

RESOLUTION NO. 2017-199

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CHULA VISTA AMENDING COUNCIL POLICY NO. 585-02:
UTILITY TRENCH MORATORIUM POLICY AND
ADOPTING CHULA VISTA CONSTRUCTION STANDARD
CVCS 3A: MORATORIUM ROADWAY TRENCH
RESURFACING

WHEREAS, Council Policy No. 585-02, Utility Trench Moratorium, was adopted by Resolution No. 2012-096 on June 5, 2012; and

WHEREAS, the purpose of this policy is to protect the integrity of City streets by implementing a trench cut restoration requirement during the moratorium periods; and

WHEREAS, since the adoption of the policy, staff continues to observe pavement deterioration on City streets due to trenching; and

WHEREAS, the City will undertake a large pavement rehabilitation program over the next few years with Measure P, TransNet, and new Gas Tax funding and it is advisable to protect these investments and minimize the damage from premature pavement cuts (trenches); and

WHEREAS, the purpose of this resolution is to amend Council Policy No. 585-02, revising the minimum moratorium period from one year to three years for seal coats and related maintenance treatments, and from three years to five years for overlays, reconstruction, and new streets; and

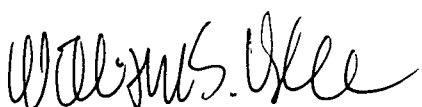
WHEREAS, trenching that is done during the moratorium period is proposed to meet the requirements, as stipulated in the revised Utility Trench Moratorium Policy (Exhibit A); and

WHEREAS, in conjunction with the amendment to the Council Policy No. 585-02, staff recommends the adoption of a new Chula Vista Construction Standard (CVCS 3A) "Moratorium Roadway Trench Resurfacing" drawing (Exhibit B).


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chula Vista, that it amends Council Policy No. 585-02: Utility Trench Moratorium and adopts Chula Vista Construction Standard CVCS 3A: Moratorium Roadway Trench Resurfacing.

Presented by

Approved as to form by



William S. Valle
Director of Engineering & Capital Projects



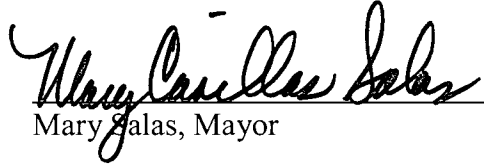
Glen R. Gogins
City Attorney

PASSED, APPROVED, and ADOPTED by the City Council of the City of Chula Vista, California, this 7th day of November 2017 by the following vote:

AYES: Councilmembers: Aguilar, Diaz, McCann, and Salas

NAYS: Councilmembers: None

ABSENT: Councilmembers: Padilla


Mary Salas, Mayor

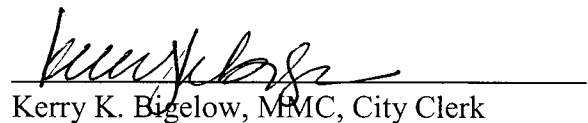
ATTEST:


Kerry K. Bigelow, MMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO)
CITY OF CHULA VISTA)

I, Kerry K. Bigelow, City Clerk of Chula Vista, California, do hereby certify that the foregoing Resolution No. 2017-199 was duly passed, approved, and adopted by the City Council at a regular meeting of the Chula Vista City Council held on the 7th day of November 2017.

Executed this 7th day of November 2017.


Kerry K. Bigelow, MMC, City Clerk

COUNCIL POLICY CITY OF CHULA VISTA			
SUBJECT: UTILITY TRENCH MORATORIUM POLICY	POLICY NUMBER	EFFECTIVE DATE	PAGE
	585-02	11/7/2017	1 OF 2
ADOPTED BY: Resolution No. 2012-096		DATED: June 5, 2012	
AMENDED BY: Resolution No. 2017-199			

BACKGROUND

The City previously adopted Resolution Number 2012-096, Utility Trench Moratorium Policy No. 585-02, implementing a trench cut moratorium to limit those persons/entities trenching in City streets 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. So in line with the State of California and other cities, the City of Chula Vista requires persons/entities trenching in City streets to reconstruct the street from curb to curb wherever a utility cut/trench is between them. The City also requires all trench cuts to be T-cuts, 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.

