the Groundwater Treatment and Discharge system for the "Area D" cleanup (see attached figure for location of the areas under investigation). The system includes air stripping of

volatile compounds and an activated carbon filter system to remove the remaining contaminants to below detectable levels. The gas from the air stripper will be destroyed by a high temperature incinerator (99.99% destruction). Metcalf & Eddy will continue to refine the design to handle a high concentration of acetone discovered in the groundwater.

2. The Clay Cap system for Area D is currently being installed. This system will prevent infiltration of surface water and additional leaching of contaminants from the contaminated soils in Area D.
3. The first Well of the Area D groundwater extraction system has been installed and a 30-day pumping test completed. Results from this test are now being studied to finalize the design of the complete extraction system. It is anticipated that groundwater will be pumped for up to 30 years for treatment. Discharge of the treated water will be in Second Creek.
4. The proposed schedule for Area D Contaminant System design, testing, and installation is attached.
5. The third and fourth quarter sampling rounds for the off-site water well program have been completed. Due to problems with the contractor, results from the third round were invalid. These wells were resampled and tested by a different laboratory. Preliminary fourth quarter results indicated that 88 wells tested were clean, 34 below action level, and 7 above State action levels. Five of these wells are located at residences which already have been hooked to the Rio Linda water system. The other two are being supplied with bottled water by the Air Force. Three other residences are being supplied with bottled water due to detectable quantities of 1,1 - dichloroethene.
6. The first set of off-base groundwater monitoring wells have been installed, and samples taken. Results are expected in late January. Analysis of these wells and others already installed will allow findings to be made as to the off-site migration pattern of contaminants. A second set of monitoring wells will be installed after analysis of data from the first set is complete.

7. Characterization of the contamination at Areas A,B, and C is continuing. Status of this work as of November 30, 1985 is shown in the attached table. Feasibility studies of remedial action options are scheduled to be completed during the spring of 1986.
8. City Council has approved extension of the City's water main system on Santa Anna Avenue and Raley Boulevard. Bids have been received and a contract is expected to be awarded during January, 1986.

FINANCIAL

No direct City financial impacts are expected as a result of this report. The cost of the water main extension are expected to be recovered through hook-up fees.

RECOMMENDATION

This report is for the Committee's information only.

Respectfully submitted:

for Regina L. Young

JOHN F. BOSS
Supervising Engineer
Planning and Special Projects Unit

For Committee Information:

Approved:

