

## Summer Street Maintenance Program

Summer is here and that means it's time for City of Florence annual street maintenance program. This will include Chip Sealing done by Sierra Santa Fe who have done our chip sealing for nine years now. Due to Sierra Santa Fe's commitments to other communities, the chip sealing operation for Florence is scheduled for Saturday, July 22<sup>nd</sup>, weather dependent.

Street striping operations also returns this summer! It has been several years since we had the streets re-stripped due to a combination of staffing shortages with Lane County (we contract with Lane County to stripe our streets) and street striping paint shortage. Striping operations is currently scheduled for August 7<sup>th</sup>, depending on weather conditions.

### Chip Seal



### Where are we chip sealing?

8<sup>th</sup> Street from Hwy 101 to Quince Street; Greenwood Street between 9<sup>th</sup> Street and the terminus of Greenwood; Hemlock Street between 9<sup>th</sup> and 10<sup>th</sup> streets (this area will receive a double chip seal); Hemlock Street from 10<sup>th</sup> Street to Park Village Loop; Pine Street between 15<sup>th</sup> to 22<sup>nd</sup> streets;

Rhododendron Drive between 35<sup>th</sup> and just north of Tournament Drive; and Spruce Street between Munsel Lake Road and the end of Spruce Street.



### **When are we chip sealing?**

Saturday, July 22nd, depending on weather

### **Why are we chip sealing?**

In an effort to provide the most cost-effective pavement maintenance procedure for streets that are in “good” condition (streets not needing full depth reconstruction, overlays or grind inlays) a single shot chip seal with a fog seal has been recognized as a cost-effective solution. Chip and fog seals extend the life of existing paved streets; protects the sub-grade from water intrusion; and is an environmentally (resource) friendly solution to pavement maintenance which utilizes 60-75% less material over an 18–20 year life span of the street.

The single shot chip seal consists of an application of emulsified asphalt and a layer of fine aggregate. The emulsified asphalt is PMCRS-2H which is a Latex-modified, Cationic, Rapid Setting (CRS) emulsified asphalt applied at a target rate of 0.40 gallons per square yard and the aggregate is a crushed rock sized from 1/4” to No. 10 size. This is commonly referred to as “1/4-10”, where the “10” represents a size of the screen used in the quarrying process. Based on our experience the “1/4-10” rock will provide a much smoother surface and provide for a greater curb appeal than the coarser “3/8-4” crushed rock on our low volume, low speed local streets. The target application rate for the rock is 21 pounds per square yard.

This year we will utilize a new product, Onyx® that will be spread at an application rate of 0.30-0.35 gallons per square yard in place of the traditional ‘fog seal’. The result is a road surface that has a very dark color, providing great contrast to pavement markings and give the treated roadway a “like new” surface. Onyx® is applied to protect the chip seal from harmful UV rays that deteriorate the chip seal

over time; seals the chip seal from the top down virtually eliminating all loose rock that is generally associated with chip seals; and of course, adds to the overall appearance of chip seals making them look like an ultra-thin overlay.

Onyx® is a frictional mastic surface treatment engineered for pavement maintenance and durability. It is a mixture of asphalt emulsion, increased levels of angular fine aggregates, recycled materials, polymers and catalysts that improve micro texture on the pavement surface. With the increased level of high quality fine aggregate material, Onyx® offers superior adhesion, flexibility, durability and slip resistance. Onyx® is a cost-effective maintenance treatment intended to address issues like oxidation, raveling and loss of surface before they become major road distressors. It is also a cleaner asphalt technology that does not contain coal tar.

### Stripping



Under a co-operative contract with the City of Florence, Lane County crews will begin striping City streets Monday August 7th, weather permitting. Crews can only stripe when the road is dry and the temperature is above 50 degrees. If the weather turns out to be too wet or cold on the scheduled date, we will reschedule the work. Next to traffic control device maintenance, striping is a top safety priority.

**Be Prepared**

Watch for “wet paint” warning signs and warning trucks and remember to give striping crews plenty of room. Although we use fast-drying, water-based paint, driving over fresh stripes or changing lanes when following a striping crew can remove the reflectivity of the stripe, reduce safety, increase maintenance costs, and spray paint onto your vehicle.

**What's so special about the paint?**

The paint is water based (better for the environment) and as the paint is applied thousands of little glass beads are deposited upon the wet paint. The glass beads reflect lots of light even at night. When vehicle headlights hit the paint, tiny spheres in the glass beads reflect the light, making the stripes brighter for drivers in dark or rainy conditions.

**What do I do if I get paint on my car?**

The paint we use is engineered to last, so it may be very difficult to remove from your vehicle if you drive on it while it's wet. Once we spray the paint on the roadway, it can take as little as thirty seconds or as long as five minutes to dry. If you do happen to drive over wet paint, it should be removed within the hour by a high-pressure hose and using warm soapy water. The City and County will deny all reimbursement claims if a driver crosses wet paint.