

K. Payne #23 BOS 10/8/2019

BOS 10/8/2019 Agenda Item #23

Presentation by Kris Payne

I support the proposed changes as generally identified in today's project update.

The purpose of my comments is to provide a perspective of how these improvements fit in the broader context of the El Dorado County Historical Railroad Park. Though important in every way towards a successful project conclusion, these changes come up short in fulfilling the basic trail related improvements needed, and therefore require additional considerations not presented in the staff report and could be considered acceptable to the Project.

There are 8 bullets identified to compensate the contractor for work not anticipated in the contract. I have an interest in bullets #3, #6, #7 & #8. And wish to add bullet #9 to the work not anticipated. See Matthew Smeltzer 8-2-2019 email to Vickie Sanders – highlighted portions and Peter Schultze 9-18-2019 Memorandum to Mary Cory – highlighted portions and requests for additional work not originally anticipated.

3: Excavating and constructing additional drainage ditches and subdrains... -

Highlighted items discussed in Matthew Smeltzer email and Peter Schultze Memorandum.

#6: Cleaning existing drainage culverts under the track crossing... -

Highlighted items discussed in Matthew Smeltzer email and Peter Schultze Memorandum.

#7: Replacing the timbers and improving the track crossing at the western terminus of the Project; ... -

Highlighted items discussed in Matthew Smeltzer email and Peter Schultze Memorandum.

#8: Placing aggregate base for an improved surface on Oriental Street adjacent to the trail.... –

Place aggregate base on County Maintained Mileage aggregate base portion of Oriental St. (0.12 mi.) - Trailhead

#9: Add AC pad south of railroad at western terminus of Project – Trailhead

Highlighted items discussed in Matthew Smeltzer email and Peter Schultze Memorandum.

In conclusion Direct staff, specifically Parks & Trails Division, Library Department (Museum – EDWRR), DOT, Facilities & Sheriff, to meet and discuss the management of the County's El Dorado County Historical Railroad Park. With the completion of the El Dorado Trail – Mo Flat to El Dorado Project, it is anticipated that a closer working relationship with these five departments should be in place to facilitate mutual activities and planning. It is also anticipated that a MOU will be needed between the County and the El Dorado Community Hall Association for the use of their parking lot for rail & trail activities. Lighted parking and security measures are now and will be in the future an important feature of the rail & trail facility.

Supplemental Sheets additionally provided.

*Version of Staff Report (Legistar file # 19-1421, V1)
BOS 10/8/2019 Agenda, Item # 23*

- Excavating and constructing additional drainage ditches and subdrains throughout the course of earthwork and grading operations where potential problem areas were discovered along the 2.2-mile Project length;
- Replacing existing fence segments within the Sacramento Placerville Transportation Corridor right-of-way that is damaged or discontinuous for safety within the corridor;
- Installing electric service points for the signal systems at Blanchard and Forni Roads (an anticipated overall Project savings in lieu of work performed by Pacific Gas & Electric forces);
- Cleaning existing drainage culverts under the railroad tracks prior to constructing the drainage system modifications;
- Replacing the timbers and improving the track crossing at the western terminus of the Project; and
- Placing aggregate base for an improved surface on Oriental Street adjacent to the trail.

The estimated amount of these extra work items accumulates to approximately 9.3% of the original contract amount. Since the Board has authorized a contingency budget of \$261,875.42 or 10% of the original contract amount, any future CCOs resulting in a cumulative contingency encumbrance over this amount will require Board approval. In addition to the budgeted Director's authority of up to 10% for CCOs, the Project has remaining budgeted grant funds due to the awarded construction contract being lower than the engineer's estimate.

Though the extent of the repairs and associated costs could not be determined by this Board meeting date, Transportation is bringing this informational item to the Board to provide an update on the project status. Transportation will return to the Board with any subsequent CCO that results in exceedance of the contingency budget with a formal request for the Board to approve that CCO. Although every attempt will be made to bring subsequent CCOs to the Board prior to the work being performed, it is possible that approval will be requested retroactively.

ALTERNATIVES

This is an informational item only.

PRIOR BOARD ACTION

See Discussion/Background section above.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

N/A

CAO RECOMMENDATION / COMMENTS

It is recommended that the Board receive and file the report.

FINANCIAL IMPACT

This is an informational item only with no financial impact at this time. Transportation will return to the Board requesting retroactive approval of any subsequent CCO that results in exceedance of the established contingency budget. The current budget for the construction phase of the Project is \$3,589,960.00 (includes an estimated bid of \$2,618,754.16; construction management, survey, materials testing and design support during construction

From: Matthew Smeltzer
Sent: Friday, August 2, 2019 12:05 PM
To: Vickie Sanders
Cc: Kris Payne
Subject: El Dorado Trail Construction

Vickie-

I briefly met with Kris Payne yesterday and reviewed his photos of trail terminus at RR park in El Dorado. Here listed below are three Kris concerns expressed and how we can help. Please keep in mind we ended the Class I bike path on the north side of the tracks. We anticipate any continuation of pavement on the south side will be park features and tie in with the park master plan for parking and activity use areas. You will see we can address Kris's concerns and therefore I don't believe an additional special meeting is warranted. Let us know what you think of these plans. Thanks.