Solon Wisham Jr

SOLON WISHAM, JR.
Assistant City Manager

Melvin H. Johnson

MELVIN H. JOHNSON
Director Of Public Works

January 14, 1986
District No. 2

Attachments

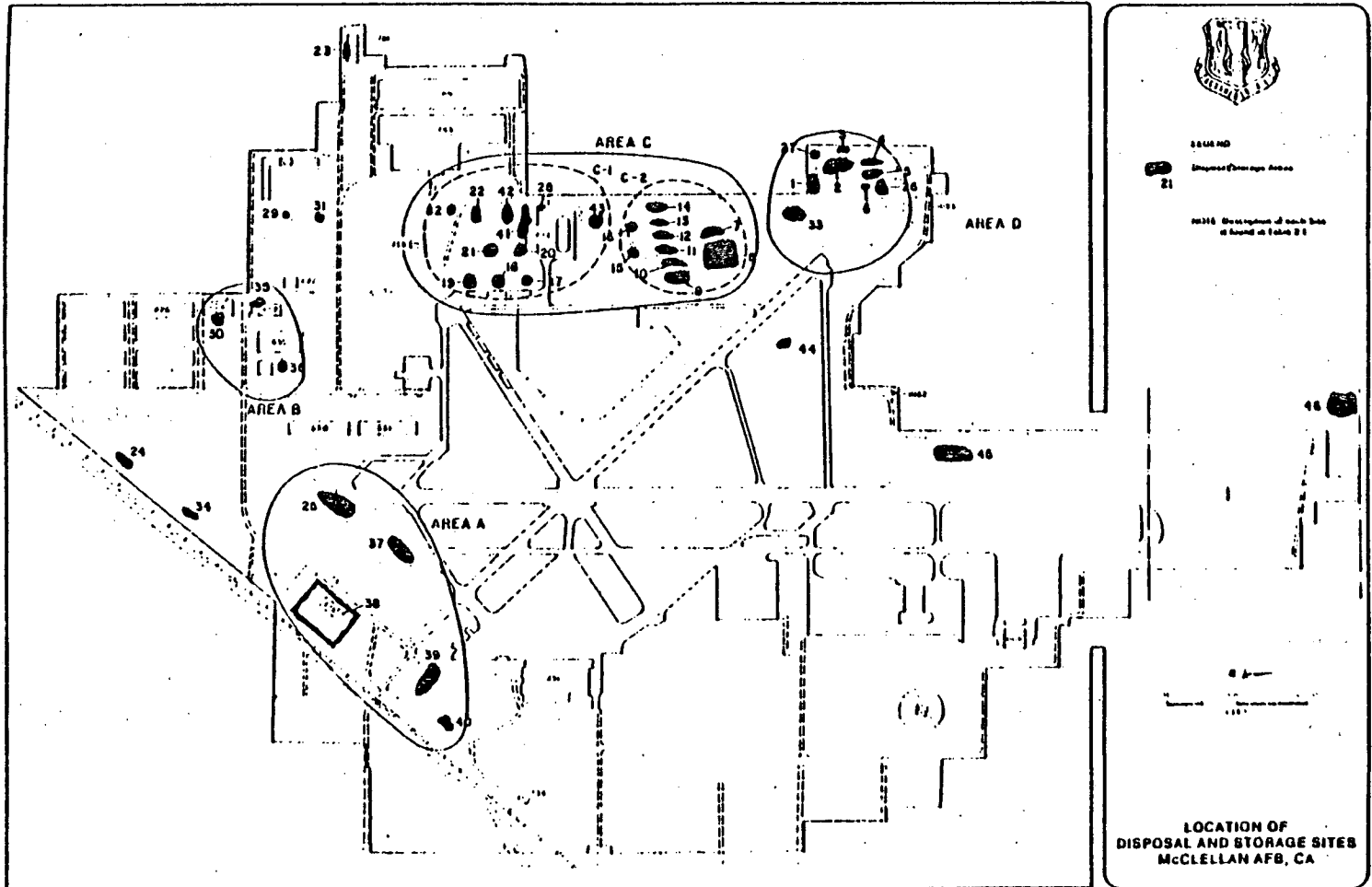


Figure A.9-1. Location of Disposal Areas

(From Engineering-Science, 1983)

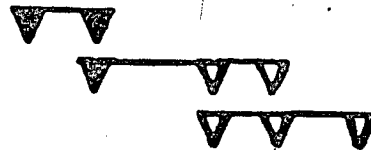
PROPOSED SCHEDULE AREA "D" CONTAINMENT SYSTEM

MULTI-EFFORT

SEP OCT NOV DEC JAN 86 FEB MAR APR MAY JUN JUL AUG SEP

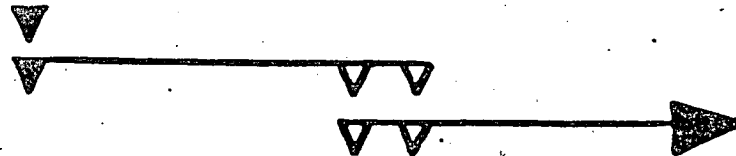
1. EXTRACTION AND MONITORING SYSTEM

- INITIAL AQUIFER TEST
- ADJUST LAYOUT
- COMPLETE EXTRACTION SYSTEM



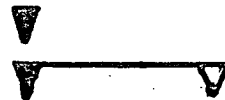
2. WATER TREATMENT SYSTEM

- AWARD
- INSTALL
- TREATING



3. SYNTHETIC MEMBRANE CAP

- AWARD
- INSTALLATION



STATUS OF SITE CHARACTERIZATION

MCCLELLAN AFB - 30 NOV 85

AREA	NUMBER OF SITES		SOIL BORINGS		DEEP EXPLORATORY BORINGS		MONITOR WELLS		AQUIFER TEST WELLS	
	TOTAL	FIELD WORK COMPLETE	NEED	COMPLETE	NEED	COMPLETE	NEED	COMPLETE	NEED	COMPLETE
C	40	22	412	297	1	1	4	2	2	2
B	5	4	110	108	1	1	2	2	2	2
A	5	2	105	85	1	0	2	2	2	2
OTHER	6	2	50	50	-	-	-	-	-	-
TOTAL	56	30	675	536	3	1	8	6	6	6

STATUS OF SITE CHARACTERIZATION

MCLELLAN AFB

(22 NOV 85)

<u>AREA</u>	<u>PERCENT FIELD WORK COMPLETED</u>	<u>FIELD WORK COMPLETED</u>	<u>TECH MEMO & REPORT COMPLETED</u>	<u>FEASIBILITY STUDY COMPLETED</u>
C	65%	FEB 17	MAR 31	APR 28
B	90%	DEC 9	JAN 27	FEB 24
A	75%	DEC 23	FEB 10	MAR 10
OTHER	70%	JAN 6	FEB 17	MAR 17



CITY OF SACRAMENTO

3

DEPARTMENT OF PUBLIC WORKS
915 I STREET SACRAMENTO, CALIFORNIA 95814
CITY HALL ROOM 207 TELEPHONE (916) 449-5281

M. H. JOHNSON
Director

September 5, 1985

Transportation and Community
Development Committee
Sacramento, California

SUBJECT: Route 148 Plans & Timetable

SUMMARY:

The City and County have plans to eventually construct a major thoroughfare along the former Route 148 freeway alignment. The plan is to construct the roadway in conjunction with various developments as they occur in the area.

