

Elkhorn Boulevard Road Widening and Sewer Pipeline Project Public Meeting Recap May 15, 2001

Attendees

A total of 20 people signed their name on the sign-in sheet on May 2 (see attachment for complete list).

Introductions/Welcome

Melinda Posner from Lucy & Company welcomed everyone to the meeting and stated that the purpose of the meeting is to share information and answer questions about the Elkhorn Boulevard Road Improvement and Sewer Pipeline project. Melinda then explained her role as meeting facilitator and introduced the rest of the project team. She reviewed the agenda items and turned the meeting over to Joel Nonnweiler from the Sacramento Regional County Sanitation District (SRCSD).

Sewer Pipeline Improvements

Joel Nonnweiler explained the SRCSD's role in the project and reviewed the future expansion plans for the pipeline system according to the SRCSD Master Plan. He explained how the Elkhorn project ties into the Upper Northwest Interceptor project and how the pipeline will help carry wastewater flows through Sacramento County to the Sacramento Regional Wastewater Treatment Plant in Elk Grove. He then turned the meeting over to Jim Yurczyk from HDR Engineering.

Jim Yurczyk described the alignment of the pipeline and the route it will take from the Citrus Heights pump station down Elkhorn Boulevard. He explained that it is currently anticipated that the pipeline will be installed before the road improvements. Jim explained that trenchless technology will be used in several high-traffic portions of this project to install the pipeline, including the portion from Don Julio Boulevard to Hillsdale Boulevard and from Diablo Drive across Foothill Community Park to Interstate 80. Using trenchless technology, a deep hole is dug in one spot and the pipeline is tunneled underground without digging up large portions of the roadway. This will minimize impacts to residents and businesses during construction.

The pipeline construction will last approximately 18 months. The next three to four months will be spent locating utilities and moving forward with design. Final design is expected to be completed in fall 2001. Once construction begins, approximately 50-200 feet of pipeline will be installed per day. Jim then turned the meeting over to Dave Franke from the Sacramento County Department of Transportation (SACDOT).

Road Improvements

Dave Franke stated that the Environmental Impact Review (EIR) is available for public review and comment from April 23-May 14. Comments can be made to the Department of Environmental Review and Assessment (DERA). A public meeting at the Sacramento County Board of Supervisors board room, 700 H Street, will be held on May 29 to discuss the environmental document. Information about the meeting location and time will be posted on the SACDOT Web site at www.sacdot.com.

Dave then reviewed the improvements and changes that will be made to the roadway along Elkhorn Boulevard from Don Julio Boulevard to Diablo Drive. Soundwalls, which will be installed on most of the south side of Elkhorn Boulevard, will measure eight feet from the back of the property to the top of the wall. Rubberized asphalt will be used to minimize noise on the roadway.

In regards to right-of-way (ROW) issues, Dave explained that the acquisition process can not start until after the environmental assessment is complete. The real estate department still needs to conduct appraisals of properties and will notify people in the next couple of months if any portion of their property will need to be taken. Typically, the ROW portion needed is about five feet or less. An additional five feet of temporary construction easement is used during the construction of the soundwall. Since yards may be exposed to the roadway during construction, a temporary chain link fence may be installed.

Dave stated that two lanes of through traffic will be open during construction. If it is necessary to close one of the two open lanes, it will only occur at night. The asphalt overlay work will also be done at night due to the high volume of traffic during the day.

Dave then reviewed the funding, cost and schedule for the project. Total project cost is estimated to be \$7 million. Construction is estimated to cost \$5 million (\$2.5 million for the road construction and \$2.5 million for the bridge improvements). This is a two-year project with construction starting in spring 2001. Dave then introduced Mark Imbriani from Imbsen & Associates who will be completing the engineering for the bridge portion of this project.

Traffic Control

Mark Imbriani described the bridge construction process and improvements. Imbsen has prepared a four-stage construction sequence for the bridge that allows four traffic lanes, one sidewalk and two bicycle lanes to remain open on Elkhorn Boulevard at all times during construction. Protective barriers will be placed in each stage to prevent traffic from entering the construction zone and to provide for the safety of construction workers. The completed bridge will allow for six traffic lanes, two bicycle lanes and two sidewalks. The two railroad tracks will remain open at all times. Roseville Road will be closed for four nights during construction. Road closures are expected to only take place between 12 p.m. and 5 a.m. He then introduced Gary Hansen from Fehr & Peers Transportation Consultants.

Gary Hansen reviewed the traffic plan for the project. He explained that the greatest impact will be at Elkhorn Boulevard and Andrea Boulevard. Some left turn movement will be lost at this intersection and a recovery pit will remain here for one to two weeks. In addition, while the pipeline is being installed (using trenchless technology) a recovery pit will be located at the intersection of Elkhorn Boulevard and Diablo Drive for about a month.

Public Outreach

Melinda Posner reviewed the public outreach for this project. She stated that this was the first public meeting and another one will be held in the fall, closer to construction. The public will be notified of the meeting date, time and location through newsletters and advertisements in the local papers. The question and answer list from this meeting will be available on the two project Web sites, www.sacdot.com and www.srcsd.com.

Question & Answer

After the presentation, meeting attendees were given the opportunity to ask questions. The questions asked by participants and responses from the project team included the following:

Q. What is trenchless technology?

A. Trenchless technology requires digging a deep pit in one spot on the roadway and tunneling the pipeline underground. Trenchless technology reduces traffic impacts by eliminating the need for large open trenches along the entire project.

Q. Will there be open cut construction at Crater Way and Elkhorn Boulevard?

A. Yes. Crews will be required to dig a trench down the center of Elkhorn Boulevard at Crater Road to install the pipeline. A new landscape median will be installed after the pipeline installation.

