

**Town of Lexington**  
**Department of Public Works**  
**Engineering Division**

May, 2020

Dear Lexington Resident:

On the reverse of this page is a map of the roads scheduled to be resurfaced this year. Our records indicate that your residence will be directly impacted due to the construction. You may be receiving this notice if you are an expected user of one of these roads and your road is not actually being worked on. Also please note there are several different surface treatments being installed, (Fog Sealing, Microsurfacing, Overlaying, Milling and Overlaying, Cape Sealing, Reclamation and Cold-in-Place Recycling). Brief descriptions of these various techniques can be seen to the right and also found on the Engineering Divisions page of the town's web site: [www.lexingtonma.gov/engineering](http://www.lexingtonma.gov/engineering), which will be periodically updated.

Fog Sealing is a spray applied surface treatment on existing pavement intended to extend the life of the pavement that typically requires minimal prep work. The remaining treatments, (Overlaying, Microsurfacing, Milling and Overlaying, Cape Sealing, Cold-in-Place 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.

Please be advised that with the exception of Fog Sealing, these roads will be subject to Lexington Code 181-34.I "Street surface openings henceforth will be restricted for a period of at least five years after a new pavement surface is laid, except in cases of extreme emergency" If you plan to install or repair a gas service, underground electric service, underground telephone, underground cable service, water service, sewer service or any other work that would require excavating in the street, the work **must be done before the street is repaved**. You can use the following utility contact numbers to request service installation. National Grid 1-800-233-5325, Eversource/Formally NSTAR 1-888-633-3797, Verizon 1-800-870-9999, Comcast 1-800-266-2278, RCN 1-800-746-4726. Please notify engineering of your intent as soon as possible also.

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.

If you have any questions or concerns please call the town resurfacing information line at (781) 274 8905 or send an email to [streetpavinginfo@lexingtonma.gov](mailto:streetpavinginfo@lexingtonma.gov). If you leave a message someone will return your call. A list of street shown on the map can be found on the website. <https://www.lexingtonma.gov/engineering/pages/engineering-construction-projects>

**IMPORTANT COVID-19 INFORMATION:**

**Due to the Covid-19 pandemic and concerns with socially distancing, the health of the community, the crews and our staff we expect construction to have many challenges this year. These challenges may result in delays and force some of this work to be pushed to the 2021 season.**

**Communication during our construction is of the utmost importance to us. The pandemic will impact some of our most important communication means; which include face to face abutter meetings, hand-delivered notices and other hands-on activities. Please be patient as we navigate these challenges. There is currently significant field work and remote work so email communication is our recommended method of communication for questions and concerns. We are also available for scheduled web conferencing if needed. Our current platform is Zoom and we can schedule those meetings through an email request.**

**Please visit our website regularly for updates. We will do our best to keep this updated regularly including surfacing dates that can be the most impactful as an abutter. We appreciate your patience as we navigate through these difficult times and determine how best to continue with the work and provide proper communication.**

**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. 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.

**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.

**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, the roads will receive a Microsurface 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.

