



COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

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June 2, 2017

Board of Supervisors
330 Fair Lane
Placerville, CA 95667

**Agenda Title: DOT Road Maintenance Program Update
Legistar #14-0228**

Meeting Date: June 20, 2017

Dear Members of the Board:

Community Development Services, Transportation Department providing the Board of Supervisors with information regarding the following:

- 1) Providing the guidelines for surface treatment breakdown taken from the Pavement Management System.
- 2) Planned Road Maintenance Projects for Fiscal Year 2017/18 (FY 17/18).
- 3) Upcoming Projects with SB1-RMRA Funding.

Background

El Dorado County transportation facilities are maintained by the Transportation Department (Transportation) Maintenance and Operations staff. Currently, Transportation is responsible for maintaining and operating County transportation facilities include:

- 1080 maintained miles of roadway
- 76 bridges
- 100+ box culverts
- 17,000 feet of guardrail
- 1,600 feet of timber wall
- 465 miles of double yellow centerline
- 365 miles of white edge line
- 15,200 warning, guide, regulatory and informational signs
- 189 miles of raised pavement markers
- 51 signalized intersections
- 128 pieces of heavy equipment

Dedicated Funding for road maintenance comes from several sources, including state gasoline tax, a small portion of local property taxes, public utility tax, federal forest reserve (Secure Rural Schools) funds, and other minor sources.

- Gasoline tax revenue has declined to a high of \$10.1 million in 2014 to projected revenue of \$7.0 million for FY 17/18. Note: This amount does not include any funding from the SB1 – RMRA bill.
- Federal forest reserve is projected to remain the same as last FY which was \$368,000.
- Road District Tax (from local property taxes) has increased \$1.3 Million since 2014.

Most current PCI does not reflect road damage from this year’s winter storms.

Roadway Criteria

Road maintenance conditions are measured by the Pavement Condition Index (PCI), which is a national standard. PCI is measured on a scale of 0 to 100, with 100 being the best condition. Most communities target a value of 70.

The roadway system is inspected every three years to determine the PCI rating. Severe weather and elevation is a component of lower PCI. Here is a PCI breakdown by elevation.

- 0 – 3,000 ft = 697 miles. Weighted PCI is 69.0
- 3,000 – 5,000 ft = 159 miles. Weighted PCI 62.8
- 5,000+ = 199 miles. Weighted PCI is 55.5

Types of Funding

There are three (3) types of funding in addition to the Road Fund that are used in FY 17/18 Road Maintenance Budget. The first additional funding source is the approved SB1 State Bill which will provide an estimated \$2.0 Million in FY 17/18 for road maintenance and rehabilitation. The second funding source will be Local Discretionary Funds provided by the Board of Supervisors (BOS) in the amount of \$3.0 Million. And third, Transportation was approved to receive reimbursement for the application of rubberized chip seal on designated roadways with \$1.00 per square yard reimbursed.

SB1 – RMRA

The Senate SB1 – RMRA (Road Maintenance and Rehabilitation Account) Bill will provide additional funding for the next ten (10) years. For FY 17/18, Transportation plans to spread out the funding for rehabilitation and preparation for surface treatments countywide. Locations are guided by the Pavement Management System.

Carryover of Tribe Funding from FY 16/17

Local Tribe Funding was provided in FY 16/17 to supplement the Road Fund in the amount of \$2.5 Million. Transportation was able to complete some projects with this additional funding. See Table 1 below.

Table 1 – Tribal Completed Projects

Type of Work	Area
Materials for Striping Roadways	Countywide
Rehabilitation	Pleasant Valley Rd (Oriental St to Mother Lode Dr)

	Green Valley Rd (City of Placerville limit to Missouri Flat Rd) Missouri Flat Rd (Headington Rd to Green Valley Rd) Marshall Rd (Hwy 49 to MP 2.00)
Surface Treatment	Green Valley Rd (City of Placerville limit to Missouri Flat Rd)
2016 Failure Repair	Palmer Drive
Overlay	Patterson Drive and Missouri Flat Rd

A portion of the projects designated in FY 16/17 using Tribe funds will be carried over to FY 17/18 while certain projects were diverted to assist rehabilitation projects for the Tahoe Basin.

On June 6, 2017 Board Meeting, an Amendment to Memorandum of Understanding and Intergovernmental Agreement between the County and Shingle Springs Band of Miwok Indians was passed removing the restrictions on County's use of Tribe funding for public improvements (Legistar Item #40). See Table 2 for list of projects for FY 17/18.

Table 2 – Tribal Carryover Projects to FY 17/18

Type of Work	Area
Rehabilitation	Marshall Rd (Hwy 49 to MP 2.00) Pleasant Valley Road (Hwy 49 to Oriental St) Tahoe Areas
Rubberized Cape Seal	Marshall Rd (Hwy 49 to MP 2.00) Country Club Dr (Cameron Park Dr to Cambridge Rd) Pleasant Valley Rd (Oriental St to Mother Lode Dr) Cameron Woods Subdivision Highland Subdivision
Drainage Study	Pleasant Valley Rd (Hwy 49 to Oriental St)

Local Funding FY 17/18

With the approval of additional Local Discretionary Funding by the BOS for FY 17/18 in the amount of \$3.0 Million, Transportation will be concentrating on projects Countywide guided by the Pavement Management System and recent field reviews. See Table 3 below.

Table 3 - Local Funding Projects

Type of Work	Area
Rehabilitation	Tahoe Areas
Rehabilitation and Overlay	Elks Club Drive
Rehabilitation and Surface Treatment	Marshall Road (MP 2.00 to Black Oak Mine Road) El Dorado Hills Business Park
Surface Treatment	Camino Hills Subdivision
Materials	To Complete Annual Roadway Striping

Upcoming Projects – SB1 Funding

SB1 – RMRA upcoming estimated projects are guided by the Pavement Management System. Costs are yet to be determined but plans are to rehabilitate the following areas in preparation for an upcoming surface treatment. Many project areas will require preconstruction activities before the surface treatment can be completed. Along with the need for preconstruction activities and the

timeframe for receiving SB1 – RMRA funding, many projects will not be completed in FY 2017-18. Below, Table 4 provides the areas of concentration for upcoming road rehabilitation and surface treatment.

Table 4 – SB1 RMRA Project Areas

Type of Work	Area
Rehabilitation and Surface Treatment	Sawmill Rd Columbine Trail Tionontati Street Meadow Vale Drive Onnontioga St El Dorado Hills Blvd South Shingle Road Greenwood Road Grizzly Park Section 1 Lake Hills Subdivision Area Streets in Diamond Springs Cold Springs Subdivision