



## Legislation Text

File #: 22-0451, Version: 1

Department of Transportation recommending the Board adopt and authorize the Chair to sign Resolution **058-2022** adopting a list of projects funded in Fiscal Year 2022-23 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 058-2022 adopting a list of projects for Fiscal Year (FY) 2022-23. 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 2022-23 proposed projects are as follows:

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

**Project Description:** El Dorado Hills Subdivisions Road Repair and Surface Treatment includes Mormon Island and Saint Andrews subdivisions, and Shadowfax Lane. The project is a multi-year project. The first phase will concentrate on 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 replaced if needed. 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 Green Valley Road. Saint Andrews Subdivision is located off 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 forty-one (41). It was 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 ensuring 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 curb and gutter and possible 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 average PCI of this road is seventy (70). It was last inspected in 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 ensuring 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 6.34 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). It was last inspected in 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 ensuring 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 7.06 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 the 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 curb and gutter and possible ADA improvements along 1.33 miles of roadway along Ponderosa Road and Wild Chaparral Drive from Highway 50 to the high school. 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:** Wild Chaparral Drive and Ponderosa Road are located north of Highway 50 in Shingle Springs, California.

**Estimated Useful Life:** The PCI of this road is sixty (60). It was last inspected in 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 preparation for 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 ensuring all cross culverts are free of debris and functioning to their fullest capacity. Phase three (3) will consist of repairing damaged asphalt in the 4.73 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 of this road is forty-nine (49). It was last inspected in November 2021. After completing 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

## **7. Proposed Procurement/Operational Need: 40" Road-widener Offset Roller Attachment**

**Description:** A 40" cold-planer attachment is an asphalt recycling grinder head attachment that connects to a compact loader for 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 the FY 2022-23 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 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 ensuring 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 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 ensuring 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 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 in 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 phase will concentrate on preparations 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 ensuring 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 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. The 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 Rehabilitation and Surface Treatment

**Project Description:** Greenwood Road Rehabilitation and Surface Treatment is a multi-year project. The first two phases will concentrate on preparations 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 ensuring all cross culverts are free of debris and

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 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

## 5. Cold Creek Area Rehabilitation and Surface Treatment

**Project Description:** Cold Creek Area Rehabilitation and Surface Treatment is a multi-year project. The first phase will concentrate on preparations for 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 ensuring all cross culverts are free of debris and functioning to their fullest capacity. Phase three (3) will consist of repairing damaged asphalt in the 4.2 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 in this area is fifty-one (51), with the lowest PCI at thirty-one (31). It was last inspected in October 2020. After completing 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

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 2022-23 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 2022-23 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 \$6,985,090 in RMRA funding in Fiscal Year 2022-23. 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