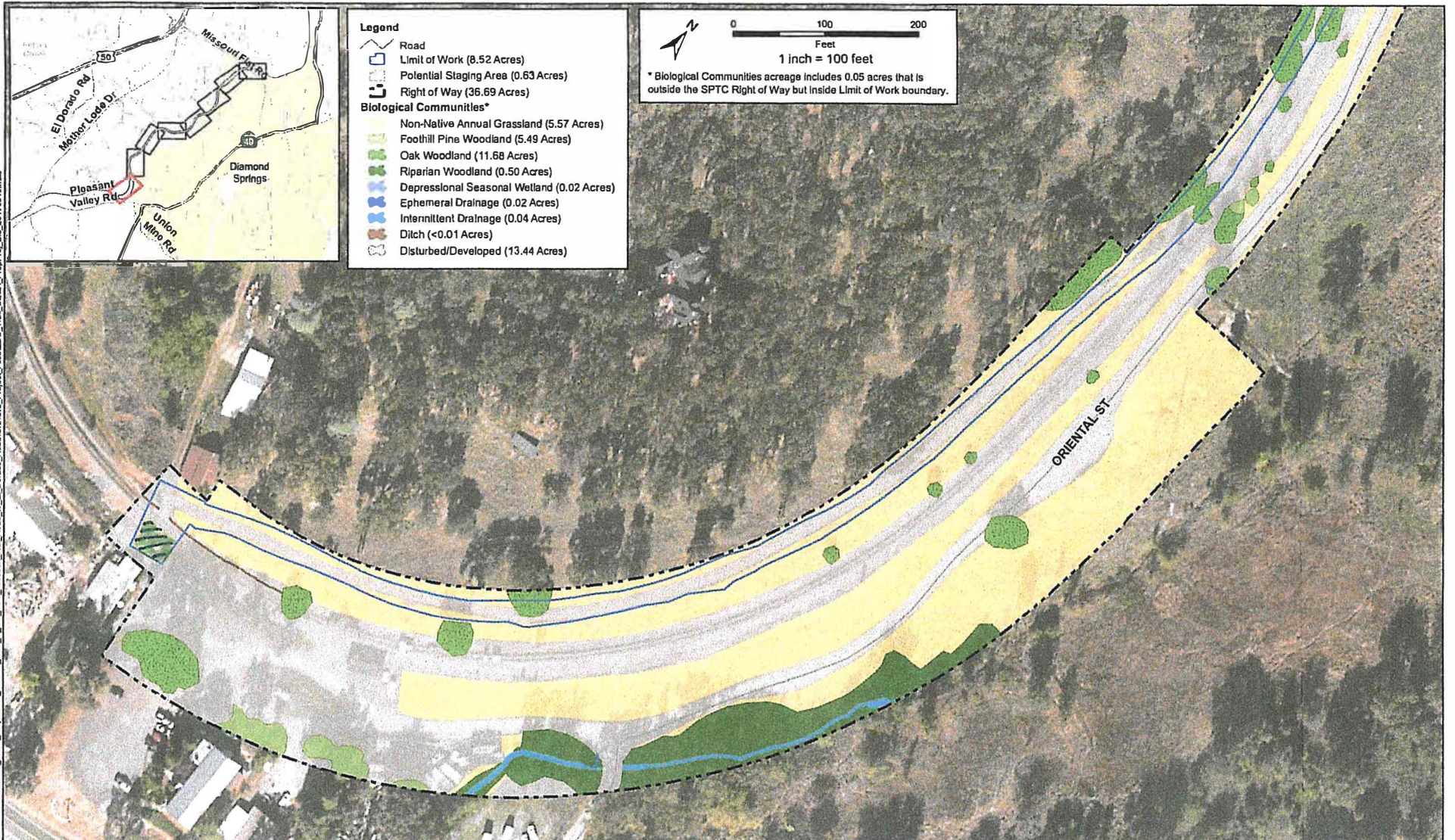
1. Trail terminus at El Dorado with damaged timbers laying on top of ties along rails (for a rail level walking surface) will be replaced with new timbers as part of project.
2. At this trail terminus there is an existing drainage culvert on each side of the tracks that will be cleaned out as part of project. The existing culvert has adequate capacity for anticipated flow. There is also a small drainage culvert included at trail west end to drain off the up hill side of trail edge drain.
3. Trail construction ends on north side of RR tracks. Since the AC pavement ends here, there will be signs indicating trail ends and signs on both sides of RR tracks here indicating to walk bike (as approach RR timber crossing here). If Parks Dept wishes to request a small additional AC pad on south side of the tracks (in RR Park area) Parks needs to make a written request and understand the anticipated additional maintenance of that AC in a heavily used RR maintenance area. Any AC that might be placed on the south side of the tracks would need to be within the project budget capacity and CEQA limits (about 15 ft wide and 10-ft south of RR tracks).
4. Kris also briefly questioned how necessary parking at the RR park for trail users will be addressed. This question has come up before and probably will again. Please let us know your plans for that question.

