



County of Yolo

DEPARTMENT OF COMMUNITY SERVICES
PUBLIC WORKS DIVISION

292 West Beamer Street, Woodland, CA; 95695-2598; (530) 666-8775; FAX (530) 666-8156; www.yolocounty.org

MEMBERS:

DISTRICT 1 Samuel Bivins
DISTRICT 2 Bruce Eldridge
DISTRICT 3 Kevin Spesert
DISTRICT 4 Steve Zehner
DISTRICT 5 Hans Strandgaard
AT LARGE Olin Woods

County Staff: Panos Kokas
Members Present: Zehner, Woods, Strandgaard
Public: John Whitehead

Meeting Minutes

Yolo County Transportation Advisory Committee

West Yolo Causeway Levee Near Webster Undercrossing of I-80 at entrance to the Vic Fazio Yolo Wildlife Area; Thursday, May 25, 2017, **4:00 – 5:15 PM**

DISCUSSION ITEMS

1. Assign minute taker for meeting.
Olin Woods agreed to take the minutes.
2. Approval of Minutes of May 25, 2017, Meeting
Draft Minutes, as modified by County Staff Member Jim Campbell and with corrections made by Steve Zehner, were unanimously approved.
3. Tour – Chiles Road Flooding Review and Discussion
The Committee toured the area where the flooding of Chiles Road at the Webster Undercrossing has occurred. The Members concluded that flooding is due to overflow from the Caltrans properties (functional detention basins) which are immediately adjacent the I-80 Freeway and the Webster Undercrossing. These parcels lie north and south of the Freeway, where the northern property is at a slightly higher elevation and drains through a culvert under the freeway into the southern property. The design of the drainage from the southern parcel is such that, when the Causeway water level does not exceed the level of the water on the Caltrans property, it drains to the East into the Causeway. However, when this is not the case and the level of water in the Causeway exceeds the level of water in the Caltrans southern retention area, a screw operated gate needs to be manually closed or water will flow from the Causeway into the Caltrans retention area. This requires the manual closing of the valve and it assumes that the valve is functioning properly, an assumption that the Advisory Committee members were unable to confirm. When there is

water in the retention pond and the level of water in the Causeway is below the level of the retention area, as it was on the day of the Committee's visit, the water in the retention area develops head and flows into the Causeway. It was clear from the Committee's observations today that water was flowing in the direction of the Causeway, however, the 36 inch flap-gate was only able to open 1"– 2" because it was blocked at the bottom by mud, silt, and debris. The Committee made the following observations: a) While there is no mention in the Freeway Agreement that Caltrans is responsible for draining the detention areas, drainage law states clearly that it is the responsibility of a landowner to provide drainage for his/her property that does not harm or compromise neighboring parcels. (The County recently repaired Chiles Rd and the Webster Undercrossing for approximately \$1.5M and the shoulder areas of the roadway are already showing signs of deterioration.) b. The design of the drainage system was conceived in such a way that it will only function when there is no floodwater in the Causeway. It also requires a high degree of maintenance and is dependent on the timely manual opening and closing of the screw operated valve. If everything works perfectly, the design as conceived and implemented may be adequate for normal rain years. However, the evidence this year and in past years when rainfall has been above normal, the system has not worked satisfactorily and the County's roadway as well as Caltrans' frontage roads and on ramps have been damaged. c) Regardless of whether Caltrans chooses to design and build a new drainage system that can operate even during wet years, at a minimum, they should make sure that the affected inlets, culverts, and outlets are clear of mud, silt, and debris. Caltrans should also inspect, clean, and repair, as necessary, the screw operated valve and the 36-inch flap valve. Panos agreed to forward pictures of the silted-up flap-valve to Caltrans Maintenance and to ask them to fix it. d) it was noted that Caltrans made several attempts to drain the detention basins this year using a mobile gas-powered pump when their ramps and the County's road flooded. During one of the pumping efforts, water was pumped over the levee and into the Causeway, but on the other, they pumped the water to a nearby field where alfalfa was growing. The farmer whose field it was later sued Caltrans for damage to his crop. So, there is a probably also a financial incentive for Caltrans to come up with a longer term solution to the flooding problem.

4. Congestions on Mace Blvd. in south Davis follow-up

Panos Kokas stated that he had met with the Davis Public Works Director, Bob Clark, to discuss the safety problems on Mace Blvd between Montgomery and I-80. The Montgomery intersection is actually on City property so there is not much the County can do in this area. Mr. Clark advised that a "road diet" plan had been formulated, which will reduce the roadway on Mace Blvd from 4 lanes to two and which the City believes may slow down traffic on northbound Mace Blvd outside City limits and thus, possibly also reduce the accident potential at Mace and Montgomery. Mr. Kokkas felt that installing flashing warning lights or "your speed" radar signs would not be as effective as installing a roundabout at Montgomery, since drivers tend to ignore the signs.

With respect to the congestion problems on Mace, Mr. Kokkas indicated that the County has written letters to Google, Ways, and other GPS routing systems to no avail. The problem occurs when eastbound traffic on I-80 is routed by Google, Ways, and others from the Midway Rd exit via back roads in Solano County to Mace Blvd in Yolo County. Google et al. make the argument that the roadways are public facilities and therefore are available to drivers to use at their discretion. Mr. Kokkas pointed out that the Davis' "road diet" plan for Mace may have the result of causing more congestion, which may very well result in making the Midway-Mace detour option undesirable to those who use electronic wayfinding. The City will be starting the "road diet" construction project soon so the Committee will be able to see whether there are any positive changes as a result. If not, the Committee can bring this up as an agenda item again.

5. Public Works Update

Mr. Kokkas indicated that the Buckeye Bridge project was bid and Viking Construction was the low bidder. Hans noted that he had worked with Viking before and they do good work. Mr. Kokkas also stated that the County Department of Public Works had aggressively applied for FEMA funds to make needed transportation repairs, but that it had not received any award letters to date.

6. Next meeting Agenda Items

The Chair reported that a Mr. Johnson, a concerned member of the public, will likely appear at the June 22, 2017 Yolo Technical Advisory Committee meeting to discuss the need for safe bicycle routes between Davis and Woodland.

Please send any additional items to Hans within one week of our meeting.

7. Next Meeting Date, Time and Location – June 22, 2017, 4pm

The Chair indicated that the next meeting would be held in the Cache Creek Conference Room