BACKGROUND:

The State established the Route 148 Freeway alignment on February 27, 1963. It was to be an east-west freeway connecting I-5 with Route 99 and Route 143 (see figure 1). In August 1974, the State abandoned the freeway on Route 148, and in December 1974, the County Board of Supervisors requested that the freeway on Route 143 be abandoned. Prior to abandoning the Route 148 freeway, some right of way had been acquired between Franklin Blvd and Route 99. The State attempted to sell the right-of-way soon after abandonment but found no takers except the Los Rios Community College District acquired the piece between Center Parkway and Bruceville Road for expansion of Cosumnes River College.

On March 6, 1979, the City and County hired a consultant to locate a surface arterial along the Route 148 alignment connecting I-5 with Route 99 and connecting to Calvin Road east of Route 99 (see figure 2). This roadway was included in both the general plan and the community plans so future developers would be required to dedicate right-of-way and make roadway improvements.

Two alternative alignments were prepared for the west end of the route. One was proposed to connect to I-5 opposite the Freeport bridge over the Sacramento River and the other was proposed to swing north and connect at the existing Stonecrest Road overcrossing. During initial development of Delta Shores a decision was made to use the northerly alternative and the new road was to be the main artery through the Delta Shores Development. Later when the proposed intensity of development in Delta Shores was increased, there was

discussion of two interchanges and possibly constructing both alternatives. Delta Shores has changed ownership and is now called Huntington Park. The final alignment of the Route 148 Roadway will depend on the ultimate type and magnitude of development of that property.