In order to better manage the pavement degradation as a result of utility trenches, staff conducted further review of other moratorium policies from neighboring agencies in California. Staff therefore recommends extending the periods of the Utility Trench Moratorium policy. The longer restriction periods will extend the life and structure of the pavement. It is also recommended that, like many of the neighboring agencies, the City require resurfacing at least the length of excavation from curb to curb or from curb line to the raised median.

PURPOSE

To revise the existing Utility Trench Moratorium policy by increasing the moratorium periods from one to three year moratorium for streets receiving a slurry or chip seal and increasing from three to five year moratorium for newly constructed, reconstructed, and overlaid streets.

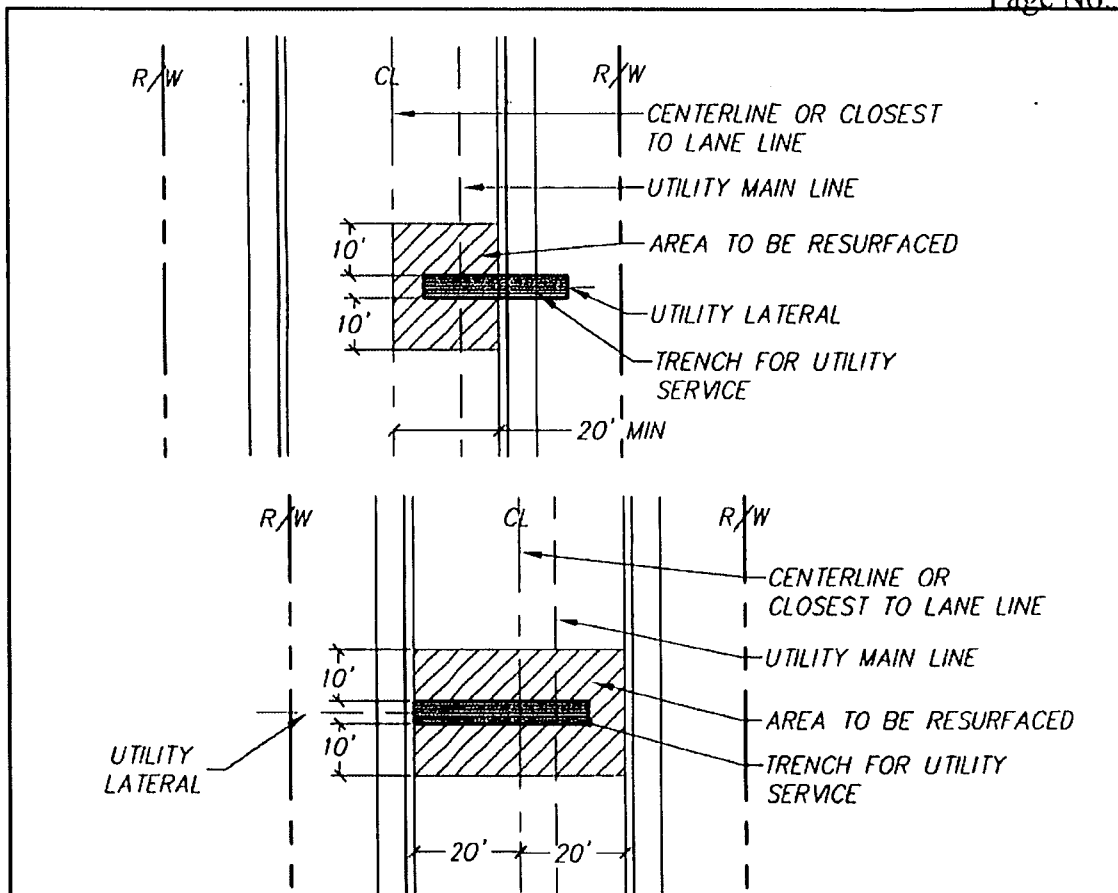
In order to clarify the procedures for trench repair requirements for streets under moratorium, the City has adopted a new construction standard CVCS 3A New "Moratorium Roadway Trench Resurfacing."

