



## Legislation Details (With Text)

**File #:** 19-0156      **Version:** 1

**Type:** Agenda Item      **Status:** Approved

**File created:** 1/17/2019      **In control:** Board of Supervisors

**On agenda:** 3/5/2019      **Final action:** 3/5/2019

**Title:** Department of Transportation recommending the Board consider the following pertaining to the El Dorado Trail - Missouri Flat Road to El Dorado Project, CIP 97014/36109003, Contract 2778:  
 1) Approve and adopt the Plans and Contract Documents and authorize the Chair to sign the Plans; and  
 2) Authorize advertisement for construction bids.

**FUNDING:** Accumulative Capital Outlay (<1%), Active Transportation Program (82%), Congestion Mitigation and Air Quality Program (18%). (Federal Funds)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. A - Approved Contract Routing Sheet, 2. B - DRAFT Contract Documents, 3. C - 90% Plan Set, 4. D - Vicinity Map, 5. Executed Plan

| Date     | Ver. | Action By            | Action   | Result |
|----------|------|----------------------|----------|--------|
| 3/5/2019 | 1    | Board of Supervisors | Approved | Pass   |

Department of Transportation recommending the Board consider the following pertaining to the El Dorado Trail - Missouri Flat Road to El Dorado Project, CIP 97014/36109003, Contract 2778:  
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**DISCUSSION / BACKGROUND**

The El Dorado Trail - Missouri Flat Road to El Dorado Project (Project) will provide 2.2 miles of Class I bike path along the existing railway corridor. Construction items include grading and paving; segmental retaining walls; pedestrian signal systems; modifications to the railroad; and signing, striping, and drainage system improvements.

Due to federal funding, both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance are required. A CEQA Initial Study/Mitigated Negative Declaration (IS/MND) was approved by the Board on December 19, 2017, Item 25, Legistar 17-1246. A CEQA Notice of Determination/Mitigated Negative Declaration was filed on December 20, 2017 and a California Department of Transportation (Caltrans) NEPA Categorical Exclusion Determination was issued on December 7, 2018. All required environmental permits have been approved for this project.

All required right-of-way has been acquired for the project.

The Project exists entirely within the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC JPA). The SPTC JPA has stated that all existing tracks must remain in place; therefore, Transportation has designed this Project adjacent to the railroad to preserve existing facilities, including track embankment, drainage structures and signage. Since the Project site topography varies from mildly sloping to moderately sloping ground and due to other physical constraints such as railroad infrastructure and right of way, full compliance with design standards for a maximum 5.0% grade are not practical. Accordingly, Transportation has filed a design exception to this applicable standard, identifying approximately 26 segments along the Project alignment where grades will exceed 5.0%. Additionally, Transportation has coordinated with the California Public Utilities Commission (CPUC) and received approval to construct trail crossings over the tracks at Blanchard and Forni Roads. Since the Project's alignment is dictated by the railroad, considered by the CPUC as a public utility, and in an effort to maintain the SPTC JPA as a natural east-west fuel break corridor with established defensible space, Transportation has determined that all vegetation clearing necessary for the Project is exempt in accordance with Sections 2.1.2 and 2.1.3 of the adopted Oak Resources Management Plan.

Department of Transportation (Transportation) has not received federal funding authorization (E-76) for construction phase activities. Advertisement will not commence until the E-76 for construction phase activities has been received.

The contract documents include all required federal provisions and incorporate the current Caltrans Disadvantaged Business Enterprise (DBE) requirements. The DBE goal is 16%.

## **ALTERNATIVES**

- 1) The Board could choose to not approve the contract documents. Transportation will make any changes requested by the Board and return at a later date.
- 2) The Board could choose to not authorize advertisement for construction bids. Transportation will make any changes requested by the Board and return at a later date.
- 3) The Board could choose to cancel the Project. Canceling the project may include the consequence of reimbursing all grant funding received to date.

## **PRIOR BOARD ACTION**

See Discussion / Background Section.

## **OTHER DEPARTMENT / AGENCY INVOLVEMENT**

County Counsel and Risk Management have reviewed and approved the plans and contract documents.

## **CAO RECOMMENDATION / COMMENTS**

It is recommended that the Board approve this item.

## **FINANCIAL IMPACT**

The total estimated cost for the project's construction is \$3,874,000, which includes construction items of work, construction management, inspection, materials testing, and contingencies.

There is no financial impact or change to Net County Cost associated with this item. The Board will not obligate the County with the current requested action. The obligation will result from the subsequent action of awarding the bid.

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

- 1) The Clerk will obtain the Chair's signature on the construction Plans for the Project.
- 2) The Clerk will forward the original signed plan set to Transportation, Fairlane Engineering, attention Matt Smeltzer.

### **TRANSPORTATION FOLLOW UP ACTIONS**

Transportation will advertise the project for bid proposals and return to the Board with recommendations for award at a later date.

### **STRATEGIC PLAN COMPONENT**

Infrastructure

### **CONTACT**

Rafael Martinez, Director  
Department of Transportation