SB-1 Project List

City Name: City of Rialto

Project Lead and Dept. Contact Information: Jeffrey T. Schafer, P.E.

Public Works Department - Engineering Division

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Legislative Districts: State Assembly - District 47

State Senate - District 20

Average Network PCI and date/year of measurement: Arterial/Collector road network average Pavement Condition Index (PCI) is 75.3 as of February 10, 2020.

Local road network average PCI is 73.3 as of February 10, 2020.

Fiscal Year: 2019/20 Project Title: Annual Pavement Rehabilitation Project

Supplementary Information: The City uses a Pavement Management Program to evaluate pavement condition and prioritize pavement

rehabilitation projects. During the engineering design phase, the structural pavement section is evaluated and

the most cost effective rehabilitation method is determined.

Project Location			Project Description	Estimated Project Schedule	Estimated Useful Life	Technology, Climate Change, and Complete Streets Considerations
Street Name	From	То				
Pepper Ave.	Etiwanda Ave.	Foothill Blvd.	Pavement rehabilitation of the indicated existing street segments using one or more of	Engineering Design:	For projects using cold mill and AC surface	1. Technology and Material Recycling - Asphalt mix designs will incorporate reclaimed asphalt pavement (RAP) thereby recycling this
Pepper Ave.	2nd St.	680' S/O 2nd St.	the following methods: (1) Cold Milling and Asphalt Concrete (AC) Surface Course; (2) Full	4th Quarter 2020 to 3rd Quarter 2021	course the estimated useful life is 7 to 10	material and reducing the cost and energy required to process new mineral aggregates.
Riverside Ave.	UPRR Bridge	South City Limit	Depth AC removal and re-construction; (3) Full	Construction:	years.	2. Technology and Material Recycling - Projects using in-place
			Depth Reclamation including in-place	4th Quarter 2021 to 2nd Quarter 2022	For projects using full depth reconstruction the estimated useful life is 20 years.	 Technology and Material Recycling - Projects using in-place pulverization and cold in-place recycling will incorporate the existing pavement in the new street construction thereby reducing the cost and energy associated with hauling away existing materials and transporting new construction materials to the project location. Climate Change - Pavement rehabilitation and repair/upgrade of curbs and gutters, cross gutters, and catch basins will better adapt the asset to withstand the negative effects of climate change including the increase in rainfall and stormwater flow. Complete Streets - Projects will improve the quality of pedestrian facilities and improve safety by (a) adding new and/or repairing/upgrading ADA curb ramps; (b) adding new sidewalks and/or repairing/replacing damaged sidewalks; and (c) replacing/upgrading traffic striping and pavement markings.