



MCDOT NEWS

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

Wyngate Residential Resurfacing Project

Project to Begin Soon, Includes Road Milling and Paving

PURPOSE

This newsletter is to inform you of the upcoming road repairs and resurfacing of the Wyngate subdivision. This pavement 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 produce a system serviceable for many years. This project falls under the County's Residential Roadway Resurfacing Program.

BACKGROUND

The Montgomery County Department of Transportation's (MCDOT) Division of Highway Services (DHS) maintains over 5,108 lane miles of streets and highways in the county's transportation system. As part of our pavement system preservation efforts, MCDOT initiated a new Pavement Management System in 2008. At that time, MCDOT concluded a complete condition inventory of all County roads, identifying and rating the condition of each. This new system has enabled the development of County-wide road resurfacing schedules based on a formula based objective rating system coupled with budgetary parameters.

SCOPE OF PROJECT

Overall, pavement conditions in Wyngate were generally rated as fair, with some areas described as needing more attention. This rating meets the criteria for Residential Roadway Preservation using hot mix asphalt (HMA) overlay.

SCHEDULE

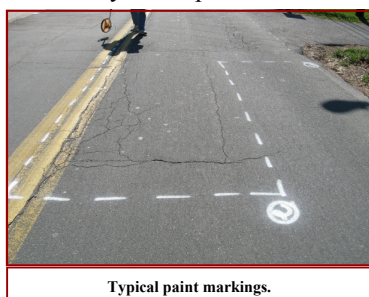
This project will begin in June 2014, and will take 12 weeks to complete. Weather and other operational requirements may affect the schedule. Work hours

will be between 7:00 am and 5:00 pm, Monday through Friday. However, the contractor will be permitted to work longer hours and on Saturdays, if necessary, to expedite the completion of the project.

PROJECT WORK PLAN

Generally, the work will proceed as follows:

1. Conduct survey — MCDOT inspectors will identify areas of pavement that, prior to resurfacing, may require full depth asphalt patching of the pavement or other repairs. These areas are marked by white paint.



Typical paint markings.

2. Full Depth Patching — Full depth patching restores the pavement's structural integrity and capacity to support vehicle loads. The areas of distressed pavement marked by the MCDOT inspectors is removed and replaced by new pavement. The final paving of the road will cover these patched areas.

3. Pavement milling/edge milling— Edge milling/grinding off the edges of the existing pave-



Typical milling operation

ment near curbs and driveways allows the new pavement to match the level of the existing curbs, etc., and restores the proper highway cross-section to improve rideability and drainage. The new pavement will provide a smoother ride and assure positive drainage.

4. Utility Adjustments - Sewer and storm drain manholes, water valves and gas valves, and other underground utility access covers need to be elevated to the same grade as the proposed pavement, usually 1" to 2". During construction activities, all utility surface adjustments will be maintained by the placement of temporary HMA ramps until placement of final paving occurs (up to three weeks depending on other operational requirements).

5. Speed Hump Replacement - Contractors will replace the speed humps and ensure they comply with county specifications.

6. Paving with hot mix asphalt - Asphalt is delivered to the site in dump trucks. The hot material is transferred into the hopper of an asphalt paving machine such as the one depicted in the photo. The paving machine places the hot asphalt in a uniform thickness and provides initial compaction. Following placement, steel wheeled rollers complete the compaction effort until field testing indicates that all relevant

specifications have been met.

7. Raise the edge of the roadway - Contractors will apply soil, grass seed and straw to bring the shoulder up to the same level as the newly applied pavement.

8. Replace roadway lane markings - Permanent lane markings, if existing prior to paving, will be remarked one to two weeks after the paving has been completed. Temporary skip tape will be placed until MCDOT can complete the striping.

IMPACTS

Continuous traffic will be maintained at all times utilizing lane closures and/or alternating one-way traffic patterns. However, minor traffic delays may be experienced as flaggers manually direct traffic safely through the construction zone. Street paving will necessitate temporary lane closures and temporary parking restrictions. Signs will be posted identifying such restrictions. Access to residences will be available at all times, however minor delays may be experienced as workers restrict traffic from freshly placed hot mix asphalt.

Generally speaking this work is best characterized as noisy and disruptive. However, MCDOT and its contractors will take all necessary steps to mitigate any inconveniences this work may cause.

Quality control for the entire project will be managed by County inspection staff to ensure that the project meets contract specifications.

We apologize in advance for any unavoidable inconvenience and thank you for your cooperation and patience as we work to improve the County infrastructure for residents and users.



Typical asphalt paving operation

