



## Legislation Details (With Text)

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**On agenda:** 5/2/2023      **Final action:** 5/2/2023

**Title:** Department of Transportation recommending the Board adopt and authorize the Chair to sign Resolution 069-2023 adopting a list of projects funded in Fiscal Year 2023-23 by Senate Bill 1: The Road Repair and Accountability Act of 2017.

**FUNDING:** Road Repair and Accountability Act of 2017. (SB1 - RMRA)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. A - Approved Resolution Routing Sheet, 2. B - Resolution, 3. Executed Resolution 069-2023

Date	Ver.	Action By	Action	Result
5/2/2023	1	Board of Supervisors	Approved	Pass

Department of Transportation recommending the Board adopt and authorize the Chair to sign Resolution **069-2023** adopting a list of projects funded in Fiscal Year 2023-23 by Senate Bill 1: The Road Repair and Accountability Act of 2017.

**FUNDING:** Road Repair and Accountability Act of 2017. (SB1 - RMRA)

### DISCUSSION / BACKGROUND

Department of Transportation, Maintenance and Operations Division requests the Board adopt and authorize the Chair to sign Resolution 069-2023 adopting a list of projects for Fiscal Year (FY) 2023-24. These projects are able to be identified due to funding received from the Road Repair and Accountability Act of 2017 (SB1 - RMRA). The County of El Dorado, Department of Transportation (Transportation), is authorized to receive the funding from the State of California due to the County providing a Maintenance of Effort (MOE) totaling \$1,375,000 with local discretionary funding received through the Memorandum of Understanding with the Shingle Springs Band of Miwok Indians (Tribe Funds). The MOE is the amount of money the State of California expects a local agency to allocate for deferred maintenance of their roads each year. The amount varies from agency to agency based on its discretionary spending each Fiscal Year. The FY 2023-24 proposed projects are as follows:

#### 1. Governors Area Road Repair and Surface Treatment

**Project Description:** The project is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. Phase one (1) will consist of roadside brushing of approximately 8.75 miles of roadway in the identified subdivisions and roadway. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of curb and gutter repairs and possible culvert repair. All curbs and gutters will be evaluated and repaired if needed. At that time, all culverts will be inspected for life expectancy and be replaced if needed as well. Phase three (3) will consist of repairing damaged asphalt in the 8.75 miles in the identified area, where needed, and possible ADA improvements. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** Governors area is located west of El Dorado Hills Boulevard, north of Olsen Lane, south of Stephen Harris Park, and east of Kalithea Park in El Dorado Hills, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for these roads is fifty-eight (58). They were last inspected in March 2021. After completion of the surface treatment, the section of road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2023

**Proposed Schedule of Completion:** Summer/Early Fall 2024

## **2. E-16 (Mt. Aukum Road) Road Rehabilitation and Surface Treatment**

**Project Description:** E-16 Road Rehabilitation and Surface Treatment project is a multi-year project. The first three phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 6.39 miles of roadway along E-16. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt along the 6.39 miles of E-16, as needed. Phase four (4) will consist of a microgrind, rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** E-16 starts at Pleasant Valley Road and continues to Fairplay Road in Placerville and Somerset, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The PCI of this road is fifty-five (55). It was last inspected on September 2022. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2023

**Proposed Schedule of Completion:** Summer/Fall 2024

## **3. El Dorado Road Area Rehabilitation and Surface Treatment**

**Project Description:** El Dorado Road Area Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 4.36 miles of roadway along El Dorado Road, Runnymede Drive and Echo Lane. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching, possible culvert replacement and curb and gutter repairs. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt along the 4.36 miles of El Dorado Road, Runnymede Drive and Echo Lane, as needed. Phase four (4) will consist of a microgrind on El Dorado Road, rubberized asphalt surface treatment and thermoplastic roadway markings on all roads.

**Project Location:** El Dorado Road area is located off Highway 50 in Placerville, California. Runnymede Drive and Echo Lane run parallel to Highway 50 off of Mother Lode Drive in Placerville within El Dorado County, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary

from location to location. The average PCI of these roads is seventy-four (74). They were last inspected on March 2020. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2023

**Proposed Schedule of Completion:** Summer/Fall 2024

#### **4. Salmon Falls Road Rehabilitation and Surface Treatment**

**Project Description:** Salmon Falls Road Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on the preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 6.81 miles of roadway. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt in the 6.81 miles of Salmon Falls Road, as needed. Phase four (4) will consist of a microgrind, rubberized asphalt surface treatment and thermoplastic roadway markings where needed.

