

Town of Moraga

NOTICE OF 2023 AND 2024 PAVEMENT REHABILITATION PROJECT

The Town of Moraga's 2023 and 2024 Pavement Rehabilitation Project will begin with concrete and storm drain repairs in May 2024. Your street or the adjacent streets will be rehabilitated, which may affect your normal travel route. As part of the Town's Pavement Management Program, the Town will be rehabilitating the following streets:

Street Name	Beginning	End	Treatment	Tentative 2024 Schedule
Butter Field Pl	Tharp Dr	South End	3" Mill and Overlay	July to September
Constance Pl	Canyon Rd	North End	3" Mill and Overlay	July to September
Corliss Dr	Ashford Pl	Moraga Rd	4" Mill and Overlay	July to September
Corliss Dr	Warfield Dr	Wakefield Dr	3" Mill and Overlay	July to September
Corte Fortuna	Calle La Mesa	East End	Full Depth Reclamation	October to November
Donald Dr	Laird Dr	Moraga Rd	4" Mill and Overlay	June to August
Fairfield Pl	Mayfield Pl	South End	3" Mill and Overlay	July to September
Lakefield Pl	Tharp Dr	North End	4" Mill and Overlay	July to September
Millfield Pl	Deerfield Dr	East End	4" Mill and Overlay	July to September
Moraga Rd	By 380 Moraga Rd		Spot Repairs (Reconstruction)	July to September
Moraga Rd	Buckingham Dr	Sky Hy Dr	Rubberized Cape Seal	June to August
Paseo Del Rio	Campolindo Dr	Calle La Mesa	Full Depth Reclamation	October to November
Redfield Pl	Tharp Dr	East End	3" Mill and Overlay	July to September
Springfield Pl	Tharp Dr	South End	3" Mill and Overlay	July to September
St Mary's Rd	Stafford Rd	St Mary's Pkwy	Rubberized Cape Seal	June to August
Via Granada	Calle La Mesa	Moraga Rd	3" Mill and Overlay	July to September
Wimpole St	Woodford Dr	North End	4" Mill and Overlay	July to September

* Final pavement treatments can change without notice based on addressing the field conditions.

TOWN OF MORAGA
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The Town is excited to announce that your street has been selected to be included in the 2023 and 2024 Pavement Rehabilitation Projects. The project is tentatively scheduled for the Town Council Meeting on April 24, 2024, to award it to the lowest bidder.

Work is expected to begin in May 2024 and is anticipated to be substantially completed by the end of 2024. The primary goal of this project is to provide needed street maintenance along with required ADA upgrades. The major components of the work include replacing the concrete curb, gutter, sidewalks, storm drain repair, microsurfacing, cape seal, mill and overlay, full-depth reclamation, and traffic signage and striping. The selected contractor will be provided with informational door hangers where work has begun or will begin shortly. Working hours are typically expected to be from 8:00 AM to 5:00 PM Monday through Friday; some variation in this schedule may occur without notice.

PHASE I (begins May 2024)

Phase I will include pavement failure (pothole) repair, limited curb, gutter, and/or sidewalk repair, accessible ramps, and storm drain repairs. Town staff has conducted an extensive survey of the streets to be resurfaced and identified approximately 49,000 square feet of pavement failures and over 2,910 linear feet of curb and gutter to be repaired prior to Phase II. In the Town of Moraga, property owners are responsible for the maintenance of sewer laterals, sidewalks, curbs, and gutters along their properties. If the Town requests a property owner to repair the sidewalk and/or curb and gutter, they will receive a separate letter detailing the requests. Please contact the Public Works Department staff with any questions about this project.

PHASE II (begins July 2024)

Phase II will rehabilitate the street pavement after the Phase I repairs are completed. The project surface treatments included this year are crack sealing, microsurfacing, cape seal, mill and overlay, and full-depth reclamation.

Microsurfacing is a mixture of polymer-modified asphalt emulsion and high-quality aggregates that fill in minor irregularities or cracks and seal the pavement surface.