The Sacramento Area Council of Government's staff is making a study of many alternative Light Rail extensions. One alternative is along the Route 148 alignment and is shown as Number 12 in Figure 3.

In July, 1985, the State decided to auction their two remaining pieces of Route 148 land. On July 30, 1985, the Council authorized the staff to bid on the property. The auction was held on August 21, 1985 and staff succeeded in acquiring the 29.586 acre piece fronting on Center Parkway for \$320,000. The 14.47 acre piece fronting on Franklin Blvd. was acquired by another bidder for \$170,000. Staff is attempting to work out an arrangement with that bidder to acquire all, or at least the roadway portion, of the property (see Figure 4).

It is our plan to lay out a development plan and establish zoning on the parcel we acquired. We will then split off the portion needed for the road and sell the remainder.

If something can be worked out with the person who acquired the parcel on Franklin Blvd., a two-lane roadway can be constructed between Franklin Blvd and Center Parkway. This road could be extended to Bruceville Road with the co-operation of Cosumnes River College.

Any further construction of the Route 148 Roadway will have to await private development in the area and additional city and county funding. The total cost including the freeway interchanges at I-5 and US-99 is estimated to be in the neighborhood of \$30 million.

As developments occur in Huntington Park and the Laguna area, this road will be a very important east-west arterial. Meanwhile the surrounding land is mostly vacant and there is little need for a new roadway. Figure 5 shows the current traffic volumes on the Mack-Meadowview Corridor. While the volumes are high in the vicinity of Route 99 and Valley Hi, most of this traffic is destined for developments in the immediate area and would not use Route 148 if it were available. Between I-5 and Freeport Blvd. and between Franklin Blvd. and Brookfield Drive, the volume is only about 15,000 vehicles per day. This is the maximum amount of "through" traffic along the route and only a portion of this volume could be diverted to a new route. Therefore, if Route 148 were built today, it could only be expected to carry about 7,500 vehicles per day. This is not enough traffic to justify constructing a \$30 million roadway. However, funds have been allocated in the Capital Improvement Budget to match private developer funds so work on this roadway can proceed as soon as developments begin to occur.

September 5, 1985

Several letters have been received recently about improved circulation in the southern part of the city. Copies of the letters are attached to this report, and the people who wrote them have been advised of the September 25, 1985 Transportation & Community Development meeting.

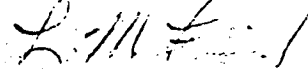
FINANCIAL DATA

There is a total of \$350,000 in the 1984-85 and 1985-86 Capital Improvement Programs for the Route 148 Roadway.

RECOMMENDATION

It is recommended that we continue to await development along the Route 148 corridor before starting construction of the roadway except possibly a two-lane road between Franklin Blvd. and Bruceville Rd.

Respectfully submitted,




L.M. Frink
Deputy Director of Public Works

Recommendation Approved:

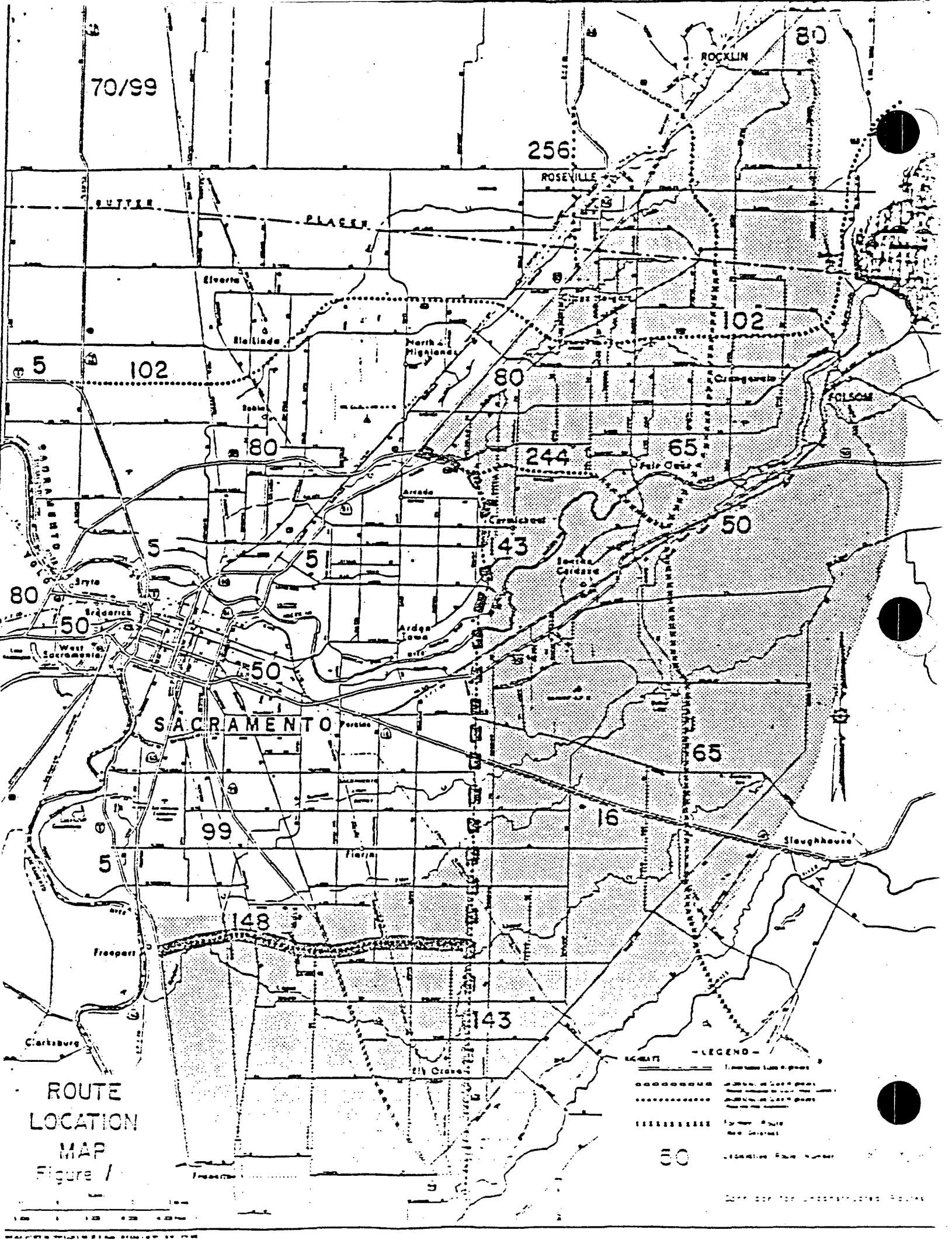
Approved:



