

# CITY OF PLACERVILLE



## ADOPTED CAPITAL IMPROVEMENT PROGRAM BUDGET 2013/2014



# CAPITAL IMPROVEMENT PROGRAM POLICY

Each year the City faces the challenge of meeting infrastructure and equipment needs with limited financial resources. The Capital Improvement Program Budget is designed to address the large financial investment that is required to maintain and expand public facilities and infrastructure. Ongoing service delivery can be assured only if adequate consideration is given to capital needs including capital asset replacement. If the City were to fail to maintain its capital assets, facilities and infrastructure will deteriorate until costly, constant maintenance is required, service levels are threatened, and community growth stagnates or even declines.

- In contrast to the Operating Budget, the Capital Improvement Program is a multi-year planning document. With respect to capital projects, it sets our goals for the next few years within what we believe to be realistic revenue projections.
- Capital assets are defined as a new or rehabilitated physical asset that is nonrecurring, has a useful life of five years or more, and is expensive to purchase. Capital projects are undertaken to acquire a capital asset. Examples of capital projects include construction of public facilities, major street improvements, and the acquisition of large pieces of equipment.
- Each project, shown within this document, indicates the potential funding sources based upon a number of restrictions that are common to local government revenue sources. As an example, we can build roads with gas tax funds and development impact funds, but not with park development funds.
- The funding strategy for the capital improvement program is to use all available restricted funds before general capital improvement funds. This maintains the City's flexibility to fund priority projects without regard to the source of revenues.
- Because of limited resources, the City's strategy during the last several years has been to contribute any carry-over from the prior year's operating budget to the General Capital Improvements Fund. This is the only true source of unrestricted capital improvement funds within the City. With the backlog of street and building maintenance projects, the City's goal is to someday allocate a percentage of sales tax revenues to be used only for capital improvements. This will assure long-term financial health of the City.

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# TABLE OF CONTENTS

## CAPITAL IMPROVEMENT PROJECTS 2013/2014

Lions Park Outfield Restoration (CIP #41401)	4
Town Hall Street Frontage Sign Repair (CIP #41402)	5
Pavement Management System Update (CIP #41403)	6
Sierra Tank Bypass (CIP #41404)	7
Cedar Ravine Road Pressure Regulating Station (PRS) Replacement (CIP #41405)	8
Wiltse Road Pressure Relief Valve (PRV) Replacement (41406)	9
Ridge Court Water Pump Station Replacement (CIP #41407)	10
Schnell School Road Pressure Regulating Station (PRS) Relocation (41408)	11
Coloma Street/Conrad Street/Cottage Street Area Water Line Replacement (41409)	12
Budget Summary	13

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**2013/2014 CAPITAL IMPROVEMENT PROGRAM PROJECTS**

## **Lions Park Outfield Restoration (CIP #41401)**

### ***DESCRIPTION:***

This project will restore damaged turf and improve drainage on the two softball outfields located at Lions Park. The condition of the turf has become increasingly deteriorated to the point of causing safety concerns. The scope of work will include topdressing both fields with 100 tons of topdressing material and over seeding with 90/10 Ryegrass/Blue two times and fertilization.

### ***COST SUMMARY:***

Contract Services	\$20,000
Contingency	<u>4,000</u>
Total Estimate	<u>\$24,000</u>

### ***POTENTIAL FUNDING SOURCES:***

General Liability Fund	\$24,000
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

None

### ***ALTERNATIVES:***

Defer the project.



## **Town Hall Street Frontage Sign Repair (CIP #41402)**

### ***DESCRIPTION:***

This project will protect the street frontage sign from further damage. Existing sign supports have been compromised due to parallel parking collisions. The structural integrity of the supports has diminished to the point where removal is necessary. The scope of work will focus on the removal of the existing structure and the reattachment of the street frontage sign. Postponement of this project could result in a safety risk to pedestrians and motorists.

### ***COST SUMMARY:***

Construction	\$4,000
Contingency	<u>800</u>
Total Estimate	<u>\$4,800</u>

### ***POTENTIAL FUNDING SOURCES:***

General Liability	\$4,800
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

The improved condition of the frontage sign will reduce the potential for further damage to the building resulting in reduced maintenance and operational costs in the future.

### ***ALTERNATIVES:***

Defer the project.

## **Pavement Management System Update (CIP #41403)**

### ***DESCRIPTION:***

A Pavement Management System is required to be updated at least every three years for the City to be eligible for state and federal transportation funds. The last update was conducted in 2007 under contract with Nichols Consulting Engineers (NCE). It is recommended to hire NCE to update the 2007 report and concurrently train City staff to facilitate in-house updates going forward.

