



## RESOLUTION NO. 067-2024

### OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2024-25 FUNDED BY SENATE BILL 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

**WHEREAS**, SB 1 includes accountability and transparency provisions that will ensure the residents of the County of El Dorado are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

**WHEREAS**, the County of El Dorado must adopt a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

**WHEREAS**, the County of El Dorado will receive an estimated \$7,851,302 in RMRA funding in Fiscal Year 2024-25 from SB 1; and

**WHEREAS**, this is the seventh year in which the County of El Dorado is receiving SB 1 funding and the funds will enable the County of El Dorado to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public; and

**WHEREAS**, the County of El Dorado used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities' priorities for transportation investment; and

**WHEREAS**, the funding from SB 1 will help the County of El Dorado maintain and rehabilitate thirty-eight (38) roads throughout the County of El Dorado this year and various similar projects into the future; and

**WHEREAS**, the 2018 California Statewide Local Streets and Roads Needs Assessment found that the County of El Dorado streets and roads are in an "at-risk" condition and this revenue will help the County increase the overall quality of the County road system and over the next decade will help bring streets and roads into a "good" condition; and

**WHEREAS**, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials, and practices will have significant positive co-benefits statewide.

**NOW, THEREFORE, BE IT RESOLVED** by the County of El Dorado Board of Supervisors, State of California, as follows:

1. The foregoing recitals are true and correct.
2. The following list of proposed projects will be funded in-part or solely with fiscal year 2024-25 RMRA revenues:

**Project Title:** Governors Area Phase 2 Road Repair and Surface Treatment

**Project Description:** Governors Area Road Repair and Surface Treatment includes Albert Circle, Cyprine Court, Gillett Drive, Hensley Circle, Mephram Court, Moonstone Circle, Plumley Court, Ridgeview Drive, Sapphire Way, Shelby Circle, Shelby Court, Suffolk Way, Tabari Court, Turquoise Way and Warren Lane in El Dorado Hills, California. The project is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. Phase one (1) will consist of roadside brushing of approximately 5.5 miles of roadway in the identified subdivisions and roadway. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist curb and gutter repairs and possible culvert repair. All curb and gutter will be evaluated and repaired if needed. At that time, all culverts will be inspected for life expectancy and be replaced if needed as well. Phase three (3) will consist of repairing damaged asphalt in the 5.5 miles in the identified area, where needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** Governors area is located west of El Dorado Hills Boulevard in El Dorado Hills, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for these roads is seventy (70). They were last inspected in December 2021. After completion of the surface treatment, the section of road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2024

**Proposed Schedule of Completion:** Summer/Early Fall 2025

**Proposed Project:** E-16 (Mt. Aukum Road) Phase 2 Road Rehabilitation and Surface Treatment

**Project Description:** E-16 Phase 2 Road Rehabilitation and Surface Treatment project is a multi-year project. The first two phases will concentrate on preparation for the overlay. Phase one (1) will consist of roadside brushing of 9.00 miles of roadway along E-16. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing the asphalt with a wedged cut overlay along the 9.00 miles of E-16. Phase four (4) will consist of thermoplastic roadway markings.

**Project Location:** E-16 starts at Grizzly Flat Road and Bucks Bar Road intersection and continues south to county line in Somerset, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The PCI of this road is fifty-five (55). It was last inspected on September 2022. After the grind and pave is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2024

**Proposed Schedule of Completion:** Summer 2025

**Proposed Project:** Barkley Road, Larsen Drive and Harness Tract Road Area Rehabilitation and Surface Treatment

**Project Description:** Barkley Road, Larsen Drive and Harness Tract Road Area Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 3.75 miles of roadway along Barkley Road, Larsen Drive and Harness Tract Road. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching, possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected

for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt along the 3.75 miles of Barkley Road, Larsen Drive and Harness Tract Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings on all roads.

