



RESOLUTION NO. 065-2025

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2025-26 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 \$8,102,150 in RMRA funding in Fiscal Year 2025-26 from SB 1; and

WHEREAS, this is the eighth 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 twenty-two (22) 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 2025-26 RMRA revenues:

Project Title: Lakeridge Oaks and Highland Village Road Rehabilitation and Surface Treatment

Project Description: Lakeridge Oaks and Highland Village Road Rehabilitation and Surface Treatment includes Blue Oak Court, Canyon Oak Court, Firth Way, Glenmore Way, Highland Hills Drive, Lakeridge Court, Lakeridge Oaks Drive, Loch Way (Shetland to Glenmore), Lomond Drive, Maul Oak Court, Shetland Way, Shortlidge Court, Tanbark Oak Court, and West Glenmore Way 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 3 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 replacement or lining. 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 or lined if needed as well. Phase three (3) will consist of repairing damaged asphalt in the 3 miles in the identified area, where needed. Phase four (4) will consist of a rubberized multi-layer cape seal surface treatment and thermoplastic roadway markings.

Project Location: Lakeridge Oaks and Highland Village is located west of Silva Valley Parkway and south of 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 for these roads is fifty-three (53). They were last inspected in January 2025. After completion of the surface treatment, the roads will have a life expectancy of ten (10) to fifteen (15) years.

Anticipated Start Date: Fall 2025

Proposed Schedule of Completion: Summer/Early Fall 2026

Proposed Project: Sly Park Road Area Phase 2 Road Rehabilitation and Surface Treatment

Project Description: Sly Park Road Area Phase 2 Road Rehabilitation and Surface Treatment project is a multi-year project. The first two phases will concentrate on preparation for the surface treatment. Phase one (1) will consist of roadside brushing of 9.92 miles of roadway along Sly Park Road starting at Mormon Emigrant Trail and extending to Pleasant Valley Road, Leisure Lane, Mormon Emigrant Trail and Park Creek. 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 or lining. 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 or lined if needed. Phase three (3) will consist of repairing the asphalt in the 9.92 miles in the identified area, where needed. Phase four (4) will consist of a microgrind to improve rideability, rubberized multi-layer cape seal surface treatment and thermoplastic or paint roadway markings.

Project Location: Sly Park Road Area project starts at the intersection with Mormon Emigrant Road in Pollock Pines and continues southwest until it intersects with Pleasant Valley Road in Placerville, California. Park Creek Road is off of Sly Park Road north of 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 of these roads is sixty-three (63). They were last inspected on August 2023. After the surface treatments are completed, the roads will have a life expectancy of ten (10) to fifteen (15) years.

Anticipated Start Date: Fall 2025

Proposed Schedule of Completion: Summer 2026

Proposed Project: Barkley Road and Larsen Drive Phase 2 and North Canyon Road Phase 1 Road Rehabilitation

Project Description: Barkley Road, Larsen Drive and North Canyon Road Rehabilitation is a multi-year project. The first two phases will concentrate on preparation for an overlay. Phase one (1) will consist of

roadside brushing of 2.83 miles of roadway along Barkley Road, Larsen Drive and North Canyon 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 or lining. 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 or lined if needed. Phase three (3) will consist of repairing the asphalt in the 2.83 miles in the identified area, where needed. Phase four (4) will consist of a 3" overlay and thermoplastic roadway markings.

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 forty-nine (49). They were last inspected on May 2024. After the overlay is completed, the roads will have a life expectancy of fifteen (15) to twenty (20) years.

Anticipated Start Date: Fall 2025

Proposed Schedule of Completion: Fall 2026

Proposed Project: Green Valley Road Phase 2 Road Rehabilitation and Surface Treatment

Project Description: Green Valley Road 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 4.12 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 or lining. 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 or lined if needed. Phase three (3) will consist of repairing damaged asphalt in the 4.12 miles of Green Valley, as needed. Phase four (4) will consist of a microgrind to improve rideability, rubberized multi-layer cape seal surface treatment and thermoplastic roadway markings.

Project Location: Green Valley Road starts from Cameron Park Drive in Cameron Park and continues to Lotus Road in Placerville, 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 seventy-nine (79). It was last inspected in September 2024. After the surface treatment is completed, the roadway will have a life expectancy of ten (10) to fifteen (15) years.

Anticipated Start Date: Fall 2025

Proposed Schedule of Completion: Fall 2026

3. The following previously proposed and adopted projects may utilize fiscal year 2025-26 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 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 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

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado, State of California this 20th day of May, 2025, by the following vote of said Board:

Attest:

Kim Dawson

Clerk of the Board of Supervisors

Ayes: Turnboo, Laine, Parlin, Ferrero, Veerkamp

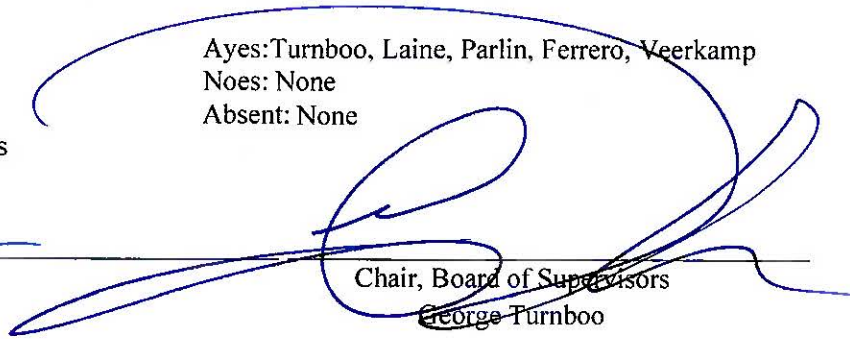
Noes: None

Absent: None

By:



Deputy Clerk



Chair, Board of Supervisors

George Turnboo