### ***COST SUMMARY:***

Field Survey/Training	\$ 5,000
Updated Report	<u>8,000</u>
Subtotal Engineering	13,000
MicroPAVER software	800
PAVER FieldInspector software	250
Windows Tablet PC w/ GPS	1,000
PAVER: Asphalt Distress Manual (2)	<u>50</u>
Subtotal Equipment & Software	2,100
Staff Time	<u>3,500</u>
Subtotal	18,600
Contingency	<u>1,400</u>
Total Estimate	<u>\$ 20,000</u>

### ***POTENTIAL FUNDING SOURCES:***

RSTP Exchange Revenue	\$ 20,000
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

The 2007 Pavement Condition Report was prepared at a cost of approximately \$30,000. With City staff adequately trained on methods of pavement distress identification and calculation of Pavement Condition Index (PCI) and the proper field equipment and software, the City will be able to maintain its own Pavement Management System on an ongoing basis and at substantially less cost than hiring a consultant every three years. Return on \$5,100 investment is estimated at less than one year based on \$25,000 consultant cost every three years. Ongoing savings of approximately \$6,000 per year.

### ***ALTERNATIVES:***

1. Defer project. It is not recommended to defer update of the Pavement Management System as it risks eligibility of State and Federal funding for road rehabilitation projects.
2. Hire Consultant to prepare update with no training of City staff or equipment/software purchase. Cost for one-time update and new report is \$23,500.
3. Contract with El Dorado County for pavement condition surveys and tabulated PCI list. City staff would create maps and maintain spreadsheets. Cost is estimated by the County at \$19,245 for a one-time update.

## **Sierra Tank Bypass (CIP #41404)**

### ***DESCRIPTION:***

The Sierra Tank, located on Country Club Drive near the entrance to the Placerville Airport, was originally used in the water system to treat and store water in the Sierra System, which feeds the area of Country Club Road, Cedar Ravine Road, Brenden, Jeffrey Drive Sean Drive, Barrett Drive as well as Eskaton Drive. El Dorado Irrigation District now delivers treated water to the City at two interties, one located at the top of Cedar Ravine Road south of Lions Park, and one at the airport. The first seven homes west of the Sierra Tank are currently fed through a booster pump located at the Sierra Tank since there is inadequate gravity pressure developed from the Sierra Tank until the eighth home. Since there is adequate pressure on the City side of the EID intertie, the project would construct new water mains to directly connect first seven homes as well as the remainder of the Sierra System, and bypass the tank and booster pump.

The tank provides benefit in terms of surge protection and emergency storage, however also represents a cost liability in terms of ongoing inspections and maintenance. Surge protection can be provided by pressure relief valves installed in the system, and EID provides storage and transmission of a more-than-adequate supply of water.

### ***COST SUMMARY:***

Construction	\$35,000
Removal of Existing Tank	5,000
Architecture/Engineering	5,000
Environmental Document	2,500
Right-of-Way Acquisition	0
Inspection/Testing	<u>5,000</u>
Subtotal	52,500
Contingency	<u>5,000</u>
Total Estimate	<u>\$57,500</u>

### ***POTENTIAL FUNDING SOURCES:***

Measure H Fund	\$57,500
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

Periodic inspection of the tank is performed every five years at an approximate cost of \$7,500 or \$1,500 per year. Repainting and other maintenance is estimated at \$2,000 per year on average, and the tank is currently due for repainting. Electricity for the booster pump is approximately \$250 per year. Total savings would be \$3,750 per year. The cost of removal of the existing tank will be offset to a large degree by the salvage value of the steel. Depending on the price per pound of salvaged steel, the net cost could be as low as zero, but for budgeting purposes a cost of \$5,000 is assumed.

### ***ALTERNATIVES:***

Defer the Project

## **Cedar Ravine Road Pressure Regulating Station (PRS) Replacement (CIP #41405)**

Replace existing water system pressure regulating valve and vault with new precast vault and new 6-inch and 2-inch pressure regulating valve assembly. The PRS is located south of Lions Park at the crest of Cedar Ravine Road.

### ***COST SUMMARY:***

Construction	\$65,000
Architecture/Engineering	5,000
Environmental Document	2,500
Right-of-Way Acquisition	0
Inspection/Testing	<u>7,500</u>
Subtotal	80,000
Contingency	<u>10,000</u>
Total Estimate	<u>\$90,000</u>

### ***POTENTIAL FUNDING SOURCES:***

Measure H Fund	\$90,000
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

Existing vault is subject to flooding and requires ongoing response by maintenance personnel to set up pump and dewater the vault. Estimate 100 man-hours per year savings. In addition, the existing vault represents cross-connection control hazard to water quality when submerged which is presenting a liability.

### ***ALTERNATIVES:***

Defer project.

## **Wiltse Road Pressure Relief Valve (PRV) Replacement (CIP #41406)**

### ***DESCRIPTION:***

Replace existing water system pressure relief valve (spring-actuated) with new 4-inch pilot-actuated pressure relief valve. The PRV is located on the north side of the Wiltse Road Bridge at Hangtown Creek. Existing valve type is slow to react to potential overpressure conditions which could result in damage to the water system prior to pressure relief. "Pilot"-type valve responds more quickly, and one of these types is currently installed on a fire hydrant at the intersection of Wiltse Road and Broadway.