Cape seal is applied in a two-step process (see detailed process and photos attached). The cape seal will provide a protective membrane that will prevent water from seeping under the pavement, which can cause rapid deterioration of the road. The most noticeable feature of the cape seal surface treatment is the initial surface roughness. This roughness will decrease over time as vehicle traffic wears the surface treatment.

The Mill and Overlay process removes the asphalt layer(s) of the street and replaces it with a new asphalt surface.

The full-depth reclamation rebuilds worn-out asphalt pavement by recycling in place the existing roadway. The old asphalt and base materials are pulverized, mixed with cement and water, and then compacted to produce a strong, durable base material. After the new base material has hardened, a new asphalt pavement overlay is placed as the final driving surface.

If you have any questions or concerns with this portion of the work, please contact the following:

Primary Construction Contact:

Sunny Jhutti, Substrate, Town Construction Manager/Resident Engineer, (415) 246-4920

Yao Miao, Town's Project Manager, (925) 888-7028

TOWN OF MORAGA
NOTICE OF 2023 and 2024 PAVEMENT REHABILITATION

CAPE SEAL – TWO-LAYER SURFACE TREATMENT COMPOSED OF RUBBERIZED CHIP SEAL AND MICROSURFACING SURFACE SEAL PROCESS

Step One: Applying Rubber Binder Chip Seal

The first part of this step involves spraying rubber binder oil on the pavement. This is immediately followed by spreading a layer of rock.



Spraying Rubber Binder Over Street



Placing Rock On Binder

Three or four large equipment rollers then compact the rock for a couple of hours to ensure proper coverage and embedment of the rock. The area is then swept to remove the excess rock. The sweeping will continue for a couple of days or as needed to ensure loose material is removed. The contractor will also sweep driveways and sidewalks. "Loose Gravel" and "15 MPH" signs will be posted along the roadway to remind motorists to drive slowly. You will not be able to access the road until the equipment rollers have finished.



Rolling Rock Into Binder



Sweeping Up Excess Rock

Step Two: Applying Microsurfacing Seal

This step involves placing an asphalt liquid material over the pavement on top of the layer of rocks. This occurs approximately two to three weeks after Step One is complete and will require lane closure for approximately four to six hours to allow the material to dry.



The town-hired contractor will perform the entire two-step process. Prior to any treatments, the contractor will provide a tentative schedule for when each street will be treated. If you live in an affected area, you should receive a notice prior to work. For major work operations, street parking will be prohibited. Please look for the "No Parking" signs on barricades specifying the dates and hours of restricted parking, which will be posted 48 hours prior to the start of work. It is critical that no cars remain parked on the street in areas during the indicated posted times, as they may be towed. Traffic and pedestrian handling procedures will be implemented to minimize any inconveniences caused by construction; however, we recommend taking alternate routes where possible and finding parking on adjacent streets to avoid any problems. The public will have access to their residence, but keep in mind delays are expected during working hours. **Emergency access will always be provided.**

Please observe lane and street closures, posted speed limit signs, and signs indicating delays when traveling to and from home during construction.

It is recommended that, if you need to leave your house for any reason during scheduled construction hours, you park your car(s) on a side street, or a street not scheduled for paving work. We also request that you park your vehicles off the street when noticed to avoid oil spray and allow us to treat and clean the entire pavement surface.

Note that garbage pickup will continue on your regularly scheduled day. As usual, please put your containers out the night before. All postal services will continue as normal. On the days when surface treatment will be performed on your street, make sure to keep your sprinkler system off to prevent any delays. Additional notifications will be distributed prior to major operations detailing the impacts on your street.

We wish to call to your attention the following precautions to help us perform a better job and protect you, your family, and your property.

TOWN OF MORAGA
NOTICE OF 2023 and 2024 PAVEMENT REHABILITATION

PAVEMENT RECONSTRUCTION – MILL AND OVERLAY PROCESS

This Mill and Overlay process consists of two major steps: 1) milling out the old street pavement and 2) overlaying the new asphalt (overlay). To mill the street, workers use heavy equipment to remove the pavement surface of the street and place it into dump trucks. Workers then use a machine to spray "tack oil," a liquid asphalt coating that will assist in adhering the new asphalt to the road. The final process is the pavement overlay, which is shorthand for laying asphalt onto the street. Once the asphalt has been laid, it can be driven on almost immediately. However, drivers are asked to watch for and respect the detour signs and the requests of the flaggers as they put the final touches on the road, such as smoothing it out with heavy road rollers.



