



STAFF REPORT

TO: THE HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL
MEETING DATE: OCTOBER 20, 2025
FROM: DAN LAFONTAINE, PUBLIC WORK DIRECTOR
SUBJECT: ADDITIONAL PROVISIONS TO THE CITY'S IMPROVEMENT STANDARDS

RECOMMENDATION: Staff is presenting this update to the City Standards to impose a trenching moratorium and extend standard trenching limits to protect the roads of Sutter Creek. Staff recommends that the council adopt the resolution implementing these changes.

BACKGROUND: The Public and Council have told staff that updating and maintaining roads are a priority for the City. The council has recently stated that improving the roads of Sutter Creek is one of its top priorities. The Public recently passed Measure P, which added a 1% sales tax to provide monies for the construction overlay of new roads in town. The average lifespan of an overlay for a residential road is between 10 and 15 years.

PROPOSAL: The updated City Standards will impose a moratorium for five (5) years for newly surfaced streets. For those streets with chip seals or slurry seal coastings the moratorium shall be for three (3) years. The City engineer, may grant exceptions to the moratorium for the following situations:

- Emergency repairs
- Installation of critical infrastructure
- Facilities where other alternatives to installation are not practical or feasible
- Where no other alternative to cutting a street subject to a moratorium exists

A list of streets currently under a moratorium and specific information including the date of repair and type of repair made will be listed on the City of Sutter Creek website under the Public Works Department at the following location: <https://www.cityofsuttercreek.org/public-works>

Pavement Restoration improvement standard plan ST-16 was updated to increase the limits of each excavation. Similarly, standard plan ST-17 was updated to modify the language to remove patchwork trench restoration and encourage alternative methods of installation to minimize trenching. These updates remove ambiguity and increase the longevity of any trenching cuts.

FISCAL BENEFIT: Trench cuts in asphalt streets significantly reduce the effective lifespan of the pavement. Multiple studies estimate that utility cuts can lead to a 15 to 50% reduction in the service life of the pavement. Cuts also weaken the structure which leads to increased repairs and introduce moisture ingress which allows water to seep down into the base and sub-base layers which soften the foundation causing it to lose bearing capacity thus increasing maintenance costs to the City. The moratorium delays the timetable for these issues by 3 to 5 years.