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Discussion of street and gutter options for Cameron Park Airport District

The maintenance of the residential streets and gutters is a primary responsibility of the District with some funding assistance from El Dorado County as long as they are open to the public. Legal issues regarding defined areas of authority and responsibility are not completely clear, but the costs for maintenance and repairs have been historically born by the Cameron Park Airport District (District) at their discretion, and it is very unlikely El Dorado County (County) will contribute anything more.

Several plans have been developed with suggested street maintenance requirements, but none have been funded anywhere near what is required to follow the plan.

Recent history of street maintenance starts with the resurfacing completed in 2008 funded by a government bond approved by the residents after a special assessment district of 124 properties was formed. The Bond was for a sum of \$2,000,000 of which \$700,000 will go toward required legal fees and interest on the bond. Those properties that paid off the principle are not charged, but many pay \$900 per year toward the bond with the final payments occurring in 2028.

The only maintenance or repair since the resurfacing was sealing the numerous cracks in 2019 at a cost of \$100,000 using the accumulated \$13,000 in annual funds from the County to pay the contract.

The amount accumulated funds for street maintenance and repair is now about \$30,000.

Gutters have recently been raised as a potential issue by a resident and have never been included in the cost estimates for street maintenance. Several legal questions need to be pursued and finalized prior to the District's response to this particular resident, but gutters cannot be ignored forever.

Where we stand today:

1) To prolong pavement life, it is generally recommended to apply a Class II slurry seal (small aggregate in an emulsion) every 5 years. An estimate of this cost is \$370,000 not including re striping.

2) The base of the streets is not ideal due to clay soils and a significant amount of underground water intrusion that can be seen in several areas coming through the cracks. The cracks are not generally a result of use or heavy vehicle traffic, but the movement of the base pulling the pavement apart along with pavement shrinkage due to age, which is not feasible to completely repair without spending several million dollars to remove the pavement, excavate several feet deep, add a drainage network and backfill with engineered compacted base, then repave.



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3. Gutters are not in great shape being broken often along their length and in many cases not adequately sloped or shaped for efficient drainage. It would cost approximately \$1,000,000 to remove the gutters and adjoining pavement, excavate under the gutters and backfill with engineered fill then replacing the gutter and adjoining pavement.

4. Good news is the streets are in pretty good shape due to the light traffic loads and previously lasted almost 40 years before a resurfacing was required, so the recommended schedules can probably be extended somewhat, but a price will be paid for ignoring maintenance at some point.

5. The present income and budget does not provide sufficient funds to deal with crack sealing, potholes, gutter failures or other issues that are likely to occur.

6. An affordable action plan needs to be agreed upon and funded to control the long-term costs of street maintenance. We are at 12 years since resurfacing and assuming no other repairs, we will not be able to slurry seal for at least another 25 years with the present funding, assuming no cost inflation. By that time, the pavement will be well beyond sealing as cracks will become extensive resulting in pavement failure. Doing nothing will require another special assessment and Bond measure for resurfacing with the added overhead costs for obtaining the funds.

7. A fee increase that provides for reasonable interim maintenance and will reduce the eventual Bond cost is likely the only workable approach.

Some ideas for thought-----not cheap or easy given the costs for this work

a) 124 properties are in the Special Assessment District currently paying off the bond.

b) Required annual maintenance budget increase-\$22,000 to allow crack sealing etc on a reasonable time frame.

c) Slurry seal in 5 years requires \$74,000 per year to be accumulated, then can maybe be reduced to a 10-year slurry cycle.

d) Gutter replacement repair spaced out each year on condition-\$100,000 per year to finish in 10 years.

This ends up needing \$196,000 a year for the next 5 years (\$131/month per property) then \$159,000 a year after 2026 (\$106/month per property)