

**Town of Moraga - 2022 Pavement Rehabilitation Project**  
**Measure K Funded Construction**  
**Frequently Asked Questions**

***Q: Where is the funding for this 2022 Pavement Rehabilitation project coming from?***

A: This \$6,660,000 project is funded by four sources: 1) \$383,000 California's Road Maintenance & Rehabilitation Account (RMRA - Gas Tax); 2) \$16,000 Contra Costa Transportation Authority's Measure J; 3) \$ 1,548,000 Garbage Vehicle Impact Fees; and 4) \$4,713,000 Measure K (local sales tax). 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 Measure K funds collected from the sales tax go towards street improvements in Moraga.

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

A: Construction for this Measure K funded pavement improvements is scheduled to begin late October 2022 and is expected to be completed by September 2023. The contractor at times will shut down operations for winter break or weather conditions.

***Q: Which streets will be repaired?***

A: This year, the Town is rehabilitation 21 streets with the highest pavement needs. A list of street segments selected for the project funded by Measure K can also be found at the project website: [www.moraga.ca.us/2022pavementrehabilitation](http://www.moraga.ca.us/2022pavementrehabilitation)

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

A: Once the contractor's schedule is approved, a 3-week look ahead of construction items will be updated on a bi-weekly basis (excluding holiday and winter breaks), work locations and schedule will be available on the project website ([www.moraga.ca.us/2022pavementrehabilitation](http://www.moraga.ca.us/2022pavementrehabilitation)) or visit the Facebook page ([www.facebook.com/MoragaMeasureK](https://www.facebook.com/MoragaMeasureK)) and Measure K website for daily updates, as available. Additionally, construction notification signs will be placed on the street approximately 1-2 weeks prior to the start of work. Construction signs will also be placed 3 days prior to notify residents of parking restrictions. If the contractor needs to reschedule work on your street, signs will indicate the new work date typically 2-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, display a lawn sign to promote Measure K funding, indicate that your street is being fixed, and encourage your friends and neighbors to shop in Moraga. Please contact Public Works staff, Sharon Chan at [schan@moraga.ca.us](mailto:schan@moraga.ca.us) or at (925) 888-7028 so that a lawn sign can be dropped off at your home.

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

A: The work hours will typically be from 8:00 AM to 5:00 PM on Monday through Friday, some variations may occur for specialized, emergency work and address safety issues. No work is currently planned on weekends or on holidays (i.e., Labor Day, Thanksgiving and Christmas). Partial and full lane closures should be expected during these working hours (for more detailed information see question addressing *what to expect during construction.*)

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***Q: What should I expect prior to construction?***

A: The Contractor will issue notices to each property address 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 and parking restrictions may occur. Specifically, two to three days prior to No Parking signs will be placed to notify residents of parking restriction.

***Q: What should I expect during construction?***

A: Construction consists of two phases:

1. During preparation, 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. This year’s treatment will consist of a rubber chip seal by followed by micro-surfacing application.
  - a. **Rubber Chip Seal** - 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.

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) Every street of this year’s list will receive this treatment. To avoid tracking asphalt material onto your driveways and property, please pay attention to construction signs.
  - c. **Asphalt Pavement Overlay** - Asphalt overlay is a paving method of applying a new layer of asphalt to a deteriorating surface. Rather than tearing up an old asphalt surface entirely, an asphalt overlay project will use the existing layers as a base for the new asphalt pavement. Some asphalt surfaces with severe damage like rutting, potholes, large cracks, and expansions will need to be milled before an overlay is applied. Many of

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the pavement overlay streets will have all or most old pavement removed and replaced with multiple layers of new asphalt pavements.

**Caution:**

When driving in construction areas, please pay close attention to all construction signs and directives from construction workers, including speed limits. Please do not park or drive on streets if construction signage indicates that the street will be closed. Driving on streets before they are opened will result in possible defects in the new pavement and potential damage to your vehicle, driveway and home.

**Note:** Emergency services will have access to all streets no matter what construction is occurring at all times.

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

A: Please contact the Town's onsite Resident Engineer/Construction Manager for coordinating construction issues as Sunny Jhutti, PE, SE from Substrate, Inc. at email [sunny@substrateinc.com](mailto:sunny@substrateinc.com) and cell phone (415)246-4920. The Town's Project Engineer is Sharon Chan at email [schan@moraga.ca.us](mailto:schan@moraga.ca.us) or phone (925) 888-7028.

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

A: The Town is now in its sixth year using Measure K funds to address a backlog of \$25M worth of paving work. Prior year projects, constructed in 2013 through 2018, leveraged anticipated Measure K sales tax to yield a large sum of upfront spending. This 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 street for this year's project is to rehabilitate streets that are in very poor condition and needs 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.

***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, reconstruction of the pavement surface lasts 15 to 20 years and sometimes longer with proper preventative maintenance. Microsurfacing seals and rubberized chip seals last between 5 to 15 years.