

Before the Board of Supervisors County of Placer, State of California

In the matter of:

Resol. No: _____

A RESOLUTION AUTHORIZING THE PUBLIC WORKS DIRECTOR, OR DESIGNEE, TO SIGN AND SUBMIT A COOPERATIVE WORK AGREEMENT EXTENSION REQUEST TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND CALIFORNIA DEPARTMENT OF FINANCE, FOR THE EXTENDED USE OF FEDERAL FUNDS ALLOCATED TO THE BRIDGE REPLACEMENT PROJECT ON DOWD ROAD AT COON CREEK.

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held on _____ by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:
Clerk of said Board

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Placer, State of California, that this Board approves and authorizes the Public Works Director, or designee, to sign and submit a Cooperative Work Agreement extension request to the California Department of Transportation and California Department of Finance.

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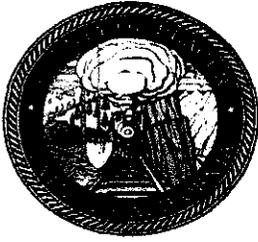
2008-09 Federal Funds Lapsing on June 30, 2014

District	Agency Name	Work Performed/Location	Federal Project No	Project Code	Phase Code	Approp. Desc.	Encumbrance Amount	Reimbursed	Unliquidated Balance	Requesting CWA (Yes/No)?	Delay Code	Reason for Delay	Obstacles to Completion	Consequences if CWA not approved	Date Funding will be liquidated if CWA Approved	Contact Name, Number, and E-mail
3	Placer County	Bridge Relacement Down Road at Coon Creek 0.4 miles North of Wise Road	BRLO-5919(065)	0300000871	S	2008-09 Fed	\$ 398,385	\$ 342,157	\$ 56,228	Yes	1, 9	See the attachment for a detailed explanation. This project has been delayed because of Central Valley Flood Protection Board (CVFPB) coordination issues related to the hydraulic and floodplain design criteria; CVFPB hydraulic criteria is more restrictive than the typical LAPM criteria; A CVFPB permit is needed to construct this project. The delay resulted in a redesign of the proposed project alternative after approval of the 30% design and most of the environmental	The County prepared a design schedule and assessed the risk of each phase of the project; see the attachment for the proposed design schedule. Regarding the FY08/09 expenditure liquidation: The funding appropriated in FFY08/09 will be spent prior to 6/2014. No anticipated obstacles exist.	The County does not have sufficient local funding to complete this project and replace the bridge; if the CWA is not granted the project will not proceed and a hazardous condition will remain.	6/1/2014	Matt Randall, 530-745-3564, mrandall@placer.ca.gov

nature of Approving Agency's Board or Council: FORTHCOMING

Print Name: _____

Date: _____



PLACER COUNTY DEPARTMENT OF PUBLIC WORKS

Ken Grehm, Director
Peter Kraatz, Assistant Director
Robert Costa, Deputy Director

October 31, 2013

Mr. James Day, PE
State of California – Department of Transportation
District 3 – Local Assistance
PO Box 911
Marysville, CA 95901-0911

**Re: Cooperative Work Agreement, BRLO-5919(065)
Dowd Road at Coon Creek Bridge Replacement, 19C0095, Placer County**

Dear Jim,

At this time Placer County would like to request a Cooperative Work Agreement extension to Caltrans and the California Department of Finance for the extended use of federal funds allocated to the subject project.

Project Summary

Dowd Road is an important rural minor arterial serving agricultural communities in unincorporated Western Placer County. The existing bridge was built in 1930 and has been classified as both structurally deficient and functionally obsolete; the narrow one-lane width of the bridge, high speed, substandard roadway approaches and agricultural truck traffic create a safety hazard to the travelling public and commerce. The County has records of 4-accidents in the vicinity of the bridge including 1-fatality and 1-severe injury. The proposed project will replace the existing bridge with a new two lane bridge meeting current structural and geometric standards.

Project Timeline & Reason for Delay

2007-2010 Initial Preliminary Design & Environmental Work

This project was initially authorized by E76 as part of the federal Highway Bridge Program (HBP) on 8/22/2007. The field review was held on 10/4/2007 and the Preliminary Environmental Study (PES) form was signed on 9/4/2008. The County prepared and submitted complete scoping documents consisting of a HBP 6A package in accordance with the Local Assistance Procedures Manual (LAPM) on 12/23/2008; additional Preliminary Engineering funding was authorized on 3/17/2009. The County proceeded with technical engineering and environmental studies for NEPA in 2009 after the additional funding was authorized. In 2009 the County conducted community meetings with the Rural Lincoln and Sheridan Municipal Advisory Committees (MAC). At that time, the scope of the proposed project included approximately 600-ft of roadway approach and 150-foot long bridge meeting the hydraulic design criteria described in chapter 11 of the LAPM and the 30% design had been completed "in-house" by Placer County staff. The Coon Creek floodplain extends approximately 0.35 miles (1900 feet) south of the flowing channel of the creek; the scope of the project included allowing the southern portion of Dowd Road within the floodplain to overtop during the 100-year flood event because the risk to the traveling

public on Dowd Road during large rain events is low and because raising the bridge and roadway out of the southern floodplain was impractical and cost-prohibitive.

