



The Sudbury Public Works Department will be implementing the first year of its Pavement Management Program. This year's program, which totals approximately \$1.2M, is focused on pavement preservation. This work is scheduled to commence July 9, 2018 and continue throughout the summer. Schedules are subject to change due to unforeseen conditions that are out of the control of the Public Works Department including weather, equipment-related issues and other contractor commitments. Additional work may be added or work limits may be altered as budgets and construction season allows. The 2018 Pavement Program Details including the list of streets proposed for resurfacing can be found [here](#).

Below is a summary of the proposed projects for 2018.

2018 Town-Wide Roadway Resurfacing Summary*

Treatment Type:	Length (feet):	Length (miles):
Crack-Seal	37,807	7.2
Micro-Surface	15,500	2.9
Cape-Seal	12,200	2.3
Mill & Overlay	10,600	2.0
Totals:	76,107	14.4

- * 1. Quantities listed are approximate only and are subject to change.
- 2. A schedule of roadways for the above-listed treatment types is available in the attached [Program Details](#).

Note: All roadwork starts at 7:00 AM and may continue into the evening hours as needed. Crack-sealing may be performed during the evening hours.

If you have any questions please call the Public Works Offices (8:00 AM – 3:30 PM) at (978) 440-5421.

Surface Treatment Types Explained...

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.

Micro-Surfacing

A Micro-surface 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 Micro-surfacing. For this treatment type, some of the cast iron structures in the street will be adjusted to final grade prior to application if deemed necessary. Minor pothole patching and other pavement repairs are done prior to installation of this treatment. This treatment is done in two applications. The second application will usually occur the day after the first application (weather permitting.)

Cape-Seal

A complete Cape-seal application is done in several steps. After roads are leveled with a thin coat of asphalt (if necessary) a full width coating of rubberized chip-seal material is applied. The chip-seal has a surface that can be driven on for a short time and it is rougher than standard asphalt. It has some loose chips. About a week after chip-seal is applied, the roads will receive a micro-surface coating. The finished micro-surfaced road will be very similar to a standard paved surface. The "Cape-seal" term describes the complete multi-layer treatment.

Mill & 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 a leveling course to be installed after milling of the pavement.