



## RESOLUTION NO. 029-2021

### OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2021-22 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 \$6,028,266 in RMRA funding in Fiscal Year 2021-22 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 forty-seven (47) 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 2021-22 RMRA revenues:

**Project Title:** El Dorado Hills Boulevard Section One Surface Treatment

**Project Description:** El Dorado Hills Boulevard Section One Surface Treatment from Green Valley to Wilson Boulevard 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 2.5 miles of roadway along El Dorado Hills Boulevard. Brushing consists of removing hazardous trees and all low hanging foliage and opening up site distances as needed. Phase two (2) will consist of roadside ditching and possible culvert repair. 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 2.5 miles along El Dorado Hills Boulevard, where needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** El Dorado Hills Boulevard is located in El Dorado Hills, CA between U.S. Highway 50 and Green Valley Road. The project will cover the section of El Dorado Hills Boulevard from Green Valley Road to Wilson Boulevard.

**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 in May 2019. 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 2021

**Proposed Schedule of Completion:** Summer/Early Fall 2022

**Proposed Project:** Bucks Bar Road Rehabilitation and Surface Treatment

**Project Description:** Bucks Bar Road 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 4.84 miles of roadway along Bucks Bar 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 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 4.84 miles of Bucks Bar Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings.

**Project Location:** Bucks Bar Road is located between Pleasant Valley Road and Mt. Aukum Road in the southern region of El Dorado County.

**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 forty-six (46). It was last inspected on April 2019. After the surface treatment is completed, the road will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2021

**Proposed Schedule of Completion:** Summer/Fall 2022

**Proposed Project:** Various Roads in Diamond Springs Road Rehabilitation and Surface Treatment

**Project Description:** Various Roads in Diamond Springs Road Rehabilitation and Surface Treatment 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 4.7 miles of roadway within the Diamond Springs area. 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 4.7 miles of the Diamond Springs area, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment and thermoplastic roadway markings where needed.

**Project Location:** Various roads in the Diamond Springs area. Project area consists of identified roads southeast of Highway 49 from Patterson Road to Koki Lane and north of Highway 49 from Grace Drive to Ryan 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 of this area is fifty-four (54), with a low PCI of thirty-five (35). It was last inspected in March 2019. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2021

**Proposed Schedule of Completion:** Fall 2022

**Proposed Project:** Greenwood Road Road Rehabilitation and Surface Treatment

**Project Description:** Greenwood Road Road 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 roadside brushing of 5 miles of roadway along Greenwood 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. 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 5 miles of Greenwood Road, as needed. Phase four (4) will consist of a rubberized asphalt surface treatment along with thermoplastic roadway markings.

**Project Location:** Greenwood Road is located between Highway 193 and Marshall Road in the Georgetown and Garden Valley area of El Dorado County.

**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 sixty-seven (67). It was last inspected on March 2019. After the surface treatment is completed, the roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2021

**Proposed Schedule of Completion:** Fall 2022

**Proposed Project:** Cold Creek Area Rehabilitation and Surface Treatment

**Project Description:** Cold Creek Area Rehabilitation and Surface Treatment is a multi-year project. The first phases will concentrate on the preparation for the road rehabilitation and surface treatment. Phase one (1) will consist of roadside brushing of 4.2 miles of roadway in the Cold Creek area. 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 4.2 miles in the Cold Creek area, as identified. Phase four (4) will consist of a rubberized asphalt surface treatment and roadway markings.

**Project Location:** Cold Creek area is located in South Lake Tahoe, CA between Pioneer Trail, Cold Creek Trail and Cold Creek.

**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 fifty-one (51), with the lowest PCI at thirty-one (31). It was last inspected on October 2020. After the completion of the surface treatment, roadways will have a life expectancy of fifteen (15) to twenty (20) years.

**Anticipated Start Date:** Fall 2021

**Proposed Schedule of Completion:** Fall 2022

**Proposed Procurement/Operational Need:** Road-widener Offset Roller Attachment

**Description:** A road-widener off-set roller attachment is used for new road surface and road shoulder materials compaction for sloped-edge areas where a standard compaction ride-on roller would not be possible or safe to operate.

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

**Proposed Bid:** September 2021

**Proposed Procurement/Operational Need:** Cold-planer Attachment

**Description:** A cold-planer attachment is an asphalt recycling grinder head attachment that connects to a compact loader for medium size spot repairs or roadway areas that have potholes or failed asphalt. The attachment grinds and cross-mixes the material into a finer grind which can be reused as a base in the same area with minor amounts of new asphalt to make a repair, saving time and new material costs.

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

**Proposed Bid:** September 2021

3. The following previously proposed and adopted projects may utilize fiscal year 2021-22 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 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

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado, State of California this 13th day of April, 2021, by the following vote of said Board:

Attest:

Kim Dawson

Clerk of the Board of Supervisors

By: \_\_\_\_\_



Deputy Clerk

Ayes: Hidahl, Turnboo, Thomas, Parlin, Novasel

Noes: None

Absent: None



John Hidahl  
Chair, Board of Supervisors