RECOMMENDED ACTION AND JUSTIFICATION
Adopt the Mariposa County Pavement Management System as described in Attachment 1.

Section 2108.1 of the Streets and Highways Code requires that all entities with a project in the STIP or who use Federal Highway funds have a pavement management system which must be adopted by the agency.

A pavement management system is a rational means of judging how streets or roads should be maintained. The attached is a simple manual system that ranks segments of our roads and that will aid in making recommendations. The final decision on projects will still be made by the Board of Supervisors.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
No previous action

LIST ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
More complicated pavement management systems can be adopted eventually, however, this system will help County road staff formalize current road maintenance evaluation.

COSTS: ( ) Not Applicable
A. Budgeted current FY $ **
B. Total anticipated costs $
C. Required Add’l funding $ 0
Source: __________________________

SOURCE: ( ) 4/5ths Vote Required
A. Internal Transfers $_____
B. Unanticipated revenues $_____
C. Reserve for contingency $_____
D. Description: _______________________
Balance in Reserve for Contingencies, if approved: $

SPECIAL INSTRUCTIONS:
List the attachments and number the pages consecutively:
1. Mariposa County Pavement Management System-policy Form
2. Asphalt Pavement Rating Form
3. Interpreting the Condition Rating ** this work is being done as part of the transportation planning work program.

CLERK’S USE ONLY:
Res. No.: 90-540
Ord. No.: __________________________
Vote - Ayes: 5 Noes: ______
Absent: ______ Abstained: ______
Approved ( ) Denied ( ) Minute Order Attached

The foregoing instrument is a correct copy of the original on file in this office.
Date: __________________________

ATTEST: MARGIE WILLIAMS
Clerk of the Board of Supervisors
County of Mariposa, State of CA
By: Deputy

ADMINISTRATIVE OFFICER’S RECOMMENDATION:
This item on agenda as:
Recommended
Not Recommended
For Policy Determination
Submitted with Comment
Returned for Further Action

Comment: __________________________

A.O. Initials: __________________________

Action Form Revised 12/89
MARIPOSA COUNTY
PAVEMENT MANAGEMENT SYSTEM

Policy for evaluation of pavements:

1. County will use modified Asphalt Institute rating sheet, Exhibit A, attached to evaluate each mile or portion of mile of paved road.

2. The County will first evaluate all paved Collector and Arterial roads. The remainder of the paved road mileage (local streets) will be evaluated after the needs of the major roads have been identified.

3. The County will evaluate the pavements once every 2 years.

4. The County will use a ranking system similar to Exhibit B to guide the choice of maintenance/rehabilitation to be performed on the road. Actual choice of treatment will also depend on other factors, such as need to realign the road, safety considerations, etc.

5. Based upon the pavement evaluation, the County will determine the current and following two years budget needs for pavement maintenance and repair.
MARIPOSA COUNTY DEPARTMENT OF PUBLIC WORKS

ASPHALT PAVEMENT RATING FORM

ROAD: _______________________________ MAINT. DISTRICT: ________
SECTION LOC: ______________________ ROADSHED: ____________
POSTMILES: __________________________ DATE: _______________
COMMENTS: __________________________

(NOTE: A rating of "0" indicates defect does not occur)

<table>
<thead>
<tr>
<th>DEFECTS</th>
<th>RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transverse Cracks</td>
<td>0-5</td>
</tr>
<tr>
<td>Longitudinal Cracks</td>
<td>0-5</td>
</tr>
<tr>
<td>Alligator Cracks</td>
<td>0-10</td>
</tr>
<tr>
<td>Shrinkage Cracks</td>
<td>0-5</td>
</tr>
<tr>
<td>Edge Cracks</td>
<td>0-10</td>
</tr>
<tr>
<td>Corrugations</td>
<td>0-5</td>
</tr>
<tr>
<td>Raveling</td>
<td>0-5</td>
</tr>
<tr>
<td>Shoving or Pushing</td>
<td>0-10</td>
</tr>
<tr>
<td>Pot Holes/Patches</td>
<td>0-10</td>
</tr>
<tr>
<td>Rutting</td>
<td>0-10</td>
</tr>
<tr>
<td>Ground Squirrel Traverse Ruts</td>
<td>0-5</td>
</tr>
<tr>
<td>Deficient Drainage/Bleeding (where it occurs)</td>
<td>0-10</td>
</tr>
<tr>
<td>Overall Riding Quality (0 is excellent: 10 is very poor)</td>
<td>0-10</td>
</tr>
</tbody>
</table>

Sum of Defects

Condition Rating = 100 - Sum of Defects
Condition Rating = __________

Pavement Type: ___________________________

additional comments:

EXHIBIT A
ATTACHMENT 2
MARIPOSA COUNTY DEPARTMENT OF PUBLIC WORKS

ASPHALT PAVEMENT RATING FORM

ROAD: ___________________________ MAINT.DISTRICT: _______
SECTION LOC: ___________________ ROADSHED: _______
POSTMILES: _____________________ DATE: _______________
COMMENTS: __________________________________________

(NOTE: A rating of "0" indicates defect does not occur)

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Overall Riding Quality (0 is excellent: 10 is very poor): 0-10

Sum of Defects

Condition Rating = 100 - Sum of Defects

Condition Rating =

Pavement Type: ___________________

additional comments:
INTERPRETING THE CONDITION RATING

There are two ways that the condition rating can be used. First, as a relative measurement, it provides a rational method for ranking roads and streets according to their condition.

Secondly, as an absolute measure, the condition rating provides a general indicator of the type and degree of repair work necessary. As a very general rule, if the condition rating is between 80 and 100, normal maintenance operations such as crack-filling, pot hole repair, or perhaps a seal coat are usually all that is required. If the condition rating falls below 80, it is likely that an overlay will be necessary. In this event, it may be advisable to contact the nearest Asphalt Institute or other similarly qualified engineer for assistance. If the condition rating is below 30, chances are that major reconstruction is necessary; this is illustrated in Figure 2.

CONDITION RATING AS A GENERAL INDICATOR OF TYPE OF MAINTENANCE

Figure 2.