



# CITY OF SACRAMENTO

2

## DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE DIRECTOR

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

October 7, 1986

Transportation and Community Development Committee  
Sacramento, California

Honorable Members in Session:

SUBJECT: SOUNDWALLS ON U. S. 50 BETWEEN HOWE AVENUE  
AND WATT AVENUE

### SUMMARY

On July 29, 1986, the City Council requested that this item be placed on the Transportation and Community Development Committee agenda. A letter from Caltrans and copies of several past memos are attached. A representative from Caltrans will appear at the October 7 meeting of the Committee.

### BACKGROUND

The original freeway agreements for the portion of U. S. 50 between Howe Avenue and Watt Avenue were executed by the County and the State on October 8, 1962 and September 18, 1963. The City annexed this area on May 15, 1965. The construction plans for this portion of the freeway are dated October 31, 1969, and the freeway was opened to traffic on November 9, 1971.

Last month Caltrans announced plans to add a westbound auxiliary lane to U. S. 50 between Howe Avenue and Watt Avenue as part of extending ramp metering on the freeway. They do not plan to install soundwalls as part of the project. The attached letter from Caltrans explains that the Federal Highway Administration does not require soundwalls for the addition of auxiliary lanes. The documents that were attached to the letter include general policies and guidelines but do not address the current issue directly.

The last paragraph in the Caltrans letter refers to a matter that was investigated two years ago whereby local authorities can build a freeway soundwall and be reimbursed later if and when the project rises high enough on the State priority list. Copies of correspondence on this subject are attached.

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Transportation and Community Development Committee  
October 7, 1986

A Caltrans representative will attend the October 7 Committee meeting to respond to questions on this matter.

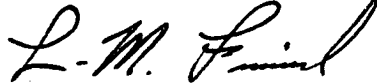
FINANCIAL DATA

None.

RECOMMENDATION

This item is submitted for Committee information only.

Respectfully submitted,



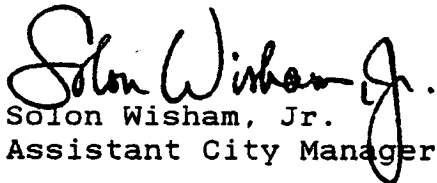
Leslie M. Frink  
Deputy Director of Public Works

APPROVED:



Melvin H. Johnson  
Director of Public Works

APPROVED FOR COMMITTEE INFORMATION:



Solon Wisham, Jr.  
Assistant City Manager

October 7, 1986

## DEPARTMENT OF TRANSPORTATION

DISTRICT 3

P.O. BOX 911, MARYSVILLE 95901

(530) 741-4233



August 5, 1986

Mr. Les Frink  
Deputy Director  
Engineering and  
Transportation Division  
City of Sacramento  
915 I Street, Room 300  
Sacramento, CA 95814

Dear Mr. Frink:

As you requested by telephone to Mr. Burt Brockett, attached are various State and Federal documents pertaining to noise walls. The following documents are included:

California Statutes - Sections 215.5 and 216  
Policy Memorandum dated September 12, 1974 and Policy  
& Procedure P74-47  
Policy & Procedure P77-40  
Policy Memorandum dated December 8, 1980  
Policy & Procedure P82-2  
Policy Memorandum dated October 22, 1984  
Federal Highway Administration (FHWA) Program Manual,  
Vol. 7, Chapter 7, Section 3  
FHWA Memorandum dated November 25, 1983

FHWA has informed Caltrans that the addition of an auxiliary lane from one on-ramp to the next off-ramp does not constitute the addition of a through lane. Therefore, the addition of such an auxiliary lane does not constitute a Type 1 project, and therefore, FHWA does not require concurrent construction of noise attenuation.

If Caltrans can be of assistance as City officials study the issue of sound walls for Route 50, feel free to contact me. The City might also be interested in Section 215.5(c) of the Statutes. That section describes one way that a local government can take steps to accelerate construction of desired noise walls.

