



# On the Road to a Smoother Future

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# Historic Investment

- The Moreno Valley City Council Approved the Pavement Rehabilitation Program on February 1, 2022.
- A historic \$50 million allocation toward the Pavement Rehabilitation Program.
- The program condensed ten years' worth of work into only 18 months.
- The one-time investment is the largest Public Works project in Moreno Valley's history.
- Funding for this historic allocation came from General Fund savings made possible by the American Rescue Plan Act (ARPA) fund, which offset the City's Public Safety costs.



The Project rehabbed and preserved a large amount of pavement surface:

- ✓ 1,100 Street Segments
- ✓ 460 lane miles nearly 50% of total lane miles citywide.



Distance from Moreno Valley to Monterey = 380 miles  
Distance from Moreno Valley to San Jose = 451 miles



# Timeline



Council Approved  
Road Repairs  
Investment  
Planning/Prioritizing  
Streets

Design/Contract  
Documents /Advertising  
Award Construction -  
NTP

Construction  
Completion



0

2

7

9

18 Mos

# The Challenge

- To complete design, procurement, and construction in 18-months
- Equally distribute the work among 4 City Council Districts
- Capital Projects team – 2
- Extremely wet/cold season during winter 2023
- Limited contractors to perform the work of size and magnitude in short amount of time

