

Re-Build

This process involves crushing the existing asphalt and stabilizing the crushed material with either cement or liquid asphalt emulsion. This creates a strong base for the new asphalt. There will be some ditching involved if needed for proper drainage. We will replace culverts that cross the road. Existing drive culverts are the responsibility of the property owner and will not be replaced unless it is necessary for draining the road water. We then place 2 lifts of asphalt 3 ½” total thickness on top of the stabilized base.

Crush and Asphalt Paving

The existing asphalt is crushed up into small stone and left on the road for a new base material. We shape the road for proper slope and asphalt pave 2 lifts of asphalt so it will have 3 ½” of asphalt thickness.

Asphalt Overlay

An asphalt overlay starts with an underseal (sealcoat). This helps keep the reflective cracking from coming through as fast. Then we either grind the asphalt drives and cutout a portion of the concrete drives so when we place the asphalt on the existing road we can tie the driveways in for a smoother transition. We will place a 1 ¾” asphalt overlay on the existing road and finish it off with new shoulders.

Seal Coat and Fog Seal

A seal coat is putting down tar followed by a small stone. This helps preserve a good road and keep it from getting to the more expensive fixes. A few weeks later it is swept and a layer of fog seal is placed on top of the stone surface. This is another layer of tar that coats the stone and keeps the stones in place. It also helps with dust and is more aesthetically pleasing to look at. Looks like a new road. On a township road it also helps with the centerline striping stand out.

2” Limestone

Before we place any limestone we cut and remove the high shoulders so water can get off the road. We then place the 2” of crushed limestone, shape and compact then spray mineral brine for stabilization and dust control.