



DEPARTMENT OF  
PUBLIC WORKS  
  
ARCHITECTURE &  
ENGINEERING DIVISION

CITY OF SACRAMENTO  
CALIFORNIA

927 TENTH STREET  
SACRAMENTO, CA  
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PH 916-264-8300  
FAX 916-264-8281

October 19, 1994

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT:** COSUMNES RIVER BOULEVARD/FRANKLIN BOULEVARD TO CENTER PARKWAY (PN:TB71) - CONTRACT AWARD

**LOCATION/COUNCIL DISTRICT:** Between Franklin Boulevard and Center Parkway  
Council District No. 7

**RECOMMENDATION:**

This report recommends that the City Council:

- Award this contract on the Base Bid only.
- Accept the low Base Bid of \$1,163,363 from RGW Construction Company.
- Award the contract for the Cosumnes River Boulevard - Franklin Boulevard to Center Parkway Project to RGW Construction Company.

**CONTACT PERSON:** N. Dee Lewis, Supervising Engineer, 264-7923  
Tim Mar, Senior Engineer, 264-5521

**FOR COUNCIL MEETING OF:** October 25, 1994

**SUMMARY:**

This Measure A Transportation Sales Tax project will construct a two-lane roadway between Franklin Blvd. and Center Parkway. It is the third phase of the larger project that will connect Franklin Blvd. to State Route 99. The project will improve traffic mobility and alleviate existing and future traffic congestion within the rapidly growing South Sacramento Community.



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The Environmental Impact Report (EIR) approved by the City Council on April 14, 1992 overrode noise impacts and did not include the construction of soundwalls for this project. Since that time, some neighboring citizens have expressed concerns about noise and security and have appealed to Council to approve soundwall construction.

For that reason, contractors were asked to provide a base bid for the project as originally planned -- without soundwalls -- as well as five additional bids on contract specifications that include soundwall alternatives. A summary of bid results and soundwall alternative details is shown on Attachment E.

On August 30, 1994, the City Council approved plans and specifications and authorized bid advertising. Bids were received and opened by the City Clerk on September 28, 1994. At a community meeting on October 13, 1994, staff presented bid results and its recommendation.

Staff recommends the contract be awarded on the base bid and that no soundwalls be constructed.

**BACKGROUND INFORMATION:**

The project is a vital component of the City's long range plan to construct Cosumnes River Boulevard between State Route 99 and Interstate 5 (see Attachment A). The project is consistent with the City's General Plan and South Sacramento Community Plan and has been deemed necessary to accommodate the area's projected rapid growth.

Two major segments of the Cosumnes River Boulevard project have already been built or are currently under construction. The two-lane portion of the roadway between Center Parkway and Bruceville Road has already been constructed at a total project cost of \$1,900,000. The Cosumnes River Boulevard/Calvine Road interchange currently under construction at State Route 99, which will ultimately build the six-lane roadway between Power Inn Road and Bruceville Road at an estimated total project cost of \$16 million, is expected to be finished in the fall of 1995.

Upon completion of the interchange and the completion of this project in late 1995, a major, much needed east-west road link will exist between Franklin Boulevard in the City and Grant Line Road in the County. Future widening to four or six lanes in the future is also anticipated.

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### Impact on Traffic Volume

An approved Measure A Transportation Sales Tax project, this project will significantly alleviate existing and future traffic problems on existing streets within the South Sacramento community. Additional project benefits include improved vehicle access to Methodist and Kaiser Hospitals and Cosumnes River College.

Methodist Hospital and Cosumnes River College representatives have expressed strong support for the project as have 600 area residents.

Attachment B indicates the existing and future projected traffic volumes with and without the project for various development scenarios. As examples, traffic volumes on Mack Road, Valley Hi Drive, Ehrhardt Avenue and Sheldon Road would decrease immediately upon completion of this project and will continue to be less in future years than if the project were not constructed. The following table summarizes the project's benefits to existing streets (all numbers are average daily traffic volumes):

STREET	EXISTING W/OUT PROJECT	EXISTING WITH PROJECT	2005 W/OUT PROJECT	2005 WITH PROJECT	2015 W/OUT PROJECT	2015 WITH PROJECT
Mack Road	33,000	32,800	35,400	35,100	37,800	37,300
Valley Hi Drive	9,300	8,100	10,400	8,800	11,400	9,400
Ehrhardt Avenue	4,000	1,900	8,800	4,400	13,500	6,900
Sheldon Road	8,500	8,500	24,300	24,100	42,100	41,600
Cosumnes River Boulevard	0	4,300	0	11,500	0	18,600

### The Issue of Soundwalls

The central issue is whether walls identified in the Environmental Impact Report(EIR) as mitigation measures will be constructed as part of this project. The noise impacts and mitigation measures identified in the EIR are included as Attachment C. Depending on the development scenario, the EIR identifies a need for a wall ranging in height from 11'

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to 15' along the southside and a 6'-7' high wall along the northside when the ultimate four or six lane road is in place. Along the southside, a masonry wall ranging from 6'-8' in height exists. Along the northside, a 6' wood fence currently exists (see Attachment D for cross section). No walls in excess of 8' have been built adjacent to streets within the City.

Concerns of some property owners who live adjacent to the proposed roadway include noise impacts and security. However, the existing 6'-8' masonry walls (along the southside) and two sets of 6' high chain link fences with a 6' high wood fence (along the northside of the roadway) provide security barriers. Noise impacts for the proposed two-lane road will not exceed the City 60 dB threshold for residential development and will only exceed the 4 dB notice increase threshold by approximately 2 dB.