FOR Solon Wisham, Jr.
Assistant City Manager


Melvin H. Johnson
Director of Public Works

MHJ/LMF/bh



70/99

256

ROCKLIN

80

ROSEVILLE

BUTTE

PLACER

102

5

102

80

Elverta

Ballinda

North Highlands

Craigswell

COLUSA

80

244

65

50

5

5

43

80

50

50

Arden Loop

SACRAMENTO

65

99

16

Sloughhouse

5

148

143

Clarksburg

Freemont

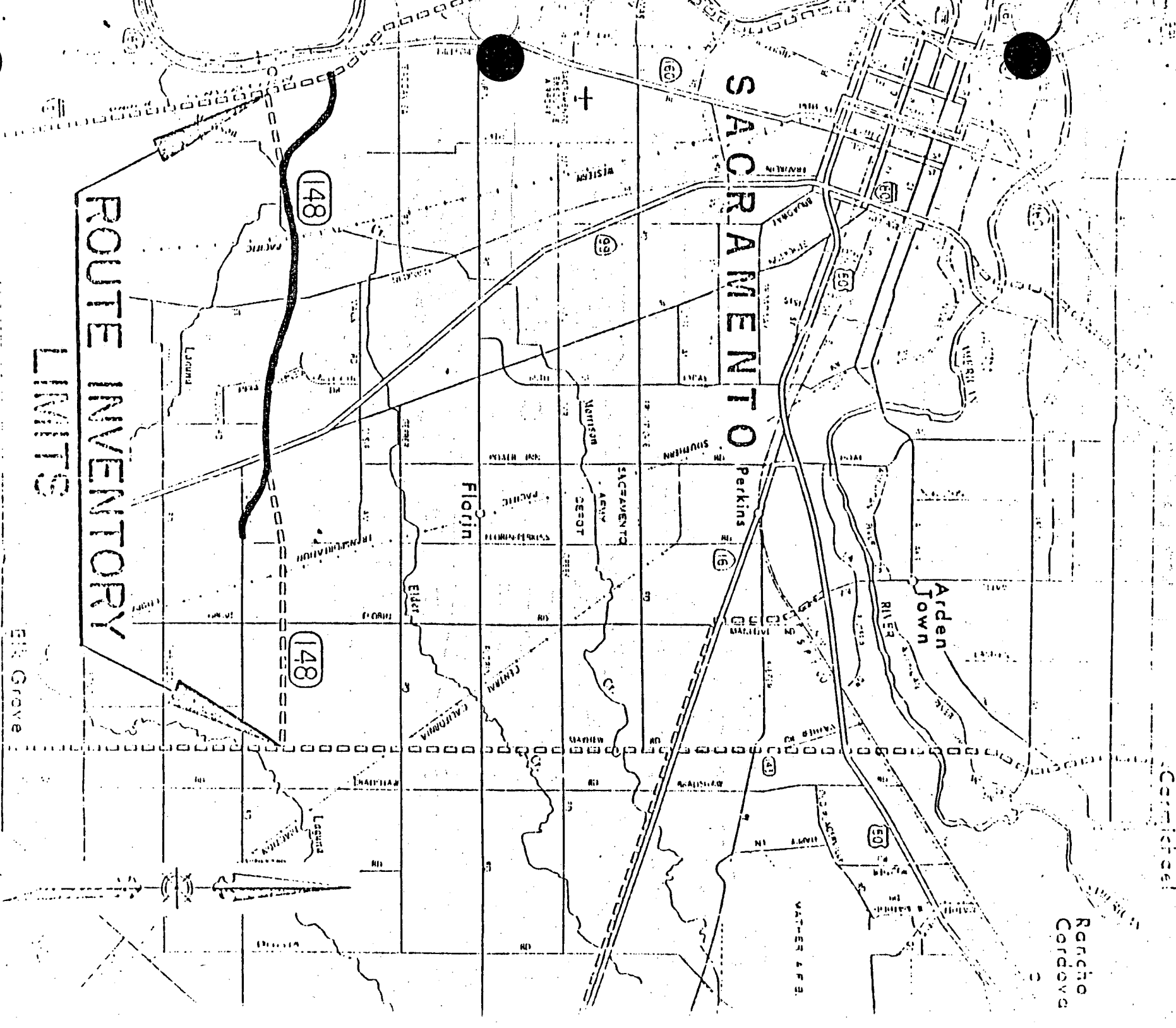
LEGEND

-
-
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30

ROUTE
LOCATION
MAP
Figure 1

ROUTE INVENTORY LIMITS



Rancho
Cordova

Arden
Town

SACRAMENTO

Florin

148

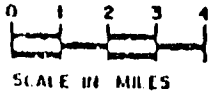
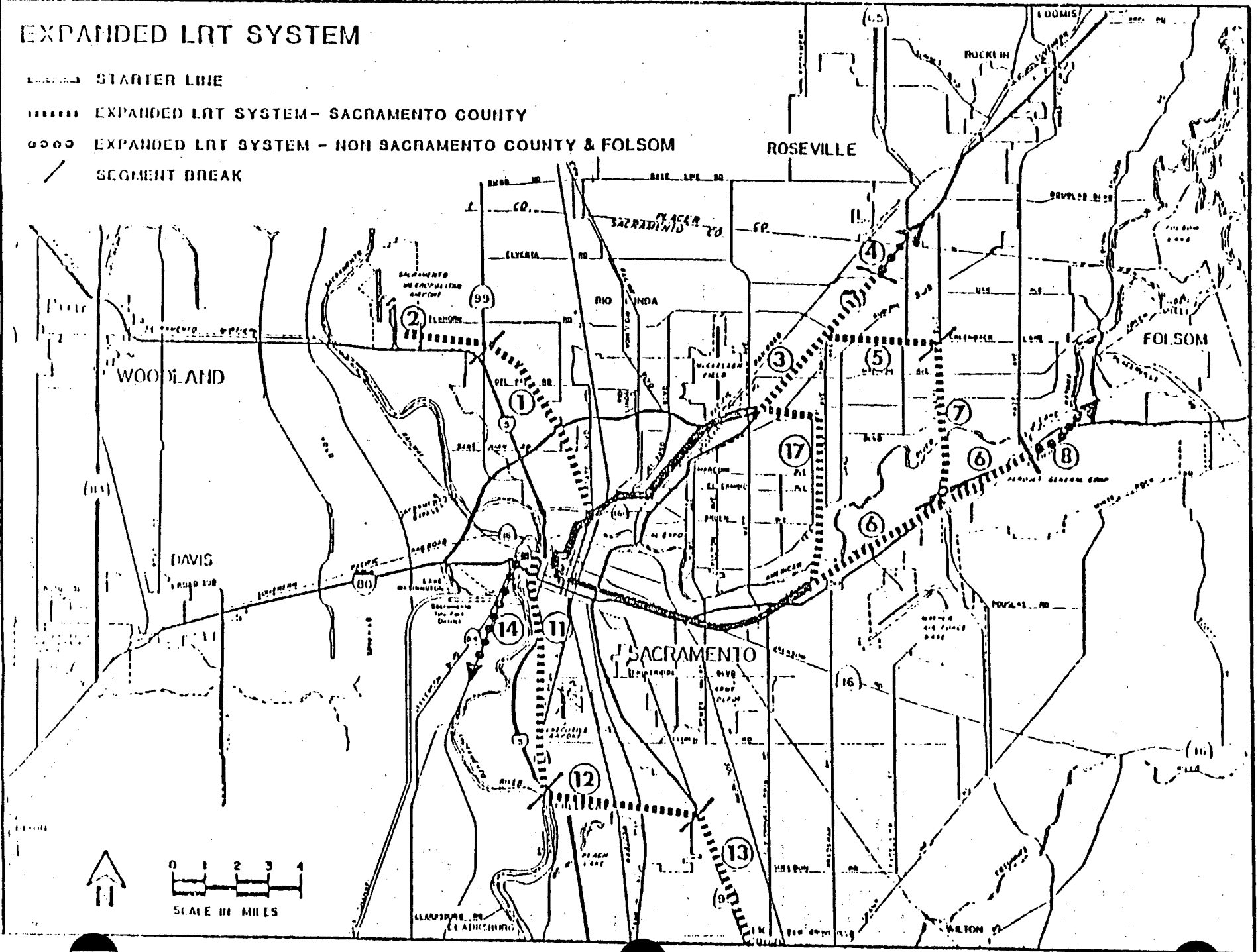
148