FULL DEPTH RECLAMATION (FDR) - 6" CEMENT TREATED WITH 3" HMA OVERLAY (Excavate 9" Total)

Step One: One-Way Traffic Control and begin Lowering Iron (Storm Drains, Sewer, Water, Survey Monuments, etc.). The goal is to protect any existing utilities.



TOWN OF MORAGA
NOTICE OF 2023 and 2024 PAVEMENT REHABILITATION

Step Two: Set up Permanent Traffic and Pedestrian Control. The old asphalt and base materials are pulverized, mixed with cement and water, and then compacted to produce a strong, durable base material. We intend to FDR (Pulverize) half of the road at a time.



Step Three: Export excess material to prevent inconsistent thickness of the road.



Step Four: Mixing (Cement Treatment and Mix) the remaining pulverized material with potable water and cement. It is 5% cement content plus or minus 0.5% (4.5% to 5.5%)



TOWN OF MORAGA
NOTICE OF 2023 and 2024 PAVEMENT REHABILITATION

Step Five: Grading & compacting new FDR treated base to meet the specifications. Verify the depth of full-depth reclamation.



Step Six: Initial FDR Cure (48 hrs.) and Microcrack.



Step Seven: Final Curing (3 days) and 3" HMA Paving.



Step Eight: Flip Traffic and Repeat Steps two to seven for the other half of the road.

TOWN OF MORAGA
NOTICE OF 2023 and 2024 PAVEMENT REHABILITATION

Please help by following these precautions:

