



Legislation Text

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Department of Transportation recommending the Board adopt and authorize the Chair to sign Resolution **029-2021** adopting a list of projects funded in Fiscal Year 2021-22 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 would like to present the methodology used to select the road projects to be funded by SB1 in Fiscal Year 2021-22 and request the Board to adopt and authorize the Chair to sign Resolution 029-2021 adopting a list of projects for Fiscal Year 2021-22. 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, Tribe. Fiscal Year 2021/22 proposed projects are as follows:

1. El Dorado Hills Boulevard Section One Surface Treatment

Project Description: El Dorado Hills Boulevard Section One Surface Treatment from Green Valley to Harvard Boulevard 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 2.5 miles of roadway along El Dorado Hills Boulevard. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of roadside ditching and possible culvert repair. 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 2.5 miles along El Dorado Hills Boulevard, where needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

Project Location: El Dorado Hills Boulevard is located in El Dorado Hills, CA between U.S. Highway 50 and Green Valley Road. The project will cover the section of El Dorado Hills Boulevard from Green Valley Road to Harvard Boulevard.

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 in May 2019. 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 2021

Proposed Schedule of Completion: Summer/Early Fall 2022

2. Bucks Bar Road Rehabilitation and Surface Treatment

Project Description: Bucks Bar Road 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 4.84 miles of roadway along Bucks Bar 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 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 4.84 miles of Bucks Bar Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

Project Location: Bucks Bar Road is located between Pleasant Valley Road and Mt. Aukum Road in the southern region of El Dorado County.

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 forty-six (46). It was last inspected on April 2019. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

Anticipated Start Date: Fall 2021

Proposed Schedule of Completion: Summer/Fall 2022

3. Various Roads in Diamond Springs Road Rehabilitation and Surface Treatment

Project Description: Various Roads in Diamond Springs Road Rehabilitation and Surface Treatment 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 4.7 miles of roadway within the Diamond Springs area. 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 4.7 miles of the Diamond Springs area, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings where needed.

Project Location: Various roads in the Diamond Springs area. Project area consists of identified roads southeast of Highway 49 from Patterson Road to Koki Lane and north of Highway 49 from Grace Drive to Ryan 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 of this area is fifty-four (54), with a low PCI of thirty-five (35). It was last inspected in March 2019. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

Anticipated Start Date: Fall 2021

Proposed Schedule of Completion: Fall 2022

4. Greenwood Road Road Rehabilitation and Surface Treatment

Project Description: Greenwood Road Road 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 roadside brushing of 5 miles of roadway along Greenwood 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. 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 5 miles of Greenwood Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment along with thermoplastic roadway markings.

Project Location: Greenwood Road is located between Highway 193 and Marshall Road in the Georgetown and Garden Valley area of El Dorado County.

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 sixty-seven (67). It was last inspected on March 2019. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

Anticipated Start Date: Fall 2021

Proposed Schedule of Completion: Fall 2022

5. Cold Creek Area Rehabilitation and Surface Treatment

Project Description: Cold Creek Area Rehabilitation and Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the road rehabilitation and surface treatment. Phase one (1) will consist of roadside brushing of 4.2 miles of roadway in the Cold Creek area. 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 4.2 miles in the Cold Creek area, as identified. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.

Project Location: Cold Creek area is located in South Lake Tahoe, CA between Pioneer Trail, Cold Creek Trail and Cold Creek.

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 area is fifty-one (51), with the lowest PCI at thirty-one (31). It was last inspected on October 2020. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.

Anticipated Start Date: Fall 2021

Proposed Schedule of Completion: Fall 2022

6. Proposed Procurement/Operational Need: Road-widener Offset Roller Attachment

Description: A road-widener off-set roller attachment is used for new road surface and road shoulder materials compaction for sloped-edge areas where a standard compaction ride-on roller would not be possible or safe to operate.

Estimated Useful Life: The useful life of the equipment is approximately twenty (20) years.