In adopting the EIR for this project in 1992, the City Council adopted a resolution overriding noise impacts. This decision should be upheld given that traffic noise will not exceed the acceptable limit with a two-lane roadway. The City has not used transportation funds to construct soundwalls elsewhere in the City and several roadways with comparable traffic volumes exist elsewhere in the City without soundwalls.

Bid Amounts

On September 28, 1994, four bids were received. They were:

CONTRACT	BID AMOUNT	MBE/WBE PARTICIPATION	GOOD FAITH EFFORT
RGW	\$1,163,363	10.6/9.6	N/A
Teichert	\$1,163,033	4.2/2.1	*
Granite	\$1,213,231	.3/12.3	*
D. J. Flowline	\$1,252,774	25.9/0	*

\* Good Faith Effort documentation not received/analyzed because low bidder met goals

Because RGW exceeds the City's M/WBE goals, they receive a \$25,000 bid preference for evaluation purposes. This makes RGW the lowest responsive and responsible bidder.

The estimated project completion date is October 1995.

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### FINANCIAL CONSIDERATIONS:

The estimated total project cost including all planning, design, contingency and construction engineering is \$2,177,270. A summary of estimated total project costs for the base bid and other bid alternatives is shown on Attachment E.

The existing project budget of \$2,354,000.00, which was approved in the 1993/94 Capital Improvement Program from the Sacramento Transportation Sales Tax-CIP fund (201), and the Major Street Construction fund (209), is sufficient to cover all project costs. An additional \$225,047 in State-Local Partnership funds will be appropriated to the project under a separate City Council report.

### POLICY CONSIDERATIONS:

The following City policies are applicable to the project:

- The proposed two-lane road, without walls, will not exceed the City 60 dB noise threshold for residential development on either side of the roadway. The anticipated noise increase may exceed the 4 dB significance threshold by approximately 2dB. This impact was overridden by the City Council as part of the EIR certification on April 14, 1992.
- The City has not used transportation funds to construct walls elsewhere in the City, making this a precedent setting issue. It should be noted that numerous roadways with comparable traffic volumes exist elsewhere in the city without soundwalls.
- Should Council decide soundwalls should be built, Section 3-1, "Wall Regulations," of the City's Zoning Ordinance encourages the use of 8' maximum high walls where possible to improve the appearance of neighborhoods.
- City policy has been to limit the height of walls to 8' adjacent to City streets and roads. Preferably, consisting of 2' of earth fill and 6' of wall.

Other important issue include:

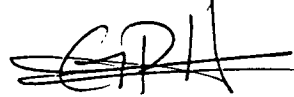
- The project will improve traffic mobility and alleviate traffic congestion within the South Sacramento community and enjoys strong support from nearby hospitals and Cosumnes River College as well as the community at large. Of the 900 residents who have signed petitions on this project, twice as many want the project to move forward regardless of soundwall construction as those who oppose it unless walls are built.
- This action is consistent with Title 58 of the Sacramento City Code concerning advertisement for bids and Resolution No. 93-619 relating to MBE/WBE participation goals and policies adopted by the City Council on November 2, 1993.

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**MBE/WBE:**

To encourage minority participation, plans and specifications were sent to 7 plan rooms and construction services organization for publication. Four were directly involved with MBE/WBE construction firms. Staff recruited available MBE/WBE firms to participate in the bid process. The project was announced on the Architecture & Engineering Project Information Line which contains information on Public Works and Utility Department projects. Project notices were sent to 11 organizations involved in MBE/WBE recruitment. Of the four bids received none were MBE/WBE firms. RGW has exceeded the City's MBE/WBE goals.

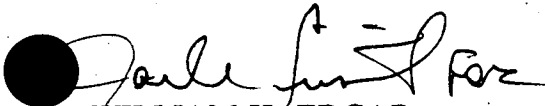
Respectfully submitted:



for


DUANE WRAY  
Manager, Architecture & Engineering

RECOMMENDATION APPROVED:



