



RESOLUTION NO. 063-2020

**OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO
RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2020-21 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 \$5,785,296 in RMRA funding in Fiscal Year 2020-21 from SB 1; and

WHEREAS, this is the fourth 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 sixty-three (63) 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 2020-21 RMRA revenues:

Project Title: El Dorado Hills Subdivisions Surface Treatment

Project Description: Franciscan Village and Marina Woods Unit 1 and 2 Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing of 3.86 miles of roadway within Franciscan Village and Marina Woods Unit 1 and 2. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of repairing damaged asphalt in the 3.86 miles within Franciscan Village and Marina Woods Unit 1 and 2, if needed. Phase Three (3) will consist of a surface treatment.

Project Location: Franciscan Village is located in El Dorado Hills, CA between El Dorado Hills Boulevard, Francisco Drive, and Green Valley Road. Marina Woods Unit 1 and 2 is located in El Dorado Hills, CA between Francisco Drive and Folsom Lake.

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 area is sixty-nine (69), with a low PCI of forty-eight (48). It was last inspected in February 2018. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

Proposed Project: Bar J Ranch Surface Treatment

Project Description: Bar J Ranch Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing of 5.90 miles of roadway within Bar J Ranch. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of repairing damaged asphalt in the 5.90 miles within Bar J Ranch, if needed. Phase Three (3) will consist of a surface treatment and all ADA upgrades that are required.

Project Location: Bar J Ranch is located in Cameron Park, CA on both sides of Country Club Drive, north of Highway 50 and west of Cambridge Road.

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 area is seventy-two (72), with a low PCI of forty-eight (48). It was last inspected on March 2019. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

Proposed Project: Carson Road Surface Treatment

Project Description: Carson Road Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing and ditching of 6.77 miles of roadway along Carson Road. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. 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 two (2) will consist of repairing damaged asphalt in the 6.77 miles of Carson Road, if needed. Phase Three (3) will consist of a surface treatment.

Project Location: Carson Road starts in Placerville, CA and extends into Camino, CA and runs parallel north of Highway 50.

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 area is sixty-seven (67). It was last inspected in February 2017. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

Proposed Project: Greenstone Road Area Surface Treatment

Project Description: Greenstone Road Area Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the surface treatment. The first phase will consist of roadside brushing and ditching of 4.31 miles of roadway along Greenstone Road area. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. 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 two (2) will consist of repairing damaged asphalt in the 4.31 miles of Greenstone Road area, if needed. Phase Three (3) will consist of a surface treatment.

Project Location: Greenstone Road Area is located in Placerville, CA and runs perpendicular to Highway 50.

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 area is sixty-four (64), with a low PCI of fifty-seven (57). It was last inspected on April 2018. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

Proposed Project: Sawmill Road Rehabilitation and Surface Treatment

Project Description: Sawmill Road Rehabilitation and Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the road rehabilitation and surface treatment. The first phase will consist of roadside brushing and ditching of 1.83 miles of roadway along Sawmill Road. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. 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 two (2) will consist of repairing damaged asphalt in the 1.83 miles of Sawmill Road. Phase Three (3) will consist of a surface treatment.

Project Location: Sawmill Road is located in South Lake Tahoe, CA between Lake Tahoe Boulevard and Highway 89.

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 area is five (5). It was last inspected on May 2017. After the surface treatment is completed, the roadways will have a life expectancy of thirteen (13) to seventeen (17) years.

Anticipated Start Date: Fall 2020

Proposed Schedule of Completion: Fall 2021

Proposed Procurement/Operational Need: Forcefeed Loader

Description: A forcefeed loader will allow staff to complete roadside ditching projects without having to bring the material up onto the roadway and then have to clean the road afterward. Research shows the forcefeed loader would allow staff to complete at a minimum twice as much work in the same amount of time.

Estimated Useful Life: The useful life of the equipment is approximately twenty (20) years.

Proposed Bid: July 2020

3. The following previously proposed and adopted projects may utilize fiscal year 2020-21 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:

Proposed Project: Diamond Springs Business Park Rehabilitation and Surface Treatment

Project Description: Diamond Springs Business Park Rehabilitation and Surface Treatment is a multi-year project. The first two (2) phases will concentrate on the rehabilitation of the roadway and preparation for the surface treatment. The first phase will consist of roadside ditching and brushing of 1.85 miles of roadway within the business park. 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. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Also in Phase One (1) all signage will be upgraded as needed. Phase two (2) will consist of repairing damaged asphalt in the 1.85 miles of the business park. Phase Three (3) will consist of a surface treatment.

