RESOLUTION NO.

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2023-24 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 $7,550,970 in RMRA funding in Fiscal Year 2023-24 from SB 1; and

WHEREAS, this is the sixth 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 fifty-eight (58) 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 2023-24 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.
Anticipated 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.
Anticipated 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, Runnymeade 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, Runnymeade 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. Runnymeade 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.
Anticipated 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.
Anticipated Start Date: Fall 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.
Anticipated Start Date: Fall 2023
Proposed Schedule of Completion: Fall 2024

Proposed Procurement/Operational Need: Street Sweeper
Description: A street sweepers primary function is to remove debris from the road and work area by mechanical brooms and then temporarily store the material in a self-contained debris box. Street sweepers are capable of

clearing a variety of material from the road/work area including leaves, dirt, gravel, asphalt grindings, material spills and broken glass. There are several water spray nozzles and an onboard water tank that spray water in multiple locations around the machine while its sweeping to minimize dust and mitigate particulate air pollution.
Estimated Useful Life: The useful life of the equipment is approximately eight (8) years.
Proposed Bid: September 2023

Proposed Procurement/Operational Need: Cracksealer
Description: A cracksealer's primary function is to fill cracks in existing asphalt roadway surfaces to alleviate further road damage by preventing foreign material and environmental elements from penetrating the asphalt surface and expanding the cracks in width and depth while possibly undermining the road's base material. This machine utilizes a propane burner which heats a material tank where crack sealer blocks are inserted. After the material reaches temperature and turns from a solid into a liquid, a pump delivers that liquid material through a hose to a metal wand the operator is holding.
Estimated Useful Life: The useful life of the equipment is approximately ten (10) years.
Proposed Bid: September 2023

3. The following previously proposed and adopted projects may utilize fiscal year 2023-24 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: El Dorado Hills Subdivisions Road Repair and Surface Treatment
Project Description: El Dorado Hills Subdivisions Road Repair and Surface Treatment includes the subdivisions of Mormon Island, Saint Andrews and Shadowfax Lane. 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 4.71 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 4.71 miles in the identified subdivisions, where needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.
Project Location: Mormon Island Subdivision and Shadowfax Lane are located off of Green Valley Road and Saint Andrews Subdivision is located off 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 forty-one (41). They were last inspected in January 2022. 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 2022
Proposed Schedule of Completion: Summer/Early Fall 2023

Proposed Project: Cameron Park Drive Surface Treatment
Project Description: Cameron Park Drive 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 3.46 miles of roadway along Cameron Park Drive. 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 curb and gutter and possible Americans with Disabilities Act (ADA) improvements along the 3.46 miles of Cameron Park Drive, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.
Project Location: Cameron Park Drive is located between Green Valley Road and Highway 50 in Cameron Park, 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 seventy (70). It was last inspected on January 2020. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.
Anticipated Start Date: Winter 2022
Proposed Schedule of Completion: Summer/Fall 2023

Proposed Project: Pleasant Valley Road, Lindberg Subdivision and Camino Heights Subdivision Rehabilitation and Surface Treatment
Project Description: Pleasant Valley Road, Lindberg Subdivision and Camino Heights Subdivision 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 6.34 miles of roadway along Pleasant Valley Road, Lindberg Subdivision and Camino Heights Subdivision. 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 6.34 miles of Pleasant Valley Road, Lindberg Subdivision and Camino Heights Subdivision, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.
Project Location: Camino Heights Subdivision is located off Highway 50 in Camino, California. Lindberg Subdivision is located between Mother Lode Drive and Forni Road in Placerville, California. Pleasant Valley Road is located east of Fowler Lane and extends to Hanks Exchange Road in 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-seven (67). They were last inspected on December 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 2022
Proposed Schedule of Completion: Summer/Fall 2023

Proposed Project: Green Valley Road Rehabilitation and Surface Treatment
Project Description: Green Valley 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 7.06 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 7.06 miles of Green Valley Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings where needed.
Project Location: Green Valley Road starting from County line in El Dorado Hills, California to Cameron Park Drive in Cameron Park, 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-seven (77). It was last inspected in November 2021. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.
Anticipated Start Date: Fall 2022
Proposed Schedule of Completion: Fall 2023

Proposed Project: Ponderosa Road and Wild Chaparral Drive Rehabilitation and Surface Treatment
Project Description: Ponderosa Road and Wild Chaparral Drive Rehabilitation and Surface Treatment is a multi-year project. The first two phases will concentrate on the preparation for road rehabilitation and surface treatment. Phase one (1) will consist of repairing curb and gutter and possible ADA improvements along 1.33

miles of roadway along Ponderosa Road from Highway 50 to the high school and Wild Chaparral Drive. Phase two (2) will consist of repairing damaged asphalt in the 1.33 miles of Ponderosa Road and Wild Chaparral Drive, as needed. Phase three (3) will consist of a rubberized asphalt surface treatment along with thermoplastic roadway markings.
Project Location: Ponderosa Road and Wild Chaparral Drive are located north of Highway 50 in Shingle Springs, California.
Estimated Useful Life: The average PCI of these roads is sixty (60). It was last inspected on December 2021. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.
Anticipated Start Date: Fall 2022
Proposed Schedule of Completion: Fall 2023

Proposed Project: South Upper Truckee Road Rehabilitation and Surface Treatment
Project Description: South Upper Truckee 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 4.73 miles of roadway along South Upper Truckee 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 4.73 miles along South Upper Truckee Road, as identified. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.
Project Location: South Upper Truckee Road is located in South Lake Tahoe, California running parallel between Highway 50 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 for this road is forty-nine (49). It was last inspected in November 2021. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.
Anticipated Start Date: Fall 2022
Proposed Schedule of Completion: Fall 2023

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

Ayes:
Attest: Noes:
Kim Dawson Absent:
Clerk of the Board of Supervisors

By: _____ _____
Deputy Clerk Chair, Board of Supervisors