



Legislation Details (With Text)

File #: 24-0607 **Version:** 1
Type: Agenda Item **Status:** Approved
File created: 3/20/2024 **In control:** Board of Supervisors
On agenda: 4/30/2024 **Final action:** 4/30/2024
Title: Department of Transportation recommending the Board adopt and authorize the Chair to sign Resolution 067-2024 adopting a list of projects funded in Fiscal Year 2024-25 by Senate Bill 1: The Road Repair and Accountability Act of 2017 estimated Fiscal Year 2024-25 SB1 funding is \$7,851,302.

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

Sponsors:

Indexes:

Code sections:

Attachments: 1. A - Approved Resolution Review Request, 2. B - Resolution SB1 24-25, 3. C - Proposed Project Maps, 4. Executed Resolution 067-2024

Date	Ver.	Action By	Action	Result
4/30/2024	1	Board of Supervisors	Approved	Pass

Department of Transportation recommending the Board adopt and authorize the Chair to sign Resolution **067-2024** adopting a list of projects funded in Fiscal Year 2024-25 by Senate Bill 1: The Road Repair and Accountability Act of 2017 estimated Fiscal Year 2024-25 SB1 funding is \$7,851,302.

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 XXX-2024 adopting a list of projects for Fiscal Year (FY) 2024-25. 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 2024-25 proposed projects and costs are as follows:

1. (District 1) Governors Area Phase 2 Road Repair and Surface Treatment (estimated costs \$1,500,000)

Project Description: Governors Area Road Repair and Surface Treatment includes Albert Circle, Cyprine Court, Gillett Drive, Hensley Circle, Mephram Court, Moonstone Circle, Plumley Court, Ridgeview Drive, Sapphire Way, Shelby Circle, Shelby Court, Suffolk Way, Tabari Court, Turquoise Way and Warren Lane in El Dorado Hills, California. 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 5.5 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 repairs. 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. Phase three (3) will consist of repairing damaged asphalt in the 5.5 miles in the identified area, where needed. 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 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 Pavement Condition Index (PCI) for these roads is seventy (70). They were last inspected in December 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 2024

Proposed Schedule of Completion: Summer/Early Fall 2025

2. (District 2) E-16 (Mt. Aukum Road) Phase 2 Road Rehabilitation and Surface Treatment (estimated costs \$2,000,000)

Project Description: E-16 Phase 2 Road Rehabilitation and Surface Treatment project is a multi-year project. The first two phases will concentrate on preparation for the overlay. Phase one (1) will consist of roadside brushing of 9.00 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 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 the asphalt with a wedge-cut overlay along the 9.00 miles of E-16. Phase four (4) will consist of thermoplastic roadway markings.

Project Location: E-16 starts at Grizzly Flat Road and Bucks Bar Road intersection and continues south to county line in 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 grind and pave is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

Anticipated Start Date: Fall 2024

Proposed Schedule of Completion: Summer 2025

3. (District 3) Barkley Road, Larsen Drive, and Harness Tract Road Area Rehabilitation and Surface Treatment (estimated costs \$1,900,000)

Project Description: Barkley Road, Larsen Drive, and Harness Tract 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 3.75 miles of roadway along Barkley Road, Larsen Drive, and Harness Tract Road. 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 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 3.75 miles of Barkley Road, Larsen Drive and Harness Tract Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings on all roads.

Project Location: The three identified roads are located off Carson Road in Camino, California, 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 sixty (60). They were last inspected on April 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 2024

Proposed Schedule of Completion: Summer 2025

4. (District 4) Salmon Falls Phase 2 Road Rehabilitation and Surface Treatment (estimated costs \$1,750,000)

Project Description: Salmon Falls Phase 2 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 7.1 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 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 7.1 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 Gallagher Road in Pilot Hill and continues to Green Valley Road 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 of this road is sixty (60). It was last inspected in February 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 2024

Proposed Schedule of Completion: Fall 2025

5. (District 5) Christmas Valley Phase 1 Road Rehabilitation and Surface Treatment (estimated costs \$1,950,000)

Project Description: Christmas Valley Phase 1 Road Rehabilitation and Surface Treatment is a multi-year project and includes Beaver Brae, East River Park Drive, Egret Way, Elati Street, Ermine Court, Henderson Street, Kata Court, Kekin Street, Lipan Street, Nahane Drive, Panorama Court, Panorama Drive, Portal Drive, Wailaki Street, West River Park Drive, Woodchuck Court, and Yokut Street. The first three phases will concentrate on the preparation for road rehabilitation and surface treatment. Phase one (1) will consist of roadside brushing of 4.70 miles of roadways off of South Upper Truckee. 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 functioning to their fullest capacity. Phase three (3) will consist of repairing damaged asphalt, as identified, in the 4.70 miles of roadway as listed above. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.

Project Location: The project roads are located in South Lake Tahoe, California off of South Upper Truckee starting at Highway 50 continuing south until East River Park Drive.

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 thirty-eight (38). It was last inspected in May 2022. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.

Anticipated Start Date: Fall 2024

Proposed Schedule of Completion: Summer 2025

Proposed Procurement/Operational Need: Pavement Saw

Description: A walk-behind self-propelled concrete saw is used to cut through hard materials such as concrete, asphalt, and stone. It is an essential piece of equipment for maintenance personnel who need to make precise and efficient cuts in concrete for a variety of applications, from creating expansion joints, cutting trenches for drainage and electrical work, or creating separation joints when demolishing certain areas of a concrete pad without disturbing other sections. Due to the nature of the hardness of the material being cut, the self-propelled feature allows the tool to do more of the work to assist with propelling the tool forward while cutting, thus lessening the force needed to push the tool by staff.

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

Proposed Bid: September 2024

The above projects costs are estimates based on the current pricing and may increase when the projects enter the construction phase due to inflation and contractor availability.

The following previously proposed and adopted projects may utilize FY 2024-25 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. (District 1) Governors Area Road Repair and Surface Treatment

Project Description: Governors Area Road Repair and Surface Treatment includes the area west of El Dorado Hills Boulevard, north of Olsen Lane, south of Stephen Harris Park, and east of Kalithea Park. 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 repairs. All curbs and gutters will be evaluated and repaired if needed. At that time, all culverts will be inspected for life expectancy and replaced if needed. 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.

Start Date: Fall 2023

Proposed Schedule of Completion: Summer/Early Fall 2024

2. (District 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 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.

Start Date: Fall 2023

Proposed Schedule of Completion: Summer/Fall 2024

3. (District 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 in March 2020. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

Start Date: Fall 2023

Proposed Schedule of Completion: Summer/Fall 2024

4. (District 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 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.

Start Date: Winter 2023

Proposed Schedule of Completion: Fall 2024

5. (District 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 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 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.

Start Date: Winter 2023

Proposed Schedule of Completion: Fall 2024

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 FY 2024-25 Funding Eligibility Proposed Project List-Resolution Submittals are due to the California Transportation Commission on or before July 1, 2024. 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 FY 2024-25 program apportionments.

PRIOR BOARD ACTION

N/A

OTHER DEPARTMENT / AGENCY INVOLVEMENT

The Resolution was approved by County Counsel.

CAO RECOMMENDATION / COMMENTS

Approve as recommended.

FINANCIAL IMPACT

The County of El Dorado, Department of Transportation will receive an estimated \$7,851,302 in RMRA funding in FY 2024-25. 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

N/A

CONTACT

Rafael Martinez, Director
Department of Transportation