

# DEPARTMENT of PUBLIC WORKS

County of Lassen



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August 14, 2018

TO: Board of Supervisors

FROM: Larry Millar, Director

SUBJECT: Update Report - Merrillville Road, County Road 226

RECOMMENDATION: That the Board of Supervisors 1) Receive report 2) Provide direction to staff.

DISCUSSION: On June 19, 2018, the Board of Supervisors received a report on the maintenance of Merrillville Road. They also received information regarding the current construction project being completed by the Lassen County Office of Education and the U.S. Forest Service in improving the Forest Service Road leading from the end of Merrillville Road to Eagle Lake and the Lassen County Youth Camp.

Concern was raised by the residents who live at the end of Merrillville Road regarding the potential for increased traffic which would add to the dust problem they are experiencing.

The Board directed the Road Department to look into the possibility of receiving some funding from the project to pave or complete dust preventive treatment to the portion of Merrillville Road in front of the residents and also to look into other options to mitigate the dust problem.

In checking with the Lassen County Office of Education and the U.S. Forest Service the existing RAC Grant has been fully utilized and the Lassen County Office of Education will be contributing additional funding to complete the existing project. At this time, there is no plan for a future RAC Grant application where potential funding could be made available to improve the section of Merrillville Road in front of the sub-division.

The Department also researched other potential funding sources, including the Bailey Stewardship Contract, and was unable to find any funding sources. We will continue to look for possible funding opportunities.

The Road Department has replaced the existing 25 MPH signs at each end of the sub-division with new enforceable speed limit signs as this section of Merrillville Road does meet the criteria of being a residential area.

Temporary/removable speed bumps were also investigated to be placed across Merrillville Road in the area of the residents in an attempt to slow down the traffic and thus reduce the dust. These speed bumps could be installed in three locations (at each end of the sub-division and one in the middle) and would be removed during the winter months to allow for snow removal. It is estimated that the cost of these speed bumps would be \$3,000.

We also are exploring an option of completing a chip seal over the existing dirt/gravel road surface. This is something we have not completed in past so it could be used as a pilot project. Initial investigation has determined that it may not be feasible as the cost of the special oil to treat the dirt/gravel roadway prior to the chip seal appears to be very expensive where it may not be beneficial over paving this section of roadway.

As was discussed during the last meeting, applying a dust preventative treatment such as Magnesium Chloride is really not feasible due to the short time it will be effective on the roadway and the cost to pave the approximate 0.58 mile section of roadway would cost between \$60,000 and \$175,000 depending on the level of scope of work.

The recommended minimum project would consist of the placement of asphalt concrete on the existing roadway surface in front of the residents, approximately sixteen (16) foot width and 0.58 miles in length. This would include the portion of roadway from the cattleguard through the subdivision to the end of the County Road. This includes shaping the roadway, placing 2 inches of asphalt concrete, and reshaping the shoulders. The asphalt concrete price is estimate to be approximately \$37,000. The County would complete the grading/shaping, material transportation, and placement of the asphalt concrete with its Road crew.

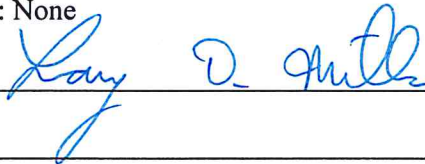
If the paving or the chip seal option is considered it is recommended that a cost share option be considered where the County Road Department could provide all the labor, equipment and transportation along with supplying any required aggregate base and/or shoulder backing material if the residents and/or other funding source would purchase the asphalt concrete or oil.

ALTERNATIVES: As discussed above

FINANCIAL IMPACT: To be determined.

OTHER AGENCY INVOLVEMENT: None

DEPARTMENTAL APPROVAL:



REVIEWED FOR AGENDA: