

Town of Moraga - Pavement Management Program

Measure K Funded Construction

Frequently Asked Questions

GENERAL QUESTIONS

Q: Where is the money coming from?

A: Moraga Voters approved Measure K in November 2012 which increased the local sales tax by 1 cent (or 1%), effective July 1, 2013 for 20 years. Currently, all funds collected from the sales tax increase go towards street improvements in Moraga.

Q: What is the construction time frame for this project?

A: Construction for pavement overlay projects typically takes place between July and November. For more details on current year projects please visit the Pavement Management Program (PMP) website at <https://www.moraga.ca.us/197/Pavement-Management-Program>.

Q: Which streets will be repaired?

A: For pavement overlay projects, the Town typically resurfaces streets that are in very poor condition to help preserve and/or repair the pavement. A list/map of the street segments for an overlay project can be found at <https://www.moraga.ca.us/197/Pavement-Management-Program>.

Q: How and when will I know when my street will be fixed?

A: A three-week look ahead of construction items that will be updated on a weekly basis on the project specific website which can be found [here](#). Please visit the [Facebook page](#) for daily updates. Additionally, construction notification signs will be placed on the street approximately one week prior to the start of work. 'No Parking' signs will also be placed 72 hours prior to notify residents of parking restrictions. If the contractor needs to reschedule work on your street, signs will indicate the new work date two days in advance of the rescheduled date.

Q: How can I help support the Town's paving program?

A: First, you can shop Moraga first to help increase the 1 cent sales tax revenue so that more streets can be paved. Second, please abide to all construction and no parking signs placed out on streets. If your street is part of a PMP project, your street is a construction zone please be aware there are construction workers on your street. Please slow down and be courteous to them.

Q: What are the working hours and days for this project?

A: Typical work hours will be from 8:00 AM to 5:00 PM. No work is planned on weekends or on Town holidays. Partial and full lane closures should be expected during these working hours (for more detailed information, see question addressing *what to expect during construction*.)

Q: What should I expect prior to construction?

A: The Contractor will issue notices to each resident affected by the upcoming work one to two weeks prior to construction. Approximately one week prior to construction, signs on and around the affected streets will appear indicating when street closures may occur. No Parking signs will be placed at least 72 hours prior to parking restriction. **Caution: When driving in construction areas, please pay close attention to all contractor**

signs and directives from construction workers, including speed limits. Please do not park or drive on streets if construction signage indicates parking restriction or street closure. Driving on streets before they are cleared for access will result in possible defects in the new pavement, pavement materials tracked onto your, damage or injury.

Q: Who should I contact if I have a problem during the construction?

A: Project contacts are located on the project specific websites which can be found [here](#).

Q: Why did my street get picked and not my neighbor's?

A: Measure K funds are used to address a backlog of \$25M worth of paving work. Each year's project uses annual funds generated from the Measure K sales tax increase. In order to maximize the Town's dollars to preserve its entire network of pavement in the best condition, the Town relies heavily on pavement asset management software to preliminarily select candidate streets for further evaluation. Unfortunately, not all streets will be treated with the annual available funds. The goal for selecting streets for this year's project is to rehabilitate streets that are in very poor condition and are in need of repair before the pavement requires reconstruction. Your street was selected by our software for this year's project because it is in very poor condition, which makes it eligible for pavement rehabilitation.

SURFACE SEAL QUESTIONS

Q: What should I expect during construction?

A: Construction consists of two phases:

1. During the first phase, only partial road closures are generally expected. Streets will receive crack sealing and localized repairs.
 - a. **Localized Base Repairs** – These are localized repairs of poor condition asphalt and will require temporary lane closures. Full road closures will not be expected during these repairs.
 - b. **Crack Sealing:** This includes the application of a localized sealant to cracks on the pavement to retard them from permeating through the new pavement treatment and will require temporary lane closures. Full road closure will not be expected during these repairs.
2. The second phase will consist of either a rubber chip seal, micro-surfacing application or both.
 - a. **Rubber Chip Seal** - Streets will first be “prepped” with crack sealant to help delay and protect against water infiltration and localized pavement failures will be removed and repaired. A rubber chip seal consists of liquid asphalt emulsion sprayed onto the pavement followed by very small rocks (or “chips”) which are embedded in the asphalt emulsion. This application will require lane closure and temporary road closures of up to 2 to 3 hours. To avoid tracking asphalt material onto your driveways and property, please pay attention to construction signs and wait until the street has been cleared for access. Loose chips are typical for the first several days after the chip seal has been applied. The contractor will be sweeping the excess chips. You will likely hear the chips in the wheel well of your car and when driving at posted speed limits the chips will not cause any damage to your vehicle. The Microsurfacing seal will be placed one week after the placement of the chip seal.
 - b. **Microsurfacing** – Microsurfacing is a mixture of polymer modified asphalt emulsion and high-quality aggregates. It fills in minor irregularities or cracks and seals the pavement surface. The result is a smooth surface on the pavement. This will require full road closures for a day (8:00 AM to 5:00 PM).

To avoid tracking asphalt material onto your driveways and property, please pay attention to construction signs and wait until the streets are open before accessing to avoid damage and injury.

OVERLAY QUESTIONS

Q: What is an asphalt overlay?

A: An asphalt overlay consists of a liquid asphalt binder premixed with aggregate which is then placed and compacted onto the street surface.

Q: How long will the new treatment last?

A: Generally, the overlay application lasts 10 to 15 years and sometimes longer with proper preventative maintenance.

Q: What should I expect during construction?

A: Construction consists of two phases: preparation and treatment.

1. During preparation, only partial road closures are generally expected. Streets will receive the following prior to treatment:
 - a. **Concrete and Storm Drain Upgrade/Repair** – Any damaged curb and gutter as well as substandard ADA ramps will be removed and replaced in addition to repairing storm drain lines that have been deemed deficient will also be replaced/repared.
 - b. **Crack Sealing and Localized Repairs** – Streets will first be “prepped” with crack sealant to help retard and protect against water infiltration and localized pavement failures will be removed and repaired.
 - c. **Milling** – Shoulder areas will be ground or milled to accommodate the thickness of the new 2.5” rubberized asphalt overlay. The milled surface will be rough and result in an elevation difference in travel lanes which will be bridged with short, temporary pavement wedges. The prepped and milled surface will be exposed generally up to one week before the new overlay is placed. Also, the contractor will sweep excess grindings that occur during the milling process.
2. The treatment, asphalt overlay will be placed on each street and will require full road closures during working hours.
 - a. **(Rubberized) Asphalt Overlay** – A liquid asphalt binder premixed with aggregate, which is placed and compacted on the street surface. To avoid tracking asphalt material onto your driveways and property, please pay attention to construction signs and wait until the street has been cleared for access. The rubberized asphalt product uses recycled tires from California and slows down future cracking at the surface. It is estimated that this years’ project will recycle approximately 5,000 tires from California landfills.

RECONSTRUCTION QUESTIONS

Q: What should I expect during construction?

A: The roadway reconstruction will consist of both recycling the existing roadway materials in place, a technology called Full Depth Reclamation (FDR), and placing a new layer of asphalt on top. The pavement

construction consists of four phases: 1) pulverize and mix pavement in-place; 2) remove of top few inches for grading; 3) re-mix material with cement; and 4) paving new asphalt.

- 1. Pulverizing and Mixing In-Place:** During the pulverizing process, full road closures are expected. The existing roadway will be pulverized and mixed in-place to depths of approximately 17 inches, using large specialty FDR machines, or reclaimers. The older and failed pavement surface will be mixed with underlying fill and native soil to develop a new base material for the reconstructed pavement. This “green” technology reduces the need to off haul dozens of truckloads of roadway material by reusing the existing pavement materials and underlying soils. Subsequently, the technology substantially reduces the need number of truckloads of new material. This recycled material is safe for cars to drive on shortly after the FDR machine has passed through the roadway section. Please drive slowly as there may be loose gravel-like material on the recycled surface.
- 2. Material Removal:** The next phase is meant to remove some of the mixed recycled material to make room for the new asphalt. The amount of pavement to be removed will be five inches deep at the edge of the street and typically five to seven inches near the center of the street. The surface will be rough and result in an elevation difference which will be bridged with short, temporary pavement wedges to allow cars and other vehicles to safely drive on the road and into driveways. Please continue to drive slowly as there may be loose gravel-like material on the surface.
- 3. Re-Mixing with Cement:** The remaining recycled material will then be re-mixed with the addition of cement and water in order to stabilize the material, making it a sturdy base for the new pavement section. The surface will be exposed generally up to one week before the first layer of new asphalt is placed. Also, the contractor will sweep any excess material. Although the surface will be fairly smooth at this point in the construction, please continue to drive slowly as there may be loose gravel-like material on the recycled surface.
- 4. Paving:** The asphalt paving phase will require full road closures (8:00 AM to 5:00 PM). The asphalt overlay is a liquid asphalt binder premixed with aggregate, which is placed and compacted on the street surface. To avoid tracking asphalt material onto your driveways and property, please pay attention to construction signs and wait until the street has been cleared for access. The new pavement on top of the recycled base will be placed in two layers on separate days.