



## Legislation Details (With Text)

**File #:** 2022-0150  
**Type:** Consent Calendar Item **Status:** Agenda Ready  
**File created:** 2/3/2022 **In control:** Transportation and Public Works  
**On agenda:** 3/22/2022 **Final action:**  
**Title:** Authorization to Utilize Road Commissioner Authority for Specified 2022 Paving Projects  
**Sponsors:** Transportation and Public Works  
**Indexes:**  
**Attachments:** 1. Summary Report.pdf, 2. Resolution, 3. Exhibit 'A' Tier 1, 4. Exhibit 'B' 2022 PPP

Date	Ver.	Action By	Action	Result
3/22/2022	1	Board of Supervisors	Approved as recommended	Pass

**To:** Board of Supervisors

**Department or Agency Name(s):** Transportation and Public Works

**Staff Name and Phone Number:** Johannes J. Hoevertsz, 707-565-2231

**Vote Requirement:** Majority

**Supervisorial District(s):** First, Second, Fourth and Fifth

### Title:

Authorization to Utilize Road Commissioner Authority for Specified 2022 Paving Projects

### Recommended Action:

Adopt a Resolution declaring intention to use Road Commissioner authority under Public Contract Code Section 20395 for the 2017 Fire Debris Damaged Roads Paving Project (C22101), and the 2022 Pavement Preservation Program Project (C22401), and delegating certain authorities to the Director of Transportation and Public Works as to such projects. (First, Second, Fourth and Fifth Districts)

### Executive Summary:

Under the Uniform Public Construction Cost Accounting Act, award of construction contracts above specified dollar thresholds is a function of the Board of Supervisors. However, for the construction, repair, or maintenance of county highways, the Uniform Public Construction Cost Accounting Act allows the Board to authorize the Director of Transportation and Public Works (TPW), as the County Road Commissioner, to utilize alternative contracting procedures for such work. The Board of Supervisors has directed TPW to complete the 2017 Fire Debris Damaged Roads Paving Project (C22101) and 2022 Pavement Preservation Program project (C22401) in calendar year 2022. In order to complete these projects on schedule, the Department is requesting the Board adopt a Resolution delegating certain public contracting authorities to the Director of TPW for projects C22101 and C22401. If adopted, the Resolution would enable the Director to approve project plans and specifications, award and execute contracts with the lowest responsible bidder, and take other actions to administer the contracts in accordance with the procedures set forth in Section 20395 of the Public Contract Code.

### Discussion:

Public Contract Code Section 22031(b)(1) and Sonoma County Code Section 2-357 allow the Director of Transportation and Public Works to utilize the Road Commissioner procedures set forth in 20390 et seq. of the Public Contract Code as an alternative to the procedures set forth in the Uniform Public Construction Cost Accounting Act, for the construction, repair, or maintenance of county highways. One of the specified alternative procedures is for the Director to award a contract for work and material to the lowest responsible bidder in accordance with Public Contract Code Section 20395(a)(1).

TPW is requesting that the Board authorize the Director to utilize this alternative procedure for 2017 Fire Debris Damaged Roads Paving Project (C22101), and 2022 Pavement Preservation Program Project (C22401). If approved by the Board, the Director will have the authority to:

1. Prepare or direct preparation of surveys, profiles, cross-sections, plans, and specifications, as needed.
2. Notice and publicly open bids.
3. Award, negotiate, and execute the contracts (including a 15% contingency) to the lowest responsible bidder.
4. Reject all bids and advertise for new bids as authorized.
5. Consider and accept or reject protests if filed.
6. Execute change orders as authorized, and
7. Take all other actions authorized under and in accordance with the procedures set forth in Section 20390 et seq. of the Public Contract Code.

The competitive bid process is the same regardless of the delegation of authority to award the contract; however, the requested authorization enables the Department to award the contract after the bid process is complete rather than returning to the Board for contract award. The Department anticipates this streamlined award process will allow for work to begin six to eight weeks earlier in the summer 2022 construction season.

The Board has already approved the lists of county highway road segments to be included in these projects and has authorized funding. The 2017 Fire Debris Damaged Roads Paving Project is an effort by the Board to address the road damage resulting from fire suppression efforts and subsequent private property debris removal for the Sonoma Complex Fires of October 2017. The project will pave all the road segments included in the Tier 1 Infrastructure Resiliency Investment Plan. The 2022 Pavement Preservation Program Project is part of the on-going effort of this Board to address the road rehabilitation and preservation needs of the County Road System. This project represents one element of the 2022/2023 Pavement Preservation Program.

### **2017 Fire Debris Damaged Roads Paving Project, C22101**

The 2017 Fire Debris Damaged Roads Paving Project, C22101 includes all the Tier 1 roads in the Infrastructure Resiliency Investment Plan. On July 13, 2021, the Board approved allocating \$21.36 million in PG&E Settlement funds for the project.

