

City of Encinitas Pavement Management Program



Overview

Pavement Management

1.
Pavement Network
Inventory & Pavement
Management Software

2.
How we Classify
Pavement Condition

3.
Types of Treatments

4.
Trench Cut Moratorium
Policy



What is Pavement Management?

Definition:

- The process of planning for both maintenance and rehabilitation work with the goal of maximizing the value and life of a pavement network with a predetermined budget.

In short...

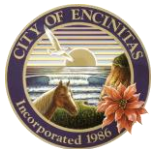
- “Getting the biggest bang for your buck.”



Pavement Network Inventory

Pavement Condition Survey

- Takes place every 5 years.
- A walking survey is performed on every city-maintained street.
- Evaluation of the different types of pavement distress
 - Quantified to determine a street's Pavement Condition Index (PCI).
- All information is maintained in the City's pavement management software, StreetSaver.



Types of Pavement Distress



RAVELING



ALLIGATOR
CRACKING



LONGITUDINAL
CRACKING



UTILITY
PATCHING



StreetSaver – Maintenance/Rehabilitation and Inspection History

- The City's pavement management software, StreetSaver, maintains a record of all previous maintenance and rehabilitation treatments as well as visual inspection data taken during the pavement condition surveys.

Edit	Valid Event	Active Event	Date	PCI	Transact Type	Treatment	Surface Family	Comments	Last Modified
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	08/01/1970	0	Creation		Asphalt Concrete		09/08/2009 1:42 AM
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	08/01/1995	100	M & R	THIN AC OVERLAY(1.5 INCHES)	Asphalt Concrete		09/21/2009 5:36 PM
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	09/08/2009	61	Visual inspection		Asphalt Concrete		09/17/2009 3:23 PM
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	04/27/2014	56	Visual inspection		Asphalt Concrete		04/27/2014 12:24 PM
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	11/29/2016	100	M & R	MILL AND PMAC OVERLAY (2")	Asphalt Concrete		11/29/2016 8:52 AM
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	01/31/2020	91	Visual inspection		Asphalt Concrete		02/11/2020 4:20 PM
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	06/18/2020	91	Attribute change		Asphalt Concrete		06/18/2020 9:53 AM



PCI – examples



Very Good



Poor



Very Good

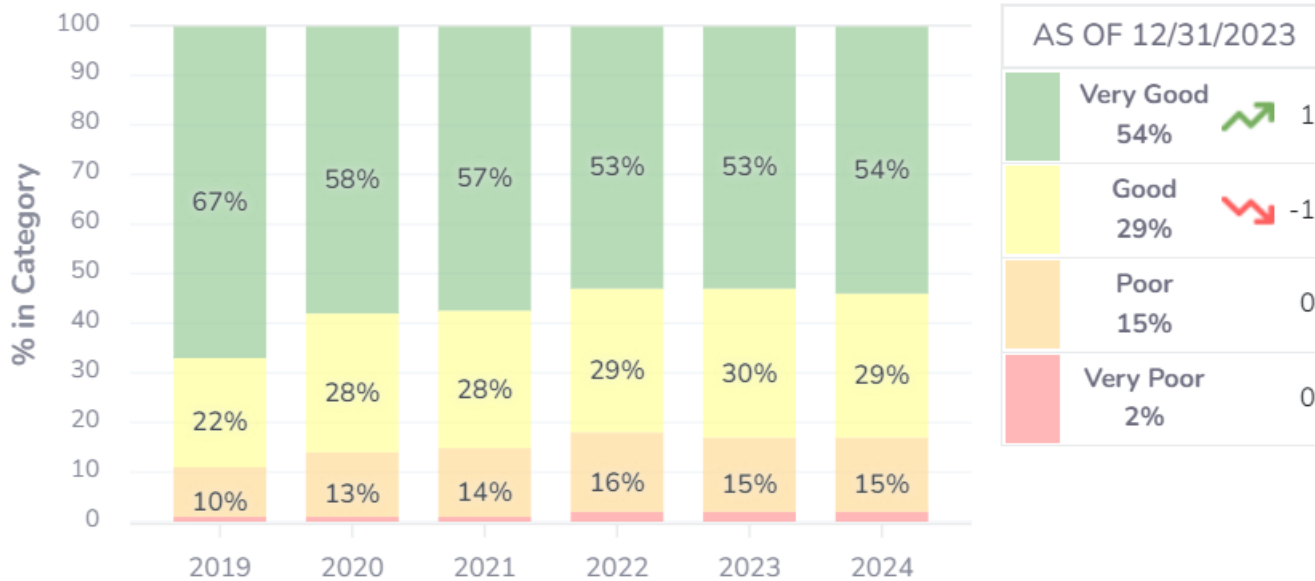


Very Poor



Pavement Network Condition Breakdown

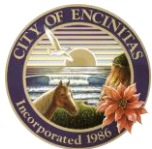
HISTORICAL NETWORK CONDITION TRENDS



Pavement Maintenance vs. Rehabilitation

Slurry Seal

- 1/4" seal applied to existing asphalt surface
- Creates a new wear surface for vehicles and cyclists.
- Helps seal minor cracks and prevents intrusion of water into the asphalt in order to prolong a street's service life.