Sincerely,

W. R. GREEN  
District Director

**RECEIVED**

AUG 7 1986

PUBLIC WORKS  
ADMINISTRATION

Attachments



# CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

Engineering and Transportation Division  
915 I Street - Room 300  
Sacramento, California 95814

CITY MANAGER'S OFFICE  
**RECEIVED**  
JUL 25 1984

	Telephones (916)
Civil Engineering	449-5281
Electrical Engineering	449-5287
Architecture	449-5144
Construction	449-5281
Real Estate	449-5628
Traffic Engineering	449-5307
Parking	449-5354
Street Maintenance	449-5236

July 23, 1984

TO: Walter J. Slipe, City Manager

FROM: L. M. Frink, Deputy Director of Public Works

SUBJECT: Sound Walls - U.S. 50 between Howe and Watt Avenues

I talked to Earl Galigan and Howard Hardy at Caltrans, Marysville, and Walt Witnack at Caltrans Headquarters. I was told that Caltrans will pay 20% of the cost of the sound walls if they are built in 1989-90, and may pay 30% if they are built in 1990-91. They will reimburse the local share of cost when these walls reach the top of their priority list. However, there are \$20 million worth of unfunded sound walls ahead of this location on the list. Therefore, I would guess it would be well into the 1990's before the reimbursement is made.

If the cost is currently \$2.2 million and increases at 5% per year, the local share would be almost the same whether the whole amount is paid now or a portion is paid around 1990.

I made a further analysis of the costs, based on a \$2.2 million assessment district. I found that the length of the walls would be about 17,280 ft. and is distributed as shown in the following table.

### Freeway Frontage and Cost

	<u>Frontage (Feet)</u>	<u>%</u>	<u>Cost at \$2.2 Million</u>
Single Family	13,090	75.75	\$1,666,500
Multi Family	2,600	15.05	331,100
City Park	860	4.98	109,560
Power Line	400	2.31	50,820
Vacant	330	1.91	42,020
<b>Total</b>	<b>17,280</b>	<b>100.00</b>	<b>\$2,200,000</b>

It can be seen that the single family frontage is by far the greatest portion of the total. I then worked up a hypothetical distribution of costs for the single family portion of the frontage. There are 132 properties with frontage along the freeway and, due to triangular lot arrangements, there are 19 properties that touch the freeway right-of-way but have no frontage. There are, additionally, 78 houses that appear to be close enough to the freeway to benefit from a wall. I assume that all 229 properties would pay 12.5% of the cost and the 151 properties that touch or front on the freeway would pay an additional 12.5%. The 132 properties with frontage along the freeway would also pay the remaining 75%, based on the amount of frontage for each. The following table shows the resulting costs:

Single Family Frontage and Cost

	<u>No.</u>	<u>Cost at \$2.2 Million</u>
Properties Fronting on Freeway	132	\$11,759*
Properties Touching Freeway	19	2,290
Houses Near Freeway w/ no Frontage	<u>78</u>	910
Total	229	

\*Average Cost

While this tabulation shows an average cost of \$11,759 for each property with frontage on the freeway, this amount ranges up to \$21,386 for a couple with 200 ft. of freeway frontage.

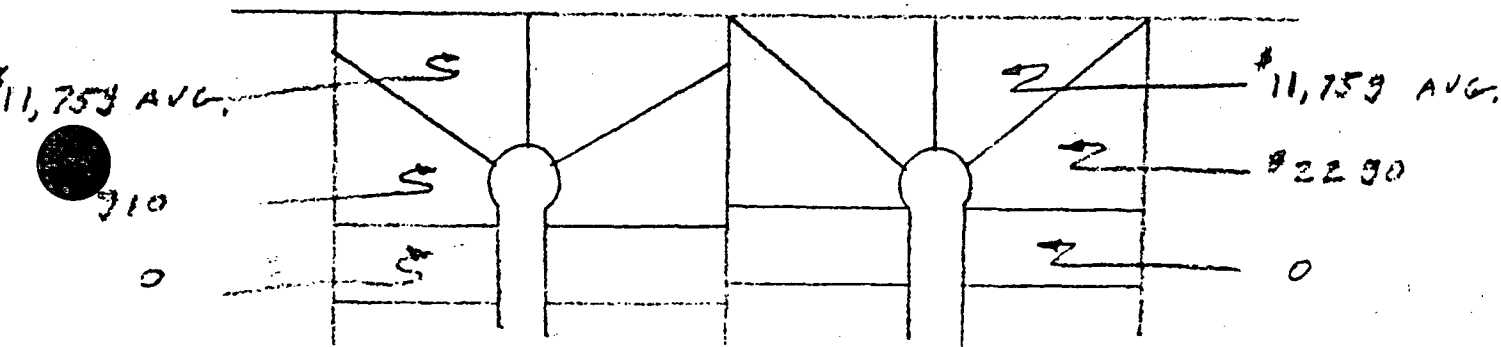
It appears to me that it would be impossible to form an assessment district with this amount of money involved. The reimbursement from the State might be an incentive, but it would be received so many years in the future that most of the present homeowners would probably have moved away. In addition, the interest on the bonds would approximately equal the initial cost, so, in effect, the homeowners would pay double these amounts and get half of their money back.