Sincerely,

Matthew Smeltzer
Deputy Director, Engineering

County of El Dorado
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5912
matt.smeltzer@edcgov.us

*See Figure 3.2-2
Sheet 1 (attached)*



- Legend**
- Road
 - Limit of Work (8.52 Acres)
 - Potential Staging Area (0.63 Acres)
 - Right of Way (36.69 Acres)
 - Biological Communities***
 - Non-Native Annual Grassland (5.57 Acres)
 - Foothill Pine Woodland (5.49 Acres)
 - Oak Woodland (11.68 Acres)
 - Riparian Woodland (0.50 Acres)
 - Depressional Seasonal Wetland (0.02 Acres)
 - Ephemeral Drainage (0.02 Acres)
 - Intermittent Drainage (0.04 Acres)
 - Ditch (<0.01 Acres)
 - Disturbed/Developed (13.44 Acres)

0 100 200
Feet
1 inch = 100 feet
* Biological Communities acreage includes 0.05 acres that is outside the SPTC Right of Way but inside Limit of Work boundary.

Document Path: O:\N_Coll_E_Prop\El_Dorado_Trail & OC from Missouri Flat Road to El Dorado_Road\GIS\GIS Project_Files\EDC_Trail_CEQA_PropProj_Bio_20170810.mxd

Assessment

EL DORADO WESTERN RAILROAD

EL DORADO COUNTY HISTORICAL MUSEUM

MEMORANDUM

DATE: September 18, 2019

TO: Mary Cory, General Manager, EDWR Mary.Cory@edcgov.us

FROM: Peter Schulze, Roadmaster, EDWR Peter@TrackServicesInc.com

RE: **TRACK CONDITIONS HAGEN'S WEST PRIVATE CROSSING, MP 142.65**

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In connection with the EDC / DOT "Trails" project, the Railroad has recently made reasonable progress in resolving issues and in response to concerns the Railroad staff has expressed. About 6 weeks after the "Trails" contract began construction EDWR was able to receive a copy of the project plans and specifications. We have noted "Layout and Profile", Drawing Sheet L-1 which illustrates the "beginning ... " point of the trail construction and beginning of the paving section of the "Trail" which then proceeds to the east along the existing EDWR right-of-way and track.

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Prior to the release of the bid documents, two volunteers for EDWR expressed concerns regarding drainage issues which appeared in the " 30 % " Drawings that had been handed to the Railroad. Specific concerns were stated regarding drainage issues at the Oriental Street "Trails" / grade crossing and drainage issues observed on the plan and profile draft illustrated approximately between "Trails" "T Line", 10+00 to about station 19+00.

As construction has progressed, EDWR has now become aware of the cross drain under the trail which is fed from a parallel ditch along the trail extending about 75 feet. (... "Detail 1" on Drawing Sheet D -3).

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We are concerned that the parallel " Existing 12" PP" on the north side of the railroad track, identified on Drawing Sheet L-1 at "Hagen's West" private grade crossing, will no longer be adequate to maintain necessary drainage at this location along the track. We believe an area of approximately 10,800 square feet that had previously been undistributed native slope with grassy vegetation is now going to be a substantial paved water shed adding to the trails 6 " HDPE cross drain flow! We believe this accumulation in reasonably heavy seasonal rains will flood across the private road crossing, flood the track structure and carry mud and silt into the track structure. Certainly, the sheet flow off the A/C paving directly at the crossing will wash into the track and crossing surface and repeatedly damage the service life of the crossing surface, the track structure and the sub grade of the railroad at this location.

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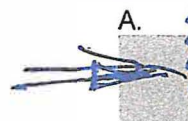
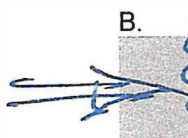
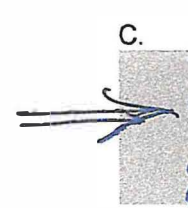
The ties, ballast and parallel drainage at this location was repaired about 10 years ago by volunteers of the EDWR and prior to the start of "Trails" construction we believed that the track structure had an estimated 8 to 10 years of remaining "service life". The crossing surface made of pine "planks" of the correct dimension, while not as durable as the track structure itself, were at least serviceable. The previously existing "planks" are, or were, suitable for an occasional private farm vehicle.

TRACK CONDITIONS HAGEN'S WEST
PRIVATE CROSSING, MP 142.65

MEMORANDUM, September 18, 2019
Page 2 of 2

However, because the "invited" general public users of the Trail are now to enter onto or depart off of the paved trail across the railroad track at this location the previous conditions would not be and are now not at all acceptable regarding "Trails" users crossing the EDWR track. **It is our contention that this location is now and should be no different than the "Trails" crossings at Oriental Street, or Blanchard Road, or at Forni Road.**

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The following details are our proposal to repair damaged crossing surface, correct obvious under sized drainpipe parallel to the railroad and mitigate sheet flow drainage off the trail and onto the track and the crossing ...

