CITY OF SANTA CRUZ

PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz CA 95060 • 831 420-5160 • Fax: 831 420-5161

Exhibit 25-L: Pavement Management System (PMS) Certification

State Transportation Improvement Projects

Date: October 3, 2023

To: Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue Suite 250
Santa Cruz CA 95060

PPNO:

Project Description: Escalona Complete Streets

The City of Santa Cruz certifies that it has a Pavement Management System (PMS) and the project meets the criteria described in this chapter. A system must be in place to meet standards for pavement rehabilitation projects programmed in the STIP.

The system was developed by Metropolitan Transportation Commission **(Street Saver)** and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the City/County jurisdiction.

  Centerline miles: 135.3
  Total lane miles (or equivalent units): 273.5
  The last update of the inventory was completed: 2022

- Identification of sections of pavement needing rehabilitation

  Total lane miles (or equivalent units): 39 lane miles

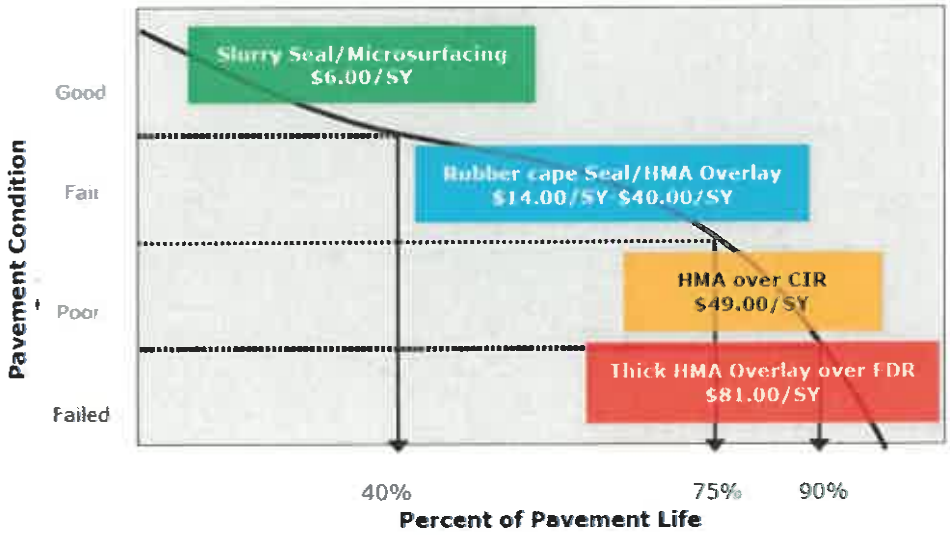
- Estimate of the cost to rehabilitate deficient sections: $64,900,000

- A procedure to identify rehabilitation strategies that are cost effective (briefly describe it on an attached sheet).

You may direct any questions regarding the system to Joshua Spangrud, PE at 831-420-5178

Signature: Title: ASST DIR. / CITY ENG.

Rehabilitation Strategies

The City's current Maintenance and Rehabilitation (M&R) strategies include recyclable and cost-effective treatments. In general, crack seal, slurry seal, and/or micro surfacing are applied to pavements in "Good" condition; pavements in "Fair" condition usually receive micro surfacing, cape seal or a thin hot mix asphalt (HMA) overlay; pavements in "Poor" condition will receive a Rubberized HMA overlay or cold-in-place recycling (CIR) with a thick HMA overlay; and finally, pavements in "Failed" condition will receive Full-depth reconstruction (FDR) with a thick HMA Overlay.

Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavement that has already failed. The figure below presents treatment unit cost for arterials as an example. As shown in Figure 5, by allowing pavements to deteriorate, streets that once cost $6.00 /square yard (SY) to seal may soon cost $49.00/SY to overlay or $81.00/SY to reconstruct. In other words, delaying repairs can significantly increase repair costs. Note that surface seals can be placed on approximately 13.5 times as many lane miles as those requiring reconstruction.