



MUNICIPALITY OF PRINCETON

Department of Infrastructure
& Operations

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MEMORANDUM

To: Mayor and Council
From: James J. Purcell, PE, *Assistant Municipal Engineer*
Subject: Asphalt Pavement Systems Contract for 2026 Pavement Preservation Services
Date: July 22, 2026

Attached for authorization at the July 27, 2026 Council meeting is a resolution to use a State contract with Asphalt Pavement Systems (APS) to perform pavement preservation services on the following roads:

- Bogart Court
- Montadale Circle
- Foulet Drive
- Andrews Lane
- Bayard Lane (from Mountain Avenue to its end past Duffield Place)
- Duffield Place
- Madison Street
- Moran Avenue

The scope of work includes repairing deteriorated sections of pavement, performing crack sealing, and placing a microsurfacing emulsion to restore the pavement surface. The 2022 Roadway Inventory performed by Advanced Infrastructure Design classified these roadways as Very Good in terms of surface distress but in need of a preservation treatment to maintain that classification. A more recent investigation by Engineering and APS determined that this continues to be the recommended treatment.

This will be the second time that Princeton undertakes a pavement preservation project; APS successfully performed these services on Bertrand Drive and Caldwell Drive in 2025. Microsurfacing is a pavement preservation strategy that adds several years of service life to a roadway at between 50% and 65% of the cost of milling and resurfacing. It is a cold-applied mixture of polymer-modified asphalt emulsion, fine-graded aggregate, mineral filler, and water. It cures in under an hour to seal cracks, improve skid resistance, and prevent moisture intrusion. Microsurfacing is best suited for structurally sound pavements that are beginning to show distress of the surface course. In addition to the cost effectiveness and quick return to traffic, microsurfacing has a reduced environmental impact because the existing pavement stays in place and the use of hot mix asphalt is avoided. In the first installations, residents were initially concerned that the roadway does not look like a new roadway; it has a dark brown surface, is rougher than a newly paved road, and may have visible irregularities until it cures. After the pavement color returned to black / dark gray, we did not receive any additional feedback from the neighbors, and it appears to be serving its intended purpose to extend the pavement life.

Please contact me with any questions.