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October 29, 2024

Board of Supervisors
County of Ventura
800 South Victoria Avenue
Ventura, CA 93009

Subject: Receive and File a Presentation Regarding Ventura County's Pavement Management Program and Status of Road Network Pavement Condition; Approve Staff Recommendation to Remove Cape Seal Treatment from use as a Residential Street Surface Treatment; All Supervisorial Districts.

Recommendations:

1. Receive and file a presentation regarding the status of road network pavement condition; and
2. Approve Staff Recommendation to remove Cape Seal treatment from use as a residential street surface treatment.

Fiscal/Mandates Impact:

There are no additional County costs associated with the Board action. With the award of each paving contract Board approval will be sought.

Discussion:

Public Works Agency (PWA) Multi-year Paving Plan for Fiscal Years 2024-2028 was approved by your Board on June 20, 2023. Since your Board's approval, a total of 30.5 centerline miles have been paved and 6.88 centerline miles from Priority 1 projects have been rolled over into FY 25. Priority 2 projects are currently in the design phase. Exhibit 1 shows a listing of roads for Priority 1 & 2 projects. The current pavement condition index (PCI) for County Road Network is 75 which is a drop of two points from the last year. PWA had to defer some of the planned paving projects due to above-normal rain events experienced over the last two years and associated road repairs due to storm damage, requirements for timely completion of federal and state grant funded projects, and staff shortages.



On June 04, 2024, your Board directed PWA to reevaluate the use of Cape Seal treatment for residential streets due to the impacts of this treatment on residential communities from a recent paving project. A Cape Seal is a two-layer treatment used when the pavement surface is in fair to good condition and shows some distress but does not warrant an overlay, and where a slurry is insufficient to correct the surface defects. The first layer of a Cape Seal is a rubberized chip seal treatment applied to the existing pavement surface by spraying a layer of asphalt binder (with powdered tire rubber melted into it) onto the road, immediately covering it with a layer of aggregate (usually gravel 3/8" or less) and rolling it with a rubber-tired roller while the binder is still hot. The second layer of the Cape Seal is a slurry seal layer which is applied on top of the rubberized chip seal to provide a smoother finished surface. A Cape Seal helps seal the surface against moisture intrusion, rejuvenates an oxidized pavement surface, and helps limit further cracking of the pavement beneath. The surface of a Cape Seal is rougher than other treatments used by PWA on residential streets.

At that meeting, your Board also asked PWA to report back on Pavement Plan budgets if Cape Seal was removed as a treatment on residential streets. Residential streets considered here are roads in Urban Residential areas with speed limit of 25 miles per hour or less, which include 132 centerline miles of the county road network system and is about 24% of the County maintained mileage. Exhibit 2 shows locations of the residential streets considered. Currently, the overall residential street PCI is 76. Of the 132 centerline miles of residential streets, 1.3 miles (1%) are below a PCI of 50, 31.7 miles (24%) are between 50-70, 54.1 miles (41%) are between 71-80 and 44.9 miles (34%) are above a PCI of 80.

It is challenging to estimate the overall cost of removing Cape Seal treatment from the toolbox for residential streets due to several factors which include the rate of deterioration of the pavement surface, ability to group similar treatments in neighborhoods, previous treatments used, and project priorities. A cost comparison of Cape Seal, Microsurfacing, Slurry Seal and Overlay treatments per mile for residential streets is shown on Exhibit 3.

PWA proposes to remove Cape Seal treatment on residential streets, and continue to use Slurry Seal, Microsurfacing & Overlay treatments as appropriate. PWA will evaluate the impact on the paving plan and budget over the next few cycles and report back to your board should there be any significant impact.

PWA will present the updated Multi-Year Pavement Plan for 2026-2030 to your Board for approval next year.

Strategic Plan:

This item contributes to the Board of Supervisors 2024-2027 strategic priority to provide:
II. Fiscal responsibility and economic vitality through

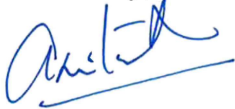


1. Maintaining a transparent and balanced budget, while funding essential services and implementing cost-savings measures.

This item has been reviewed by the County Executive Office, the Auditor-Controller's Office, and County Counsel.

If you have any questions concerning this item, please contact the undersigned at (805) 654-2077 or David Fleisch, PWA Assistant Director at (805) 654-2373.

Sincerely,



Anitha Balan, P.E.
Director
Roads & Transportation

Attachments:

- Exhibit 1 – Listing of Roads for Priority 1 & 2
- Exhibit 2 – Residential Streets Map
- Exhibit 3 – Cost Comparison of Surface Treatments