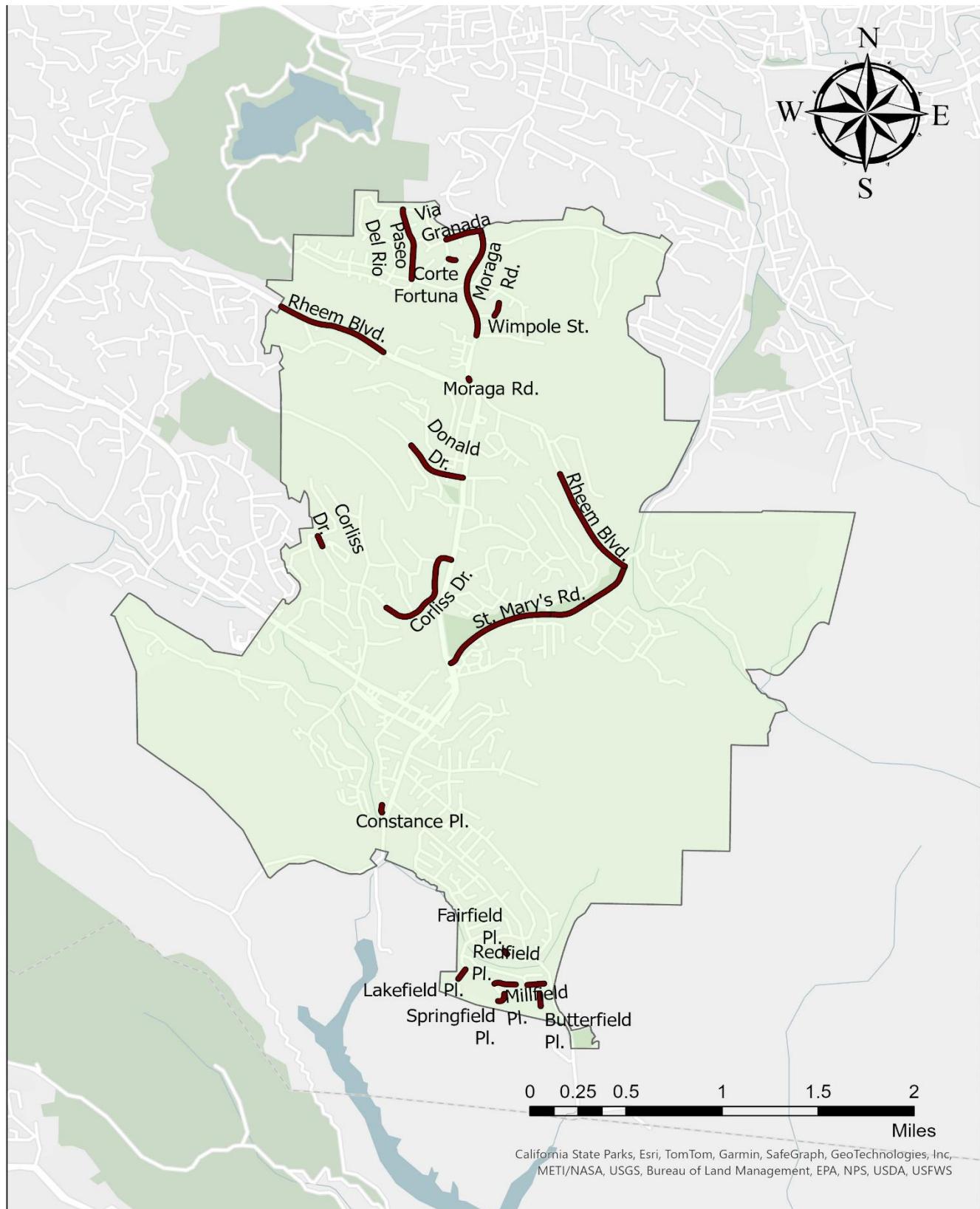
- ***Keep your children and pets away from the street while we are doing these treatments. Several large pieces of equipment are involved.***
- ***Please Drive Slowly: the new cape seal treatments can be slippery because of the loose rock prior to removal. Do not drive on the treatments until the lanes are reopened to traffic. Obey posted "Loose Gravel" and "15 MPH" signs.***
- ***Warn your children to be careful while riding their bicycles. It would be preferable if they refrained from riding altogether until the loose rock is swept up.***
- ***Continue to park your car(s) off the road or cover vehicles as necessary until the initial sweeping is completed.***
- ***Check your shoes before walking into your house. Loose rocks can be picked up and tracked onto carpets or scratch the wood floors.***
- ***Respect Construction Areas and Workers: Do not drive on the treatments or cross over closed lanes to access or exit your driveway. This could damage your car.***
- ***Ensure your sprinklers are turned off during the times the chip seal and the microsurfacing seal treatments are being placed.***
- ***Please expect limited access to Full Depth Reclamation Streets. The contractor will coordinate with the garbage company and mail delivery schedule.***

