



● **Dennis Rodoni**

From: dennis.rodoni@marincounty.gov

To: bolinasbob@sbcglobal.net, Christopher Blunk

Cc: Fernando Barreto, Morgan Patton



Thu, Aug 7 at 12:00 PM



Robert, thanks for the great report and information. I will be sitting down with Chris Blunk in the next week to discuss your letter. I recognize many of these challenges. We continue to balance available funding while maintaining over 480 miles of roadways. Thanks again,



● **Christopher Blunk**

From: christopher.blunk@marincounty.gov

To: Bob Hunter

Cc: Michael Frost, James Bozzard, Robin Bartlett



Thu, Aug 7 at 4:05 PM



Good afternoon Mr. Hunter,

Thank you for your email and letter regarding the County's pavement management of roadways in Bolinas. I've included Robin Bartlett, our Engineering Division Manager, who oversees our Pavement Management Program and can provide you with more details and information about the way that the County prioritizes road segments for resurfacing projects.

The graph below attempts to explain that regularly scheduled low-cost pavement preservation projects on roads that are in 'good' and 'excellent' condition are a much more cost-effective way to manage pavement networks than waiting until the pavement deteriorates to 'fair' or worse and performing much more costly repairs. With over 420 miles of roadways and limited funding to invest in pavement resurfacing, the Marin County paving program has been structured to be the most cost-effective in striking a balance between preserving our roadways that are in good condition and reconstructing the segments that are significantly deteriorated.

The result of our pavement maintenance strategy is that the county's overall pavement network condition has improved steadily over the last 15 years from a Pavement Condition Index* ("PCI") of 50 in 2010 to a PCI of 68 as of late last year. However, this also means that it takes us longer before we can get to the road segments that are in poor condition and need to be reconstructed with higher cost projects. Our goal is to achieve a countywide PCI of 72 by 2030 and the Board of Supervisors have been supportive of increasing funding dedicated to paving projects. Please know that those additional investments will find their way onto the roads in Bolinas (hopefully sooner than later), and that we appreciate your patience and understanding as we continue to work to improve the county's pavement conditions.

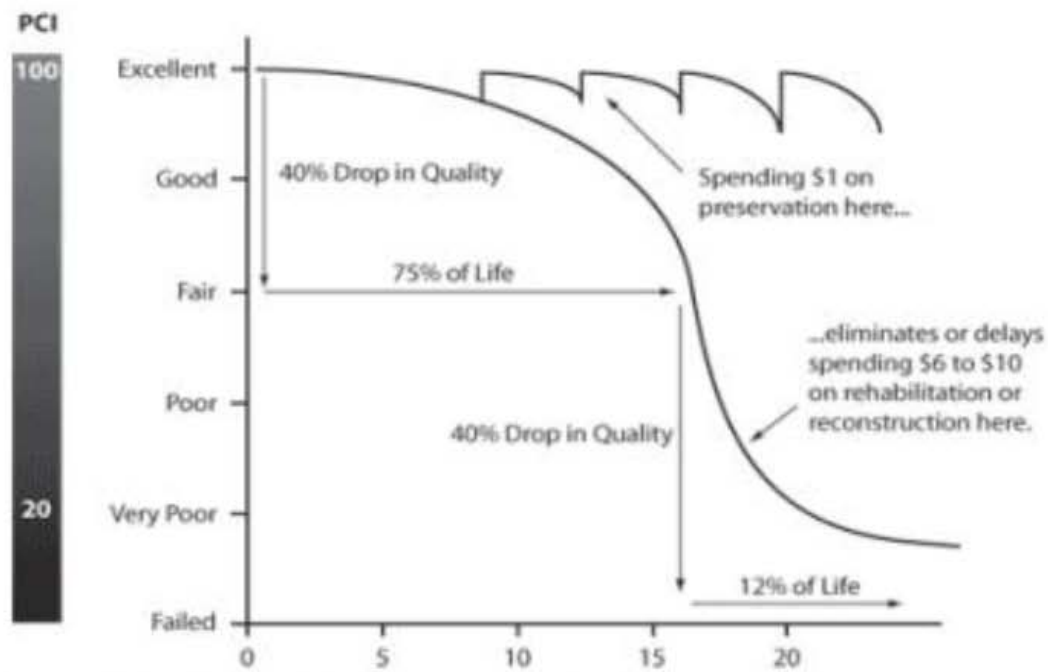
Robin Bartlett, our Engineering Division Manager, can be reached at (415) 473-6931 or Robin.Bartlett@marincounty.gov and will be happy to discuss further or answer any other questions you may have.

Thank you again for reaching out.


In service,

-Chris

*PCI is used in the industry to evaluate pavement on a 0-100 scale with 0 being the worst condition and 100 being brand-new pavement. The current Bay Area average PCI is 67.



SOURCE: U.S. Department of Transportation (FHWA)

Problems with the Pavement Condition Index (PCI) include its inherent subjectivity in visual assessments, the need for high-resolution images and detailed data, the lack of standardization across different agencies, the fact that it doesn't account for other crucial factors like structural integrity or skid resistance, and the labor-intensive and costly nature of conducting thorough surveys. Over-reliance on PCI alone can lead to poor decision-making regarding pavement maintenance, requiring integration with other data for more effective management. 

Subjectivity and Standardization

- **Subjective Interpretation:** Despite efforts to standardize, variations in expert interpretation of pavement distresses can lead to inconsistencies in PCI scores.
- **Lack of Alignment:** There is a lack of alignment with established standards, such as AASHTO or ASTM, in many current PCI assessment methods, which hinders the comparability of results across different systems.