WILLIAM H. EDGAR  
City Manager

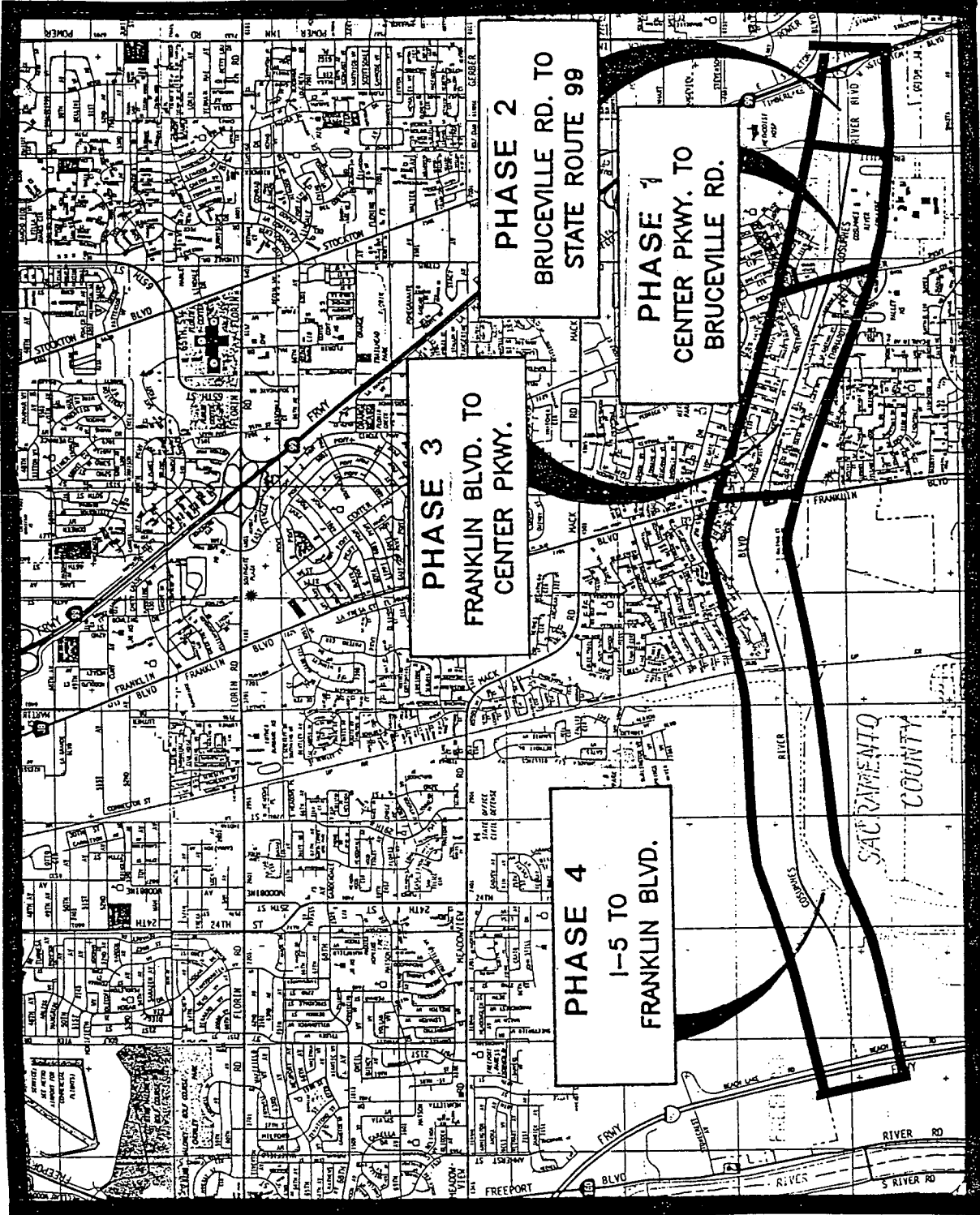
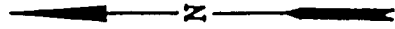
APPROVED:



MICHAEL KASHIWAGI  
Deputy Director of Public Works

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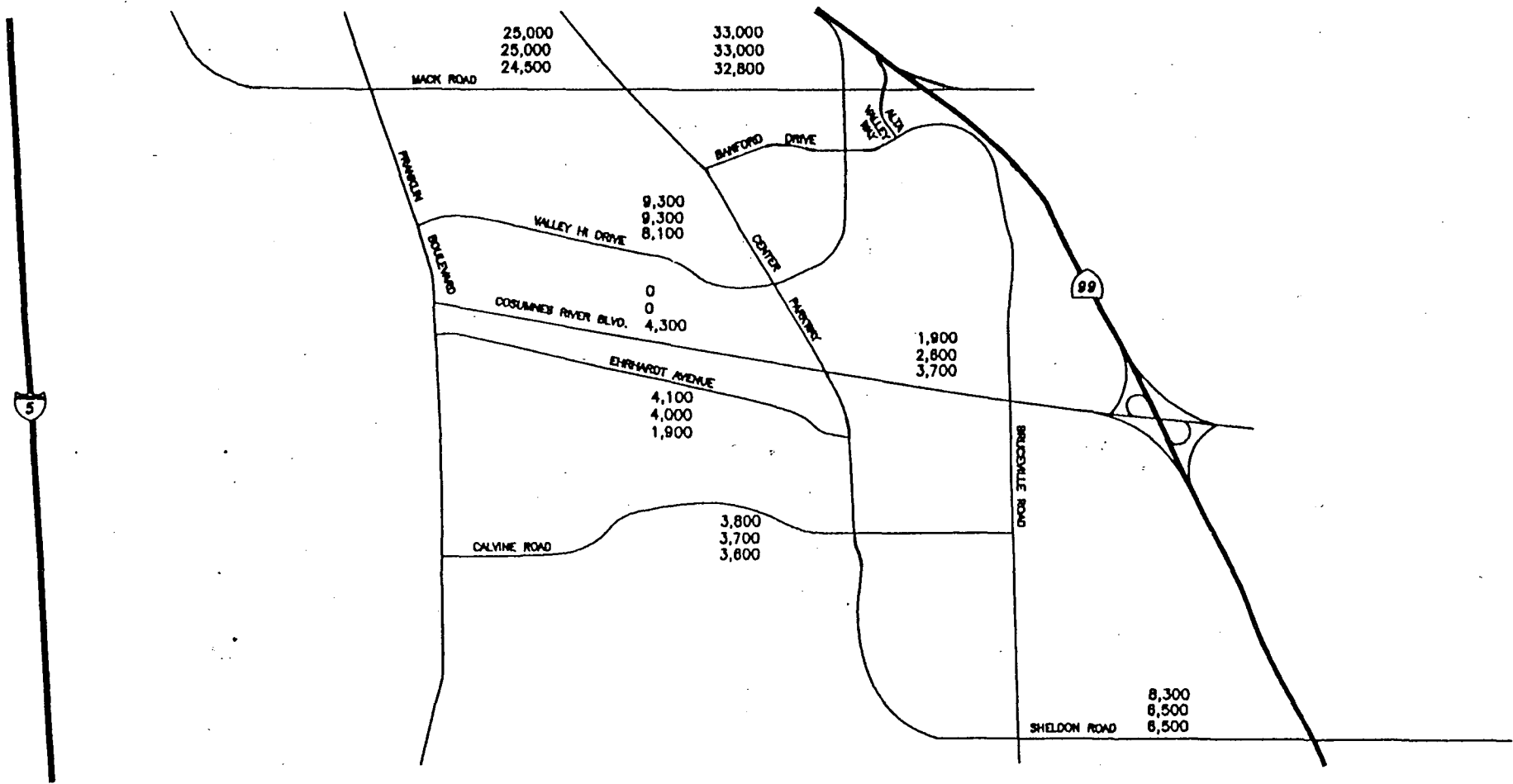
Attachments