### ***COST SUMMARY:***

Construction	\$10,000
Architecture/Engineering	1,000
Environmental Document	0
Right-of-Way Acquisition	0
Inspection/Testing	<u>1,000</u>
Subtotal	12,000
Contingency	<u>3,000</u>
Total Estimate	<u>\$15,000</u>

### ***POTENTIAL FUNDING SOURCES:***

Measure H Fund	\$15,000
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

Estimate ten worker-hours per year savings inspecting and maintaining temporary hydrant-mounted PRV. In addition, the hydrant-mounted valve is more susceptible to tampering or vandalism.

### ***ALTERNATIVES:***

Defer the project.

## **Ridge Court Water Pump Station Replacement (CIP #41407)**

### ***DESCRIPTION:***

This project will replace the existing interior of the water pump station located along Ridge Court. The station is old and antiquated leading to frequent repair and interruptions in water service to residents living above the station. The scope of work conducted by City staff will include replacement of the existing storage tank, installation of a new electric pump, electrical wiring, new plumbing fixtures and placement of a water sampling station within the building.

### ***COST SUMMARY:***

Contractual Services	\$ 5,000
Construction Supplies	10,000
Contingency	<u>3,000</u>
Total Estimate	<u>\$18,000</u>

### ***POTENTIAL FUNDING SOURCES:***

Measure H Fund	\$18,000
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

The pump station currently requires an average of seven “call outs” per year which are primarily due to power outages. Each “call out” requires approximately four worker-hours per response. In addition, the station requires an estimated two days per year of routine maintenance. The new pump should require one day per year of routine maintenance and function during and after a power outages without response from maintenance staff. A net savings of 28 hours of staff time per year is anticipated. Operational costs will be roughly the same, except with the addition of a generator, the cost for an air quality permit is estimated to add \$400 per year.

### ***ALTERNATIVES:***

Defer the project.

**Schnell School Road Pressure Regulating Station (PRS) Relocation  
(CIP #41408)**

***DESCRIPTION:***

Relocate existing water system pressure regulating valve and vault to behind back of sidewalk south of the Schnell School driveway. The PRS is located in the northbound lane of Schnell School Road, and was originally installed with the drain opening facing uphill resulting in flooding of the vault.

***COST SUMMARY:***

Construction	\$50,000
Engineering	10,000
Right-of-Way Acquisition	0
Inspection/Testing	<u>5,000</u>
Subtotal	65,000
Contingency	<u>10,000</u>
Total Estimate	<u>\$75,000</u>

***POTENTIAL FUNDING SOURCES:***

Measure H Fund	\$75,000
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***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

Existing vault is subject to flooding and requires ongoing response by maintenance personnel to set up pump and dewater the vault. Location in the roadway requires traffic control for access. Estimate 150 man-hours per year savings. In addition, the existing vault represents cross-connection control hazard to water quality when submerged, presenting liability.

***ALTERNATIVES:***

Defer the project.

## **Coloma Street/Conrad Street/Cottage Street Area Water Line Replacement (CIP #41409)**

### ***DESCRIPTION:***

This area is currently served with very old undersized water mains varying from 1” thru 4” diameter lines. Fire flows are very substandard in this older residential area. This project will replace these existing mains with new 6” PVC C900 lines, replace existing services to the meters, install new fire hydrants, install proper valves so areas can be isolated for maintenance activities, construct additional ties to adjacent water mains, and install other necessary appurtenances to provide greatly improved water service to this area.

### ***COST SUMMARY:***

Construction	\$480,000
Architecture/Engineering	80,000
Grant overhead	<u>42,000</u>
Subtotal	602,000
Contingency	<u>included</u>
Total Estimate	<u>\$602,000</u>

### ***POTENTIAL FUNDING SOURCES:***

CDBG Grant	\$602,000
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### ***IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:***

This area is one of highest maintenance cost areas in city water system, with many leaks having been repaired in the past 5 years.

### ***ALTERNATIVES:***

There is no alternative if the city’s objective is to provide adequate water service and fire flows to this residential area, as well as to greatly reduce annual maintenance costs.



**City of Placerville**  
**Adopted Capital Improvement Program Budget Summary**  
**Fiscal Year 2013/2014**

<b>Project</b>	<b>General Liability Fund</b>	<b>Transportation Fund</b>	<b>Measure H Fund</b>	<b>CDBG Grant Fund</b>	<b>Total All Funds</b>
Lions Park Outfield Restoration	\$ 24,000	\$ -	\$ -	\$ -	\$ 24,000
Town Hall Street Frontage Sign Repair	4,800	-	-	-	4,800
Pavement Management System Update	-	20,000	-	-	20,000
Sierra Tank Bypass	-	-	57,500	-	57,500
Cedar Ravine Road Pressure Regulating Station (PRS) Replacement	-	-	90,000	-	90,000
Wiltse Road Pressure Relief valve (PRV) Replacement	-	-	15,000	-	15,000
Ridge Court Water Pump Station Replacement	-	-	18,000	-	18,000
Schnell School Road Pressure Regulating Station (PRS) Relocation	-	-	75,000	-	75,000
Coloma St./Conrad St./ Cottage St. Area Water Line Replacement	-	-	-	602,000	602,000
<b>Total</b>	<b>\$ 28,800</b>	<b>\$ 20,000</b>	<b>\$255,500</b>	<b>\$602,000</b>	<b>\$906,300</b>