- A.  We request two parallel pipes of 12-inch diameter by 20 feet long be placed just north of the end of the track ties with the top of the pipe not higher than the top of the ties. Twenty foot sections of pipe are required to correct the narrow ditch along the track into the pipes and from the discharge end to the west.
- B.  "Trails" paving should be sloped down to a shallow swale in the paving parallel to the north rail and 2 inches lower than the top of the north rail, approximately 30 inches outside of and parallel to the north rail. Paving should have a cross section depth of 8 inches from 4 feet outside the north rail and must extend all the way up to / in contact with the rail. The paved, full section of the private road surface should be not less than 12 feet wide.
- C.  The private road surface between the rails may consist of A/C paving or timber crossing "planks" at least equal to what has previously existed, again, not less than 12 feet wide. **On the south side of the south rail, the crossing surface needs to be of the same material and provide full depth section on top of the ends of the ties.** If A/C paving is provided, it needs to be sloped with an 8-inch section to 4 feet outside the south rail and conform with the existing gravel driveway behind the "antique barn".

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Please contact me if additional information is needed or to discuss these conditions and needed corrections.

Thank you!

Department of Transportation

Home > Government > Department of Transportation >

COUNTY MAINTAINED ROADS

Search by Road Name:

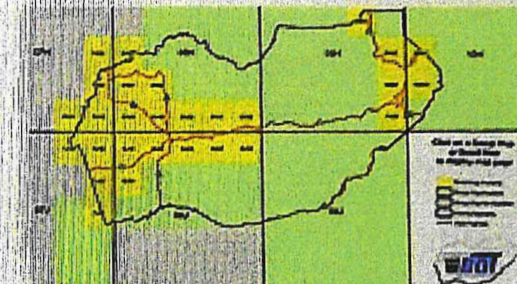
For best results, do not use Road Name Suffix ("Road", "RD", "Drive", "DR", "Court", etc.)

Or Search by Road Number:

Submit

[Print List of ALL County Maintained Roads \[.pdf\]](#)

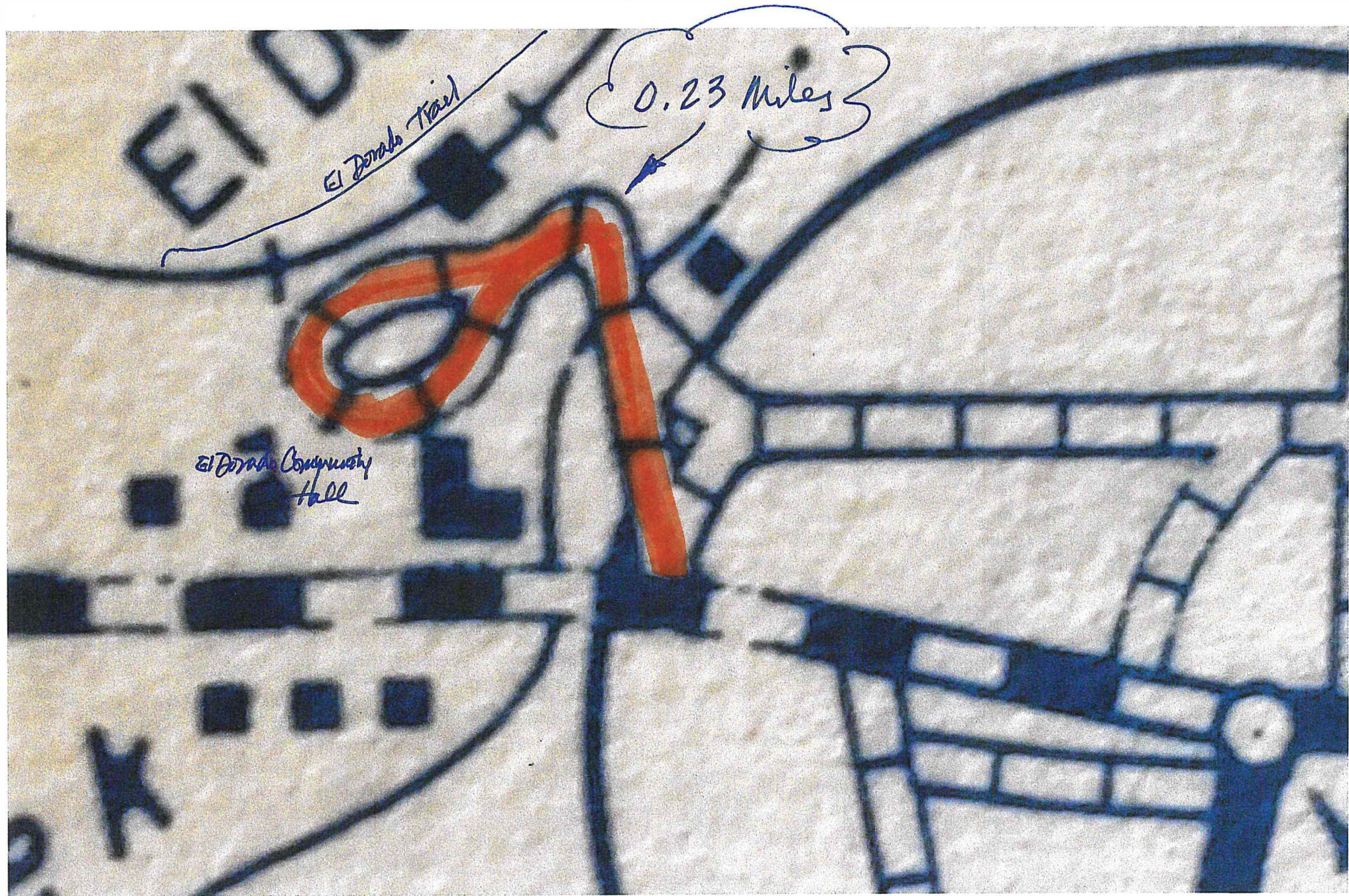
[Print List of ALL County Maintained Road Maps \[.pdf\] \[14.8 MB\]](#)



