



# Department of Transportation

## Maintenance and Operations Update



# Services Performed by Maintenance Staff

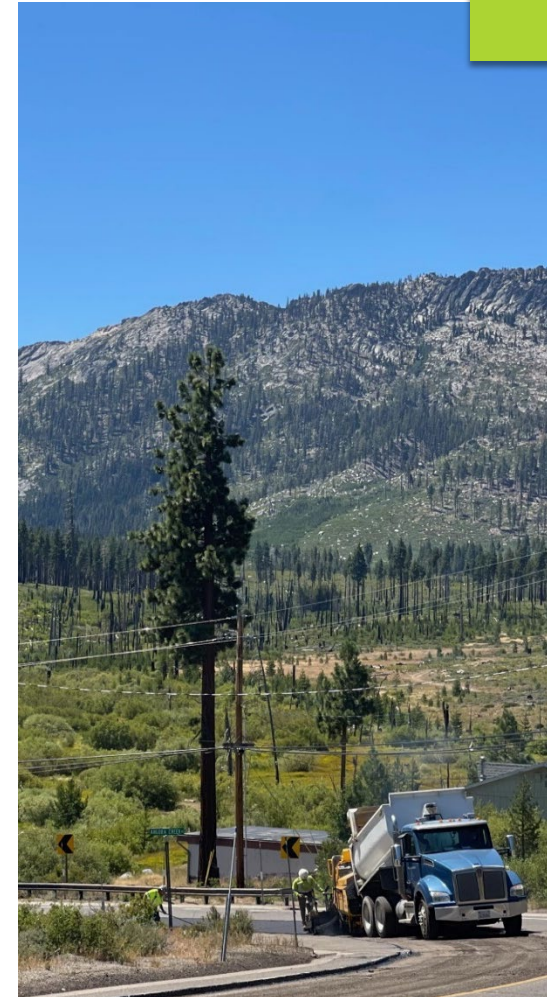
- ▶ Bridge Maintenance
- ▶ ROW Brushing and Herbicide Application
- ▶ Curb, Gutter and Sidewalk Repairs
- ▶ Dead Animal Removal
- ▶ Drainage Culverts
- ▶ Emergency Response
- ▶ Erosion Control
- ▶ Grading
- ▶ Graffiti Removal
- ▶ Guardrail Repairs
- ▶ Road Maintenance/Repairs
- ▶ Roadside Ditching
- ▶ Sign Maintenance
- ▶ Signal and Lighting
- ▶ Snow Removal
- ▶ Street Sweeping
- ▶ Striping and Marker Maintenance
- ▶ Tree Removal





# Road Repair Activities

- ▶ Road Maintenance Activities include:
  - ▶ Crack Sealing
    - ▶ Cracks in asphalt roadways provide a place for moisture to reach the pavement base and will ultimately lead to more extensive deterioration.
  - ▶ Overlays
    - ▶ A new layer of asphalt applied over the existing layer of base asphalt. Overlays can be utilized to reintroduce crown in roadways.
  - ▶ Base Repair (Grind & Pave)
    - ▶ Removal of failed sections where the pavement is fractured and broken. This allows water to weaken the subgrade under the roadway.



# Surface Treatment Applications

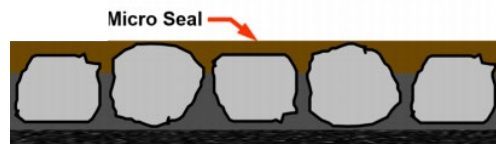
## Micro-milling

Removes the high points of existing pavement to restore proper grade and remove surface irregularities, improving rideability.



## Micro surface

A thin application containing polymer modified emulsion and graded aggregate. Can be applied thicker for slight rut



## Rubberized Chip Cape Seal

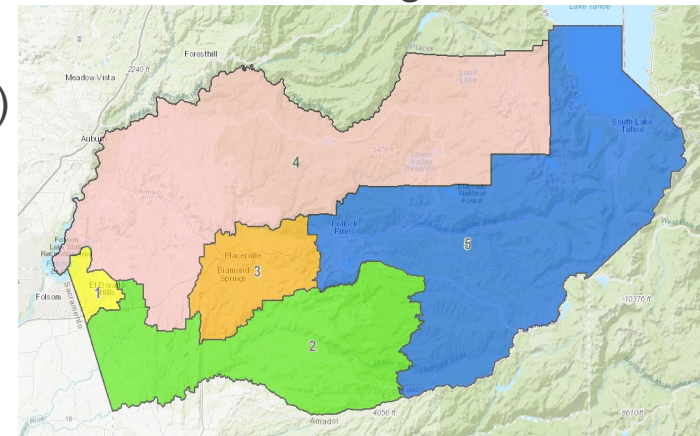
An integrated process, with one road treatment followed by one or two more processes. The process gives strength to the chip seal with the added benefit of a smoother ride. Resistant to reflective cracking (10-20 years estimated life)





# Project Selection Process

- ▶ There are many factors DOT takes into consideration when making road selections:
  - ▶ Funding Source (SB1, Tribe, TOT/GF, Measure S)
  - ▶ Districts within the County
  - ▶ PCI (Pavement Condition Index)
  - ▶ ADT (Average Daily Traffic)
  - ▶ Estimated Life/Return Time
    - ▶ Estimated life factors: traffic loading, initial design, water drainage, pavement condition, and environmental factors
- ▶ Ideally, road selections consist of 80% of fair roads and 20% of bad roads. Maintaining fair roads while addressing a smaller portion of bad roads allows a greater number of roads to be completed with limited funding.
- ▶ The project selection process has allowed DOT to increase the PCI from 64 in 2018 to 69 in 2024.



# Recently Completed Projects



Salmon Falls Road

- ▶ Governors Subdivision Phase 1
- ▶ E-16 Phase 1(four corners to county line)
- ▶ El Dorado Road
- ▶ Snows Road
- ▶ Salmons Falls Phase 1
- ▶ Sly Park Road Phase 1 (Pony Express Trail to Mormon Emigrant Trail)
- ▶ Pioneer Trail
- ▶ South Upper Truckee



# Projects Currently In Progress

- ▶ Governors Subdivision Phase 2
- ▶ E-16 Phase 2 (Pleasant Valley Road to four corners)
- ▶ Larsen and Barkley Phase 1
- ▶ Salmon Falls Phase 2 (Gallagher Road to Green Valley Road)
- ▶ Christmas Valley Area Phase 1 (residential roads off South Upper Truckee)



# Future Road Maintenance Projects

- ▶ Larsen and Barkley Phase 2, and North Canyon Phase 1
- ▶ Sly Park Road Phase 2 (Mormon Emigrant to Pleasant Valley Road), Leisure Lane, Park Creek and Mormon Emigrant Trail
- ▶ Highland Village and Lakeridge Oaks
- ▶ Green Valley Road (Cameron Park Drive to Lotus Road)





# Questions ?