PROCEDURES

1. Trench Cut Moratorium

- 3-year moratorium period for street pavement maintenance treatments up to one-inch thick, such as those streets receiving a sealcoat, slurry seal, or chip seal.
- 5-year moratorium period for 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 entirety of the construction period, and the timed moratorium period will begin upon the filing of the Notice of Completion for the respective construction project including the affected streets.
- For newly constructed streets, the moratorium shall begin to be enforced when the streets are

COUNCIL POLICY CITY OF CHULA VISTA			
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ADOPTED BY: Resolution No. 2012-096		DATED: June 5, 2012	
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<p>given the final pavement cap, and the timed moratorium period will begin upon the filing of the Notice of Completion.</p> <p>2. Trench Repair Requirements for Streets under Moratorium</p> <ul style="list-style-type: none"> • Lateral trenches (perpendicular to the curb) – Extend T-cut grind and overlay limits to 10 feet beyond each side of the trench and over the entire lane that is impacted (regardless of street classification). • Longitudinal trenches (parallel to the curb) – grind 1-1/2 inches minimum and place 1-1/2 inches minimum overlay over the entire lane that is impacted (regardless of the classification of the street). • Use Chula Vista Construction Standard CVCS 3A <p>3. Excavations of streets not under the Utility Trench Moratorium Use Chula Vista Construction Standards, CVCS 3 & 4 and CVMC Chapter 12.16.</p> <p><u>CITY STAFF RESPONSIBILITIES AND PROCEDURES:</u></p> <ol style="list-style-type: none"> 1. This policy requires coordination and cooperation by sections within the Engineering and Development Services Departments. Engineering staff will provide information on streets subject to the moratorium to Development Services staff that are responsible for issuing utility excavation permits. 2. The Project Manager/Engineering staff will notify utility companies of pending roadway construction and/or pavement resurfacing and rehabilitation projects. <p><u>IMPLEMENTATION</u></p> <ol style="list-style-type: none"> 1. Streets that are constructed or rehabilitated and have received a Notice of Completion (NOC) on or after the Effective Date of this amendment will be subject to all provisions of this policy. 2. Streets that have received an NOC prior to the Effective Date will be subject to the requirements of the original moratorium policy adopted by Resolution 2012-096. <p><u>REFERENCES</u></p> <ul style="list-style-type: none"> • Standard Specifications for Public Works Construction (Greenbook), Section 306-1.5, “Trench Resurfacing” • Chula Vista Construction Standards: CVCS 3 & 4 and CVCS 3A • CVMC Chapter 12.16 Excavations • Street Pavement Moratorium weblink: http://54.245.80.46/ChulaVistaSL/ (CVmapper) 			