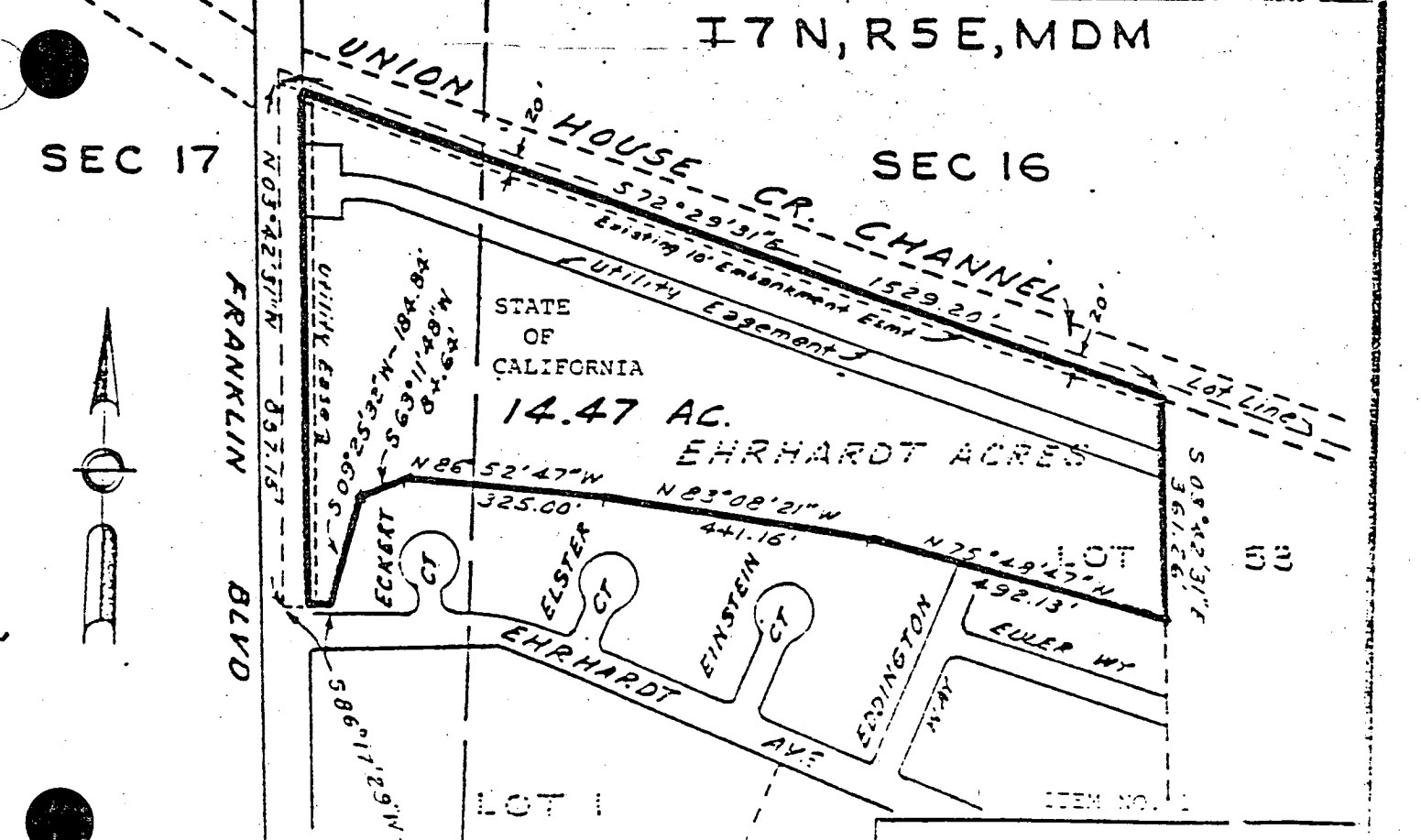
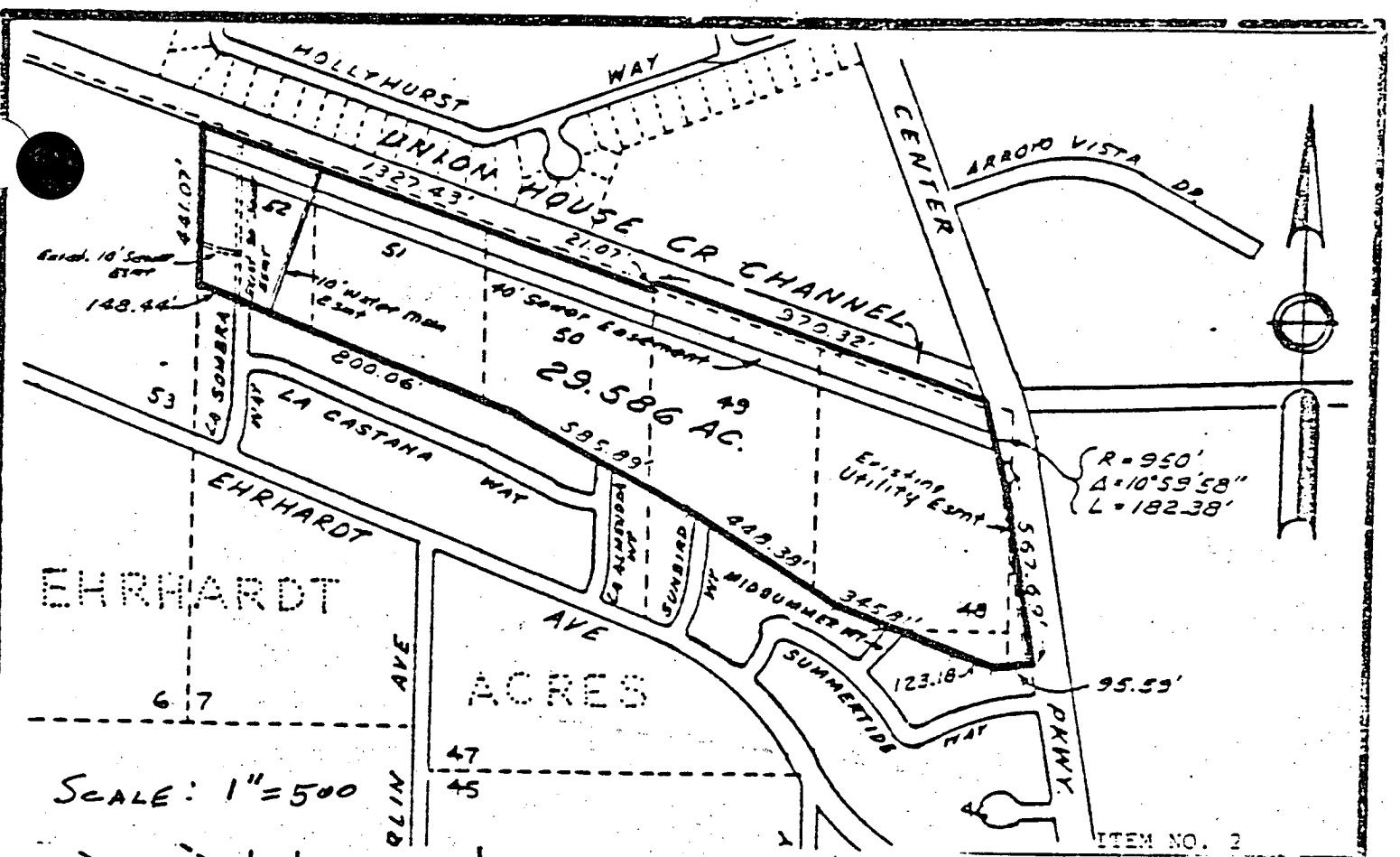
Elk Grove