**Project Location:** The three identified roads are located off Carson Road in Camino, California within El Dorado County, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI of these roads is sixty (60). They were last inspected on April 2021. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2024

**Proposed Schedule of Completion:** Summer 2025

**Proposed Project:** Salmon Falls Phase 2 Road Rehabilitation and Surface Treatment

**Project Description:** Salmon Falls Phase 2 Road Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on the preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 7.1 miles of roadway. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt in the 7.1 miles of Salmon Falls Road, as needed. Phase four (4) will consist of a microgrind, rubberized asphalt surface treatment and thermoplastic roadway markings where needed.

**Project Location:** Salmon Falls Road starts from Gallagher Road in Pilot Hill to and continues to Green Valley Road in El Dorado Hills, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI of this road is sixty (60). It was last inspected in February 2020. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2024

**Proposed Schedule of Completion:** Fall 2025

**Proposed Project:** Christmas Valley Phase 1 Road Rehabilitation and Surface Treatment

**Project Description:** Christmas Valley Phase 1 Road Rehabilitation and Surface Treatment is a multi-year project and includes Beaver Brae, East River Park Drive, Egret Way, Elati Street, Ermine Court, Henderson Street, Kata Court, Kekin Street, Lipan Street, Nahane Drive, Panorama Court, Panorama Drive, Portal Drive, Wailaki Street, West River Park Drive, Woodchuck Court and Yokut Street. The first three phases will concentrate on the preparation for the road rehabilitation and surface treatment. Phase one (1) will consist of roadside brushing of 4.70 miles of roadways off of South Upper Truckee. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed. Phase two (2) will consist of ditching. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. Phase three (3) will consist of repairing damaged asphalt, as identified, in the 4.70 miles of roadway as listed above. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.

**Project Location:** The project roads are located in South Lake Tahoe, California off of South Upper Truckee starting at Highway 50 continuing south until East River Park Drive.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for this road is thirty-eight (38). It was last inspected in May 2022. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2024

**Proposed Schedule of Completion:** Summer 2025

**Proposed Procurement/Operational Need: Pavement Saw**

**Description:** A walk-behind self propelled concrete saw is used to cut through hard materials such as concrete, asphalt, and stone. It is an essential piece of equipment for maintenance personnel who need to make precise and efficient cuts in concrete for a variety of applications, from creating expansion joints, cutting trenches for drainage and electrical work or creating separation joints when demolishing certain areas of a concrete pad without disturbing other sections. Due to the nature of the hardness of material being cut, the self propelled feature allows the tool to do more of the work to assist with propelling the tool forward while cutting, thus lessening the force needed to push the tool by staff.

**Estimated Useful Life:** The useful life of the equipment is approximately ten (10) years.

**Proposed Bid:** September 2024

3. The following previously proposed and adopted projects may utilize fiscal year 2024-25 RMRA revenues in their delivery. With the relisting of these projects in the adopted fiscal year resolution, El Dorado County is reaffirming to the public and the State our intent to fund these projects with RMRA revenues:

**Project Title:** Governors Area Road Repair and Surface Treatment

**Project Description:** Governors Area Road Repair and Surface Treatment includes the area west of El Dorado Hills Boulevard, north of Olsen Lane, south of Stephen Harris Park and east of Kalithea Park. The project is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. Phase one (1) will consist of roadside brushing of approximately 8.75 miles of roadway in the identified subdivisions and roadway. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist curb and gutter repairs and possible culvert repair. All curb and gutter will be evaluated and repaired if needed. At that time, all culverts will be inspected for life expectancy and be replaced if needed as well. Phase three (3) will consist of repairing damaged asphalt in the 8.75 miles in the identified area, where needed and possible ADA improvements. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** Governors area is located west of El Dorado Hills Boulevard, north of Olsen Lane, south of Stephen Harris Park and east of Kalithea Park in El Dorado Hills, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for these roads is fifty-eight (58). They were last inspected in March 2021. After completion of the surface treatment, the section of road will have a life expectancy of fifteen (15) to twenty (20) years.