2010-2011 Central Valley Flood Protection Board Coordination Issues

In the fall of 2010 the County and Caltrans were notified that Coon Creek was within the jurisdiction of the Central Valley Flood Protection Board (CVFPB); this affected the County's bridge project as well as bridges on Caltrans' State Route 65 Lincoln Bypass project. At that time, the County contacted CVFPB staff to review the preliminary design; their initial comments stated that the Caltrans LAPM/federal hydraulic design criteria were inadequate and that a 2000-foot viaduct was necessary to span the Coon Creek floodplain. At that time environmental work was paused until the County and the CVFPB could agree on an appropriate project scope. In the fall of 2011 CVFPB staff tentatively agreed with a shorter 150-foot long bridge option that provided 3-feet of freeboard over the 200-year flood; this option was similar to the original County alternative that allowed the southern portion of the Coon Creek floodplain to overtop except that the proposed bridge was much higher than the original proposal and approximately 13-feet higher than the existing bridge.

2011-Today Coordinating Preliminary Design Issues

The higher bridge and roadway profile resulted in much longer roadway approaches and a much greater project footprint affecting overhead utilities, environmental resources, agricultural driveways and a large orchard. Furthermore, community members and property owners expressed concern over the revised roadway profile and dramatically higher bridge through the County's MACs. The County has been working with the new project stakeholders to address their issues prior to reinitiating the environmental process.

In-house design engineers previously assigned to this project were reassigned during the CVFPB delay to level resources. The level of effort required to complete the in-house design work is also greater than the County resources allow, so the County is in the process of procuring a design consultant to finish the work.

Summary

This project has been delayed because of CVFPB coordination issues related to the hydraulic and floodplain design criteria; CVFPB hydraulic criteria is more restrictive than the typical LAPM criteria; A CVFPB permit is needed to construct this project. The delay resulted in a redesign of the proposed project alternative after approval of the 30% design and most of the environmental technical studies were completed. The new design is approximately 13-feet higher than the existing bridge and affects many more stakeholders than the original design. Additional time is required to resolve stakeholder issues, complete environmental clearance, resolve utility conflicts, acquire right-of-way, and complete design and construction documents for the project.

Obstacles to Completion

The County prepared a design schedule and assessed the risk of each phase of the project; see the attachment for the proposed design schedule.

FY08/09 Expenditure Liquidation

The funding appropriated in FFY08/09 will be spent prior to 6/2014. No anticipated obstacles exist.

Obstacles to Completing the PE Phase of the Project

The estimated construction cost for the project is \$5 million and the County will be asking for additional federal funding for the preliminary engineering (PE) phase of the project for a total of \$1.2 million which is less than Caltrans 25% PE policy. The following is the status of the current project with the new raised profile:

Design: The County is in the process of completing the 30% revised plans; the project footprint has increased substantially. However, the County has coordinated with stakeholders sufficiently to understand their concerns and is in the process of developing an acceptable design. The public recognizes the project need and is supportive.

Risk/Avoidance Plan: Minimal.

Environmental Approval: The County has consulted with Caltrans District 3 Environmental and it appears that even though the project footprint has increased no new environmental issues exist and the original PES requirements are still valid. The NEPA process will require consultation with federal agencies for biological resources.

Risk/Avoidance Plan: Moderate. There is some risk that the federal agencies will take an excessive amount of time reviewing the project technical studies; however, the time for their review is built into the project schedule.

Right of Way: Right of way acquisition will be required on all four quadrants of the project to accommodate the larger footprint resulting from the CVFPB requirements. The County has been in contact with the residents and all are supportive of the project.

Risk/Avoidance Plan: Minimal. If necessary, the county can reduce the slope or use retaining walls to minimize right of way acquisition.

Utility Relocations: The project requires utility relocations and agreements.

Risk/Avoidance Plan: Moderate. Assuming Buy America requirements and agreements with the utility agencies have been resolved, the County will diligently pursue the remaining utility relocations.

Consequences if the CWA is not Approved

The County does not have sufficient local funding to complete this project and replace the bridge; if the CWA is not granted the project will not proceed and a hazardous condition will remain.

In summary, the County has been delayed by the Central Valley Flood Protection Board due to circumstances beyond our control. The County is requesting this CWA extension to work toward completing this project to mitigate a hazardous condition at the Coon Creek bridge on Dowd Road and because Dowd Road is an important part of the rural traffic circulation. The County will be asking the County Board of Supervisors to approve this request at the December 10, 2013 meeting.

We appreciate your consideration of this request. If you have any questions or concerns, please contact Matt Randall at 530-745-3564.

Sincerely,



Matt Randall, PE
Senior Civil Engineer
Placer County Department of Public Works

Enclosures

cc: Harminder Basi, Caltrans District 3 Local Assistance

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