

Crack Sealing

Crack sealing is the placement of a sealant material into cracks of an existing pavement surface to prevent excess water and moisture from penetrating the asphalt. This is a preventative measure to keep the road from deteriorating further. Crack Sealing can be done as a stand alone treatment or in conjunction with other treatments listed below.

Fog Seal

A fog seal is a thin liquid layer applied to the surface of a paved road in relatively good condition. The intent of this treatment is to seal the pavement, rejuvenate, restore the wearing surface and provide resistance to deterioration due to the weather and sun. Subsequent to a Fog Seal the cracks are sealed with a liquid asphalt sealer. This treatment will extend the life of the pavement. This is classified as preventive maintenance.

Microsurfacing

A Microsurfacing is a thin layer (3/8") applied to an existing paved surface. Two layers can be applied also. This treatment adds a tough wearing coat to existing pavement. The intent of this treatment is to seal and protect the existing pavement as well as provide a new wearing course. This treatment does not add strength to the pavement structure. Crack sealing is applied to the pavement prior to Microsurfacing. For Microsurfacing some of the cast iron structures in the street will be adjusted to final grade prior to application if deemed necessary. Minor pothole patching and other pavement repairs are done prior to installation of this treatment. This is classified as preventive maintenance.

Overlay

The intent of this treatment is to leave the existing pavement structure intact. All of the cast iron structures (manholes, catch basins water and gas gates) will be reset to meet the new pavement elevation. A bonding agent is sprayed on the pavement and approximately 1.5 to 2 inches of new pavement installed. All of the cast iron structures are adjusted to final grade prior to application. Minor pothole patching and other pavement repairs are done prior to installation of this treatment. This treatment adds strength to the road surface.

Mill and Overlay

The existing pavement has 0.5 to 2 inches of the surface ground off. This treatment removes the existing deteriorated wearing surface and leaves the substructure intact. Then the installation of new pavement follows the Overlay description above. It is not uncommon for two layers to be installed after milling of the pavement.

Cape Seal

A complete Cape seal application is done in several steps. After roads are leveled with a thin coat of asphalt (if necessary) a full width coating of rubberized chip seal material is applied. The chip seal has a surface that can be driven on for a short time and it is rougher than standard asphalt. It has some loose chips. About a week after chip seal, the roads will receive a microsurface coating. The finished microsurfaced road will be very similar to a standard paved surface. The "Cape seal" term describes the complete multi-layer treatment

Reclamation

This treatment is intended for a roadway that has outlived its useful life. It is considered to be the most aggressive resurfacing treatment. The entire pavement structure is completely pulverized to depth of 14" to 20". Most of the pulverized material is reused as a subbase for the asphalt paving. Additional material may be required to be blended in the subbase to meet specifications. After the subbase is installed a minimum of 4" of asphalt is installed in multiple layers.