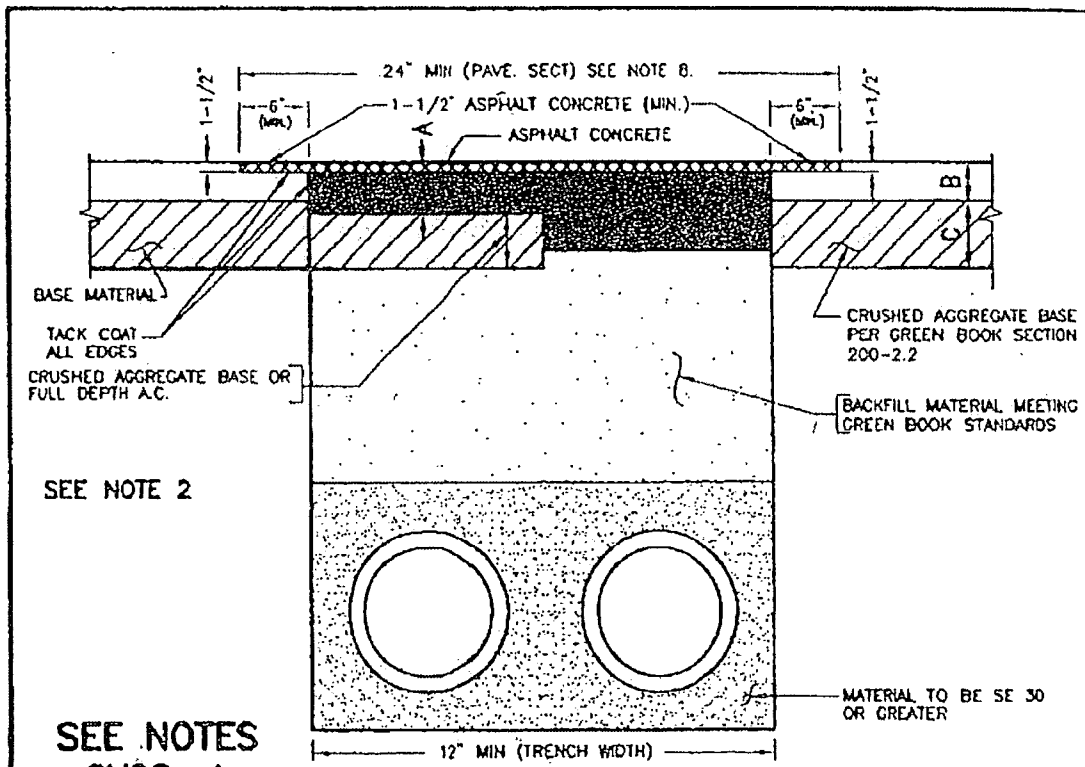
TRENCH REPAIR REQUIREMENTS FOR STREET UNDER MORATORIUM

THE FOLLOWING TRENCH REPAIR REQUIREMENTS ARE IN ADDITION TO THOSE LISTED IN CHULA VISTA CONSTRUCTION STANDARDS CVCS 3 & 4:

1. LATERAL TRENCHES (DETAILS ABOVE) - EXTEND T-CUT GRIND AND OVERLAY LIMITS TO 10 FEET BEYOND EACH SIDE OF THE TRENCH AND OVER THE ENTIRE LANE THAT IS IMPACTED (REGARDLESS OF STREET CLASSIFICATION).
2. LONGITUDINAL TRENCHES (PARALLEL TO THE CURB) - GRIND 1-1/2 INCHES MINIMUM AND PLACE 1-1/2 INCHES MINIMUM OVERLAY OVER THE ENTIRE LANE THAT IS IMPACTED (REGARDLESS OF THE CLASSIFICATION OF THE STREET).
3. REPLACE EXISTING PAVEMENT IN KIND TO MATCH EXISTING OR BETTER OR AS DIRECTED BY THE CITY ENGINEER.
4. DECORATIVE SURFACE PAVEMENT SHALL BE PROTECTED IN PLACE OR REPLACED WITH THE SAME MATERIAL WHEN DAMAGED OR AS DIRECTED BY THE CITY ENGINEER.

PER THE UTILITY TRENCH MORATORIUM POLICY NO.585-096:
 3-YEAR MORATORIUM FOR STREETS RECEIVING A SLURRY OR CHIP SEAL.
 5-YEAR MORATORIUM FOR NEWLY CONSTRUCTED, RECONSTRUCTED, AND OR OVERLAID STREETS.

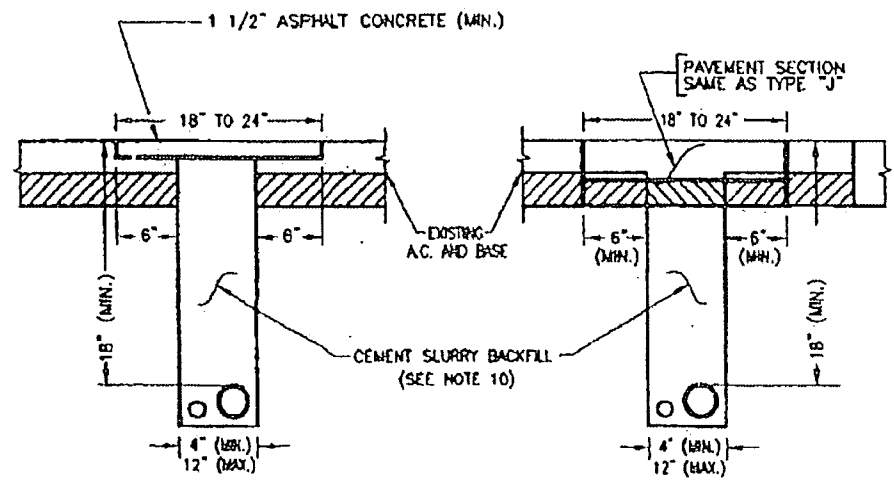
REVISED:	Original approval date: 11/7/17	CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT	
MM-DD-YR	Drawn By: MLCM		
	<i>William S. Valle</i>	MORATORIUM ROADWAY	CVCS
	CITY ENGINEER/Date: 11/7/17	TRENCH RESURFACING	3A



