



Legislation Text

File #: 18-0672, **Version:** 1

Department of Transportation recommending the Board consider the following pertaining to the Diamond Springs Parkway - Phase 1A - SR-49 Realignment Project, Contract 2720, CIP 72375, PW 16-31123:

- 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: Tribe Funds (82%), Utility Agencies (<1%), Traffic Impact Mitigation Fees (5%), Master Circulation and Funding Plan (5%), State Highway Operation and Protection Program (7%), and Road Fund (<1%). (Local and State Funds)

DISCUSSION / BACKGROUND

The Diamond Springs Parkway - Phase 1A - SR-49 Realignment Project (Project) is necessary to construct the realignment and widening of State Route 49 (SR-49) between Pleasant Valley Road and Bradley Road. The Project includes roadway improvements on SR-49, as well as roadway excavation, HMA paving and dike, concrete curb, gutter, and sidewalk, signing and striping, permanent and temporary fence removal and construction, drainage improvements, signal modifications, retaining wall, and underground utility construction. Approximately 23,000 cubic yards of material will need to be excavated in order to lower the profile of Lime Kiln Road approximately 15 feet to conform to the widened section of SR-49. As a result, Lime Kiln Road will be closed for up to ten (10) weeks for reconstruction. The total estimated cost for the Project's construction phase is \$11,657,000.

This Project is a two hundred and fifty (250) working day contract. Lime Kiln Road will be fully closed to traffic for seventy (70) calendar days from Lime Plant Road to SR-49 (approximately 500 linear feet of road closure) in each direction of travel. Access for local residents and visitors, as well as emergency personnel and law enforcement, will be via detour to China Garden Road per the Project Detour Plan.

Department of Transportation (Transportation) staff notified emergency response services, as well as other agencies and County departments, in accordance with Department established procedures for a road closure authorization. Additionally, local businesses and community groups were included in this notification. No objections or comments were received from those notified. The Road Closure Authorization and Special Event Permit were executed under County Ordinance 5048 and signed by the Director on January 23, 2018.

The actual dates of the closure are to be determined and are anticipated for summer or fall of 2019. Further notification will be given at least one week in advance of the closure once the construction schedule is known. Transportation will also notify the public of this road closure at least one week in advance via the County website, press release, and portable changeable message signs.

Due to State and local funding, only CEQA compliance is required. A CEQA Notice of Determination

was filed on May 25, 2011. An Environmental Impact Report was prepared for the Project and the Board approved the Project on May 24, 2011.

All necessary regulatory agency permits have been issued, including a Section 401 Water Quality Certification, California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement, and Section 404 verification under Nationwide Permit 14 from the Army Corps of Engineers. All necessary mitigation as part of these regulatory permits has also been completed.

All required right of way for this Project has been acquired. A list of the APNs and type of easements obtained for the Project is included in section 5-1.20B(5) of the Special Provisions. Any special requirements during construction are included in section 5-1.20H of the Special Provisions. Transportation proposes stockpiling approximately 60,000 cubic yards of excavated soil on APNs 051-250-51 and 051-250-54 within a Temporary Construction Easement (TCE), which is in process of being acquired. Should the TCE not be acquired, Transportation will export the material from the site and import necessary fill material for construction of the future Diamond Springs Parkway - Phase 1B at that time.

Utility agreements with Pacific Gas & Electric Company (PG&E), El Dorado Irrigation District (EID), and Pacific Bell Telephone Company dba AT&T California (AT&T) are required for this Project. Utility work coordination requirements are included in the Contract Documents. EID work that is required of the Project contractor is shown in the Plans and must comply with California Department of Transportation (Caltrans) Standard Specifications. All utility agreements for this Project are fully executed.

Relocation of existing overhead utilities, including PG&E, AT&T, and Comcast will be performed during construction of the Project. Funding for the PG&E and AT&T underground relocations will be covered under the Electric Rule 20 and Telecommunications Rule 32 tariff programs. The total cost of this work is estimated at \$1,738,569, of which an estimated \$1,209,284 of Rule 20A credits will be used. Comcast is responsible for the remaining \$529,285 for cable utility relocations.

Due to no federal funding on the Project, the current Caltrans Disadvantaged Business Enterprise (DBE) requirements do not apply. Transportation encourages the use of DBE subcontractors when opportunities exist.

ALTERNATIVES

- 1) Do not approve the Contract Documents. Transportation will make any changes requested by the Board, and return to Board if warranted.
- 2) Do not authorize advertisement for construction bids. Transportation will make any changes requested by the Board and return at a later date.

PRIOR BOARD ACTION

The Board adopted Resolution 008-2014 on February 4, 2014, Item 23, Legistar 13-0981, which created an Underground Utility District as part of the Project. On May 9, 2017, Item 22, Legistar 17-0361, the Board authorized the purchase of Floodplain Riparian Habitat credits as necessary mitigation for the construction of the Project. On September 25, 2018, Item 24, Legistar 18-0436, the Board signed Agreement for Services 3285 with Ghirardelli Associates, Inc., to provide construction management and support services for the Project.

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 combined estimated amount for the construction phase of the Project is \$11,657,000, which includes construction items of work, construction management, inspection, materials testing, utility relocation work, and contingencies. Eighty-two percent of the budgeted revenue for this project is coming from Tribe funds.

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.

As approved in the CIP, the total project is scheduled to be funded at approximately 82% by Local Tribe funds (approximately \$12,132,000, which includes construction, planning, design, right of way, and other related work), which is funding contributed to the County by the Shingle Springs Band of Miwok Indians pursuant to the standing agreement between the Tribe and the County. Absent availability of these funds, this project would be funded by a larger portion of Road Funds, currently dedicated to other ongoing Road responsibilities, or would be delayed until sufficient funding could be acquired.

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

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Department of Transportation