



Contra
Costa
County

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: January 15, 2019

Subject: APPROVE the Countywide Guardrail Upgrades Project, and take related actions under CEQA.

RECOMMENDATION(S):

APPROVE the Countywide Guardrail Upgrades Project (Project) and AUTHORIZE the Public Works Director, or designee, to advertise the Project, Brentwood and Byron areas. [County Project No. 0662-6R4055/Federal Project No. HSIPL 5928 (145), DCD-CP# 17-07] (Districts I, III)

DETERMINE the Project is a California Environmental Quality Act (CEQA), Class 1(c) Categorical Exemption, pursuant to Article 19, Section 15301 of the CEQA Guidelines, and

DIRECT the Director of Department of Conservation and Development to file a Notice of Exemption with the County Clerk, and

AUTHORIZE the Public Works Director, or designee, to arrange for payment of a \$25 fee to the Department of Conservation and Development for processing, and a \$50 fee to the County Clerk for filing the Notice of Exemption.

APPROVE

OTHER

RECOMMENDATION OF CNTY
ADMINISTRATOR

RECOMMENDATION OF BOARD
COMMITTEE

Action of Board On: **01/15/2019** APPROVED AS RECOMMENDED OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYE: John Gioia, District I Supervisor
Candace Andersen, District II Supervisor
Diane Burgis, District III Supervisor
Karen Mitchoff, District IV Supervisor
Federal D. Glover, District V Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: January 15, 2019

David Twa, County Administrator and Clerk of the Board of Supervisors

Contact: Claudia Gemberling,
925.313.2192

By: Stacey M. Boyd, Deputy

FISCAL IMPACT:

Estimated Project cost: \$2,093,519. 61.8% Highway Safety Improvement Program Funds, 34.7% East County Regional Area of Benefit Funds, 3.5% Local Road Funds.

BACKGROUND:

The purpose of this Project is to upgrade approximately 167 guardrails with end treatments to reduce collision severity and also meet current Caltrans standards. Project construction is expected to occur in spring of 2019 and take approximately 65 working days to complete for all segments. The end treatments consist of a Flared Energy Absorbing Terminal (FLEAT) or a Sequential Kinking Terminal (SKT) type system on either end of each guardrail as needed. Marsh Creek Road will also require full replacement of each guardrail system; it is anticipated the guardrail posts will be replaced in the exact same location. These upgrades will include limited soil disturbance for when damaged or deteriorated guardrail posts need to be replaced and when ground termination may be necessary; maximum postholes depths will not exceed 6 feet below ground surface. This project will only include guardrails that have not been upgraded from previous repair work that would have replaced the guardrails to current standards as well as for those guardrails that occur within upcoming capital improvement road projects.

CONSEQUENCE OF NEGATIVE ACTION:

Delay in approving the project may result in a delay of design, construction, and may jeopardize funding.

ATTACHMENTS

CEQA