Pavement Maintenance vs. Rehabilitation

Mill and Overlay

Typically 1.5 to 2 inches in depth

Removes the top portion and applies a new layer of asphalt



FY23/24 Current Budget

Funding Source	Amount
CS23A Carryover	\$496,764
Pedestrian Ramp Fund	\$49,000
Villanitas II Funding from Council	\$240,000
SB1	\$1,520,665
HUTA	\$538,590
TransNet	\$1,971,000
TOTAL	\$4,816,019



Citywide Pavement Condition Index

Citywide PCI for 2024 was 69.

In recent years, the City has been increasing funding for the annual paving project, however Asphalt Costs and Construction Costs continue to increase each year.

Projected Citywide PCI at the end of 2024 is 70.



Trench Cut Moratorium Policy

Exhibit A

TRENCH CUT MORATORIUM POLICY

BACKGROUND

The City of Encinitas (City) previously adopted Resolution Number 2009-40, implementing a trench cut moratorium to limit developers, utility companies, and City crews from damaging newly paved or resurfaced streets.

Many studies have indicated that a utility cut damages an area of pavement larger than the actual area of the excavation. In line with the State of California and other cities, the City of Encinitas requires anyone who cuts into the pavement of a public road to reconstruct the street from curb to curb for the full extent of the pavement cut. The City also requires all trench cuts to be T-cuts, with a wider pavement replacement width than trench width, to reduce the negative impacts of the trench cut. In addition, Chapter 12.16 of the Municipal Code allows the Director of Public Works to require the person repaving the excavation to apply a seal coat at any time within two years of the time of repaving.

PURPOSE

A trench cut moratorium is justified to reduce pavement degradation and extend the life and structure of the pavement.

PROCEDURES

1. Trench Cut Moratorium

- 3-year moratorium for pavement cuts on streets receiving a seal coat, such as a slurry seal or chip seal.
- 5-year moratorium for pavement cuts on newly constructed and reconstructed streets and for streets receiving overlays and treatments one-inch thick or greater.
- The moratorium shall be in force during the construction period for projects that include seal coats, or new street construction or street reconstruction, and the moratorium period will begin upon the filing of the Notice of Completion for the construction project including the affected streets.
- For streets that receive a seal coat, the moratorium shall begin to be enforced when the streets are sealed, and the timed moratorium period will begin upon the filing of the Notice of Completion.
- For newly constructed or reconstructed streets, the moratorium shall begin to be enforced when the streets are given the final pavement cap, and the timed moratorium period will begin upon the filing of the Notice of Completion.

2019-12-18

Item #08V

6 of 8

PURPOSE

Protect investment by limiting the damage from developers and utility companies.

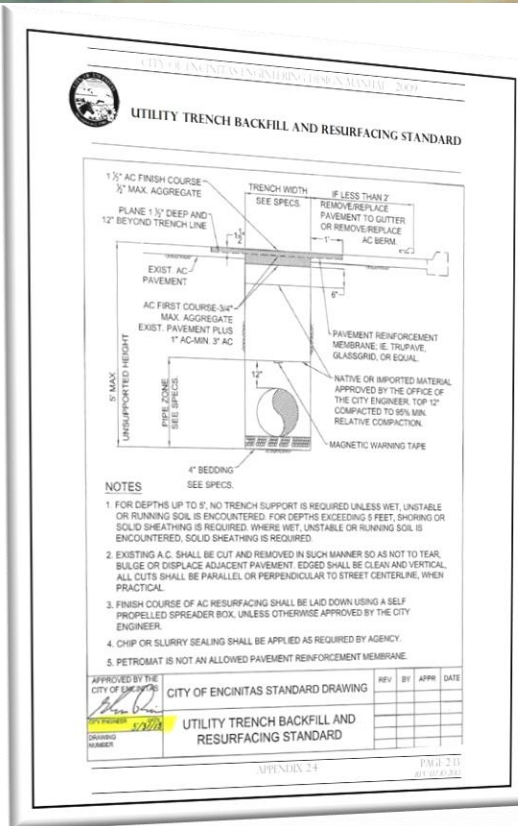
Annual Citywide Pavement Resurfacing – extends life of pavement



Trench Cut Moratorium Policy

Description/Summary of Policy

- Slurry – 3 year moratorium
- Overlay – 5 year moratorium
- Lateral Trenches (perpendicular) - resurfaces 10 feet from each side of trench cut
- Longitudinal Trenches (parallel) – resurface over entire curb to curb width (curb to median), resurfacing type based on existing asphalt depth
- Allows for waiver of moratorium, i.e., emergencies, new services, etc.



Thank You!