SEE NOTE 2

SEE NOTES
CVCS-4

TYPE "J"



TYPE "I- (1)"

TYPE "I- (2)"

Revised:	Original approval date: 2-13-90	CITY OF CHULA VISTA	
CVM 8-03-01	Redrawn By: ARR	Date: 7-26-95	PUBLIC WORKS DEPARTMENT
	<i>Michael</i> 1/29/04	TRENCH BACKFILL AND SURFACE RESTORATION	
	CITY ENGINEER Date:	TYPES "I" AND "J"	
			CVCS 3

NOTES:

1. EXISTING ASPHALT CONCRETE SHALL BE CUT AND REMOVED IN SUCH A MANNER SO AS NOT TO TEAR, BULGE OR DISPLACE ADJACENT PAVEMENT. EDGES SHALL BE CLEAN AND VERTICAL. ALL CUTS SHALL BE PARALLEL OR PERPENDICULAR TO STREET CENTERLINE, WHEN PRACTICAL.
2. THE REMOVED PAVEMENT SECTION SHALL BE REPLACED WITH BASE MATERIAL AND ASPHALT CONCRETE. THE MINIMUM THICKNESS OF THE REPLACEMENT ASPHALT CONCRETE (A) SHALL BE: $A=(B+1')$
 REPLACEMENT BASE SHALL BE CRUSHED AGGREGATE BASE 4" MAX. THICK.
 IF AGGREGATE BASE IS TO BE REPLACED WITH ASPHALT CONCRETE, THEN THE MINIMUM THICKNESS OF THE ASPHALT CONCRETE SHALL BE:
 ON COMPACTED BACKFILL - $A=(B+1') + (C/2)$
 ON SLURRY BACKFILL - $A=(B+1') + (2C/3)$
 (SEE SLURRY REQUIREMENTS BELOW)
 IF CEMENT TREATED BASE - $A=(B+1') + (2C/3)$
3. A TACK COAT OF EMULSIFIED ASPHALT (SS-1H OR FS-1) SHALL BE APPLIED TO ALL SURFACES WHICH WILL BE IN CONTACT WITH THE REPLACEMENT ASPHALT CONCRETE.
4. THE FINISH COURSE FOR RESURFACING SHALL BE LAID DOWN USING A SPREADER BOX. ALL RESURFACING SHALL BE SEAL COATED WITH AN EMULSIFIED ASPHALT AND COVERED WITH SAND. *CHIP SEALING SHALL BE APPLIED AS REQUIRED BY THE CITY.
5. ASPHALT CONCRETE RESURFACING TO BE TYPE W, C-3 AR4000 FOR TOP COURSE (4" MAX. THICKNESS) (1/2" AGGREGATE). IF GREATER THAN 4" USE 2 OR MORE LIFTS.
 TOP LIFT WITH 1/2" AGGREGATE; LOWER LIFTS WITH 3/4" AGGREGATE.
6. SLOUGHING OF TRENCH UNDER PAVEMENT SHALL BE CAUSE FOR REQUIRING ADDITIONAL PAVEMENT AND BASE. LIMITS OF WORK TO BE DETERMINED BY THE CITY ENGINEER.
7. EXISTING STRIPING AND/OR TRAFFIC SIGNAL LOOPS TO BE REPLACED WITHIN 5 WORKING DAYS.
8. IN AN EFFORT TO MAINTAIN A STREET'S EXPECTED LIFESPAN, RETURN THE STREET TO THE SAME OR SIMILAR CONDITION AS BEFORE THE TRENCHING TOOK PLACE, AND TO MEET CITY OF CHULA VISTA AND GREENBOOK STANDARDS PERTAINING TO ROAD SMOOTHNESS:
 - IF THE TRENCH IS LOCATED WITHIN A BIKE LANE, THEN THE ENTIRE BIKE LANE WIDTH SHALL BE COLD-PLANED 1-1/2" MINIMUM AND OVERLAYED 1-1/2" MINIMUM.
 - IF THE TRENCH IS WITHIN 24" OF A CONCRETE STRUCTURE (I.E. LIP OF GUTTER, VAULT, ETC.), THEN THE AREA BETWEEN THE TRENCH AND THE CONCRETE STRUCTURE SHALL BE COLD-PLANED 1-1/2" MINIMUM AND OVERLAYED 1-1/2" MINIMUM.
 - IF THE TRENCH IS LOCATED LONGITUDINALLY WITHIN THE TRAVEL LANE OF A PRIME, MAJOR, OR 4-LANE COLLECTOR STREET, THEN THE ENTIRE LANE SHALL BE COLD-PLANED 1-1/2" MINIMUM AND OVERLAYED 1-1/2" MINIMUM. HOWEVER, THE CITY ENGINEER MAY, ON A CASE-BY-CASE BASIS AND AT HIS/HER SOLE DISCRETION, MODIFY THE REQUIREMENT TO COLD-PLANE AND OVERLAY THE ENTIRE LANE BASED UPON THE FOLLOWING CRITERIA: (1) EXISTING CONDITION OF THE PAVEMENT; (2) FUTURE REHABILITATION STRATEGIES AND SCHEDULES; (3) DEPTH OF TRENCH; (4) OTHER TRENCH WORK IN THE AREA; (5) EXISTENCE OF A COMPARABLE TRENCH PAVING TECHNOLOGY OR TECHNIQUES WHICH WOULD ACHIEVE THE DESIRED ROAD SMOOTHNESS AND LONGEVITY; AND, (6) OTHER SITE-SPECIFIC CONDITIONS AND FACTORS DEEMED BY THE CITY ENGINEER TO ALLEVIATE THE NEED TO COLD-PLANE AND OVERLAY THE ENTIRE LANE.
 THOSE ENTITIES WISHING THE CITY ENGINEER TO CONSIDER MODIFYING THE REQUIREMENT TO COLD-PLANE AND OVERLAY THE ENTIRE LANE SHALL PRIOR TO PERMIT ISSUANCE, SUBMIT A WRITTEN REQUEST FOR SUCH MODIFICATION. SAID WRITTEN REQUEST SHALL INCLUDE A DETAILED DESCRIPTION OF THE PROJECT, THE PROJECT AREA AND THE REASONS WHY THE FULL-LANE REQUIREMENT SHOULD BE WAIVED.
9. *IF THE STREET HAS EXISTING PAVEMENT FABRIC, THEN FABRIC OF A SIMILAR QUALITY MUST BE USED IN THE TRENCH REPAIR.

