



Morrow Road Chipseal Surface Treatment Project

Full-Depth Patching and Chipseal Resurfacing to Begin Soon

PURPOSE

This newsletter is to update you on the upcoming roadway repairs and resurfacing of Morrow Road and to describe the process. 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 assures a system serviceable for many years. This project falls under the County's Rural/Rustic Roadway Resurfacing Program.

BACKGROUND

The Montgomery County Department of Transportation's (MCDOT) Division of Highway Services (DHS) maintains nearly 5,200 lane miles of streets and highways in the county's transportation system, including Rural/Rustic Roads such as Morrow Road. These rustic/exceptional roads exemplify the rural and agricultural landscape of the county and have special characteristics which contribute significantly to the rural and historic features of Montgomery County.

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 assessment system is updated every year and 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



Binder and Chipseal application.

Rural/Rustic roads throughout the County will preserve the pavement structure as well as the natural, agricultural and historic characteristics of the surrounding area.



Compacting the new material with rollers.

PROJECT WORK PLAN

Generally, the work will proceed as follows:

1. Roadway Base Repair - Field Inspectors have found several areas of the roadway in need of full-depth patching. The areas of distressed pavement marked by the MCDOT inspectors will be removed and replaced by new pavement. The final resurfacing of the road will cover these patched areas.

2. Crack Sealing - It may be necessary to clean and seal large cracks in the roadway before resurfacing. A flexible filler material is injected into the cracks, filling voids and preventing water infiltration and damage.

3. Chipseal Resurfacing - Asphalt emulsion binder is first sprayed onto the pavement, immediately followed by an application of aggregate (stone). Chipseal is applied over the complete road surface, usually in two separate applications (or "coats"), and provides the roadway with a uniform thickness and appearance. Following placement, rubber tired rollers complete the compaction effort until field testing indicates that all relevant specifications have been met.

4. Sweeping of Residual aggregate - Following the initial application, the road will be swept within 7-14 days to help reduce the amount of surface dust and residual stone, which is evident for a period after the application.

5. Replace roadway lane markings - Permanent lane markings, if existing prior to the project, will be replaced shortly after resurfacing operations.

SCHEDULE

Full-depth patching is scheduled to start in June 2017. The Chipseal Resurfacing will occur several weeks after prep. work has

been completed. Weather permitting, all construction should be completed by the end of summer 2017. Working hours for this project will be between 9am and 3pm, Monday through Friday. However, construction will be permitted on Saturdays, if necessary, to expedite the completion of the project.

IMPACTS

Road resurfacing will necessitate temporary lane closures and temporary parking restrictions. Our goal is to maintain continuous traffic at all times utilizing alternating one-way traffic; however, possible detours may be implemented to help minimize inconveniences to the traveling public. 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 material.

Cyclists should proceed with extra caution when traveling on freshly applied material, as loose aggregate stone may cause slippage. The newly resurfaced roadway will be swept approximately two weeks after surface treatment has been completed to remove residual stone.

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. *If, for some reason, you have a medical condition that could be potentially impacted by construction activities, please alert the project manager listed on the opposite side of this newsletter or Josh Faust, Public Outreach Manager, at 240-777-7642.*

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

Thank you for your cooperation as we work to improve the county infrastructure for residents and users!

Overall, pavement conditions of Morrow Road were generally rated as fair, with some areas described as needing more attention. This rating, combined with the Rural/Rustic roadway designation, meets the criteria for Chipseal resurfacing. Often referred to as "Tar & Chip," Chipseal is a pavement surface treatment that combines an overlay of liquid asphalt binder and a layer of small gravel. The Chipseal application used on