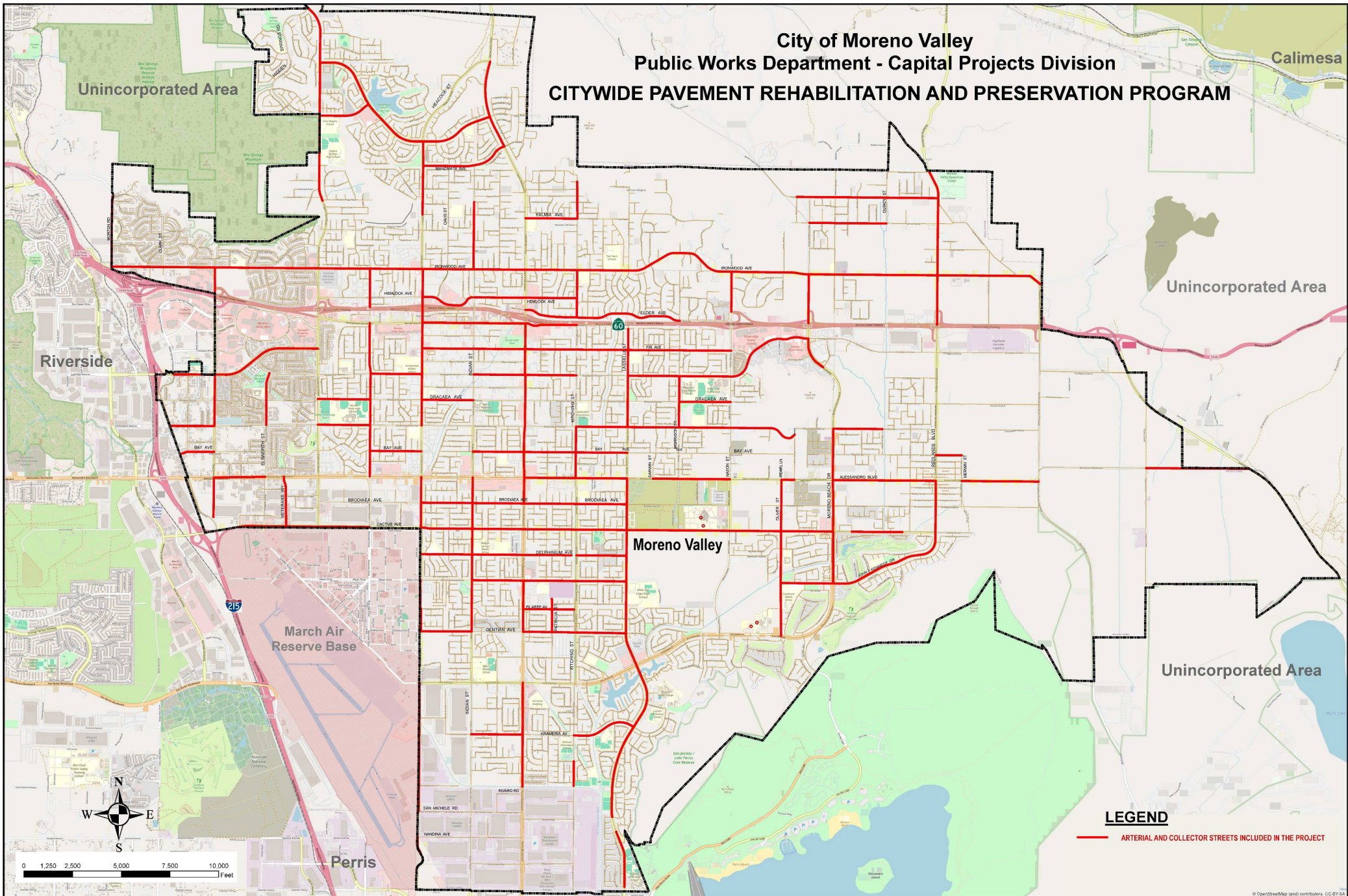


# Getting it Done!

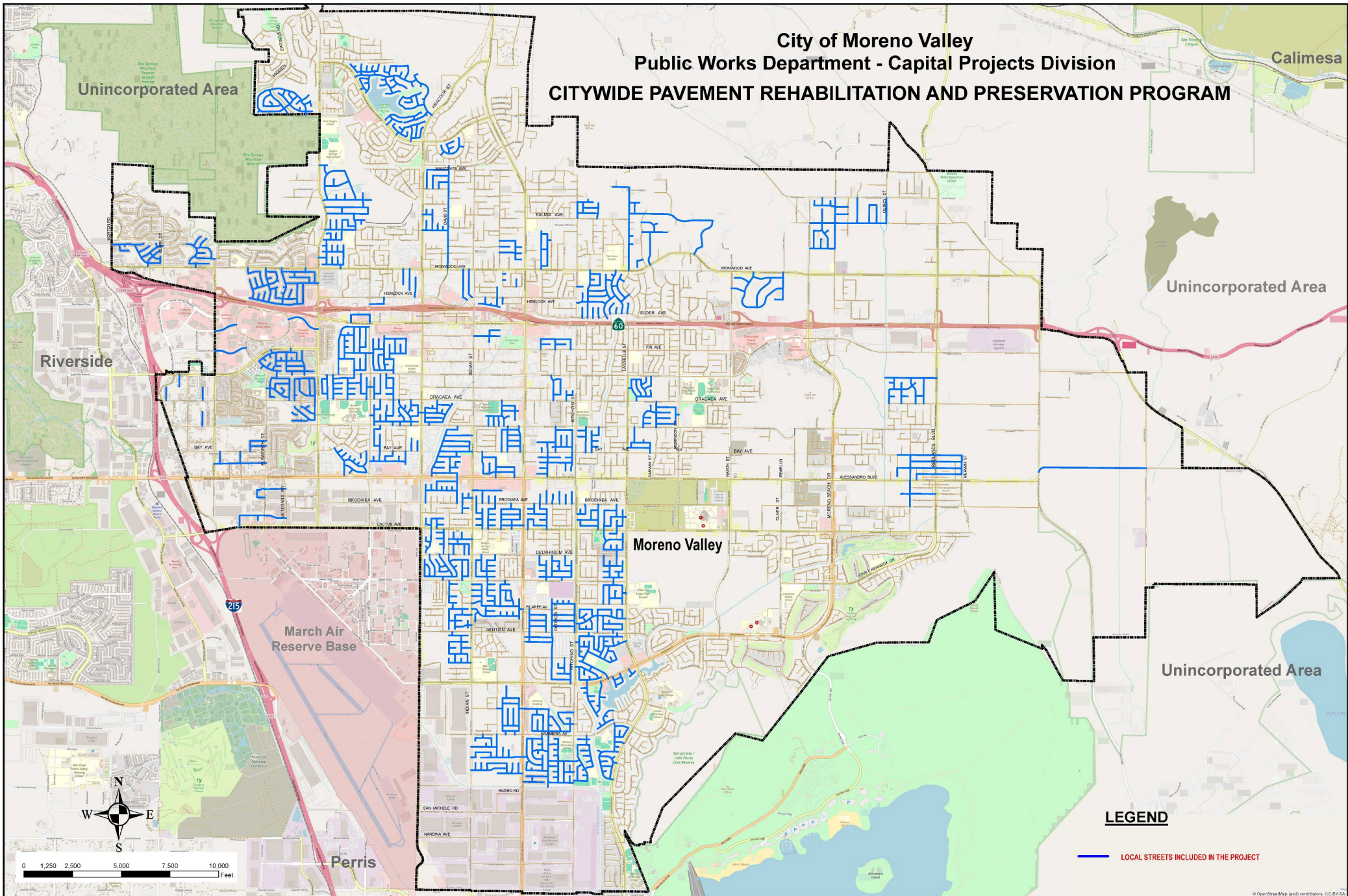


- Two-phased approach: work divided into 6 individual projects
  - 2 arterial and collector roads projects
  - 4 local street projects
  - Combination of grind and overlay, crack and slurry seals with localized repairs
- Contractor, construction management, material testing and inspection contracts totaling 18 contracts
- Utilized design consultant to prepare arterial and collector road bid packages
- Staggered release of Phase 1 and 2

City of Moreno Valley  
Public Works Department - Capital Projects Division  
**CITYWIDE PAVEMENT REHABILITATION AND PRESERVATION PROGRAM**