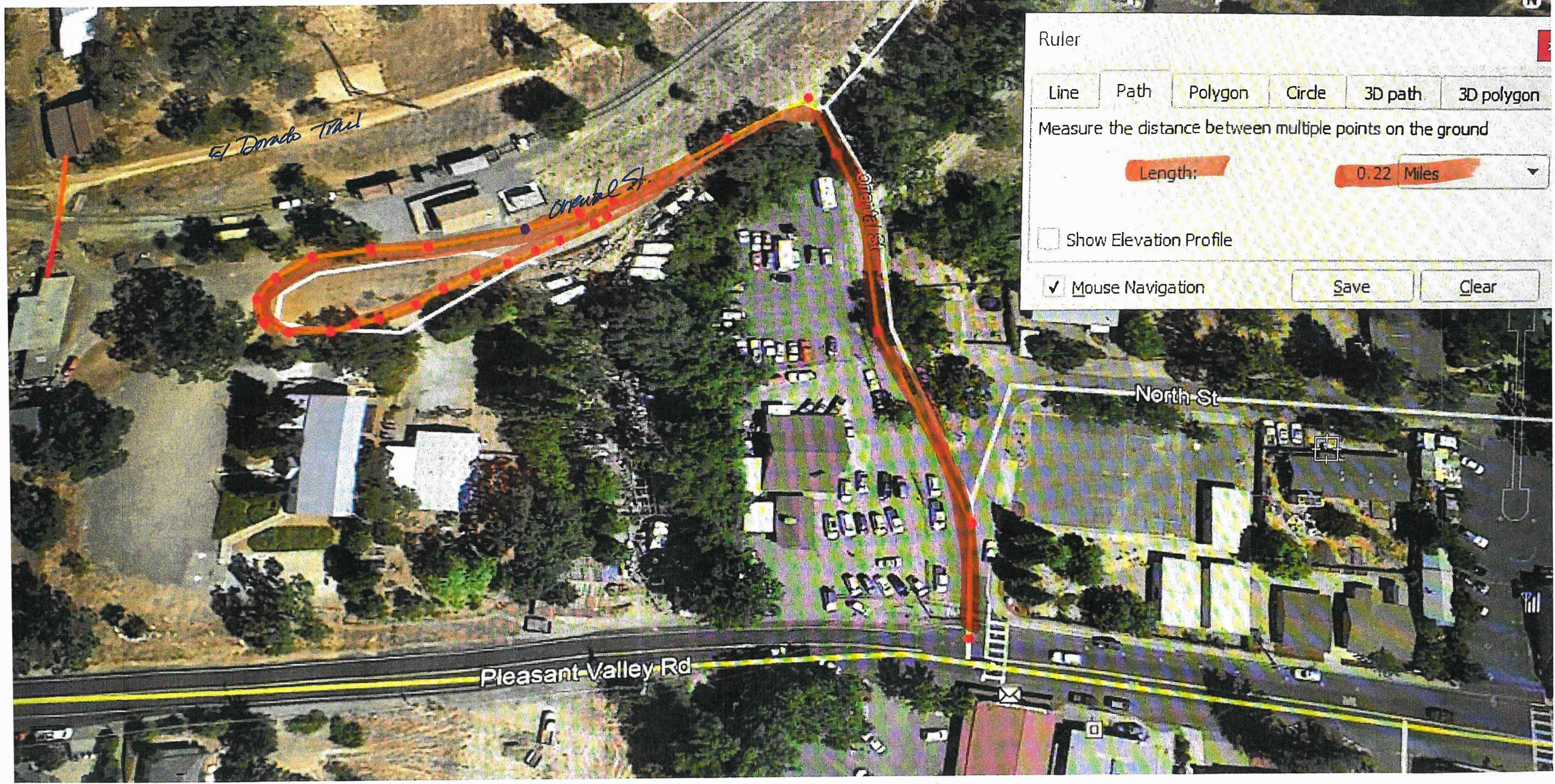
County Road System Maps

Road Nbr	Road Name	From (Nbr/Name)	To (Nbr/Name)	Miles	Map Nbr	Map Coord
1861	ORIENTAL ST	77 PLEASANT VALLEY RD	END	0.23	8J12	F8