**Project Location:** Salmon Falls Road starts from Rattlesnake Road off State Highway 49 in Pilot Hill, California, and continues to Gallagher Road in Pilot Hill, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI of this road is sixty-seven (67). It was last inspected in April 2020. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2023

**Proposed Schedule of Completion:** Fall 2024

#### **5. Sly Park Road Rehabilitation and Surface Treatment**

**Project Description:** Sly Park Road Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on the preparation for the road rehabilitation and surface treatment. Phase one (1) will consist of roadside brushing of 4.8 miles of roadway along Sly Park Road. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed. Phase two (2) will consist of ditching. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. Phase three (3) will consist of repairing damaged asphalt in the 4.8 miles along Sly Park Road, as identified. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.

**Project Location:** Sly Park Road is located in Pollock Pines, California, beginning at Highway 50 and ending at Mormon Emigrant Trail.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for this road is seventy-three (73). It was last inspected in March 2019. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2023

**Proposed Schedule of Completion:** Fall 2024

#### **6. Proposed Procurement/Operational Need: Street Sweeper**

**Description:** A street sweeper's primary function is to remove debris from the road and work area by

mechanical brooms and then temporarily store the material in a self-contained debris box. Street sweepers are capable of clearing a variety of material from the road/work area, including leaves, dirt, gravel, asphalt grindings, material spills and broken glass. There are several water spray nozzles and an onboard water tank that spray water in multiple locations around the machine while it's sweeping to minimize dust and mitigate particulate air pollution.

**Estimated Useful Life:** The useful life of the equipment is approximately eight (8) years.

**Proposed Bid:** September 2023

## 7. Proposed Procurement/Operational Need: Crack Sealer

**Description:** A crack sealer's primary function is to fill cracks in existing asphalt roadway surfaces to alleviate further road damage by preventing foreign material and environmental elements from penetrating the asphalt surface and expanding the cracks in width and depth while possibly undermining the road's base material. This machine utilizes a propane burner which heats a material tank where crack sealer blocks are inserted. After the material reaches temperature and turns from a solid into a liquid, a pump delivers that liquid material through a hose to a metal wand the operator holds.

**Estimated Useful Life:** The useful life of the equipment is approximately ten (10) years.

**Proposed Bid:** September 2023

The following previously proposed and adopted projects may utilize the FY 2023-24 RMRA revenues in their delivery. With the relisting of these projects in the adopted fiscal year resolution, El Dorado County is reaffirming to the public and the State our intent to fund these projects with RMRA revenues:

### 1. El Dorado Hills Subdivisions Road Repair and Surface Treatment

**Project Description:** El Dorado Hills Subdivisions Road Repair and Surface Treatment includes the subdivisions of Mormon Island, Saint Andrews and Shadowfax Lane. The project is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. Phase one (1) will consist of roadside brushing of approximately 4.71 miles of roadway in the identified subdivisions and roadway. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of curb and gutter repairs and possible culvert repair. All curb and gutter will be evaluated and repaired if needed. At that time, all culverts will be inspected for life expectancy and be replaced if needed as well. Phase three (3) will consist of repairing damaged asphalt in the 4.71 miles in the identified subdivisions, where needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** Mormon Island Subdivision and Shadowfax Lane are located off of Green Valley Road, and Saint Andrews Subdivision is located off of El Dorado Hills Boulevard in El Dorado Hills, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for these roads is forty-one (41). They were last inspected in January 2022. After completion of the surface treatment, the section of road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2022

**Proposed Schedule of Completion:** Summer/Early Fall 2023

### 2. Cameron Park Drive Surface Treatment

**Project Description:** Cameron Park Drive Surface Treatment is a multi-year project. The first three

phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 3.46 miles of roadway along Cameron Park Drive. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing curbs and gutters and possible Americans with Disabilities Act (ADA) improvements along the 3.46 miles of Cameron Park Drive, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** Cameron Park Drive is located between Green Valley Road and Highway 50 in Cameron Park, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The PCI of this road is seventy (70). It was last inspected on January 2020. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Winter 2022

**Proposed Schedule of Completion:** Summer/Fall 2023

### **3. Pleasant Valley Road, Lindberg Subdivision, and Camino Heights Subdivision Rehabilitation and Surface Treatment**

**Project Description:** Pleasant Valley Road, Lindberg Subdivision, and Camino Heights Subdivision Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 6.34 miles of roadway along Pleasant Valley Road, Lindberg Subdivision, and Camino Heights Subdivision. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching, possible culvert replacement and curb and gutter repairs. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt along the 6.34 miles of Pleasant Valley Road, Lindberg Subdivision and Camino Heights Subdivision, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** Camino Heights Subdivision is located off Highway 50 in Camino, California. Lindberg Subdivision is located between Mother Lode Drive and Forni Road in Placerville, California. Pleasant Valley Road is located east of Fowler Lane and extends to Hanks Exchange Road in El Dorado County, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI of these roads is sixty-seven (67). They were last inspected on December 2021. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2022

**Proposed Schedule of Completion:** Summer/Fall 2023

### **4. Green Valley Road Rehabilitation and Surface Treatment**

**Project Description:** Green Valley Road Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on the preparation for the surface treatment. Phase

one (1) will consist of roadside brushing of 7.06 miles of roadway. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt in the 7.06 miles of Green Valley Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings where needed.

