

## EXHIBIT "A"

### FY 2019-2020 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 Madrid, Sevilla, and Sonora Avenues*	FY 2018-19 SB1 Funds were allocated for construction of this project. Due to high bids, it will be rebid and constructed in FY 2019-2020 and therefore included in the FY 2019-2020 Project List.	Summer 2019	15-20 years
Reconstruction of Roads in the Colma Area (2 <sup>nd</sup> and A Street)*	FY 2018-2019 SB1 Funds were allocated for these projects. Construction will span two fiscal years (FY 2018-2019 and 2019-2020) and therefore included in the FY 2019-2020 Project List.	Summer 2019	20-25 years
Overlay Project in Road Maintenance District 4 and Palomar Park Area (formerly in Road Maintenance Districts 3, 9, and 10; El Granada, San Mateo Highlands, and West Menlo Park Areas in FY 2018-2019)**		Summer 2019	10-15 years
Cape and Slurry Seal Project in Emerald Lake Hills, North Fair Oaks, and Sequoia Tract Areas (formerly in the Burlingame Hills, Emerald Lake Hills, North Fair Oaks, Sequoia Tract, and West Menlo Park Areas in FY 2018-2019)***		Summer 2019	5-10 years

Project	Description	Anticipated Completion	Estimated Useful Life
Culvert Improvement Project in Road Maintenance Districts 8 and 9 (formerly in La Honda, Road Maintenance Districts 8 and 10 in FY 2018-2019)		Summer 2019	20-25 years
Mirada Road Bridge and Bank Stabilization Project	This Project consists of replacing the existing bridge with a prefabricated aluminum bridge and stabilizing the banks adjacent to the bridge with bank protection (soil nail walls and rock slope protection).	Summer 2020	50-75 years
Scenic Drive Repair	This Project consists of installing a concrete pile wall with a subsurface soil drainage system and reconstructing the damaged road portion of Scenic Drive.	Summer 2021	20-25 years
Madera Bridge Rehabilitation Project (Bridge Preventative Maintenance Program)	This project consists of bridge rehabilitation work on Madera Lane Bridge over El Corte de Madera Creek..	Fall 2019	20-30 years
Cape Seal Project in the Broadmoor Village, Burlingame Hills, Harbor/Industrial, Menlo Oaks, North Fair Oaks, San Mateo Highlands, and West Menlo Park Areas (OBAG Cape Seal)	See description below***	Summer 2021	5-10 years
Pedestrian Improvements on El Camino Real/Mission Road	This Project is a joint project with City of Daly City to install concrete sidewalks and access ramps along a portion of El Camino Real/Mission Road.	Summer 2019	20-25 years
Crystal Springs Dam Bridge Closeout	This Project consists of replacing the seismically deficient structure with a new and modern post tensioned concrete box girder bridge. The structure is 626 feet in length and about 51.5 feet in width. The closeout phase of this project will resolve and complete all outstanding change orders and finalize the as-builts for this Project.	Summer 2019	50-75 years

Project	Description	Anticipated Completion	Estimated Useful Life
Cloverdale Bridge Scour Counter Measures	This project consists of removing failed concrete slope protection and coarse woody debris adjacent to the bents of the bridge and constructing permanent scour countermeasures to stabilize the bents from further scour due to creek bed degradation. Some emergency debris removal occurred in Winter 2018.	Summer 2020	50-75 years
Bridge Preventative Maintenance Project (BPMP Phase 2)	This Project consists of performing bridge preventative maintenance rehabilitation work on nine existing bridges within the County of San Mateo, such as treating bridge decks with methacrylate, repairing concrete spalling, and repairing scour protection at existing slope protection.	Summer 2021	20-30 years
Chip Seal Project in the Road Maintenance District 10, Loma Mar, Pescadero, and Rural Areas	See description below***	Summer 2019	5-10 years
Butano Cut-off Cold in Place Recycling	See description below****	Summer 2019	20-25 years
Old La Honda Slipout Permanent Repairs	This project consists of conducting a feasibility analysis and constructing improvements to rebuild the road and stabilize the road embankment.	Summer 2019	30-50 years
Higgins Canyon Road Slipout	This project consists of conducting a feasibility analysis and constructing improvements to rebuild the road and stabilize the road embankment.	Summer 2019	30-50 years
Concrete repairs (North Fairs Oaks Area)	This Project consists of repairing and installing concrete infrastructure such as sidewalk, curbs and gutters, valley gutters and access ramps.	Summer 2019	20-25 years
Street and Regulatory Sign Replacement (Country Club, Burlingame Hills and San Mateo Highlands)	This Project consists of replacing existing street and regulatory signs to meet reflectivity and sizing requirements.	Summer 2019	20-25 years

Project	Description	Anticipated Completion	Estimated Useful Life
Harkins Avenue and Bellair Way resurfacing	See description below (Joint project with City of Menlo Park)**	Summer 2019	10-15 years
Reconstruction of Roads in the West Menlo Area	See description below*	Summer 2020	20-25 years
Reconstruction of Roads in the North Fair Oaks Area	See description below*	Summer 2020	20-25 years
Overlay Project in Road Maintenance Districts 3, El Granada, Emerald Lake Hills, Moss Beach, Palomar Park, Princeton By The Sea, San Mateo Highlands, and West Menlo Park Areas	See description below**	Summer 2020	10-15 years
Cape and Slurry Seal Project in the El Granada, Ladera, Los Trancos Woods, Montara, Moss Beach, and Skylonda Areas	See description below***	Summer 2020	5-10 years
Chip Seal Project in the Road Maintenance Districts 8, 9, and Skylonda Areas	See description below***	Summer 2020	5-10 years
Storm Damage Improvement Project in La Honda, Road Maintenance Districts 8 and 9	This project consists of removing and replacing eroded or collapsed culverts with new sections to provide a continuous network of storm drainage system and constructing improvements to rebuild the damaged roads caused by storm water erosion.	Summer 2020	20-25 years
Bridge Decks Rehabilitation Project	This project consists of performing bridge deck treatments for short span bridges throughout the San Mateo County. The deck treatment shall consist of a methacrylate or concrete polyester overlay.	Summer 2021	20-30 years

Project	Description	Anticipated Completion	Estimated Useful Life
Lerida Court and Garbada Way Retaining Wall Project	This project consists of conducting a feasibility analysis and constructing improvements, including retaining walls to stabilize hillside slopes along Lerida Court and Garbada Way in the Ladera Area.	Summer 2021	50-75 years
<b>FY 2019-2020 SB1 Funding Total</b>			<b>\$9,750,575</b>

\* 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. Overlaid or resurfaced roads may include repairs to fix cracks and/or potholes in advance of the surface treatment. These repairs won't be visible after the final road treatment.

\*\*\* 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 ¼ to 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 ¼ inch in depth over the existing road surface. A cape seal is a chip seal covered by a slurry seal.

\*\*\*\* Cold-in-Place (CIR) recycling is a method of pavement rehabilitation that consists of milling the existing asphalt concrete pavement to a depth between 2 to 5 inches; mixing the cold milled crushed asphalt with an asphalt recycling agent and other additives as needed; spreading and compacting the recycled mixture; and overlaying the recycled surface with a new layer of hot mix asphalt or seal.