The project consists of Asphalt Concrete Overlays and Asphalt Concrete Remove & Replace treatments as well as associated flagging traffic control, pavement delineation, and replacement of asphalt concrete surfacing (dig outs) as required. The Asphalt Concrete Overlay treatment process consists of placing a layer of asphalt concrete over the existing roadway surface from edge of pavement to edge of pavement. This treatment will be applied on the roads listed in Exhibit 'A' totaling 42.26 miles shown on the Location Map. The Asphalt

Concrete Remove & Replace process involves milling off the existing asphalt concrete pavement to a depth of three inches and replacing the asphalt concrete surface from edge of pavement to edge of pavement. This treatment will be applied on the roadway listed in Exhibit 'A' totaling 0.04 miles shown on the Location Map.

The project is planned to be advertised from March 1 to March 29, 2022.

Following advertisement, electronic bids are planned to be opened on March 29, 2022.

### **2022 Pavement Preservation Program Project, C22401**

On May 25, 2021, the Board approved the budget of \$39,951,890 and list of roads to be included in the two year 2022/2023 Pavement Preservation Program. Additionally, on July 13, 2021, the Board approved an amendment to the two-year 2022/2023 Pavement Preservation Program to the list of roads for the project. The 2022 Pavement Preservation Program Project (C22401) includes approximately half of 23.7 of road miles to be delivered over the next two years.

The project consists of Asphalt Concrete Overlays, Chip and Slurry Seals, and Full-depth Reclamation treatments as well as associated flagging traffic control, crack sealing, ditch cleaning, pavement delineation, and replacement of asphalt concrete surfacing (dig outs) as required. The replacement of 43 storm drain culverts is included in this project.

The Asphalt Concrete Overlay treatment process consists of placing a layer of asphalt concrete over the existing roadway surface from edge of pavement to edge of pavement. Slurry Seal is the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and additives to an existing asphalt pavement surface, applied from edge of pavement to edge of pavement. Chip Seal is a two-step process which includes first application of asphalt emulsion and then a layer of crushed rock to an existing asphalt pavement surface, from edge of pavement to edge of pavement, and then followed by a fog seal that will be applied from edge of pavement to edge of pavement.

Full-Depth Reclamation with Cement (FDR-C) is an in-place recycling method for reconstruction of existing flexible pavements using the existing pavement section material as base. This reconstruction involves grinding the existing roadway surface and base to a depth varying to match road conditions, mixing in cement (into existing grindings from the road base), grading and compacting the materials into the roadway base, and finishing with a 0.2' asphalt concrete overlay. The footprint of the roadway remains the same.

The project is planned to be advertised from the week of March 7 to the week of April 4, 2022.

Following advertisement, electronic bids are planned to be opened the week of April 4, 2022.

### **Strategic Plan:**

This item directly supports the County's Five-year Strategic Plan and is aligned with the following pillar, goal, and objective.

**Pillar:** Resilient Infrastructure

**Goal:** Goal 3: Continue to invest in critical road, bridge, bicycle, and pedestrian infrastructure.

**Objective:** Objective 1: Continue to maintain road segments, including designated turnouts where feasible, increase efforts on vegetation removal and drainage features, and improve pavement conditions in neighborhoods.

These projects will continue the annual Pavement Preservation Program and repair and maintain road segments within high fire risk areas in the County.

**Prior Board Actions:**

7/13/2021: Approval of PG&E Settlement Tier 1 List of Projects and Amendment to 2022/2023 Pavement Preservation Program

5/25/2021: Approval of 2022/2023 Pavement Preservation Program

**FISCAL SUMMARY**

<b>Expenditures</b>	<b>FY 21-22 Adopted</b>	<b>FY22-23 Projected</b>	<b>FY 23-24 Projected</b>
Budgeted Expenses		\$40,360,000	
Additional Appropriation Requested			
<b>Total Expenditures</b>		<b>\$40,360,000</b>	
<b>Funding Sources</b>			
General Fund/WA GF		\$12,453,755	
State/Federal			
Fees/Other		\$6,540,179	
Use of Fund Balance		\$21,366,066	
Contingencies			
<b>Total Sources</b>		<b>\$40,360,000</b>	

**Narrative Explanation of Fiscal Impacts:**

Expenditures associated with these two projects will be included in the FY 2022-23 Roads Capital (11051-34010101) recommended budget. Funding sources include the Board approved annual General Fund contribution to the Pavement Preservation Program (\$12,453,755), 50% of the Departments annual SB1 allocation (\$6,540,179), and \$21,366,066 million of PG&E Settlement Tier 1 funds transferred to the Department in FY 2021-22 at the direction of the Board.

**Narrative Explanation of Staffing Impacts (If Required):**

None.

**Attachments:**

Resolution

Exhibit 'A' Tier 1 List of Roads

Exhibit 'B' 2022 Pavement Preservation Program List of Roads

**Related Items "On File" with the Clerk of the Board:**

Location Maps Tier 1 and 2022 Pavement Preservation Program