FIGURE 5

EXPANDED LRT SYSTEM

- STARTER LINE
- EXPANDED LRT SYSTEM - SACRAMENTO COUNTY
- o-o-o-o EXPANDED LRT SYSTEM - NON SACRAMENTO COUNTY & FOLSOM
- / SEGMENT BREAK

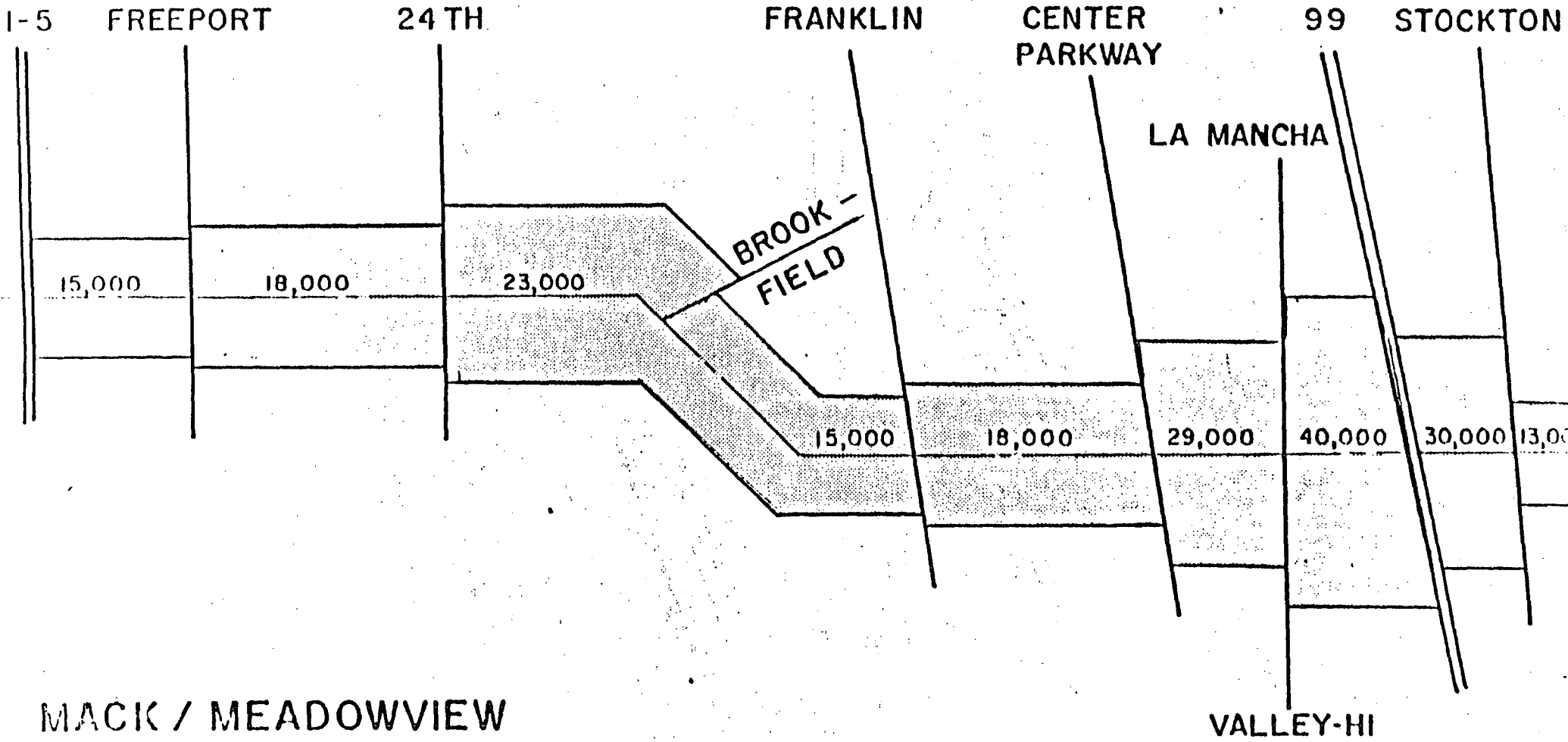




DETAIL
 Scale 1"=300'

FIGURE 4

PAR. NO. CD-016402-01-01
 2007 03 27C 23
 00 040 140 210



MACK / MEADOWVIEW
 DAILY TRAFFIC FLOW
 1985

Cosumnes River College Foundation

July 10, 1985



BOARD OF DIRECTORS

Carl Amundson
Philip Angelides
Oscar Broyer
Stanley Carrothers
Donna Cicogni
Fred Dawkins
Patricia Deatherage
Larry Dun
Robert Ehlers
Tom Garcia
Phil Gasper
Alfonso Gonzalez
Marc Hall
Michael Hargett
Roy Herburger
John Jackson
Susan Jacobson
William Lee
Peter McCuen
Darren Megee
Pete Padilla
Wilma Poage
Judy Rinehimer
Roger Shaffer
Virginia Signorotti
Wendell Sonoda
Ford Wilcox
Williams
Jack Zyblewski

