



# CITY COUNCIL AGENDA REPORT

CITY HALL

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CITY OF SONORA 94 N. WASHINGTON STREET, SONORA, CA 95370 P: (209) 532-4541

*SERVICE, INNOVATION, INTEGRITY, COLLABORATION, RESPECT, LEADERSHIP*

**DATE:** February 18, 2025

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Mike Pugh, City Engineer, Dewberry Engineers Inc.

**SUBJECT:** Snell Street Reconstruction Project (County Line to Bonanza Road) Update and Approval of the Proposed Realignment Alternative to Better Facilitate the Installation of the New Storm Drain Pipeline.

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## **RECOMMENDATION:**

Receive an Update on the Snell Street Reconstruction Project (County Line to Bonanza Road) and Approve the Proposed Realignment Alternative to Better Facilitate the Installation of the New Storm Drain Pipeline.

## **BACKGROUND:**

The existing storm drain system for Snell Street consists of an open roadside ditch between Spring Hill Road and the City of Sonora / Tuolumne County line which drains into a culvert pile that crosses under Spring Hill Road and into a storm drain box that allows the stormwater to bubble up onto Snell Street and sheet flow down the road and into an existing drainage system on Bonanza Road. The sheet flowing of water on Snell Street has over the years saturated the roadway structural section causing the road to disintegrate. In addition, the sheet flowing water freezes in the winter creating dangerous icy conditions on the road.

The City of Sonora has obtained Senate Bill 1 (SB1) funds to advance the construction of the needed road repairs, and the new storm drain system and pipeline. Due to the location of this project, additional project features are desired including the construction of a continuous sidewalk on Snell Street from Spring Hill Road to Bonanza Road and the undergrounding of the existing PG&E power lines. The sidewalk would provide safe pedestrian access from the neighborhoods off of Spring Hill Road to Sonora High School and would provide a connection point to the future Gold Rush Trail that is currently under design. The undergrounding of the PG&E lines would reduce the fire hazard within this portion of the City.

## **DISCUSSION / ANALYSIS:**

Dewberry has started the design of the new storm drain line and repairs to Snell Street. As part of this effort, utility information has been gathered from various utilities including TUD, PG&E, and AT&T. The information has been input into the project base mapping which revealed that Snell Street is a major utility corridor for TUD in this area of the City of Sonora.

Installing a new storm drain pipeline with the existing footprint will be difficult due to the presence of TUD's existing water and sewer pipelines. Extensive relocations of TUD's infrastructure would be required to clear a



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corridor for the new storm drain pipeline. This relocation work would significantly impact the local residents along Snell Street as well as the traveling public.

Realigning Snell Street approximately 5 feet to the north would provide a new corridor for the storm drain pipeline and eliminate the majority of TUD's relocation work. As such, the construction costs for the realigned road are anticipated to be less than the construction costs that would be incurred if the existing Snell Street alignment were to be maintained. The realigned road alternative also reduces the construction uncertainties related to placing the new storm drain pipeline within TUD's existing utility corridor. The realigned road, however, would increase the engineering and environmental clearance / permitting effort thus increasing the related design and environmental services costs. The overall cost for both keeping the existing alignment of Snell Street and realigning Snell Street is essentially the same.

Based on Dewberry's analysis, Dewberry recommends advancing the design of the Snell Street Reconstruction Project using the realigned road alternative.

## **FISCAL IMPACT:**

The estimated total cost of the proposed road project is approximately **\$3.6 million**. The City of Sonora has secured the following funding sources for the project:

- **\$626,000** – Road Maintenance and Rehabilitation Account (RMRA) (SB1) Funds
- **\$300,000** – Highway User Tax Funds
- **\$266,173** – Carbon Reduction Grant Funds
- **\$250,000** – Regional Surface Transportation Program (RSTP) Funds

These sources provide a total of **\$1,442,173**, leaving a funding shortfall of **\$2.2 million**, with the majority of the gap attributed to construction costs.

To address this shortfall, the engineering team is actively pursuing additional grant opportunities and alternative funding sources to fully finance the project. If sufficient funding is not secured, the City may need to consider other financing options to move the project forward, including a General Fund contribution.

## **ATTACHMENTS:**

Snell Street Reconstruction Project Presentation

## **CORE COUNCIL PRIORITIES:**

Fiscal Responsibility and Stability, Infrastructure and Engineering, Public Safety and Disaster Preparedness, Economic Development/Growth and General Plan, Homelessness Issues, Staffing - Salary, Benefits, Training, and Retention