



PROPOSED PAVING MORATORIUM EXTENSION FROM THREE YEARS TO FIVE YEARS

Public Works Department

Mobility and Infrastructure Committee
May 12, 2022

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BACKGROUND

1. Most agencies have adopted paving moratoriums for paved streets and alleys to safeguard them from early deterioration.
2. Paving moratoriums typically vary between 3 or 5 years, the City is currently utilizing a 3-year moratorium
3. Despite the best coordination, utility companies may need to cut into a newly paved street to install, repair, or service an underground utility
4. Utility companies are required to do more extensive pavement repairs for work that occurs during the moratorium



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UTILITY TRENCHING IMPACTS

1. Creates an entry point for water – damages the underlying layers
2. Weakens the pavement structure
3. Repaired sections may introduce roughness. Rough roads can cause vehicle to bounce and leads to early pavement damage.



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PW STANDARD DRAWING NO. 453

1. "No Trenching, Cutting, Potholing, Grading or Coring will be allowed, except for emergencies to provide service connections. If the street has been paved for resurfaced within the previous three years"
2. \$1.4 Million to repave 1 mile of arterial road
3. \$525,000 to repave 1 mile of a local/collector road
4. \$40,000 to slurry 1 mile of local/collector road
5. Oil prices are on the rise, we expect paving materials to increase by at least 10%
6. City has incorporated a Rubberized Asphalt Membrane to guard against water intrusion.



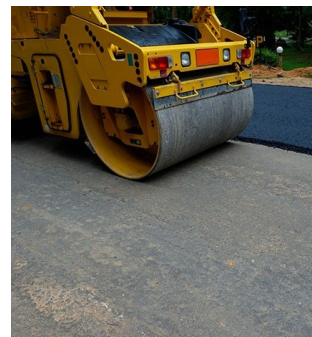
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CITY'S ROADWAY SYSTEM AND AVAILABLE FUNDING

1. 875 centerline miles of roadway
2. Overall Pavement Condition Index (PCI) score of 61, a newly paved street has a score of 100
3. The Pavement Management Program study recommended an annual budget of \$24 million (2018) – have not reached target
4. Recent Paving Maintenance Budgets: FY 2019-20 \$21 million, FY 2021-22 \$19.2 million
5. Gas prices are very high and if motorists reduce their gasoline consumption, there will be less Gas Tax allocation



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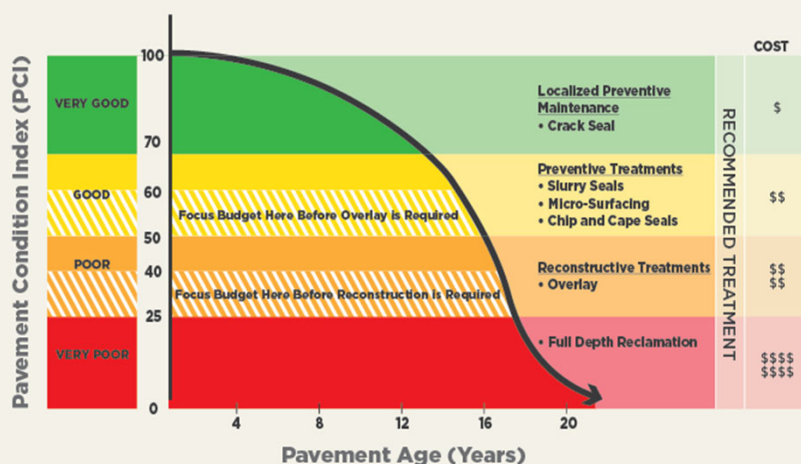
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PAVEMENT DEGRADATION

THE CONCEPT OF PAVEMENT PRESERVATION

CATCH STREETS BEFORE THEY FAIL

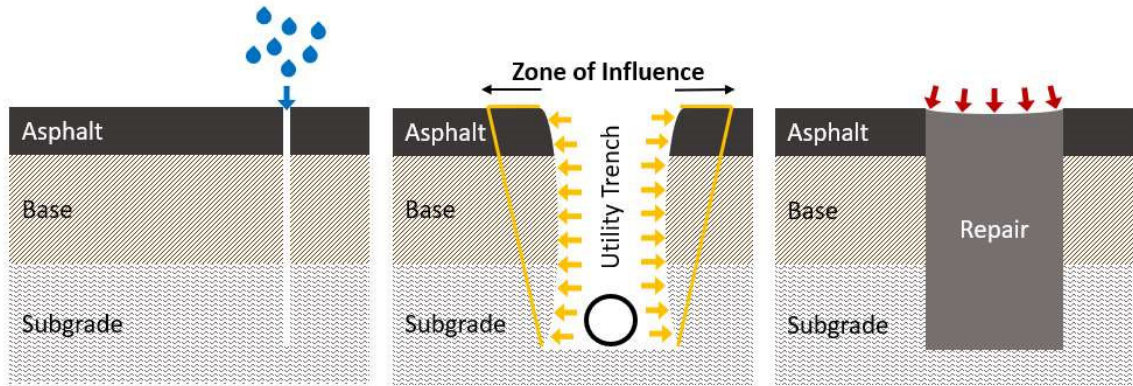


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WAYS UTILITY CUTS DAMAGE THE ROADWAY



1. Increased Water Access to Pavement Structure

2. Reduced Lateral Support

3. Increased Surface Roughness



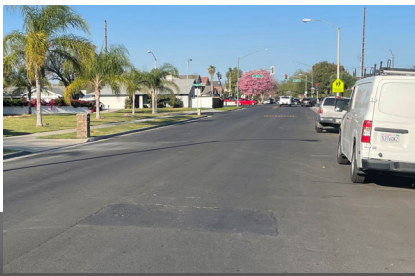
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RECENT IMPACTS TO NEWLY PAVED STREETS

- Cochran Ave between La Sierra Ave and Golden Ave



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RECENT IMPACTS TO NEWLY PAVED STREETS

- La Sierra Ave and Magnolia Ave Projects



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STRATEGIC PLAN ALIGNMENT

Strategic Priority No. 6 – Infrastructure, Mobility, and Connectivity

Goal 6.1 – Provide, expand and ensure equitable access to sustainable modes of transportation that connect people to opportunities of employment, education, healthcare, and community amenities.

Goal 6.2 – Maintain, protect and improve assets and infrastructure within the City's built environment to ensure enhance reliability, resiliency, sustainability, and facilitate connectivity.

Goal 6.4 – Incorporate Smart City strategies into the planning and development of local infrastructure projects.



Community Trust



Fiscal Responsibility



Sustainability & Resiliency



Equity



Innovation

Cross-Cutting Threads



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RECOMMENDATIONS

That the Mobility and Infrastructure Committee:

1. Receive and file the presentation; and
2. Recommend to City Council to extend the paving moratorium from three years to five years to better support the Pavement Management Program.



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