*L. M. Frink*

L. M. Frink

LMF:cec

cc: M. H. Johnson, Director of Public Works





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## DEPARTMENT OF PUBLIC WORKS

Engineering and Transportation Division  
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Parking	449-5354
Street Maintenance	449-5236

May 29, 1984

Bill Smallman, Member  
City Council, District 6  
City Hall, Room 205  
915 I Street  
Sacramento, CA 95814

Dear Councilmember Smallman:

This letter is in response to the City Manager's request that we investigate Lloyd Connelly's letter of May 11, 1984 to you regarding sound walls on Highway 50 (College Greens area). He suggests that City funds be used to build the sound walls with reimbursement from the State, when and if these walls reach the top of the State's priority list. He included a letter from Bill Green of Caltrans and a couple of agreements where the cities of Cerritos and Santa Fe Springs used this procedure.

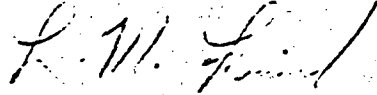
The State has a priority system for rating sound wall projects and the various locations are rated statewide based on the level of sound measurements. In general, projects on interstate highways have a higher priority because of the available Federal funding. U.S. 50 is not an interstate highway. Mr. Green indicates that if we provide an 80% contribution to this project it might qualify to be included in the 1989-90 Fiscal Year. This gives a pretty good indication of how low this project is rated statewide.

We have contacted the Public Works Departments in Cerritos and Santa Fe Springs and found that in both cities the sound walls referred to in the agreements are within redevelopment areas and are being financed with redevelopment funds. Of course, redevelopment funding could not be used for the College Greens area.

We have gone through the proposed Capital Improvement Budget for next fiscal year and deleted all of those projects where local funds are being used to match Federal funds, where the funding is in conjunction with other agencies, and where the funding is a continuation of projects started in previous fiscal years. The attached list is the remaining projects and, therefore, shows those projects that could be deleted in order to fund sound walls. Because this sound wall project would cost between approximately \$2.2 and \$2.5 million, about 82% of these remaining projects would have to be eliminated for this one project.

It is obvious from an examination of this list that many traffic safety related projects would have to be deferred in order to fund this single project. We must give priority to traffic safety projects because of the tremendous potential liability to the City if they are neglected. Therefore, we do not recommend that the City fund the sound walls on Highway 50.

Very truly yours,



L. M. Frink  
Deputy Director of Public Works

LMF:cec

cc: Walter J. Slipe, City Manager  
J. F. Varozza, Director of Public Works  
M. H. Johnson, Assistant Director of Public Works

att.

<u>Program Name</u>	<u>Fund</u>	<u>1984-85 Funding</u>
Street Overlay Program	Gas Tax	\$ 670
Riverside/Havenside/Rivercrest Signals	Major Street	150
Meadowview/Amhurst Signal Coordination	Major Street	150
La Riviera/Watt Ramp Signal	Major Street	100
65th St. Curb/Gutter Replace. - 14th Avenue to Broadway	Major Street	75
24th St. & 50th Ave. Signal	Major Street	125
E/F Street - 16th to 29th Street	Gas Tax	418
Arcade & Del Paso Signal Upgrade	Major Street	29
65th St. & Broadway Signal Upgrade	Major Street	80
Stockton & T Signal Upgrade	Major Street	40
Misc. Minor Improvements/Traffic Signal Maintenance	Major Street	50
Misc. Minor Improvements/Traffic Signal Maintenance	Gas Tax	200
Howe/Power Inn Signal Coordination	Major Street	25
Street Lighting Conversion Program	Gas Tax	150
Mack Landscaping - Meadowview to Alta Valley	Major Street	110
Florin Med. Landscape - Freeport to I-5 - Plans	Major Street	5
Traffic Undulations	Gas Tax	45
Arden Way Landscaping - Plans	Major Street	15
Fruitridge & 28th Street Signal	Major Street	100
Stockton/Lawrence Signals	Major Street	125
Evergreen - Frientza to Calvados Widening	Major Street	115
Elk Grove - Florin/Fruitridge Widening	Major Street	40
Route 148 Delta Shores to U.S. 99	Major Street	250
<b>Total</b>		<b>\$3,067</b>