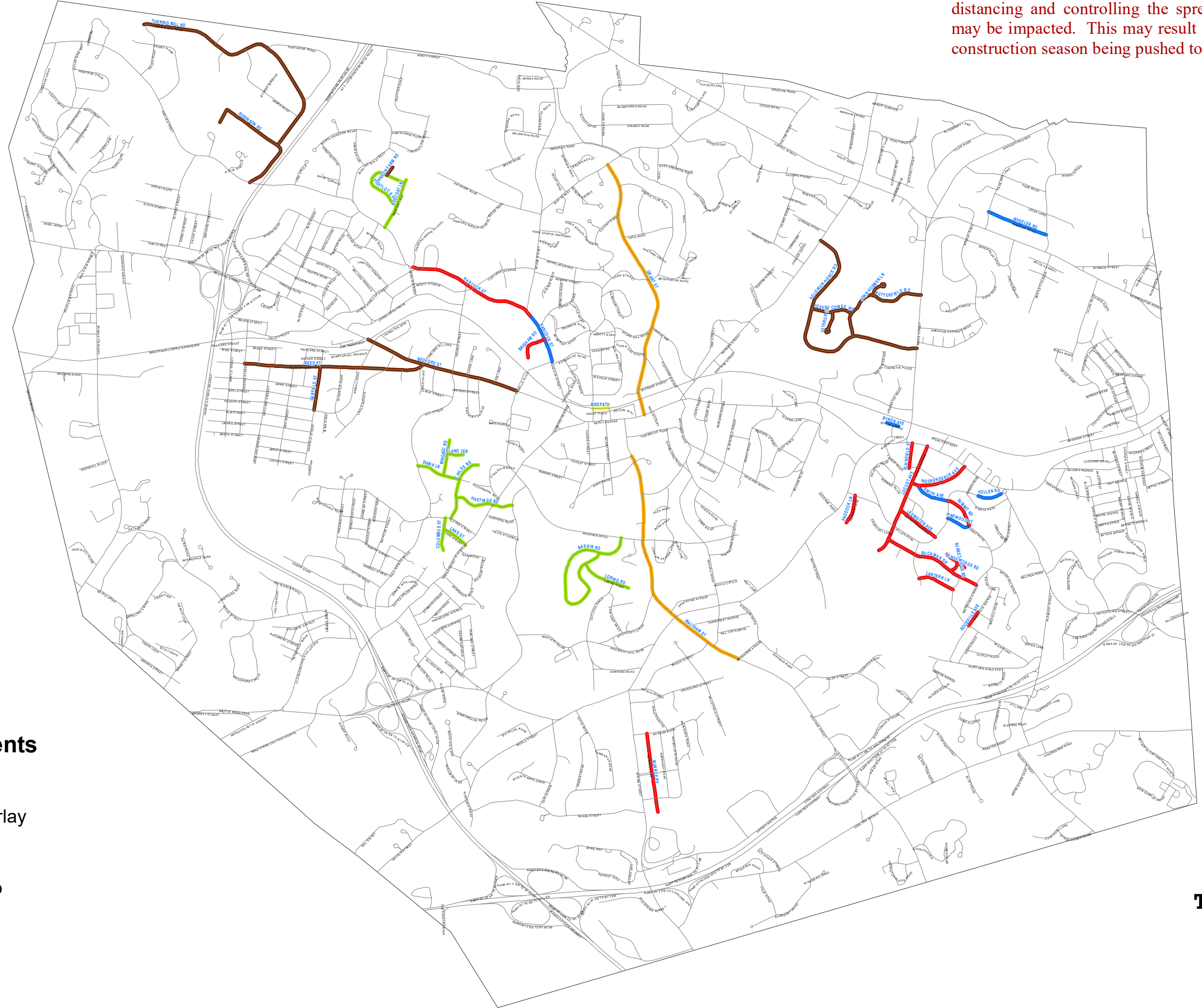
**Cold-In-Place Recycling** - Cold-in-place recycling is a preservation technique for reusing the existing road material to create a new roadway surface. The old road is ground up, mixed with some additives, and immediately placed back down on the road. Additives are based off a specific mix design created in a lab, and typically no new asphalt mix is required for this treatment. After one week a wearing surface will be put on top of the new road, typically a microsurface treatment and it will look very similar to a typical paved surface. All structures (catch basins, manholes, and water and gas gates) will have to be reset for this treatment.

**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.

# PAVING 2020

## IMPORTANT COVID-19 INFORMATION

Due to the Covid-19 pandemic and concerns with socially distancing and controlling the spread the construction schedule may be impacted. This may result in roadways proposed for this construction season being pushed to the 2021 construction season.



### Legend

#### PavingYear, Treatments

-  2020, Reclaim
-  2020, Mill and Overlay
-  2020, Overlay
-  2020, Double Micro
-  2020, Cape Seal
-  2020, Fog Seal

ROADWAY IMPROVEMENT  
MAP OF THE  
**TOWN OF LEXINGTON**  
MASSACHUSETTS  
JOHN R. LIVSEY, P.E.  
TOWN ENGINEER  
2020