



CALAVERAS COUNTY BOARD OF SUPERVISORS AGENDA SUBMITTAL

Short Name/Subject Calaveras County Dig Once Policy	Board Meeting Date May 28, 2019	Agenda Number 30
Dept: Public Works Contact: Joshua Pack Phone: 209/754-6402	Supervisorial District Number Countywide	Regular Agenda
Published Notice Required? No Public Hearing Required? No		Estimated Time: 30 Minutes
Type of Document? Informational Item PowerPoint Presentation Included? Yes Budget Transfer Included (Must be signed by Auditor)? No Complete Agreement Required? No Position Allocation Change? No		

RECOMMENDATION:

Receive a presentation regarding the Calaveras County Dig Once Policy.

DISCUSSION/SUMMARY:

The public right-of-way is a unique public resource held in trust for the benefit of the public. This physically limited resource requires proper management to maximize its efficiency, minimize the costs to taxpayers, and minimize the inconvenience to and negative effects on the public from the use of the public right-of-way by contractors and utility companies (“Applicants”).

Nationwide studies have concluded that excavations in paved streets degrade and shorten the life of the surface of roads, and this degradation increases the frequency and cost to the public of necessary resurfacing, maintenance, and repair. In addition, studies have concluded that pavement degradation occurs no matter how well the excavation is restored. The cutting of pavement and trenching in county roads permits water seepage into the street as well as weakening pavement support around the patch, thereby allowing deterioration at an accelerated rate. Even if pavement restoration in the trench itself appears to be structurally adequate, excavations damage the strength and life of the pavement located adjacent to the trench where the excavation occurs. The potential for damage to the pavement is magnified when a street is subject to multiple excavations being surfaced or resurfaced. In addition to these concerns, trenches result in additional aesthetic and rideability impacts that can affect neighborhood quality of life and result in a public nuisance.

Over the next five years, Calaveras County plans to invest as more than \$20 million dollars in comprehensive pavement repairs, rehabilitation, and restoration efforts throughout Calaveras County. This includes a recent allocation of PG&E settlement funds for roads affected by the Butte Fire along with Senate Bill 1 Road Maintenance and Rehabilitation Account funding earmarked for countywide pavement restoration. These efforts are scheduled to being in earnest in 2020. With the proposed investment of millions of dollars in public funds on various road projects, it is desirable to adopt regulations now that will help protect their structural integrity and safeguard the value of the public’s investment in the near future. The Board of Supervisors has recognized these issues, and at its January 15, 2019 meeting directed Public Works to develop a “Dig Once” policy that adequately addresses these concerns.

The proposed policy is directed at all Applicants who perform excavation work within the public right of way. It includes standards and requirements relating to public safety, the preservation of public property, site maintenance conditions, materials and equipment standards, trenching and compaction requirements, and insurance requirements. It also includes detailed trench resurfacing requirements in an attempt to restore roads to a condition at or better than they were prior to excavation and trenching activities.

Focusing specifically on trench restoration and resurfacing, this policy recognizes that a “one size fits all” approach may not be an appropriate policy. While some roads are in good or great shape and would be significantly affected by construction efforts, other roads are in poor shape and a properly restored trench may be in better condition than adjacent portions of road. The policy includes key trench restoration and resurfacing policies that reflect the following scenarios:

- For roads repaved or resurfaced within the last 5 years or for roads with a Pavement Condition Index (PCI) above 80, trenching is generally prohibited.
- For roads in good or fair condition (PCI between 45 and 80), the Applicant is required to either repave the half road width or resurface the entire road width to restore the road to a pre-construction condition or better.
- For roads in poor condition (PCI less than 45), the Applicant is required to crack seal the trench only. No additional pavement restoration efforts will be required.
- For roads that are scheduled for resurfacing or repaving in the county’s Public Works Capital Improvement Program in the near future, the Applicant has the option to make an in-lieu cash contribution to the Department of Public Works to fund their pro rata share of pavement restoration costs.

This policy includes exceptions to the aforementioned trenching prohibitions that include emergencies that endanger life or property, interruption of essential utility services, work mandated by the County, State, or Federal legislation, service for buildings where no other reasonable means of providing service exists, or when directional boring is not feasible due to technical engineering reasons. While the Applicant may be permitted to perform excavation and trenching under these specific conditions, they will be required to meet all other applicable conditions included in the policy.

The proposed policy does not have the same requirements for excavation and trenching outside of the paved road area. Under most circumstances, Applicants are strongly encouraged to locate trenches in available shoulders or other unpaved areas whenever possible. The Director of Public Works – at their discretion – also would retain some discretion to consider other options or alternatives to address road restoration concerns. However, under no circumstance would the Director consider options that result in negative impacts to public roads and infrastructure for the sole economic benefit of the Applicant or their customers.

Many of the conditions and specifications included in the policy have been adopted by numerous agencies throughout California and are considered standard practice in the construction industry. However, the proposed policy represents a significant policy shift in Calaveras County. The increased requirements for adequate trench restoration efforts will likely result in increased construction costs on behalf of the Applicants. While the general aim of this policy is to require accountability on behalf of the Applicants for the impacts their activities have on public roads and infrastructure, there is also an expectation that Public Works must continue to be a willing and able partner with all affected Applicants. Public Works must continue to accurately share pending road maintenance and construction activity with our partners and

allow opportunities for Applicants to complete work prior to these efforts. As part of these efforts, Public Works must continue to schedule regular Utility Coordination meetings with local utility providers to share information about upcoming projects and activities, continue annual updates to the Capital Improvement Program to provide information on upcoming construction activities and schedules that could impact Applicants, and continue to coordinate and cooperate with Applicants whenever reasonably feasible when both parties have mutual interests.

In advance of this workshop, Public Works reached out to various Calaveras County utility providers with an advanced copy of this draft policy. Public Works will continue to work with all interested parties and consider revisions to this policy wherever reasonable. No action is required at this time for this item. Staff will utilize feedback from the Board and public to prepare a final policy. The final policy will be brought back to the Board for approval and adoption in early summer 2019.

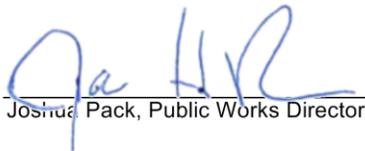
FINANCING:

There is no financing associated with this item.

ALTERNATIVES:

The Board may choose not to receive the recommended presentation.

APPROVED BY:


Joshua Pack, Public Works Director

5/13/2019


Sarah DeKay

5/16/2019


Bonnie Rich, Deputy CAO

5/17/2019


Diane Severud, Deputy Clerk of the Board of Supervisors

5/17/2019