Project Location: Diamond Springs Business Park is located in Diamond Springs, CA between Highway 49 and Highway 50.

Estimated Useful Life: The useful life of brushing is eight (8) to twelve (12) years before crews would have to return to the area to brush again. Ditching the roadway will have a useful life of four (4) to eight (8) years before returning. The useful life of brushing and ditching will vary from location to location. The average PCI of this business park is thirty-five (35). It was last inspected on August 2017. After the surface treatment is completed, the roadways will have a life expectancy of ten (10) to fifteen (15) years.

Originally Listed in: FY 19-20

Project Started: Winter 2019

Proposed Schedule of Completion: Summer 2020

Proposed Project: Cameron Park Subdivision Rehabilitation and Surface Treatment

Project Description: Cameron Park Rehabilitation and Surface Treatment is a multi-year project. The first two (2) phases will concentrate on the rehabilitation of the roadway and preparation for the surface treatment. The first phase will consist of roadside ditching and brushing of 7.01 miles of roadway. 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. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Also in Phase One (1) all signage will be upgraded as needed. Phase Two (2) will consist of repairing damaged asphalt in the 7.01 miles of roadway. Phase Three (3) will consist of a surface treatment.

Project Location: Cameron Park Subdivision is located in Cameron Park, north of Highway 50 and west of Cameron Park Drive.

Estimated Useful Life: The useful life of brushing is eight (8) to twelve (12) years before crews would have to return to the area to brush again. Ditching the roadway will have a useful life of four (4) to eight (8) years before returning. The useful life of brushing and ditching will vary from location to location. The average PCI of the roadway is thirty-four (34). It was last inspected on August 2017. After the surface treatment is completed, the roadways will have a life expectancy of ten (10) to fifteen (15) years.

Originally Listed in: FY 19-20

Project Started: Winter 2019

Proposed Schedule of Completion: Summer 2020

Proposed Project: Roads of Pollock Pines Rehabilitation and Surface Treatment

Project Description: Roads of Pollock Pines Rehabilitation and Surface Treatment is a multi-year project. The first two (2) phases will concentrate on the rehabilitation of the roadway and preparation for the surface treatment. The first phase will consist of roadside ditching and brushing of 5.98 miles of roadway. 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. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Also in Phase One (1) all signage will be upgraded as needed. Phase Two (2) will consist of repairing damaged asphalt in the 5.98 miles of roadway. Phase Three (3) will consist of a surface treatment.

Project Location: Roads of Pollock Pines are located in Pollock Pines, north of Highway 50 between Sly Park Road and Ridgeway Drive.

Estimated Useful Life: The useful life of brushing is eight (8) to twelve (12) years before crews would have to return to the area to brush again. Ditching the roadway will have a useful life of four (4) to eight (8) years before

returning. The useful life of brushing and ditching will vary from location to location. The average PCI of the roadway is forty-four (44). It was last inspected on August 2017. After the surface treatment is completed, the roadways will have a life expectancy of ten (10) to fifteen (15) years.

Originally Listed in: FY 19-20

Project Started: Winter 2019

Proposed Schedule of Completion: Summer 2020

Proposed Project: Roads of Placerville Rehabilitation and Surface Treatment

Project Description: Roads of Placerville Rehabilitation and Surface Treatment is a multi-year project. The first two (2) phases will concentrate on the rehabilitation of the roadway and preparation for the surface treatment. The first phase will consist of roadside ditching and brushing of 2.78 miles of roadway. 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. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Also in Phase One (1) all signage will be upgraded as needed. Phase Two (2) will consist of repairing damaged asphalt in the 2.78 miles of roadway. Phase Three (3) will consist of a surface treatment.

Project Location: Roads of Placerville are located in Placerville, CA at various locations.

Estimated Useful Life: The useful life of brushing is eight (8) to twelve (12) years before crews would have to return to the area to brush again. Ditching the roadway will have a useful life of four (4) to eight (8) years before returning. The useful life of brushing and ditching will vary from location to location. The average PCI of the roadway is thirty-one (31). It was last inspected on August 2017. After the surface treatment is completed, the roadways will have a life expectancy of ten (10) to fifteen (15) years.

Originally Listed in: FY 19-20

Project Started: Winter 2019

Proposed Schedule of Completion: Summer 2020

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado, State of California this 14 day of April, 2020, by the following vote of said Board:

Attest:

Kim Dawson

Clerk of the Board of Supervisors

By: 

Deputy Clerk

Ayes: Hidahl, Frentzen, Veerkamp, Parlin

Noes: None

Absent: Novasel



Brian K. Veerkamp
Chair, Board of Supervisors