

CAMERON ESTATES COMMUNITY SERVICES DISTRICT RECOMMENDED ROADWAY UPGRADES AND MAINTENANCE GUIDELINES

Revised November 17, 2022

The Cameron Estates subdivision was approved and established in 1959. The CECSD (District) was established August 26, 1969 by authorization of El Dorado County Board of Supervisors (Resolution 309-69).

The majority of the roads were originally built between 1959 and 1969 as unpaved, gravel roads which are now considered substandard. Due to budgetary constraints, the majority of the roads have been minimally upgraded as necessary.

I. PURPOSE

The purpose of this document is to provide general desired roadway upgrade standards and maintenance guidelines for approximately 16.5 miles of private rural roads located within the Cameron Estates Community Services District (District). These guidelines are presented for the benefit of the District Board and residents during the planning of roadway maintenance expenditures. The intent of these guidelines is to provide some basis for repairing, upgrading and maintaining the existing roadways while retaining the rural nature of the District.

II. ROAD CONSTRUCTION/MAINTENANCE HISTORY

The majority of the roads in the District were originally constructed as unpaved gravel roadways and over the years have been upgraded with chip seal /asphalt overlays, and the construction and improvement of drainage ditches, culverts and bridges. It does not appear that any of the CECSD roadways were designed and constructed based on county standards.

It is clear that the past District roadway maintenance practices of seasonal pothole repair, chip seal and selected asphalt overlays based on limited funding results in poor to fair roadway serviceability.

III. DISTRICT ROADWAY SUMMARY

The following Table 1 presents a summary of the all of the improved private roadways within the District, the length of each roadway segment and recommended road width and comments:

Table 1 - Summary of District Roadways

ROADWAY	FROM – TO	ROADWAY LENGTH (feet)	DESIRED ROADWAY WIDTH (feet)	COMMENTS MILES
BROOKSIDE RD. Class III		1,124	18	.21
CAMERON RD. (A) Class I	Strolling Hills Rd. (east) to Flying C Rd.	9,969	20	1.89
CAMERON RD. (B) Class I	Flying C Rd to Gate 2 entrance.	6672	22	1.38
DEER CREEK RD. Class III		1,466	18	.28
DEER KNOLL RD. Class III		661	16	.13
DOVE MEADOW CT. Class III		649	16	.12
FALLEN LEAF RD. Class II	Strolling Hills Rd. to Flying C Rd.	3,800	18	.72
FLYING ‘C’ CT. Class III		997	16	.19
FLYING ‘C’ RD. (A) Class II and Class I	Lariat to Cameron Rd	5948	20	1.13
FLYING ‘C’ RD. (B) Class I	Cameron to Entrance at Gate 2	7398	22	.1.40
FLYING ‘C’ RD. Cul-de-Sac	A	841	NA	.16 A
GOLD SPUR RD. Class III		326	16	.06
HIGHCREST DR. Class II	Cameron Rd. to Cameron Rd.	5,328	18	1
LARIAT DR Class II	Strolling Hills Rd. to Flying C Rd.	981	20	.19
LARIAT DR. Class II	Flying C Rd. to Ridge Pass Dr.	1,109	20	.21

LARIAT DR. Class II	Ridge Pass Dr. to Strolling Hills Rd.	3,256	20	.62
LARIAT DR. Class II	Strolling Hills Rd. to Lariat Loop	2,753	20	.52
LARIAT LOOP Class II	Lariat Dr. to Lariat Dr. (east end of Lariat Dr.)	6,728	18	1.28
LONGHORN RIDGE RD. Class III		576	10	.10
LONGVIEW RD. Class III		715	18	.14
McNEIL RD. Class III		2,790	18	.53
NATIVE LN. Class III		1,157	16	.22
OLD MILL RD. Class III		935	13	.18
RANCHO RD. Class III		601	16	.11
RIDGE PASS DR. Class II	Lariat Dr. to Strolling Hills Rd.	3,138	18	.59
SLEEPY HOLLOW RD. Class III		2,120	18	.40
SPRING MEADOW RD. Class III		1,307	18	.25
STROLLING HILLS RD. Class I		11,760	22	2.3
TRAILS END RD. Class III		808	16	.15
VALLEY VISTA RD. Class III		1,265	16	.24
	Total Road Length	87,178		16.5 miles

Class I, Primary

Class II, Secondary

Class III, Tertiary

Comments (A) No improvements or repairs, this road is closed to general use.

IV. GENERAL DESIRED MAINTENANCE GUIDELINES:

4" AC (asphalt – concrete) is equal to 2" asphalt and 4' rock road base for structural strength.

2" AC is equal to 4" gravel road base for structural strength.

When widening roads use 5" AC.

Shoulder backing two inches thick is needed on ALL roads. This will allow the water to continue off the roadway and eliminate tire hook on the edge of the pavement.

V. ROADWAY DESIGN, STANDARD:

Drainage ditches should be five feet or more where possible (three foot minimum) from the edge of the road and one to one and a half feet deep.

Shoulders should be two feet wide minimum using road base.

Cu l-de-sac; 16' wide for short run and few residents, 18' wide for longer runs and with more (five or more) residents.

Culverts across driveways are the responsibility of the property owner to size, install and maintain.

The primary class 1 roadways within the District including Cameron Road, Flying 'C' Rd. and Strolling Hills Road should be constructed to minimum roadway widths between 20 and 22 feet as noted on Table 1.

VI. ROADWAY DESIGN, PRACTICE:

After repairs all roads to be asphalt (interlayer) and double chip seal.

Widen the curves from the center line to the inside by two feet to reduce the amount of damage done to the edge of the road due to cutting the curve to the inside. Add two feet of road to the inside of curves to reduce the amount of damage done to the edge of the road due to cutting the curve to the inside. Example: a road that is typically 18' wide the curve area would be 20' wide with striping 9' from the outside edge and 11' from the inside edge.

Pot Holes two strategies;

Patch to match what is around it (Skin Patch, two inches thick asphalt – Concrete minimum).
Skin patch; remove bad – broken material, fill the hole with asphalt, feather the edges then chip seal for a quick fix. For a good long-lasting repair also do asphalt (interlayer).

Square patch, primary roads such as Strolling Hills Road, Cameron Road and Flying ‘C’ Road. 4” asphalt.

Note: Patching to 4” is not always needed, and can be a waste of money especially when the road is chip seal built up to maybe 1” thick. In some areas it is necessary and the most long-term cost-effective technique.

Asphalt / Concrete (AC) is typically good for 10 years at best with routine maintenance. Chip seal should be done at 5 – 7 years and fog seal every 2 years.

Mail Delivery - Mailboxes: The mail delivery truck is driving off the road surface onto the shoulder and causing breakdown of the road at the edge. Move – extend the pavement to the mailbox or move the mailbox to the pavement.

Reference: United States Postal Service Domestic Mail Manual July 1, 2020 paragraph 508.2.0 Conditions of Delivery and paragraph 508.3.0 Customer Mail Receptacles.

VII. LANE STRIPING RECOMMENDATIONS

Single yellow dashed four-inch-wide center line stripe on class I and class II roads.

No center line striping on class III roadways.

VIII. REFLECTOR and SIGNAGE RECOMMENDATIONS:

To be determined on an as identified and as needed bases.