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**CITYWIDE PAVEMENT REHABILITATION AND PRESERVATION PROGRAM**



Unincorporated Area

Calimesa

Unincorporated Area

Riverside

Moreno Valley

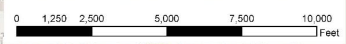
March Air Reserve Base

Unincorporated Area

Perris

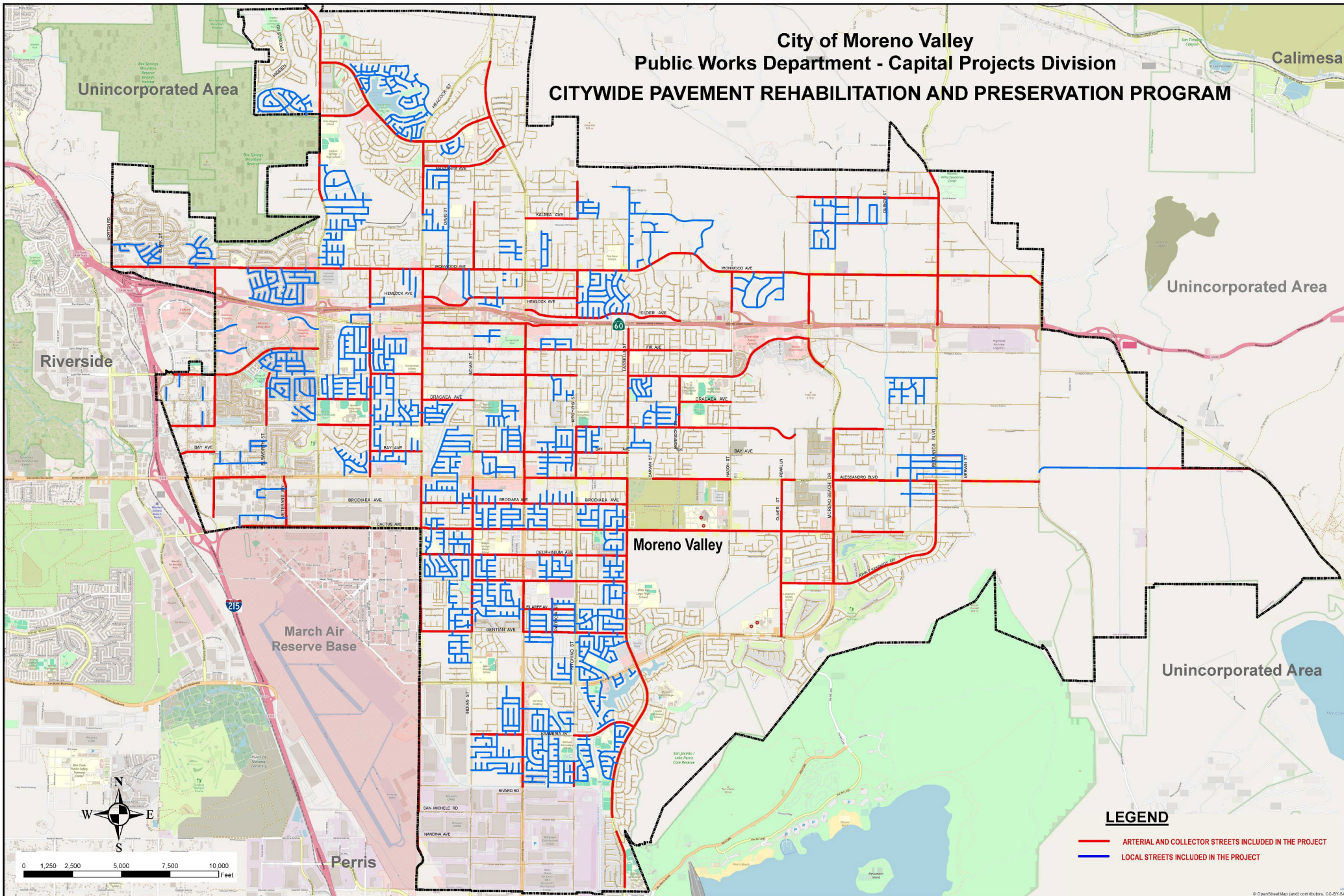
**LEGEND**

— LOCAL STREETS INCLUDED IN THE PROJECT

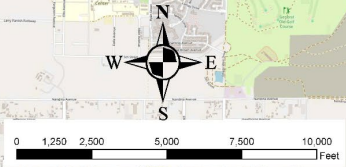




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**CITYWIDE PAVEMENT REHABILITATION AND PRESERVATION PROGRAM**



- LEGEND**
- ARTERIAL AND COLLECTOR STREETS INCLUDED IN THE PROJECT
  - LOCAL STREETS INCLUDED IN THE PROJECT



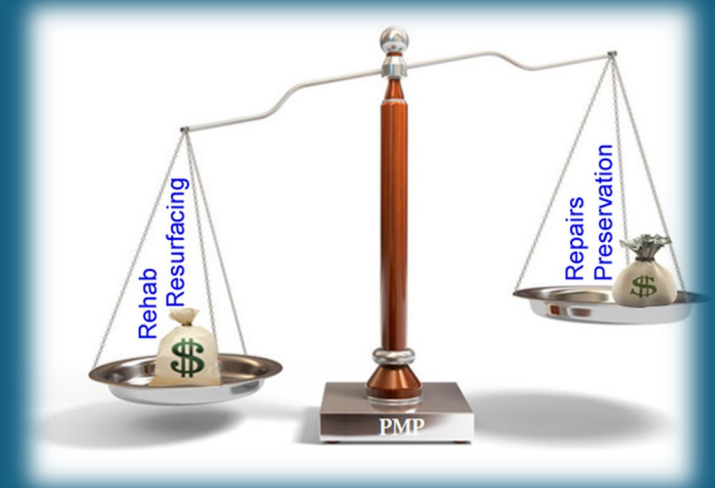
# Lessons Learned

- The release may have been best to do in several phases.
- Although low bid contractors were different, sub-contractors were not (same sub for traffic striping/signing).
- Incentives/penalties.
- Impact to Land Development via moratorium on recently paved roads.
- Conflicts with Schools' activities – Coordination and work hours.
- Conflicts in striping layouts for various segments of arterial streets resulting from limited Consultant/City staff's coordination.
- Conflicts with utilities projects.
- Public Outreach
  - concerns from residents between different treatments(Resurfacing vs Crack/Slurry Seal).
  - concerns from residents whose streets are not on the list for rehab since it's public perception that \$50 million pavement repairs investments would take care of every street in the City.



# Outcome

- Deferred maintenance cost of \$10 million/year (\$100 million for next 10 year, \$250 million overall).
- The citywide average PCI was 65 as of 2021 - City is currently having a consultant perform a pavement condition evaluation. New PCI value will be available this May.
- Historic Investment of \$50 million injects life into the paving program.
- Council continued support with additional investment \$10 million for FY 24/25 and FY 25/26.
- Program goals significantly altered from 60/40 ratio (60% preventative to 40% rehabilitation) to 80/20 ratio.



- Rehabilitation:
  - Costs more
  - Lasts longer
- Preservation:
  - Can do more
  - Provides temporary wear surface

# QUESTIONS / SUGGESTIONS

