



Town of Milton
Department of Public Works
Engineering Division

Roadway Preservation and Reconstruction Techniques:

Brief descriptions of the various techniques can be seen to the right and also found on the Engineering Divisions page of the town's web site:

<https://www.townofmilton.org/208/Roadway-Preservation-and-Reconstruction> , which will be periodically updated.

Treatment Overview:

Fog sealing and microsurfacing are thin wearing surfaces applied to existing pavements intended to extend the life of the pavement. The remaining treatments, (Overlaying, Milling and Overlaying, Recycling and Reclamation) are more extensive construction and activities may consist of any of the following: lowering and plating of manholes and catch basins, grinding and grading of the road surface, adjusting of manholes and catch basins, installation of asphalt berm, placement of final layer of asphalt, adjustment of driveway aprons, and restoration of disturbed lawn area.

What to Expect During Construction:

On-street parking will be prohibited during construction. You will be given as much access as the work allows and the DPW will do their best to minimize any inconvenience. You will receive a hand delivered notice at least one day prior to the start of construction.

The Work zone may extend several feet beyond the edge of the existing pavement but will stay within the Town-owned land.

If you have any invisible fences, low voltage lighting or sprinkler systems near the pavement, please clearly mark the locations of these items.

**Please note that work schedules are often altered by unforeseen events such as scheduling conflicts with other utility work which may result in delaying the repaving to a subsequent year. We will do our best to keep you informed.*

Also note that this list is dynamic, particularly where surface treatments are involved. Streets on this list scheduled for surfacing may be postponed to the following year due to scheduling, costs, or weather.

Treatment Description:

Crack Sealing - Crack sealing is the placement of a sealant material into cracks of an existing pavement surface to prevent excess water and moisture from penetrating the asphalt. This is a preventative measure to keep the road from deteriorating further. Crack Sealing can be done as a stand-alone treatment or in conjunction with other treatments listed below.

Fog Seal - A fog seal is a thin liquid layer applied to the surface of a paved road in relatively good condition. The intent of this treatment is to seal the pavement, rejuvenate, restore the wearing surface and provide resistance to deterioration due to the weather and sun. Subsequent to a Fog Seal the cracks are sealed with a liquid asphalt sealer. This treatment will extend the life of the pavement. This is classified as preventive maintenance.

Microsurfacing - A Microsurface is a thin layer (3/8") preventative maintenance treatment applied to an existing paved surface in either one or two layers. This treatment adds a tough wearing coat that will seal and protect the existing pavement and give it a new friction course. Crack sealing is applied to the pavement prior to Microsurfacing. For the work some of the cast iron structures in the street will be adjusted to final grade prior to application if deemed necessary along with minor pothole patching.

Overlay - The intent of this treatment is to leave the existing pavement structure intact. All of the cast iron structures (manholes, catch basins water and gas gates) will be reset to meet the new pavement elevation. A bonding agent is sprayed on the pavement and approximately 1.5 to 2 inches of new pavement installed. Minor pothole patching and other pavement repairs are done prior to installation of this treatment. This treatment adds strength to the road surface.

Mill and Overlay - The existing pavement has 0.5 to 2 inches of the surface ground off. This treatment removes the existing deteriorated wearing surface and leaves the substructure intact. Then the installation of new pavement follows the overlay description above. It is not uncommon for two layers to be installed after milling of the pavement.

Reclamation - This treatment is intended for a roadway that has outlived its useful life. It is considered to be the most aggressive resurfacing treatment. The entire pavement structure is completely pulverized to depth of 14" to 20". Most of the pulverized material is reused as a subbase for the asphalt paving. Additional material may be required to be blended in the subbase to meet specifications. After the subbase is installed a minimum of 4" of asphalt is installed in multiple layers.