

**CSL REDEVELOPMENT PROJECT**  
**SPECIAL NOTICE**  
**August 29, 2007**

Road surface markings for repair work scheduled have been completed in the front half of CSL – Low Water Bridge to the Big Dam. This includes all culvert replacements and base/sub-base material repairs. If there is a substantial problem on your street or near your home that has not been found and marked on the road surface with orange paint, please contact the office with the nature of the problem and the address and street name so that I may come by quickly and get it marked. It is very important that it be marked on the road surface as this is the way the repair crews know what to do for repairs.

The markings are as follows:

**Dig** – Dig up the road, remove all underlying material that is water logged or shows signs of breaking down due to water under the road surface or from excessive truck weights on the surface. Once the damaged material is removed, the excavated area is refilled with normal crushed limestone construction gravel (No. 53's), unless the excavated area is relatively deep, then the bottom is filled with No. 2 crushed gravel (much larger gravel) prior to putting the No. 53's on top to rebuild the area beneath the surface. The surface is then restored using first base asphalt material and then a surface asphalt material to cap and seal the broken area.

**Drag** – Drag patch the damaged area. This is a strip of new asphalt to cap and seal the damaged area. It may be an area that has already been dug out, or an area that did not require being dug out. Examples of areas that are drag patched are over a number of potholes that have been repaired, over an area where the road surface has been deformed- but not broken, and over an area where the road surface is especially thin or is not readily restorable with chip seal alone.

**Pave** – Full width paving of a street. If there has been no prior paving and it is a heavily traveled roadway, a base asphalt is applied first to level and strengthen the existing surface, and then it is topped with a surface paving to form a smooth surface that is fully sealed against the weather. If there has been prior paving of the area, the base asphalt may not be applied. However, each road is evaluated on a case by case basis to try to assure that the road paving will be done in a manner that will produce a very long term wear surface.

**Two parallel lines with a number such as 18", 24", etc.** – These are culvert replacements that go under the road from one side to the other with the number indicating the diameter of the pipe. Often, these replacements need to be done in a slightly different location from the original culvert being replaced, or at a slightly different angle as a result of a change in the drainage way or ditch involved.

**Grind, Gravel, Pave** – These are the portions of roads too badly damaged to simply repair and re-surface. We grind the surface, push it to the side with the grader, remove the damaged sub-base material, re-shape it, then add gravel back – mixed with the ground material and pave it. No lesser process can reclaim the roadway in a stable manner that will survive on a long term basis.

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CSL Community Manager