



Bannockburn Phase I Residential Roadway Resurfacing Project

Full-Width Roadway Micro-Surfacing to Begin Soon

PURPOSE

This newsletter is to inform you of the upcoming resurfacing of the Bannockburn Subdivision Phase I. Please see the reverse side of this document for a map of the impacted area.

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.

BACKGROUND

The Montgomery County Department of Transportation, (MCDOT) Division of Highway Services (DHS) maintains nearly 5,200 lane miles of streets using various methods of routine maintenance, pavement restoration and repaving depending on the level of pavement deterioration present. A bi-annual survey, the last of which was completed in 2017, is conducted to assess the pavement condition of each road within the County. A Pavement Condition Index (PCI) is then calculated for each road segment. Using this PCI data, MCDOT determines the appropriate repair strategy for each road with available funding.

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 strategies based on the countywide pavement assessment which uses both an objective rating system and budgetary parameters.



Typical survey paint markings

SCOPE OF PROJECT

MCDOT's most recent study finds that the overall condition of the pavement within the area has warranted an application of micro surfacing; which is designed to seal and preserve the pavement. This treatment strategy 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 prior to micro surfacing. Below is the overall scope of micro resurfacing projects:

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



Example of completed patching

2. 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 to prevent water infiltration into the pavement.

3. Micro Surfacing - The final step in the pavement preservation process is the application of the micro surfacing material. It is a cold applied liquid material containing a light sand aggregate that preserves existing pavement deemed to be in relatively good condition. The material is uniformly machine applied and allowed to cure for several hours before opening to traffic. This Residential Road 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, providing a uniform appearance and surface texture. A final sweeping, if needed, will remove any loose grit. Although some cracks may reappear after a year, the underlying crack seals prevent water from penetrating through the roadway.

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

SCHEDULE

This project is scheduled to begin in July 2019 and will take three to four weeks to complete. Weather and operational require-

ments may affect the schedule. All work will be scheduled between the hours of 7 am and 5 pm, Monday through Friday.

IMPACTS

This project will necessitate No Parking restrictions within the construction zone. Approximately 2 days prior to the application of micro-surfacing, No Parking signs will be placed along the roadway. The No Parking signs will be updated daily.

Alternating one-way traffic patterns will 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.



Typical micro-surfacing operation

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

Please be aware of variable message boards being displayed in your neighborhood for further detail regarding the start of work.

