Isiah Leggett, County Executive

Arthur Holmes, Jr., Director, MCDOT

MCDOT NEWS

News from the Montgomery County Department of Transportation, Division of Highway Services

NEWPORT MILL ROAD PAVEMENT PRESERVATION PROJECT

Roadway Patching, Crack Sealing and Resurfacing to Begin in August 2014

INTRODUCTION

This newsletter is to inform you of the upcoming roadway resurfacing along Newport Mill Road in Wheaton, from Veirs Mill Road to University Boulevard, and to describe the process. This system preservation project employs long term strategies to preserve and enhance the physical and operating conditions of the roadway system as it exists and will make the system serviceable for many years.

BACKGROUND

The Montgomery County Department of Transportation's (MCDOT) Division of Highway Services (DHS) maintains over 5,108 lane miles of streets using various methods of routine maintenance, pavement restoration and repaving depending on the level of pavement deterioration present. Most notably, crack seals, asphalt patching, micro resurfacing, and hot mix asphalt overlays are chief among pavement restoration options.

MCDOT is now developing County-wide maintenance schedules based on a countywide pavement assessment which uses both an objective rating system and budgetary parameters.

SCOPE OF PROJECT

MCDOT recently completed a countywide pavement assessment of more than 5,108 lane miles of pavement throughout the county, including Newport Mill Road. The study notes that the relative condition of the pavement on this roadway warrants inclusion in the Primary/Arterial Resurfacing Program. Further, the study finds that the overall condition of the pavement within the area warrant a systematic approach of full-depth permanent patching followed by a dual application of micro surfacing; which is a thin-coat pavement treatment designed to seal and preserve the pavement. This combined treatment will restore the roadway's structural capacity and integrity, and will preserve the pavement while also enhancing its safety and aesthetic value.

PROJECT WORK PLAN

Typically, the roadways are prepared for micro surfacing. Below is the overall scope of the project:

1. Conduct survey — Identify areas of roadway in need of repair. You may notice paint markings that outline areas for pavement replacement, such as those shown in the picture below.

Typical patching paint markings

2. Full Depth Patching – The MCDOT pavement evaluation has determined that, prior to resurfacing, full depth asphalt patching of the pavement or other repairs may be necessary at selected locations. Full depth patching restores the pavement's structural integrity and capacity to support vehicle loads.

Typical asphalt excavation operation

3. Utility Adjustments - In most cases when resurfacing with micro, sewer, storm drain manholes, gas valves, and other underground utility access covers do not require adjustment to the finished grade of the material. However, any low utility covers may be raised to the existing level of the road surface.

4. Crack Sealing - An additional step may be necessary to seal large cracks that may not require full depth patching. A flexible filler material is injected into the cracks and sealed with a special tool.

5. PAVEMENT PRESERVATION USING MICRO RESURFACING

The final step in the pavement preservation process is the dual application of the micro surfacing material. It is a cold applied liquid material containing a light sand aggregate that preserves pavement deemed to be in good condition. The material is uniformly machine applied and allowed to cure for several hours before opening to traffic. Additionally, this roadway preservation treatment enhances the existing pavement, fills cracks and small voids, and extends the life and serviceability of the pavement.

The micro surfacing material will cover the entire road surface. This will provide for a uniform appearance and surface texture. A final sweeping, if needed, will remove any loose grit.

Although some cracks may reappear after about a year, the underlying crack seals prevent water from penetrating through the roadway.

Micro surfacing application

6. Replace lane markings— Lane markings will be replaced within one to two weeks where they existed prior to the resurfacing project.

SCHEDULE

Newport Mill Road will be prepared for resurfacing (patching and crack sealing) beginning in August 2014. This first phase of the project will take approximately 3-4 weeks. Resurfacing will take place in late August 2014. Weather and operational requirements may affect the schedule. All work will be scheduled between the hours of 9 am and 3 pm. Please visit our website to check on project status updates.