Q. Will the SACDOT cover pools at residences along Elkhorn Boulevard from construction dirt and dust?

A. This is an option which will be considered further along in the process. In the past, the SACDOT has drained pools during construction.

Q. All of my wiring for my pool and heater are in the easement area. Will the County relocate it or will I have to do it myself? And who will pay for it?

A. Residents have two options: either the County can have their contractor do the relocating and rewiring or the resident can hire a specialist to do it and have the County reimburse them for it.

Q. At what times will construction take place?

A. Construction is expected to take place between 8:30 a.m. and 3 p.m., Monday-Friday.

Q. Will bridge construction take place before the road construction?

A. Yes, bridge construction will take place first because it will take longer than the road construction.

Q. There is a concern about people crossing the street at Crater Road (traffic is bad, dangerous intersection, 3-5 accidents per month, etc.). What can be done to make Crater Road safer?

A. After construction, Crater Road will be a right turn only. Some options to make it safer include extending the median and putting in a “porkchop” intersection. The project team will take into consideration all of the comments made by the meeting participants and will design the intersection to maximize safety.

Q. A suggestion was made to close the turning lane off entirely at Crater Road and Elkhorn Boulevard.

A. This is another alternative being considered at this intersection. The project team will take into consideration all of the comments made by the meeting participants and design the intersection to maximize safety.

Q. What is a raised median?

A. A raised median is a six- to twelve-inch raised piece of concrete that runs down the center of the roadway, separating traffic in two directions.

Q. What will happen to existing drainage ditches now that new curbs, gutters and sidewalks are being installed?

A. A piped drainage system will be installed to accommodate the new improvements.

Q. How well will the new sound walls stand up to cars hitting them? People drive too fast along Elkhorn Boulevard, sometimes up to 65 miles per hour, and there have been incidences of cars coming into backyards.

A. The new sound walls will be made of concrete block or precast concrete and will be very strong.

Q. What is the elevation difference between backyards and the roadway?

A. This number varies depending upon where the backyard is located on the roadway. Backyards can be four feet higher than the roadway at some points.

Q. What type of sound wall will be installed?

A. The wall will either be concrete block or precast. Because of the large utility lines in the area it is difficult to get a crane in, which is needed to build a precast wall. As a result the sound wall will likely be concrete block.

Q. What type of sound wall is the one in Citrus Heights?

A. It is a concrete block sound wall.

Q. Will it be possible for Sacramento County to remove all the trees on my property?

A. Yes, as long as they are in the right-of-way take area and they are not Oak trees or Black Walnut trees.

Q. What does mitigation mean?

A. In this case, it means that when landscaping (especially trees) is removed for a construction project, it is required to be replanted at another location to make up for the loss of vegetation.

Q. Would it be feasible to install a steel door in my portion of the sound wall?

A. No, this would not be possible.

Q. What will the sound wall look like?

A. Vines will be planted on the wall to make it aesthetically pleasing. The SACDOT will make every effort to make the wall as aesthetically pleasing as possible.

Q. A comment was made about the pleasing look of the Citrus Heights sound wall.

A. Citrus Heights was willing to spend additional funds to make that wall look the way that it does. The amount of money Sacramento County can afford to spend on the wall will determine what it will look like.

Q. The comment was made that Elkhorn residents would like a sound wall as nice as Citrus Heights.

A. The comment was noted and will be considered along with other aspects of the project.

Q. How much sound wall will be installed?

A. Approximately $\frac{3}{4}$ of a mile of sound wall will be installed on the south side of Elkhorn Boulevard only.

Q. If there is a delay in the sewer pipeline construction, will that delay the road construction?

A. Yes. SACDOT cannot overlay the pavement or install the landscape median until the sewer pipeline construction is complete.

Q. Where along the roadway will construction start? And if the sewer pipeline construction starts at Don Julio, will the road construction start there too?

A. This will be determined at a later stage in the process and may be left to the discretion of the contractor. More detailed construction plans will be shared at the next public meeting prior to construction. Road construction will not necessarily start where the sewer pipeline construction starts.

Q. Is this project part of a plan to build a connection between I-80 and I-5 along Elkhorn Boulevard?

A. That is not the intent of this project, although other transportation improvement projects are in the works.

Q. What is the duration of the Greenback/I-80 interchange project?

A. The Greenback/I-80 project is expected to last approximately two years, about the same amount of time as the Elkhorn project.

Q. Will SACDOT come out and look at individual properties?

A. Yes, SACDOT is willing to come to individual homes, however, they would like to do it in conjunction with the appraisal process starting in the next few months. Please feel free to call SACDOT at 874-6291 to request information about this matter.

Q. Will I be notified by mail regarding the appraisal process?

A. Most likely residents will be notified by phone rather than by mail regarding the appraisal process.

Additional Comments (verbatim from comment cards):

If Crater Way is going to be closed, then a light has to be put up on Klamath and Diablo because of all the residential area between Andrea and Diablo (on the south side of Elkhorn) will be forced to use Klamath as the only outlet to Elkhorn. Currently, traffic on Diablo going to Elkhorn is so congested that it is nearly impossible to make a left-hand turn onto Diablo from Klamath (even when traffic is at a stop, the drivers will not yield to any cars making a left onto Diablo).

Crater Road

? Safety hazard

? Adding third lane increases danger to children (and some adults) crossing to McDonalds and Elkhorn Plaza

? Turn off to Elkhorn Plaza: are you going to allow cars to cross three lanes to enter turn off?

? Will Crater Road be "right turn" only?

Wrap up

At the end of the question and answer period, Melinda Posner thanked everyone for coming and encouraged meeting participants to view the display boards of the project area and ask questions of the project team.