# COSUMNES RIVER BOULEVARD

Attachment A



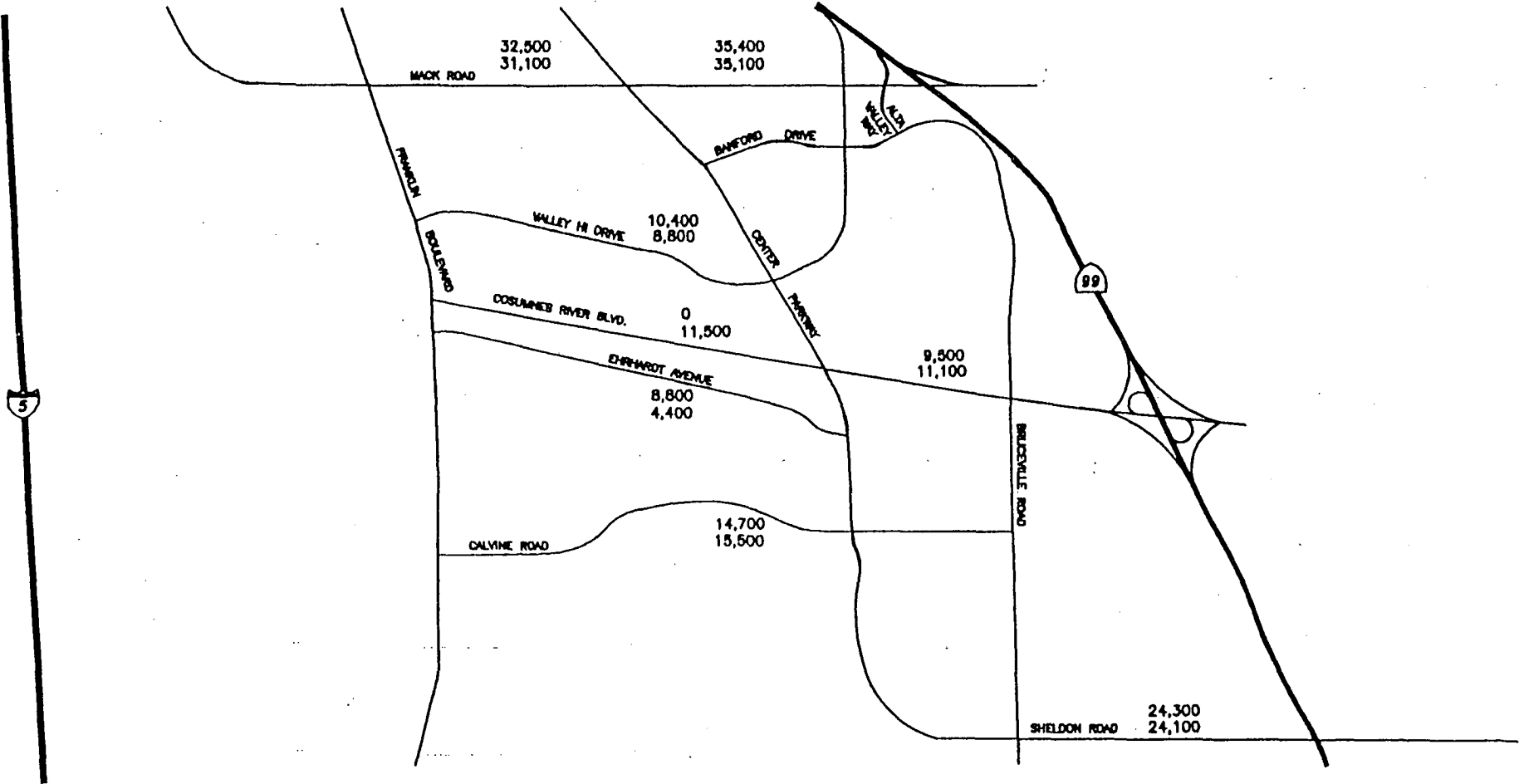


EXISTING VOLUME (2 LANES FROM SR 99 TO CENTER PARKWAY)  
 EXISTING PLUS INTERCHANGE VOLUME (6 LANES FROM SR 99 TO BRUCEVILLE, 2 LANES FROM BRUCEVILLE TO CENTER PARKWAY)  
 EXISTING PLUS 2 LANE EXTENSION (FROM CENTER TO FRANKLIN)