Next Prior



County Maintained Road # 1861
ORIENTAL ST



Ruler

- Line
- Path
- Polygon
- Circle
- 3D path
- 3D polygon

Measure the distance between multiple points on the ground

Length: 0.22 Miles

Show Elevation Profile

Mouse Navigation

Save

Clear



El Dorado Trail

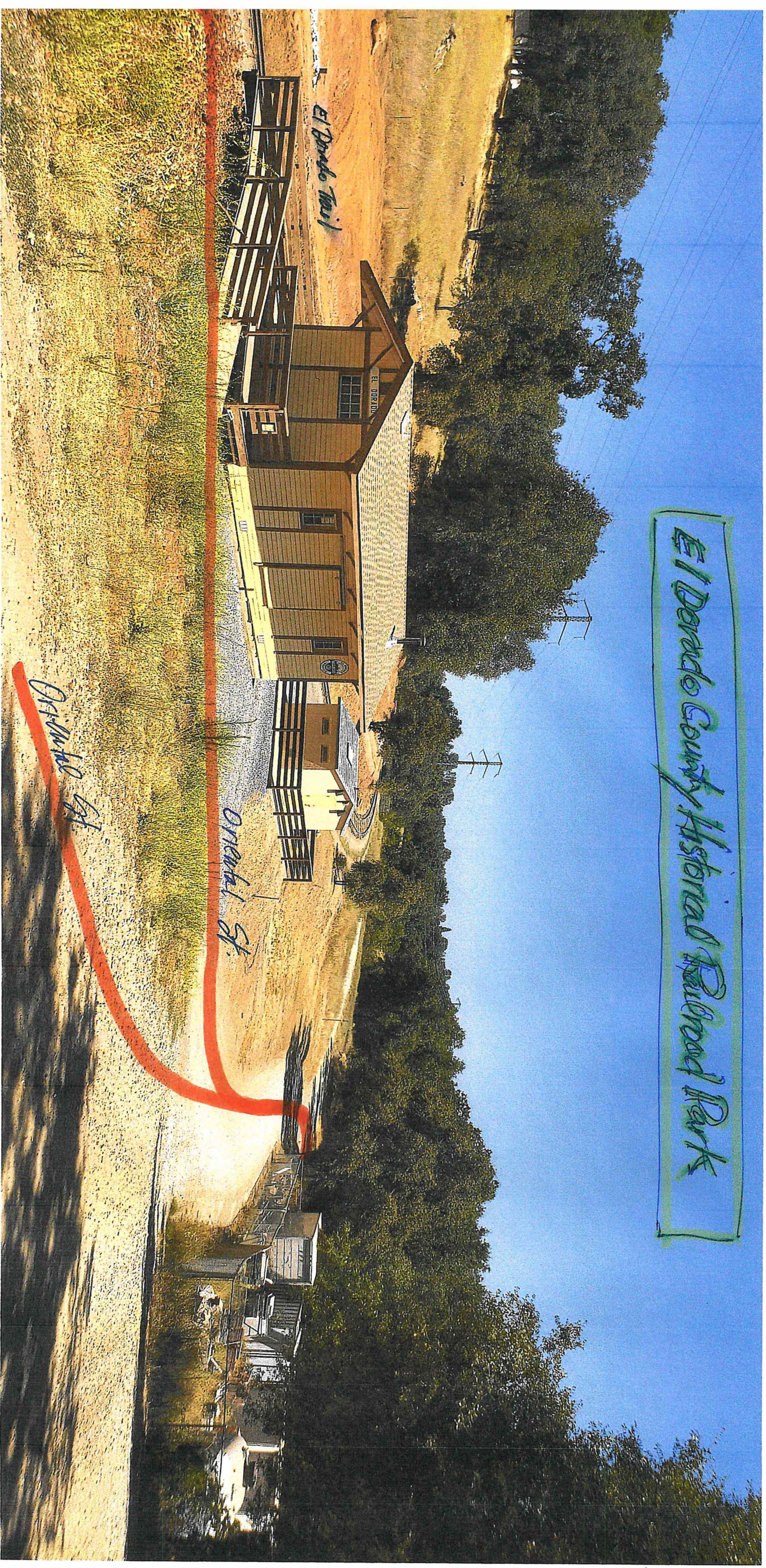
Orienta St.



Oriental St.

Oriental St.

El Dorado County Historical Railroad Park



El Dorado Trail

Orlando St.

Orlando St



El Dorado Trail

Oriental St.

