

EXHIBIT "A"

FY 2018-2019 SB1 Project List

(Road Maintenance and Rehabilitation Account Funds)

County of San Mateo Department of Public Works

Project	Description	Anticipated Completion	Estimated Useful Life
Reconstruction of Portions of 7th Ave in the North Fair Oaks Area *	FY 2017-18 SB1 Funds were allocated for these projects. Construction will span two fiscal years (FY 2017-18 and 2018-19) and therefore included in the FY 2018-2019 Project List.	Fall 2018	20-25 years
Reconstruction of Streets on the West Menlo Park Area Priority List (Croner Avenue)*		Fall 2018	20-25 years
Reconstruction of Madrid, Sevilla, and Sonora Avenues*(formerly Overlay Project in Road Maintenance District 3, El Granada, North Fair Oaks, and Emerald Lake Hills Areas** in FY 2017-18)		Fall 2018	10-15 years
Cape, Slurry and Chip Seal Project in the Emerald Lake Hills, El Granada, Montara, Princeton By the Sea, and North Fair Oaks Areas (2018 Countywide Cape and Slurry Seal Project)***		Fall 2018	5-10 years
Reconstruction of Roads in the Colma Area	See description below*	Summer 2019	20-25 years

Project	Description	Anticipated Completion	Estimated Useful Life
Overlay Project in Road Maintenance Districts 3, 9, and 10; El Granada, San Mateo Highlands, and West Menlo Park Areas	See description below**	Summer 2019	10-15 years
Cape and Slurry Seal Project in the Burlingame Hills, Emerald Lake Hills, North Fair Oaks, Sequoia Tract, and West Menlo Park Areas	See description below***	Summer 2019	5-10 years
Chip Seal Project in the Road Maintenance Districts 8, 9, and 10	See description below***	Summer 2019	5-10 years
Avenue Cabrillo Storm Drainage Project	This project consists of installation of storm drain pipes, drainage manholes and inlets on Avenue Cabrillo from Avenue Alhambra to The Alameda to improve and provide a continuous storm drainage system to alleviate the localized flooding in the area.	Summer 2018	25-30 years
Culvert Improvement Project in La Honda, Road Maintenance Districts 8 and 10	This project consists of removing and replacing eroded or collapsed culverts with new sections to provide a continuous network of storm drainage system and minimizes damage to the road system caused by storm water erosion.	Summer 2019	20-25 years
FY 2018-19 SB1 Funding Total			\$9,659,877

* A reconstruction project consists of removal of the existing road surface, reconstructing or rehabilitating the road bed, and placement of a new road surface. The road bed is the layer below the road surface. It can be reconstructed with similar material or it can be rehabilitated by pulverizing and mixing cement into the existing structural section to a depth of approximately 1 foot. Replacing or rehabilitating the road bed increases the structural capacity of the road section to a level that is required for long term performance. The new road surface is typically 2 inches of asphalt concrete or seal placed on top of the road bed.

** An overlay or resurfacing project involves the application of approximately 2 inches of asphalt concrete to the existing surface or pavement of the road to help prolong the life of the road. Overlay or resurface treated roads might undergo repairs to fix cracks and potholes. These repairs are performed before the overlay or resurfacing and won't be visible after.

*** Seal projects can be a chip seal, slurry seal, or cape seal. A chip seal is the application of asphaltic emulsion, a type of road oil, immediately followed by an application of small rocks called chips. Chip seals are approximately $\frac{1}{4}$ to $\frac{3}{8}$ inch in depth over the existing road surface. A slurry seal is the application of asphaltic emulsion and fine aggregate. Slurry seals are approximately $\frac{1}{4}$ inch in depth over the existing road surface. A cape seal is a chip seal covered by a slurry seal.