### EXISTING TRAFFIC VOLUMES AVERAGE DAILY TRAFFIC

CITY OF SACRAMENTO COSUMNES EXTENSION OCTOBER 1994	FIGURE 1	
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Attachment  
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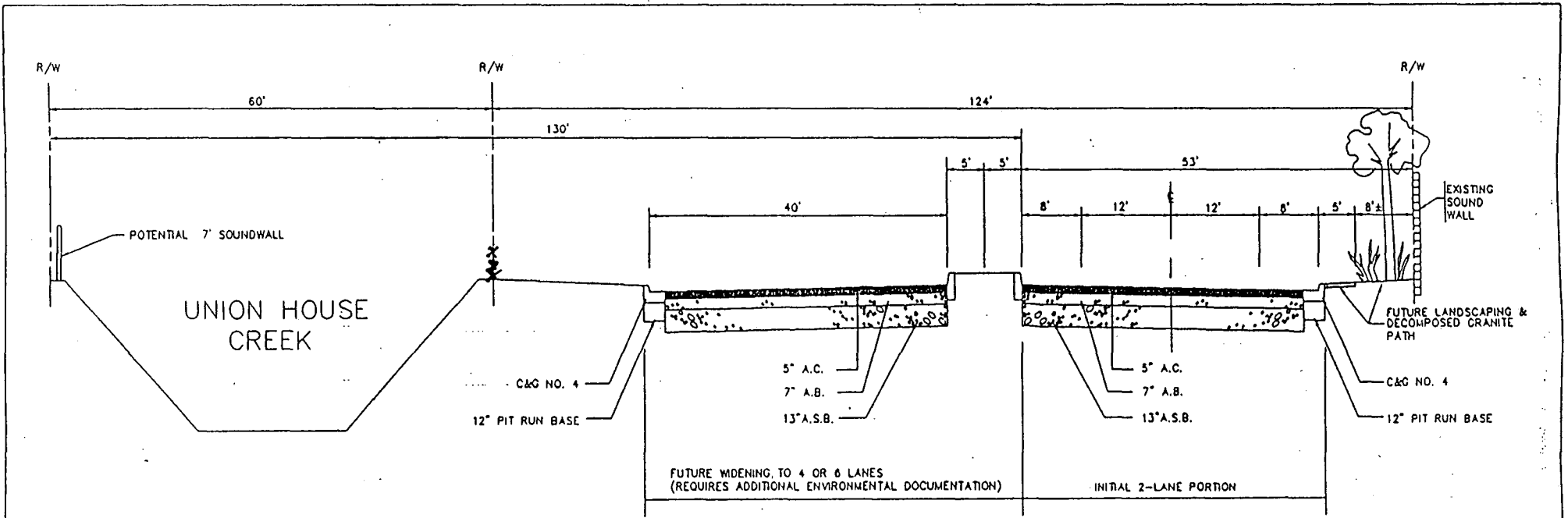
YEAR 2005 PLUS INTERCHANGE VOLUME (8 LANES FROM SR 99 TO BRUCEVILLE, 2 LANES FROM BRUCEVILLE TO CENTER PARKWAY)  
 YEAR 2005 PLUS 2 LANE EXTENSION (FROM CENTER TO FRANKLIN)

YEAR 2005 TRAFFIC VOLUMES  
 AVERAGE DAILY TRAFFIC

CITY OF SACRAMENTO COSUMNES EXTENSION OCTOBER 1994	FIGURE 2	
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Attachment B  
 (2 of 3)  
 (9)



CROSS SECTION OF COSUMNES RIVER BLVD.  
FRANKLIN BOULEVARD TO CENTER PARKWAY

Attachment D

EVALUATIONS OF LOW BID

Contractor	Base Bid	Base Bid + Alt 1 and 2	Base Bid + Alt 1	Base Bid + Alt 2	Base Bid + Alt 1, 2 & 3	Base Bid + Alt 1, 2 & 4	Base Bid + Alt 1, 2 & 5
DJ/Flowline	1,252,774.00	1,796,292.00	1,713,023.00	1,336,043.00	2,016,240.00	2,195,528.00	2,343,095.00
RGW	1,163,363.00	1,653,673.00	1,571,303.00	1,245,733.00	1,876,848.00	2,062,948.00	2,220,238.00
Granite	1,213,231.00	1,881,989.00	1,764,013.00	1,331,207.00	2,103,189.00	2,288,589.00	2,454,439.00
Teichert	1,163,032.90	1,809,592.90	1,686,102.90	1,286,522.90	2,066,342.90	2,285,742.90	2,553,242.90
Low Bidder	RGW	RGW	RGW	RGW	RGW	RGW	RGW

Base Bid - Roadway Project only

- Alt. 1 - Construct 7' Precast Panel Wall on Northside - Franklin Blvd. to Center Parkway
  - Alt. 2 - Construct 7' Precast Panel Wall on Northside - Center Parkway to Bruceville Road
  - \* Alt. 3 - Construct 8' Precast Panel Wall on Southside (abut existing wall, leave Southport subdivision wall as is) between Franklin Blvd. and Center Parkway
  - Alt. 4 - Construct 11' Precast Panel Wall along southside (abut existing wall) between Franklin Blvd. and Center Parkway
  - Alt. 5 - Construct 15' Precast Panel Wall along southside (abut existing wall) between Franklin Blvd. and Center Parkway
- \* Compromise wall height, all other wall heights are identified in EIR as potential mitigation measures

Note: RGW is the low bidder on the Base Bid because they receive a price preference of \$25,000 for meeting MBE/WBE goals.