AM 11:00 1985 PM
7 8 9 10 11 12 1 2 3 4 5 6

Mr. Terry Kastanis
City Councilman, 7th District
City Hall
915 "I" Street
Sacramento, CA 95814

Dear Mr. Kastanis:

The Cosumnes River College Foundation Board of Directors urges your consideration and support of plans for a connecting roadway south of Mack Road between Interstate 5 and Highway 99.

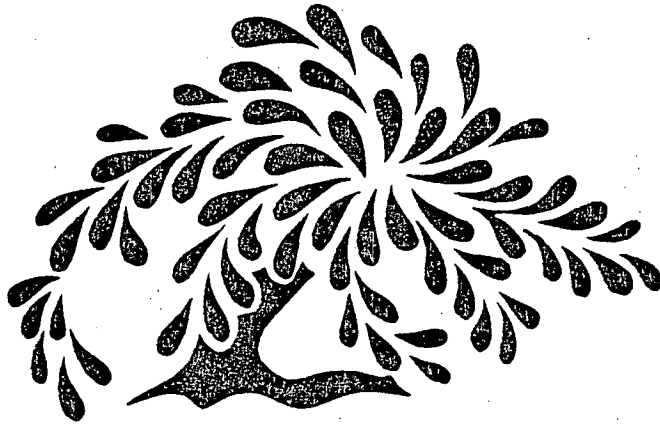
We are all well aware of the growth that is occurring in the southern portion of Sacramento County. The recent addition of Kaiser Hospital, expansion of Methodist Hospital, increased business development along Mack Road, and the various planned residential and business developments surrounding Cosumnes River College are evidence that this growth pattern is well established.

East-west traffic could be directed along right-of-ways for Route 148 which still exist along the northern boundary of CRC. Additional locations may be equally suitable and available to handle the increasing traffic.

Because so many jurisdictions are involved in the approval of such a thoroughfare, we are urging representatives from the various agencies to examine the alternatives and to work cooperatively in funding this needed transportation route.

Sincerely,

Wilma Poage, President
Cosumnes River College Foundation



Florin Mall

Terry Kastanis
915 "I" Street
Sacramento, CA 95814

Dear M. Kastanis:

The Board of Directors of Florin Mall would like to urge your support for any proposed thoroughfare (expressway) that would connect Highway 99 and I-5.

We are especially interested in the 160 feet that is the existing right-of-way that is left of the proposed Route 148.

We feel with the continued growth of the South Area, there is a strong need for all connectors between the two highways. By the year 1995, the public school enrollment will have increased 325 percent; there will be 30,000 more jobs, 42,000 more housing units and over 100,000 more people calling the greater South Sacramento area home.

Over 22 housing developments and high tech industrial parks have already been approved for construction in the greater South Sacramento area. Kaiser Hospital has recently completed a new facility in the South Area, Methodist Hospital has expanded, and the final extension spur of the light rail system is scheduled to run through the heart of South Sacramento. Everywhere we look through the I-5 and Highway 99 corridors major construction activity is taking place.

Our present facilities are not adequate to accommodate the ever increasing traffic. We need to connect these two areas, as traffic along Florin Road is already taking on the proportions of Los Angeles.

6117 Florin Road - Sacramento, California 95823

Phone (916) 422-1450

RECEIVED
OFFICE OF THE CITY COUNCIL

JUL 18 1985

AM

PM

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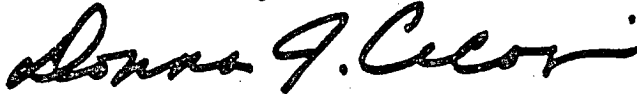
July 12, 1985

Page Two

The owners, the Board of Directors and the 100 merchants of Florin Mall would appreciate a speedy conclusion to the problems that exist without these connectors.

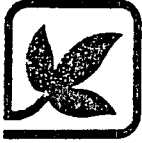
Thank you.

With warm regards,



Donna J. Cicogni, CMD
Marketing Director

DJC/js



Valley Health Care Corporation

August 12, 1985

RECEIVED
OFFICE OF THE CITY CLERK

AUG 14 1985
AM FM
7|8|9|10|11|12|1|2|3|4|5|6

Terry Kastanis
Councilmember, District 7
City Hall
915 I Street
Sacramento, CA 95814

Dear Mr. Kastanis:

At the regularly scheduled Board of Directors meeting of Methodist Hospital of Sacramento held on July 25, 1985, a resolution was passed to submit a letter in support of developing a thoroughfare, the 160 feet left of proposed Route 148, connecting Highway 99 and Interstate 5.

The ever-increasing flow of traffic on Florin Road and the rapid growth in South Sacramento necessitate the need for a roadway connecting these two highways. This thoroughfare will reduce traffic flow on Florin Road, increase accessibility to South Sacramento, and more importantly, benefit Methodist Hospital and the emergency services it provides to the community.

Sincerely yours,

Stanley C. Oppenra
President/Chief Executive Officer

ap

7500 Timberlake Way
Sacramento, California 95823
916-423-3000

Methodist Hospital of Sacramento, Wesley Health Foundation of Sacramento, and the Timberlake Corporation