August 3, 2026

FAQ Sheet for Smooth Streets Program 5 (SSP5) Road Reconstruction

Smooth Streets Webpage: https://www.cityofsanmateo.org/3798/Smooth-Streets-Program

- **What is the construction time frame for this project?**
    - Road reconstruction for SSP5 project is anticipated to begin in September 2026 and is expected to be completed within approximately three (3) months, weather dependent.
- **Which streets will be reconstructed in this project?**
    - In this project, the City is reconstructing twelve (12) street segments that are in very poor to failed condition to replace the pavement and stabilize the base, including:

1) 29th Ave (Alameda De Las Pulgas to Juniper St)
2) Echo Ave (S Norfolk St to Lodi Ave)
3) Iowa Dr (Parrott Dr to Nevada Ave)
4) Juniper St (30th Ave to 28th Ave)
5) Noe Ave (S Norfolk St to Echo Ave)
6) Oregon Ave (St John's Cemetery to Bucknell Dr)
7) Oxford Ave (Hamlet Ave to S Norfolk St)
8) Pierce St (Speers Ave to Queens Ave)
9) Rolling Hills Ave (Alameda De Las Pulgas to Hacienda St)
10) San Benito St (San Miguel Wy to Antioch Dr)
11) Terrace Wy (Alameda De Las Pulgas to Isabelle Ave)
12) Tilia St (Hobart Ave to Borel Ave)

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

- A map of the street segments selected for SSP5 project can be found on the project webpage.
- Contractor will issue notices to each resident affected by upcoming construction three (3) days before work begins. Construction/No Parking signs will be placed three (3) days prior construction begins to notify residents of parking restrictions. If the contractor needs to reschedule work on your street, signs will indicate the new work date three (3) days in advance of the rescheduled date.

- **What are the working hours and days for this project?**
    - The work hours will be from 7:30 AM to 4:30 PM. No work is planned on weekends or holidays. Full road closures should be expected during these working hours (for more detailed information see question addressing what to expect during construction).
- **What should I expect prior to road reconstruction?**
    - The Contractor will be on site performing utility potholing and adjusting manhole and valve covers now through the start of road reconstruction. No full road closures will be anticipated and vehicle access to residences will be available at all times during this phase.
- **What is Full-Depth Reclamation (FDR) with Cement and Lime?**
    - This process consists of spreading a lime and cement powder on the surface and pulverizing/mixing lime/cement powder into the existing asphalt and aggregate road section using large specialty FDR machines, or reclaimers. The thickness of the section can range from 15-18 inches deep from the

surface. The older and failed pavement surface will be mixed with underlying base and native soil to develop a new and stabilized base material. This "green" technology reduces the need to off-haul dozens of truckloads of failed roadway material by reusing the existing pavement materials and underlying soils to form the new base. Subsequently, the technology substantially reduces the need number of truckloads of new aggregate and hot mix asphalt material.

- Lime powder is used as a drying agent for saturated subgrade and cement powder has drying capabilities but largely gives the FDR section strength. All streets described above will receive a predetermined percentage of lime and cement. The percentage was based from in-situ samples analysis and laboratory testing.

- **What should I expect during road reconstruction?**
  - The roadway reconstruction will consist of both recycling the existing roadway materials in place (FDR) and placing a new layer of asphalt on top of the stabilized base. The pavement construction consists of the following phases: 1) spread lime and mix with existing asphalt/base and water; 2) let FDR section mellow overnight 3) spread cement and mix materials with water; 4) compact the FDR section; 5) let FDR section cure; 6) regrade and reshape roadway; 7) pave with new hot mix asphalt.