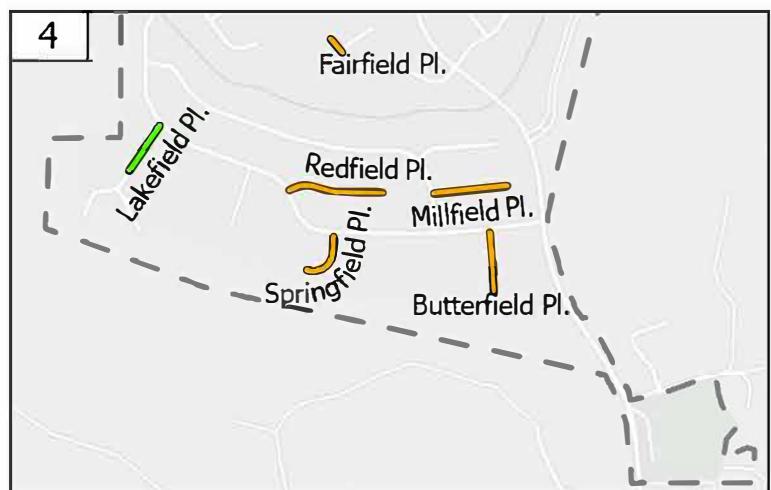
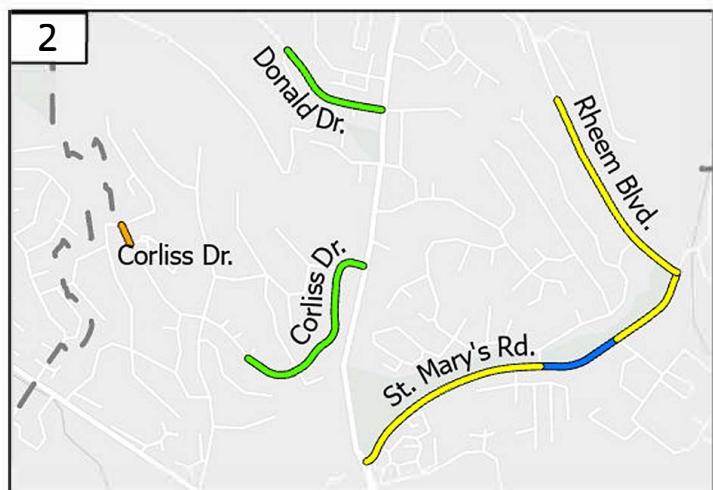
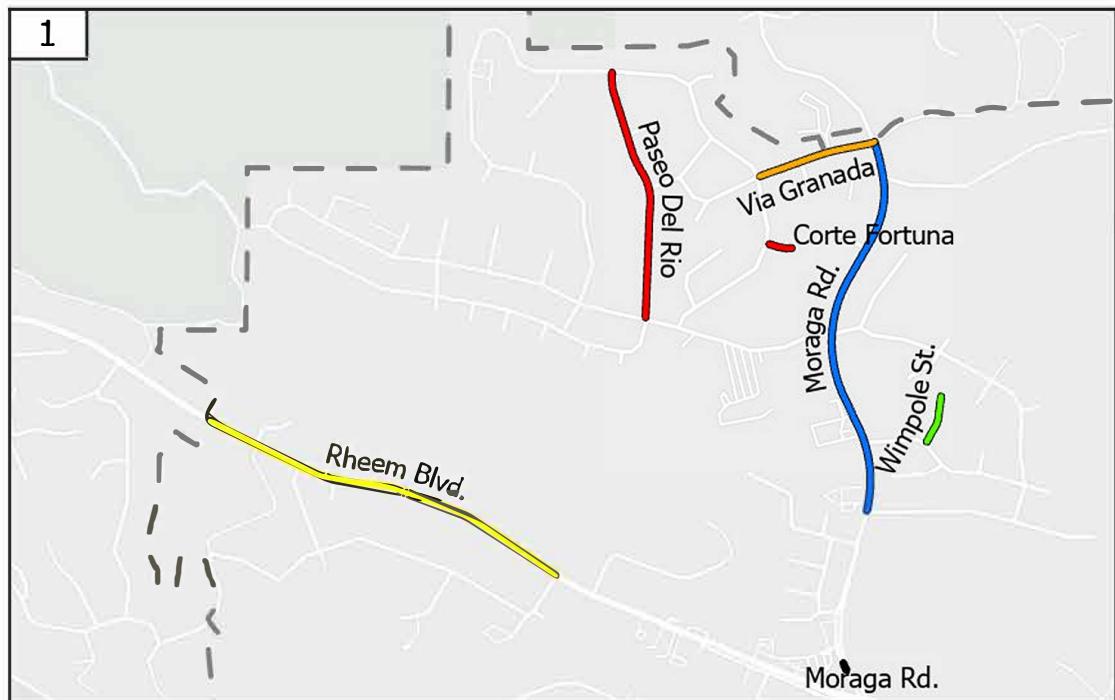
We thank you in advance for your patience and cooperation!

To obtain more detailed information, including a Three-Week Look Ahead, a General Overall construction schedule, project updates, and contact information for the 2023 and 2024 Pavement Rehabilitation Project, visit our Town website project webpage at:
www.moraga.ca.us/2024streetpaving.

You can also sign up to receive project updates via emails or texts at
www.moraga.ca.us/notifyme.

TOWN OF MORAGA
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Tentative Treatments

- 3 " Mill & Overlay
- 4 " Mill & Overlay
- Cape Seal
- Crack Seal
- FDR
- Spot Repairs
- Town Limits