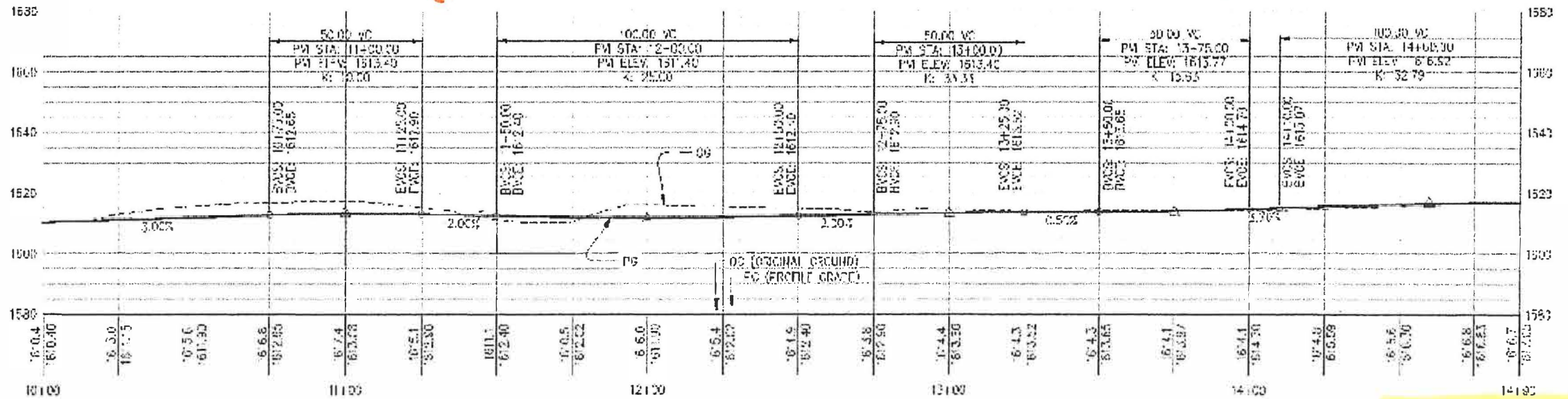
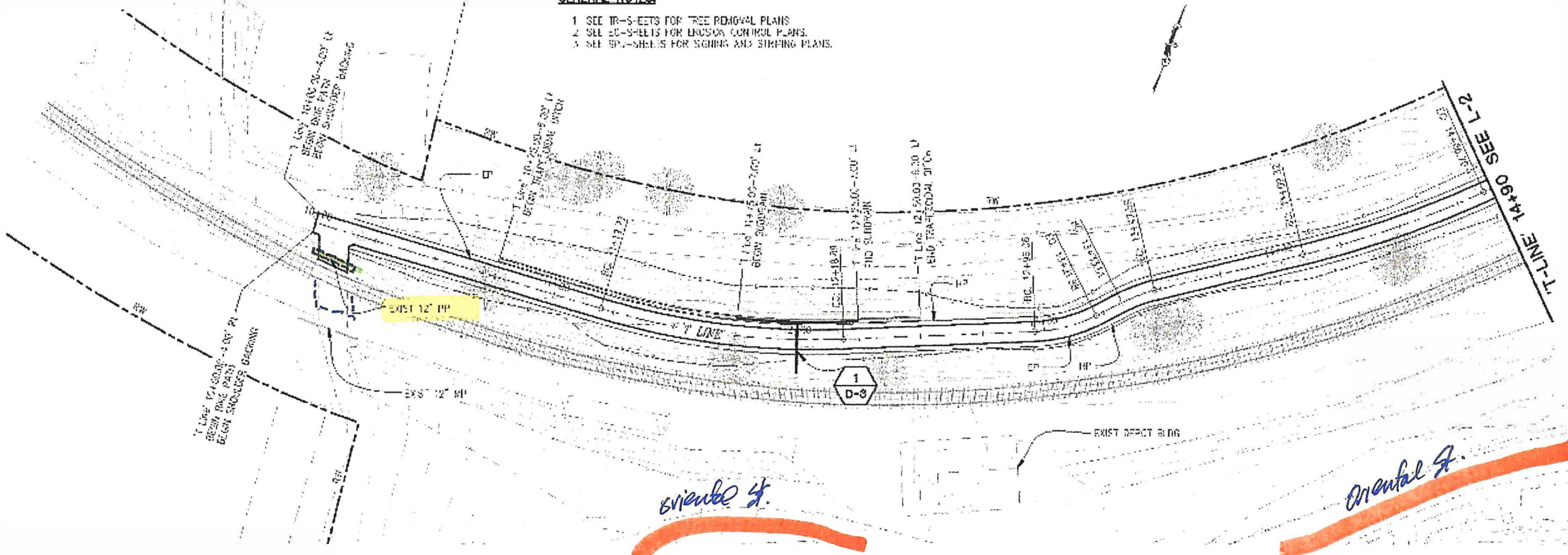
El Dorado Community Hall
Parking lot



El Dorado Trail

GENERAL NOTES:

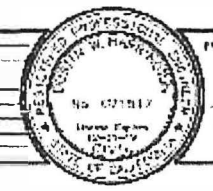
1. SEE TP-5 SHEETS FOR TREE REMOVAL PLANS.
2. SEE EC-5 SHEETS FOR EROSION CONTROL PLANS.
3. SEE SP-1 SHEETS FOR SIGNING AND STRIPING PLANS.