1. **Spread Lime and Mix with Existing Asphalt/Base (Day 1 of the FDR Process):** Lime powder will be spread on the road surface and then the existing roadway will be pulverized and mixed in-place to a depth of 15 or 18 inches. **No vehicle traffic shall be permitted on the roadway during this process.**
2. **FDR Section to Mellow Overnight.** Once the lime is mixed into the FDR section, the section needs around 24 hours to mellow. Lime treatment of expansive clay reduces the expansion potential by chemically reacting with the active clay minerals within the soil and altering their engineering properties. This period will continue overnight. **No vehicle traffic shall be permitted on the roadway overnight.**
3. **Spread Cement and Mix Materials and Compact FDR Section (Day 2 of the FDR Process):** Cement powder will be spread on the road surface and then the FDR section will be mixed in-place (with water as well) to form the stabilized road base. The Contractor will compact the treated road section to ensure adequacy for paving on top. Also, the contractor will sweep any excess material. **No vehicle traffic shall be permitted on the roadway during this process.**
4. **FDR Section to Cure:** Once Day 2 of the FDR process is complete, the surface will be exposed a minimum of three (3) days up to a maximum of five (5) days before the first layer of new asphalt is placed so that the section can properly cure and strengthen. 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. **During the cure period, the roadway will be open to LOCAL TRAFFIC ONLY at all times.** Please do not schedule any large deliveries or construction work during this time.
5. **Material Removal/Grading of the Roadway:** Once the FDR section is cured, the contractor will remove some of the mixed recycled material to make room for the new asphalt layer. The amount of pavement to be removed will vary based on new profile grades. 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. **During this process, full road closures are expected during working hours. The roadway will be reopen to local traffic only after the work shift is complete.**
6. **Paving:** The hot mix 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 one layer. **During this process, full road closures are expected during working hours. The roadway will be open to all traffic only after the work shift is complete.**

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 pavement materials tracked onto your driveway and home.

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

- **Why has this project taken so long?**
  - A few reasons:
    - Prior to paving operations, standard pavement project design is to correct significant drainage issues in the gutters, upgrading curb ramps for ADA compliance (required by law), and performing isolated road base failure repairs. For this project, we also upgraded and relocated the City's street light conduits. This took several months on the design phase.
    - As the FDR section is pulverized, no utilities may be located within the section and the required clearance section below. Therefore, Calwater and PG&E were required to lower shallow water and gas laterals. This effort took over a year to complete.
- **What are the impacts of the FDR operations in terms of vehicular access to my home?**
  - No vehicle access will be permitted during both days of the FDR process as well as overnight. Homes will be accessible via sidewalks only.
  - Once the second day of the FDR process is complete, the street will be accessible for local traffic only for 3 to 5 days. During this period, residents will be able to access their homes and small deliveries will be allowed, but no heavy trucks.
  - Residents can expect full road closures during grading and paving operations but will be able to access their homes if needed. Please try to limit travel during these periods as it impacts construction and could possibly damage vehicles or the new hot mix asphalt layer.
  - Recology pickup: the contractor is sequencing work so that FDR operations will begin the day following garbage pickup. No impacts are expected.
- **What Environmental Concerns with the FDR Operation?**
  - After lime is mixed into the roadway on the first day of the FDR operation, do not walk on the roadway, including pets and children. Lime is a natural compound but is corrosive and is an irritant to humans and pets.
  - Do not touch the lime or cement powder similar to not touching wet cement.
  - **FDR operations will not take place in windy conditions** as to limit the lime and cement powders from becoming air-borne. The equipment does have air bags to capture dust. If this happens, the decision will likely be made last minute and unfortunately no notice will be provided immediately.
  - It is recommended that all windows remain closed and highly-sensitive people limit their time outdoors during FDR operations.

- The lime and cement power used to mix with the FDR process is common construction materials used by public agencies on roadways and construction sites throughout the Bay Area and can be safely completed with the above precautions.

- **Who should I contact if I have a problem during the construction?**
  - Please contact the City's Project Construction Manager, Sydney Chow at schow@cityofsanmateo.org or 650-522-7331.
- **How long will the new treatment last?**
  - Generally, reconstruction of the pavement surface lasts 15 to 20 years and sometimes longer with proper preventative maintenance.
- **Will I be able to drive on my street during work hours?**
  - Cars will be able to safely and slowly drive on the surface throughout the multiple phases of construction, except when noted. Note that the surface will be rough and dusty. Traffic should follow the recommended speed limit of 15 MPH during construction.
- **Where will I park my car while the work is being done?**
  - You may park your car along adjacent streets that do not have barricades while work is being performed. The contractor will place "No Parking" signs on barricades at least three (3) working days prior. The signs will clearly show the dates and times of the proposed parking restrictions.