Attachment E (13)

**COST ANALYSIS BID COMBINATIONS**

	BASE BID	BASE BID + ALT 1 & 2	BASE BID + ALT 1	BASE BID + ALT 2	BASE BID + ALT 1, 2 & 3	BASE BID + ALT 1, 2 & 4	BASE BID & ALT 1, 2 & 5
<b>LOW BIDDER</b>	<b>RGW</b>	<b>RGW</b>	<b>RGW</b>	<b>RGW</b>	<b>RGW</b>	<b>RGW</b>	<b>RGW</b>
Construction Costs	\$1,163,363	\$1,653,673	\$1,571,303	\$1,245,733	\$1,876,848	\$2,062,948	\$2,220,238
Contingency (10%)	116,303	165,367	157,130	124,573	187,685	206,295	222,024
Other Project Costs	897,933	897,933	897,933	897,933	897,933	897,933	897,933
<b>TOTAL PROJECT COST</b>	<b>\$2,177,599</b>	<b>\$2,716,973</b>	<b>\$2,626,366</b>	<b>\$2,268,239</b>	<b>\$2,962,466</b>	<b>\$3,167,176</b>	<b>\$3,340,195</b>
PROJECT FUNDING: 201 and 209	2,354,000	2,354,000	2,354,000	2,354,000	2,354,000	2,354,000	2,354,000
*Residual Funds	130,000	130,000	130,000	130,000	130,000	130,000	130,000
SLTPP Funds 19.35% of Base Bid	225,111	225,111	225,111	225,111	225,111	225,111	225,111
<b>TOTAL PROJECT FUNDING</b>	<b>2,709,111</b>	<b>2,709,111</b>	<b>2,709,111</b>	<b>2,709,111</b>	<b>2,709,111</b>	<b>2,709,111</b>	<b>2,709,111</b>
Fund Surplus or (Deficit)	531,512	(7,862)	82,745	440,872	(253,355)	(458,065)	(631,084)

Base Bid - Roadway Project Only

Alt. 1 Construct a 7-foot high precast panel wall on the northside of Union House Creek between Franklin Boulevard and Center Parkway.

Alt. 2 Construct a 7-foot high precast panel wall on the northside of Union House Creek for approximately 880 feet east of Center Parkway.

Alt. 3 Construct an 8-foot high precast panel wall on the southside of the roadway adjacent to the Lochinvar and College View Estates subdivision walls. The existing wall along the Southport Village subdivision would remain as is.

Alt. 4 Construct an 11-foot high precast panel wall on the southside of the roadway between Franklin Boulevard and Center Parkway.

Alt. 5 Construct a 15-foot high precast panel wall on the southside of the roadway between Franklin Boulevard and Center Parkway.

\* Residual funds from the Cosumnes River Boulevard - Center Parkway to Bruceville Road. Project already completed.

Attachment # 14

Contractor	Base	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
DJ/Flowline	1,252,774	460,249	83,269	219,948	399,236	546,803
RGW	1,163,363	407,940	82,370	223,175	409,275	566,565
Granite	1,213,231	550,782	117,976	221,200	406,600	572,450
Teichert	1,163,032	523,07,	123,490	256,750	476,150	743,650

September 2, 1994

Mr. Terry Kastanis  
City Councilmember  
915 I Street, 2nd Floor

VIA FAX, 264-7680

Dear Mr. Kastanis:

I wanted to bring to your attention that, of the 736 signatures supporting the construction of Cosumnes River Blvd. between Center Parkway and Franklin Blvd., 395 were not residents of the 95823 zip code, many of those did not even live in the City of Sacramento, one had no address identified. Of the remaining 340 signatures, none were identified as being within the negatively impacted area.

I also found that the statement on the petition was misleading, in several ways, to those who may not have signed the petition had they known the facts, as identified in the EIR on the traffic.

1. Center to Franklin, with SR99 connector, at peak hour:  
801 cars, 17 heavy trucks and 25 medium trucks.

Center to Bruceville with SR99 connector, at peak hour:  
1349 cars, 28 heavy trucks and 43 medium trucks.

It appears that this will increase, not decrease, the number of vehicles onto Center Parkway

I question, also staff's contention that there will only be 3,200 cars using this portion of expressway, daily, based on the above.

2. There are no figures to demonstrate a significant decrease of Traffic on Valley Hi Drive. Valley Hi Drive must still be used to access the neighborhoods, Prairie School and Samuel Jackman Middle School for those parents, within three miles who do not have bus service provided for their children, as well, Valley Hi Drive offers convenient access to these neighborhoods to shopping and SR99.

3. An expressway, by definition, is a divided, high-speed highway. The existing portion of Cosumnes River Blvd. has a posted speed of 40 mph; however, the average speed is 50+ mph.
4. This expressway will have no impact on speeding problems within Valley Hi, rather, because of it, may very well encourage more speeding within our neighborhoods. Speeding has been a major concern of our neighborhood. The only way you will discourage speeding is to enforce the speed limits and give tickets. This is not happening in Valley Hi due to the fact that there are limited police officers.

Clearly, 50% of the directly impacted homes, adjacent to this project, were requesting protection to their properties with soundwalls, not just for sound, but for safety reasons as well, we have never stated that we were opposed to the project totally, although, there will be some individuals that may, some not.

These back-on roadways are commonly referred to as "burglar ways" by the police and Meadowview Road, between 21st and Amherst is a prime example, which, I understand, is in the process of getting some soundwalls. Five of my family own and reside in homes in Valley Hi, I have been coming to Valley Hi for the past 10 years and watched the steady and rapid decline of the properties on Meadowview Road because of the lack of protection to these properties. Does the City not learn from their mistakes, or just destined to repeat them and site these areas as "case in point", which clearly demonstrates our position.

