



Department of Public Works

Spring Valley Lake Paving Project

The San Bernardino County Department of Public Works will be conducting a paving project in the Spring Valley Lake community beginning in late summer 2019. The project is anticipated to take about six months to construct. Roads included in the project are shown on the included road listing and map. Roads excluded from this project are: Country Club Drive*, Kalin Ranch Road, Pah-Ute Avenue (west of Spring Valley Lake Parkway) and Yates Road which were recently paved as part of another project(s).

* *Country Club Drive will receive pavement striping only.*

THE PROCESS

The construction on the majority of the roads will consist of a four step process, which may be conducted over the course of a week, followed by newly painted striping. Please be aware that as construction progresses, your street may sit for a day or more between these processes; this is normal and just a result of the different speeds at which the processes are conducted. Although the roadway will be safe to drive on between each process, we ask residents to exercise caution while driving and observe the reduced speed limits that will be posted.

Edge Grinding / Header Cut



The first step is to reduce the existing height of the asphalt near the curbs and gutters, so that new materials will meet the surrounding materials at approximately the same height. At this same time any extremely rough or unstable areas of roadway will be addressed appropriately, and sidewalk ramps will be upgraded and constructed.

Leveling Course



The next step will be to spread and compact a thin layer of asphalt on top of the existing road surface, filling cracks and fixing potholes. (ARAM - asphalt-rubber membrane interlayer shown in the picture above is the next layer).

Interlayer



A layer of rubberized oil followed by gravel will be spread and compacted on the road surface. This is similar to a chip seal, but when used in this layered approach is called an asphalt-rubber membrane interlayer or stress absorbing membrane interlayer. This layer serves to prolong the life of the roadway and slow future cracking. This layer takes two to three hours to fully cure and harden. While it is safe to drive on within minutes of placing, it is best to avoid driving over the new surface until it is fully hardened.

Asphalt Overlay



Finally, a structural section of one and one-half inches of rubberized asphalt concrete pavement will be spread and compacted to establish the new road surface. The new rubberized asphalt will reduce tire noise, smooth the surface, slow the appearance of future cracking, and improve the overall quality of the ride. After the new asphalt is placed, the pre-existing manholes will be raised to match the new surface.

Striping



Approximately one week after the physical paving is completed, the final step of the construction will be to place new centerline, lane edge and stop limit line striping, along with new pavement markings.