Proposed Bid: September 2021

Proposed Procurement/Operational Need: Cold-planer Attachment

Description: A cold-planer attachment is an asphalt recycling grinder head attachment that connects to a compact loader for medium size spot repairs or roadway areas that have potholes or failed asphalt. The attachment grinds and cross-mixes the material into a finer grind which can be reused as a base in the same area with minor amounts of new asphalt to make a repair, saving time and new material costs.

Estimated Useful Life: The useful life of the equipment is approximately twenty (20) years.

Proposed Bid: September 2021

The following previously proposed and adopted projects may utilize fiscal year 2021-22 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 Surface Treatment

Project Description: Franciscan Village and Marina Woods Unit 1 and 2 Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing of 3.86 miles of roadway within Franciscan Village and Marina Woods Unit 1 and 2. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of repairing damaged asphalt in the 3.86 miles within Franciscan Village and Marina Woods Unit 1 and 2, if needed. Phase Three (3) will consist of a surface treatment.

Project Location: Franciscan Village is located in El Dorado Hills, CA between El Dorado Hills Boulevard, Francisco Drive, and Green Valley Road. Marina Woods Unit 1 and 2 is located in El Dorado Hills, CA between Francisco Drive and Folsom Lake.

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 area is sixty-nine (69), with a low PCI of forty-eight (48). It was last inspected in February 2018. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

2. Bar J Ranch Surface Treatment

Project Description: Bar J Ranch Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing of 5.90 miles of roadway within Bar J Ranch. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of repairing damaged asphalt in the 5.90 miles within Bar J Ranch, if needed. Phase Three (3) will consist of a surface treatment and all ADA upgrades that are required.

Project Location: Bar J Ranch is located in Cameron Park, CA on both sides of Country Club Drive, north of Highway 50 and west of Cambridge Road.

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 area is seventy-two (72), with a low PCI of forty-eight (48). It was last inspected on March 2019. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

3. Carson Road Surface Treatment

Project Description: Carson Road Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing and ditching of 6.77 miles of roadway along Carson Road. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. 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 two (2) will consist of repairing damaged asphalt in the 6.77 miles of

Carson Road, if needed. Phase Three (3) will consist of a surface treatment.

Project Location: Carson Road starts in Placerville, CA and extends into Camino, CA and runs parallel north of Highway 50.

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 area is sixty-seven (67). It was last inspected in February 2017. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

4. Greenstone Road Area Surface Treatment

Project Description: Greenstone Road Area Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing and ditching of 4.31 miles of roadway along Greenstone Road area. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. 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 two (2) will consist of repairing damaged asphalt in the 4.31 miles of Greenstone Road area, if needed. Phase Three (3) will consist of a surface treatment.

Project Location: Greenstone Road Area is located in Placerville, CA and runs perpendicular to Highway 50. **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 area is sixty-four (64), with a low PCI of fifty-seven (57). It was last inspected on April 2018. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

5. Sawmill Road Rehabilitation and Surface Treatment

Project Description: Sawmill Road Rehabilitation and Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the road rehabilitation and surface treatment. The first phase will consist of roadside brushing and ditching of 1.83 miles of roadway along Sawmill Road. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. 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 two (2) will consist of repairing damaged asphalt in the 1.83 miles of Sawmill Road. Phase Three (3) will consist of a surface treatment.

Project Location: Sawmill Road is located in South Lake Tahoe, CA between Lake Tahoe Boulevard 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 of this area is five (5). It was last inspected on May 2017. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

The projects listed above were identified by the following criteria:

- 1) RMRA requires funds be spend 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 2021-22 Funding Eligibility Proposed Project List-Resolution Submittals are due to the California Transportation Commission on or before July 1, 2021. 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 2021-22 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 \$6,028,266 in RMRA funding in Fiscal Year 2021-22. These funds are available to the County due to the required Maintenance of Effort totaling \$1,375,000 of local discretionary funds (Tribe) being provided 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