I do not believe that any other streets given as examples by City Staff are of this same characteristic; nor do they have a 15 foot flood canal adjacent to the project, which echos and I suspect, there is some sort of set-back to the homes, not 10 1/2 feet from the backyards as is the case of our neighbors to the South. The sound studies already took into account existing fencing and existing walls. The increase of 6 - 8 decibels is 600 - 800 times louder than is currently existing; the reason the EIR said we required soundwalls was because it would have a significant impact to our properties and the reason, as we all know, they were taken out of the project was because of cost.

The City knew of these plans since the 1980 EIR which recommended that any new home development require soundwalls, the City did not ensure that this happened, which would have significantly reduced the cost.



The alternative bids for soundwalls are merely to obtain quotes and you have made absolutely no assurances to us that you plan to honor what you had stated, at the previous community meeting, to hold the project off until it can be done correctly, rather, you assisted in pitting neighbors against neighbors, which I find most unfortunate. Why didn't these people participate in the community meeting and attempt to assist us in coming to a resolution and since when does two wrongs make a right, that is, the perception of dumping traffic off of their streets to behind our homes? What about the negative impact to the small businesses on Mack Road? Won't this take some prospective business away from them?

If Kaiser and Methodist Hospitals desire this expressway for emergency vehicles, patients and employees, what about you asking them to meet with us and see if they may be able to assist in the cost of the soundwalls to protect our properties, as the expressway is a direct benefit to them.

Mr. Kastanis, I feel that you plan to proceed with this project, without consideration to the impacted properties; as you had initially stated that this was a campaign promise of 13 years and that the soundwalls will be the next councilmembers problem.

I would like to see some people at the table that really want to find a way to resolve this issue to the benefit of the entire Valley Hi community and would be most willing to participate in that process and would appreciate your assistance in attempting in doing so now.

Sincerely,

Vickey Ostil

cc: Mr. Larry Fong, Assistant Administrator, Kaiser Hospital  
Mr. Michael J. Finn, Director Ancillary & Support Services,  
Methodist Hospital  
Mr. Tom Burruss, South Sacramento Chamber of Commerce  
Mr. Bill Sliger, 5642 Valley Hi Drive  
City Clerks Office  
Gary Little, Area II Manager

September 19, 1994

Ms. Heather Fargo  
City Council  
915 I Street  
Sacramento, CA  
VIA FAX

Dear Heather:

Thank you for your letter. I believe there is some misunderstanding.

Cosumnes River Blvd. already exists to Center Parkway. With the completion of the Cosumnes River Blvd./Calvine Road interchange, currently under construction.

This interchange and the current project already achieve the reduction of traffic at Valley Hi Drive and Center Parkway (LOS AM: A, PM: A) and at Cosumnes River Blvd. and Center Parkway (LOS AM: B, PM: C).

What this one-mile will do is cross Center Parkway to Franklin Blvd., with Franklin Blvd. being the only other access point accomplished, back-on to entirely residential properties and would immediately have an LOS of AM: D and PM: E. Please see the attached reproduction of Table 5.1-5 from the EIR.

This one-mile would now force kids to cross this expressway at Center Parkway, which right now isn't a problem because they have access to one side. No arrangements have been made for their safety.

Without the extension to I-5, this project merely creates a negative traffic problem at Franklin and Cosumnes River Blvd. that currently does not exist in an entirely residential area and does not significantly effect the problem at Franklin Blvd. and Marck Road, which is an entirely commercial area and will be only one major intersection away.

Those who submitted a petition with 736 signatures (395 not even residents of the 95823 zip code, many not residents of the City of Sacramento) giving consent to construct this portion, regardless of soundwalls do not live within the 500 foot impacted area. Further, the petition misled people into thinking that this one-mile would take all the traffic off of Valley Hi Drive and Center Parkway and stop speeding.

Nothing could be further from the truth. All the neighborhoods in the area will continue to access their homes from Valley Hi Drive, shopping areas and schools.

If you live within 3 miles of the schools, you are responsible for the transport of your children. Unfortunately, because our area has been allowed to be crossed by numerous high-speed roadways, it is a very hostile pedestrian environment forcing most parents to drive their children to and from schools. This portion of expressway will make walking more dangerous, not better. The only way you are going to stop speeding is to enforce the speed limits.

Thank you for taking the time to write to me, I appreciate your interest and concern.

Sincerely,

*Vickey Ostil*

Vickey Ostil

cc: City Council  
Mayor Joe Serna, Jr.  
City Clerk  
Gary Little, Area II Manager

Page 2  
Attachment

- \* =Already obtained with existing project to Center Parkway & Interchange
- \*\* =Disputed portion of project, not complete
- \*\*\*=This portion completed in 1992

Table 5.1-5

LONG-RANGE/CUMULATIVE WITH PROJECT LOS (As Compared to No Project)

INTERSECTION	<u>LONG-RANGE</u>				<u>LONG-RANGE WITH PROJECT</u>			
	<u>A.M.</u>		<u>P.M.</u>		<u>A.M.</u>		<u>P.M.</u>	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Franklin Boulevard & Mack Road	1.00	F	1.28	F	0.86	D	1.01	F
SR-99 OFF & Mack Road	0.76	C	0.75	C	0.39	A	0.52	A
Center Parkway & Valley Hi	0.92	E	0.97	E	<u>*0.46</u>	A	<u>0.37</u>	A*
Bruceville Road Cosumnes River Boulevard	0.64	B	0.92	E	0.60	B	0.37	A
SR-99 OFF & Cosumnes River Boulevard	0.58	A	0.73	C	0.63	B	0.90	D
Franklin Boulevard & Ehrhardt Avenue	0.81	D	0.62	B	0.48	A	0.55	A
Center Parkway & Ehrhardt Avenue	0.73	C	0.54	A	0.28	A	0.27	A
Franklin Boulevard & Cosumnes River Boulevard	N/A		N/A		<u>**0.88</u>	D	<u>0.90</u>	E**
Center Parkway Cosumnes River Boulevard	N/A		N/A		<u>***0.61</u>	B	<u>0.71</u>	C***