TYPE "I" ONLY (NARROW TRENCH)

10. CEMENT SLURRY BACKFILL:
 - A. CEMENT SLURRY BACKFILL SHALL HAVE A MAXIMUM SLUMP OF 5 INCHES.
 - B. CEMENT SLURRY BACKFILL SHALL BE THOROUGHLY CONSOLIDATED TO ENCASE CONDUITS. TAMPERS OR VIBRATORS SHALL BE USED.
 - C. LEAN CONCRETE (TRENCH BACKFILL SLURRY) AS SPECIFIED IN SECTION 201-1.1.2 OF THE GREEN BOOK CONCRETE CLASS 100-E-100.
 - D. ALLOW CEMENT SLURRY BACKFILL 24 HOURS MINIMUM TO CURE BEFORE RESURFACING.
11. TYPE "I-1" REQUIRES THE PLACEMENT OF THE PETROTAC TYPE PAVEMENT FABRIC AFTER THE PLACEMENT OF THE TACK COAT. TACK COAT MUST BE APPLIED OVER PETROTAC.
12. IN STREET WITH FABRIC REINFORCING MATERIAL INSTALLED, SLURRY BACKFILL SHALL BE BROUGHT UP TO THE EXISTING FABRIC MATERIAL.

*ITEMS, IF THEY APPLY, TO BE KNOWN AT TIME OF PERMIT.

Revised:	Original approval date: 2-13-90	CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT
6-12-97	Redrawn By: ARR Date: 5-4-98	
11-17-99		NOTES FOR TRENCH BACKFILL CVCS AND SURFACE RESTORATION
CVS 9-5-01 CVS 6-18-03	<i>Michelle W</i> 01/29/04 CITY ENGINEER Date:	
		4