LAYOUT AND PROFILE
SCALE: 1" = 20'

ORIGINAL SCALE: 5/8" IN 1" INCHES
DRAWING NAME: C:\Users\jld\OneDrive\Documents\El Dorado Trail - Missouri Flat Road to El Dorado\Drawings\1400 - Layout and Profile.dwg
DATE: 1/5/2010
BY: [Signature]

NO.	DATE	BY	REVISION



PREPARED UNDER THE SUPERVISION OF

 REGISTERED CIVIL ENGINEER
 No. 071917
 State of Missouri
 1/5/2010
 SHEET

SEARCHED
 INDEXED
 CHECKED
 DRAWN
 DATE
 2/2/2010
 SHEET NO.
 4/3



COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

EL DORADO TRAIL EXTENSION
MISSOURI FLAT ROAD TO EL DORADO

SHEET
L-1
 11 OF 103
97014

CONSTRUCTION NOTES:

1. THIS PLAN IS ACCURATE FOR SIGNING AND PAVEMENT DELINEATION ONLY. SEE "SC" SHEETS FOR CONSTRUCTION AREA SIGNS AND APPROXIMATE EXISTING SIGN REMOVAL.
2. ALL STRIPING SHALL BE THERMOPLASTIC WITH ENHANCED NIGHT-VISIBILITY AND ALL PAVEMENT MARKINGS, CROSSLANES, AND LIMIT LINES SHALL BE THERMOPLASTIC WITH ENHANCED NIGHT-VISIBILITY, UNLESS OTHERWISE NOTED. ALL EXISTING STRIPING, CROSSLANES, LIMIT LINES, AND PAVEMENT MARKINGS TO BE REPLACED SHALL BE GRIND OFF.
3. LIMIT LINE SIDE OF CROSSLANE STRIPING SHALL BE PLACED BY STATION AND OFFSET SHOWN ON PLAN. CROSSLANE STRIPING WILL BE ADDED TREE PER CALTRANS STANDARD PLAN A24F. LIMIT LINES WILL BE PER CALTRANS STANDARD A24E.
4. ALL PAVEMENT MARKINGS ARE PER CALTRANS STANDARD PLANS.
5. LOCATIONS OF SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
6. VERIFY HORIZONTAL AND VERTICAL LOCATION OF EXISTING LIMITS PRIOR TO SIGN POST INSTALLATION.
7. ALL SIGN CODES SHOWN ARE FEDERAL SIGN CODES UNLESS DESIGNATED AS CALIFORNIA SIGN CODES.
8. FOR COLLARD WITH DIAMOND MARKING SEE DETAIL IN SHEET SPD-12.
9. ALL EXISTING SIGNS TO BE REMOVED AND SALVAGED WILL BE RETURNED TO THE COUNTY.
10. LOCATIONS OF CONSTRUCTION AREA SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

LEGEND:

- SIGN NUMBER
- EXIST SIGN
- METALL SIGN SINGLE POST
- LIMIT LINE
- CONTINENTAL TYPE CROSS WALK WITH 1" MARKINGS AND 1" SPACES, 8' LENGTH PER A24F
- 4" SOLID YELLOW LINE
- DASHED CENTERLINE STRIPE PER DETAIL "C" ON SHEET SPD-12
- REMOVE EXISTING SIGN, USE DURING CONSTRUCTION
- RELOCATE ROADSIDE SIGN
- ADD SIGN TO EXISTING POST
- EXISTING SIGN TO REMAIN
- REMOVE AND SALVAGE EXISTING SIGN

CONSTRUCTION AREA SIGNS:

- TYPE II BARRIAGE W/ 30" X 30" TYPICAL CLOSED WARNING SIGN (COLOR LEGEND WITH BORDER ON ORANGE BACKGROUND)
- W20-1 "LOCAL WORK AHEAD"
- C20-2 "LANE ROAD WORK"
- REMOVABLE BOLLARD WITH DIAMOND MARKING
- LIMITS OF DESIGNATED STRIPES AND DETAILS
- "P" LEGEND
- "SLOW" LEGEND
- "X" LEGEND
- YIELD LINE

T LINE' 14+75 SEE ABOVE

T-LINE' 14+71.5 SEE BELOW

T LINE' 20+75 SEE SPD-2

THIS SHEET ACCURATE FOR SIGNING AND PAVEMENT DELINEATION WORK ONLY

PAVEMENT AND SIGN DELINEATION
SCALE : 1" = 20'

<p>REVISION</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>							<p>PREPARED UNDER THE SUPERVISION OF <i>[Signature]</i> REGISTERED CIVIL ENGINEER DATE: 1/5/2010</p>	<p>COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION</p>	<p>EL DORADO TRAIL EXTENSION MISSOURI FLAT ROAD TO EL DORADO</p>	<p>SHEET SPD-1 42 OF 103 97014</p>