# Villagers Neighborhood Association

P.O. Box 233412 - Sacramento, Ca. 95823

RECEIVED  
CITY CLERK  
CITY OF SACRAMENTO  
OCT 13 2 25 PM '94

October 13, 1994

To: City Clerk for  
City of Sacramento

From: Villagers' Neighborhood Association- District 7

Re: Expansion of Cosumnes River Boulevard

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In an effort to maintain a quiet, desirable, and safe neighborhood, the Villagers' Neighborhood Association has taken the initiative to explicitly state the wishes and requests of families and homeowners who will be directly affected by the expansion of Cosumnes River Boulevard.

The Villagers' Neighborhood Association is in no way attempting to impede the growth and development of our surrounding residential area. We understand that as the population and activities increases, in and around the Valley-Hi area, growth is inevitable. Therefore, we ask that the city show adequate respect and consideration during the expansion of Cosumnes Boulevard. The Valley-Hi area given for its very nature is in fact, a residential community, and one of the concerns is how this particular project will impact our community. The expansion of Cosumnes River Boulevard, will increase both noise and vehicular traffic. As a result of the projected increased activity for this road, which is supported and documented by city staff, it is essential for the families who live directly adjacent to north and south of Cosumnes River Boulevard, that they be protected against increased sounds and to ensure their existing privacy and safety are not affected.

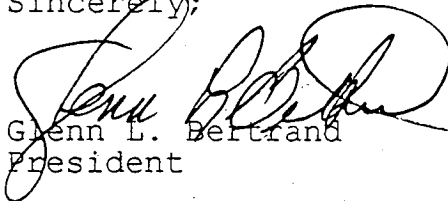
For these families whose lives will be affected with this project, sound walls are essential. With out the sound walls, the effects of the expanded activities on this road, in our opinion, will have a negative effect on both the families, their property values, and the values of the surrounding properties.

Protected crosswalks are equally important. Since Cosumnes River Boulevard will be experiencing heavier traffic flow, pedestrians, particularly the children must be adequately protected. Since walking is the main mode of transportation of our children, we must be assured that they will have safe passage to and from their destination. Protected crosswalks where Cosumnes River Boulevard intersects with Center Parkway and Franklin Boulevard are a necessity.

Another important factor that cannot be ignored is the effect in which the planned lighting will have on the surrounding homes. The construction plan calls for lighting to be placed considerably close to the homes. Since street lights are designed to illuminate entire street sections, surrounding homes will have to suffer an uncomfortable and bothersome predicament as a direct results of the strong illumination in their bedrooms.

Finally, the landscaping must be designed so as to complement the surrounding homes and area. It is a constant effort of ours to maintain an attractive and desirable neighborhood, consequently, we also ask that an on going maintenance program be part of the project.

Sincerely;



Glenn L. Bertrand  
President

**VCNA** Valley Center Neighborhood Association

*Neighborhood unity and pride*

PO Box 232141  
Sacramento, CA 95823-0419

October 19, 1994

Mr. Terry Kastanis  
City Council Member  
City Hall  
915 I Street, Room 215  
Sacramento, CA 95823

Dear Mr. Kastanis:

Although I was unable to attend the October 13th community meeting regarding the Cosumnes River Boulevard project, I wanted to confirm telephone conversations I had with you and Tim Mar of Engineering.

On September 8th, I had spoken to Tim Mar who had stated that he felt the bids would come back without enough funding to do soundwalls on both sides of this project; that there would only be enough for the North side. This information was passed along to all negatively impacted properties along with the October 13th meeting date and was directly responsible for nearly all residents not attending the meeting.

According to you, Tim Mar, and those who did attend the community meeting of October 13th, staff will recommend construction of the two-lane portion of this expressway without any walls, even though there is enough money to do the North side, stating that City Policy is that the City doesn't "do" soundwalls, directly in conflict to what had been stated to 150 people on August 18th and what we were led to believe was the reason for the alternative soundwall bids.

Further, as you confirmed with me, your recommendation will be, on October 25th, to do the walls on the North side, since there is enough money to do so.



I had agreed to speak to all of the community leaders involved, agreeing to a compromise of the expressway and soundwalls to the North side and that the community agrees to work with our incoming council member to address the walls to the South and landscaping in an expedient manner.

I have since received the verbal agreement of the majority of community groups and the Board of Directors of Valley Center Neighborhood Association and feel the community has reached a consensus which will be evidenced at Council on October 25th.

It would be most appreciated if you would attempt to build this same sort of consensus, in support of this community, with council members and we all come out winners.

Sincerely,

*Vickey Ostil*

Vickey Ostil  
President

cc: Mayor Joe Serna, Jr.  
Heather Fargo  
Rob Kerth  
Josh Pane  
Jimmie Yee  
Deborah Ortiz  
Darrell Steinberg  
Sam Pannell  
Valerie Burrows, City Clerk  
Gary Little, Area II Manager