**Start Date:** Fall 2023

**Proposed Schedule of Completion:** Summer/Early Fall 2024

**Proposed Project:** E-16 (Mt. Aukum Road) Road Rehabilitation and Surface Treatment

**Project Description:** E-16 Road Rehabilitation and Surface Treatment project is a multi-year project. The first three phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 6.39 miles of roadway along E-16. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt along the 6.39 miles of E-16, as needed. Phase four (4) will consist of a microgrind, rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** E-16 starts at Pleasant Valley Road and continues to Fairplay Road in Placerville and Somerset, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The PCI of this road is fifty-five (55). It was last inspected on September 2022. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Start Date:** Fall 2023

**Proposed Schedule of Completion:** Summer/Fall 2024

**Proposed Project:** El Dorado Road Area Rehabilitation and Surface Treatment

**Project Description:** El Dorado Road Area Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 4.36 miles of roadway along El Dorado Road, Runnymede Drive and Echo Lane. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching, possible culvert replacement and curb and gutter repairs. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt along the 4.36 miles of El Dorado Road, Runnymede Drive and Echo Lane, as needed. Phase four (4) will consist of a microgrind on El Dorado Road, rubberized asphalt surface treatment and thermoplastic roadway markings on all roads.

**Project Location:** El Dorado Road area is located off Highway 50 in Placerville, California. Runnymede Drive and Echo Lane run parallel to Highway 50 off of Mother Lode Drive in Placerville within El Dorado County, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI of these roads is seventy-four (74). They were last inspected on March 2020. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Start Date:** Fall 2023

**Proposed Schedule of Completion:** Summer/Fall 2024

**Proposed Project:** Salmon Falls Road Rehabilitation and Surface Treatment

**Project Description:** Salmon Falls Road Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on the preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 6.81 miles of roadway. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed, in conjunction with the application of herbicide. Phase two (2) will consist of ditching and possible culvert replacement. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. At that time, all culverts will be inspected for life expectancy and be replaced if needed. Phase three (3) will consist of repairing damaged asphalt in the 6.81 miles of Salmon Falls Road, as needed. Phase four (4) will consist of a microgrind, rubberized asphalt surface treatment and thermoplastic roadway markings where needed.

**Project Location:** Salmon Falls Road starts from Rattlesnake Road off State Highway 49 in Pilot Hill, California and continues to Gallagher Road in Pilot Hill, California.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI of this road is sixty-seven (67). It was last inspected in April 2020. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Start Date:** Winter 2023

**Proposed Schedule of Completion:** Fall 2024

**Proposed Project:** Sly Park Road Rehabilitation and Surface Treatment

**Project Description:** Sly Park Road Rehabilitation and Surface Treatment is a multi-year project. The first three phases will concentrate on the preparation for the road rehabilitation and surface treatment. Phase one (1) will consist of roadside brushing of 4.8 miles of roadway along Sly Park Road. Brushing consists of removing hazardous trees and all low hanging foliage to open up site distances, as needed. Phase two (2) will consist of ditching. Ditching involves correcting drainage issues and making sure all cross culverts are free of debris and are functioning to their fullest capacity. Phase three (3) will consist of repairing damaged asphalt in the 4.8 miles along Sly Park Road, as identified. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.

**Project Location:** Sly Park Road is located in Pollock Pines, California beginning at Highway 50 and ending at Mormon Emigrant Trail.

**Estimated Useful Life:** The useful life of brushing is approximately eight (8) to twelve (12) years before crews would have to return to the area to brush again. The useful life of brushing will vary from location to location. The average PCI for this road is seventy-three (73). It was last inspected in March 2019. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.


**Start Date:** Winter 2023

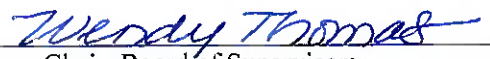
**Proposed Schedule of Completion:** Fall 2024

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado, State of California this 30th day of April, 2024, by the following vote of said Board:

Attest:  
Kim Dawson  
Clerk of the Board of Supervisors

Ayes: Thomas, Hidhal, Turnboo, Parlin, Laine  
Noes: None  
Absent: None

By:   
Deputy Clerk  
Kyle Kuperus

  
Chair, Board of Supervisors  
Wendy Thomas