**Project Location:** Green Valley Road starting from County line in El Dorado Hills, California, to Cameron Park Drive in Cameron Park, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI of this road is seventy-seven (77). It was last inspected in November 2021. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2022

**Proposed Schedule of Completion:** Fall 2023

## 5. Ponderosa Road and Wild Chaparral Drive Rehabilitation and Surface Treatment

**Project Description:** Ponderosa Road and Wild Chaparral Drive Rehabilitation and Surface Treatment is a multi-year project. The first two phases will concentrate on the preparation for road rehabilitation and surface treatment. Phase one (1) will consist of repairing curbs and gutters and possible ADA improvements along 1.33 miles of roadway along Ponderosa Road from Highway 50 to the high school and Wild Chaparral Drive. Phase two (2) will consist of repairing damaged asphalt in the 1.33 miles of Ponderosa Road and Wild Chaparral Drive, as needed. Phase three (3) will consist of a rubberized asphalt surface treatment along with thermoplastic roadway markings.

**Project Location:** Ponderosa Road and Wild Chaparral Drive are located north of Highway 50 in Shingle Springs, California.

**Estimated Useful Life:** The average PCI of these roads is sixty (60). It was last inspected on December 2021. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2022

**Proposed Schedule of Completion:** Fall 2023

## 6. South Upper Truckee Road Rehabilitation and Surface Treatment

**Project Description:** South Upper Truckee Road Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on the preparation for the road rehabilitation and surface treatment. Phase one (1) will consist of roadside brushing of 4.73 miles of roadway along South Upper Truckee Road. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed. Phase two (2) will consist of ditching. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. Phase three (3) will consist of repairing damaged asphalt in the 4.73 miles along South Upper Truckee Road, as identified. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.

**Project Location:** South Upper Truckee Road is located in South Lake Tahoe, California, running parallel between Highway 50 and Highway 89.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for this road is forty-nine (49). It was last inspected in

November 2021. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2022

**Proposed Schedule of Completion:** Fall 2023

The projects listed above were identified by the following criteria:

- 1) RMRA requires funds to be spent on roads with a Pavement Condition Index (PCI) of 80 or below
- 2) District
- 3) Average Daily Traffic (ADT)
- 4) Experience/Judgement of Field Staff

The Local Streets and Roads Fiscal Year 2023-24 Funding Eligibility Proposed Project List-Resolution Submittals are due to the California Transportation Commission on or before July 1, 2022. To be eligible for fiscal year program apportionments, cities and counties must submit an adopted list of projects to the Commission pursuant to Streets and Highways Code (SHC) Section 2034(a).

In accordance with the 2019 Local Streets and Roads Funding Program Guidelines, the California Statewide Multi-Modal Application and Reporting Tool (CalSMART) is the only accepted submission method recognized.

## **ALTERNATIVES**

The action to approve the resolution in this agenda item is part of an administrative request by the State of California. To fulfill the timeline by the State of California, it is recommended that the Board approve the resolution to prevent potentially jeopardizing Fiscal Year 2023-24 program apportionments.

## **PRIOR BOARD ACTION**

N/A

## **OTHER DEPARTMENT / AGENCY INVOLVEMENT**

The Resolution was approved by County Counsel.

## **CAO RECOMMENDATION / COMMENTS**

Approve staff recommendation.

## **FINANCIAL IMPACT**

The County of El Dorado, Department of Transportation will receive an estimated \$7,550,970 in RMRA funding in Fiscal Year 2023-24. These funds are available to the County due to the required Maintenance of Effort totaling \$1,375,000 of local discretionary Tribe funds allocated for road maintenance.

## **CLERK OF THE BOARD FOLLOW UP ACTIONS**

- 1) Clerk of the Board will obtain the Chair's signature on two (2) original Resolutions.
- 2) Clerk of the Board will forward one (1) original Resolution to Department of Transportation, Maintenance and Operations Division, attention Ashley Johnson.

## **STRATEGIC PLAN COMPONENT**

Infrastructure

**CONTACT**

Rafael Martinez, Director

Department of Transportation