IMPACTS

This project will necessitate temporary lane closures and detour routes may be necessary. Please follow the detour signs if necessary. Alternating one-way traffic patterns may be used periodically and minor traffic delays may be experienced as flaggers manually direct traffic safely through the construction zone. Access to homes will be available at all times, however minor delays may be experienced as workers restrict traffic from driving on the freshly applied material. *Traffic will be restricted from driving on the micro surfacing material until it is fully cured, usually for 3-4 hours*. Driving on the freshly applied material will damage the material and may soil your vehicle and track onto your driveway. Orange traffic cones will be placed in the restricted lanes.

Street repair, preparation and resurfacing work is generally characterized by some noise and dust. However, MCDOT will do its best to keep the site in good housekeeping order.

Thank you for your cooperation and patience as we work to improve the County infrastructure for residents and users.

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KEEPING MONTGOMERY MOVING

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NOTICE OF NEWPORT MILL ROAD PAVEMENT PRESERVATION PROJECT IN WHEATON

SAFETY NOTICE

Please remember that while repair work is proceeding, construction vehicles will be moving around. Some materials may be stored in the area. Please use caution when walking or driving through the construction zone. Children may be attracted to the noise and machinery, so please keep them under supervision at all times, even after the work is completed for the day. Also, please follow the direction of flagmen and temporary signs and traffic control devices. We appreciate your patience and cooperation while we make these much needed improvements to the infrastructure.

CONTACTS

The resurfacing and repair work is managed by DHS personnel. Should you wish to contacts us concerning the resurfacing and repair work in your community, please contact:

Project Manager:	Martin P. Wurdeman	240-777-7649
Program Manager:	Donald Noble	240-777-7601

Should your questions be of a more general nature, please contact the MC311 Call Center at 3-1-1.

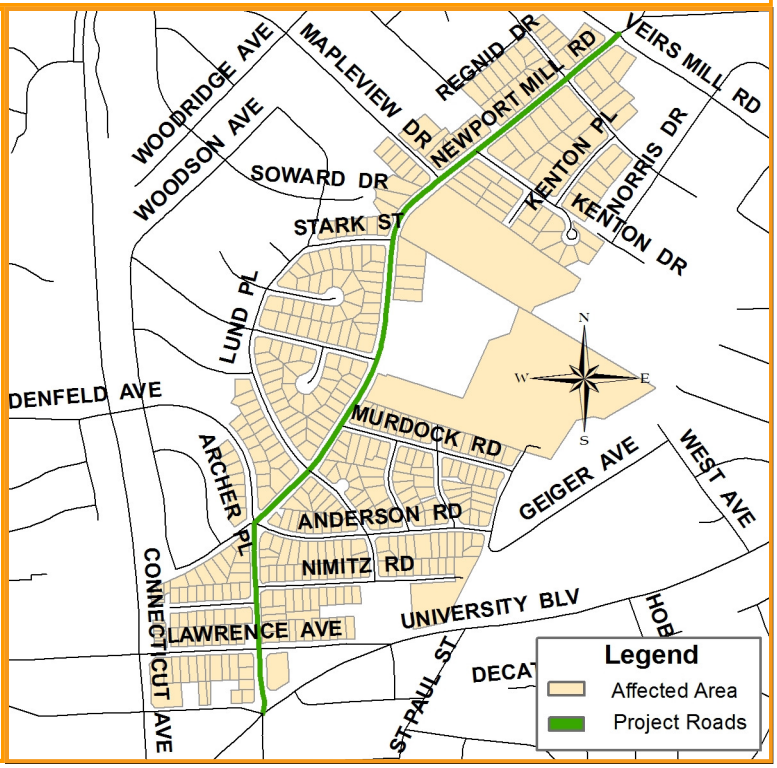
DHS Email:

mcdot.highway@montgomerycountymd.gov

DHS Website:

http://www.montgomerycountymd.gov/dot-highway/index.html

On the map, click on the **Silver Spring Service Area**, where information is available describing the pavement preservation process.



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