

Joseph Florio
Mayor



Manuel Figueiredo
Comm. of Pub. Works
Committee member

WELCOME TO THE TOWNSHIP OF UNION DEPARTMENT OF PUBLIC WORKS WEBSITE

Sergio P. Panunzio CPWM, CPM.
Superintendent

How the division does decides which pot holes to fix first?

Potholes found on major thoroughfares, and potholes that are an immediate hazard to motorists or pedestrians, are given primary attention. Once notified of a pothole, the Public Works receptionist will file a computerized report and a work order is issued. The supervisor or his designee is dispatched to assess the degree or severity of the road defect. A crew is dispatched. The crew then removes any excess material or debris from the hole and, if there is a jagged configuration to the hole, squares it off. After this, asphalt cement is poured into the pothole. This material is compacted by weight and the hole is again sealed with more of the asphalt cement to prevent water from penetrating the hole. Once this process is complete, the street is ready for traffic.

Street Repaving

The Township of Union D.P.W. does not have the large technical equipment to repave an entire road. For this, Township's road resurfacing projects are assigned to the Office of the Engineer, whom develops bid specification for the resurfacing of the street according to state law and mandates from the New Jersey Department of Transportation. The Department of Public Works only maintains existing roads and resurfaces small streets.

However, on a yearly basis, the Township Of Union D.P.W. and The Office of the Township Engineer undertake a Street Resurfacing Program designed to upgrade and meet the goal of maintaining all township roads at or above the "good" level as defined by the New Jersey Department of Transportation street rating system. Inclusion of specific street sections in the upcoming year's Resurfacing Program is based upon the following:

- 1) An on site inspection by the Public Works Department / Engineering staff, which make a preliminary evaluation for curb and sidewalk replacement. Reasons for curb and sidewalk replacement are storm water flow restriction, severe deterioration, or structural deficiencies.
- 2) Availability of funding to provide resources, (Financing), or other values such as grants for the project(s). When those funds can be allocated for resurfacing purposes the projects are drawn and prepared for bid.

When the bidding process is complete and a contractor is selected, the first step is the removal and replacement of selected curbs, driveway aprons, courtesy walks, and, in some cases, sidewalks. The contractor may take several weeks to complete all the concrete repair / replacement. The pouring of the new concrete is weather dependent.

Restoration at the curb is done after the concrete work is completed.

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This work is weather dependent and could be done soon after curb placement or any time until the end of the project.

The next step is the removal of the upper portions of the existing asphalt street surface. This is accomplished with a road grinder which removes the specified thickness of asphalt. After the grinding process, the next operation in the resurfacing is to perform patching of failed base course material, if any exists. After the base course repairs are made, a leveling course of new asphalt is placed on the street to smooth out any irregularities which exist or which were created by the grinding. Just before (usually twenty-four to forty-eight hours) the leveling course is placed, the contractor will post "Fresh Oil" signs and apply "oil" which provides adhesion between the old and new asphalt. The "oil" takes one-to-two hours to cure; and, after that time, it should not track up on vehicles.

The last step involves the placement of the final surface course of asphalt. During this phase of the resurfacing, the street may be difficult to drive through due to the presence of the paving crew, their machines and trucks. Finally, after all paving is completed, new pavement striping is done.