



The City of Westfield

Engineering Department

59 Court Street
Westfield, Massachusetts 01085
City Engineer: Allison B. McMordie

There are several different surface treatments being programmed: Crack Sealing, Fog Sealing, Microsurfacing, Overlaying, Milling and Overlaying, Cape Sealing, and Cold-in-Place Recycling. Brief descriptions of these techniques are described below.

Fog sealing and microsurfacing are thin wearing surfaces applied to existing pavement intended to extend the life of the pavement. The remaining treatments, (Overlaying, 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 and Crack Seal, these roads will be subject to Westfield Code Sec. 16-74: "No permit shall be issued for street openings of newly paved roads for a period of five years after the new pavement is installed, except in the case of an emergency as defined in this division." 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: Westfield City DPW and Water Department (413) 572-6226, Westfield Gas & Electric (413) 572-0100, Verizon (877) 728-6101, Comcast (800) 934-6489. Be sure to file all necessary permit applications with the aforementioned utilities, and also, please notify the Engineering Department of your intent as soon as possible.

On-street parking will be prohibited during construction. You will be given as much access as the work allows with our best efforts to minimize any inconvenience. You will receive 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 city owned right-of-way. 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. Streets on the list scheduled for surfacing may be postponed to the following fiscal and/or calendar year due to scheduling conflicts, costs, or weather. If you have any questions or concerns, please call the Engineering Department at (413) 572-6219.

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.

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.

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.