

Road Milling and Paving

Common Questions & Answers

Newly paved roads require up to 12 months to fully cure. Minor visual imperfections during this period are normal and expected and are cosmetic, not structural defects. Here are some common questions and concerns.

Why are some areas of the new pavement getting lighter?

- **Fresh asphalt starts oxidizing immediately** – Asphalt pavement is made from **aggregate** (*rock, sand, gravel*) mixed with **asphalt binder**, which is the black, tar-like material that holds everything together. When asphalt is freshly laid, it looks very dark because the binder is still warm and oily. As it **cools, dries, and cures**, the binder fades the surface lightens and the natural colors of the rock and aggregate begin to show through. That's why older asphalt looks more gray than black.
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What are the lines, why are there seams, is this normal?

- **Yes, they are normal part of the paving process.** The lines or joints you see are called **asphalt seams** (or **joints**). They form where separate passes of asphalt meet during installation. Roads are not paved in one continuous pour. Asphalt is placed in **sections** – one lane or strip at a time, a truckload or one day at a time. Each transition creates a seam. They are more visible in new asphalt because fresh asphalt is very dark, making them stand out. As the road cures and lightens, seams become less noticeable. The heat and traffic help blend them over time.
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Why are there differences in texture? Is it normal to see rough spots? Why do some areas look smoother than others?

- Minor variations in texture are normal and expected in asphalt paving, particularly on private roads. Fresh asphalt isn't a uniform material. It's a **blend of stone (aggregate), sand, and liquid asphalt binder**, and how that blend settles can vary from spot to spot. Some areas show more of the stone aggregate at the surface, making them look rougher or grainier. This may happen for various reasons: Rolling/compaction difference, temperature changes as asphalt is laid. These do not affect the integrity or lifespan of the roadway.
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Why do I see loose asphalt or pebbles?

- Asphalt is a mix of liquid binder and stone (aggregate). Right after paving some loose aggregate may sit on the surface. This is normal "aggregate shedding". During the curing phase stones that weren't fully embedded during compaction can work loose. It is especially common in warm climates like Florida. Traffic, sweeping, and weather will gradually remove it.

Why do our roads look different (fading faster) from town roads or highways?

There are many reasons new our newly paved roads may look different

- **Different asphalt mix design** – municipal roads use different binder grades and higher quality aggregates; HOA/private roads are often paved with standard mixes and binder. These oxidize faster, causing quicker color change.
- **Sun exposure & oxidation** – fresh asphalt starts oxidizing immediately, older roads and highways have already stabilized in color and the harden binder changes more slowly
- **Thinner asphalt layer** – private roads receive thinner overlays which heat up, oxidize and lighten faster.
- **Different aggregate color** – municipal roads often use darker aggregate, masking fading
- **Traffic compaction difference** – town roads have heavy, constant traffic that polishes aggregate, keeps surface darker longer; HOA/private roads see lighter traffic which means less polishing and faster visible fading.

BOTTOM LINE –

- Mill & overlay behaves exactly like this**
- Color fading at 3 months = normal**
- Differences from town or other roads are expected**
- Performance matters more than color & texture**
- Focus on structure and drainage, not shade**

These are visual, cosmetic imperfections. They do NOT mean

- Poor workmanship**
- Road is failing**
- Structural defects**

What you should NOT see

- ✎ **Continuous raveling stones, large areas losing stone**
- ✎ **Pothole-like texture developing**
- ✎ **Soft or shiny black areas**
- ✎ **Depressions forming**
- ✎ **Cracks wider than hairline**
- ✎ **Edge separations**

Curing Timeframe & Next Steps

Time After Paving

- 0–3 months
- 3–6 months
- **9–12 months**
- Every 3–5 years

What's Happening

- Cooling, initial compaction
- Oxidation, texture settling
- Ideal seal coat window**
- Ongoing protection